Local Development Plan | 2030

Draft Plan Strategy

Evidence Paper 2: Settlement Evaluation

June 2019

Antrim and Newtownabbey BOROUGH COUNCIL

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Table of Contents

Executive Summary 3

1 Introduction 4
2 Legislative Context 5
3 Regional Policy Context 7
4 Local Policy Context 13
5 Preferred Options Paper 15
6 Soundness 15
7 Developing the Settlement Hierarchy 15
8 The LDP 2030 Settlement Hierarchy 21

Appendices 30
Appendix 1 - Legacy Plans Review 31
Appendix 2 – Strategic Settlement Analysis 32

Executive Summary

- A settlement hierarchy has been prepared for the Antrim and Newtownabbey Local Development Plan (LDP) 2030.
- This paper sets out the evidential context in which the Borough's settlement hierarchy has been developed.
- The hierarchy will consist of six tiers - Metropolitan Urban Area, Major Hub Town, Large Town, Town, Village and Hamlet.
- Metropolitan Newtownabbey is the largest populated settlement in the Borough with a wide range of services and infrastructure and is defined in the top tier of the settlement hierarchy as the Metropolitan Urban Area (MUA).
- Antrim is the second largest populated settlement in the Borough with a wide range of services and infrastructure and is defined in the second tier of the settlement hierarchy as a Major Hub Town.
- Ballyclare is the third largest populated settlement in the Borough with a good range of services and infrastructure. It is defined in the third tier of the settlement hierarchy as a Large Town.
- Crumlin and Randalstown are the fourth largest populated settlements in the Borough with an adequate range of services. Both are defined in the fourth tier of the settlement hierarchy as Towns.
- There are a number of smaller settlements in the Borough that have been identified in the fifth tier of the settlement hierarchy as villages. These comprise of Ballynure, Ballyrobert, Burnside (Cogry/Kilbride), Doagh, Dunadry, Parkgate, Straid, Templepatrick and Toome.
- The following settlements have been identified and designated in the six tier of the settlement hierarchy as hamlets: - Aldergrove, Ballycor, Ballycraigy, Ballyeaston, Bruslee, Caddy, Cargin, Craigarogan, Creavery, Creggan/Cranfield, Donegore, Gortgill, Groggan, Hillhead, Killead, Kingsmoss, Loanends, Lowtown, Maghereagh, Millbank, Milltown, Moneyglass, Moneynick, Newmill, Rathmore, Roughfort, Tildarg, Tavnaghmore and The Diamond.
- This paper also forms part of the LDP's countryside assessment.
- It has also been used to inform decisions in the LDP and should be read in conjunction with other evidence papers.

1 Introduction

1.1 This is one of a series of background papers and studies being presented as part of the evidence base to inform the preparation of the Antrim and Newtownabbey Local Development Plan 2030 (LDP). This paper draws together the evidence base used in relation to the topic of Settlements. The evidence in this paper was collated at a point in time and may be subject to further updates. Evidence papers should be read collectively.

1.2 In line with Departmental guidance, the Council has updated its evidence base to inform the next stage of the LDP known as the Plan Strategy. This paper updates the evidence base, which accompanied the Preferred Options Paper (POP) published in January 2017.

1.3 It should be noted that the evidence base collected to inform the draft Plan Strategy also forms the basis for additional assessments and appraisals required as part of the plan preparation process, most notably the Sustainability Appraisal (SA).

1.4 Furthermore, this paper forms part of the Council's Countryside Assessment which includes the four related strands:

- A Settlement Evaluation *(Evidence Paper 2);*
- A Landscape Character Assessment *(Evidence Paper 16);*
- An Environmental Assets Appraisal *(Evidence Paper 7 and 17);* and
- A Rural Development Pressure Analysis *(Evidence Paper 18)*.

1.5 In accordance with the Spatial Framework Guidance outlined in the Regional Development Strategy 2035 (RDS) and the Strategic Planning Policy Statement (SPPS), settlements should be the primary locations for accommodating the development needs of the Borough during the LDP period to 2030. The Council has therefore defined a settlement hierarchy to inform the LDP.

1.6 This evidence paper sets out the rationale for the Council's proposed settlement hierarchy including the rationale for classifying the Borough's settlements and their proposed position in the hierarchy. It also sets out a strategic analysis of the settlements.

1.7 The hierarchy has been used along with a number of other studies to inform the Council's published Growth Strategy and Strategic Policies. It will be the role of the subsequent Local Policies Plan (LPP) to define the settlement development limits for each settlement, as well as any zonings and designations contained within them. Further consultation will take place with key statutory consultees at this stage and updated evidence taken into consideration.

1.8 In its most basic form, a settlement is a place where people establish a community and in planning terms, this generally translates to a place that contains a number of characteristics including the presence of a group of dwellings alongside one or more community facilities or businesses. Larger settlements are normally characterised by land uses that provide a range of

services and facilities, which support the local resident population, as well as those living in surrounding smaller settlements and rural areas.

1.9 A settlement hierarchy is a key planning tool for the delivery of sustainable development and consists of several tiers, which group together those settlements that have similar characteristics in terms of facilities, services, and growth opportunities. Settlements positioned at the top of the hierarchy have the greatest range of facilities and services used by a much wider population catchment and are relatively well connected and accessible in terms of transport links. Settlements at the lower tiers of the hierarchy are smaller, have fewer facilities and services, and are more restricted in terms of transport links.

2 Legislative Context

The Planning Act (Northern Ireland) 2011

2.1 The Planning Act (Northern Ireland) 2011 (hereafter referred to as the 2011 Act) is the principal planning legislation in Northern Ireland, which underpins the reformed two-tier planning system that commenced on 1 April 2015. It introduced the plan-led system, where the LDP is the primary consideration for decision making on all new development schemes and proposals will be required to accord with its provisions unless, exceptionally other material considerations indicate otherwise.

2.2 Under the new Planning System introduced in 2015, the LDP will comprise of two documents, a Plan Strategy and a Local Policies Plan that will be prepared in sequence. It also requires the LDP to be subject to a Sustainability Appraisal.

The Planning (Local Development Plan) Regulations (Northern Ireland) 2015

2.3 These Regulations set out the sequence in which the Council's new LDP is to be prepared and provides detail on the content and procedure of each stage in the LDP preparation process and independent examination.

The Planning (Statement of Community Involvement) Regulations (Northern Ireland) 2015

2.4 These Regulations set out the sequence in which the Council's Statement of Community Involvement (SCI) is to be prepared and provides detail on the content and procedures required. The Council published its SCI on January 2016 the purpose of which is to define how the Council will engage with the community in the delivery of the LDP. It is set within the context of the Council's Corporate Plan and meets the requirements of the 2011 Act.

Northern Ireland (Miscellaneous Provisions) Act 2006

2.5 Section 25 of the Northern Ireland (Miscellaneous Provisions) Act 2006 requires all Northern Ireland Departments and Councils, in exercising their functions, to act in the way they consider best calculated to contribute to the achievement of sustainable development. Section 5 of the 2011 Act copper-fastens this duty

by requiring those who exercise any function in relation to LDPs to do so with the objective of furthering sustainable development.

Local Government Act (Northern Ireland) 2014

2.6 The Local Government Act (Northern Ireland) 2014 introduced a statutory link between a Council's Community Plan and LDP, and requests that the preparation of the LDP must take account of the Community Plan.

Section 75 of the Northern Ireland Act 1998

2.7 The Council has a statutory duty under Section 75 of the Northern Ireland Act 1998 as a public authority, in carrying out its functions relating to Northern Ireland, to have due regard to the need to promote equality of opportunity between the nine equality categories of persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation; men and women generally; persons with a disability and persons without; and persons with dependants and persons without.

2.8 Council has engaged and will continue to engage with Section 75 groups throughout the LDP process, adhering to the Council's SCI.

Rural Needs Act (Northern Ireland) 2016

2.9 The Rural Needs Act (Northern Ireland) 2016 provides a statutory duty on public authorities to have due regard to rural needs when developing, adopting, implementing or revising policies, strategies and plans, and when designing and delivering public services and came into effect for Councils in June 2017.

2.10 Rural needs is an ongoing and integral component of the Council's LDP.

The Environmental Assessment of Plans and Programmes Regulations (Northern Ireland) 2004

2.11 It is a statutory requirement that all plans and programmes that are likely to have a significant environmental effect must be subject to a Strategic Environmental Assessment (SEA). The European Union Directive '2001/42/EC' states that a SEA is mandatory and was transposed into local legislation in the form of The Environmental Assessment of Plans and Programmes Regulations (Northern Ireland) 2004 (the EAPP (NI) Regulations). The objective of the SEA directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations in the Council's LDP, with the view to promoting sustainable development.

2.12 The SEA is an ongoing process and must be carried out in conjunction with, and integrated into the LDP process. Under the provisions of the SEA Directive and the Regulations, an environmental report is published with the LDP document.

The Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995

2.13 The LDP is required to consider its impact on the integrity of Natura 2000 sites (these comprise Special Areas of Conservation, Special Protection Areas and RAMSAR Sites) and will be subject to a Habitats Regulation Assessment (HRA). Similar to the SEA the HRA is an on-going process, which will take place at key

stages during the preparation of the LDP. The Regulations contribute to transposing the requirements of the EC Habitats and Birds Directives.

3 Regional Policy Context

Draft Programme for Government Framework 2016-2021

3.1 The key aim of the draft Programme for Government (PfG) is to grow a sustainable economy through investing in the future, tackling disadvantage, improving health and wellbeing, protecting the people and the environment, building a strong and shared community and delivering high quality services.

The delivery of many of the strategic outcomes will be the responsibility of central government, however, the LDP will play a supporting role in helping to deliver many of these.

Sustainable Development Strategy Northern Ireland 2010

3.2 The Sustainable Development Strategy (SDS) aims to put in place economic, social and environmental measures to ensure that we continue to grow our economy, improve our society and communities and utilise our natural resources in an environmentally sustainable manner. The Strategy contains a vision supported by two principles that express the overarching ambitions of the Strategy and four further principles that describe the necessary conditions for the achievement of sustainable development. In order to help achieve the six principles, it is important that the principles of sustainable development are integrated into the LDP and policy making process.

Regional Development Strategy 2035

3.3 The Regional Development Strategy 2035 (RDS), provides an overarching strategic planning framework to facilitate and guide the public and private sectors. It complements other Government strategies by providing a spatial perspective to development.

3.4 The RDS through its Spatial Framework Guidance (SFG) identifies a hierarchical approach to the definition of settlement types. The Strategy identifies Metropolitan Newtownabbey as part of the Belfast Metropolitan Urban Area (BMUA) and Antrim as a Main Hub. In regional strategic terms the remaining settlements are part of the rural area where the RDS states that, 'small towns, villages and hamlets perform an important function for rural communities'. In particular, it states that, 'a strong network of smaller towns supported by villages helps to sustain and service the rural community'.

