

***BALLYMENA TOWN  
CENTRE MASTERPLAN  
APPENDICES C-H***  
DEPARTMENT FOR SOCIAL DEVELOPMENT



The Paul Hogarth Company  
DTZ Consulting  
JMP Consulting  
CB Richard Ellis  
Cleaver Fulton Rankin  
White Young Green  
Alastair Coey Architects  
Centre for Archaeological Fieldwork  
Pricewaterhouse Coopers

for the  
Department for Social Development  
April 2009



# **Contents**

CONSERVATION ASSESSMENT	<b>C</b>	<b>1</b>
ARCHAEOLOGICAL CONSULTATIVE REPORT	<b>D</b>	<b>9</b>
PLANNING POLICY POSITION	<b>E</b>	<b>47</b>
TRANSPORT POLICY AND CONTEXT	<b>F</b>	<b>63</b>
ECONOMIC CONTEXT: BALLYMENA	<b>G</b>	<b>83</b>
BRIEF MARKET SUMMARY	<b>H</b>	<b>97</b>



# **C. Conservation Assessment**

ALASTAIR COEY ARCHITECTS

MAY 2008



## HISTORY

In 1630 Sir Robert Adair, the owner of the Ballymena estate, was appointed High Sheriff of County Antrim. His seat, the Castle Demesne, was entered from the east end of Castle Street, the original building, which was destroyed by fire in 1740, was rebuilt in the Scottish baronial style and it, in turn, was also burned in 1957 after having fallen into a ruinous condition. In the seventeenth century Ballymena was only a small village. Very little is known about its development prior to the nineteenth century.

The Ordnance Survey Memoirs of Ireland Volume 23, prepared in 1832, is the first significant record of the town. The Memoirs record that the name Ballymena is apparently derived from the Gaelic meaning 'the townland in the middle of the ford'. The town was situated on the southern extremity of the parish of Kirkinriola on a gentle slope from the north bank of the River Braid. The Memoirs describe the town, whose population in 1831 was 4,063, as '... a considerable and increasing town, and from its central situation, is much resorted to by the inhabitants of the surrounding country'. The Church of Ireland church, of which only the tower now remains, to the west of the north end of Church Street, was described as '... small but neat and in good repair.' There were also two large Presbyterian Meeting Houses, a small Meeting House for the Seceders and another for the Wesleyan Methodists. A Roman Catholic chapel was located on the fork between Ballymoney Street and Broughshane Street on the site now occupied by the Northern Bank. Of the town's domestic architecture the Memoirs are dismissive '... there is nothing worthy of notice or description in the architecture or appearance of any of these residences. They are for the most part very plain and not modern looking.'

The Memoirs proceed to state that:

... the chief part of the population are either shopkeepers or mechanics, the increasing business of the town being the cause of an increased demand for shops ... the general character of the inhabitants is extreme industry and attention to business, minding or caring for nothing but what may attend to their pecuniary advantage.

The Memoirs go on to state:

Strange, however, as it may appear in a place of so great trade, there are few moneyed men in the town, there actually being not more than six or seven persons worth £2,000 or thirteen or fourteen worth £1,000. This may probably be owing to the small capital and narrow ideas with which they commence business, and their consequent want of spirit or enterprise. Perhaps it proceeds from their canny and cautious dispositions which they inherit from their Scottish forefathers. It is, however, to be commended in some respects and the result of it is that there is no safer town for the banking business, or one where there are fewer failures. The shops are very numerous, the main streets being crowded with them, many of them are very good and afford all the necessaries and most of the luxuries of life, at prices very little higher than those charged in Belfast.

Linen manufacture and flax spinning was a major industry, much of it being carried out in the homes of the inhabitants. The town had two bleach screens. The town's distillery, to the west at the end of Galgorm Street, employed sixteen men. Its machinery being propelled by a large breast water wheel. A corn mill, also water-powered, occupied an adjacent site.

The first Ordnance Survey map, published at the same time as the Memoirs, shows a central crossroads with Mill Street extending to the north-west, Castle Street to the south-east, Church Street to the north-east and Bridge Street to the south-west. A stone bridge at the south end of Bridge Street connected the town to the hamlet of Harryville on the south side of the river. At the north end of the town, Church Street curved northwards to a fork where it continued straight onto Broughshane Street and Ballymoney Street diverted to the north-west. The line of Galgorm Street and Wellington Street was almost parallel to Bridge Street/Church Street, intersecting Mill Street and emerging onto Ballymoney Street at the fork to the north end of Church Street.

## HERITAGE PROTECTION

### Listed buildings

The following schedule of listed buildings within the Masterplan study area was abstracted the Environment and Heritage Service website.

NAME AND ADDRESS	HB REF. NO.	LISTED STATUS
Clonavon Road	HB07/16/006A-Z	B2
The Pentagon, 19 George St.	HB07/16/002	B2
2-4 George St.	HB07/16/003	B
The Pentagon, 38 George St	HB07/16/001	B1
1 Henry Street	HB07/12/007A	B2
2, 2A and 2B Henry Street	HB07/13/002	B1
6, 8, 10, 12, 14, 16 Mill Street	HB07/16/005A-E	B2
Town Hall, Bridge Street/Mill Street	HB07/16/19	B1

25-29 High Street	HB07/17/011	B2
Faith Mission Hall, 57 High Street	HB07/17/012	B
Methodist Church, Ballymoney Road	HB07/17/014	B
Audley Lodge, 29-31 Ballymoney Road	HB07/17/015	B1
West Church, 15-19 Ballymoney Road	HB07/17/016	B
Court House, Ballymoney Road	HB07/17/017	B1
9-11 Church Street	HB07/17/019	B
McKendry's Pub, 21 Broughshane Street	HB07/17/020	B
Northern Bank, 1 Broadway	HB07/17/021	B2
Adair Arms Hotel, 1-7 Ballymoney Road	HB07/17/022	B1
St Patrick's Church of Ireland 57 St Patrick's Street	HB07/17/001	B+
53 & 55 Castle Street	HB07/17/002A&B	B1
First Presbyterian Church, Meetinghouse Lane	HB07/17/003	B
Audley Cottage, 33 Ballymoney Road	HB07/18/006	B1
Church tower, Church Street	HB07/17/006	B2 (not listed)
135-149 Church Street	HB07/17/007A-D	B1
Bank of Ireland and Manager's house 155 Church Street	HB07/17/008A&B	Delisted!
Allied Irish Bank, 78-80 Wellington Street	HB07/17/010	B
Old Dispensary, 28 Mount Street	HB07/18/011	B1

All of these properties make a considerable contribution to the quality of the built environment although many are compromised as a result of inappropriate alterations and setting. Surprisingly, the Bank of Ireland appears to have been delisted.



Audley Lodge, Ballymoney Road



Methodist Church, Ballymoney Road



West Church, Ballymoney Road



Adair Arms Hotel, Ballymoney Road



Court House, Ballymoney Road



Faith Mission Hall, High Street



27 and 29 High Street



First Presbyterian Church, Meetinghouse Lane



Bank of Ireland, Church Street

### Conservation Areas

There are no Conservation Areas in the study area

### Areas of Townscape character

The only area of true townscape quality is the section of Ballymoney Road from Fountain Place to Mill Street. Here the streetscape is enhanced by a row of lime trees. This area has the largest concentration of listed buildings in the town (eg Court House, West Presbyterian Church).

### STREETSCAPE

While the historic line of streets appears to have survived in a reasonably intact manner, major late-twentieth-century shopping developments at the Tower Centre to the west and Fairhill to the north, have created a significant impact on the coherence of the town centre. Likewise road improvements at Parkway and North Road have had the effect of isolating the town centre from its immediate hinterland.

The recently completed refurbishment and remodelling of the Town Hall site, at the junction of Mill Street and Bridge Street, has introduced a rare example of high quality modern architecture to the town centre which, while possibly over-scaled, has undoubtedly contributed to the quality of the streetscape.



The remodelled Town Hall viewed from the south

### Predominant forms and materials

Many of the older buildings of quality are constructed from black basalt uncoursed rubble stonework with ashlar or brick dressings and natural slate roofs. Most buildings date from the nineteenth century and many have suffered the ravages of bomb damage and associated low budget restitution.

Otherwise pleasant buildings, such as Cummings Solicitors at 39 Linenhall Street, are disfigured by inappropriate windows and totally inappropriate wire mesh security screens.



Albert Place



Clonavon Road



Cummings Solicitors

### Traffic management

Ballymena Town Centre is notable for streets choked with traffic in an apparently chaotic and unregulated manner. The surface level town centre car parks are bleak and uninviting places little attempt having been made to alleviate the inevitable monotony with well-designed hard and soft landscaping.



Traffic congestion



Car park at John Street

### Shop fronts

The quality of most new shop front design within the town centre is truly appalling in comparison to traditional shop fronts such as the rather good Knowles and Gaston's premises, with its fine fluted Ionic columns and Art Nouveau window, at 16 Mill Street.



Poor quality shopfront design exacerbated by roller shutters



Knowles and Gaston, Mill Street

### Paved surfaces

Virtually no traditional paving survives in the town. Recently pedestrianised areas are paved with ubiquitous concrete-based materials which deny the development of unique local character.

### VISTAS

The Ulster Architectural Heritage Society guide to Ballymena states "... the irregular layout of the town centre and its hilly nature create unexpected and attractive vistas; the skyline is of great importance, especially at a distance from the centre". In truth, this promises more than the town delivers and there are in fact few significant vistas of any quality in the town centre but the following are of some interest:

- The view to the ruined church tower, to the east of Church Street. Brett in *The Buildings of County Antrim* states that the ruins of the old Parish Church are "... most attractive: a historical feature of the town in considerable contrast to the bleak and overbearing new Parish Church of 1881 nearby." Only the pinnacled tower survives, forming a backdrop to a range of funerary monuments and gravestones, approached by a path lined with lime trees and viewed through wrought-iron gates mounted on stone gate piers. This is one of the town centre's very few



Characterless paving

gems and one that is sadly neglected.

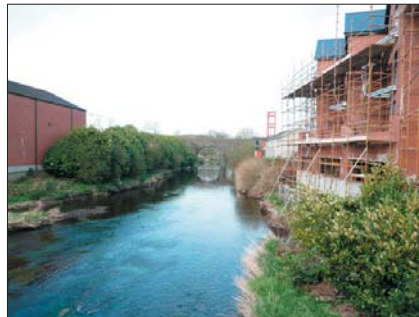
- View from to St Patrick's Church of Ireland church, at the south-east end of Castle Street. Castle Street itself is fairly undistinguished but the church and its associated lodge and gate screen provide a sound basis for enhancement of the view from the town hall ;
- Views east and west along the Braid River, from the bridge between Bridge Street and Queen Street. In particular the view to the west towards the attractive double-span rubble stone railway bridge, although with overgrown and neglected banks and lined by unremarkable modern buildings, offers considerable potential for enhancement.
- Views north along Broughshane Street towards the tall buttressed tower of All Saints Roman Catholic church, which sits between the fork at the meeting of Broughshane Road with Cushendall Road.



Church tower, Church Street



St Patrick's viewed from Castle Street



View west towards railway bridge from road bridge



View north to All Saints Roman Catholic church



***D. Archaeological  
Consultative  
Report***

CENTRE FOR ARCHAEOLOGICAL FIELDWORK

7 APRIL 2008

**Introduction:**

The aim of this Archaeological Consultative Report is to provide preliminary information on the known archaeological heritage in the immediate Ballymena area. Due to their buried character, it is frequently not possible to identify the presence of archaeological remains prior to ground disturbance and, consequently, an Archaeological Consultative Report should consider the unrecognised archaeological remains which may be disturbed as a result of the proposed development as well as the archaeological sites which are already known. The Consultative Document will consider the archaeological record of the site of the potential development at both local and site level. The character and potential significance of unrecognised archaeological remains, which may be disturbed by the potential development, will be considered with reference to comparable localities within the region which have been previously subject to thorough investigation. As many development sites are relatively small, it is necessary to describe the archaeological record in the area immediately around them in order to offer a representative portrait of their archaeological character.

The following is an Archaeological Consultative Report that considers the range and type of archaeological sites in the Ballymena area. For the purposes of preparing this Archaeological Consultative Report, the local area has been defined as a zone, 5 miles in diameter (4 kilometres in radius), centred on the middle of Ballymena. This will focus on the town of Ballymena, and the immediate hinterland falling within the 5 mile zone. This document will not only consider the archaeological record, but also the remains left behind by the industrial past of Ballymena, and, since part of the area includes an urban centre, the built heritage of the town will also be included.

**NB: Although this document has been composed according to the guidelines set out by the Environment & Heritage Services Caseworkers, it is still the obligation of a prospective developer to commission an Archaeological Impact Assessment specific to the prospective development in order to meet Planning Control requirements.**

**Methodology:**

In order to investigate the likelihood of archaeological remains in a given area, a number of research avenues are explored, and a number of methods of analysis deployed.

These are outlined below:

***Local and Development Area: Archaeology***

The existence of known archaeological remains in the development area and its environs is presented and discussed, in order to set the development area within its archaeological landscape.

***Sources***

The main sources in Northern Ireland consulted to compile the descriptions of the archaeological record of the area affected by the proposed development, and its wider locality, are:

- Sites and Monuments Record of Northern Ireland
- Queen's University Belfast Map Library
- Public Records Office (NI)
- Historic Buildings Record
- Industrial Heritage Record
- Northern Ireland Battlefield's Register
- Archaeological Literature.

A summary of the findings from the Sites and Monuments Record; the Historic Buildings Record; the Industrial Heritage Record, and Northern Ireland Battlefield's Register can be found in Appendices 1-4. The results of the SMR and IHR searches may be seen in Figures 1-3.





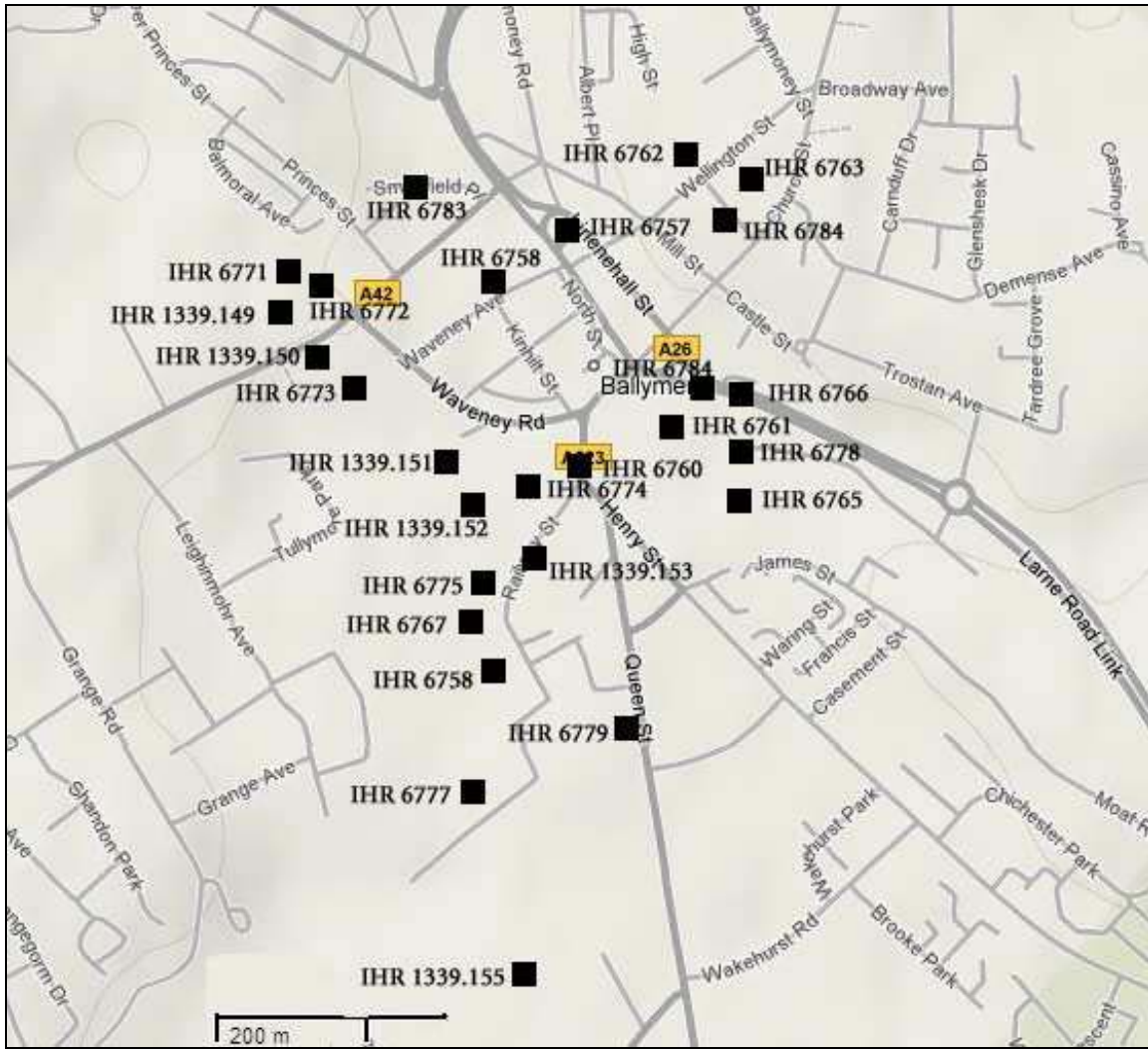


FIGURE 3: IHR SITES IN BALLYMENA TOWN CENTRE

There are 67 archaeological sites recorded within a 4 kilometre (2 ½ mile) radius of the centre of Ballymena. There are few prehistoric sites within the catchment area, and in fact the area appears to be dominated by sites from the Early Christian/Early Medieval period (c. 400-1200 A.D.). Over 40% of the listed sites are dated to this period, and another 30% of the sites consist of un-diagnostic enclosures, many of which may also belong to this time. There are few medieval sites (with the exception of the Harryville and Drumfane mottes), and a few Plantation period sites (such as Galgorm Castle), or other post-medieval sites.

The Industrial Heritage Record lists 47 sites within this catchment area. Of these nine are associated with the railway line (one with the now defunct Ballymena-Larne narrow-gauge track), and six are road bridges. The majority of the industrial sites are related to the production of textiles – with numerous flax mills, scutching mills, beetling mills and weaving/spinning mills (all primarily associated with the production of linen). There are also a couple of brick-making and iron-making sites, as well as two saw mills. The growth of industry in the Ballymena area can be seen in Figures 4-6 (McCutcheon 1980 254-255).

