

## 13 Cultural Heritage

### 13.1 Introduction

- 13.1.1 The current landscape is the product of human activity over several millennia. It contains settlements and remains of every period, from the camps of the first settlers in Ireland, some 9,000 years ago to remains of early Twentieth Century activities. These remains vary enormously in their state of preservation and in the extent of their appeal to the public. The Cultural Heritage assessment reviews the Built Heritage (Listed Buildings/Structures), known Archaeology (Raths, Cashels, Souterrains etc.), Industrial Heritage (Railways, Mills, Bleach Greens etc.), Defence Heritage (airfields, pillboxes etc.) and Historic Parks, Gardens & Demesnes within the proposed route corridor.
- 13.1.2 Cultural Heritage assessment identifies the significant archaeological features and historic buildings in the area, and considers how these may be impacted by the proposed Scheme. Moreover probable locations for previously undiscovered sites have been identified where possible.

### 13.2 Approach and Methodology

- 13.2.1 DMRB 11.3.2.8 (Stages of Archaeological Assessment) and 11.3.2.13 (Stages of Assessment for the Built Heritage), requires the following:
- 13.2.2 Consultation with Environment & Heritage Service (EHS) – Built Heritage to confirm information on the location of known archaeological sites, listed buildings/structures, industrial heritage sites, defence heritage sites and Historic Parks, Gardens & Demesnes within the study area, and check that there have been no new additions;
- 13.2.3 Commission a study from an experienced archaeologist to identify and evaluate all remains within the study area recorded in the Monument & Buildings Record (MBR) for Northern Ireland, or in other published sources and to assess the likely impacts of the proposed Scheme;
- 13.2.4 Commission a walkover survey of the proposed route corridor by a heritage expert, to identify any important buildings, sites or areas which are not already designated, and to assist in the assessment of impacts on them.
- 13.2.5 This culminated in the preparation of a constraints map showing all known archaeological and industrial heritage sites, along with the various listed buildings/structures in the vicinity of the proposed Scheme (Figure 13.1).
- 13.2.6 A cultural heritage specialist has reviewed the archaeological, industrial heritage and built heritage information collated and conditions in the vicinity of proposed route corridor. This assessment included examination of relevant records held by EHS in the Northern Ireland Monuments & Buildings Records (MBR), including:
- Sites & Monuments Record (SMR);
  - Historic Building Architectural Record (HB);
  - Industrial Archaeology Heritage Record (IAR);
  - Heritage Gardens Inventory;

- records of the Defence Heritage Project; and
  - the Maritime Sites and Monuments Record.
- 13.2.7 To seek extra sites with evidence of archaeological information that has not yet been officially recorded, the relevant sources reviewed included:
- County Series Ordnance Survey maps (since 1830);
  - relevant Ordnance Survey Memoirs;
  - air photos, both those held by Ordnance Survey (Northern Ireland) and by others; and
  - Ulster Museum databases of finds.
- 13.2.8 Estate records and pre-ordnance survey historical maps held by the Public Record Office of Northern Ireland (PRONI) were trawled to see if they contained evidence about the early archaeology, industrial archaeology, historic buildings and cultural heritage in the area.
- 13.2.9 A walkover survey and field inspection, September 2006 was also carried out along the proposed route.
- 13.2.10 A copy of the Cultural Heritage Report Methodology is included in Appendix G. Drawings (Figures 1-37) quoted in this chapter, are included in Appendix H to this Environmental Statement.

### **13.3 Baseline Conditions**

- 13.3.1 The baseline evidence for archaeology in the area comprises previously known cultural heritage sites and also extra sites identified during this assessment.
- 13.3.2 The known sites in the general area through which the proposed road will pass include archaeological sites, Historic Buildings (HB), industrial archaeology sites, Heritage Gardens and sites listed by the Defence Heritage Project. In practice, the great majority are archaeological sites in the Sites and Monuments Record of Environment & Heritage Service (EHS) (some 25 to 30 in number) and Historic Buildings recorded by EHS (seven buildings). There is one Heritage Garden, four industrial archaeology sites and one defence heritage site (Figure 13.1).
- 13.3.3 The shore and inter-tidal area of Belfast Lough are situated to the East of Shore Road. The lough is a Special Protection Area (SPA) (Fig. 2 of Appendix H), a Ramsar site (Fig. 3 of Appendix H) and an Area of Special Scientific Interest (Fig. 4 of Appendix H). As the road proposals will not impact directly on any archaeology on the shore, or in the inter-tidal area, it is not included in this study. The present Shore Road has Townscape Areas defined along much of its route (on both sides) and abuts onto a Landscape Policy Area both at its SW end and also at its NE end (Fig. 5 of Appendix H). The impact of the proposals on landscape is assessed elsewhere within the Environmental Statement (Chapter 12 – Landscape and Visual Effects). This chapter therefore reports only of Historic Buildings in or adjacent to these Townscape and Landscape Policy Areas. At the NE end, the Shore Road abuts onto the Heritage Garden at Sea Park (Figs. 1 & 9 of Appendix H).
- 13.3.4 The search for extra sites has located five previously unrecorded archaeological sites or complexes. A study of the early evidence of estate records and early maps in the