3.5 While the RDS has already classified Metropolitan Newtownabbey and Antrim; it will fall to the LDP to classify and identify the remaining settlements within the Borough taking account of matters such as population size, function and service provision.

3.6 The RDS also recognises that there is a complex web of interaction between our urban and rural settlements. The services required by residents and

businesses located in the countryside and our smaller settlements are often provided by our larger villages and towns. Conversely, places in the countryside provide opportunities for urban dwellers such as recreation.

3.7 The SFG and supportive guidance in chapter three of the RDS 2035 aims to achieve sustainable development, promote economic development and population growth in the main hubs and clusters. For the rural area outside of the main and local hubs, the spatial framework guidance is to sustain the rural communities living in smaller settlements (small towns, villages and small rural settlements) and the open countryside and to improve accessibility for rural communities. The RDS recognises that a strong network of smaller towns supported by villages helps to sustain and service the rural community.

3.8 In developing its settlement hierarchy, the Council has taken account of the SFG, as summarised in Table 1.

Table 1: RDS Spatial Framework

Hierarchy	Spatial Framework Guidance (SFG)
Belfast Metropolitan Urban Area (BMUA) (which includes Metropolitan Newtownabbey)	SFG1: Promote urban economic development at key locations throughout the BMUA and ensure sufficient land is available for jobs. SFG2: Grow the population of the City of Belfast. SFG4: Manage the movement of people and goods within the BMUA. SFG5: Protect and enhance the quality of the setting of the BMUA and its environmental assets
Hubs and Clusters of Hubs (which include Antrim Town)	SFG10: Identify and consolidate the roles and functions of settlements within the Clusters. SFG11: Promote economic development opportunities at Hubs. SFG12: Grow the population in the Hubs and cluster of Hubs.
Small towns; Villages; Hamlets; and Open countryside	SFG13: Sustain rural communities living in smaller settlements and the open countryside. SFG14: Improve accessibility for rural communities. • Establish the role of multi-functional town centres as the prime locations for business, housing, administration, leisure and cultural facilities both for urban and rural communities. • Revitalise small towns and villages. • Facilitate the development of rural industries, businesses and enterprises in appropriate locations.
Belfast International Airport	SFG15: Strengthen the Gateways for Regional competitiveness

3.9 The guiding principle of the SFG is to put the person at the centre. To do this there needs to be an understanding of how different places are influenced by the range of services and functions required by individuals, where they are located, how frequently they are used and by whom.

3.10 The Council in bringing forward its settlement hierarchy has taken account of the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel' (Figure 1),

which illustrates the patterns of service provision that are likely to be appropriate at different spatial levels including neighbourhoods, smaller towns, regional towns and cities. The wheel recognises the strong relationship between settlement size and the levels of facilities and services that can be supported. In addition, the wheel provides a forward perspective, providing some understanding of the level of facilities and services anticipated at different spatial levels rather than necessarily reflecting the stock of services that are currently available in villages, towns, cities or regionally.

Figure 1: Hierarchy of Settlements and Related Infrastructure Wheel

3.11 The wheel recognises that:

- Settlements often provide either a greater or a lesser range of services than the core population may dictate. It is not appropriate therefore to consider 'urban' population alone in classifying service settlements within any district – the population of rural hinterlands can also support services in urban centres;
- Service centres tend to be hierarchical, with a large number of centres providing a smaller range of services, and a smaller number of centres providing a wider range. Each class of settlement provides services lower down in the hierarchy; and
- Access to services and facilities is important. Creating a critical mass to support a level of services raises challenges for service providers in meeting the needs of spatially dispersed populations[1].

[1] RDS 2035, Page 23

3.12 A key component of the LDP relates to the identification and allocation of the level of housing growth required in the Borough. In order to inform the distribution of housing growth to each settlement, the RDS provides a 'Housing Evaluation Framework' to allow an assessment of the potential capacity of each settlement. This assessment is based on the following six tests[2]:

1. **Resource Test** – an assessment of the existence of community assets and physical infrastructure such as water, waste and sewage, including spare capacity.
2. **Environmental Capacity Test** – an assessment of the environmental assets of each settlement and their potential to accommodate future outward growth without significant environmental degradation and/or, the potential of flooding from rivers or surface water run-off.
3. **Transport Test** – consideration of existing infrastructure and the potential for integrating land use and public transport and walking and cycling routes to help reduce reliance on the car.
4. **Economic Development Test** – consideration of the potential to facilitate an appropriate housing and jobs balance. Identify and detail possible major strategic development opportunities.
5. **Urban/Rural Character Test** – an assessment of potential to maintain a sense of place and to integrate new development in a way that does not detract from the character or identity of the settlement.
6. **Community Services Test** – details of existing community service role and function of each settlement, and potential for such roles/functions to be reinforced.

Regional Transportation Strategy for Northern Ireland 2002-2012

3.13 The Regional Transport Strategy (RTS) for Northern Ireland 2002-2012 identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives over the strategy period. The RTS is a 'daughter document' of the Regional Development Strategy for Northern Ireland 2035, which sets out the spatial development framework for Northern Ireland up to 2035.

3.14 This Strategy was supported by three initiatives namely Belfast Metropolitan Transport Plan 2004, Regional Strategic Transport Network Transport Plan 2015 and the Sub-Regional Transport Plan 2007.

Belfast Metropolitan Transport Plan 2004

3.15 The Belfast Metropolitan Transport Plan (BMTP) 2004 is the local transport plan for the Belfast Metropolitan Area (BMA) including Metropolitan Newtownabbey. This plan will deliver a phased and costed implementation

[2] RDS 2035, Page 42

programme of transport schemes to 2015. This plan takes forward the strategic initiatives of the RTS 2002-2012.

Regional Strategic Transport Network Transport Plan 2015 (2005)

3.16 The former Department for Regional Development (DRD), now the Department for Infrastructure (DfI) prepared the Regional Strategic Transport Network Transport Plan (RSTN TP) 2015. The Plan is based on the guidance set out RDS 2035 and the RTS 2002-2012. The Plan presents a range of multi-modal transport initiatives to manage, maintain and develop Northern Ireland's Strategic Transport Network. The Regional Strategic Transport Network of Northern Ireland comprises the complete rail network, five Key Transport Corridors (KTCs), four Link Corridors, the Belfast Metropolitan Transport Corridors and the remainder of the trunk road network.

Sub-Regional Transport Plan 2007

3.17 The Sub-Regional Transport Plan (SRTP) 2007 covers Antrim and takes forward the strategic initiatives of the Regional Transportation Strategy (RTS) for Northern Ireland 2002-2012. The SRTP deals with the transport needs of the whole of Northern Ireland with the exception of the BMA and the rail and trunk road networks, which are covered, in the BMA and RSTN TP.

Ensuring a Sustainable Transport Future – 'A New Approach to Regional Transportation' 2011

3.18 Ensuring a Sustainable Transport Future (ESTF) was developed to build on the RTS for Northern Ireland 2002-2012 and to refocus and rebalance the investment in the future. Unlike the 2002 Strategy, Ensuring a Sustainable Transport Future (ESTF) does not include details of schemes or projects. Rather, the Department has set three High Level Aims for transportation along with twelve supporting Strategic Objectives, covering the economy, society and the environment. The ESTF complements the RDS 2035 and contains high-level aims and strategic objectives to support the growth of the economy, enhance the quality of life for all and reduce the environmental impact of transport. It sets out the approach to regional transportation and is used to guide strategic investment decisions beyond 2015. Work is progressing on the implementation of the ESTF and the Council will ensure that any future transportation projects affecting the Borough are appropriately reflected in the LDP.

Forthcoming Transport Plans

3.19 The Department for Infrastructure is currently preparing new Transport Plans which will cover the Borough. This includes a new Regional Strategic Transport Network Plan for all of Northern Ireland and a new Belfast Metropolitan Transport Plan which will cover Belfast City Council, Lisburn and Castlereagh City Council, Ards and North Down Borough Council, Mid and East Antrim Borough Council as well as Antrim and Newtownabbey Borough Council. Antrim and Newtownabbey Borough Council is represented on the Project Boards for both plans along with other Councils.

3.20 As part of the preparation for the Belfast Metropolitan Transport Plan, the Department for Infrastructure is preparing a Transport Study for the greater Belfast area and the Council has taken the emerging study into consideration in the preparation of its draft Plan Strategy. Work will also continue to bring forward the next stage of the LDP, the Local Policies Plan, alongside the Department's Transport Plans.

3.21 Further information on the Transport Study and Transport Plans is available on the Department of Infrastructure's website https://www.infrastructure-ni.gov.uk.

Sustainable Water – A Long-Term Water Strategy for Northern Ireland 2015-2040

3.22 'Sustainable Water – A Long-Term Water Strategy for Northern Ireland (2015-2040)' sets out a range of initiatives to deliver the Executive's long term goal of a sustainable water sector in Northern Ireland. The Strategy recognises how planning can impact on flood risk and water quality and aims to ensure that existing water and sewerage infrastructure and investment proposals inform future planning decisions and the preparation of LDPs.

3.23 The Strategy sets out a number of matters that the Council's new LDP will need to take into account which are summarised below:

- Ensuring planning decisions are informed by up to date information on the risk from all significant sources of flooding;
- Prevention of inappropriate development in high flood risk areas and ensuring that future development does not increase flood risk;
- Exceptional development within high flood risk areas must make provision for adequate mitigation measures;
- Ensure surface water drainage is adequately addressed; and
- Planning policy should promote sustainable water and sewerage services by making appropriate space for water and sewerage infrastructure including sustainable drainage systems.

Strategic Planning Policy Statement 2015

3.24 The Strategic Planning Policy Statement (SPPS), published in September 2015, defines regional strategic policy objectives for a range of topics that will inform the LDP and in particular the development of new operational planning policies for the Borough.

3.25 The SPPS is silent on the settlement hierarchy.

Departmental Guidance

3.26 The LDP has been prepared taking account of Departmental policy and guidance, which is available by contacting the Department for Infrastructure.

3.27 The Development Plan Practice Note 7 'The Plan Strategy' published in 2015, guides officers and relevant users through the key requirements for the preparation of the Plan Strategy and deals primarily with procedures as well as good practice.

3.28 The Practice Note states that the Plan Strategy:

"Should provide a settlement hierarchy which identifies settlements and their role within the hierarchy in accordance with the RDS 2035 Spatial Framework Guidance and any policy or advice issued by the Department such as the SPPS and the current community plan."