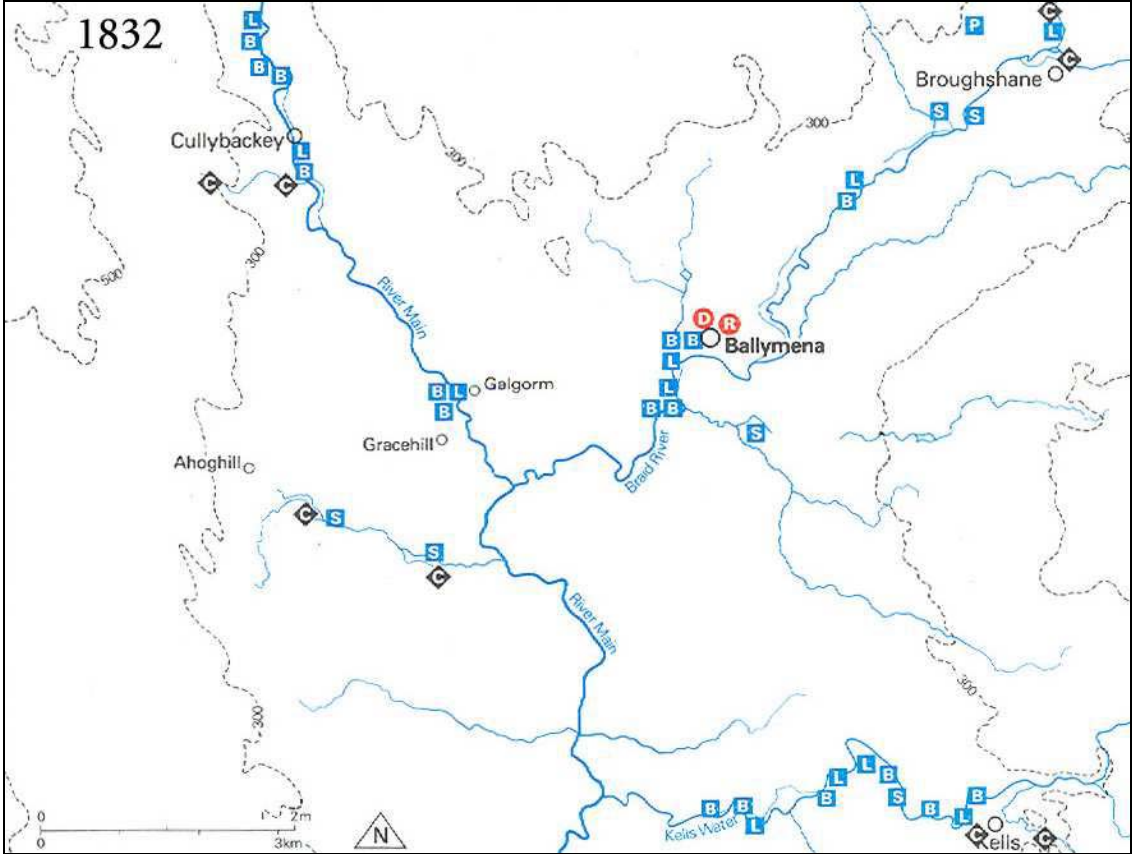


FIG. 4: INDUSTRIAL ACTIVITY IN THE MID-ANTRIM AREA: 1832

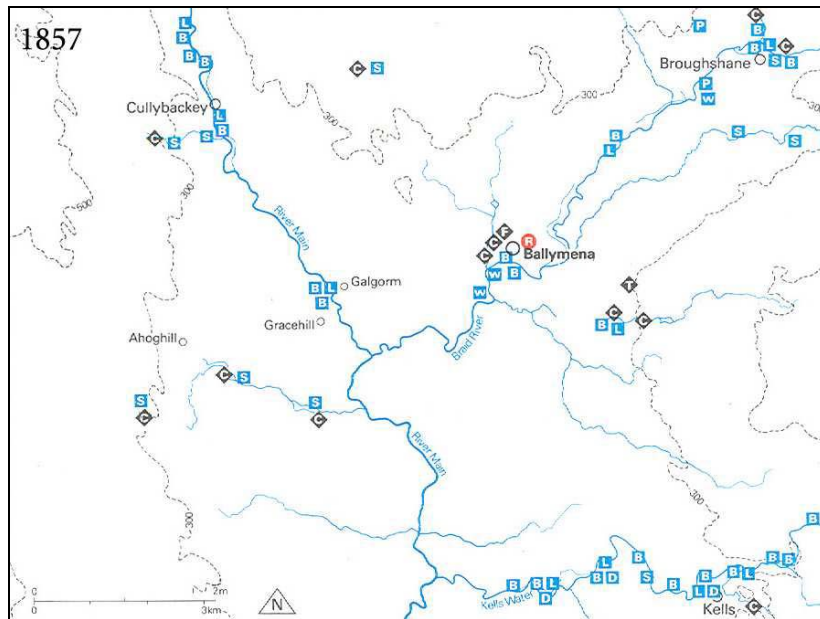


FIG. 5: INDUSTRIAL ACTIVITY IN THE MID-ANTRIM AREA: 1857

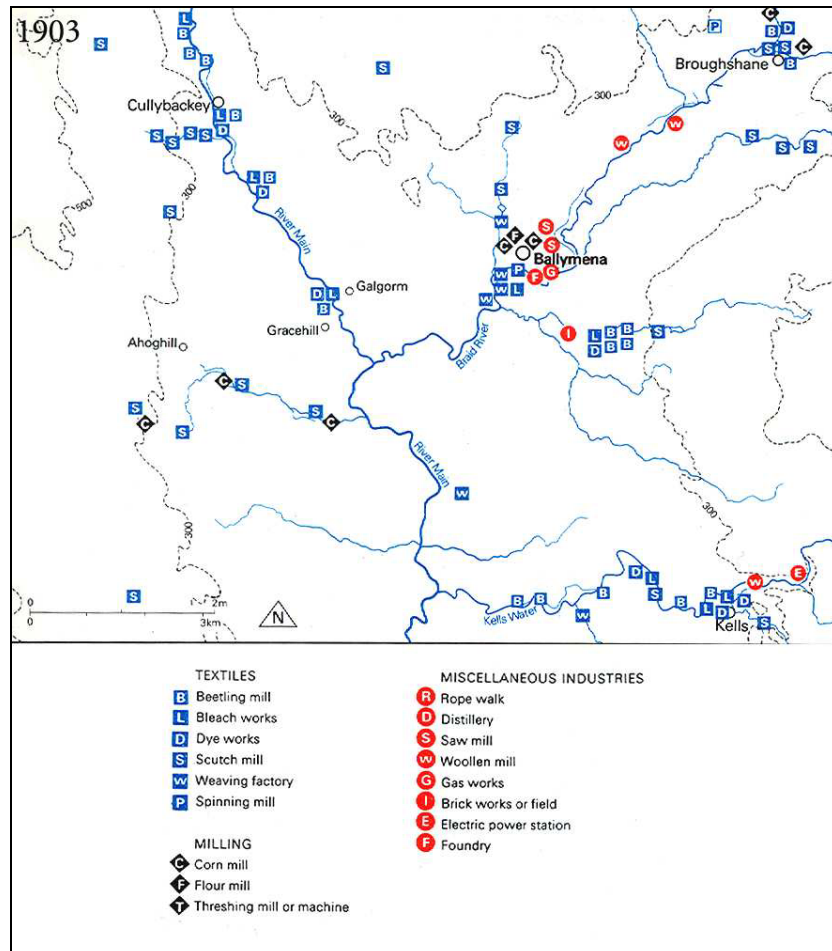


FIG. 6: INDUSTRIAL ACTIVITY IN THE MID-ANTRIM AREA: 1903

### Appendix 1: Sites and Monuments Record

SMR NO.	Townland Name	Site Type	Grid Reference
ANT 032:015	Killyflugh	Enclosure	D10860627
ANT 032:016	Killyflugh	McQuillan's Castle	D10630606
ANT 032:017	Killyflugh	Enclosure	D11090593
ANT 032:018	Killyflugh	Souterrain	D11270592
ANT 032:019	Drumfane	Raised Rath	D11520610
ANT 032:020	Drumfane	Enclosure	D11900578
ANT 032:021	Ballygarvey	Souterrain	D11770569
ANT 032:022	Ballygarvey	Drumfane Motte	D11820556
ANT 032:023	Ballygarvey	Tree Ring	D12420541
ANT 032:024	Ballygarvey	Tree Plantation	D12340540
ANT 032:025	Ballygarvey	Rabbit Warren	D12200490
ANT 032:026	Ballygarvey	Tree Plantation	D12220484
ANT 032:027	Bottom	Mound/Motte	D12140475
ANT 032:028	Town Parks	Standing Stone	D10940437
ANT 032:030	Town Parks	Mound	D11470308
ANT 032:047	Galgorm Parks	Four Urn Burials	D06980390
ANT 032:049	Town Parks	Enclosure?	D11320354
ANT 032:050	Ballyloughan	Enclosure	D10300464
ANT 032:051	Ballykeel	Non-Antiquity	D12090339
ANT 032:059	Town Parks	Cross-Slab	D10930301
ANT 032:068	Galgorm Parks	Graveyard, Souterrain, Holy Well & 2 Standing Stones	D079037
ANT 032:069	Drumfane	Souterrain	D115060
ANT 032:071	Brocklamont	Souterrain	D0903
ANT 032:072	Brocklamont	Souterrain	D0903
ANT 032:073	Ballymena	Historic Settlement	D1103
ANT 033:040	Crebilly	Counterscarp Rath	D14000287
ANT 033:041	Ballykeel	Rath	D12550285
ANT 033:042	Crebilly	Rath	D13510368
ANT 033:043	Ballygarvey	Enclosure	D12830587
ANT 033:057	Crebilly	Sub-rectangular Enclosure	D14140311
ANT 033:073	Caherty	Souterrain	D1303
ANT 033:074	Caherty	Souterrain	D1303
ANT 033:075	Caherty	Standing Stones	D1304
ANT 036:023	Limnaharry	Enclosure	D0201
ANT 037:010	Galgorm	McQuillan's Castle	D07780205
ANT 037:011	Galgorm	Non-Antiquity	D07840232
ANT 037:012	Galgorm	Enclosure	D07970239
ANT 037:013	Galgorm	Church	D08090238

<b>SMR NO.</b>	<b>Townland Name</b>	<b>Site Type</b>	<b>Grid Reference</b>
ANT 037:014	Galgorm	Galgorm Castle	D08180228
ANT 037:015	Galgorm	Enclosure	D08250192
ANT 037:016	Galgorm	Tree Plantation	D08470192
ANT 037:017	Galgorm	Souterrain	D08430152
ANT 037:019	Tullaghgarley	Rath	D08730064
ANT 037:022	Ballykeel	Harryville Motte	D11220260
ANT 037:023	Ballylesson	Rath & Souterrain	D11850050
ANT 037:024	Ballylesson	Enclosure	D12080040
ANT 037:025	Ballylesson	Rath & Souterrain	D11420013
ANT 037:043	Ballylesson	Enclosure	D11930017
ANT 037:045	Ballylesson	Church	D12530100
ANT 037:046	Ballykeel	Souterrain	D11140233
ANT 037:048	Ballycreggy	A.P – Enclosure	D12240170
ANT 037:049	Ballycreggy	A.P – Enclosure	D11560228
ANT 037:050	Ballycreggy	A.P – Enclosure	D11620202
ANT 037:051	Tullaghgarley	Mound	D10230034
ANT 037:062	Ballykeel	Souterrain	D107026
ANT 038:001	Crebilly	Tree Plantation	D13840269
ANT 038:002	Ballymarlagh	Dual Court Tomb	D14040175
ANT 038:003	Ballycreggy	Enclosure	D12840100
ANT 038:004	Ballylesson	Rath	D13060055
ANT 038:036	Ballycreggy	Enclosure	D12660096
ANT 038:039	Crebilly	Castle	D14330274
ANT 038:040	Crebilly	Souterrain	D13650244
ANT 038:041	Ballymarlagh	Souterrain	D12830223
ANT 038:056	Ballycreggy	Souterrain	D1201
ANT 038:057	Ballymarlagh	Souterrain	D1301
ANT 038:061	Crebilly	Penal Site	D1302
ANT 038:066	Crebilly	Enclosure	D13100250

**ANT 032:015: Killyflugh**

In improved grassland on top of a hill adjacent to the townland boundary commanding an extensive view in an arc from east-south-west that include Slemish to the east.

Designated 'fort' on 1st ed. OS map, shown as an undesignated circle of hachures on subsequent editions, but not shown on current IG. This enclosure has been almost ploughed out surviving as a roughly circular mound slightly dished at centre. There is no visible indication of a ditch or entrance

**ANT 032:016: Killyflugh**

In improved grassland on a gradual south-facing slope. This is a large, irregular shaped mound which has been quarried at the southwest extending almost to the mound centre. Many boulders, some earthfast, are strewn over the site particularly in the quarried area. It is very difficult to discern which sections of the mound are natural and which artificial. According to an informant the mound top was bulldozed into the quarried area and 'ditches' filled c 20 years ago.

**ANT 032:017: Killyflugh**

In improved grassland on a south-facing slope overlooking a stream forming the townland boundary to the south and with an extensive view further south.

Designated 'fort' on 1st ed OS map, shown as undesignated hachures thereafter, but not marked on current IG. There are no visible remains of this enclosure described by O'Laverty as a cashel later converted to a rath. The site is traversed by perpendicular modern field boundaries from west-northwest – north - east-northeast.

**ANT 032:018: Killyflugh**

In improved grassland on a gradual south-facing slope overlooking a stream forming the townland boundary to south. There is no visible trace of this possible enclosure or the destroyed souterrain in this large field. The possible enclosure showed up on A. Ps as a cropmark c 30m in diameter, while the destroyed souterrain was reported by O'Laverty as twenty perches east of a former cashel (ANT 032:017). The modern field boundary marked to southeast of the site on current IG has been removed. Location is suitable for a rath

**ANT 032:019: Drumfane**

In rough grazing and improved grassland on top of a small hill. This is the quite well preserved remains of an overgrown oval mound with a dished interior sloping very gradually to east. The mound is formed by a large bank enclosed by a ditch, which has been destroyed by a road on southwest and poorly preserved elsewhere. There is no visible indication of an original entrance to the site, a gap in the bank at south being modern.

This is more like a raised rath than a motte.

**ANT 032:020: Drumfane**

In a dense thorn thicket surrounded by improved grassland on top of a small hill. The site appears to be a large oval enclosure or mound defined by traces of a stone faced scarp 0.5m high surviving from south-west-northwest only. No diameter measurements could be taken. The interior of the site, which has been used as a rubbish dump, inclines down significantly to the south. There are no visible remains of a ditch or of an original entrance.

**ANT 032:021: Ballygarvey**

In a hollow in improved undulating grassland adjacent to the townland boundary. Not marked on any OS map, this destroyed souterrain was reported in OS Memoir as being found in 1834 in a hollow 20 perches north of Drumfane motte and bailey (ANT 032:022). There is now no visible trace of this destroyed souterrain. Some pieces of coins were said to have been found in the cove.

**ANT 032:022: Ballygarvey**

Described in PSAMNI as, "456 ft in circumference at base, rising to 28ft in height; flat top 54ft by 39ft; trench 10ft to 12ft deep. The bailey was originally rectangular, measuring 180ft by 170ft along the sides at the base. A wide trench separates the mote from the bailey; the latter has recently been much destroyed through the carting away of soil for top-dressing by a neighbouring farmer".

**ANT 032:023: Ballygarvey**

In scrub and woodland on a gradual south-facing slope of a hill which inclines up to a road forming the townland boundary.

Shown as an oval enclosure with trees on 3rd and 4th OS maps, and on current IG. This is a modern oval tree ring formed by a very uniform, sharply profiled ditch enclosing a level overgrown interior, and is not an antiquity. There is no bank and the enclosure has been planted with beech trees probably as a landscape embellishment for nearby Ballygarvey House.

**ANT 032:024: Ballygarvey**

On a gradual south-facing slope of a hill which inclines up to a road forming the townland boundary.

Shown as a small circle with trees on 3rd and 4th ed.s of the OS map and as a small group of trees on current IG. This is an irregular clump of beech trees with no enclosing earthwork and is not an antiquity. There are small clearance cairns within the clump, which is probably a landscape embellishment for Ballygarvey House.

**ANT 032:025: Ballygarvey**

In improved grassland on Rabbit Hill, a small rounded drumlin bounded on the east side by a stream and a short distance east of the townland boundary. Shown as an oval enclosure with trees on the 2nd and subsequent editions of

OS map. The drumlin has been densely planted with trees particularly around the perimeter, however, there are no visible remains of an enclosing earthwork and this is not an antiquity.

The tree clump is probably a landscape embellishment for Ballygarvey House.

**ANT 032:026: Ballygarvey**

In rough grazing, woodland and improved grassland on a small eminence west of the River Braid and 100m east of the townland boundary. Shown as an oval enclosure with trees on 3rd and 4th editions of OS map. This is a small, oval rounded eminence densely planted with mature trees and is not an antiquity. There are no visible remains of an enclosing earthwork.

The tree clump is probably a landscape embellishment for Ballygarvey House.

**ANT 032:027: Bottom**

In scrub and woodland on level ground close to the River Braid in an area enclosed by the M22 motorway and an adjoining slip road. This is the substantial remains of a large oval mound, with a level summit enclosed by an overgrown perimeter bank creating a dished effect. The bank falls sheer to the base of the mound which is encircled by traces of a wide ditch surviving from east-south-north. There is no visible trace of an original entrance.

**ANT 032:028: Town Parks**

On a gradual east-facing slope of a hill in Ballymena, north of the town centre and close to the townland boundary to the east and west. Not marked on any OS map, this standing stone, described in OS Memoir, was reported by O'Lavery as having been removed when the workhouse was built. There is now no visible trace of the stone, the site of which has been destroyed by the construction of a hospital and health centre.

According to OS Memoir it was a basalt slab 9ft tall, said to mark the centre of County Antrim.

**ANT 032:029: Town Parks**

In Craigyarwarren Bog in what is now an undulating area of improved grassland, rough grazing, scrub and woodland, but was formerly a lough. This crannog, which was excavated in 1901, could not be located despite very extensive enquiries centred on the area of the bog. Much of the bog has been reclaimed and is now improved grassland.

**ANT 032:030: Town Parks**

In scrub and woodland southeast of the centre of Ballymena in the grounds of a secondary school. This is the poorly preserved remains of an oval mound. The mound has been badly damaged from north-east-southwest and is overgrown around the perimeter making diameter measurements difficult and obscuring any

possible ditch traces. There is no visible trace of an original entrance. Two short perpendicular trenches 0.8m deep have been cut into the mound at north revealing earth only.

**ANT 032:047: Galgorm Parks**

In improved grassland on top of a hill overlooking the townland boundary and the meandering course of the River Main to the west. Not marked on any OS map, this find spot was reported by Knowles in 1889. There are now no visible remains of any antiquity at this site. The sand pit in which these four urns were found has been completely removed. The three larger urns contained burials, but no mention is made of any cists

**ANT 032:049: Town Parks**

On a very gradual east-facing slope of a hill east of the centre of Ballymena and west of the Braid River forming the parish and townland boundary. There are now no visible remains of this possible large enclosure, the site of which has been destroyed by the construction of a technical college and a housing development.

The enclosure first appeared on A.Ps.

**ANT 032:050: Ballyloughan**

In level parkland (improved grassland) northwest of the centre of Ballymena, immediately east of a small stream and 200m west of a stream forming the parish and townland boundary. The remains of this almost circular enclosure were identified from A.Ps. They comprise a low flat topped mound measuring 25.6m north-south x 26m east-west enclosed by traces of a ploughed out ditch surviving from west-north-east. There is no visible trace of an original entrance.

**ANT 032:051: Ballykeel**

On level ground in damp, rough grazing adjacent to Devenagh Burn forming the parish and townland boundary and east-southeast of the centre of Ballymena. This possible enclosure, identified from A.Ps, is a roughly circular area of mostly improved grassland defined by modern drains and is not an antiquity.

**ANT 032:059: Town Parks**

Built into the east wall of the porch at the southwest corner of the Church of Ireland parish church in Ballymena. Found around 1870 by a workman in a fence at the site of Kirkinriola Church, graveyard and souterrain (ANT 032:014). This is a roughly rectangular slab which has been broken along the base. Carved on the slab is a central ringed cross with three expanded terminals.

**ANT 032:068: Galgorm Parks**

Despite exhaustive enquiries made in the course of visiting other sites in this townland no-one recalled an ancient graveyard known as 'Templemoyle'. The graveyard is described in OS Mem in association with a holy well, a closed up

souterrain and two standing stones. The section of townland just east of Swallow Brae and a short distance southwest of McFallstown best fit the locational description given in OS Memoir.

**ANT 032:069: Drumfane**

On level, improved grassland at the head of a narrow valley adjacent to a stream forming the townland boundary and 100m south of a mound (ANT 032:019). Not marked on any OS map this is reported in OS Memoir as, "Twenty perches to the south of a fort in the townland of Drumfane a large cove was found a few years ago". There are now no visible remains of this souterrain which may have had a road built over it.

**ANT 032:071: Brocklamont**

Mentioned very briefly in OS Memoir as a cave on the farm of Robert Blackley but closed up. This townland forms part of the west side of Ballymena town and has been almost entirely built over. No tradition of the souterrain survives and the site remains un-located.

**ANT 032:072: Brocklamont**

Mentioned very briefly in OS Memoirs a cave on the farm of Patrick Hatton. This townland forms part of the west side of Ballymena town, and has been almost entirely built over. All attempts to locate the souterrain failed and it may have been destroyed.

**ANT 032:073: Ballymena**

This is an area of archaeological potential outlined within Ballymena town. It includes Ant 032:073, a carved cross-slab.

Works prior to development were carried out in the area of 2-8 Mill St, 1-29 Bridge St & 1-11 Linenhall St under archaeological supervision. During the course of this, a number of walls dating to 18<sup>th</sup> Century were identified and recorded. The remains indicate the presence of at least 4 structures. Due to truncation within the area of excavation, the remains of these walls survived in a fragmented condition across the site and as such did not supply much information about the structures they represent. A relatively large quantity of pottery was recovered from around the walls and was largely dated to 18<sup>th</sup> & 19<sup>th</sup> Century [Gahan & Long 2004].

**ANT 033:040: Crebilly**

In a very prominent location in improved grassland. This is the remains of circular rath which has been landscaped and lies within a large tree ring. The rath consists of a platform delimited by an arc of a scarp from southwest-northeast and defined from east-south-southwest by a ploughed down and straightened section of scarp. Traces of an enclosing ditch and outer bank are best preserved

from southwest-west and north - north-northeast. Three earthfast boulders may indicate the presence of a souterrain.

**ANT 033:041: Ballykeel**

In improved grassland on a very gradual north-facing slope. This is the poorly preserved remains of an almost circular rath with a dished interior. This interior is enclosed by an arc of a low, ploughed down bank from east-south-north which is elsewhere reduced to a scarp and is itself encircled by faint traces of a ditch. There is no visible trace of an original entrance to the site.

**ANT 033:042: Crebilly**

In improved grassland and rough grazing on top of a northwest-facing slope. This is the poorly preserved remains of a rath which has suffered much damage. The rath is traversed from east-southwest by a road, with the remains consisting of an arc of a bank from west-north-east on northwest side of the road, plus a smaller arc from east-southeast – south-southeast on the opposite side of the road. The dished interior stands considerably above the surrounding land. No visible trace survives of a ditch or of an original entrance.

**ANT 033:043: Ballygarvey**

In improved grassland on top of a steep south-facing slope. This enclosure has been almost entirely ploughed out. It survives as a just discernible circular platform 37m in diameter defined from southwest-north-southeast by a low gradual scarp 0.8m high and elsewhere by the steep natural incline. There is no visible indication of a ditch, or of an original entrance to the enclosure. The slope of the land to the north of the site is more gradual.

**ANT 033:057: Crebilly**

In rough grazing dotted with trees on a steep northwest-facing slope. The poorly preserved remains of this D-shaped modern enclosure, which have been built into the natural slope, measure 27m northwest-east x 27m northeast-southwest. It is defined by a scarp standing 1m above faint traces of an outer ditch 2.5m wide x 0.3m deep. Both scarp and ditch are missing at east. Just west of centre is a small, round mound.

**ANT 033:073: Caherty**

Despite extensive enquiries in this very large townland made in the course of visiting located sites and whilst searching for other unlocated sites nothing was recalled about this souterrain. It is mentioned in OS Memoir along with another souterrain (ANT 033:074) which may or may not have been located. See also ANT 033:079.

**ANT 033:074: Caherty**

Despite extensive enquiries in this very large townland made in the course of visiting located sites and whilst searching for other unlocated sites nothing was recalled about this souterrain. It is mentioned in OS Memoir along with another

southern (ANT 033:073) which may or may not have been located. See also ANT 033:079.

**ANT 033:075: Caherty**

Described in OS Mem as, 'two pillars below Craighbilly Hill called the Rosslinn Pillars on the road leading from Craighbilly to Broshane are very ancient but have been repaired lately by William Sawyers esq'. Enquiries at Crebilly House and at houses along the side of the road leading from Crebilly to Broughshane were unsuccessful in locating either these standing stones or the farm of William Sawyers. The site remains un-located.

**ANT 036:023: Limnaharry**

Enquiries within the townland, and with local informants were unable to establish the location of this enclosure described in OS Memoir simply as, "...a fort on Samuel Millar's farm". No tradition of a 'fort' survives in the townland, which for the most part is now improved grassland.

**ANT 037:010: Galgorm**

In level mixed woodland 50m east of the River Main. The motte summit appears to be circular or oval. A circular depression, giving the appearance of a bank from the interior, has been cut at the centre of the summit. The base of the motte is encircled by an overgrown ditch best preserved from north-east-south. At northeast the motte ditch is adjoined by a large, lower-lying, flat-topped bailey. Both motte and bailey have been badly damaged by badger sets.

**ANT 037:011: Galgorm**

On level ground with coniferous woodland to west, improved grassland to east and south, and 170m east-northeast of Gracehill Bridge. This modern enclosure is defined by a wrought steel fence which is upright from northeast-east-west but has collapsed elsewhere. It delimits an area of scrub, chestnut, ash and beech trees. There is no visible indication of an earthwork. The section of the fence from northeast-east-southeast forms a modern field boundary. The enclosure is clearly visible from Galgorm Castle.

**ANT 037:012: Galgorm**

In improved grassland and coniferous woodland on a gradual southwest-facing slope 110m west of the ruins of Galgorm church (ANT 037:013) and clearly visible from Galgorm Castle 170m to east-southeast. Shown as a large oval enclosure with trees on 2nd, 3rd and 4th editions of the OS map, but not marked on the current IG. There are now no visible remains of this enclosure.

**ANT 037:013: Galgorm**

On level improved grassland, scrub and deciduous woodland immediately north-northeast of Galgorm Bawn and Castle (ANT 037:013). This is the substantial remains of a church of uncertain age which is closely connected with the bawn and castle, and is known to have been repaired or built by Alexander Colville who

bought Galgorm estate in 1620. The church is a simple rectangle aligned northeast-southwest with walls which do not survive to their original height and gables which do.

**ANT 037:014: Galgorm**

In Galgorm Ward in improved grassland on level ground that falls away to west. This is the substantial remains of a 17th century bawn with a later house inserted into the centre of the bawn spanning the full width. The rectangular bawn with four flankers is roughly aligned north-south. No trace remains of the north wall of the bawn which has been replaced by a modern wall with an entrance gap.

**ANT 037:015: Galgorm**

On level scrub and deciduous woodland, recently planted with young trees, at the foot of a W facing slope 450m south of Galgorm Castle (ANT 037:014). Shown as a circular enclosure with trees on 1st and 2nd editions OS maps, as a tree clump on 3rd and 4th editions, but absent from the current IG. There are now no visible remains of this enclosure.

**ANT 037:016: Galgorm**

On a steep west-facing slope 500m south-southeast of Galgorm Castle (ANT 037:014) surrounded by arable land. Shown as a dotted oval enclosure with trees on the current IG. This is a large oval tree clump with no accompanying earthwork or enclosing boundary and is not an antiquity. The clump is composed of both deciduous and coniferous trees, the most common being beech. Small clearance cairns lie on the west half of the perimeter of the clump.

