Department for Communities (DfC) – Council Consultation on Proposed De-Listings.	**22nd March 2017**
PLANNING COMMITTEE	

Linkage to Council Strategy (2015-19)	
Strategic Theme	**Outcome**
Leader and Champion	• Our Elected Members will provide civic leadership to our citizens working to promote the Borough as an attractive place to live, work, invest and visit.
Protect the environment in which we live	• All environments in the area will benefit from pro-active decision making which protects the natural features, characteristics and integrity of the Borough.
Lead Officer	Principal Planning Officer/Local Development Plan Manager
Cost: (If applicable)	N/A

For Decision

1.0 Background

1.1 The Department for Communities (DfC);HED wrote to Council on 20th January 2017 advising that they are considering the de-listing of two structures within the Borough, under Section 80(3) of The Planning Act (Northern Ireland) 2011 (see Appendix 1 & 2).

2.0 Detail

2.1 Members will be aware of the information contained within the Department for Communities (DfC) presentations given at the workshop held on 31st January 2017 in relation to our built heritage. These presentations have subsequently been issued to all Elected Members.

2.2 Revised Annex C of PPS6: Planning, Archaeology and the Built Environment, sets out the listing criteria which aims to improve clarity and consistency in regard to the legislative test that a listed building must be of *'special architectural or historic interest'.* A building can be listed for either criteria but in most cases it will have both. The word "building(s)" refers to all types of structures (see further information on listing criteria and grading of buildings at Appendix 3 & 4).

3.0 Scheduled Monuments

3.1 Planning officers have discussed this proposal further with DfC, to seek clarification on the proposal. DfC has considered that 'scheduling' of the two tunnels is a more appropriate form of protection than listing.

4.0 Proposed De-Listings

4.1 The proposed de-listings are as follows:

- HB03/12/031A East Tunnel, Tunnel Brae, Castlerock (SMR Ref: LDY 002:503)
- HB03/12/031B West Tunnel, Mussenden Rd, Castlerock (SMR Ref: LDY 002:502)

4.2 The East and West Tunnels were 'scheduled' in December 2016.

5.0 Options

Option 1: Agree to support both de-listings: or

Option 2: Agree to oppose both de-listings.

6.0 Recommendation

6.1 **IT IS RECOMMENDED** that Members agree either Option 1 or 2 above to the proposed de-listings as detailed at Appendix 1 & 2 and to the Head of Planning responding to DfC on behalf of Council.

Appendices:

Appendix 1: DfC Consultation Report – East Tunnel
Appendix 2: DfC Consultation Report – West Tunnel
Appendix 3: Derived Listing Criteria
Appendix 4: Grading of listed buildings

Department for Communities
www.communities-ni.gov.uk

ADVANCE NOTICE OF DELISTING

The Clerk to the Council
Causeway Coast and Glens Borough Council
Cloonavin
6 Portstewart Road
Coleraine
BT52 1EY

RECEIVED
23 JAN 2017
CAUSEWAY COAST AND GLENS BOROUGH COUNCIL

Historic Environment Division
Heritage Buildings Designation Branch
Klondyke Building
Cromac Avenue
Gasworks Business Park
Malone Lower
Belfast
BT7 2JA

Direct Tel No: 028 9056 9216

Our Ref: HB03/12/031A

Date: 20/01/2017

Dear Sir/Madam

RE: EAST TUNNEL, TUNNEL BRAE, CASTLEROCK, CO LONDONDERRY, BT51

DELISTING OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

Section 80(3) of the Planning Act (Northern Ireland) 2011 requires the Department for Communities to consult with the appropriate District Council before removing any building from the statutory list of buildings of special architectural or historic interest. Where this letter refers to building(s), this term includes all types of structures.

The Department is currently considering the delisting of the above-mentioned property/properties and I should welcome the receipt of the views of your Council within 6 weeks of the date of this letter. *If there is no reply to this correspondence within the stated timescale we shall assume that you agree to the delisting of the above building.*

The building has been recommended for delisting because it does not meet the criteria to be a listed building.