3.29 Furthermore, the practice note goes on to state that the hierarchy should be informed by a description of the characteristics of each settlement, an assessment of its strengths, opportunities, constraints and existing development potential.

4 Local Policy Context

Legacy Development Plans

4.1 The following is a list of the legacy development plans that apply to the Borough:

- Antrim Area Plan 1984-2001 and its alterations (AAP);
- Belfast Urban Area Plan 2001 (BUAP);
- Carrickfergus Area Plan 2001[3] (CAP);
- Draft Newtownabbey Area Plan 2005 (dNAP); and
- Draft Belfast Metropolitan Area Plan 2015 (dBMAP).

4.2 It should be noted that the Belfast Metropolitan Area Plan adopted in September 2014 was subsequently quashed as a result of a judgment of the Court of Appeal delivered in May 2017. As a consequence, the BUAP is now the statutory development plan for the Metropolitan Newtownabbey area of the Borough, with dBMAP remaining a material consideration.

4.3 A summary of the settlements in the various Legacy Plans is set out in Appendix 1 of this paper.

Community Plan – Love Living Here 2017

4.4 The Council's Community Plan, 'Love Living Here', sets out a shared vision and agreed outcomes for the area up to 2030. The successful implementation of the Community Plan will be marked by a demonstrable improvement in how services are delivered across our Borough and the quality of life our citizens experience. As such the Community Plan is an important document and has been taken into account in the preparation of the Council's LDP.

4.5 The Community Plan sets out four outcomes which are as follows:

- Our citizens enjoy good health and wellbeing;
- Our citizens live in connected, safe, clean and vibrant places;

[3] Insofar as it relates to that part of the legacy Carrickfergus Borough Council area at Greenisland that transferred to Antrim and Newtownabbey Borough in 2015 under Review of Public Administration (RPA).

- Our citizens benefit from economic prosperity; and
- Our citizens achieve their full potential.

4.6 It also sets out one wildly important goal, namely that our vulnerable people are supported.

Corporate Plan – Our Borough Your Vision 2019-2030

4.7 The Council`s Corporate Plan sets out our vision for the Borough and identifies what we need to do between now and 2030 to achieve this. The Vision for the Borough up to 2030 is defined as,

'A progressive, smart and prosperous Borough. Inspired by our people; Driven by ambition.'

4.8 The Corporate Plan sets out a number of objectives in relation to Place, People and Prosperity. The LDP has a key role to play under the objective of 'Place' and the corporate plan states:

'We will have succeeded if: People take pride in their surroundings. People feel safe. Our environment, natural habitats and built heritage are protected and enhanced. We have vibrant and welcoming towns, villages, neighbourhoods, and rural areas. We have an efficient planning process that promotes positive development and sustainable growth.'

Council Masterplans/Village Plans

4.9 Through the Village Renewal Scheme as supported by the Rural Development Programme 2014-2020 the Council benefited from funding to devise and update plans for the development of villages in the Borough. These plans are non-statutory, however are prepared in close conjunction with local residents and identify a range of potential projects to improve the settlements. These range from short term goals to long-term aspirations. These village plans alongside the masterplans relating to the Borough will be considered in the preparation of the LDP where relevant.

Cross Boundary Policy Context

4.10 In considering the local policy context, it is important to note that the Borough does not sit in isolation. Accordingly, it will be important to take account of our neighbouring local authorities comprising Belfast City Council; Lisburn and Castlereagh City Council; Armagh, Banbridge and Craigavon Borough Council; Mid Ulster District Council and Mid and East Antrim Borough Council.

4.11 Neighbouring Council's Preferred Option Papers (POPs), supporting evidence base and draft Plan Strategies have been taken account of, as these are regarded as the main cross boundary documents to be considered in addition to regional guidance.

4.12 The Council has responded to neighbouring Council's POPs and LDP documents as they are published. In addition, the Council is also represented on a number of working groups and project boards to discuss cross boundary

issues. This includes the Metropolitan Area Spatial Working Group and the Belfast Metropolitan Plan Project Board.

4.13 In terms of growth across the region, the Council view is that no neighbouring Council's growth strategy should have a negative impact on the Council's LDP in terms of resources for infrastructure provision delivered by statutory providers.

4.14 In the consideration of neighbouring Council's documents as well as regional policy, it is the opinion of the Council that it's draft Plan Strategy is sound and is not in conflict with neighbouring Council's emerging LDPs.

5 Preferred Options Paper

5.1 The Council's Preferred Options Paper (POP) was published in 2017 and was the first formal stage in the preparation of the LDP for the Borough and was designed to promote debate in relation to key strategic planning issues arising in the area. The POP set out a range of strategic options in relation to how and where development should be located within the Borough. It included options for the Borough's settlements, centres, employment land and housing locations, as well as a number of other key planning issues.

5.2 In addition, the Council asked the public for their views on a range of planning topics and issues. A total of 148 representations were received which were considered during the development of the draft Plan Strategy document and, where relevant, these will also be considered during the preparation of the Local Policies Plan. Details are set out in the Council's published 'Preferred Options Paper Public Consultation Report 2019'.

6 Soundness

6.1 The LDP is prepared to meet the tests of soundness as set out in the Department for Infrastructure's Development Plan Practice Note 6 'Soundness' (Version 2/ May 2017).

7 Developing the Settlement Hierarchy

7.1 In addition to considering the Regional and Local context in developing the settlement hierarchy, this section sets out the additional matters that have been taken into account. This includes:

- A strategic analysis of the role and function of settlements;
- A review of the Statistical Classification and Delineation of Settlements published by Northern Ireland Statistics and Research Agency (NISRA);
- A review of the classification of settlements in legacy development plans; and

- Changed circumstances since the Antrim Area Plan 1984-2001 and its Alterations (AAP).

Strategic analysis of the role and function of settlements

7.2 It is important that we aim to understand the character of each of our settlements as this may influence where they sit in the settlement hierarchy and the amount and type of development appropriate to their location.

7.3 Strategic settlement analyses were undertaken, whereby each existing settlement and proposed new hamlets were subjected to a site visit. The site visits noted a range of factors including surrounding land uses, services and facilities present, as well as a strategic analysis of the landscape character. the case of proposed new hamlets, it was also considered whether their location exhibited 'a sense of place' or focal point which differentiated from the surrounding rural area.

7.4 The results of the site visits were used to appraise each settlement in line with the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel', with the larger settlements being appraised against the six tests of the RDS 'Housing Evaluation Framework'. These tests essentially analyse the services, facilities, physical infrastructure including a strategic assessment of transport and environmental characteristics of each settlement and the capacities of the settlements as locations to accept additional development. A qualitative analysis of each settlement in terms of their strengths, weaknesses, opportunities and constraints was also undertaken. The outcome of these appraisals for the existing settlements and proposed new hamlets including accompanying maps are contained in Appendix 2.

7.5 The appraisals concluded that the Borough is home to a range of settlements, which exhibit very different characters, roles and functions. For example, Metropolitan Newtownabbey is very much urban with a wide range of services, facilities and infrastructure, compared to the rural character and more limited role and function of smaller settlements such as hamlets.

7.6 Concerning the physical infrastructure of the settlements, consultation was held with Northern Ireland Water (NI Water) regarding the capacity of Wastewater Treatment Works (WwTWs). Table 1 highlights minimal issues for concern regarding the capacity of works, apart from the settlements of Creggan-Cranfield and Moneyglass where full capacity at these sites have been reached. The upgrade of the Moneyglass works is being progressed through the Rural Wastewater Improvement Programme (RWWIP).

Table 1: Settlements served by large wastewater treatment works

Settlements Served by Large Wastewater Treatment Works — Version - January 2019

Wastewater Treatment Works *Settlement*	Current Planning Status	Estimation of Capacity based on Growth Factor			Map	Comment
		5%	10%	15%		
Antrim		✓	✓	✓	1a & 1b	Antrim catchment includes Randalstown, Groggan, Parkgate, Templepatrick, Dunadry, Muckamore, Milltown, Belfast International Airport, Crumlin, Killead.
Ballyclare		✓	✓	✓	2	Ballyclare catchment includes Ballyeaston, Ballynure, Straid, Ballyrobert, Cogry, Kilbride, Doagh, Hillhead.
Cranfield (Antrim)		×	×	×	3	Cranfield catchment includes Creggan
Moneyglass		×	×	×	4	The upgrade of this works is being progressed through our Rural Wastewater Improvement Programme (RWWIP)
Roughfort		✓	✓	✓	5	Roughfort catchment includes Craigarogan
Whitehouse		✓	✓	⊘	6	Whitehouse catchment includes Metropolitan Newtownabbey.
Creagh (located in Mid Ulster District Council Area)		✓	✓	✓	7	Creagh catchment includes Toome
Ballycor	N/A	N/A			N/A	Part of settlement (Ballycorr Grove) served by a small WWTW, remainder of catchment no public sewerage network available
Ballycraigy (Newtownabbey)	N/A	N/A			N/A	No public sewerage network available
Bruslee	N/A	N/A			N/A	No public sewerage network available
Kingsmoss	N/A	N/A			N/A	No public sewerage network available
Lowtown	N/A	N/A			N/A	No public sewerage network available
Millbank	N/A	N/A			N/A	No public sewerage network available
Tildarg	N/A	N/A			N/A	No public sewerage network available

Key to Current Planning Status

- New connections permitted - Capacity Available
- Restriction on new connections - Capacity Limited
- New connections refused - No Capacity

Key to Local Development Planning

- ✓ Works has 'Reasonable Capacity'
- ⊘ Works is 'At or reaching Capacity'
- × Works has 'Insufficient Capacity'

Review of the Statistical Classification and Delineation of Settlements published by NIRSA

7.7 A 'Review of the Statistical Classification and Delineation of Settlements'[4] was published by Northern Ireland Statistics and Research Agency (NISRA) in March 2015. This updated the previous settlement classification methodology which was contained in the 'Report of the Inter-Departmental Urban-Rural Definition Group on Statistical Classification and Delineation of Settlements'[5] published in February 2005.

7.8 The 2015 review reassessed the classification of settlements by population based on the 2011 Census and made adjustments to the associated settlement bands. The revised settlement bands are shown in Table 2.

[4] http://www.nisra.gov.uk/archive/geography/review-of-the-statistical-classification-and-delineation-of-settlements-march-2015.pdf

[5] http://www.ninis2.nisra.gov.uk/public/documents/ur_report.pdf

Table 2: Settlement Band Classification 2015[6]

Band	Name	Settlement population size (2001 Census)
A	Belfast	280,211
B	Derry City	83,125
C	Large town	18,000+
D	Medium town	10,000 - 17,999
E	Small town	5,000 - 9,999
F	Intermediate settlement	2,500 - 4,999
G	Village	1,000 - 2,499
H	Small village, hamlet and open countryside	Populations of less than 1,000 people and open countryside

7.9 The report does not produce a prescriptive urban-rural classification but instead provides a default classification using Bands. Bands A-E are considered urban (5,000+ population) and bands F-H as rural.