**ANT 037:017: Galgorm**

In dense scrub and deciduous woodland on north-bank of the River Braid. The remains of an opening to the souterrain survive some 16m north of the river's edge. It is roughly rectangular measuring 0.66m north-south x 0.76m east-west x 0.70m deep and is formed by medium sized stones. The interior of the opening is filled with soil. The line of a passage adjoining this opening is clearly visible as a slight depression leading off to southwest. A second passage leads off to north.

**ANT 037:019: Tullaghgarley**

In rough grazing on top of a hill at Tullaghgarley Near. This enclosure has been ploughed out. It survives as a large, oval, flat topped platform 36.8m north-south x 43.8m east-west, which is enclosed by faint traces of a ditch remaining from southwest-west-north only. The platform stands 1.3m above the ditch which is 4.0m wide x 0.2m deep. The perimeter of the platform has been somewhat straightened from north-east – east - southeast and is surmounted by a modern field boundary in this area.

The site was revisited in 2003 and the owner mentioned a nearby field which traditionally has burials in it from "hundreds of years ago when there was all that fighting."

**ANT 037:022: Ballykeel**

On an eminence overlooking the River Braid to north. Well preserved truncated conical mound with flat top with damage to its otherwise uniform steep sides at north and south. A ditch encircles the mound and is itself encircled by a massive outer bank. The bailey at southeast is a high rectangular platform with a perimeter bank. Generally the site is in good condition. It is part of a recreation area for the adjacent housing estate.



PLATE 1: HARRYVILLE MOTTE (EHS)

**ANT 037:023: Ballylesson**

In improved grassland on a gradual north-facing slope. This rath has been much disturbed by ploughing and landscaping. It comprises a curvilinear platform of which the arc from north-east has been straightened. The platform is defined by a steep scarp with no visible trace surviving of ditch or of an original entrance. There is now no visible trace of the souterrain recorded in OS Memoir. The owner stated that he had the souterrain filled in and closed around 1976.

**ANT 037:024: Ballylesson**

In improved grassland on the summit of a hill 240m southeast of Ballylesson House commanding extensive views in all directions. Designated 'fort' on 1st edition OS map, shown as an undesignated circle of hachures on 1933 edition, but not marked on the current IG. There are now no visible remains of this enclosure which has been destroyed some time between 1933 and ?1969 by the widening of a road traversing the site from northeast-southwest.

**ANT 037:025: Ballylesson**

In improved grassland on top of a hill with a good view to east and 100m west of the parish and townland boundary. This enclosure has been badly disturbed by the construction of now derelict farm buildings at the centre and northeast, which also prevent diameter measurements being taken. It is delimited by an arc of a large earthen bank from south-southeast – south - west, which is reduced to a scarp from west-north, and removed from north-east.

The site was revisited in 2003, when the owner reported that the hayshed in the rath was built in 1906 and that a souterrain 4ft high was uncovered. His grandfather had explored it, but this is all that is know about it.

**ANT 037:043: Ballylesson**

In improved grassland on a low eminence at the foot of a southwest-facing slope 370m south of Ballylesson House. Shown as an undesignated arc of hachures from north-northeast – east – south-southwest on 1933 edition OS map, but not on current IG. There are now no visible remains of this enclosure. Like its neighbour to northeast (ANT 037:024) this site has been destroyed some time between 1933 and ?1969 by the widening of the road traversing the site from northeast-southwest. The remains of a rath (ANT 037:023) lie closeby just to south of Ballylesson House.

**ANT 037:045: Ballylesson**

In improved grassland, woodland and scrub on a gradual north-facing slope. Designated 'Ballyclug Grave Yd' on the current IG map. This is a well maintained polygonal graveyard, the interior of which undulates greatly and is enclosed by a modern stone and mortar wall. There is no visible trace of the foundations of a church, entrance at northwest corner, or ancient paved road reported in OS Memoir A large, irregular slab embedded in the ground inside south wall may be ancient.

**ANT 037:046: Ballykeel**

In a council housing estate in Harryville Ward southeast of the centre of Ballymena on a gradual south-facing slope of a hill 270m north of Deerfin Burn which forms the parish and townland boundary. This souterrain was discovered in 1949 and reported in *UJA*. It appeared to consist of a passage and three successive chambers. There is now no visible trace of the souterrain, which may have been destroyed by the construction of council houses on the site.

**ANT 037:048: Ballycreggy**

In level, improved grassland with higher land from north-east-south and at southwest and northwest. There are no visible remains of this possible enclosure, which was not marked on any OS map, but was identified from A.Ps as a circular cropmark, some 30m in diameter, with possible entrances at south

and northwest. The site has been partially destroyed by the construction of a ring road around Ballymena.

An archaeological evaluation was carried out along the proposed route of an extension to the M2 at Ballymena. Three 20m x 2m trenches were excavated along the route, one in the area of the crop mark. Nothing of archaeological interest was noted in any of the trenches and the ground in the area of the crop mark was greatly disturbed by previous roadworks, which may have at least partially destroyed the site [ADS, Oct 2006].

**ANT 037:049: Ballycreggy**

In improved grassland and scrub in a council housing estate on a steep south-facing slope of a hill abutted from north-east by a steep scarp of a road forming the townland boundary. This possible enclosure has been destroyed by the construction of blocks of flats on the south half of the site. It was identified from A.Ps as a slightly upstanding bank enclosing a roughly circular area some 40m north-south x 30m east-west.

**ANT 037:050: Ballycreggy**

In improved grassland on a gradual south-facing slope in an industrial estate 170m south of the townland boundary on the north bank of Deerfin Burn. This possible enclosure, identified from A.Ps, has been destroyed by the construction of a car sales showroom. It appeared as an irregular oval cropmark measuring approximately 40m north-south x 45m east-west.

**ANT 037:051: Tullagharley**

In improved grassland on a gradual northeast-facing slope adjacent to the townland and parish boundary and overlooked by higher land to northeast. This mound, which survives as an arc from northwest-north-southeast, was identified from A.Ps. The mound, which measures 35.8m northwest-southeast, is highest at northeast where it stands 2.1m high tapering towards west to a height of 0.4m. Many stones are apparent in the east quadrant, suggesting this may be a grass grown clearance cairn and not an antiquity.

**ANT 037:062: Ballykeel**

Not marked on any OS map this souterrain is mentioned briefly in OS Memoir where it is described as a closed up cave on the farm of James Walkinshaw about 100 perches west of the motte (ANT 037:022). The site now lies in the heavily urbanised Harryville Ward southeast of Ballymena and has been destroyed by the construction of a large factory and adjoining car park.

**ANT 038:001: Crebilly**

In improved grassland on top of a hill 500m west of Crebilly House commanding a good view to west, and just south of the ruins of a Roman Catholic church. Shown as an undesignated circle with trees on 2nd edition OS map and as a tree clump subsequently. This is a clump of twelve irregularly spaced trees without an

accompanying earthwork and is not an antiquity. The trees, which have not yet reached maturity, include ash and sycamore.

**ANT 038:002: Ballymarlagh**

On top of a small hill, adjacent to the townland boundary, this is the well preserved, though overgrown remains of a dual court tomb formed by the remnant of a cairn 32m long x 16m wide & max. 1m high. It contains a southeast-facing forecourt & 4 chambers, aligned southeast-northwest, plus a small chamber at the rear with a miniature forecourt. All four chambers are roughly rectangular & are divided by jambs & sills; together they measure 8.95m long. The 5th chamber, at the back of the tomb is oval, 1.9m x 1.1m across. No capstones survive in their original position. The site was partially excavated in 1945; the chambers had been dug out some time in the past. Finds included Neolithic pottery & flint tools, along with some cremated bone. A few sherds of Bronze Age pottery indicated secondary burials in the cairn.

**ANT 038:003: Ballycreggy**

In arable land on top of a hill overlooking a small stream forming the townland boundary to the southwest and commanding an extensive view in an arc from west-north, with higher land to east. Designated 'fort' on 1st edition OS map, shown on 2nd and 3rd editions, but not marked thereafter. There are now no visible remains of this enclosure in a large field of potatoes. The site overlooks a natural feature (ANT 038:036), possibly the remains of an enclosure, 160m to west-southwest.

**ANT 038:004: Ballylesson**

In improved grassland on, and on top, of a steep north-facing slope. The poorly preserved remains of this rath comprise an arc of a low bank from northeast-east-northwest, which has been almost completely ploughed down from northeast-east-southwest and elsewhere has been straightened and re-sharpened in modern times for re-use as a field boundary. The improved grassland interior slopes gradually down to north. There is no visible trace of a ditch or original entrance.

**ANT 038:036: Ballycreggy**

In improved grassland on the north bank of a stream forming the townland boundary. This poorly preserved arc of a scarp surviving from south-west-northwest is natural, but may have been used to define the perimeter of an enclosure in this area. No other visible trace of the possible enclosure remains. The scarp descends sheer to the river with somewhat lower, landscaped sections a short distance to north and south of the arc.

**ANT 038:039: Crebilly**

In improved grassland at the rear of Crebilly House. The remains of this castle are described in OS Memoir. The castle site has been destroyed by the recent construction of a modern bungalow. All that survives is a weathered and

damaged cut stone coat of arms propped up on two plinths against an outbuilding of Crebilly House. The coat of arms and the plinths are sandstone. Small portions of two other cut stones rest on top of the coat of arms.

A proposed development - the replacement of a bungalow with a larger one - was located over the site of the former castle, which survived in part to 1837. Then Crebilly house was erected on the site and destroyed all above-ground vestiges of the castle. Four trenches were mechanically excavated around the existing bungalow and within the footprint of the proposed development. Features uncovered in trenches 3 and 4 correspond with elements of the extensive basements of Crebilly House, formerly containing servants rooms, kitchen, laundry, cellar and larder. It is clear that extensive remains of the basement survive and continue under the present building. It was recommended that the present structure and its concrete slab foundation be removed from the site under archaeological supervision to look for traces of the castle, perhaps incorporated into the 17th-century house [ADS, 2007].

**ANT 038:040: Crebilly**

In improved grassland on a gradual north-facing slope of a low drumlin overlooking the townland boundary to north. There are now no visible remains of this souterrain which was discovered and destroyed in 1967 by mechanical excavator during removal of topsoil for the construction of the nearby motorway.

**ANT 038:041: Ballymarlagh**

In improved grassland on a gradual north-facing slope of a low drumlin overlooking the townland boundary to north. There are now no visible remains of this souterrain which was discovered and destroyed in 1967 by mechanical excavator during removal of topsoil for the construction of the nearby motorway.

**ANT 038:056: Ballycreggy**

Despite extensive enquiries in this quite large townland southeast of the centre of Ballymena no information was forthcoming on this souterrain mentioned only in OS Memoir, where it was described as on the farm of James Wilson but closed up. No-one could recall the farm of James Wilson or knew of any souterrain in the townland. The site remains un-located.

**ANT 038:057: Ballymarlagh**

This souterrain, mentioned only very briefly in OS Memoir, was referred to with another souterrain (possibly ANT 038:041) as caves on the farms of Robert Johnstone and James Robinson, with the former described as closed up. Enquiries in the townland were unsuccessful in discovering the exact location of the souterrain. However, an elderly informant recalled a 'cove field' on a farm closeby on the main road to Ballymena to west-northwest.

**ANT 038:061: Crebilly**

Enquiries at Crebilly House, McKeenstown and The Beeches failed to locate this mass site mentioned by O'Laverty as being called 'The Priest's Plain'. No tradition of a mass site in the townland was recalled.

**ANT 038:066: Crebilly**

In improved grassland on a gradual west facing slope at The Beeches (designated 'Prieststown' on the 1933 edition of OS map). There are now no visible remains of this possible antiquity in the landscaped front garden of a farmhouse. The site was indicated by some hachures on the 1933 map. This location is suitable for a rath.

## Appendix 2: Historic Buildings Record

Ward	Ident. Number	Historic Buildings Number	Type	Address
Harryville	8871	<u>HB07/13/002</u>	HOUSE	2, 2A AND 2B HENRY ST.
Galgorm	7372	<u>HB07/15/009 C</u>	SHOP	<u>MAINEWAY HOUSE 21-23 CENNICK ROAD GRACEHILL</u>
Galgorm	7186	<u>HB07/15/010 C</u>	HOUSE	<u>14 CHURCH ROAD GRACEHILL</u>
Galgorm	8856	<u>HB07/15/015</u>	HOUSE	<u>9 CHURCH ROAD GRACEHILL</u>
Galgorm	8857	<u>HB07/15/019</u>	HOUSE	<u>THATCHED DWELLING TULLAGHGARLEY</u>
Galgorm	8172	<u>HB07/15/023 B</u>	HOUSE	<u>17 FENAGHY ROAD GALGORM</u>
Galgorm	7184	<u>HB07/15/010 A</u>	HOUSE	<u>5 ACADEMY ST. GRACEHILL</u>
Galgorm	7185	<u>HB07/15/010 B</u>	HOUSE	<u>7 ACADEMY ST. GRACEHILL</u>
Galgorm	7187	<u>HB07/15/011</u>	SCHOOL	<u>GRACEHILL PRIMARY SCHOOL 19 CHURCH ROAD GRACEHILL</u>
Galgorm	1329	<u>HB07/15/012</u>	HOUSE	<u>15 CHURCH ROAD GRACEHILL</u>
Galgorm	7188	<u>HB07/15/013</u>	HOUSE	<u>13 CHURCH ROAD GRACEHILL</u>
Galgorm	3565	<u>HB07/15/014</u>	HOUSE	<u>11 CHURCH ROAD GRACEHILL</u>
Galgorm	1354	<u>HB07/15/016 A</u>	HOUSE	<u>5 CHURCH ROAD GRACEHILL</u>
Galgorm	1327	<u>HB07/15/016 B</u>	HOUSE	<u>7 CHURCH ROAD GRACEHILL</u>
Galgorm	1326	<u>HB07/15/017</u>	HOUSE	<u>3A, B, C AND D CHURCH ROAD (WIDOW'S HOUSE) GRACEHILL</u>
Galgorm	8171	<u>HB07/15/018</u>	BRIDGE	<u>KILLYBEGS BRIDGE TULLYGOWAN</u>
Galgorm	1312	<u>HB07/15/020</u>	HOUSE	<u>1 SAND ROAD GALGORM</u>
Galgorm	7189	<u>HB07/15/021</u>	HOUSE	<u>2 SAND ROAD GALGORM</u>
Galgorm	7396	<u>HB07/15/023 A</u>	HOUSE	<u>15 FENAGHY ROAD GALGORM</u>
Galgorm	7210	<u>HB07/15/023 C</u>	HOUSE	<u>19 FENAGHY ROAD GALGORM</u>
Galgorm	7397	<u>HB07/15/023 D</u>	HOUSE	<u>21 FENAGHY ROAD GALGORM</u>
Galgorm	3292	<u>HB07/15/025</u>	HOUSE	<u>23-25 FENAGHY ROAD GALGORM</u>
Galgorm	8173	<u>HB07/15/028</u>	HOUSE	<u>ARDVERNIS FENAGHY ROAD GALGORM PARKS</u>
Galgorm	1315	<u>HB07/15/029</u>	HOUSE	<u>126 FENAGHY ROAD DOUGLASTOWN FENAGHY CULLYBACKEY</u>
Galgorm	2890	<u>HB07/15/030</u>	GATES/ SCREENS/ LODGES	<u>LODGE AT FENAGHY HOUSE 138 FENAGHY ROAD FENAGHY CULLYBACKEY</u>
Galgorm	8174	<u>HB07/15/031</u>	HOUSE	<u>FENAGHY HOUSE FENAGHY CULLYBACKEY</u>
Galgorm	7398	<u>HB07/15/032</u>	HOUSE	<u>1 CHURCH ROAD, GRACEHILL, BALLYKENNEDY</u>
Galgorm	7190	<u>HB07/15/033</u>	HOUSE	<u>10-12 CENNICK ROAD GRACEHILL</u>
Galgorm	7399	<u>HB07/15/034 A</u>	HOUSE	<u>22 CENNICK ROAD GRACEHILL</u>
Galgorm	7209	<u>HB07/15/034 B</u>	HOUSE	<u>20 CENNICK ST. GRACEHILL</u>
Galgorm	1316	<u>HB07/15/035</u>	HOUSE	<u>8 MONTGOMERY ST. GRACEHILL</u>
Galgorm	7191	<u>HB07/15/036</u>	HOUSE	<u>50 CHURCH ROAD GRACEHILL</u>
Galgorm	3121	<u>HB07/15/037</u>	HOUSE	<u>12 CHURCH ROAD GRACEHILL</u>
Galgorm	5911	<u>HB07/15/038</u>	TELEPHONE KIOSK	<u>TELEPHONE KIOSK GRACEHILL</u>
Galgorm	7192	<u>HB07/15/043</u>	GATES/ SCREENS/ LODGES	<u>GATEKEEPER/ HEAD PLOUGHMAN'S HOUSE (aka ROUND HOUSE) GALGORM CASTLE</u>

Galgorm	9390	<u>HB07/15/044</u>	HOUSE	4 BROCKLAMONT PARK
Galgorm	9573	<u>HB07/15/046</u>	HOUSE	21 SOURHILL ROAD GALGORM
Galgorm	13772	<u>HB07/15/047 A</u>	HOUSE	10 CHURCH ROAD, GRACEHILL
Galgorm	13773	<u>HB07/15/047 B</u>	HOUSE	8 CHURCH ROAD, GRACEHILL
Galgorm	7180	<u>HB07/15/001 A</u>	COUNTRY HOUSE	GALGORM CASTLE
Galgorm	9738	<u>HB07/15/001 B</u>	ESTATE RELATED STRUCTURES	OUTER COURTYARD BUILDINGS AND GATE SCREEN AT GALGORM CASTLE
Galgorm	8169	<u>HB07/15/003</u>	MEMORIAL	EARLY MEMORIALS IN GRAVEYARD OF MORAVIAN CHURCH CHURCH ROAD GRACEHILL
Galgorm	7181	<u>HB07/15/004 A</u>	HOUSE	27 CHURCH ROAD GRACEHILL
Galgorm	8170	<u>HB07/15/005</u>	POST OFFICE	POST OFFICE 4-6 MONTGOMERY ST. THE SQUARE GRACEHILL
Galgorm	7182	<u>HB07/15/006</u>	HOUSE	2 MONTGOMERY ST. GRACEHILL
Galgorm	7183	<u>HB07/15/008</u>	HOUSE	14-18 CENNICK ST. GRACEHILL
Galgorm	7370	<u>HB07/15/009 A</u>	HOUSE	1 ACADEMY ST. GRACEHILL
Galgorm	7371	<u>HB07/15/009 B</u>	HOUSE	3 ACADEMY ST. GRACEHILL
Galgorm	1330	<u>HB07/15/002</u>	CHURCH	MORAVIAN CHURCH AND 21 AND 25 CHURCH ROAD GRACEHILL
Galgorm	1306	<u>HB07/15/004 B</u>	HOUSE	29 CHURCH ROAD GRACEHILL
Galgorm	1332	<u>HB07/15/007</u>	HOUSE	24 CENNICK ROAD GRACEHILL
Waveney	9693	<u>HB07/16/006 L</u>	HOUSE - TERRACE	<u>2 CLONAVON ROAD</u>
Waveney	9696	<u>HB07/16/006 O</u>	HOUSE - TERRACE	<u>8 CLONAVON ROAD</u>
Waveney	9699	<u>HB07/16/006 R</u>	HOUSE - TERRACE	<u>14 CLONAVON ROAD</u>
Waveney	9702	<u>HB07/16/006 U</u>	HOUSE - TERRACE	<u>20 CLONAVON ROAD</u>
Waveney	9706	<u>HB07/16/006 Y</u>	HOUSE - TERRACE	<u>28 CLONAVON ROAD</u>
Waveney	8168	<u>HB07/16/011 A</u>	HOUSE	<u>79 GALGORM ROAD</u>
Waveney	3095	<u>HB07/16/019</u>	TOWN HALL	<u>TOWN HALL BRIDGE ST./MILL ST. (MUSEUM AND ARTS CENTRE)</u>
Waveney	9694	<u>HB07/16/006 M</u>	HOUSE - TERRACE	<u>4 CLONAVON ROAD</u>
Waveney	9695	<u>HB07/16/006 N</u>	HOUSE - TERRACE	<u>6 CLONAVON ROAD</u>
Waveney	9697	<u>HB07/16/006 P</u>	HOUSE - TERRACE	<u>10 CLONAVON ROAD</u>
Waveney	9698	<u>HB07/16/006 Q</u>	HOUSE - TERRACE	<u>12 CLONAVON ROAD</u>
Waveney	9700	<u>HB07/16/006 S</u>	HOUSE - TERRACE	<u>16 CLONAVON ROAD</u>
Waveney	9701	<u>HB07/16/006 T</u>	HOUSE - TERRACE	<u>18 CLONAVON ROAD</u>
Waveney	9703	<u>HB07/16/006 V</u>	HOUSE - TERRACE	<u>22 CLONAVON ROAD</u>
Waveney	9704	<u>HB07/16/006 W</u>	HOUSE - TERRACE	<u>24 CLONAVON ROAD</u>

Galgorm	9390	<u>HB07/15/044</u>	HOUSE	4 BROCKLAMONT PARK
Galgorm	9573	<u>HB07/15/046</u>	HOUSE	21 SOURHILL ROAD GALGORM
Galgorm	13772	<u>HB07/15/047 A</u>	HOUSE	10 CHURCH ROAD, GRACEHILL
Galgorm	13773	<u>HB07/15/047 B</u>	HOUSE	8 CHURCH ROAD, GRACEHILL
Galgorm	7180	<u>HB07/15/001 A</u>	COUNTRY HOUSE	GALGORM CASTLE
Galgorm	9738	<u>HB07/15/001 B</u>	ESTATE RELATED STRUCTURES	OUTER COURTYARD BUILDINGS AND GATE SCREEN AT GALGORM CASTLE
Galgorm	8169	<u>HB07/15/003</u>	MEMORIAL	EARLY MEMORIALS IN GRAVEYARD OF MORAVIAN CHURCH CHURCH ROAD GRACEHILL
Galgorm	7181	<u>HB07/15/004 A</u>	HOUSE	27 CHURCH ROAD GRACEHILL
Galgorm	8170	<u>HB07/15/005</u>	POST OFFICE	POST OFFICE 4-6 MONTGOMERY ST. THE SQUARE GRACEHILL
Galgorm	7182	<u>HB07/15/006</u>	HOUSE	2 MONTGOMERY ST. GRACEHILL
Galgorm	7183	<u>HB07/15/008</u>	HOUSE	14-18 CENNICK ST. GRACEHILL
Galgorm	7370	<u>HB07/15/009 A</u>	HOUSE	1 ACADEMY ST. GRACEHILL
Galgorm	7371	<u>HB07/15/009 B</u>	HOUSE	3 ACADEMY ST. GRACEHILL
Galgorm	1330	<u>HB07/15/002</u>	CHURCH	MORAVIAN CHURCH AND 21 AND 25 CHURCH ROAD GRACEHILL
Galgorm	1306	<u>HB07/15/004 B</u>	HOUSE	29 CHURCH ROAD GRACEHILL
Galgorm	1332	<u>HB07/15/007</u>	HOUSE	24 CENNICK ROAD GRACEHILL
Wavenev	9693	<u>HB07/16/006 L</u>	HOUSE - TERRACE	<u>2 CLONAVON ROAD</u>
Wavenev	9696	<u>HB07/16/006 O</u>	HOUSE - TERRACE	<u>8 CLONAVON ROAD</u>
Wavenev	9699	<u>HB07/16/006 R</u>	HOUSE - TERRACE	<u>14 CLONAVON ROAD</u>
Wavenev	9702	<u>HB07/16/006 U</u>	HOUSE - TERRACE	<u>20 CLONAVON ROAD</u>
Wavenev	9706	<u>HB07/16/006 Y</u>	HOUSE - TERRACE	<u>28 CLONAVON ROAD</u>
Wavenev	8168	<u>HB07/16/011 A</u>	HOUSE	<u>79 GALGORM ROAD</u>
Wavenev	3095	<u>HB07/16/019</u>	TOWN HALL	<u>TOWN HALL BRIDGE ST./MILL ST. (MUSEUM AND ARTS CENTRE)</u>
Wavenev	9694	<u>HB07/16/006 M</u>	HOUSE - TERRACE	<u>4 CLONAVON ROAD</u>
Wavenev	9695	<u>HB07/16/006 N</u>	HOUSE - TERRACE	<u>6 CLONAVON ROAD</u>
Wavenev	9697	<u>HB07/16/006 P</u>	HOUSE - TERRACE	<u>10 CLONAVON ROAD</u>
Wavenev	9698	<u>HB07/16/006 Q</u>	HOUSE - TERRACE	<u>12 CLONAVON ROAD</u>
Wavenev	9700	<u>HB07/16/006 S</u>	HOUSE - TERRACE	<u>16 CLONAVON ROAD</u>
Wavenev	9701	<u>HB07/16/006 T</u>	HOUSE - TERRACE	<u>18 CLONAVON ROAD</u>
Wavenev	9703	<u>HB07/16/006 V</u>	HOUSE - TERRACE	<u>22 CLONAVON ROAD</u>
Wavenev	9704	<u>HB07/16/006 W</u>	HOUSE - TERRACE	<u>24 CLONAVON ROAD</u>