Yours faithfully

G Brown

Geraldine Brown

Enc: District Council Report

Address
East Tunnel
Tunnel Brae
Castlerock
Co Londonderry
BT51

HB Ref No HB03/12/031 A

Extent of Listing
Tunnel

Date of Construction
1840 - 1859

Townland
Downhill

Current Building Use
Tunnel

Principal Former Use
Tunnel

Conservation Area	No	**Survey 1**	B	**OS Map No**	12-01
Industrial Archaeology	Yes	**NIEA Evaluation**	Delist	**IG Ref**	C7550 3625
Vernacular	No	**Date of Listing**		**IHR No**	1339:014
Thatched	No	**Date of Delisting**			
Monument	Yes			**SMR No**	NISMR LDY 002:503
Area of Townscape Character	No				
Local Landscape Policy Area	No			**HGI Ref**	
Historic Gardens Inventory	No				
Vacant	N/A				
Derelict	No				

Owner Category Central Govt

Building Information

Exterior Description and Setting
One of a pair of railway tunnels located between Coleraine and Limavady Junction, built c.1853. The East Tunnel runs through a headland in a straight line for 614 metres (672 yards) from the west end of Castlerock to the east side of Portvantage Glen.

East portal
The portal at the east end of the tunnel comprises a semicircular-headed arch with rusticated and margined abutments quoins and voussoirs. The latter step into the spandrels and have a plain keystone. The spandrels and parapets are of roughly-dressed and coursed basalt blocks. A dressed horizontal string course runs along the base of the parapet. The top of the parapet is sloped to follow the line of the

road which crosses the road at this point. It is coped with irregular stones but has been heightened with mass concrete which also follows the gradient of the road.
A small enamel plaque at the left end of the string course notes that this is bridge number 196. A modern metal sign in front of the portal notes the tunnel as 614.05m long, with refuges every 50m along it on its seaward side. Galvanised metal poles runs up each side of the portal; they were probably for electric cables, but now appear to be redundant.

West portal
The western portal, at the Portvantage Glen end of the tunnel, differs only slightly from its eastern counterpart. Its spandrel is of random basalt blocks and the string course over is chamfered along its top edge. There is a low parapet over, of coursed basalt blocks, with projecting basalt coping blocks. Sections of the parapet and coping have been repaired with mass concrete.
The cliff directly above the portal has been gunited (sprayed concrete) and steel wire netting has also been affixed to its face to prevent rocks falling on to the line.
From the west portal, the railway line continues along a 120m long embankment just above the rocky shore to the east portal of the West Tunnel (HB03/12/031B).

Air shaft
The 25-inch OS maps show an air shaft approximately 280m in from the eastern end of the tunnel. Its top end was originally on open ground but is now subsumed into a caravan park. It would have vented the smoke from the steam trains originally. It is now redundant and has been capped over with reinforced-concrete, with a small manhole for access should the need arise.

Setting
The tunnel runs through a high sea-washed headland to the east of Castlerock and emerges at the tranquil Portvantage Glen. The eastern part of the headland under which the tunnel cuts through is occupied by a caravan park.

Schedule:
Basalt abutments and linings
Brick soffits

Interior Overview
Interior layout largely unchanged. Detailing largely intact.

Architects

Historical Information
This section of the railway, between Coleraine and Limavady Junction, was opened in 1853 by the Londonderry & Coleraine Railway Co. Its opening completed the line between Coleraine and Londonderry, but it was not until the opening of a bridge over the River Bann at Coleraine in 1860 that there was through running between Belfast and Londonderry.
From 1861, the line was operated by the Belfast & Northern Counties Railway. The BNCR was taken over by the Midland Railway (Northern Counties Committee) in 1903; this company was renamed as the London, Midland & Scottish Railway (Northern Counties Committee) in 1923. After nationalised in 1949, the line was operated by the Ulster Transport Authority and, from 1967, by Northern Ireland Railways. Translink, the NIR's successor, continues to operate the line today.
Work started on the tunnels at Downhill in October 1845, the contractor being Marshall Brothers. They brought over English navvies experience in tunnel blasting using explosives. The first blasting operation was ceremoniously performed by Lady Bruce, wife of the landowner: "the explosion which followed was hailed on all sides with loud lasts of enthusiastic applause".
The blasting away of some 30,000 tons of rock to create a passage through a headland just beyond the west end of the West Tunnel, on 6 June 1846 attracted even more attention, having been widely advertised as 'The Great Blast'. Steamers were chartered to enable spectators to witness the scene, of which one remarked that it was "second only in importance to the great explosion of the chalk cliffs at the Shakespeare Tunnel on the Dover railway ...".
The tunnels were eventually blasted through in July 1847. In this respect they are said to be the first

railway tunnels in Ireland, but both still had to be lined with brick (which was made at Articlave, near Castlerock). The two tunnels and the rest of the line finally opened in July 1853. They are both explicitly cited on the 1848-52 OS six-inch map and later editions.