7.10 Table 3 shows the band classifications applied to the Borough's existing settlements. As illustrated the existing settlements as designated by the legacy plans[7] vary greatly in terms of their size and function. For example Metropolitan Newtownabbey has a population of 65,703, covers an area of 2,843ha and has a wide range of services, whereas, Bruslee has an estimated population of 17, covers an area of 1.47ha and has limited facilities.

Table 3: Existing Settlement Classifications and Statistics

Settlement Name	Legacy Development Plan	Settlement Designation in Legacy Plan	Population (Census 2011)	Households (Census 2011)	Settlement Band 2015
Metropolitan Newtownabbey[8]	BMAP (2004 & 2014)	Metropolitan Urban Area	65,703	26,263	C
Antrim	AAP	District Town	23,353	9,576	C
Ballyclare	BMAP (2004 & 2014)	Small Town	9,919	4,026	E[b]
Crumlin	AAP	Local Town	5,099	1,763	E
Randalstown	AAP	Local Town	5,099	1,991	E
Ballyeaston	BMAP (2004 & 2014)	Village	99	41	H
Ballynure	BMAP (2004 & 2014)	Village	977	380	H
Ballyrobert	BMAP (2004 & 2014)	Village	659	231	H
Burnside (Cogry / Kilbride)	BMAP (2004 & 2014)	Village	1,246	467	G
Doagh	BMAP (2004 & 2014)	Village	1,390	592	G
Parkgate	AAP	Village	676	256	H

[6] NISRA 2015, Table 2, pp. 9-12.

[7] A full breakdown of legacy plans is set out in Appendix 1.

[8] For the purposes of this paper, Metropolitan Newtownabbey includes that part of Greenisland transferred to the Borough of Antrim and Newtownabbey in April 2015. It has an estimated 2011 population of 148 persons in 60 households.

Settlement Name	Legacy Development Plan	Settlement Designation in Legacy Plan	Population (Census 2011)	Households (Census 2011)	Settlement Band 2015
Straid	BMAP (2004 & 2014)	Village	384	154	H
Templepatrick	AAP	Village	1,437	605	G
Toome	AAP	Village	781	263	H
Ballycor	BMAP (2004 & 2014)	Small Settlement	92	32	H
Ballycraigy	BMAP (2004 & 2014)	Small Settlement	72	22	H
Bruslee	BMAP (2004 & 2014)	Small Settlement	17	6	H
Craigarogan	BMAP (2004 & 2014)	Small Settlement	58	27	H
Creggan-Cranfield	AAP	Hamlet	110	34	H
Dunadry	AAP	Hamlet	430	190	H
Groggan	AAP	Hamlet	135	54	H
Hillhead	BMAP (2004 & 2014)	Small Settlement	150	59	H
Killead	AAP	Hamlet	81	32	H
Kingsmoss	BMAP (2004 & 2014)	Small Settlement	44	16	H
Lowtown	BMAP (2004 & 2014)	Small Settlement	23	8	H
Millbank	BMAP (2004 & 2014)	Small Settlement	140	47	H
Milltown	AAP	Hamlet	115	39	H
Moneyglass	AAP	Hamlet	103	38	H
Roughfort	BMAP (2004 & 2014)	Small Settlement	215	86	H
Tildarg	BMAP (2004 & 2014)	Small Settlement	22	8	H

7.11 Within the bands themselves there are variations of population and household thresholds. For example, Metropolitan Newtownabbey and Antrim, both classified in band C vary between 26,263 and 9,576 in population. Ballyclare, Crumlin and Randalstown, all band E, vary from 9,919 to 5,099 in population.

7.12 It is apparent that there are common bands of population between the small settlements/hamlets and the villages. For example, the population for the small settlements/hamlets range from 17 persons in Bruslee to 215 persons in Roughfort, with one outliner being Dunadry with a population of 430. Similarly, the village populations range from 384 persons in Straid to 1,437 persons in Templepatrick, with one outliner being Ballyeaston with a population of 99.

7.13 There is a clear population threshold difference between the hamlets and the villages, equating to approximately 300 persons. Consequently, those settlements occupying a higher population above 300, are considered to be the size and scale of a village and those occupying a lower population are considered to be the size and scale of a hamlet.

A review of the classification of settlements in legacy development plans

7.14 As previously mentioned, Table 3 shows the different classifications applied to each of the existing settlements as per the legacy development plans. The reason behind the different classifications is that the legacy development plans were prepared within different policy contexts (i.e. pre and post RDS) and used different methodology in determining their classifications. If these existing settlement classifications were to be adopted in the LDP, it would lead to an inconsistent approach of settlement classification and would result in a potential miss-match of the role and function of the Borough's settlements. Therefore, there is a need to bring forward a simplified and rational settlement hierarchy which takes account of the RDS, the varying population levels and the role and function of each of the settlements.

Changed circumstances since the Antrim Area Plan 1984-2001

7.15 It is noted that the terminology and criteria used to define the lowest level of settlement classification has changed over time resulting in a significant mismatch in the designation of settlements when comparing the Antrim area (where the AAP refers to hamlets) to the Newtownabbey area (where the BMAP, both 2004 and 2014 versions, refer to small settlements).

7.16 It would appear that the criteria evolved to allow for the designation of additional settlements that could accommodate rural development needs as the policy controlling single dwellings in the countryside was tightened during the 1990s / early 2000s. The AAP was prepared in the mid 1980's and the plan explicitly states that the criteria for designating hamlets were as follows: -

a) The size of the existing settlement;

b) The availability of public sewage disposal facilities; and

c) The existence of facilities other than housing, e.g. a church, shop, community facility, pub etc.

7.17 On the other hand, BMAP (2004 version) which was prepared in the early 2000's does not explicitly define a criterion for the designating of new hamlets, however, the Planning Appeals Commission (PAC) in its Report on BMAP's Strategic Plan Framework notes that, 'in order to constitute a settlement there should be a concentration of buildings displaying an obvious sense of cohesion and place and offering one or more community facilities.'

7.18 In terms of the new settlement hierarchy for the Borough, the classification of our towns and metropolitan urban area is relatively straightforward and largely shaped by the regional policy context whereas the criteria for smaller settlements needs to be defined. The rationale used by the PAC in their report on BMAPs Strategic Plan Framework is considered the most up to date interpretation of what constitutes as a hamlet and therefore, been used to select and classify a number of new hamlets as well as assessing the legacy hamlet settlements.

7.19 Since the AAP was prepared nearly 30 years ago, a number of new hamlets have been identified in addition to the legacy hamlets. These are *existing* small

housing groupings that meet the PAC's definition of a hamlet. Typically, these areas have grown historically over time, offering one or more community facility and have a sense of place. The identification of these existing areas as hamlets will help sustain rural communities and seek to allow sustainable growth through the provision of development limits which will prevent further encroachment of housing into the countryside and help maintain a sense of place. In line with the RDS, the draft Plan Strategy is not seeking to change the population status of these smaller settlements to an unsustainable level but to maintain them and give limited sustainable growth to these settlements while protecting the countryside. The boundaries of these new hamlets will be defined in the Local Policies Plan.

8 The LDP 2030 Settlement Hierarchy

8.1 Having taken into account the range of issues set out in this paper, the Council's settlement hierarchy is identified in Figure 2. The settlement hierarchy will inform the Council's Spatial Growth Strategy and will be a consideration in planning matters such as housing, retail and employment.

8.2 The hierarchy consists of six tiers, with Metropolitan Newtownabbey occupying the top tier as the Metropolitan Urban Area and the hamlets occupying the lowest tier. Each of the six tiers reflect the role and function of the settlements within them, characterised by the range of facilities and services available. The location of each settlement within the Borough is shown in Figure 3.

8.3 Settlement development limits for the existing settlements will be reviewed and designated as part of the Local Policies Plan. In the case of the newly designated settlements, it will be the role of the Local Policies Plan to identify new settlement development limits.