Galgorm	9390	<u>HB07/15/044</u>	HOUSE	4 BROCKLAMONT PARK
Galgorm	9573	<u>HB07/15/046</u>	HOUSE	21 SOURHILL ROAD GALGORM
Galgorm	13772	<u>HB07/15/047 A</u>	HOUSE	10 CHURCH ROAD, GRACEHILL
Galgorm	13773	<u>HB07/15/047 B</u>	HOUSE	8 CHURCH ROAD, GRACEHILL
Galgorm	7180	<u>HB07/15/001 A</u>	COUNTRY HOUSE	GALGORM CASTLE
Galgorm	9738	<u>HB07/15/001 B</u>	ESTATE RELATED STRUCTURES	OUTER COURTYARD BUILDINGS AND GATE SCREEN AT GALGORM CASTLE
Galgorm	8169	<u>HB07/15/003</u>	MEMORIAL	EARLY MEMORIALS IN GRAVEYARD OF MORAVIAN CHURCH CHURCH ROAD GRACEHILL
Galgorm	7181	<u>HB07/15/004 A</u>	HOUSE	27 CHURCH ROAD GRACEHILL
Galgorm	8170	<u>HB07/15/005</u>	POST OFFICE	POST OFFICE 4-6 MONTGOMERY ST. THE SQUARE GRACEHILL
Galgorm	7182	<u>HB07/15/006</u>	HOUSE	2 MONTGOMERY ST. GRACEHILL
Galgorm	7183	<u>HB07/15/008</u>	HOUSE	14-18 CENNICK ST. GRACEHILL
Galgorm	7370	<u>HB07/15/009 A</u>	HOUSE	1 ACADEMY ST. GRACEHILL
Galgorm	7371	<u>HB07/15/009 B</u>	HOUSE	3 ACADEMY ST. GRACEHILL
Galgorm	1330	<u>HB07/15/002</u>	CHURCH	MORAVIAN CHURCH AND 21 AND 25 CHURCH ROAD GRACEHILL
Galgorm	1306	<u>HB07/15/004 B</u>	HOUSE	29 CHURCH ROAD GRACEHILL
Galgorm	1332	<u>HB07/15/007</u>	HOUSE	24 CENNICK ROAD GRACEHILL
Waveney	9693	<u>HB07/16/006 L</u>	HOUSE - TERRACE	<u>2 CLONAVON ROAD</u>
Waveney	9696	<u>HB07/16/006 O</u>	HOUSE - TERRACE	<u>8 CLONAVON ROAD</u>
Waveney	9699	<u>HB07/16/006 R</u>	HOUSE - TERRACE	<u>14 CLONAVON ROAD</u>
Waveney	9702	<u>HB07/16/006 U</u>	HOUSE - TERRACE	<u>20 CLONAVON ROAD</u>
Waveney	9706	<u>HB07/16/006 Y</u>	HOUSE - TERRACE	<u>28 CLONAVON ROAD</u>
Waveney	8168	<u>HB07/16/011 A</u>	HOUSE	<u>79 GALGORM ROAD</u>
Waveney	3095	<u>HB07/16/019</u>	TOWN HALL	<u>TOWN HALL BRIDGE ST./MILL ST. (MUSEUM AND ARTS CENTRE)</u>
Waveney	9694	<u>HB07/16/006 M</u>	HOUSE - TERRACE	<u>4 CLONAVON ROAD</u>
Waveney	9695	<u>HB07/16/006 N</u>	HOUSE - TERRACE	<u>6 CLONAVON ROAD</u>
Waveney	9697	<u>HB07/16/006 P</u>	HOUSE - TERRACE	<u>10 CLONAVON ROAD</u>
Waveney	9698	<u>HB07/16/006 Q</u>	HOUSE - TERRACE	<u>12 CLONAVON ROAD</u>
Waveney	9700	<u>HB07/16/006 S</u>	HOUSE - TERRACE	<u>16 CLONAVON ROAD</u>
Waveney	9701	<u>HB07/16/006 T</u>	HOUSE - TERRACE	<u>18 CLONAVON ROAD</u>
Waveney	9703	<u>HB07/16/006 V</u>	HOUSE - TERRACE	<u>22 CLONAVON ROAD</u>
Waveney	9704	<u>HB07/16/006 W</u>	HOUSE - TERRACE	<u>24 CLONAVON ROAD</u>

Galgorm	9390	<u>HB07/15/044</u>	HOUSE	4 BROCKLAMONT PARK
Galgorm	9573	<u>HB07/15/046</u>	HOUSE	21 SOURHILL ROAD GALGORM
Galgorm	13772	<u>HB07/15/047 A</u>	HOUSE	10 CHURCH ROAD, GRACEHILL
Galgorm	13773	<u>HB07/15/047 B</u>	HOUSE	8 CHURCH ROAD, GRACEHILL
Galgorm	7180	<u>HB07/15/001 A</u>	COUNTRY HOUSE	GALGORM CASTLE
Galgorm	9738	<u>HB07/15/001 B</u>	ESTATE RELATED STRUCTURES	OUTER COURTYARD BUILDINGS AND GATE SCREEN AT GALGORM CASTLE
Galgorm	8169	<u>HB07/15/003</u>	MEMORIAL	EARLY MEMORIALS IN GRAVEYARD OF MORAVIAN CHURCH CHURCH ROAD GRACEHILL
Galgorm	7181	<u>HB07/15/004 A</u>	HOUSE	27 CHURCH ROAD GRACEHILL
Galgorm	8170	<u>HB07/15/005</u>	POST OFFICE	POST OFFICE 4-6 MONTGOMERY ST. THE SQUARE GRACEHILL
Galgorm	7182	<u>HB07/15/006</u>	HOUSE	2 MONTGOMERY ST. GRACEHILL
Galgorm	7183	<u>HB07/15/008</u>	HOUSE	14-18 CENNICK ST. GRACEHILL
Galgorm	7370	<u>HB07/15/009 A</u>	HOUSE	1 ACADEMY ST. GRACEHILL
Galgorm	7371	<u>HB07/15/009 B</u>	HOUSE	3 ACADEMY ST. GRACEHILL
Galgorm	1330	<u>HB07/15/002</u>	CHURCH	MORAVIAN CHURCH AND 21 AND 25 CHURCH ROAD GRACEHILL
Galgorm	1306	<u>HB07/15/004 B</u>	HOUSE	29 CHURCH ROAD GRACEHILL
Galgorm	1332	<u>HB07/15/007</u>	HOUSE	24 CENNICK ROAD GRACEHILL
Waveney	9693	<u>HB07/16/006 L</u>	HOUSE - TERRACE	<u>2 CLONAVON ROAD</u>
Waveney	9696	<u>HB07/16/006 O</u>	HOUSE - TERRACE	<u>8 CLONAVON ROAD</u>
Waveney	9699	<u>HB07/16/006 R</u>	HOUSE - TERRACE	<u>14 CLONAVON ROAD</u>
Waveney	9702	<u>HB07/16/006 U</u>	HOUSE - TERRACE	<u>20 CLONAVON ROAD</u>
Waveney	9706	<u>HB07/16/006 Y</u>	HOUSE - TERRACE	<u>28 CLONAVON ROAD</u>
Waveney	8168	<u>HB07/16/011 A</u>	HOUSE	<u>79 GALGORM ROAD</u>
Waveney	3095	<u>HB07/16/019</u>	TOWN HALL	<u>TOWN HALL BRIDGE ST./MILL ST. (MUSEUM AND ARTS CENTRE)</u>
Waveney	9694	<u>HB07/16/006 M</u>	HOUSE - TERRACE	<u>4 CLONAVON ROAD</u>
Waveney	9695	<u>HB07/16/006 N</u>	HOUSE - TERRACE	<u>6 CLONAVON ROAD</u>
Waveney	9697	<u>HB07/16/006 P</u>	HOUSE - TERRACE	<u>10 CLONAVON ROAD</u>
Waveney	9698	<u>HB07/16/006 Q</u>	HOUSE - TERRACE	<u>12 CLONAVON ROAD</u>
Waveney	9700	<u>HB07/16/006 S</u>	HOUSE - TERRACE	<u>16 CLONAVON ROAD</u>
Waveney	9701	<u>HB07/16/006 T</u>	HOUSE - TERRACE	<u>18 CLONAVON ROAD</u>
Waveney	9703	<u>HB07/16/006 V</u>	HOUSE - TERRACE	<u>22 CLONAVON ROAD</u>
Waveney	9704	<u>HB07/16/006 W</u>	HOUSE - TERRACE	<u>24 CLONAVON ROAD</u>

Galgorm	9390	<u>HB07/15/044</u>	HOUSE	4 BROCKLAMONT PARK
Galgorm	9573	<u>HB07/15/046</u>	HOUSE	21 SOURHILL ROAD GALGORM
Galgorm	13772	<u>HB07/15/047 A</u>	HOUSE	10 CHURCH ROAD, GRACEHILL
Galgorm	13773	<u>HB07/15/047 B</u>	HOUSE	8 CHURCH ROAD, GRACEHILL
Galgorm	7180	<u>HB07/15/001 A</u>	COUNTRY HOUSE	GALGORM CASTLE
Galgorm	9738	<u>HB07/15/001 B</u>	ESTATE RELATED STRUCTURES	OUTER COURTYARD BUILDINGS AND GATE SCREEN AT GALGORM CASTLE
Galgorm	8169	<u>HB07/15/003</u>	MEMORIAL	EARLY MEMORIALS IN GRAVEYARD OF MORAVIAN CHURCH CHURCH ROAD GRACEHILL
Galgorm	7181	<u>HB07/15/004 A</u>	HOUSE	27 CHURCH ROAD GRACEHILL
Galgorm	8170	<u>HB07/15/005</u>	POST OFFICE	POST OFFICE 4-6 MONTGOMERY ST. THE SQUARE GRACEHILL
Galgorm	7182	<u>HB07/15/006</u>	HOUSE	2 MONTGOMERY ST. GRACEHILL
Galgorm	7183	<u>HB07/15/008</u>	HOUSE	14-18 CENNICK ST. GRACEHILL
Galgorm	7370	<u>HB07/15/009 A</u>	HOUSE	1 ACADEMY ST. GRACEHILL
Galgorm	7371	<u>HB07/15/009 B</u>	HOUSE	3 ACADEMY ST. GRACEHILL
Galgorm	1330	<u>HB07/15/002</u>	CHURCH	MORAVIAN CHURCH AND 21 AND 25 CHURCH ROAD GRACEHILL
Galgorm	1306	<u>HB07/15/004 B</u>	HOUSE	29 CHURCH ROAD GRACEHILL
Galgorm	1332	<u>HB07/15/007</u>	HOUSE	24 CENNICK ROAD GRACEHILL
Waveney	9693	<u>HB07/16/006 L</u>	HOUSE - TERRACE	<u>2 CLONAVON ROAD</u>
Waveney	9696	<u>HB07/16/006 O</u>	HOUSE - TERRACE	<u>8 CLONAVON ROAD</u>
Waveney	9699	<u>HB07/16/006 R</u>	HOUSE - TERRACE	<u>14 CLONAVON ROAD</u>
Waveney	9702	<u>HB07/16/006 U</u>	HOUSE - TERRACE	<u>20 CLONAVON ROAD</u>
Waveney	9706	<u>HB07/16/006 Y</u>	HOUSE - TERRACE	<u>28 CLONAVON ROAD</u>
Waveney	8168	<u>HB07/16/011 A</u>	HOUSE	<u>79 GALGORM ROAD</u>
Waveney	3095	<u>HB07/16/019</u>	TOWN HALL	<u>TOWN HALL BRIDGE ST./MILL ST. (MUSEUM AND ARTS CENTRE)</u>
Waveney	9694	<u>HB07/16/006 M</u>	HOUSE - TERRACE	<u>4 CLONAVON ROAD</u>
Waveney	9695	<u>HB07/16/006 N</u>	HOUSE - TERRACE	<u>6 CLONAVON ROAD</u>
Waveney	9697	<u>HB07/16/006 P</u>	HOUSE - TERRACE	<u>10 CLONAVON ROAD</u>
Waveney	9698	<u>HB07/16/006 Q</u>	HOUSE - TERRACE	<u>12 CLONAVON ROAD</u>
Waveney	9700	<u>HB07/16/006 S</u>	HOUSE - TERRACE	<u>16 CLONAVON ROAD</u>
Waveney	9701	<u>HB07/16/006 T</u>	HOUSE - TERRACE	<u>18 CLONAVON ROAD</u>
Waveney	9703	<u>HB07/16/006 V</u>	HOUSE - TERRACE	<u>22 CLONAVON ROAD</u>
Waveney	9704	<u>HB07/16/006 W</u>	HOUSE - TERRACE	<u>24 CLONAVON ROAD</u>

Waveney	9705	<u>HB07/16/006 X</u>	HOUSE - TERRACE	<u>26 CLONAVON ROAD</u>
Waveney	9707	<u>HB07/16/006 Z</u>	HOUSE - TERRACE	<u>30 CLONAVON ROAD</u>
Waveney	8167	<u>HB07/16/010 A</u>	HOUSE	<u>75 GALGORM ROAD</u>
Waveney	1324	<u>HB07/16/010 B</u>	HOUSE	<u>77 GALGORM ROAD</u>
Waveney	1323	<u>HB07/16/011 B</u>	HOUSE	<u>81 GALGORM ROAD</u>
Waveney	7194	<u>HB07/16/017</u>	HOUSE	<u>RED DYKE 110 GALGORM ROAD</u>
Waveney	1374	<u>HB07/16/018</u>	HOUSE	BROCKLAMONT HOUSE 2 OLD GALGORM ROAD
Waveney	7373	<u>HB07/16/001</u>	OFFICE	THE PENTAGON 38 GEORGE ST.
Waveney	3348	<u>HB07/16/002</u>	HOUSE	THE PENTAGON 19 GEORGE ST.
Waveney	7193	<u>HB07/16/003</u>	OFFICE	2-4 GEORGE STREET
Waveney	3347	<u>HB07/16/005 A</u>	SHOP	6-8 MILL STREET
Waveney	3346	<u>HB07/16/005 B</u>	SHOP	10 MILL STREET
Waveney	3540	<u>HB07/16/005 C</u>	SHOP	12 MILL STREET
Waveney	2889	<u>HB07/16/005 D</u>	SHOP	14 MILL STREET
Waveney	3345	<u>HB07/16/005 E</u>	SHOP	16 MILL STREET
Waveney	7400	<u>HB07/16/006 A</u>	HOUSE - TERRACE	1 CLONAVON ROAD
Waveney	9683	<u>HB07/16/006 B</u>	HOUSE - TERRACE	3 CLONAVON ROAD
Waveney	9684	<u>HB07/16/006 C</u>	HOUSE - TERRACE	5 CLONAVON ROAD
Waveney	9685	<u>HB07/16/006 D</u>	HOUSE - TERRACE	7 CLONAVON ROAD
Waveney	9686	HB07/16/006 E	HOUSE - TERRACE	9 CLONAVON ROAD
Waveney	9687	HB07/16/006 F	HOUSE - TERRACE	11 CLONAVON ROAD
Waveney	9688	HB07/16/006 G	HOUSE - TERRACE	13 CLONAVON ROAD
Waveney	9689	HB07/16/006 H	HOUSE - TERRACE	15 CLONAVON ROAD
Waveney	9690	HB07/16/006 I	HOUSE - TERRACE	17 CLONAVON ROAD
Waveney	9691	HB07/16/006 J	HOUSE - TERRACE	19 CLONAVON ROAD
Waveney	9692	HB07/16/006 K	HOUSE - TERRACE	21 CLONAVON ROAD
Castle	8858	<u>HB07/17/003</u>	CHURCH	<u>FIRST PRESBYTERIAN CHURCH, MEETINGHOUSE LANE</u>
Castle	2888	<u>HB07/17/001</u>	CHURCH	<u>ST. PATRICK'S CHURCH 57 CASTLE STREET</u>
Castle	2887	<u>HB07/17/002 A</u>	HOUSE	<u>53 CASTLE STREET</u>
Castle	1318	<u>HB07/17/002 B</u>	HOUSE	<u>55 CASTLE STREET</u>
Castle	13276	<u>HB07/17/006</u>	TOWER	<u>OLD PARISH CHURCH TOWER, OLD CHURCH YARD ENTRY, CHURCH STREET</u>
Castle	1726	<u>HB07/17/007 A</u>	SHOP	<u>135-137 CHURCH STREET</u>
Castle	7208	<u>HB07/17/007 B</u>	SHOP	<u>139-141 CHURCH STREET</u>
Castle	9678	<u>HB07/17/007 C</u>	BANK	<u>143-147 CHURCH STREET</u>
Castle	9679	<u>HB07/17/007 D</u>	SHOP	<u>149 CHURCH STREET</u>

Castle	3549	<u>HB07/17/008 A</u>	HOUSE	<u>MANAGER'S HOUSE AT BANK OF IRELAND CHURCH STREET</u>
Castle	1299	<u>HB07/17/008 B</u>	BANK	<u>BANK OF IRELAND, 155 CHURCH STREET</u>
Castle	7195	<u>HB07/17/010</u>	BANK	<u>ALLIED IRISH BANK 78-80 WELLINGTON STREET</u>
Castle	7196	<u>HB07/17/011</u>	SHOP	25-29 HIGH STREET, AKA ETAM BUILDING, TOWER CENTRE
Castle	7197	<u>HB07/17/012</u>	HALL	FAITH MISSION HALL 57 HIGH STREET
Castle	7198	<u>HB07/17/014</u>	CHURCH	METHODIST CHURCH BALLYMONEY ROAD
Castle	3015	<u>HB07/17/015</u>	HOUSE	AUDLEY LODGE 29-31 BALLYMONEY ROAD
Castle	3013	<u>HB07/17/016</u>	CHURCH	WEST CHURCH 15-19 BALLYMONEY ROAD
Castle	7199	<u>HB07/17/017</u>	COURT HOUSE	THE COURT HOUSE BALLYMONEY ROAD
Castle	7200	<u>HB07/17/019</u>	SHOP	9-11 CHURCH STREET
Castle	7201	<u>HB07/17/020</u>	PUBLIC HOUSE	MC KENDRY'S PUB 21 BROUGHSHANE STREET
Castle	7202	<u>HB07/17/021</u>	BANK	NORTHERN BANK 1 BROADWAY
Castle	7203	<u>HB07/17/022</u>	HOTEL	ADAIR ARMS HOTEL 1-7 BALLYMONEY ROAD
Park	2869	<u>HB07/18/006</u>	HOUSE	<u>AUDLEY COTTAGE 33 BALLYMONEY ROAD</u>
Park	7207	<u>HB07/18/010</u>	MEMORIAL	<u>STATUE OF ARMED SCIENCE, PEOPLES PARK BALLYMONEY ROAD</u>
Park	9089	<u>HB07/18/007</u>	SCHOOL	<u>FORMER PRIMARY SCHOOL AND HOUSE 101 BALLYMONEY ROAD</u>
Park	7205	<u>HB07/18/008</u>	GATES/ SCREENS/ LODGES	<u>LODGE PEOPLES PARK BALLYMONEY ROAD</u>
Park	7206	<u>HB07/18/009</u>	FOUNTAIN	<u>FOUNTAIN, PEOPLES PARK BALLYMONEY ROAD</u>
Park	1222	<u>HB07/18/001</u>	HALL	PROTESTANT HALL 27-31 GALGORM ROAD
Park	7204	<u>HB07/18/004</u>	GATES/ SCREENS/ LODGES	LODGE AND GATES AT ST.LOUIS CONVENT CULLYBACKEY ROAD
Park	7401	<u>HB07/18/005</u>	HOUSE	ST.LOUIS CONVENT CULLYBACKEY ROAD
Park	7402	<u>HB07/18/011</u>	OFFICE	OLD DISPENSARY 28 MOUNT STREET
Dunclug	8872	<u>HB07/20/005</u>	GATES/ SCREENS/ LODGES	<u>GATE LODGE, BALLYMENA CEMETERY CUSHENDALL ROAD</u>
Dunclug	7143	<u>HB07/20/001</u>	MEMORIAL	<u>HERBISON MEMORIAL NEW CEMETRY DUNCLUG</u>
Dunclug	8863	<u>HB07/20/003</u>	CHURCH	ALL SAINTS RC CHURCH, BROUGHSHANE ROAD
B'loughan	7403	<u>HB07/21/001</u>	HOUSE	<u>BALLYLOUGHAN HOUSE 101 GROVE ROAD</u>

Ballee	8848	<u>HB07/12/003 N</u>	HOUSE - TERRACE	<u>219 QUEEN STREET</u>
Ballee	8850	<u>HB07/12/003 P</u>	HOUSE - TERRACE	<u>223 QUEEN STREET</u>
Ballee	8852	<u>HB07/12/003 R</u>	HOUSE - TERRACE	<u>227 QUEEN STREET</u>
Ballee	8855	<u>HB07/12/007 B</u>	PUBLIC HOUSE	<u>3-5 HENRY STREET</u>
Ballee	8849	<u>HB07/12/003 O</u>	HOUSE - TERRACE	<u>221 QUEEN STREET</u>
Ballee	8851	<u>HB07/12/003 Q</u>	HOUSE - TERRACE	<u>225 QUEEN STREET</u>
Ballee	8835	<u>HB07/12/003 A</u>	HOUSE - TERRACE	<u>193 QUEEN STREET</u>
Ballee	8836	<u>HB07/12/003 B</u>	HOUSE - TERRACE	<u>195 QUEEN STREET</u>
Ballee	8837	<u>HB07/12/003 C</u>	HOUSE - TERRACE	<u>197 QUEEN STREET</u>
Ballee	8838	<u>HB07/12/003 D</u>	HOUSE - TERRACE	<u>199 QUEEN STREET</u>
Ballee	8839	<u>HB07/12/003 E</u>	HOUSE - TERRACE	<u>201 QUEEN STREET</u>
Ballee	8840	<u>HB07/12/003 F</u>	HOUSE - TERRACE	203 QUEEN STREET
Ballee	8841	<u>HB07/12/003 G</u>	HOUSE - TERRACE	205 QUEEN STREET
Ballee	8842	<u>HB07/12/003 H</u>	HOUSE - TERRACE	207 QUEEN STREET
Ballee	8843	<u>HB07/12/003 I</u>	HOUSE - TERRACE	209 QUEEN STREET
Ballee	8844	<u>HB07/12/003 J</u>	HOUSE - TERRACE	211 QUEEN STREET
Ballee	8845	<u>HB07/12/003 K</u>	HOUSE - TERRACE	213 QUEEN STREET
Ballee	8846	<u>HB07/12/003 L</u>	HOUSE - TERRACE	215 QUEEN STREET
Ballee	8847	<u>HB07/12/003 M</u>	HOUSE - TERRACE	217 QUEEN STREET
Ballee	8853	HB07/12/003 S	HOUSE - TERRACE	229 QUEEN STREET
Ballee	8854	HB07/12/003 T	HOUSE - TERRACE	231 QUEEN STREET
Ballee	1375	HB07/12/007 A	HOUSE	1 HENRY STREET