Public Record Office (NI) confirmed these sites. No further sites were discovered as a result of these studies.

- 13.3.5 The archaeological evidence establishes that the general area was inhabited from the earliest times (Mesolithic) to recent times (a star-shaped fort) and that the area was particularly prosperous in Early Christian times when there was major occupation and development.

#### **Known sites**

- 13.3.6 The known sites which are present in the general vicinity comprise approximately 28 archaeological sites in the SMR of EHS, seven buildings listed as Historic Buildings, four sites in the Industrial Heritage Record, one site in the Heritage Gardens Inventory and one possible site listed by the Defence Heritage Project (Figure 13.1).

#### **Sites and Monument Record**

- 13.3.7 Approximately 28 sites in the general study area are SMR sites: brief details are given in Appendix I.
- 13.3.8 They range in date from the earliest times (Mesolithic) to very recent (an artillery fort), and include: one Mesolithic kitchen midden, three Neolithic megalithic tombs, one site with cist burials (possibly prehistoric), one possible standing stone (again possibly prehistoric), four Early Christian raths, seven or eight Early Christian souterrains, four enclosures (some of which are probably raths), as well as one tower house, one artillery fort, one settlement, and approximately five air photo cropmarks and mounds of uncertain date and character (Figure 13.1).
- 13.3.9 The general pattern is that the area has archaeological sites which show activity by humans at all dates, from the earliest to the most recent. The list of Early Christian sites reinforces the impression given by the Ordnance Survey Memoirs of the 1830s, that the area had many sites of that period. A feature of the OS Memoirs is that they report these sites as being surprisingly rich in finds (Appendix J). This may suggest that any other sites that are found may reflect a similarly prosperous economy.

#### **Historic Buildings**

- 13.3.10 Along this stretch of the Shore Road, only seven buildings are listed as Historic Buildings (see Appendix I for details). Of these, three buildings open onto the Shore Road, or are adjacent to it: the gate lodge of Dalriada (HB21/08/005); Ballynascreen House (HB22/01/001); and the gate lodge of Seapark House (HB22/07/010). All are classed as Grade B1. See Figs. 29 to 31 in Appendix H for photographs of these buildings, taken in summer 2006.
- 13.3.11 The historical background is that this part of the Shore Road was largely undeveloped until the 1830s, having only a few large Georgian houses: at the North were Sea Park and Scout Bush (see Fig. 10 in Appendix H and Appendix K from 1900); in the middle was Ballynascreen House (on the coast). Further South, at Silverstream, there were the small scale beginnings of Silverstream House, but Dalriada, for example, did not yet exist.
- 13.3.12 By the 1860s, more development had taken place, adding a considerable number of medium sized properties on the seaward side of Shore Road (Fig. 11 in Appendix H and Appendix K).
- 13.3.13 Between the 1850s and the 1940s and 1950s, development became denser, by infilling both on the seaward side (where properties tended to remain detached and

quite large) and also on the landward side, where large detached properties were built, but by the 1950s also semi-detached and terrace houses (see Fig. 12 in Appendix H).

- 13.3.14 Since the 1950s, the inland side has been almost entirely built up, often by establishing estates of houses in the grounds of earlier, large properties. On the seaward side, there has been considerable infill of previously open areas in the stretch SW of Ballynascreen House. Immediately north of Ballynascreen House, there has been less infilling, but infilling has been more marked around and North of Greenisland House (see Fig. 13 in Appendix H).
- 13.3.15 In effect, since 1800 Greenisland has become increasingly a suburb of Belfast, and increasingly a dormitory suburb of housing estates, and the marked effect of the housing development has been eventually to reduce and break up the larger properties.