Figure 2: The LDP 2030 Settlement Hierarchy

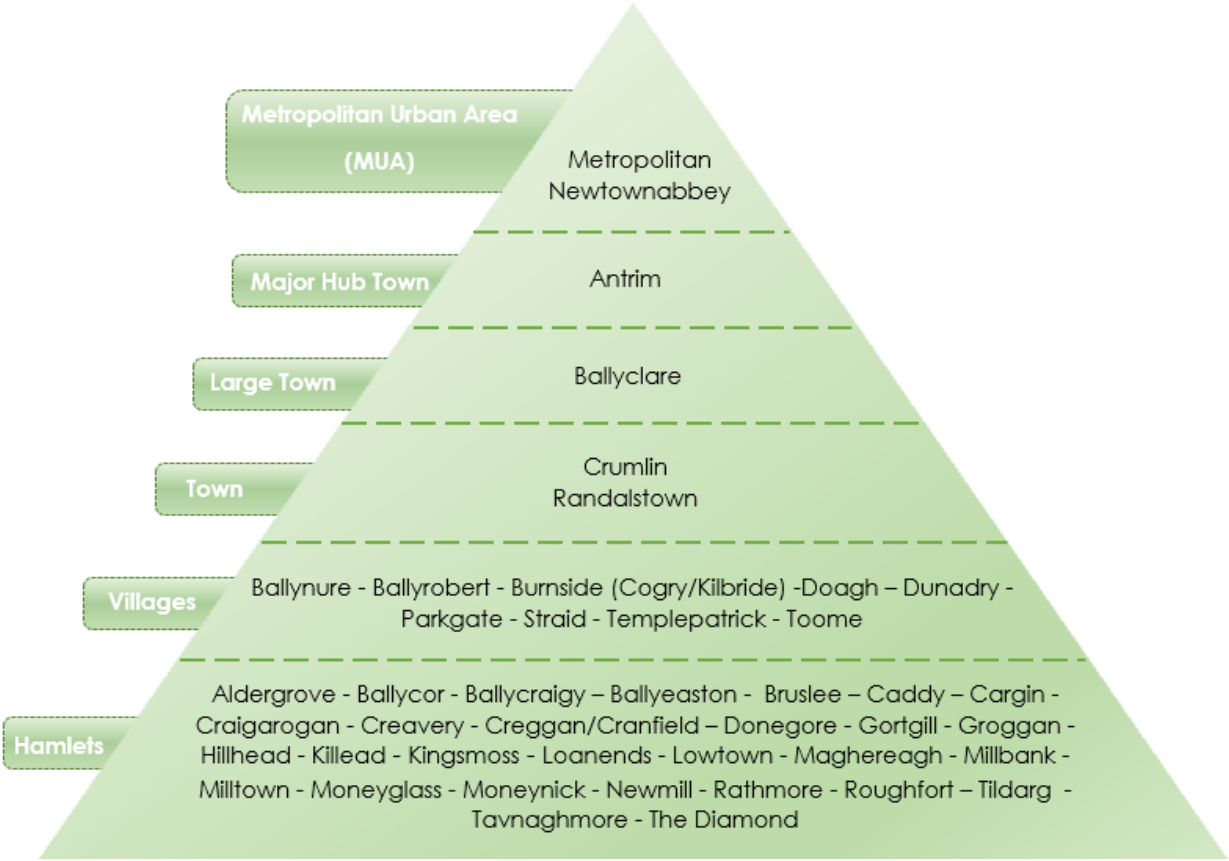
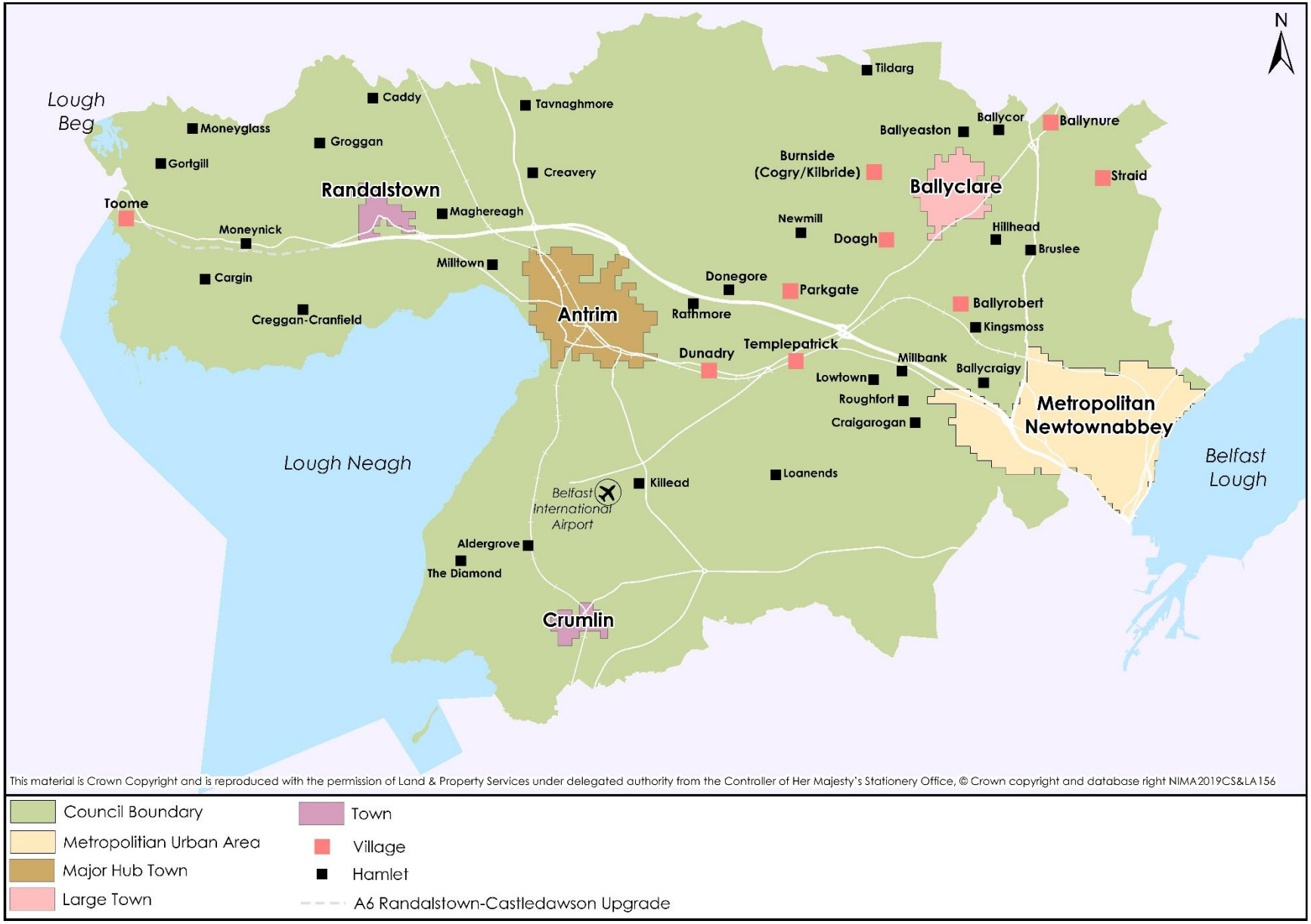


Figure 3: Location of Settlements within the Borough



Metropolitan Urban Area

8.4 Metropolitan Newtownabbey has a population of 65,703 *(Census, 2011)* and covers an area of 2,843 hectares. It lies to the north of Belfast and is located between the shoreline of Belfast Lough, the Belfast Hills to the west and the Carrickfergus Escarpment to the north and east.

8.5 In terms of statistical classification by the 2015 NISRA report Metropolitan Newtownabbey has been classified as a Large Town, however, the RDS 2035 identifies Metropolitan Newtownabbey as forming part of the wider Belfast Metropolitan Urban Area (MUA) and is considered the principal location for accommodating and supporting growth throughout the LDP period.

8.6 Metropolitan Newtownabbey encompasses the historic agglomeration of six former villages and is considered the largest urban area within the Borough, possessing a range of infrastructure that falls between Level 3 to 4 of the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel'.

8.7 Metropolitan Newtownabbey includes a very significant and diverse residential element of approximately 27,000 households, which are served by a large range of services and facilities. These include the retail centres of the Abbey Centre, Northcott and Glengormley, as well as locations of shops accommodating more local needs. It also contains a wide range of services including health services such as a hospital, schools and community facilities. These support the local population and surrounding area.

8.8 MUA is the main employment centre for the Borough, with a range of employment lands including the strategic employment lands at Mallusk and Global Point.

8.9 Metropolitan Newtownabbey occupies a strategic position on the Regional Transport Network; with the major road infrastructure forming part of the Eastern Seaboard and the Belfast-Londonderry Key Transport Corridors. The settlement is well served by rail halts on both the Belfast to Larne and Belfast to Londonderry railway network. Opportunities also exist for walking and cycling throughout the settlement, with Carnmoney Hill being a particularly prominent asset for the settlement.

8.10 In terms of its size and population Metropolitan Newtownabbey is by far the Borough's largest settlement. Metropolitan contains a vast range of services and infrastructure and therefore is defined in the top tier of the settlement hierarchy as Metropolitan Urban Area (MUA).

Major Hub Town

8.11 Antrim has a population of 23,353 *(Census, 2011),* covers an area of 1,304 hectares and is located west of the Borough on the banks of the Six Mile Water. Antrim sits 1km northeast of Lough Neagh, which has a rich natural and built environment. Antrim has historically developed around the historic town core; much of it is within the Conservation Area, with subsequent employment focused on the periphery.

8.12 Antrim is very well connected in term of transportation, availing from access to the Northern and North West Key Transport Corridors. A rail station provides a rail halt on the Belfast to Londonderry line and is in close proximity to one of Northern Ireland's gateways, the Belfast International Airport.

8.13 Antrim provides an extensive range of services and facilities supporting its local population and those residing in the surrounding towns, villages and hamlets. Services and facilities include but not limited to employment, education, health, retail, leisure, community, hospitality and tourism.

8.14 In terms of statistical classification by the 2015 NISRA report Antrim is also classified as a Large Town, but is designated as a Main Hub in the RDS.

8.15 Antrim possesses the level of infrastructure associated with Level 3 of the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel' and thus occupies Tier 2 of the settlement hierarchy and is classified as the Borough's Major Hub Town. Throughout the LDP period, economic growth and investment shall be accommodated for and supported in the Major Hub Town.

Large Town

8.16 BMAP, both 2004 and 2014 versions, refer to Ballyclare as a small town and in terms of statistical classification by the 2015 NISRA report Ballyclare has crossed the threshold to become a Band D - medium town.

8.17 Ballyclare has a population of 9,919 *(Census, 2011)* and covers an area of 495 hectares and is situated to the north west of the Borough. It has historically developed around the Market Square area, with subsequent recent development creating an extensive suburban character on the periphery.

8.18 Ballyclare is considered to have a subordinate role to the higher tier settlements of Metropolitan Newtownabbey and Antrim, and furthermore, is considered a Large Town by comparison to Crumlin and Randalstown by virtue of its population, which is roughly double and the greater range of facilities and services located within it.

8.19 Ballyclare is regarded as the largest settlement within the Borough's rural area and has a level of infrastructure that falls within Level 2 of the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel'. Ballyclare acts as an important service and employment centre for its inhabitants and rural hinterland settlements.

8.20 There are approximately 4,500 households in Ballyclare, with further potential to develop housing to the north and west of the town. The town centre contains a diverse range of services and facilities, including employment, educational, health, retail, public services, community facilities and cultural/leisure facilities, although in a smaller scale than those located in Antrim and Metropolitan Newtownabbey. There are also a number of significant medium to small-scale employment sites within Ballyclare, generally located along the line of the Six Mile Water.

8.21 Ballyclare town centre acts as a meeting place of several roads, which can result in problematic traffic congestion. An important element of the strategic development of Ballyclare will be the completion of the Ballyclare Relief Road to the west of the town centre and its associated large scale housing schemes. Ballyclare does however have good transportation connections to the wider area via the nearby Eastern Seaboard Key Transport Corridor. It also lies on the main route between Larne Port and Belfast International Airport. The Six Mile Water and associated open space also provide green and blue infrastructure through the settlement.

8.22 Ballyclare has a larger population and number of households, as well as a wider range of infrastructure and services compared to Crumlin and Randalstown. Therefore, Ballyclare is identified as a Tier 3 Settlement classified as a Large Town.

Towns

8.23 The AAP refers to Crumlin and Randalstown as Local Towns and in terms of statistical classification by the 2015 NISRA report Crumlin and Randalstown are classed as Band E - small towns.

8.24 Crumlin has a population of 5,099 *(Census, 2011),* covers an area of 128 hectares and is located in the southwest of the Borough. Crumlin owes its existence to the Crumlin River and resultant industrial mill complexes. Crumlin has an existing town centre, which is focussed on a traditional linear main street arrangement around the historic core. It provides a range of retail and service facilities, which consist of small independent stores, with only one large supermarket on the periphery of the town centre.