### Appendix 3: Industrial Heritage Record

<b>IHR No.</b>	<b>Site Name/Type</b>	<b>Grid Reference</b>
IHR 11034.000	Flax Mill	D08100444
IHR 1339.145.00	Railway Milepost & Crossing	D07670450
IHR 1339.146.00	Railway Watchbox	D08190420
IHR 1339.149.00	Railway Station and Goods Store	D10200317
IHR 1339.150.00	Railway Bridge	D10250311
IHR 1339.151.00	Two Railway Bridges	D10420296
IHR 1339.152.00	Railway Bridge and Milepost	D10470291
IHR 1339.153.00	Railway Bridge	D10530283
IHR 1339.155.00	Railway Bridge	D10520226
IHR 6754.000.00	Flax Mill	D10440449
IHR 6755.000.00	Bridge	D12370468
IHR 6757.000.00	Coach Factory	D10570328
IHR 6758.000.00	Ballymena Steam Mill	D10480321
IHR 6760.000.00	Harryville Bridge	D10590296
IHR 6761.000.00	Beetling Mill	D10720301
IHR 6762.000.00	Chemical Works	D10740338
IHR 6763.000.00	Coach Factory	D10830334
IHR 6764.000.00	Gasworks	D10760306
IHR 6765.000.00	Corn Mill?	D10810291
IHR 6766.000.00	Linen Yarn Boiling House	D10810304
IHR 6767.000.00	Beetling Mill	D10460275
IHR 6769.000.00	Steam Saw Mill	D11110388
IHR 6771.000.00	Mortar Mill	D10210321
IHR 6772.000.00	Soap Works	D10230320
IHR 6773.000.00	Two Lime Kilns	D10290306
IHR 6774.000.00	Foundry	D10530292
IHR 6775.000.00	Scutch Mill	D10470278
IHR 6776.000.00	Iron Foundry	D10480268
IHR 6777.000.00	Braid River Weaving Factory	D10450251
IHR 6778.000.00	Braidwater Spinning Mill	D10810298
IHR 6779.000.00	Prince Arthur Steam Saw Mill	D10660259
IHR 6780.004.00	Railway Bridge (disused)	D12190055
IHR 6783.000.00	Weaving Factory	D10370335
IHR 6784.000.00	Carriage Factory	D10800330
IHR 6824.000.00	Racefield Woollen Mills	D14200610
IHR 6825.000.00	Flax Mill Site	D13720611
IHR 6826.000.00	Beetling and Bleach Mill	D12770516
IHR 6827.000.00	Bridge	D13310442
IHR 6882.000.00	Bridge	D07680226
IHR 6884.000.00	Bridge	D09110172
IHR 6885.000.00	Brickwork's Kiln	D10380200
IHR 6887.000.00	Mill Site	D11380195

<b>IHR No.</b>	<b>Site Name/Type</b>	<b>Grid Reference</b>
IHR 6892.000.00	Clay Pit	D12160072
IHR 6895.000.00	Bridge	D07400033
IHR 6914.000.00	Corn Mill/Flax Mill	D13730186
IHR 6915.000.00	Beetling Mill	D13260192
IHR 6916.000.00	Corn Mill/Beetling Mill	D13020201

## Appendix 4: Northern Ireland Battlefield Register

### *Northern Ireland Battlefields Register:*

<b>Location</b>	<b>Date</b>	<b>Victor</b>	<b>Defeated</b>
Ballymena Market House	07/06/1798	James Dickey (United Irishmen)	Robert Davison (Yeomanry)

Ballymena was occupied between the 7<sup>th</sup> and 9<sup>th</sup> of June 1798 by a force of around 10,000 United Irishmen under James Dickey. On 7<sup>th</sup> June 1798 the United Irishmen stormed the Market Hall (now the Town Hall), killing three of its defenders and forcing the surrender of the remaining yeomanry (Lewis 1837).

### **Bibliography:**

McCutcheon, W. 1980, *The Industrial Archaeology of Northern Ireland*, HMSO Belfast.



# ***E. Planning Policy Position***

DTZ CONSULTING

APRIL 2008



## Contents

1. Introduction
  - 1.1 Purpose of Report
  - 1.2 Overview of Ballymena Town Centre
  - 1.3 Ballymena Town Centre Partnership
2. Planning Policy Context
  - 2.1 National Planning Policy
  - 2.2 Local Planning Policy
3. Additional Studies
  - 3.1 Retail Modelling Exercise (GVA Grimley, 2005)
4. Key Issues
5. Next Steps



# 1. Introduction

## 1.1 Purpose of Report

This planning policy review provides an overview of the planning background relevant to the masterplan proposals for Ballymena Town Centre.

The review is based on a desktop review of relevant planning legislation and published data sources, consultation with key the Planning Service and in-house knowledge and data sources. The nature and extent of the planning position is dependent on the range of data available.

A number of planning policies and documents are important in considering the current position and the future development of Ballymena Town Centre. These include:

- Shaping our Future: Regional Development Strategy for Northern Ireland 2025
- Draft Planning Policy Statement 5 Retailing, Town Centres and Commercial Leisure Developments
- Antrim, Ballymena & Larne Area Plan 2016 (Issues Paper 2002)
- Alexander Street Retail Modelling Exercise (GVA Grimley, 2004)
- Alexander Street Final Preferred Option Report (GVA Grimley, 2004)
- Ballymena District Housing Plan 2007/08

The proceeding sections provide an assessment of the criteria that will be applied to the future masterplanning of Ballymena Town Centre in the context of planning policy. The report also identifies the key issues to be addressed in the next stage of the commission and subsequent masterplan.

## 1.2 Overview of Ballymena Town Centre

Ballymena Town Centre is the district's main shopping destination with a considerable catchment area outside the Borough. It has grown from being a market town to the main retail centre for the north east region.

The Town Centre has a strong retail centre, with a diversity of national multiple and independent retailers, convenience and comparison goods, and other Town Centre uses

Ballymena's retail position has been strengthened over the years by the introduction of a number retailing complexes i.e. the Tower Centre, Fairhill Shopping Centre and Braidwater Retail Park.



### 1.3 Ballymena Town Centre Partnership

Since 2003, Ballymena has had a Town Centre Manager (TCM), whose responsibility is to maintain and develop further the town's retail offer. The four core objectives of the TCM are:

- Safety
- Cleanliness
- Attractiveness
- Accessibility

The Ballymena Town Centre Partnership (BTCP), incorporating business representatives and members of the Borough Council, works with the TCM as the means of delivering these objectives and the wider strategic aim of maintaining Ballymena's position as the leading retail centre in the north east. To date BTCP has developed and delivered a series of projects ranging from a comprehensive review of accessibility and on-street parking, a series of TV marketing campaigns, Town Centre Healthchecks and a feasibility study of voluntary Business Improvement Districts (BIDs).

In 2006, BTCP established the Ballymena BID based on fee paying membership of private sector businesses in Ballymena Town Centre. A BID is simply a partnership between local businesses and the local authority to enable them to make improvements to a specific geographical area. In 2007 Ballymena BID secured a commitment from Ballymena Borough Council to provide a three-year funding package (2008-2010) linked to matched private sector funding.



## 2. Planning Policy Context

The planning system in Northern Ireland exists to regulate the development and the use of land in the public interest. National planning policy for Northern Ireland is issued and centrally controlled by the Planning Service, a sub-department of Department for the Environment in Belfast. The Department's functions, in relation to planning, are set out in the Planning (Northern Ireland) Order 1991 and the role of the Planning Service is to administer most of these functions in addition to developing, and implementing, Government planning policies and development plans across Northern Ireland.

This section provides an overview of the key policy considerations, which will shape the future development of the Ballymena Town Centre Masterplan.

### 2.1 National Planning Policy

#### 2.1.1 Regional Development Strategy for Northern Ireland 2025

'Shaping our Future', the Regional Development Strategy 2025<sup>1</sup> (RDS), sets out the overarching development strategy for Northern Ireland for the next 20 years and provides a framework for the future development of the region. It advocates development that will bring about enhanced economic competitiveness in a sustainable manner and that will bring with it the renewal and revitalisation of established towns and villages.

The RDS defined the Spatial Development Strategy 2025 as the tool that would guide and manage the development of Northern Ireland at the strategic level up to 2025. This Spatial Development Strategy is a framework for the future physical development of Northern Ireland, based on urban hubs and clusters, key and link transport corridors and the main regional gateways of ports and airports. The RDS identifies Antrim and Larne Borough Council areas as part of the hinterland for the Belfast Metropolitan Area and Ballymena Borough as part of Rural Northern Ireland. The Plan seeks to integrate development, within its three Boroughs, to enable them to make and optimise their distinctive contributions, both individually and in combination, to at least four of the five principal component areas of the Spatial Development Strategy.

Ballymena is located on the Northern Corridor. The RDS identifies the Northern Corridor as also providing access to the Antrim Glens and Coast and facilitating Londonderry to Dublin links by direct connection to the Eastern Seaboard Corridor.

The RDS identifies Ballymena as a main hub on key transport corridor with a well established sub-regional role. Such centres generally have larger populations of over 20,000 people and accommodate high numbers of retail, financial and other businesses. They often have significant roles as administrative, education, health and leisure services. Other towns identified in this category include Newry and Omagh. These centres are predicted to experience greater future growth than others within their sub-regions which is a reflection on their roles as engines of economic activity.



The RDS identifies Local Development Guidelines that should be applied to each location. These include:

- **Identity:** Encouraging community participation in the planning process. It also promotes the reinforcement of a sense of place and belonging by maintaining distinctive places throughout local communities and in local landscape character areas, including places of public assembly and community interaction, focal points, landmarks and a continuity of urban and rural traditions.
- **Vitality:** Continuously caring for, restoring and renewing the physical fabric of towns and villages by a strong emphasis on the imaginative re-use of older buildings and the use of previously developed land as a fundamental component of the regeneration process for towns, villages and rural areas.
- **Proximity:** Providing compatible mixed-use developments extending local community choice and opportunity in relation to jobs, commercial facilities and services.
- **Accessibility:** Developing multi-modal systems of urban and rural transport that would enhance accessibility for local communities to the full range of urban activities and meet the needs of people with disabilities. This would be achieved by integrating public transport, cycling and walking with more responsible use of the private car, whilst facilitating the movement of goods.
- **Amenity:** Providing Community Greenways to establish connections with nature and the countryside, and local historic features, for residents in urban and rural areas by maintaining and building up an interlinked pattern of public open spaces, play facilities and landscaped areas, woodlands and wildlife habitats, pedestrian and cycle routes, linking to rivers, canals, coastal and inland waters, as well as respecting the rural setting of towns and villages.
- **Quality:** Fostering an imaginative and resource efficient quality of design that respects existing rural or urban character, local tradition and human scale.

The RDS indicates a requirement for up to 160,000 new dwellings across Northern Ireland with approximately 5,900 within the Ballymena sub-region until 2015. More recently, revised population projections indicate a growing demand for housing of all tenures across the province.

However as is often true of strategic documents the RDS does not contain specific strategies for the future promotion of the town and additional sources are required to be consulted in order to gain an understanding of the future ambitions and prospects for Ballymena Town Centre.



## 2.1.2 Planning Strategy for Rural Northern Ireland

The Planning Strategy for Rural Northern Ireland (DOE, 1993) covers all of the towns, villages and countryside of Northern Ireland outside Belfast (and adjoining built up areas) and Derry. It provides a comprehensive framework for the preparation of development plans for 19 individual District Council areas across the region. The Strategy establishes the objectives and the policies for land use and development appropriate to the particular circumstances of Northern Ireland and which need to be considered on a scale wider than the individual District Council Area. It provides a basis for coordinating decisions in both the public and the private sectors and sets out regional policies for the control of development, to ensure a consistent approach to rural planning matters.

A number of Regional Planning Policies in "A Planning Strategy for Rural Northern Ireland" have been superseded by Planning Policy Statements since the document was printed in 1993.

## 2.1.3 Draft Planning Policy Statement 5 Retailing and Town Centres

Planning Policy Statements (PPSs) set out policies on land use and other planning matters and apply to the whole of Northern Ireland. They are gradually amending and replacing the policy provisions of the Planning Strategy for Rural Northern Ireland (1993). Their contents are taken into account in the preparation of Development Plans and are also material to decisions on individual planning applications.

Draft Planning Policy Statement 5<sup>2</sup> (PPS 5), Retailing, Town Centres and Commercial Leisure Developments, has been prepared to assist in the implementation of the Regional Development Strategy to guide the future pattern of retailing and commercial functions by managing future growth and distribution, supporting urban renaissance and achieving balanced communities. It emphasises the importance of maintaining a healthy town / city centre and sets out policies for retailing and commercial leisure developments in cities, towns, other centres and settlements throughout Northern Ireland. PPS 5 recognises existing Town Centres as the best location for retail, office and related uses.

The objective of PPS 5 is to ensure that Town Centres are the preferred location for major comparison shopping and mixed retailing proposals. Government's retail policy set out in PPS 5 is to:

- Enhance the vitality and viability of Town Centres;
- Focus development, particularly retail development in areas which maximise the benefits for all consumers; and
- Maximise the opportunity to use means of transport other than the car.

New development within Town Centres should minimise visual, functional and physical disruption and enhance or create interest, vitality and variety and the Department of the Environment will resist unsympathetic development, which is not compatible with the existing townscape.

---

<sup>2</sup> Available at <http://www.planningni.gov.uk>



As this is a strategic document, it does not make specific reference to towns or cities across the region but instead advocates best practice that attracts new and retains established retail development in the first instance within the established Town Centre.

## 2.2 Local Planning Policy

Local planning policy for towns and cities across Northern Ireland is set out in the local Development Plan, which may take the form of area plans, local plans or subject plans. These plans apply the regional policies of the Department at the appropriate local level.

In general, Development Plans inform the public, statutory authorities, developers and other interested bodies of the policy framework and land use proposals that will guide development decisions within their local area. They also provide an essential framework for guiding investment by public, private and community sectors and help harness additional resources through collaboration in tackling problems. Furthermore, they

- Provide confidence for those wishing to develop and those affected by development proposals;
- Establish a framework for positive co-ordination of public policies in joined-up government at both regional and local levels;
- Provide an effective land supply phased and allocated to meet the full range of needs to support the life of the local community and social and economic progress; and
- Establish a process for involvement and ownership by local communities wishing to influence the future development of their area.

All Development Plans are now required to be in general conformity with the Regional Development Strategy for Northern Ireland 2025, detailed above.

### 2.2.1 Ballymena Area Local Plan 1986-2001

The current Local Plan for Ballymena was adopted in November 1989 and covered the period 1986 – 2001. While this plan remains a primary consideration in the assessment of development proposals, a replacement plan, the 'Antrim, Ballymena & Larne Area Plan', is currently underway and will supersede the current plan upon its adoption.

A key message from this plan is the need to promote Ballymena as a Main Hub (as per the RDS) and maximising the town's potential to develop as an economic growth pole in addition to enhancing and improving the town's vitality and viability. In addition, the Plan recognised the need to encourage growth in compact forms and to encourage a closer integration of land use and transportation in order to reduce the need to travel.



The existing Plan set out a need to physically review the Town Centre and encourages new retail, commercial and office developments in addition to the promotion of a full range of activities. It also identified the opportunity to enhance and redevelop a site at Alexander Street and a planning application to accord with this opportunity was submitted for this purpose. The grant of planning consent for this development resulted in a retail modelling exercise and options report being undertaken for the site. This is discussed later in the report.

The Plan also proposed a major peripheral route to bypass the town and link to the Seven Towers Roundabout which it was anticipated would improve transportation issues and congestion in the town.

An alteration to the current plan in was adopted in late 1992. This alteration detailed development opportunities for Clogh, Hamlets of Grange Corner and Martinstown.

## **2.2.2 Antrim, Ballymena & Larne Area Plan 2016 (Issues Paper)**

The Development Plan for Ballymena is currently at pre- draft publication stage. This emerging plan will play a major role in guiding future development over the Plan period. Published in May 2002, the Area Local Plan, when adopted, will supersede the current Ballymena Area Local Plan adopted in 1989.

The Plan identifies an Area of Townscape Character at Galgorm Road/Old Galgorm Road within Ballymena Town. It also considers the designation of further areas of townscape character that merit protection and enhancement within this immediate environment. Furthermore it recognises that Ballymena Town Centre acts as an important and attractive retail, housing, office, general service and tourism centre.

It is therefore important that the vitality and viability of the Town Centre is protected and enhanced. As part of the improvement of its physical fabric a number of environmental improvement schemes have been completed. The Plan will define the extent of the Town Centre suitable for a range of uses and also, within that, may define a Primary Retail Core for the main concentration of retail floorspace.

It is expected that the Plan, once published, will allocate the Ballymena Borough Housing Growth Indicator (5900 units) between the District Town, villages, small settlements and open countryside of the Borough according to the concentration of major housing developments in sustainable locations. This will facilitate the integration of housing with existing centres of employment, community services and public transport.

Notably, the Plan is likely to encourage mixed-use developments including more housing in Town Centres and will encourage efficient use of land by promoting more housing within existing urban areas and villages to take maximum advantage of availing of existing infrastructure and maintaining compact town and village forms.

The Plan is expected to adopt a sequential approach in the development process to the allocation of land for housing in Town Centres. Such an approach would promote the re-use of previously developed land and buildings, informed by capacity studies and consideration of greenfield land within the existing urban area. It will also emphasise the creation of quality places by taking account of the Local Development Guidelines for Urban and Rural Areas identified in the RDS and, at the detailed design stage, applying the guidance in 'Creating Places – achieving quality in residential developments'.



It is anticipated that the Plan will also seek to assist in the achievement of the overall RDS target to locate up to 60% of N. Ireland's urban housing growth within existing urban areas of over 5000 population.

The issues paper sought opinion of a number of issues pertinent to the future development of Ballymena Town and Borough which the Consultation Draft plan will provide further insight to. These issues included:

- The identification of those previously developed sites in Ballymena Town Centre that should be redeveloped for housing supply;
- Suitable locations in Ballymena Town for the development of industrial/commercial uses and what types of industrial/commercial use should be accommodated there;
- Most suitable locations for sustainable housing development in Ballymena;
- Any areas within Ballymena Town Centre, other than the existing Galgorm Road and Old Galgorm Road Area of Townscape Character, that should be designated as additional Areas of Townscape Character or Local landscape Policy Areas;
- Is there a need to develop a comprehensive network of cycle routes in Ballymena Town Centre;
- Is there a need to improve the level of public transport access to and within Ballymena Town Centre;
- What actions should be taken to enhance the management of traffic circulation, parking and provision within Ballymena Town Centre;
- What should be the extent of a 'Primary Retail Core' in Ballymena Town Centre; and
- What measures should be taken to improve the quality of Ballymena Town Centre and what protection should be taken to protect its important characteristics

This emerging Plan aims to incorporate land use considerations so as to maximise regeneration in the area.

However the current regeneration work in central Coleraine - in particular the redevelopment of a number of car park sites – could impact on the improvements planned to take place in Ballymena. In addition, proposals for the other centres of Antrim, Larne, and Magherafelt, all of which are covered by the draft plan must be considered in terms of potential future impacts.



### **3. Additional Studies**

#### **3.1 Retail Modelling Exercise (GVA Grimley, 2005)**

In 2004/05, GVA Grimley conducted a Retail Modelling Exercise to assess the retail performance of Ballymena Town Centre and thereby determine the scope for the development of additional retail floorspace within the town. The report followed on from the granting of planning consent for a retail-led scheme for Alexander Street, which is envisaged to regenerate the northern section of the Town Centre, and forms an independent assessment of the redevelopment potential of the site. This consent is currently the subject of a number of judicial reviews.

The results of the retail study indicated that Ballymena was performing well and ranked third in the Province in terms of retailing. The town's performance at that time meant that there was little scope or need to reduce expenditure leakage or increase market share.

The report highlighted that any new retail floorspace for Ballymena should be guided to the Town Centre and that a 10% trade diversion from the existing floorspace might be considered sustainable.. As such it was deemed this would not produce detrimental impacts on the town's vitality and retail performance. However anything beyond this level is considered unacceptable in terms of its impact on existing floorspace.

The report concludes that main elements lacking in Ballymena's retail offer are a lack of diversity in the main high street categories which becomes increasingly relevant as retail developments come forward in other locations across the Borough and wider province; a deficiency in terms of the wider shopping experience and a deficiency in urban form.

The main challenge identified for new retail floorspace in Ballymena in this exercise is how to address identified shortfalls without undermining existing elements of the Town Centre which underpin its strength. A particularly noted element in this is the strength of the independent offer as being of central value to Ballymena's retail attraction.

##### **3.1.1 Final Preferred Option Report (GVA Grimley, 2006)**

This second GVA Grimley report focusing on Ballymena Town Centre is centred on an assessment of proposals for a Town Centre Regeneration Scheme for the town. In particular, it focused on the opportunity site at Alexander Street, strategically positioned between the two main shopping centres of the town – the Fairhill and the Tower Centres. In particular, the report examined the extent to which the proposals would meet the DSDs regeneration objectives and whether the proposed site and mixture of uses were the best regeneration options for the town.

The report identifies a number of sites within the town as potential opportunity sites. These include:

- Springwell Street surface and multi-storey car parks;
- Bridge Street site;
- Wellington Street Church; and
- Alexander Street site.



Each of these opportunity sites are examined in further detail in the report. The report concludes that the main focus for future regeneration and development in Ballymena Town Centre should be on the Alexander Street site. Although other opportunities do exist throughout the town, the preferred site is most appropriate for taking forward in conjunction with a number of other improvements for the Town Centre including strategic changes to the traffic movement and parking strategies and Town Centre environmental improvements.

### **3.1.2 Ballymena District Housing Plan 2007-08**

The District Housing Plan is a strategic document identifying the principles by which future housing in the district should develop. In particular, the report highlights the importance of changes in social structure, e.g. family size, increase in single households and an ageing population, on the demand and supply chain for housing requirements.

This document recognises the importance of regenerating both urban and rural areas within the Borough in order to tackle disadvantage and deprivation but also as a means of bringing environmental improvements. The plan recognises current housing improvement schemes within Ballymena in Ahoghill; Kells/Connor; Brooke Park, Harryville; The Commons, Broughshane; Clonavon /Carninny; Dunclung, and Ballee.