#### **Extra sites**

- 13.3.16 Additional, previously unrecognised sites were identified through inspection of aerial photographs, examining early maps, carrying out a study of the historical background, considering the environmental background, and by carrying out a walkover survey. This assessment identified a further five possible sites of interest, details of which are given in Appendix L.
- 13.3.17 Five extra sites were identified. Details are given in Appendix L.

#### **Air Photos**

- 13.3.18 Black & white and colour air photos obtained from the Ordnance Survey (NI), were examined and identified a number of additional sites. Air photo cover of the area is rather limited because it lies in the flight path to Aldergrove airport. Details are given in Appendix L.

#### **Early maps**

- 13.3.19 Ordnance Survey Six-Inch Maps of the 19<sup>th</sup> Century, Sheets Antrim 52 and Antrim 57 were examined. One possible site was identified on Antrim Sheet 52 (1830s edition). Details are given in Appendix L.

#### **Historical Background**

- 13.3.20 A study of the historical background was carried out, paying particular attention to estate maps and other early records in the Public Record Office (NI). In general, the evidence confirmed what was already known rather than identifying extra sites. Details are given in Appendix K.

#### **Environmental Background**

- 13.3.21 The study area has been increasingly built on by development, since about 1800. The relevant environmental background comprises mainly the agricultural character of the area. Until recently, the area has been one of reasonably prosperous mixed farming, based on soils which the Soils Map of the Royal Irish Academy Atlas of Ireland (1979, pp. 24-25) classified as Gleys, associated with some Grey Brown Podzolics, and described as "Glacial Muds of Marine Origin" and which the Land Classification Map of Northern Ireland (produced in 1963 by Queen's University of Belfast) classified as Grade II "medium quality, but heavy, clay texture or high water table (Category B2)". The waters of Belfast Lough will also have supplied some marine resources. The proposed road does not pass through any area with special environmental

characteristics (such as peat bogs) which might provide specialised archaeological information.

#### **Walkover survey**

- 13.3.22 A walkover inspection of the area of the road proposals was carried out in September 2006, both along the existing Shore Road and also in the fields where the proposed road will deviate inland north of Station Road (see Appendix H, Figs. 21-35).

#### **OS Memoirs**

- 13.3.23 The area is described in the Ordnance Survey Memoirs for Carrickfergus Parish, written in the 1830s (Day & McWilliams 1996): see Appendix J.
- 13.3.24 Under the two entries for 'Ancient Topography', the Memoirs list a number of Early Christian forts or raths individually (ibid, pp. 79-91 and 177-192) but their locations are given only by the names of the landowners on whose land they were, and precise identification of the locations has not been possible.

### **13.4 Predicted Impacts**

- 13.4.1 In general, the proposed road is likely to have an impact on four known archaeological sites and on three previously unrecorded archaeological sites. There will be no adverse impact on any Historic Buildings. Some 13 other buildings are likely to be demolished, but none of these appears to be of architectural or historical significance.
- 13.4.2 In addition, of course, the proposed route may have an impact on as yet undiscovered sites, most particularly in the area where it deviates inland across agricultural fields.
- 13.4.3 In this study, the impacts only of the mainline of the proposed road and of the four major junctions have been considered. These major junctions will all involve some land take, the impact of which has been considered. There will also be a number of minor junctions, though are unlikely to involve significant further landtake.

#### **Known archaeological sites**

- 13.4.4 There are four known archaeological sites or lands upon which the proposed Scheme may have a direct impact. Details of the individual sites are given in Appendix I of this Environmental Statement. They comprise:
- A late-Medieval tower house (Castle Lug, Ant 52/49);
  - An unlocated Enclosure (Ant 52/84);
  - A cropmark ring of light colour (possible rath), 35 m in diameter (Ant 52/87);
  - An enclosure some 90 m by 75 m (Lettice Lands, Ant 52/90).

#### *Ant 52/4 - Castle Lug*

- 13.4.5 The late mediaeval tower house of Castle Lug (SMR site Ant 52/49) is an important archaeological site, in State Care, situated northeast of Neill's Lane. Details of the site are given in Appendix I. The proposals to widen the existing Shore Road at this point will have a major impact on the grounds of this site (Fig. 25), but the upstanding remains will not be directly affected.