8.25 Crumlin has approximately 2,000 households and has expanded significantly over the past 30 years, evolving into a commuter/dormitory town. Crumlin comprises of small-scale employment opportunities, with residents often travelling to the Major Hub Town of Antrim or the Metropolitan Urban Area to access higher order facilities, services and employment opportunities.

8.26 Crumlin's infrastructure links are limited to bus services only, and residents within the town rely heavily on car travel to access other services and facilities across the Borough. The non-operational Knockmore train line passes through Crumlin, and has potential if re-opened to enable sustainable travel of people to and from the town and potentially to Belfast International Airport.

8.27 Randalstown has a population of 5,099 *(Census, 2011),* covers an area of 189 hectares and is located in the northwest of the Borough between Antrim and the village of Toome. The busy town centre provides a range of retail services, serving the settlement and rural hinterland. Randalstown Conservation Area comprises of the town centre and within it, there are a significant number of listed buildings, which gives the town centre a special character. It also lies adjacent to Lough Neagh, Shane's Castle Historic Park Garden and Demesne, with the Maine River bisecting the town. These elements of the built and natural

environment add significantly to the visual amenity and character of the settlement.

8.28 Randalstown is well located on the transport network with the North West Key Transport Corridor in the form of the M22 motorway close by the settlement. It also has a very prominent former railway viaduct, which offers opportunities for cycling and walking.

8.29 Randalstown has approximately 2,000 households, with the recent expansion of the town at a lower rate than that of Crumlin. The majority of residents travel outside of the settlement for employment opportunities, which are limited in scale within the town itself.

8.30 It is considered that both these towns have a level of infrastructure that sits within Level 2 of the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel'. They are considered to have a subordinate role to the Large Town of Ballyclare by virtue of smaller population size and the lesser range of facilities and services available. Crumlin and Randalstown are therefore identified as Tier 4 settlements and are classified as Towns.

Villages

8.31 In terms of smaller settlements, the RDS uses the term village for rural settlements that provide some local services and uses the term hamlet for the smallest settlements and acknowledges that they perform an important function for rural communities.

8.32 The threshold between village and hamlet is a matter that will need to be addressed in the LDP. There is no clearly defined method in any regional policy context and it would appear a tailored approach suited to the particular needs of the Borough is required.

8.33 Taking into account the population thresholds as set out previously, there is a clear band of smaller settlements falling into the threshold of between 400-1500 of population. These settlements in this band also provide a range, although small, number of services and therefore provide an important role in sustaining the local community.

8.34 Ballynure, Ballyrobert, Burnside (Cogry / Kilbride), Doagh, Dunadry, Parkgate, Straid, Templepatrick and Toome are currently designated as villages. They all have populations in the range 380 to 1,440 and benefit from a range of services. These settlements are therefore being taken forward as Tier 5 settlements and will be classified as Villages. It is considered that these villages have a level of infrastructure that falls within Level 1 of the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel'.

8.35 The villages perform an important role in maintaining and enhancing the rural way of life by providing homes, services and facilities to meet the local needs of residents and the surrounding rural hinterland. These facilities and services tend to be clustered around a well-defined core illustrative of their historic

development and often include a primary school, convenience store, one or more community facility, and pharmacies etc.

8.36 Villages like Templepatrick, Toome and Doagh tend to be at the upper end of the village designation in terms of population size and range of facilities available. Smaller villages like Straid are more restricted in terms of population and facilities but have a population, which is considerably more than the hamlet settlement tier.

8.37 Dunadry, which was classified in the legacy development plan (AAP) as a hamlet, due to its population size (430) and its range of services, has been reclassified as a village.

Hamlets

8.38 There are a number of existing legacy small settlements that sit at a much lower population (under 300) and number of household's threshold. In addition, these have a limited range of services and infrastructure. These are identified as Tier 6 settlements and are classified as hamlets.

8.39 The Council proposes to retain the majority of smaller settlements in legacy development plans (small settlements and hamlets) as hamlets as they are historic and perform an important role in sustaining the rural population. Therefore, legacy development plan hamlets of Ballycor, Ballycraigy, Bruslee, Craigarogan, Creggan/Cranfield, Groggan, Hillhead, Killead, Kingsmoss, Lowtown, Millbank, Moneyglass, Roughfort and Tildarg will be brought forward in the LDP.

8.40 Ballyeaston is an attractive settlement with a historic core that is currently designated as a village. However, it is considerably smaller than the other villages with an estimated population of less than 100. It does not benefit from the range of facilities that would be expected at this tier of the hierarchy of settlements. Additionally, the intrinsic qualities of the settlement could be eroded by development at the level commensurate with a village. The settlement has therefore been re-designated as a hamlet to reflect its inherent characteristics.

8.41 Finally, the LDP brings forward a number of new hamlets which met the criteria as referenced by the PAC. This includes Aldergrove, Caddy, Cargin, Creavery, Donegore, Gortgill, Loanends, Maghereagh, Moneynick, Newmill, Rathmore, Tavnaghmore and The Diamond.

RDS Evaluation Framework Summary

8.42 The RDS provides guidance to aid the allocation of housing growth to various settlements by using the RDS Housing Evaluation Framework.

8.43 Table 5 gives a broad indication of the existing capacities of the 5 largest settlements within the Borough. Metropolitan Newtownabbey, Antrim, Ballyclare, Crumlin and Randalstown are subsequently ranked on a High, Medium and Low capacity scale. Although the RDS Housing Evaluation

Framework focuses on the outcome of housing, it also provides an overview of the capacity of our settlements to accommodate growth. This evaluation along with other detailed studies published alongside the LDP, will inform decisions regarding the Council's proposed Growth Strategy as set out in the draft Plan Strategy.

8.44 In terms of smaller settlements, the amount of growth to be allocated will be limited as smaller settlements have less capacity and less resources to sustain large expansions.

Table 5: RDS Broad Evaluation Framework Scores

	Metropolitan Newtownabbey	**Antrim**	**Ballyclare**	**Crumlin**	**Randalstown**
Resource Test	H	H	H	M	M
Environmental Capacity Test	M	M	M	L	L
Transport Test	H	H	M	L	L
Economic Development Test	H	H	M	L	L
Urban/Rural Character Test	H	H	M	L	L
Community Services Test	H	H	M	M	M
Overall Score	**High**	**High**	**Medium**	**Low**	**Low**

Appendices

Appendix 1 - Legacy Plans Review

Settlement	Antrim Area Plan 1984-2001 (AAP)	Belfast Urban Area Plan 2001 (BUAP)	Draft Newtownabbey Area Plan 2005 (dNAP)	Draft Belfast Metropolitan Area Plan 2015 (BMAP both versions)
Newtownabbey	-	Belfast Urban Area	Comprised of 7 Urban Villages - Mossley, Carnmoney, Glengormley, Monkstown, Jordanstown, Whiteabbey, Whitehouse.	Metropolitan Newtownabbey
Antrim	District Town	-	-	-
Ballyclare	-	Town	Country Town	Small Town
Crumlin	Local Town	-	-	-
Randalstown	Local Town	-	-	-
Ballyeaston	-	Village	-	Village
Ballynure	-	Village	Village	Village
Ballyrobert	-	Village	Village	Village
Burnside (Cogry/Kilbride)	-	-	Village	Village
Doagh	-	Village	Village	Village
Parkgate	Village	Village	-	-
Straid	-	Village	Village	Village
Templepatrick	Village	Village	-	-
Toome	Village	-	-	-
Ballycor	-	-	Hamlet	Small Settlement
Ballycraigy	-	-	Hamlet	Small Settlement
Bruslee	-	-	-	Small Settlement
Craigarogan	-	-	Hamlet	Small Settlement
Creggan-Cranfield	Hamlet	-	-	-
Dunadry	Green Belt Hamlet	-	-	-
Groggan	Green Belt Hamlet	-	-	-
Hillhead	-	-	-	Small Settlement
Killead	Hamlet	-	-	-
Kingsmoss	-	-	Hamlet	Small Settlement
Lowtown	-	-	Hamlet	Small Settlement
Millbank	-	-	Hamlet	Small Settlement
Milltown	Green Belt Hamlet	-	-	-
Moneyglass	Hamlet	-	-	-
Roughfort	-	-	Hamlet	Small Settlement
Tildarg	-	-	Hamlet	Small Settlement

Appendix 2 – Strategic Settlement Analysis

The LDP must identify a settlement hierarchy for the Borough. This hierarchy will help inform decisions about where new growth and development should take place.

Settlements throughout the Borough perform an important range of functions be it at the regional level, as a service centre for a wider area, or as a local facility to meet the day-to-day needs of residents.

One of the functions of the LDP is to determine the role of settlements across the Borough, taking into account regional guidance and local circumstances, so that sustainable development is achieved throughout the LDP period.

The purpose of this study was to undertake a robust assessment of each of the Borough's settlements to analyse how sustainable the settlements are and to provide supportive evidence for defining the settlement hierarchy.

The availability of services and facilities is a key factor in assessing whether a settlement is relatively well provided for and whether it is a sustainable location to support new development.

Each of the settlements identified in the hierarchy has been assessed in terms of their services and facilities, their size, population, development constraints/potentials and character as prescribed in the RDS evaluation framework.

The strategic settlement analysis has considered the following broad factors:

1. Descriptive context *(Role and function);*
2. Settlement size (*Population and number of dwellings);*
3. Resources *(Water, Gas, broadband, mobile data;)*
4. Services and facilities;
5. Character and built form;
6. Accessibility;
7. Employment; and
8. Strengths/Weaknesses/Opportunities/Constraints.

It should be noted, that this study is based on information available at the time of the survey, which may change over time. Furthermore, references to designations and/or zonings in the tables and maps relate to existing legacy development plans, the Antrim Area Plan 1984-2001 (and its alterations) and BMAP 2015, version as published 2014. Any amendments to these or new designations and/or zonings will be included in the forthcoming Local Policies Plan. In addition, any opportunities identified in this survey may be considered at the relevant stage of the LDP.