The Plan advocates an approach to improve community safety through the employment of specialist unit responsible for tackling anti-social behaviour as well as many other common nuisances.

Affordability in Ballymena is identified as a significant problem, especially for first time buyers. The average price for a house across the Borough is now estimated as in excess of £160,000. Scarcity of land in some areas and low interest rates have pressured the market and driven prices up. In 2007, the Housing Executive registered 1,333 applications for housing assistance, of which 721 applicants are considered to be in housing stress.

Within Ballymena town, 11 units of NIHE operated supported housing is currently undergoing refurbishment. There is a projected need for 93 housing units to satisfy demand over a 5-year period. There are proposals to accommodate 78 of these units in schemes at St Patrick's, Harryville and Glagorm. These schemes will go some way towards meeting urgent housing demand although the earliest is scheduled to commence construction in 2009/10. However, it is projected that there will be a shortfall of 15 units following completion of these schemes and this number is likely to increase as housing demand grows. A scheme is in the pipeline to satisfy this additional demand however this is subject to the availability of a suitable site and sufficient financing.



## 4. Key Issues

At this stage we have drawn together all the key issues, which the Masterplan needs to consider:

- An economically competitive and sustainable Town Centre based on sound market knowledge;
- Need to maintain diversity of retailing in the Town Centre, with a focus on retention of independent retailers;
- The introduction of housing / mixed use development to create a more socially and economically balanced populace;
- An urban design form which integrates disparate areas into a clearly identified and functioning part of Ballymena Town Centre;
- Improved accessibility throughout the Town Centre including provision for public transport, park & ride, pedestrian and cycle access;
- An improved and enhanced evening economy;
- An improved perception of safety in the Town Centre;
- A strengthened identity;
- A safe and accessible Town Centre; and
- Strengthening of links and creation of development opportunities along the river front.



## 5. Next Steps

The Masterplan should set out recommendations on how to bring about the creation of a renewed Town Centre through:

- **Economic change** by creating a more accessible Town Centre for all;
- **Social change** via the creation of a safe and accessible Town Centre, and the potential to create new residential and commercial development to sit alongside the established retailing function of the Town Centre; and
- **Physical change** and improvements in the quality of the public realm and local environment, streets & buildings.

Achieving the Masterplan may require significant intervention in terms of land preparation and reclamation, CPOs, financial incentives and land-use regulation.

Of vital importance to the successful delivery of potential Masterplan proposals will be:

- Continued strong public sector lead;
- Public policy interventions;
- Strategy/infrastructure improvements to assist in changing perceptions of the area and giving increased confidence to the private sector;
- Continued strong public sector lead to address site assembly issues; and
- Robust and consistent application of policy related to mix of uses, phasing, densities, provision of local facilities and quality of environment in and around the study area.





# ***F. Transport Policy & Context***

JMP CONSULTING

APRIL 2008



## Contents

1	POLICY FRAMEWORK.....
	Introduction.....
	Regional Development Strategy.....
	Regional Transport Strategy.....
	Sub-Regional Transport Plan 2015.....
	Antrim, Ballymena & Larne Area Plan 2016 – Issues Paper (May 2002).....
	Planning Policy Statements (PPS).....
	Conclusions.....
2	TRANSPORT CONTEXT.....
	Introduction.....
	Transport Characteristics.....
	Conclusion.....

## Tables and Figures

Table 1	Proposed SRTP Investment for Measures shown in Blueprints.....
Figure 2.1	Distance of Travel to Work.....
Figure 2.2	Mode of Travel to Work.....

## Appendices

APPENDIX A	Literature Review Documents
APPENDIX B	SRTP 2015 – Technical Supplement
APPENDIX C	Additional Material

# 1 Policy Framework

## Introduction

- 1.1 The process of preparing a masterplan for Ballymena will require to take cognisance of the planning and transport policy framework in Northern Ireland. This section of the report identifies the appropriate elements of policy which, with regard to transportation, will influence the masterplanning process.

## Regional Development Strategy

- 1.2 The Regional Development Strategy (RDS) for Northern Ireland 2025 “Shaping Our Future” (September 2001) provides the overarching framework for development plans. Central to the RDS is the principle of ensuring a better quality of life for everyone including future generations by providing a balanced and equitable pattern of sustainable development for the whole of Northern Ireland.
- 1.3 The RDS identifies that the long term vision for Northern Ireland requires a Spatial Development Strategy (SDS) that will provide a framework to guide future development in Northern Ireland. The plan identifies Ballymena as a ‘Main Hub’ which, along with key links and corridors, it considers to form a basis of this framework for future development.
- 1.4 The aim of this approach is to give a “strategic focus to future development and achieve balanced growth within the Region by developing”:
- **A vibrant Rural Northern Ireland** with balanced development spread across **a polycentric network of hubs/clusters** based on the **main towns** which will have a strategic role as centres of employment and services for urban and rural communities.
- 1.5 Furthermore, the SDS identifies in relation to rural Northern Ireland the need “To support the network of service centres based on main towns, small towns and villages in Rural Northern Ireland” (SPG-RNI 3).
- 1.6 To promote the vitality and viability of town centres, such as Ballymena, the SDS identifies a need to:
- Create attractive and distinctive central places which are a focus of civic pride and offer a diversity of attractions, and foster clusters of economic activities in and around the heart of towns;
  - Encourage residential development;
  - Strengthen public transport to offer an alternative to the car in accessing towns and town centres, including improved access for rural dwellers to education and training facilities, and promote internal town bus services.

## Regional Transport Strategy

- 1.7 The Regional Transport Strategy (RTS) sets out the transport investment required to support the RDS as it applies to the Regional Strategic Transport Network. One of the objectives of the RTS is ‘Accessibility’ and the provision of the new rail interchange at Ballymena is identified in the RTS as a contributory factor to achieving this wider objective.

## **Sub-Regional Transport Plan 2015**

- 1.8 With the exception of the Belfast Metropolitan Area, the Sub-Regional Transport Plan (SRTP) seeks to identify the transport needs of Northern Ireland (NI) as a whole by considering each Other Urban Area (OUA), such as Ballymena. The SRTP is based upon guidance provided by the Regional Development Strategy (RDS) and the Regional Transport Strategy (RTS).
- 1.9 By considering the transport needs of each OUA, the SRTP then seeks to identify a package of measures (i.e. Proposed Transport Blueprints) for the period 2002 to 2015 by all modes of transport including walking, cycling, public transport (bus and rail) and by car.

## **Antrim, Ballymena & Larne Area Plan 2016 – Issues Paper (May 2002)**

- 1.10 The aim of the 'Issues Paper' is to set out a series of strategic, general and local issues against which comment may be lodged and therefore inform the preparation of the Antrim, Ballymena & Larne Area Plan 2016 (The Plan) for the Antrim, Ballymena and Larne Districts. As identified in the 'Issues Paper' and in accordance with the objectives of the RDS:

"The Plan will play a major role in guiding the future development of the Antrim, Ballymena and Larne Borough Council areas over the plan period."

- 1.11 In accordance with Government objectives:

"...the Plan will seek to foster the integration of transport and land use planning."

- 1.12 In the context of future transportation requirements, the 'Issues Paper' identifies the following issues that will require to be addressed as part of the Masterplan process for Ballymena Town Centre:

- the provision of cycle routes;
- public transport accessibility; and
- traffic circulation, parking provision and pedestrian movement.

## **Planning Policy Statements (PPS)**

- 1.13 The most relevant Planning Policy Statements to the Ballymena Masterplan process in terms of transportation, as published by the Department of the Environment (DOE) and the Department for Regional Development (DRD) respectively are:

- PPS3 (Revised) Access, Movement and Parking (DOE February 2005);
- PPS5 Town Centres and Retailing and
- PPS13 Transportation and Land Use (DRD February 2005).

### **PPS3 – Access, Movement and Parking**

- 1.14 PPS3 sets out the Department's planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning.

1.15 PPS3 identifies its main objectives as:

- promote road safety, in particular, for pedestrians, cyclists and other vulnerable road users;
- restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;
- make efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
- ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- ensure the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;
- promote the provision of adequate facilities for cyclists in new development;
- promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion; and
- protect routes required for new transport schemes including disused transport routes with potential for future reuse.

1.16 The principal routes through Ballymena are “protected” routes as defined in PPS3, which controls access to these routes to the benefit of through traffic.

#### **PPS5 (draft): Retailing, Town Centres and Commercial Leisure Developments**

1.17 The key objective of PPS5 (draft) is:

*“to sustain and enhance the vitality and viability of town centres in a manner consistent with achieving the strategic objectives of the Regional Development Strategy for Northern Ireland 2025”.*

1.18 PPS5 (draft) identifies that as part of preparing a development plan, it will be necessary to assess the vitality and viability of a town centre, such as Ballymena by undertaking a town centre “health check”, which includes an assessment of accessibility, “the ease and convenience of means of travel, including the level of public transport services, the availability of car parking, and the provision for disabled people, pedestrians and cyclists”.

1.19 It is envisaged that the ‘health check’ will help to inform the wider town centre strategy aimed at addressing issues such as encouraging greater accessibility, particularly for non-car modes.

1.20 PPS5 (draft) identifies that:

*“Town centre enhancement should seek where possible, to facilitate improved connections between car parks, transport interchanges and the town centre in the interests of pedestrian movement”.*

1.21 This is clearly applicable to the Ballymena town centre masterplan.

#### **PPS13 – Transportation and Land Use**

1.22 PPS13 is intended to assist in the implementation of the RDS by guiding the integration of transportation and land use particularly in relation to the preparation of development and transport plans for main hubs such as Ballymena.

1.23 PPS13 identifies its primary objective as the integration of land use planning and transport by:

- promoting sustainable transport choices;
- promoting accessibility for all; and
- reducing the need to travel, especially by private car.

1.24 The above objectives are further complimented by the following secondary objectives:

- make efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
- ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- ensure the needs of people with disabilities and others whose mobility is impaired are taken into account in relation to accessibility to buildings and parking provision;
- promote the provision of adequate facilities for cyclists in new development;
- promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion; and
- protect routes required for new transport schemes including disused transport routes with potential for future reuse.

## Conclusions

1.25 Regional, local and planning policy objectives are all directed towards an integrated transport strategy which considers, in order of priority, walk, cycle, public transport and finally the car. It will be necessary to ensure that in developing a masterplan for Ballymena that these principles are adopted and translated into the masterplan.

## 2 Transport Context

### Introduction

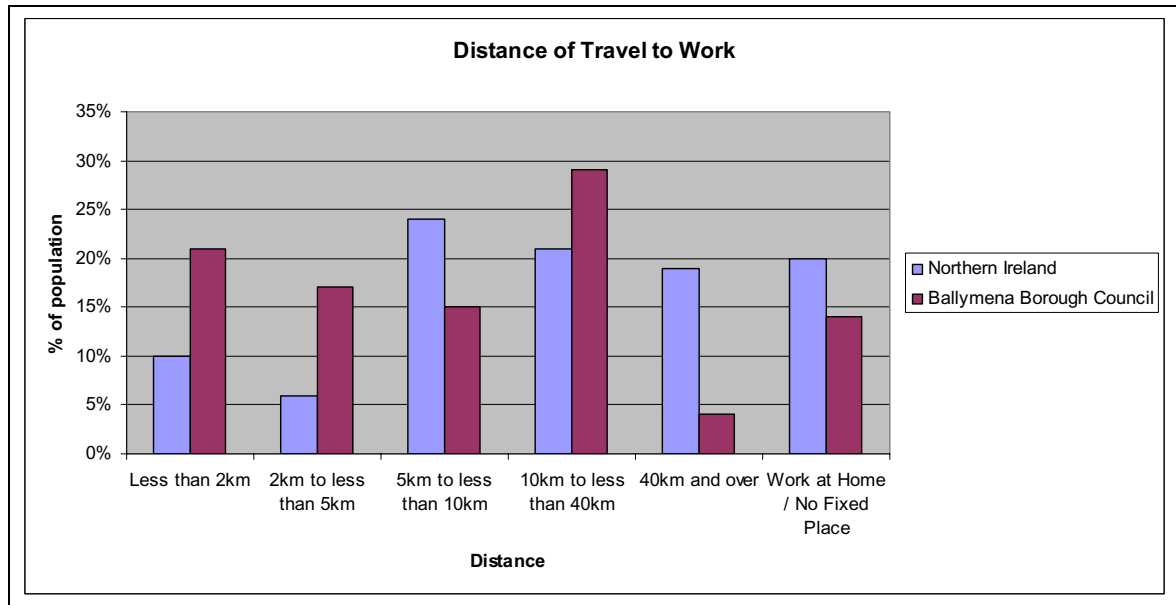
- 2.1 This section provides the existing and future transport context within which the Ballymena Masterplan will sit. The context has been informed by a literature review of the planning and transport documents which affect Ballymena, a stakeholder meeting with DRD Roads Service and discussions with Translink.
- 2.2 The transport context of Ballymena has and will be affected by some fundamental changes in planning policy which have rolled out to influence transport investment priorities and opportunities. The key issues are:
- Change in direction of transport policy encapsulated by the Regional Development Strategy (RDS) and delivered through Planning Policy Statements 3 and 13;
  - The needs of town centres are also addressed in PPS5 – Town Centres and Retailing;
  - A blueprint for change supported by an investment strategy of the Sub-Regional Transport Plan (SRTP);
  - Detailed assessment of problems and opportunities in the Ballymena Transportation Study.
  - Ongoing investment by both DRD Roads and Translink to address the transport requirements of the town.

### Transport Characteristics

#### General

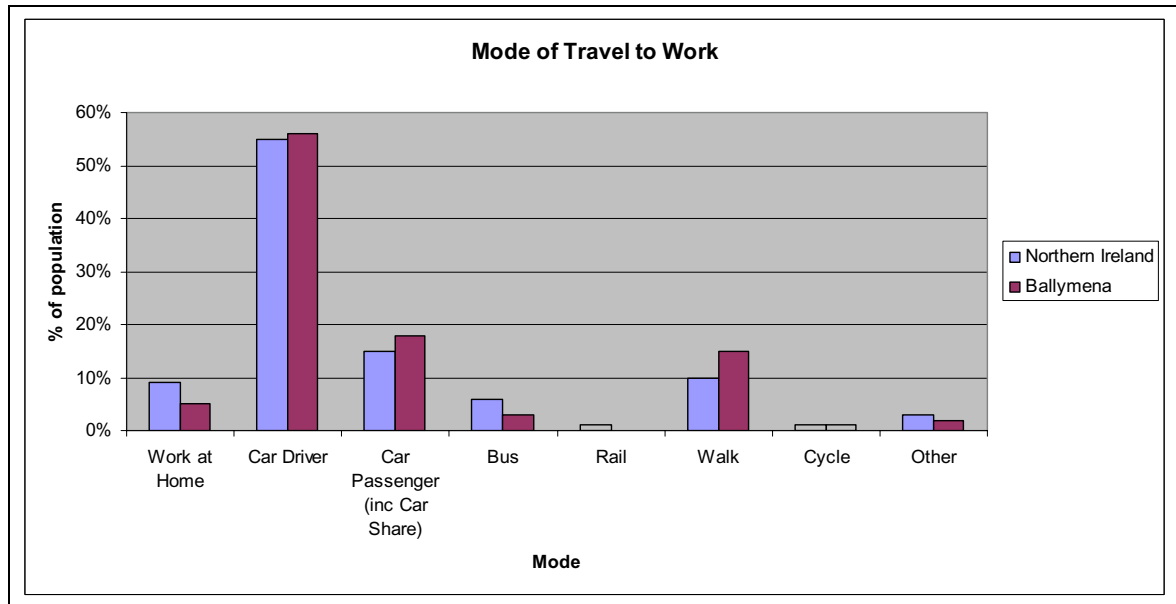
- 2.3 Ballymena is defined as a “hub” in the RDS, a description which reflects the important role which the town provides relating to employment and services for the wider area. With a population of 28,717 (Census, 2001) the town is identified as the largest in County Antrim.
- 2.4 Households in Ballymena have car ownership characteristics broadly comparable with the average Northern Ireland ownership levels.
- 2.5 With regard to travel to work, a significantly higher percentage of people travel less than 5km than the average throughout Northern Ireland. This reflects the importance of Ballymena as the focus of employment and services and the opportunity to ensure that shorter distance trips are undertaken by modes other than the car. However, it should be noted that a significant percentage of people also travel 10km or more, which is at the limit where cycling could be considered an alternative.

**Figure 2.1 Distance of Travel to Work**



2.6 The travel mode also reflects this high proportion of people travelling shorter distances to work, with a high proportion of walk trips compared to Northern Ireland generally. However, car remains the dominant mode of travel.

**Figure 2.2 Mode of Travel to Work**



## Transport Investment

- 2.7 The blueprint for transport improvement measures in Ballymena has been determined through the SRTP, which sets out the scale of investment by mode through to 2015. The investment profile is reflected in Table 1 below.
- 2.8 These blueprints are generated through the SRTP process and informed by the Ballymena Local Transport Study (Faber Maunsell – March 2007).

**Table 1 Proposed SRTP Investment for Measures shown in Blueprints**

Mode	Proposed Investment
Walking	£2,749,000
Cycling	£330,000
Highways	£10,639,000
Total	£13,719,000

*Source: SRTP 2015 – Technical Supplement – Ballymena Borough Council*

### Walking

- 2.9 The blueprint for investment in walking is indicated in Appendix B. The focus will be to provide improved quality and consistency of footway provision on a number of primary walk routes within the town centre. A further investment on facilities along the radial routes is also proposed.
- 2.10 Works as agreed by the Town Centre Management Initiative (More Accessible Working Group) to improve footways and carriageway have been ongoing over the past 3 years with resurfacing of footways and carriageways completed in Ballymoney Street, Mill Street and Wellington Street. Alterations to the layout in Church Street as agreed have also been introduced. Work remains to be completed in Broadway Avenue, William Street and Ballymoney Street.
- 2.11 Pedestrian movements within the town centre are high and tend to be concentrated along Broughshane Street, Ballymoney Street, Mill Street, Wellington Street and Church Street. While pedestrian crossing facilities have been provided on Mill Street, Wellington Street and Church Street with further improvements programmed by Roads Service, pedestrians tend to cross town centre streets at undesignated locations as and when the opportunity arises. Any future provision of additional crossing facilities will require careful consideration in terms of their location and connectivity to pedestrian links to existing and potential future town centre attractors.
- 2.12 It is estimated, in a 1 hour period following the end of the school day, that there are around 1500 school pupil pedestrian movements concentrated around the North Road / Galgorm Road junction and at the bus depot. To improve pedestrian safety at this location, an additional pedestrian phase has been added at the North Road / Galgorm Road junction. Care will be required to ensure that pedestrian safety is not diminished at this location.
- 2.13 Signing for pedestrians to and from existing town centre attractors and car parks is relatively poor and confusing in some locations. The existing signage within the town centre will require to be reviewed in the context of the primary walk routes and in relation to routes to potential future development sites.

### **Cycling**

- 2.14 The blueprint for investment in cycling is indicated in Appendix B. The town currently supports an NCN (Route 96) passing through the northeast of the town, linking the ECOS Centre and the Ballymena showground comprising a mix of on and off street running. Cycle lanes are provided on Boroughshane Road. Investment will be directed at improving cycling facilities from the north, west and south-east of Ballymena.
- 2.15 A shared pedestrian cycle route has been provided along a section of the A26 Larne Road along with the provision of a Toucan crossing. The provision of this crossing is seen as key to the future development of the NCN in this area of the town.

### **Highways**

- 2.16 The blueprint for investment in highways is indicated in Appendix B. The blueprint indicates the M2 Link – Ballymena Bypass to Ballee Road East as detailed in The Regional Strategic Transport Network Transport Plan (RSTN). This will connect the M2 Ballymena Bypass underneath the Larne Road Roundabout to the A26 Ballee Road East. Roads Service envisage construction will commence on this scheme within the next 5 years. This scheme is led by the high number of accidents that have occurred at the Larne Road Roundabout and it will undoubtedly improve road safety at this location.
- 2.17 The blueprint for investment in highways further indicates a proposed south-west distributor road between Ballee Road West and Parkway at the Greenmount Roundabout. This proposed highway scheme will provide relief to the Galgorm Road and Cullybackey Road corridors that are heavily congested during the AM peak.

### **Traffic**

- 2.18 Traffic routing from the north of Ballymena on Cushendall Road to Antrim Road and Galgorm Road routes through the town centre via Church Street as an alternative to routing via Parkway and North Road which have been designed to accommodate significantly higher traffic flows than Church Street. Consequently, Church Street currently experiences traffic flows of around 9000 vehicles per day (vpd). This, in turn, puts significant pressure on the town centre circulatory system. The potential traffic impacts on Church Street and other key town centre links in the vicinity of Bridge Street will require detailed consideration.
- 2.19 While consideration is being given to the future pedestrianisation of Bryan Street, it should be noted that Bryan Street carries around 2000vpd. Consequently, any future closure of Bryan Street could have significant implications in terms of traffic movement on adjacent links within the town centre core. Careful consideration will also require to be given to the traffic impacts associated with potential future development at Linenhall Street and Bridge Street.
- 2.20 The most appropriate mechanism for assessing the likely traffic impacts in this key area of Ballymena Town Centre will be to undertake a detailed Transport Assessment.

### **Parking**

- 2.21 Parking within Ballymena Town Centre comprises a mix of on-street and off street parking. The on-street parking is free however is generally restricted to 30 minutes with no return within 2 hours. While off street parking is generally paid, overall car parking occupancy is good.
- 2.22 Long stay parking is focused at Ballymoney Road and Alexander Street and at three uncharged car parks at Boroughshane Street, Mount Street and Park Street.

- 2.23 The SRTP identifies illegal parking in the town centre as a principal problem however, with the introduction of Decriminalised Parking Enforcement (DPE) which is currently enforced to good effect, illegal parking should be less of an issue. The introduction of DPE formed part of the Phase 1 works associated with a town centre traffic management scheme agreed by the Town Centre Management Initiative (More Accessible Working Group).
- 2.24 Notwithstanding this, vehicles circulating the town centre looking for parking opportunities, particularly on Wellington Street and Church Street, add to town centre congestion.
- 2.25 VMS signs providing information on the availability of car parking spaces have been provided on the approaches to the town centre however their effectiveness when approaching on Larne Road is to some extent diminished by existing advance signage encouraging town centre access via Bridge Street.
- 2.26 Works associated with Phase 2 of the town centre traffic management scheme will see the introduction of time restricted parking to the west of the town centre. It is envisaged that this stage of the works could be implemented by the Autumn of 2008.

### **Public Transport**

- 2.27 A review has been undertaken of town centre bus services in Ballymena. The Ballymena town centre network is included in Appendix C of this report. The key benefits of the review will see the introduction in April 2008 of a revamped bus service throughout the town with an improved frequency of service that will better meet customers' needs. These revamped services will connect to strategic bus and rail services currently operating from the Ballymena Railway Station and Bus Depot on Galgorm Road.
- 2.28 Consideration is also being given to increasing the capacity of the Park & Ride facilities at the Ballymena Railway Station and Bus Depot.

## **Conclusion**

The future investment strategy for transport in Ballymena is well defined. The investment is spread across all transport modes and reflects both the strategic needs of the area and the specific needs of Ballymena.