- 13.4.6 At Castle Lug the present road is confined into a quite narrow width by properties on both sides. The proposal at this location is to widen the existing road by taking land on the NW side of the present road, that is, the side on which Castle Lug is situated (Fig. 8). This will require landtake of approximately 12 to 15 metres on the NW side, for a distance of over 1 km in length. The landtake will cut into the slope of the hill upon which Castle Lug stands, and it will therefore not be possible to preserve any remains in the ground to the front of Castle Lug by covering and burying them.
- 13.4.7 Castle Lug is a site in State Care and the detailed map of the area (Fig. 8 in Appendix H) shows the circle of 200 metres radius which EHS regards as indicating the Zone of Influence of the site. The existing exposed features of the site are some 35 m from the edge of the current road. However, those features comprise a wall which was evidently an internal wall of the original building (see photos, Figs. 26 and 27 in Appendix H), and it is presumed that features of this structure may extend much closer to the present road. Within the Indicative Zone of Influence shown by the circle, the proposed Scheme would remove the existing surface over a length of approximately 390 metres, and over an area of some 5000 sq metres (outside the area already affected by the present road and side roads). This area will already have suffered some damage from houses, cultivation of front gardens and agricultural cultivation before the present houses were built. There is, however, a strong likelihood that archaeological features will have survived, albeit damaged.
- 13.4.8 As a tower house, Castle Lug would have been an important centre of a prosperous and influential landowner, who would have controlled a major expanse of territory. It is in fact a small scale castle, built both for defence and for habitation. A tower house would therefore have had around it buildings and activities used by staff and servants to sustain the family who inhabited it. Sometimes these features were surrounded by the protecting wall of a bawn. It is therefore likely that below the ground surface at Castle Lug there are remains of archaeological features resulting from habitation and preparations for defence.
- 13.4.9 In addition, Castle Lug was clearly located so as to have good access to the sea. As shown on Fig. 8 in Appendix H, the inter-tidal zone at this location has two projecting arms of rock, with an area of sand and shingle some 100 m wide between them. This would be excellent coastal surroundings for landing small vessels on a cleared slip between the two projecting arms of rock. Although the proposed Scheme will not encroach on the sea shore, the presence of such features strongly suggests that there would have been an approach (perhaps a made way) from Castle Lug to the shore.
- 13.4.10 An additional impact of the proposals at Castle Lug will be that much of the vehicle standing area currently used for vehicles such as lorries when maintenance is required (see photo, Fig. 24) will be removed. The standing area is currently approximately 10 metres long; it will be reduced to 5 metres long. It seems necessary to retain facilities for maintenance of the old tower house wall (which is approximately 8 metres high), as the site is open to the public. To do so, it will be necessary to extend the existing standing area (with impact on any archaeology close to the tower house structure).

*Ant 52/84 - Enclosure (unlocated)*

- 13.4.11 This site (Ant 52/84) is described in EHS records as "Enclosure (unlocated): period unknown" and records as "not precisely located". The evidence for this is not clear.
- 13.4.12 The Irish Grid Reference (IGR) recorded by EHS for this site is J3885. If this is interpreted literally as 338000, 385000 it would place the centre of the site on the location marked on Fig. 9 (Appendix H) on the lawn in front of Rose Cottage. The proposed Scheme would pass within 25 metres of the centre of the site. However, an IGR of J3885 really means only that the site lies somewhere within the 1 square km of which 338000, 385000 marks the SW corner. There is no strong likelihood of a site

under the front lawn of Rose Cottage, and no evidence of such a site was observed during the walkover survey in summer 2006.

*Ant 52/87 - Possible rath*

- 13.4.13 The possible site recorded as Ant 52/87 was picked up on an aerial photograph as a light cropmark ring 35m in diameter. The site itself probably appears on one of the air photographs used in this study, and was perhaps visible on the ground in summer 2006. Details are given in Appendix I of this Environmental Statement.
- 13.4.14 If the record of a light coloured ring about 35 m across is correct, this could be the bank of a rath. In summer 2006, field inspection showed slight surface traces of two very shallow hollow areas, each suitable in principle to be a rath with traces of a bank still just upstanding (Figs. 22 and 23 of Appendix H). It seems likely that Ant 52/87 is one of these two surface features. It is just possible that there were two sites here. If so, the IGR that EHS records for Ant 52/87 suggests that it is more likely to be the more westerly of the two. Alternatively, both these features may be no more than uneven surface of the field.
- 13.4.15 In the near vicinity, air photos revealed dark features and dark lines, which might be either field boundaries or enclosure boundaries (Figs. 18 and 19).
- 13.4.16 In any case, the proposed road alignment will pass through or immediately adjacent to these possible rath and field boundaries.