Metropolitan Newtownabbey			
Settlement Category	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Metropolitan Urban Area	65,703	2822.88	26,263

Overview of Settlement
Metropolitan Newtownabbey is located to the north of Belfast, between the shoreline of Belfast Lough, the Belfast Hills to the west and the Carrickfergus Escarpment to the north and east. It contains the former villages of Glengormley, Carnmoney, Monkstown, Jordanstown, Whitehouse and Whiteabbey, forming one large Metropolitan Urban Area. Metropolitan Newtownabbey occupies a strategic position on the transport network with the major road and rail links forming part of the Eastern Seaboard and the North and North Western Key Transport Corridors. While the settlement is well provided for by public transport, most day-to-day journeys are undertaken by private car via either the M2 and M5 motorways or the A2 Shore Road. Belfast International Airport is located approximately 20.8km away and the Ports of Larne and Belfast are within close proximity making Metropolitan Newtownabbey an attractive location for employment and investment. The settlement benefits from its proximity to the Belfast tourism market and the proximity of facilities and accommodation of the city centre, together with its location on the route to Belfast International Airport and the A2 Belfast coastal route. Carnmoney Hill, Carrickfergus Escarpment and the Belfast Hills, offer potential for rambling and countryside recreation. There is provision of parks, playgrounds and walkways at various locations within the built up area, including the Loughshore, Valley and Three Mile Water Parks. Metropolitan Newtownabbey is a popular location for recreation and the prominent summit of Carnmoney Hill in the centre of Metropolitan Newtownabbey separates the Ballymartin/Glas-Na-Braden valley from that of the Three Mile Water and plays a strategic role in the settlements open space and community greenway network. Other services and facilities are comprised of a wide range of health, education, retail, commercial leisure, sport and recreation reflective of the settlements position within the hierarchy. Metropolitan Newtownabbey is identified in the RDS as within the 'metropolitan urban area'.

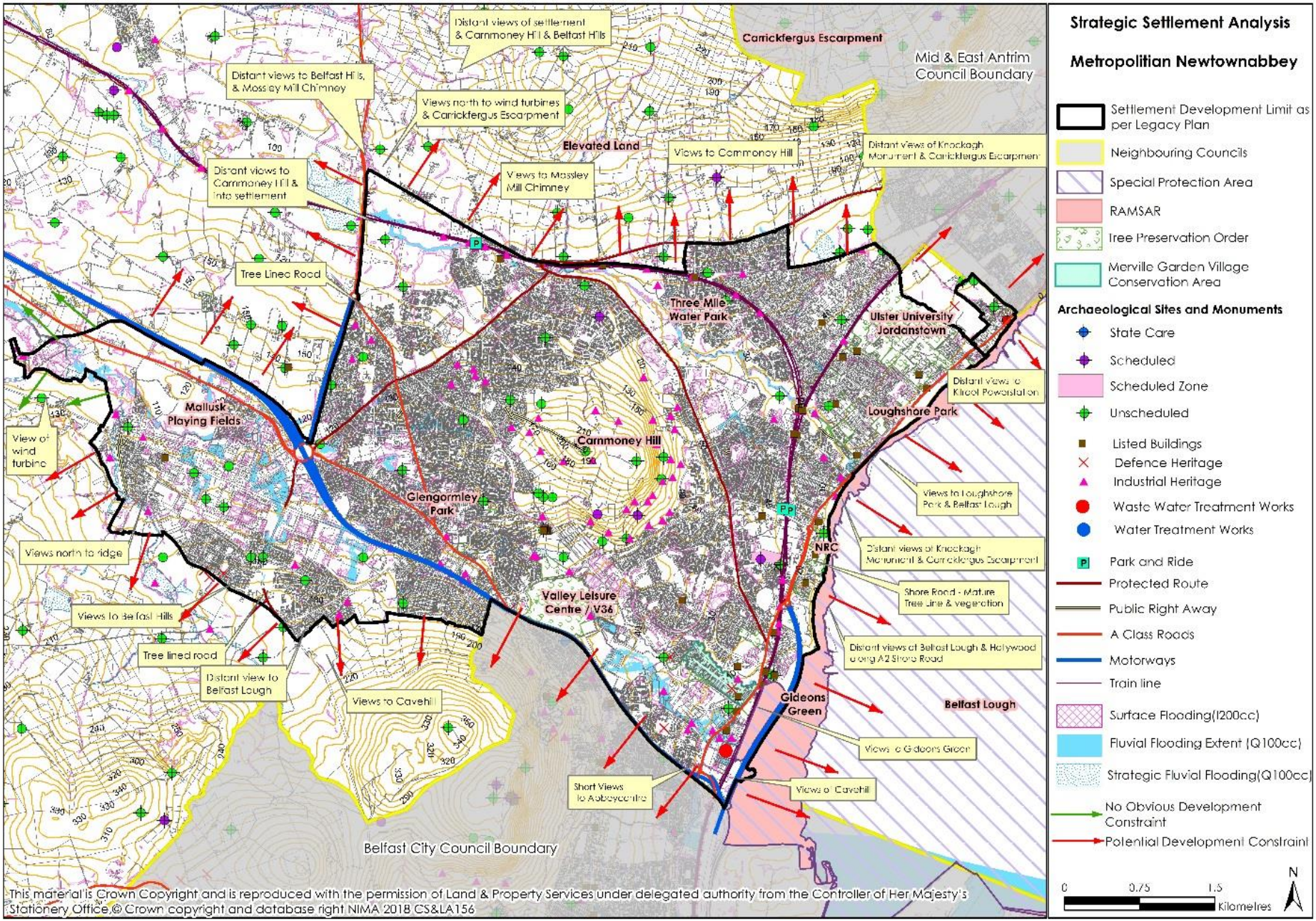
RDS Evaluation Framework	
Resource Test	Households have access to a clean water supply as well as having waste/sewage disposal connection to the mains sewer flowing to Whitehouse WWTW, which has further capacity. Superfast broadband, natural gas connection and 4G mobile data coverage is available throughout the settlement. There are no Wind or Solar farm developments within the realms of the Settlement Development Limit. The settlement contains further education facilities, primary and secondary schools, a hospital, pharmacies, health centre, day care centres, sporting facilities, supermarkets, a mix of retail facilities, restaurants, tourism projects, a police/fire/ambulance station, waste disposal sites, and industrial/business centres. In relation to the RDS Settlement Hierarchy and Related Infrastructure Wheel, Metropolitan Newtownabbey possesses a significant amount of the resources and facilities, which fall between Levels 3 to 4.
Environmental Capacity Test	Metropolitan Newtownabbey is located on the shores of Belfast Lough and consequently, this area has multiple nature conservation interests and designations. The Lough is designated as; Belfast Lough Ramsar Site, Belfast Lough Special Protection Area, Inner Belfast Lough Area of Special Scientific Interest and Outer Belfast Lough Area of Special Scientific Interest. There are 9 Sites of Local Nature Conservation Interest (SLNCI) designated within the settlement based on their flora, fauna and/or earth science interest. The larger SLNCI designations include Three Mile Water, Glas-Na-Bradan and Carnmoney Hill. The Three Mile Water and Glas-Na- Bradan both follow the line of the water corridor and the Carnmoney Hill designation includes large expanses of land covering the majority of the hill. Carnmoney Hill is a prominent feature within an otherwise predominantly urban landscape and is designated as an Area of High Scenic Value (AHOSV). There are 16 Local

	Landscape Policy Areas (LLPAs) including Ulster University, M5 Lagoon and Campbell Road/Manse Road. These areas are of greatest amenity value, landscape quality and/or local significance. Metropolitan Newtownabbey has a rich built heritage asset with approximately 45 listed buildings within the settlement. These are scattered throughout the settlement, however, there is a strong concentration around the Jordanstown and Whiteabbey area and include significant buildings such as the recently restored and renovated 'Whitehouse', now used as a visitor centre. There are a significant number of Archaeological Sites and Monuments within the settlement, approximately 55 in total. These are again scattered across the settlement but the majority are concentrated around the Carnmoney Hill area as well as along the water corridors. These include rail bridges, quarries, tramway depots and a weaving factory. There are currently 44 Tree Preservation Orders (TPOs) within Metropolitan Newtownabbey, found at various locations across the settlement. The larger TPO sites are within the Jordanstown and Whiteabbey Area along the Three Mile Water Corridor. Land susceptible to fluvial flooding is generally located along the Three Mile Water course, the Glas-Na-Bradan Water course and the Ballymartin/Burn water course which adjoins the Six Mile Water River. Potential for coastal flooding is evident from Hazelbank along the Belfast Lough shoreline extending to Shorelands at Jordanstown. There is potential for residential development to be impacted by coastal flood events, extending from Jordanstown Lough Shore car park to Shorelands at the Mid and East Antrim Council boundary.
Transport Test	Metropolitan Newtownabbey is strategically located on the Regional Strategic Transport Network, benefiting from access to the Eastern Seaboard, the North Western, the Northern and the South Western Key Transport Corridors providing road links across Northern Ireland and into the Republic of Ireland. Two train lines transcend the settlement providing regular journeys Monday- Sunday to and from Belfast, Londonderry, Portrush and Larne. Three train halts are present within the settlement, at Mossley West serving the Londonderry line and two serving the Larne line at Whiteabbey and Jordanstown. Despite a number of public transport options being available including Park and Ride facilities, the settlement is still experiencing congestion on a number of the strategic routes, which in turn leads to congestion on non-strategic routes. There are ample opportunities for both walking and cycling throughout the settlement. The Newtownabbey Way runs through the settlement and forms a part of the National Cycle Network Route 93, which is a 10.75km route connecting Mossley Mill, Monkstown and Whiteabbey and links the A8 with the M5/M2 routes. Metropolitian Newtownabbey is located 12.3 miles from Belfast International Airport and 11.1 miles from George Best Belfast City Airport.
Economic Development Test	Metropolitan Newtownabbey has two district centres (Abbey Centre and Northcott) and one local centre (Glengormley) within the settlement. Abbey Centre being the larger of the two district centres provides a wide range of high street retail names including Next, Dunnes and Primark. Away from the main Abbey Centre building, there are a number of larger retail units offering comparison goods such as Tesco, Marks and Spencer, Homebase, Curry's and B&Q. Northcott comprises of a Tesco, The Range and small shopping units. Together these centres play an important role in providing shoppers with convenience and non-bulky comparison goods. There are also a range of smaller locations throughout the settlement providing for the everyday needs of the local population. BMAP (2014 version) zoned approximately 146ha of employment land in Metropolitan Newtownabbey to take advantage of its strategic location on the major transport corridor to Belfast International Airport and the Ports