References - Primary sources:
1. PRONI OS/6/5/2/2, Second edition OS six-inch map, Co Londonderry sheet 2 (1848-52).
2. PRONI OS/10/5/2/12/1. First edition OS 25-inch map, Co Londonderry sheet 2-12 (1904).

References – Secondary sources:
1. A. McCutcheon, Railway History in Pictures, Ireland vol.2, p.23 (Newton Abbot: David & Charles, 1970).
2. J.R.L. Currie, The Northern Counties Railway, vol.1, pp 67-69 (Newton Abbot: David & Charles, 1973).
3. W.A. McCutcheon, The Industrial Archaeology of Northern Ireland, p.169 and plate 37.3 (Belfast: HMSO, 1980).
4. S. Johnson, Johnson's Atlas & Gazetteer of the Railways of Ireland, p.104 (Leicester: Midland Publishing, 1997).

Criteria for Listing

NB: In March 2011, revised criteria were published as Annex C of Planning Policy Statement 6. These added extra criteria with the aim of improving clarity in regard to the Department's explanation of historic interest. For records evaluated in advance of this, therefore, not all of these criteria would have been considered. The criteria used prior to 2011 are published on the Department's website under 'listing criteria'.

Architectural Interest	Historical Interest
Not listed	Not listed
K. Group value	Not listed
Not listed	
Not listed	
Not listed	

Evaluation

The East Tunnel is a 614m long rock-cut rail tunnel constructed in 1845-52 through a basalt headland just west of Castlerock. There are relatively few such tunnels in Ireland and this is one of the earliest. It was constructed using the relatively innovatory technique of blasting rather than pick and shovel. Despite its utilitarian function, both its portals exhibit a degree of embellishment. The juxtaposition of cliff and sea give it a spectacular setting and it also has group value with the West Tunnel (HB03/12/031B).

The East and West Tunnels were scheduled in December 2016, as this was felt to be the most appropriate form of protection. SMR Ref: LDY 002:503.

Replacements and Alterations

None

If inappropriate, Why?

General Comments

Monitoring Notes – since Date of Survey

Date of Survey 12/04/2013

Department for Communities
www.communities-ni.gov.uk

ADVANCE NOTICE OF DELISTING

The Clerk to the Council
Causeway Coast and Glens Borough Council
Cloonavin
66 Portstewart Road
Coleraine
BT52 1EY

RECEIVED
23 JAN 2017
CAUSEWAY COAST AND GLENS BOROUGH COUNCIL

Historic Environment Division
Heritage Buildings Designation Branch
Klondyke Building
Cromac Avenue
Gasworks Business Park
Malone Lower
Belfast
BT7 2JA

Direct Tel No: 028

Our Ref:HB03/12/031 B

Date: 20/01/2017

Dear Sir/Madam

RE: WEST TUNNEL, MUSSENDEN RD, CASTLEROCK, CO LONDONDERRY, BT51

DELISTING OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST

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The Department is currently considering the delisting of the above-mentioned property/properties and I should welcome the receipt of the views of your Council within 6 weeks of the date of this letter. *If there is no reply to this correspondence within the stated timescale we shall assume that you agree to the delisting of the above building.*

The building has been recommended for delisting because it does not meet the criteria to be a listed building.