*Ant 52/90 - Lettice Lands*

- 13.4.17 At Lettice Lands, north of Whinfield Lane, a number of archaeological features have been present (Ant 52/90), not necessarily all of the same date. They are described by EHS as a field system, earthwork enclosure and building (but much disturbed by drainage works, connected with the stream nearby). They are best seen on the air photograph (Figs. 15 and 16 of Appendix H); the course of the stream is better shown on Fig. 17 of Appendix H. Buildings in this general area are shown on the OS Sheet Antrim 52 of the 1830s as Ruin (Fig. 14 of Appendix H) but comparison of Figs. 15 and 16 with Fig. 14 shows that these 18<sup>th</sup> Century buildings lay further SE than the features on the air photo, and now lie under the modern development spreading NE from the Shore Road (Fig. 9 of Appendix H).
- 13.4.18 As Fig. 15 shows, the proposed Scheme will cut across some of the field system and will touch the northern edge of an enclosure.

**Historic Buildings**

- 13.4.19 There will be no adverse impact on the three Historic Buildings that front onto the Shore Road.

*Historic Building Sites*

- 13.4.20 At the gate lodge of Seapark (HB22/07/010), the proposed roundabout junction will come close to the property, and the pedestrian pathway outside the entrance will be improved, but there should be no direct impact on the property.
- 13.4.21 At Ballynascreen House (HB22/01/001), the proposals will leave traffic the same distance away as at present. The existing boundary wall will be replaced as part of the Scheme.
- 13.4.22 At the gate lodge of Dalriada (HB21/08/005), the proposals will leave traffic the same distance away as at present.

#### *Demolitions*

- 13.4.23 Under the present proposals, thirteen buildings are to be demolished.
- 13.4.24 These are: nos. 6 and 8 Shore Road, Greenisland (Fig. 32); the row of houses nos. 12, 14, 16, 18, 20, 22, 24 and 26 Shore Road, Greenisland; no. 34 Shore Road, Greenisland (Figs. 25 and 36, the front part of the building, which is next to Castle Lug); no. 112 Shore Road, Greenisland (Fig. 34); and the Spar Shop (Fig. 35), immediately East of no. 112 Shore Road.
- 13.4.25 None of these appear to have sufficient architectural or historical distinction to demand that they be retained. In general, they appear to be of the 1920s or 1930s, with no 112 Shore Road apparently of the 1960s and the Spar shop beside it of the very recent past. No 34 Shore Road appears to be late 19<sup>th</sup> to early 20<sup>th</sup> Century.

#### *Townscape*

- 13.4.26 The Shore Road from Silverstream and Belfast High School (at the SW) through Greenisland to Seapark (at the NE) is classified as an Area of Townscape Character on both sides of the road (see Fig. 5 in Appendix H). The proposed Scheme will have relatively little impact on properties on the seaward, SE side of the road, but will have a marked impact on the inland, NW side of the Shore Road, extending from Silverstream for approximately 1.2 km, until the road deviates inland just North of Station Road.

#### **Industrial Archaeology**

- 13.4.27 No Industrial archaeology will be directly affected by the proposed Scheme. Sites in the general vicinity include one quarry and railway stations at Greenisland and Jordanstown (Figure 13.1).

#### **Defence Heritage**

- 13.4.28 The only Defence Heritage site in the general vicinity is a Heavy Anti-Aircraft Battery, which is now destroyed. Its exact location is uncertain, though based on EHS Records, it is probably somewhere in the grounds of Belfast High School. The proposed Scheme will have no direct impact on the grounds of this school

#### **Historic Parks, Gardens & Demesnes**

- 13.4.29 Sea Park (or Seapark House) is recorded in the Heritage Gardens Inventory as a Supplementary Site (Area Plan Carrickfergus 22). The extent of the Gardens is shown on Figure 13.1, and Figure 1 in Appendix H. The proposed Scheme will have no direct impact.