A number of specific matters have been identified throughout this first stage process which should be considered within the development of a masterplan, including:

- South-west distributor road, with future relief to the Galgorm Road and Cullybackey Road corridors;
- The M2 Link – Ballymena Bypass to Ballee Road East with future relief to the Larne Road Roundabout;
- The pedestrianisation of Bryan Street will require careful consideration in terms of traffic displacement to other key town centre links;
- Traffic impacts associated with potential future development at Linenhall Street and Bridge Street;
- Town Centre Management to achieve improved efficiency but without affecting vitality and
- Parking strategy, management and controls in the town centre area.

## **Appendix A**

### **Literature Review Documents**

## **Planning Policy**

### **Regional Development Strategy**

- Planning Policy Statement (PPS) 3 – Access, Parking and
- Planning Policy Statement (PPS) 13 – Transportation
- Planning Policy Statement (PPS) 5 – Town Centres and Retailing

### **Local Policy**

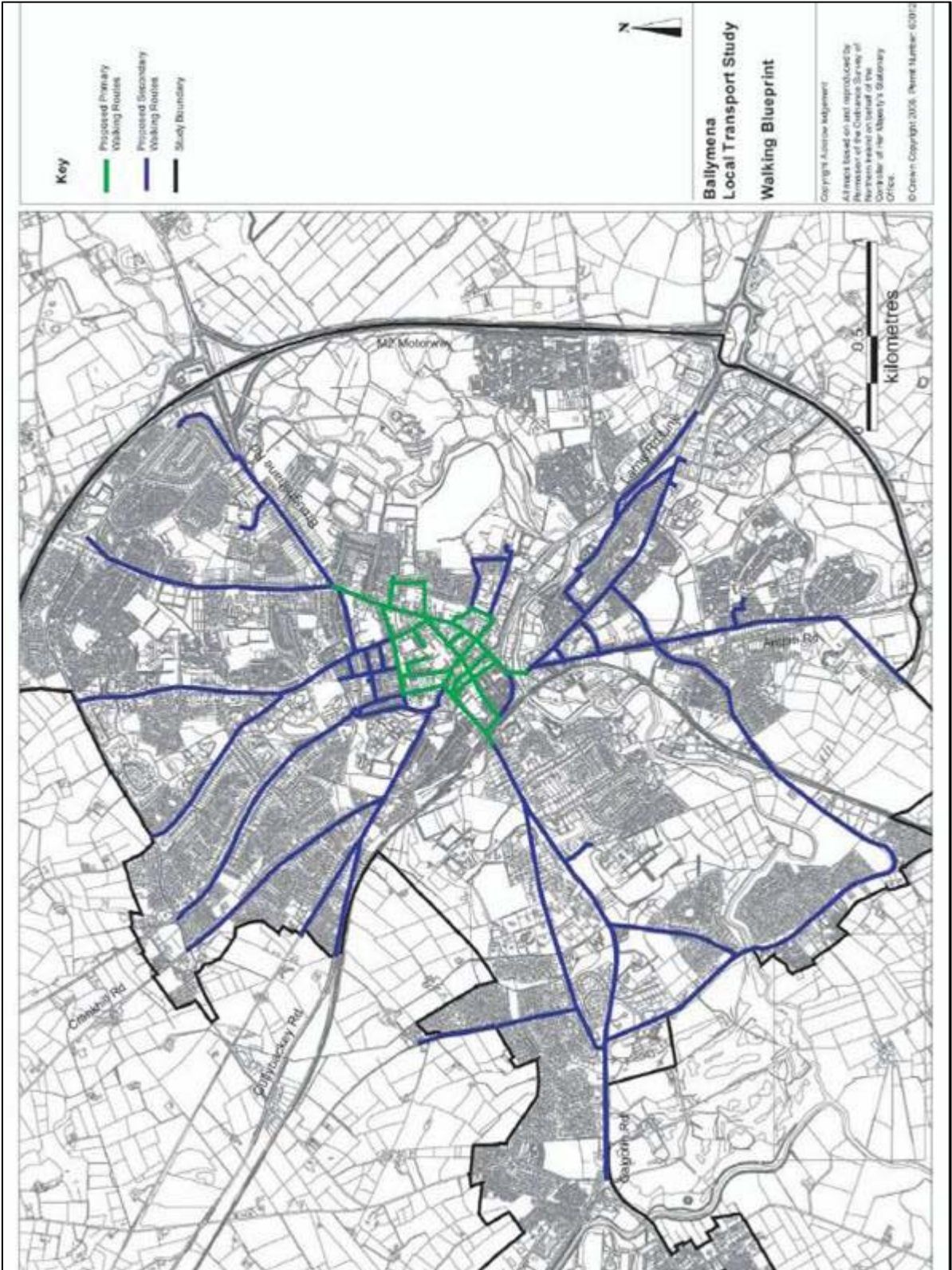
- Antrim, Ballymena & Larne Area Plan – Issues Paper

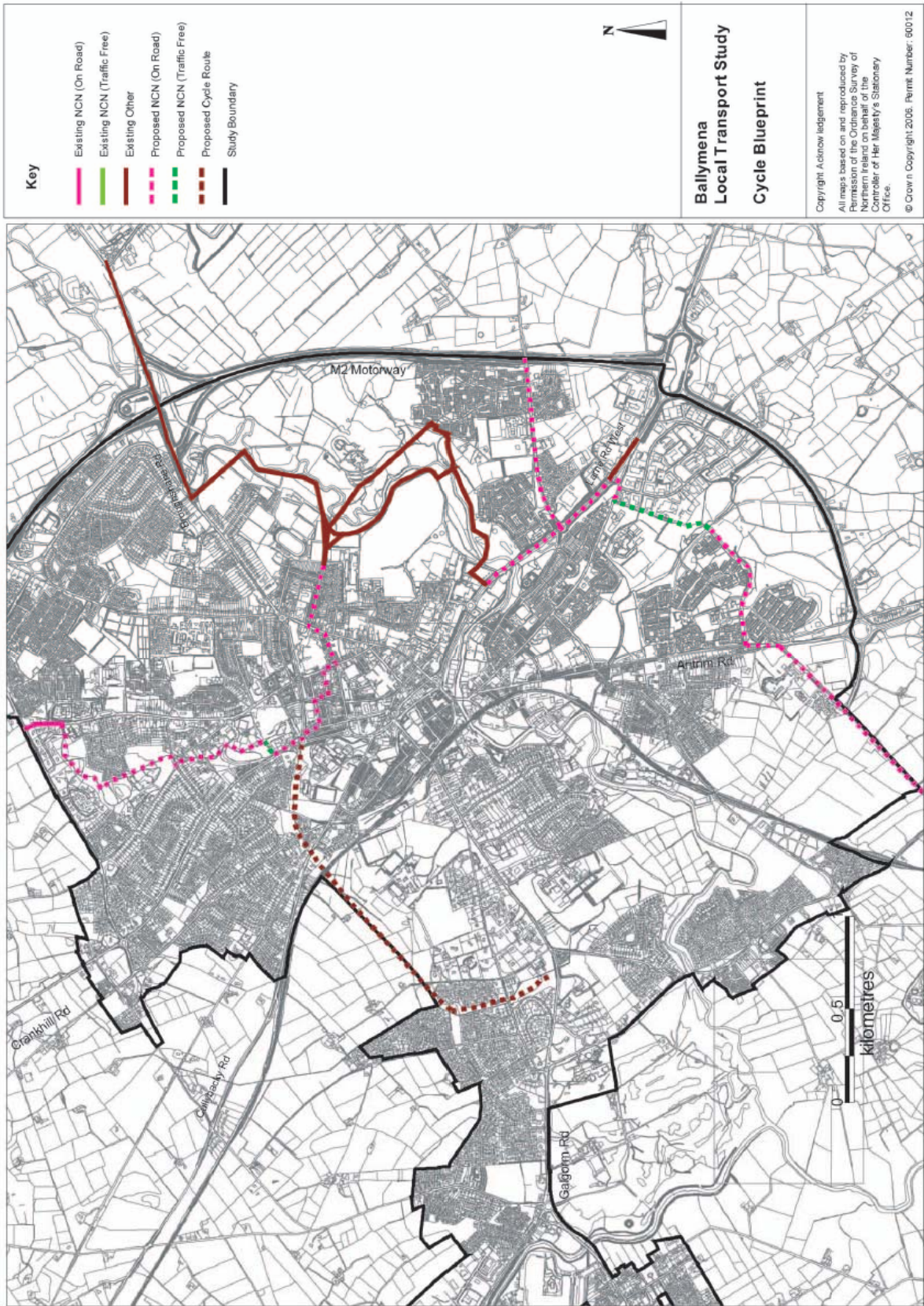
## **Other Documents**

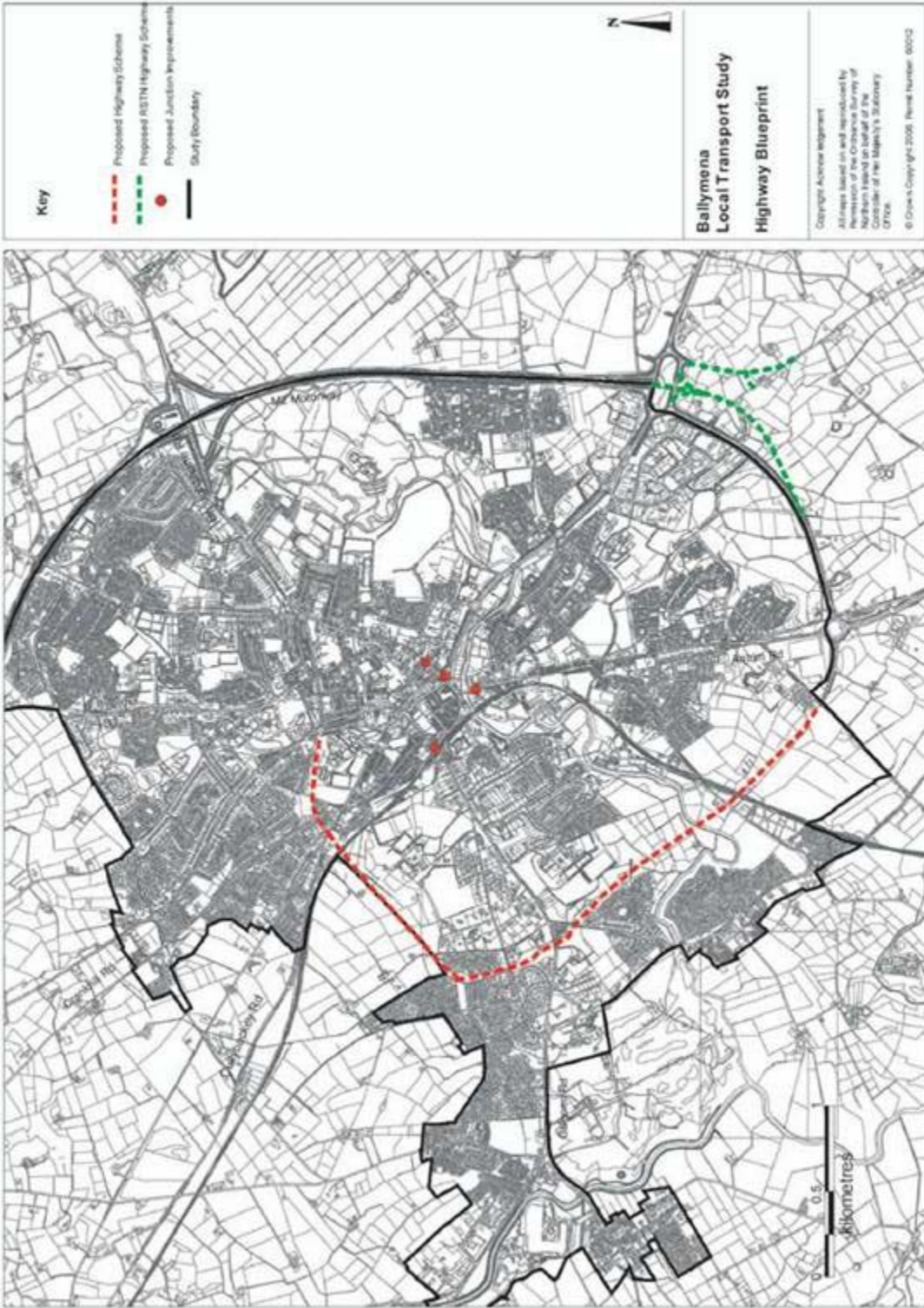
- Antrim, Ballymena & Larne Local Transport Studies – Ballymena Final Report (March 2007) – Faber Maunsell
- Divisional Roads Managers Report to Ballymena Borough Council (June 2007) – DRD
- Meeting with DRD Roads (March 2008) – JMP/DRD/Translink

## **Appendix B**

### **SRTP 2015 – Technical Supplement Ballymena Borough Council Transport Blueprints**





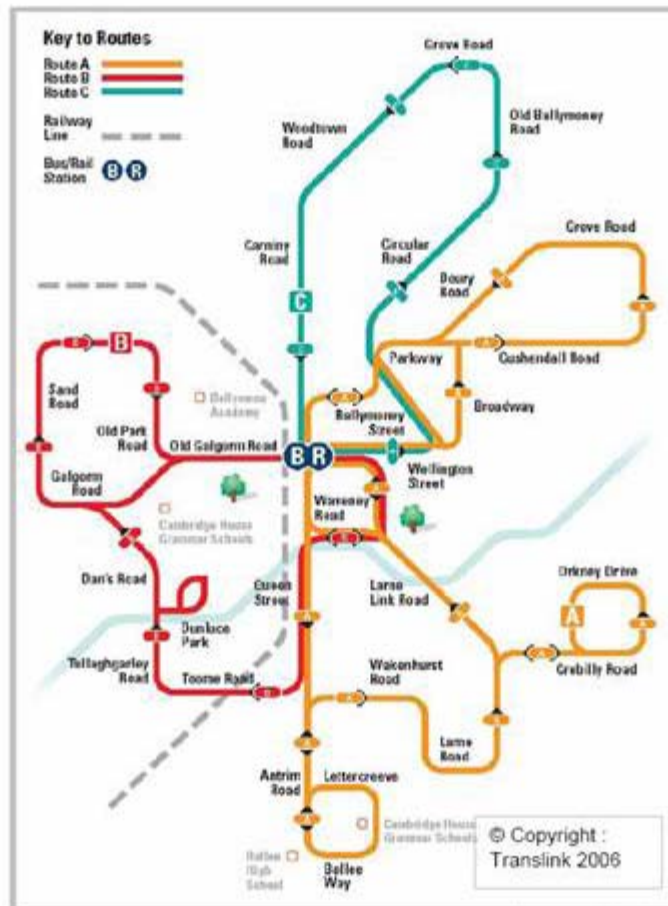


Caption

## Appendix C

### Additional Material

## Ballymena Local Bus Network Service Coverage



Source: Translink



**G. Economic  
Context:  
Ballymena**

PRICEWATERHOUSE COOPERS

APRIL 2008

# Contents

1	Economic policy context.....
2	Economic context.....

This report has been prepared for and only for the Paul Hogarth Company in accordance with the terms of our engagement letter dated (19<sup>th</sup> March 2008) and for no other party and/or purpose. We do not accept or assume any liability or duty of care for any other purpose or to any other person to whom this report is shown or into whose hands it may come save where expressly agreed by our prior consent in writing.

Proposals, tenders, reports together with working papers and similar documents, whether interim or final and other deliverables submitted by PricewaterhouseCoopers LLP, contain methodologies, models, pricing information and other materials and work product, which are proprietary and confidential to PricewaterhouseCoopers LLP, or which have been provided to PricewaterhouseCoopers LLP by third parties who may have made such information available on foot of confidentiality agreements, either written, implied, or under the law of confidence.

PricewaterhouseCoopers LLP clearly identifies all such proposals, tenders, reports and other deliverables as protected under the copyright laws of the United Kingdom and other countries. Such documents, presentations and materials are submitted on the condition that they shall not be disclosed outside the recipient's organisation, or duplicated, used or disclosed in whole or in part by the recipient for any purpose other than that for which they were specifically procured, pursuant to our engagement letter.

© 2008 PricewaterhouseCoopers LLP. All rights reserved. 'PricewaterhouseCoopers' refers to the PricewaterhouseCoopers LLP (a limited liability partnership in the United Kingdom) or, as the context requires, other member firms of PricewaterhouseCoopers International Limited, each of which is a separate and independent legal entity.

# 1 Economic policy context

## Introduction

1.1 This section of the report summarises the economic policy background to the proposed Ballymena Town Centre Masterplan. It highlights the wider economic policy context in which this proposed Masterplan sits. The economic policy background is split between government departments, agencies, and Ballymena Borough Council. In particular the following policies are discussed:

- Building a Better Future: Programme for Government 2008 to 2011;
- The Economic Vision, and Regional Innovation Strategy;
- Neighbourhood Renewal, Targeting Social Need, and the Government's Anti-Poverty and Social Inclusion Strategy for Northern Ireland;
- Ballymena's Local Economic Development Programme 2002 to 2006;

### **Building a Better Future: Programme for Government 2008 to 2011**

1.2 The recently published Programme for Government (PfG) aims “to build a prosperous, fair and inclusive society, supported by a vibrant and dynamic economy and a rich and sustainable environmental heritage”. It sets out the Government's strategy to ensure that all parts of the region enjoy sustainable economic and social development. In doing so, it places economic development at the top of the political agenda.

1.3 The PfG is based around a framework of 5 priority areas:

- **Growing a dynamic innovative economy:** the primary focus is to grow the economy, based on the characteristics of high productivity, a highly skilled and flexible workforce and employment growth. As part of this, the PfG identifies the need to
  - improve employment opportunities in rural areas;
  - to grow the private sector (both small and medium sized businesses);
  - support growth in well-paid high skilled jobs; and
  - strengthen the tourism sector.
- **Promote tolerance, inclusion and health and well-being:** in so doing the PfG identifies the need to, amongst other things, regenerate our urban and rural areas, build community capacity and leadership, remove the barriers to employment;
- **Protect and enhance our environment and natural resources:** this priority identifies the importance of our built heritage in promoting places to live, work and visit;
- **Invest to build our infrastructure:** Through the Investment Strategy for Northern Ireland, Government aims to tackle the legacy of underdeveloped infrastructure across the region (including roads, sewerage, hospitals and education);

- **Deliver modern high quality and efficient public services:** the Government is committed to implementing key reform programmes in areas such as health, education, water and planning and eventually local government, which will result in significant changes to both the structure and delivery of public services.

1.4 In addition, the PfG also highlights the importance of better linkages North/South and East/West particularly on infrastructure, trade and business, tourism, agriculture and health service provision.

1.5 As such the PfG offers a comprehensive overview of the key areas to address in achieving a more prosperous dynamic economy for the region. This offers some high level guidelines for local strategy and in this context the Ballymena Town Centre Masterplan. For example, greater importance needs to be placed on growing the private sector by providing the right environment to encourage high value added activity, while the public sector faces considerable future changes. The Masterplan should look to regenerate the urban economy of Ballymena Town Centre, while at the same time, take advantage of the built heritage, and complement the surrounding rural areas.

### **Economic Vision for Northern Ireland**

1.6 The Economic Vision for Northern Ireland, was published by the Department of Enterprise, Trade and Investment (DETI) in February 2005. It set out the direction for economic policy across Northern Ireland over the proceeding 10 years.

1.7 Among the key features of the Vision are, that by 2015 there will be:

- A supporting infrastructure which is modern and efficient;
- Private and public sectors which work in partnership; and
- Enterprise and entrepreneurship are valued and embraced;

1.8 As such, any proposed Masterplan must support this vision. It must provide the facilities needed to support the future growth of the private sector. In addition, it must foster a business environment where enterprise and entrepreneurship are valued and embraced.

### **Regional Innovation Strategy**

1.9 The Regional Innovation Strategy, published in 2003, was designed to support the aim of a modern knowledge based economy. In developing a knowledge-based economy, DETI highlighted four key priorities:

- **Priority 1:** Create a coherent R&D and innovation infrastructure;
- **Priority 2:** Enhance the use of R&D and innovation by the business sector;
- **Priority 3:** Develop a culture of innovation and enterprise; and
- **Priority 4:** Sustaining the regional innovation system.

1.10 Through the Regional Innovation Strategy, government are encouraging more knowledge based and creative industries. As such, the proposed Masterplan should provide facilities where knowledge intensive industries / activities can flourish.

### **Neighbourhood Renewal – Urban Regeneration for regional towns and cities**

1.11 Following from the Government's 2003 publication of 'People and Place: A strategy for Neighbourhood renewal', which aimed to tackle deprivation in the most disadvantaged areas of Northern Ireland, the Department for Social Development published an 'Implementation Plan for Neighbourhood Renewal in Northern Ireland's Regional Towns and Cities'.

- 1.12 This plan sets out the goals for Neighbourhood Renewal which is to ensure that the people living in the most deprived neighbourhoods have access to the best possible services and to the opportunities which make for a better quality of life and better prospects for themselves and their families. Furthermore it seeks to improve the environment and image of our most deprived neighbourhoods so that they become attractive places to live and invest in.
- 1.13 Among the strategic objectives identified in the plan, developing economic activity in the most disadvantaged neighbourhoods and connecting them to the wider urban community is seen as a key aim. There are a total of 15 Neighbourhood Renewal Areas identified in towns and cities outside Belfast and Londonderry, which include the Ballykeel and Ballee estates of Ballymena. Located on the southern and western edges of town, the areas cover a population of 3,120.
- 1.14 It is important to note that while Ballymena Borough Council may not be amongst the most deprived council areas in Northern Ireland, there are areas in the town centre that have been identified as needing renewal.

### **New TSN/ Anti-Poverty and Social Inclusion Strategy for Northern Ireland**

- 1.15 Linked to the strategy for Neighbourhood Renewal, the New Targeting Social Need (TSN) objectives and the Government's Anti-Poverty and Social Inclusion Strategy for Northern Ireland are also relevant.
- 1.16 The objective of New TSN is to target resources more effectively on geographical areas, groups and individuals in greatest need. There is a particular focus on addressing the problems of unemployment. This extends beyond direct support for the unemployed through training and job placement and includes aspects of social economy provision and education for those most at risk of becoming the next generation of unemployed. A focused Masterplan for Ballymena, can help support the objectives of New TSN.
- 1.17 In addition, the Government's Anti-Poverty and Social Inclusion Strategy for Northern Ireland is based around a number of general challenges, which will become the priority for future policy and action. These include: eliminating poverty; eliminating social exclusion; tackling area based deprivation; tackling inequality in the labour market; and tackling cycles of deprivation. The Strategy specifically states that the goal for Working Age Adults is 'to ensure that everyone has the opportunity to fully participate in economic, social, and cultural life'.
- 1.18 As such, a new Masterplan could contribute to both the New TSN and the Government's Anti-Poverty and Social Inclusion Strategy for Northern Ireland, by encouraging and stimulating new and existing business activity in the town centre, and thus maximising employment opportunities in the area.

### **Ballymena's Local Economic Development Programme 2002 to 2006**

- 1.19 Ballymena Borough Council are finalising a new Economic Development Strategy. It is anticipated that this will be published at the end of April 2008. Although the current Local Economic Development Programme is out of date, it is likely to be similar in its aims.
- 1.20 The 2002-2006 plan is based around 5 Programmes:
- **Programme 1- Business Start Programme:** the objective is provide support financial assistance to enable individuals to start their own business;
  - **Programme 2 - Enterprise Development:** the objective is to maintain the strength of Ballymena's economy, by focusing on the community, tourism and retail;
  - **Programme 3 – Building the Future:** this programme focuses on building the physical and digital infrastructure of the economy to encourage start ups and innovation led business;

- **Programme 4 – Expanding Horizons:** this programme focuses on developing activities for established businesses in the Borough; and
- **Programme 5 – Managing the Local Economic Development Measure (LEDM) Programme:** the objective is to ensure a local, regional and international awareness of the LEDM measure.