Yours faithfully

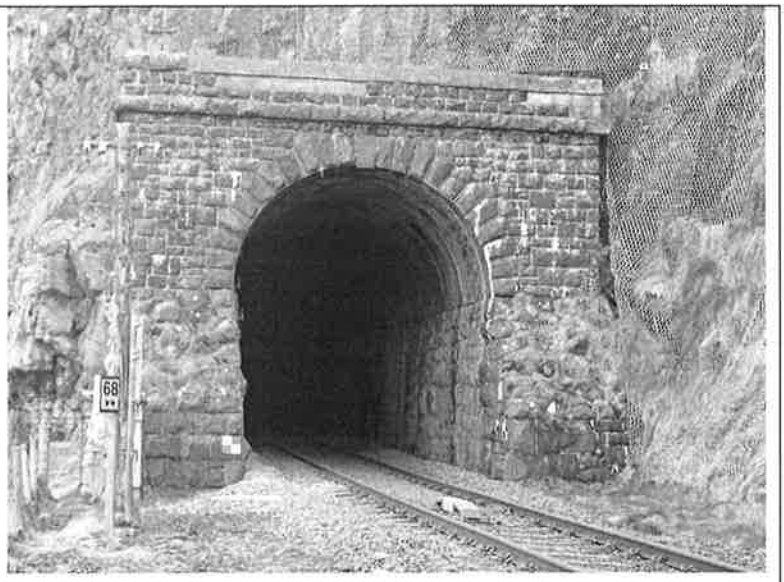
G Brown

GERALDINE BROWN

Enc District Council Report

Address
West Tunnel
Mussenden Rd
Castlerock
Co Londonderry
BT51

HB Ref No HB03/12/031 B



Extent of Listing
Tunnel

Date of Construction
1840 - 1859

Townland
Downhill

Current Building Use
Tunnel

Principal Former Use
Tunnel

Conservation Area	No	**Survey 1**	B	**OS Map No**	12-01
Industrial Archaeology	Yes	**NIEA Evaluation**	Delist	**IG Ref**	C7593 3629
Vernacular	No	**Date of Listing**		**IHR No**	1339:013
Thatched	No	**Date of Delisting**			
Monument	Yes			**SMR No**	NISMR LDY 002:502.
Area of Townscape Character	No				
Local Landscape Policy Area	No			**HGI Ref**	
Historic Gardens Inventory	No				
Vacant	N/A				
Derelict	No				

Owner Category Central Govt

Building Information

Exterior Description and Setting
One of a pair of railway tunnels located between Coleraine and Limavady Junction, built c.1853. The West Tunnel runs through a headland under Mussenden Temple in 283 metre (310 yard) long sweeping curve from the west side of Portvantage Glen to the east end of Downhill Strand.

West portal
The semicircular-headed western portal, directly below Mussenden Temple at the Downhill Strand end of the tunnel, extends slightly beyond the face of the cliff. It has rusticated and margined abutment quoins and voussoirs; the latter step into the spandrels and have a plain keystone. The abutments merge into sloping buttresses extending beyond the face of the portal. The spandrels and seaward side

of the projecting section of the portal are of random basalt blocks, with a rusticated string course over. Above is a low parapet of coursed basalt blocks, the coping of which has mostly been replaced with mass concrete. The extrados of the tunnel, behind the parapet, is covered with grass.
A modern metal sign in front of the portal notes the tunnel's number as 197 and that it is 283.2m long with refuges every 45m along it on its seaward side.
The cliff directly above the portal has steel wire netting affixed to it to prevent rocks falling on to the line.
Beyond the portal, the line continues westwards in the direction of Londonderry along a raised artificial platform above the shoreline.

East portal
The portal at the east end of the tunnel is a semicircular-headed arch detailed as the West portal. Its spandrels and parapets are of roughly-dressed random basalt blocks, brought to courses. A dressed horizontal string course runs along the base of the parapet, which is coped with advanced dressed basalt blocks.
A modern metal sign in front of the portal notes the tunnel's number as 197 and that it is 283.2m long with refuges every 45m along it on its seaward side.
The cliff directly above the portal has affixed steel wire netting to prevent rock falls. From here, the railway line continues eastwards along a 120m long embankment just above the rocky shore to the west portal of the East Tunnel (HB03/12/031A).

Setting
The tunnel runs from the tranquil Portvantage Glen through a high sea-washed headland to the east end of Downhill Strand. The ground above forms part of the National Trust's Downhill Estate.

Schedule:
Basalt abutments and linings
Brick soffits

Interior Overview
Interior layout largely unchanged and detailing largely intact.

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The tunnels were eventually blasted through in July 1847. In this respect they are said to be the first railway tunnels in Ireland, but both still had to be lined with brick (which was made at Articlave, near Castlerock). The two tunnels and the rest of the line finally opened in July 1853. They are both explicitly cited on the 1848-52 OS six-inch map and later editions.