#### **Extra sites**

- 13.4.30 At three additional sites, which had not been identified before this assessment, the proposed Scheme will or may have an adverse impact (Figure 13.1 & Figure 9 of Appendix H). The sites are: a possible rath (X1); a field system (perhaps with an enclosure), potentially of some complexity (X2); and a crop mark feature which is triangular in shape and may be an archaeological site (X3).

#### *Site X1 - Possible rath*

- 13.4.31 Close to the previously recorded possible rath (SMR Ant 52/87), air photo evidence and the walkover inspection showed faint traces of a possible additional site, perhaps another rath (Figure 9 of Appendix H & Appendix L of this Environmental Statement).
- 13.4.32 If this is a separate site, it will be relatively close to the line of the proposed road.

*Site X2 - Possible field system*

13.4.33 Immediately North of the possible rath (SMR Ant 52/87), air photos showed extra dark patches, including both dark lines which suggest a field system or enclosure ditches and also two dark patches approximately 30 to 40 m across (Figure 9 of Appendix H & Appendix L of this Environmental Statement).

13.4.34 Some of these features lay on or close to the line of the proposed road.

*Site X3 - Triangle*

13.4.35 In a field immediately West of Whinfield Lane, an air photo (6247) showed traces of dark lines marking a roughly triangular feature approximately 30m across (Figure 9 of Appendix H & Appendix L of this Environmental Statement). It is not a recognisable archaeological site and may be a modern agricultural feature.

13.4.36 The proposed roads are likely to impact upon this feature (Fig. 37 of Appendix H).

## **13.5 Mitigation**

13.5.1 Recommendations are made below for mitigation of the impact of the proposed Scheme on four known archaeological sites and three additional possible archaeological sites, identified as part of this survey. In general, for each of these cases, it is recommended that a Programme of Archaeological Work (PAW) should be prepared for discussion with EHS, and that subsequent archaeological investigation should include geophysical prospection, followed by appropriate excavations, carried out by a qualified archaeologist under a license from EHS.

13.5.2 For five of these archaeological sites (in three distinct areas), which are quite complex, it is recommended that the work should be done as Advance Archaeology, before road construction commences, in order to avoid unexpected delays caused by unexpected archaeological discoveries. This is particularly important in the case of Castle Lug, where construction delays could involve serious traffic congestion.

13.5.3 It is also recommended that a qualified archaeologist should monitor all disturbance of ground during construction works. These monitoring works will require a detailed Programme of Archaeological Works (PAW) to be prepared and agreed with EHS.

### **Archaeological sites**

13.5.4 For each of the known archaeological sites upon which the road will have an impact, it is recommended that archaeological excavations are carried out by a qualified archaeologist under a license from EHS. At Castle Lug (Ant 52/49), these will be extensive excavations.

13.5.5 At the other sites, it is recommended that there should first be further survey (perhaps including geophysical survey), to establish exactly what archaeological features will need to be recorded by excavation. This applies to the possible rath (Ant 52/87) and the complex of features at Lettice Lands (Ant 52/90). This work should be followed by appropriate archaeological excavations, carried out by a qualified archaeologist under a license from EHS.

*Ant 52/49 - Castle Lug*

13.5.6 Castle Lug (SMR site Ant 52/49) is a late mediaeval tower house, an important archaeological site in State Care. The current proposals would have major impacts on the immediate vicinity of this site.