1.21 As a result, a future town centre Masterplan should complement the above, by providing high tech facilities for:

- business start-ups in knowledge intensive sectors; and
- the retail sector to maintain its attractiveness.

## Conclusions

1.22 In conclusion this section has examined the development of a proposed Masterplan for Ballymena Town Centre, in the context of the regional strategies of key economic development stakeholders, specifically DSD, DETI, DRD and Ballymena Borough Council. The section has highlighted how a new Masterplan could complement and help contribute to the achievement of these strategies. In summary the Masterplan should:

- Strengthen Ballymena's role as a commercial centre, and encourage visitors into the town;
- Help assist in the regeneration of urban areas, and complement the activity of the surrounding rural areas;
- Provide the environment for businesses to grow and engage in high value added activity, and in so doing contribute to the economic growth of the region, providing new opportunities and increased economic activity to local residents; and
- Assist with the future Local Economic Development Strategy for the area.

# 2 Economic context

## Introduction

2.1 This section provides the economic context within which the Ballymena Masterplan will sit. This section takes the following structure:

- Broader economic context;
- Population trends;
- Labour market trends;
- Sectoral trends and prospects; and
- Conclusions.

## Broader economic context

2.2 The Northern Ireland economy has experienced record growth in recent years. By way of summary it now has a record number of people employed, record low levels of unemployment (below the UK average), and the highest rates of growth in house prices (the Northern Ireland average is higher than that for the UK).

2.3 Looking forward however, the regional economy and Ballymena's face a number of challenges. Global economic growth over the past 5 years has been driven by a number of factors:

- Access to easy credit and low rates of interest have encouraged high levels of consumer spending. This has acted as a major boost to housing markets in developed economies, forcing house prices up and consequently improving consumer confidence further. From a business point of view, the cheap and easily available credit has encouraged high levels of business investment;
- Cheap imports from developing nations such as China, India and the EU accession countries have also encouraged consumer spending and growth in sector which rely on imports as part of their activity; and
- Strong rates of growth in developing economies have contributed to Global trade, improving external demand for domestic goods.

2.4 The recent 'credit crunch' affecting developed economies and in particular the US, has already resulted in downward revisions to future Global growth. Housing markets in the US, UK and Northern Ireland have slowed and now face uncertain futures. Partly as a result of the slow down in the housing market, and partly due to high levels of debt and restricted access to further credit, consumer and business confidence are now markedly lower.

2.5 Looking forward, domestic and external demand for goods and services will be lower than they have been in recent years. This is likely to produce a number of challenges to the Northern Ireland economy:

- **Trading:** external demand will be lower going forward. Northern Ireland's key export markets the UK and Republic of Ireland are forecast to slow in the next two years. The

challenge to local businesses is to maintain their level of exports to these markets and look further a field for new opportunities;

- **Inward Investment:** with slowing economic activity and concern over the possible effects of the credit crunch, firms are likely to reduce their inward investment activity. As a result, the region and Ballymena will likely find that potential new inward investment will be scarce in the next few years;
- **Skills:** it is forecast that developing economies will continue to out grow developed economies in the next few years as they take advantage of lower costs, faster growing populations, and rising disposable income. The challenge for Northern Ireland and Ballymena is to compete less on costs, and more on quality. Local business will need to move into high value added activity. In order to achieve this, it will have to rely on higher levels of skills and available qualified labour; and
- **Government spending:** In addition, given the planned slow down in Government spending in the UK and Northern Ireland, the economy can no longer rely on the public sector to act as a key driver of the economy. The challenge is to grow the private sector, despite the changing economic environment highlighted above.

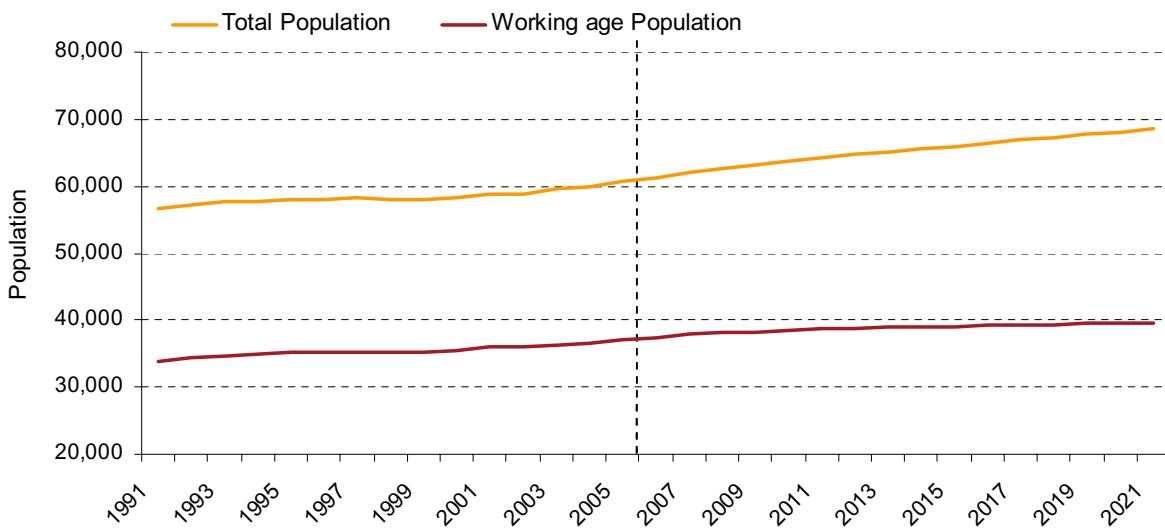
2.6 As a result, growth in the local economy is likely to slow over the next few years. However beyond the slow down in the next few years, there are likely to be a number of sectoral trends:

- **Agriculture and manufacturing:** are likely to contract in employment terms. Given lower real incomes in agriculture in recent years, the sector is likely to experience a period of change as farms merged to realise economies of scale. In manufacturing, businesses will need to move away from competing on cost and into higher value added activity. Although this is likely to see a reduction in employment, productivity and turnover should rise;
- **Construction:** the construction sector is forecast to grow going forward as the £18bn ISNI is carried out over the next decade. The scale and types of projects will also offer local companies the chance to build up their expertise and export their services;
- **Finance and business services:** are likely to grow. These sectors are currently underdeveloped in a UK or Republic of Ireland context;
- **Creative industries:** industries such as media, IT and advertising are likely to grow in importance as, overall the economy becomes more private services orientated;
- **Retail:** the retail sector has undergone considerable development in recent years, with a number of high profile developments. Looking forward, this should slow down, as the sector becomes saturated;
- **Pharmaceuticals:** sectors that rely on high levels of innovation and R&D like pharmaceuticals are likely to grow in importance as the highly skilled labour are employed to compete on quality; and
- **Public sector:** given the rising population levels, the education and health sectors are likely to continue to grow. However employment in the public administration sector faces a more uncertain future with the Review of Public Administration (RPA), strive for efficiency savings, and a slow down in public spending.

### Population trends

2.7 Ballymena Borough Council area has experienced a growing population over the last 15 years. An analysis by age shows that over the period 1991 to 2006, growth in Ballymena's population was driven by growth in the working age population (10.3% over the 1991 to 2006 compared to 8.2% for total population). Looking forward however, growth in total population is expected to be double the rate of growth of the working age population.

**Figure 2.1: Ballymena population trends and projections (1991 to 2021)**



Source: NISRA

2.8 If the growth in Figure 2.1 is to be realised, there are likely to be sectoral specific implications. For example, the ‘retail’, ‘hotels and restaurants’, ‘education’ and ‘health’ sectors are likely to experience an increase in demand for their goods and services.

#### Labour market trends

2.9 An analysis of Ballymena’s labour market reveals its similarity with the Northern Ireland average. Table 2.1 shows that Ballymena has:

- A higher proportion of its 16+ population economically active;
- A higher proportion of its 16+ population employed; and
- A lower proportion of its 16+ population unemployed and inactive.

**Table 2.1: Selected labour market variables for the population aged 16+, 2006**

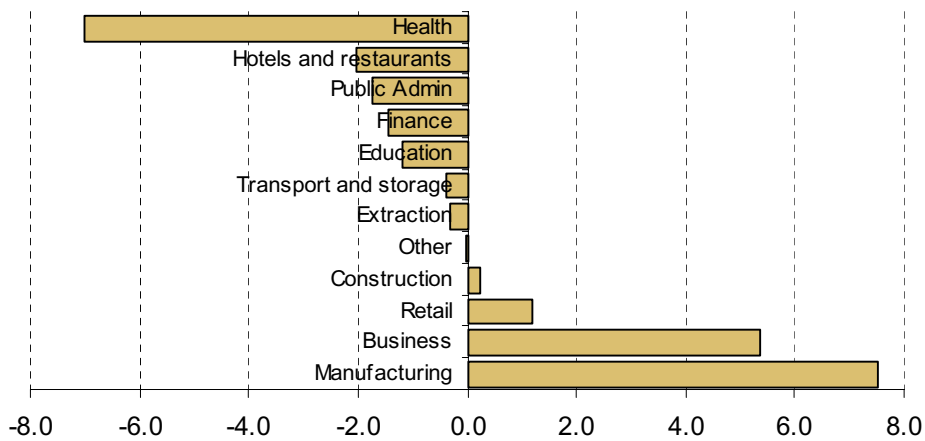
	Northern Ireland	Ballymena
Economically active	59.52	60.87
- Employed	56.65	58.7
- Unemployed	2.87	2.17
Economically inactive	40.48	39.13

Source: DETI / NISRA

#### Sectoral trends and prospects

2.10 Figure 2.2 provides shows the difference in the proportion of total employment found in each sector in Ballymena and Northern Ireland.

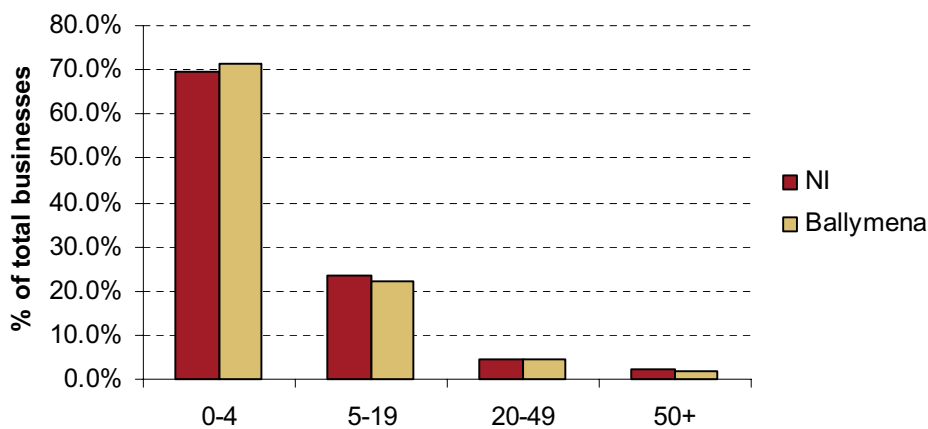
**Figure 2.2: Employment by sector – Ballymena versus Northern Ireland**



Source: DETI / NISRA

- 2.11 Ballymena has an above average concentration of employment in manufacturing, which as a sector has contracted in employment terms since the late 1990s. In addition, Ballymena has significant number employed in the agricultural sector. Ballymena has 2,293 farm labourers, nearly 5% of the total in Northern Ireland. As a sector however, agriculture has been contracting in relation to jobs, while farm sizes have been getting bigger.
- 2.12 However, it has an above average concentration of employment in private services and a below average concentration in public services, which at a high level this is a favourable composition of employment, given the potential future growth of private services and the uncertainty facing the public sector. It is worth noting however that outside of Belfast most Borough Council Areas have below average concentrations in Public Administration. In reality Ballymena actually has a sizable number of public sector jobs, many located in the County Hall.
- 2.13 Ballymena’s economy is dominated by small firms; with over 71% of businesses in Ballymena have less than 5 employees. This could potentially restrict future growth by limiting the capacity for training, R&D expenditure and innovation.

**Figure 2.3: Business size (2007)**



Source: National Statistics

2.14 Table 2.2 presents a list of the some of the major employers in Ballymena. Of the top ten employers in the area four are in the finance and business services sector, three are schools, two are in the food processing sector and one is in the manufacturing sector. An analysis of their location shows that the vast majority are situated outside the town centre. As a result, any Masterplan for Ballymena Town Centre should consider the concentration of SMEs.

**Table 2.2: Major employers in Ballymena**

Company Name	OneSource Industry	Employees
Resource (Ni) Ltd.	Business Services	3,055
Michelin Tyres	Auto & Truck Parts	1,223
O Kane Poultry Ltd.	Food Processing	1,208
Wrightbus Ltd.	Auto & Truck Parts	922
Dale Farm Ltd.	Food Processing	546
Patton Group Ltd.	Misc. Financial Services	503
Ladyhill Holdings Ltd.	Misc. Financial Services	164
Ballynease Maintained School	Schools	150
Glenarm Primary School	Schools	150
Moorfields Primary School	Schools	150
North Antrim Turkeys Ltd.	Business Services	138
Cameron Retail Furnishings (N I) Ltd.	Retail (Specialty)	132
J Wilson Ltd	Recreational Activities	120
Reid Transport Ltd	Trucking	104
Wilson's Of Rathkenny Ltd.	Business Services	104
Stevenson And Co.	Food Processing	100
Mckeown Fine Foods Ltd.	Crops	92
Stephens Catering Equipment Co. Ltd.	Misc. Fabricated Products	91
Galgorm Manor Hotel Ltd.	Hotels & Motels	87

Source: Onesource

2.15 Although most major employers in Ballymena are located outside the town centre, they are still important to its economic health through:

- Employees spending their wages in the town centre; and
- Business spending on goods and services provided in the town centre.

2.16 The remainder of this section provides a detailed commentary on sectoral trends, and their implications for a Ballymena Town Centre Masterplan.

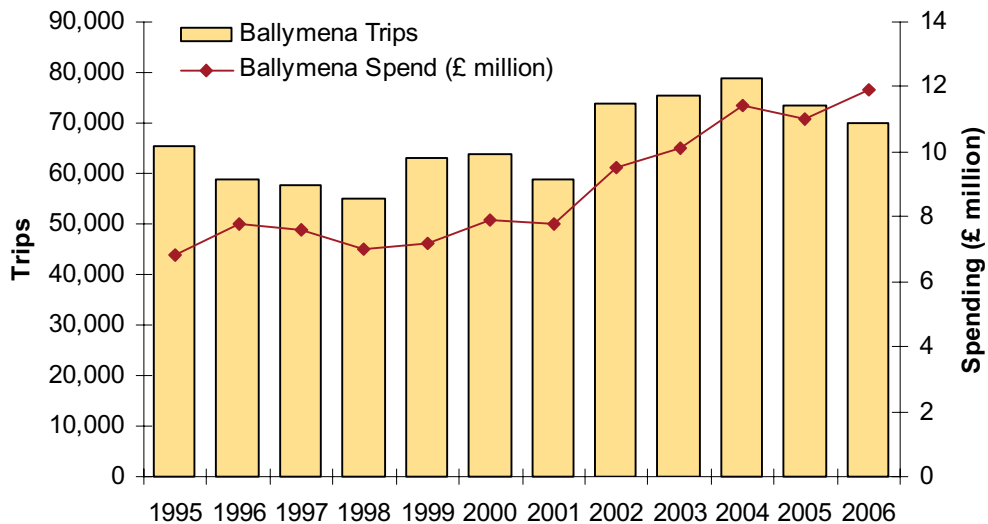
**Table 2.3: sectoral trends and potential implications**

Trends	Implications
<ul style="list-style-type: none"> <li>• <b>Shift from rural and manufacturing working to city centre working:</b> In recent years, employment has declined in the agriculture and manufacturing sectors. The agricultural sector has been hit by a mix of falling farm incomes, rising costs of EU requirements and health scares. Meanwhile the manufacturing sector has undergone intense competitive pressure from developing economies such as China, India and the East European accession countries. As a result, both have experienced a contraction in employment.</li> </ul> <p>At the same time, employment in private services has grown. Developed economies have moved from competing on low value added / low cost activities, to competing on quality and</p>	<ul style="list-style-type: none"> <li>• Ballymena Town Centre is likely to continue to grow in importance as a centre for not only employment, but for entertainment and housing;</li> <li>• Ballymena is likely to experience a decline in manufacturing employment as the sector moves away from</li> </ul>

<p>knowledge intensive high value added activities. Sectors such as creative industries, finance and business services have been central to this growth. Typically these sectors are located in city centres, close to colleges / universities and entertainment hubs. This trend has been most acutely witnessed in Belfast, however other cities and towns have experienced it.</p>	<p>traditional manufacturing activity to high value added activity that requires less employment, but higher skills; and</p> <ul style="list-style-type: none"> <li>• Ballymena is likely to experience a decline in agricultural employment in the future.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Financial and business services sector:</b> As noted above, these are key growth sectors for the future. At a regional level, these two sectors are underdeveloped compared to the UK average. Comparing Ballymena to the Northern Ireland average shows that there is considerable scope for growth in the financial services sector. Over the period 2001 to 2004 Ballymena experienced an increase in employment of 10.2% in financial services, and 28.1% in business services.</li> </ul>	<ul style="list-style-type: none"> <li>• Adequate office accommodation will be required in the town to support the potential future growth of employment in financial services.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Public sector:</b> given the growth in the population highlighted earlier, public services are likely to experience an increase in demand. However potential growth is likely to be mixed by sub-sector. Both Education and health grew (25.5% and 16.4% respectively) from 2003 to 2005. However employment in public administration fell by 2.1% over the same period; and</li> </ul> <p>Looking forward likely employment trends in the public administration sector are uncertain given the Review of Public Administration. In addition, the recent growth in employment in Health and Education will not continue given the reductions in future planned Government spending.</p>	<ul style="list-style-type: none"> <li>• Although public administration faces an uncertain future, demand for education and health services will grow in the future. However a tighter public expenditure environment will restrict future employment growth in these sectors.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>The Tourism sector:</b> the tourism sector experienced a stepped increase in activity from 2001 to 2002, with the number of trips increasing by 25% (to 73,900), and spend rising by nearly 22% to £9.5m. Although the number of trips has since fallen back to 70,100 in 2006, total spend has continued to grow to £11.9m (Figure 2.4).</li> </ul> <p>Given this and the overall growth in tourism in Northern Ireland, the town is likely to benefit from developing its Tourism offering. Northern Ireland's tourism sector is still relatively undeveloped when compared to Ireland, Scotland and Wales. Therefore there is likely to continue to be further growth in the sector.</p> <p>With local and regional strategies identifying tourism as a key area for future growth, a new Masterplan for Ballymena Town Centre needs to maximise the town's offering and compliment tourism attractions in the surrounding area. In addition, the growth in population experienced in recent years, may also help to support an expansion in the Hotels and restaurants sector, which is underrepresented in employment terms when compared to the Northern Ireland average.</p>	<ul style="list-style-type: none"> <li>• The Masterplan needs to compliment local attractions and the night-time economy. As such there should be a particular focus on developing the hotels and restaurants sector.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Retail:</b> Ballymena has strong retail sector. Traditionally it has been the commercial centre for the County Antrim area. Approximately 18.6% of total employment in Ballymena is found in the retail sector, compared to 17.4% in Northern Ireland.</li> </ul> <p>Future population trends in the area, combined with the likely</p>	<ul style="list-style-type: none"> <li>• Therefore a town centre Masterplan should build on the strength of the retail offering in the town.</li> </ul>

growth in tourism could result in an increased demand for retail and therefore further growth in the sector.

**Figure 2.4: Tourism trends in Ballymena, 1995 – 2006**



Source: NITB

## Conclusion

- 2.17 In conclusion, Ballymena and the regional economy are likely to face slower growth in the short term. However over the medium to long term, there are a number of sectors which are likely to experience growth, while more traditional sectors such as Agriculture and Manufacturing are likely to continue their trend of shedding jobs.
- 2.18 Current and potential future economic trends have a number of implications for a town centre Masterplan for Ballymena:
- Ballymena has traditionally been the commercial centre for the County Antrim area, and this should continue;
  - Although underrepresented in public sector employment in relation to the Northern Ireland average, there is a significant concentration of public sector jobs in Ballymena's County Hall. These traditionally high paid jobs are important for the economy and the health of the town centre.
  - There is a need for office space to capitalise on the knowledge economy and growth sectors of finance and business;
  - These growth sectors require a highly skills pool of labour;
  - There is also a need for entertainment facilities and a sophisticated retail offering to retain local individuals and encourage consumers from further a field to visit; and
  - Given the focus on tourism at a regional level, and growth in visitors at a local level, Ballymena needs to ensure its tourism offering is adequate to attract visitors and encourage them stay in the centre. Development of the hotels and restaurant sector could help achieve this, and further strengthen the night-time economy.



# ***H. Brief Market Summary***

CB RICHARD ELLIS

APRIL 2008

## Retail & Leisure Demand

When looked at relative to other provincial towns of a comparable population Ballymena has a strong retail market; a larger supply of retail space, more multi-national retailers and strong rents. Multiple retailers with stores in the town regularly report good turnover performance for Ballymena relative to stores elsewhere.

Nevertheless, there is also a strong developer/ investor market in Ballymena which could, if not controlled, lead to an over supply of retail space. There is currently in excess of 50,000 sq ft of retail space (including high street, shopping centre and retail warehousing) immediately available in the town.

Ballymena is the 11<sup>th</sup> largest district in terms of population, despite this the following retailers have chosen it as one of their few store locations in Northern Ireland:

Debenhams	(other locations include Belfast and Derry)
H&M	(other locations include Belfast and Craigavon)
Hobbs	(other locations include Lisburn Road Belfast)
Waterstones	(other locations include Belfast, Derry, Newry and Lisburn)
Argos	(other locations include Belfast, Derry, Newry, Craigavon and Armagh)
M&S	(other locations include Belfast, Derry, Newry, Lisburn, Bangor and Omagh)
Vero Modo	(other locations include Belfast)
Okaidi	(other locations include Belfast, Newry, Lisburn and Bangor)

There are no significant retailers with specific space requirements for Ballymena, with the exception of Tesco who have indicated that they would consider opening a Tesco Metro or a Tesco Express in the town centre.

## Hotel Demand

The hotel market is emerging after 30 years of stagnation and consequently there is a large amount of unmet demand in Belfast city centre, for this reason there are no active hotel requirements for Ballymena (or the majority of provincial towns for that matter) as all major Hoteliers are focused on acquiring in Belfast city centre to consider provincial towns. Nevertheless, there might still be consumer demand (as opposed to occupier) for further hotel facilities. Furthermore, the economic benefits of tourism are only really felt if over-night accommodation is available.

There are currently fewer hotels in NI relative to the 1990's as the majority of landlords have converted them to more lucrative uses, namely building them out as residential.

As in the case of national retailers and leisure operators it is currently a tenants market and the onus is on landlords/developers and the public sector to actively attract hotel occupiers to area, assuming the demand is there to sustain them.

## Office Demand

The office market in Ballymena would primarily be a localised market with few large use requirements, with demand coming from local professional office occupiers.

In the town centre the most notable letting has been Greenmount Plaza.

The limited market for large office uses would restrict speculative office developments in the town with it being more likely to have a pre-let on a design and build basis.

Ballymena Town Centre, which is a strong regional retailing town, has a relatively small town centre which reduces the options for town centre office sites of any significance.