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Architectural Interest	Historical Interest
K. Group value Not listed	Not listed Not listed

Evaluation

The West Tunnel is a 283m long rock-cut rail tunnel constructed in 1845-52 through a basalt headland underneath Mussenden Temple, west of Castlerock. There are relatively few such tunnels in Ireland and this is one of the earliest. It was constructed using the relatively innovatory technique of blasting rather than pick and shovel. Despite its utilitarian function, both its portals exhibit a degree of embellishment. The juxtaposition of cliff and sea give it a spectacular setting and it also has group value with the East Tunnel (HB03/12/031A). The East and West Tunnels were scheduled in December 2016, as this was felt to be the most appropriate form of protection. SMR Ref: LDY 002:502.

Replacements and Alterations

None

If inappropriate, Why?

General Comments

Monitoring Notes – since Date of Survey

Date of Survey 12/04/2013

Appendix 3 : Derived Listing Criteria

Summary of Listing Criteria

Architectural Interest		
A	Style	The assessment will gauge the building design against the relevant style, e.g. Gothic Revival or Neo-classical, and more weight will be given to the best examples.
B	Proportion	The assessment will take into consideration the inter-relationship of elements within the overall composition, both in plan and in three dimensions, appropriate to the style.
C	Ornamentation	It will vary from architectural styles that include rich ornamentation to those that deliberately avoided such decoration.
D	Plan Form	Plans which are intact and display the intentions of the designer are of greater significance than those which do not.
E	Spatial Organisation	This is an extension of the study of plan forms where more complicated buildings often have a planned three dimensional relationship between spaces.
F	Structural System	This may be an important part of the interest of a historic building where the structure is unusual or an early example. It may also be important as a very good example of a more common type. Can include bridges and vernacular roofs, load-bearing mudwalling and cut stonework.
G	Innovatory Qualities	Includes the early use of building techniques or materials, such as patent glazing, or they are examples of innovatory layouts.
H+ **H-**	Alterations	Buildings may have extra interest where they have been added to over the years and illustrate an historic development. (H+) Similarly inappropriate extensions and alterations can damage a building's architectural and historical worth (H-).

I	Quality & survival of interiors	Added significance because of the quality and survival of their interiors.
J	Setting	A building's setting can have a very important bearing on its architectural interest.
K	Group Value	A building's architectural interest may be increased when it forms part of a group such as a terrace, square or other architectural composition.
Historic Interest: NB. Criteria in this section have been reordered to reflect their relative importance in assessment terms		
R	Age	The older a building is, and the fewer surviving examples there are of its kind, the more likely it is to have historic importance. Buildings may however also be regarded as significant because of the way their fabric reveals the effects of change over time or illustrates changing values.
Z	Rarity	Importance is attached to the rarity of a building type, style or construction. This will be most significant when there are few examples of a particular building type left.
S	Authenticity	A building's extent of original fabric and therefore its ability to convey its significance, and levels of integrity, is important. It need not be the case that a building is as originally built, because changes made to it may have added to its interest.
T	Historic Importance	
V	Authorship	
Y	Social, Cultural or economic importance	
U	Historic Association	
Architectural and Historic Interest		
W	NI/International Importance	

X	Local Interest	

Appendix : 4

Grading of Listed Buildings:
(Taken from section C22 of PPS 6: revised Annex C: Criteria for Listing)

Buildings listed by the Department are divided into four grades; A, B+, B1 and B2 to give an indication of their relative importance. Gradings in Northern Ireland (unlike elsewhere in the UK) are not statutory. The categories contained within the list can be defined as follows:

Grade A: buildings of greatest importance to Northern Ireland including both outstanding architectural set-pieces and the least altered examples of each representative style, period and type.

Grade B+: high quality buildings that because of exceptional features, interiors or environmental qualities are clearly above the general standard set by grade B1 buildings. Also buildings which might have merited Grade A status but for detracting features such as an incomplete design, lower quality additions or alterations.

Grade B1: good examples of a particular period or style. A degree of alteration or imperfection of design may be acceptable. Generally B1 is chosen for buildings that qualify for listing by virtue of a relatively wide selection of attributes. Usually these will include interior features or where one or more features are of exceptional quality and/or interest.

Grade B2: special buildings which meet the test of the legislation. A degree of alteration or imperfection of design may be acceptable. B2 is chosen for buildings that qualify for listing by virtue of only a few attributes. An example would be a building sited within a conservation area where the quality of its architectural appearance or interior raises it appreciably above the general standard of buildings within the conservation area.