- 13.5.7 It is recommended to mitigate the impact by recording any archaeological evidence that exists within the area of landtake on the Castle Lug side of the road.
- 13.5.8 As mitigation is by recording, the relevant impacts are two-fold. First, the widening of the road at this point will involve significant landtake very close to the existing tower house. Second, the removal of a major part of the present vehicle standing area will cause serious difficulties in maintaining the old tower house wall (approximately 8 metres high), essential on a site which is open to the public.
- 13.5.9 As the first impact, the proposals to widen the road at this point will have a major adverse impact on the site and on its surroundings. Within the Indicative Zone of Influence defined by EHS, the proposed Scheme would cut into and remove the existing surface over an area of approximately 5000 sq metres (outside the area already affected by the present road and side roads). It is very likely that there will be archaeological evidence within this area of half a hectare.
- 13.5.10 It is recommended that mitigation should be by archaeological excavation of this area of half a hectare, removed during construction. This will be undertaken by a qualified archaeologist under a license from EHS.
- 13.5.11 Since there is a strong likelihood that archaeological features may turn up, and may require careful and time-consuming excavation, it is recommended that these excavations should be carried out as Advance Archaeology, before the start of road construction, with its inevitable obstruction of the heavy traffic load along Shore Road. This will reduce the likelihood that the archaeology will obstruct the traffic.
- 13.5.12 To mitigate, and to permit continued maintenance of the tower house wall, it is recommended that discussions should take place with EHS.
- 13.5.13 It is considered likely that to extend the existing standing area would have an adverse impact very close to the monument, and might even affect the structures of the tower house itself. It is noted that the tower house stands on the top of a slope, at a height that will be probably 2 metres above the level of access from the proposed new road into a redesigned vehicle standing area. The existing standing area has been cut into the hill slope; any extension of that standing area would require a deep cut further into the slope (Figs. 24 and 28 of Appendix H).
- 13.5.14 It is therefore recommended that new access should be considered through an adjacent property if at all feasible. Since any such access would be within the 200 metre radius of Castle Lug, it is recommended that mitigation of its impact should be by archaeological excavation, carried out by a qualified archaeologist under a license from EHS.
- Ant 52/84 - Enclosure (unlocated)*
- 13.5.15 Ant 52/84 is described in EHS records as “Enclosure (unlocated): period unknown” and records as “not precisely located”.
- 13.5.16 Since the location of this site is unknown, mitigation can only consist of drawing the attention of the archaeologist who monitors the construction of the proposed Scheme to these records of a site.
- Ant 52/87 - Possible rath*
- 13.5.17 In this area are a number of possible archaeological sites: the possible rath (Ant 52/87), the possible enclosure (Ant 52/84) and field or enclosure boundaries and other air photo features near Ant 52/84.

- 13.5.18 To mitigate the impact on these features, it is recommended that all archaeological evidence should be recorded, by excavations carried out by a qualified archaeologist, under a license from EHS, as part of an Advance Archaeology contract.

*Ant 52/90 – Enclosure (Lettice Lands)*

- 13.5.19 In the area of Lettice Lands (Ant 52/90), north of Whinfield Lane, is a complex of archaeological sites, not necessarily all of the same date. The proposed Scheme will have an impact on some of these features, but not all of them.

- 13.5.20 To mitigate the impact, it is recommended that further survey (perhaps including geophysical survey) should be carried out in this area, to establish exactly what archaeological features will be damaged and will therefore need to be recorded. It is recommended that subsequent investigation should include appropriate archaeological excavations, carried out by a qualified archaeologist under a license from EHS, as part of an Advance Archaeology Contract.

**Historic Buildings**

- 13.5.21 It is recommended that all three of the Historic Buildings situated close to the proposed Scheme should be preserved from impact by careful design of the details of implementation, so as to ensure that the proposed road does not intrude on the curtilage of any of the properties.

**Extra sites**

- 13.5.22 It is recommended that a further survey be carried out (perhaps including geophysical survey) at each of the three locations of additional Sites, to establish exactly what archaeological features will be damaged and will therefore need to be recorded. This should be followed by appropriate archaeological excavations, carried out by a qualified archaeologist under a license from EHS.

*Site X1 - Rath*

- 13.5.23 Close to the possible rath (SMR Ant 52/87), air photo evidence and the walkover inspection has revealed faint traces of a possible additional site, perhaps a rath (Figure 9 of Appendix H & Appendix L). If this is a separate site, it will be close to the line of the proposed road.

- 13.5.24 To mitigate the impact, it is recommended that a further survey (perhaps including geophysical survey) should be carried out in this area (and that of site X2, below), to establish exactly what archaeological features will be damaged and will therefore need to be recorded. It is recommended that subsequent investigation should include appropriate archaeological excavations, carried out by a qualified archaeologist under a license from EHS, as part of an Advance Archaeology contract.

*Site X2 - Possible field system*

- 13.5.25 Immediately North of the possible rath (SMR Ant 52/87), air photos showed extra dark patches, including both dark lines which suggest a field system or enclosure ditches and also two dark patches approximately 30 to 40m across (Figure 9 of Appendix H & Appendix L). Some of these features lay on or close to the line of the proposed road.

- 13.5.26 To mitigate the impact, it is recommended that a further survey (perhaps including geophysical survey) should be carried out in this area, to establish exactly what archaeological features will be damaged and will therefore need to be recorded. It is recommended that subsequent investigation should include appropriate archaeological excavations, carried out by a qualified archaeologist under a license from EHS, as part of an Advance Archaeology contract.

*Site X3 - Triangle*

- 13.5.27 In a field immediately West of Whinfield Lane, an air photo (6247) showed traces of dark lines marking a roughly triangular feature roughly 30m across (Figure 9 of Appendix H & Appendix L). It is not a recognisable archaeological site and may be a modern agricultural feature. The proposed road will impact directly on this feature (Fig. 37).
- 13.5.28 It is recommended that investigation should include appropriate archaeological excavations, carried out by a qualified archaeologist under a license from EHS. It is considered adequate to draw these features to the attention of the contractor and their appointed archaeologist to undertake the appropriate investigation.

**General**

- 13.5.29 Archaeology is fragile, usually very shallow and near the surface, widespread, unpredictable and vulnerable to any disturbance (Appendix L of the Environmental Statement). Since only full excavation can be sure to discover all the archaeology, it is possible that unexpected evidence will turn up during disturbance of the ground. It is therefore recommended that all disturbance of the ground during the construction works should be monitored by a qualified archaeologist, under a license from EHS. These monitoring works will require a detailed Programme of Archaeological Works (PAW) to be prepared and agreed with EHS.

**13.6 Residual Impacts**

- 13.6.1 The residual impacts, which will be left if mitigation measures are followed, include :
- 13.6.2 There will be a serious residual impact on Castle Lug (Ant 52/49), which is historically and archaeologically an important site, that will lose a significant part of its original property. This adverse impact will have been at least partially mitigated by excavation of a considerable area near the castle; this excavation has the potential to provide useful new information about the character of Castle Lug and of other tower houses of this kind.
- 13.6.3 There will be residual impacts of a lesser kind at the other archaeological sites, in that they will have been destroyed at least in part. These sites are, however, of a less unusual kind and the adverse impact will be mitigated by excavation designed to record any new archaeological information which they can provide.

**13.7 Summary**

- 13.7.1 In the general study area through which the proposed road will pass are some 40 known Cultural Heritage sites: 28 archaeological sites, seven Historic Buildings, one Heritage Garden, four industrial archaeology sites and one Defence Heritage site.
- 13.7.2 The area originally had more archaeological sites, particularly Early Christian raths, but these have been removed or ploughed away by agriculture. The area had more large estates and buildings in the Georgian and Victorian periods, but many have been removed by the expansion of housing in this dormitory suburb of Belfast.
- 13.7.3 The area has one important archaeological site in Castle Lug, a late medieval tower house which is in State Care.
- 13.7.4 A ground inspection of the area of the development identified five possible cases of extra archaeological sites which had not previously been identified.

- 13.7.5 Close to the proposed Scheme, and in a position where the road may impact upon them, are seven archaeological sites (four previously known and three additional sites as identified by this survey) and three sites recorded in the EHS Historic Buildings Record.
- 13.7.6 The proposed Scheme is likely to have an adverse impact on five archaeological sites (three previously known and two additional sites as identified by this survey). The most important of these is the major impact which the road widening will have on the site of Castle Lug.
- 13.7.7 For each archaeological site, it is recommended that a Programme of Archaeological Work (PAW) should be prepared for discussion with EHS, and that subsequent archaeological investigation should include appropriate excavations, carried out by a qualified archaeologist under a license from EHS.
- 13.7.8 It is also recommended that a qualified archaeologist should monitor all disturbance of ground during construction works.
- 13.7.9 For the three Historic Buildings that lie close to the proposed road, it is recommended that they should be preserved from impact by careful design of the details of implementation.
- 13.7.10 There will be a serious residual impact on Castle Lug, historically and archaeologically an important site, which will lose a significant part of its original property. This adverse impact should be partially mitigated by excavations. There will be residual impacts of a lesser kind at other archaeological sites, in that they will have been destroyed at least in part.

### **13.8 References**

- Ordnance Survey Memoirs of Ireland, vol. 26, Parishes of Co. Antrim, Carrickfergus. Day, Angelique & McWilliams, (1996).
- Design Manual for Roads and Bridges, Volume 11, Environmental Assessment. Department of the Environment for Northern Ireland et al (August 1994, as amended up to August 2006).