	of Larne and Belfast. There is an estimated supply of 125ha remaining within these lands, primarily centred at Global Point and Mallusk. Metropolitan Newtownabbey is the location of choice for a number of the Belfast Telegraph Top 100 Companies in Northern Ireland including Bombardier, Henderson Group and Brett Martin. Also, given its accessible location and close proximity to the M2 transport corridor the potential economic development opportunities are significant, positioning Metropolitan Newtownabbey as an attractive business location.
Urban and Rural Character Test	Metropolitan Newtownabbey is urban in character, historically forming around former villages, to make up the settlement as it is today. Many of these former villages have an historic core, which are still visible today and have a distinct character from the surrounding suburban areas. More recent development has infilled these areas and is still occurring on the periphery of the settlement at locations like Jordanstown and Hightown Road. The settlement is bounded by the Belfast Hills to the South East, the Carrickfergus Escarpment to the North and by Belfast Lough to the East. These natural features appear prominently in views from various locations around the settlement along with Carnmoney Hill, which is a distinctive rural feature within an otherwise predominantly urban landscape. There are also 9 Areas of Townscape Character within the settlement. These are located at Abbeyville Park, Fernagh, Hazelbank/Abbeylands, Lenamore, Old Manse Road, Rushpark, Whiteabbey, Whiteabbey Mill and Ypres Park. Merville Garden Village is the only designated Conservation Area and protected due to its unique environment and the designation gives recognition to its architectural significance and heritage value.
Community Services Test	Metropolitan Newtownabbey is well supplied with resources and facilities. performing a community service role for its inhabitants, surrounding towns, villages, hamlets and the rural area. The settlement houses a range of educational facilities including the Ulster University, the Northern Regional College and several post-primary, primary, secondary and special schools. There are several GP surgeries, dentists, opticians and pharmacies located within Metropolitan Newtownabbey. In addition, Whiteabbey Hospital provides a range of sub-acute services. There are also two leisure centres namely the Valley Leisure Centre and Ballyearl Arts and Leisure Centre. These centres provide a range of adult and kids activities, classes and outdoor recreation including playing fields and Multi Use Games Area. There are two district centres (Abbey Centre and Northcott) and one local centre (Glengormley) within the settlement. They appear to be busy centres, with most of the retail units operational providing a mix of shops and services including convenience, bulky and non-bulky comparison goods and choice. These centres co-exist with other smaller shopping areas, which fulfil a complementary role for their local residents. There are also cinemas, places of worships, playing fields, play parks, community halls and police/fire/ambulance stations, serving the settlement and the wider area.
Qualitative Analysis	
Strengths	• The settlement has excellent connection to the transport network, and is located upon both the Eastern Seaboard and Northern Key Transport Corridors. It is in close proximity to the ports of Larne and Belfast, as well as being conveniently located to Belfast International Airport and George Best Belfast City Airport. • The settlement is supported by a significant population base. • The settlement has a valuable open space and recreation provision in terms of parks, Carnmoney Hill and its coastal location.

	• There is a wide range of employment opportunities available within the settlement. • Abbey Centre offers a vibrant and significant retail source for the population of the settlement and beyond.
Weaknesses	• Traffic congestion on routes through the settlement, particularly the A2 Shore Road.
Opportunities	• Potential to attract further employment uses maximising the strategic location of settlement. • Potential to develop underutilised sites for a variety of uses. • The need for development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• The opportunity for outward expansion is constrained by Belfast Lough to the east, elevated land and high quality landscapes to the north and west of the Metropolitan Area and Belfast City and Greenisland to the south and north east. • Carnmoney Hill is a prominent landmark and recreational asset, which should be protected. It is identified in BMAP (2014 version) that a land transfer as agreed by the legacy Newtownabbey Borough Council has the potential to develop Carnmoney Hill into a country park in conjunction with lands already in the Council's ownership. • Potential for coastal and river flooding along the watercourses in the settlement.

Conclusion: Metropolitan Newtownabbey plays a role and function and possesses a level of infrastructure that places it between Levels 3 to 4 of the RDS Settlement Hierarchy and Related Infrastructure Wheel.


Strategic Settlement Analysis
Metropolitan Newtownabbey
Settlement Development Limit as per Legacy Plan
Neighbouring Councils
Special Protection Area
RAMSAR
Tree Preservation Order
Merville Garden Village Conservation Area
Archaeological Sites and Monuments
State Care
Scheduled
Scheduled Zone
Unscheduled
Listed Buildings
Defence Heritage
Industrial Heritage
Waste Water Treatment Works
Water Treatment Works
Park and Ride
Protected Route
Public Right Away
A Class Roads
Motorways
Train line
Surface Flooding(1200cc)
Fluvial Flooding Extent (Q100cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 0.75 1.5 Kilometres
N
Carrickfergus Escarpment
Mid & East Antrim Council Boundary
Distant views of settlement & Carnmoney Hill & Belfast Hills
Distant views to Belfast Hills, & Mossley Mill Chimney
Views north to wind turbines & Carrickfergus Escarpment
Elevated Land
Views to Carnmoney Hill
Distant Views of Knockagh Monument & Carrickfergus Escarpment
Distant views to Carnmoney Hill & into settlement
Views to Mossley Mill Chimney
Tree Lined Road
Three Mile Water Park
Ulster University Jordanstown
Distant views to Kilroot Powerstation
Loughshore Park
Mallusk Playing Fields
View of wind turbine
Carnmoney Hill
Glengormley Park
Views to Loughshore Park & Belfast Lough
NRC
Distant views of Knockagh Monument & Carrickfergus Escarpment
Views north to ridge
Valley Leisure Centre / V36
Shore Road - Mature Tree Line & vegetation
Views to Belfast Hills
Tree lined road
Distant view to Belfast Lough
Distant views of Belfast Lough & Holywood along A2 Shore Road
Views to Cavehill
Gideons Green
Belfast Lough
Views to Gideons Green
Short Views to Abbeycentre
Views of Cavehill
Belfast City Council Boundary
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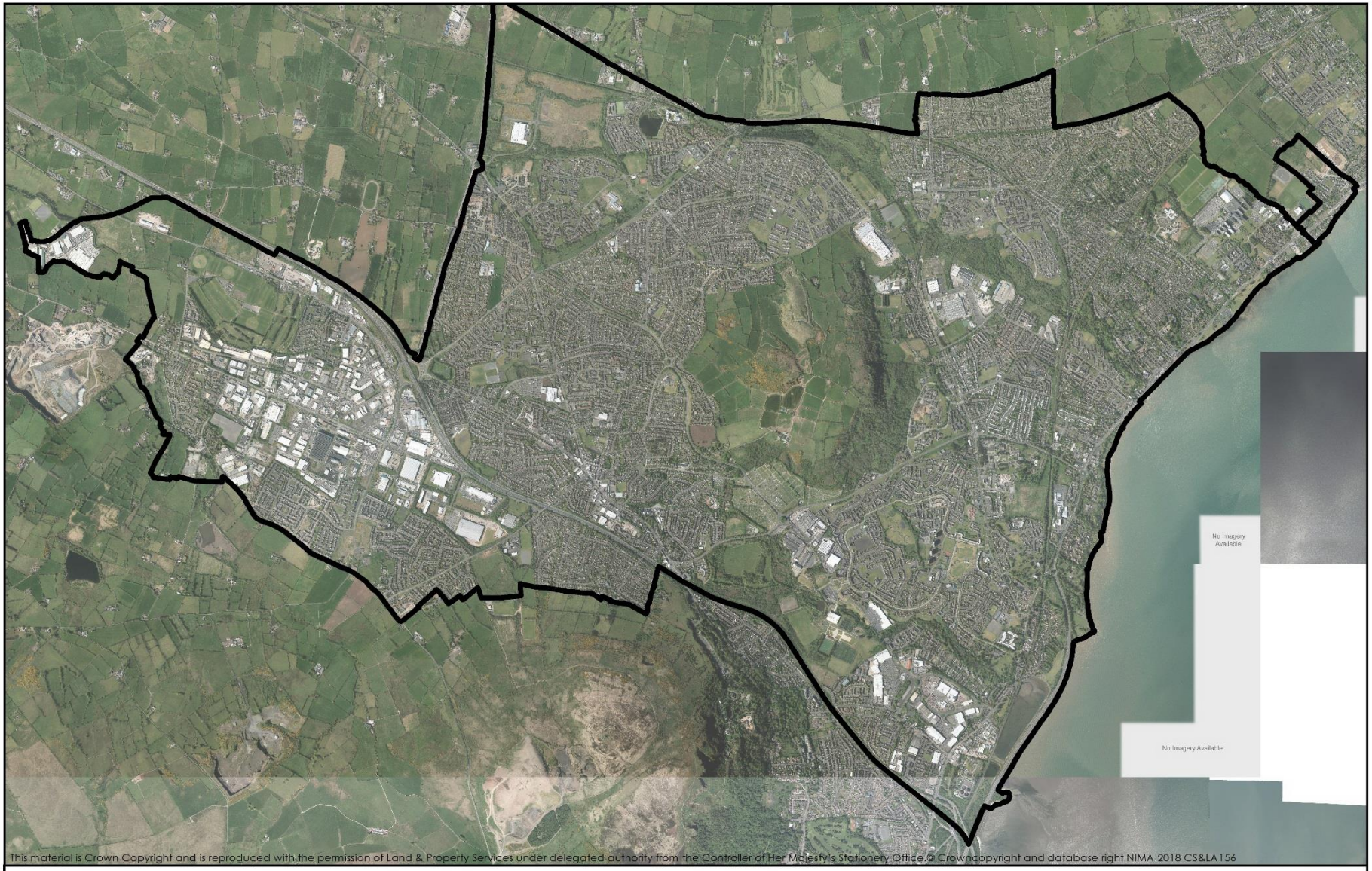


Metropolitan Newtownabbey

Settlement Development Limit as per Legacy Plan

0 1 2 Kilometres N

Antrim				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No.of dwellings (2011 Census)**
Antrim	Major Hub Town	23,353	1304.59	9,576

Overview of Settlement

Antrim was designated as a district town in the Antrim Area Plan. It is located within the valley of the Six Mile Water and developed adjacent to Antrim Castle in the period around 1210. In 1966 Antrim was designated a New Town which radically altered the urban characteristics of the settlement. The expanded settlement has formed at the junctions of the primary routes between Belfast–Londonderry (M2) and Larne – West. Antrim is strategically located to avail of the Northern (M2) and North and North Western Key Transport Corridors, providing road links to Dublin, Belfast, and Londonderry and further to the North Coast and into the Republic of Ireland. Furthermore, Antrim benefits from rail connections to Coleraine, Londonderry, Belfast and Ballymena. A number of protected routes run through the settlement including A6, M2 and M22 and Belfast International Airport is situated approximately 8 km from Antrim, which is the primary international gateway into Northern Ireland. To the west of Antrim lies Shane's Castle Estate and Lough Neagh, the largest fresh water lake in the UK, which is home to a diverse wildlife population and a popular location for tourists and outdoor adventure activities. Antrim has a considerable number of natural and built assets including the Six Mile Water, which flows through Antrim town and the Castle Gardens, which is one of the finest examples of the classic French style gardens in Europe. Among the many other landmark features and buildings include Clotworthy House, the Antrim Courthouse, Steeple Round Tower and the Barbican Gate. Antrim is identified in the RDS as a 'main hub'.

RDS Evaluation Framework

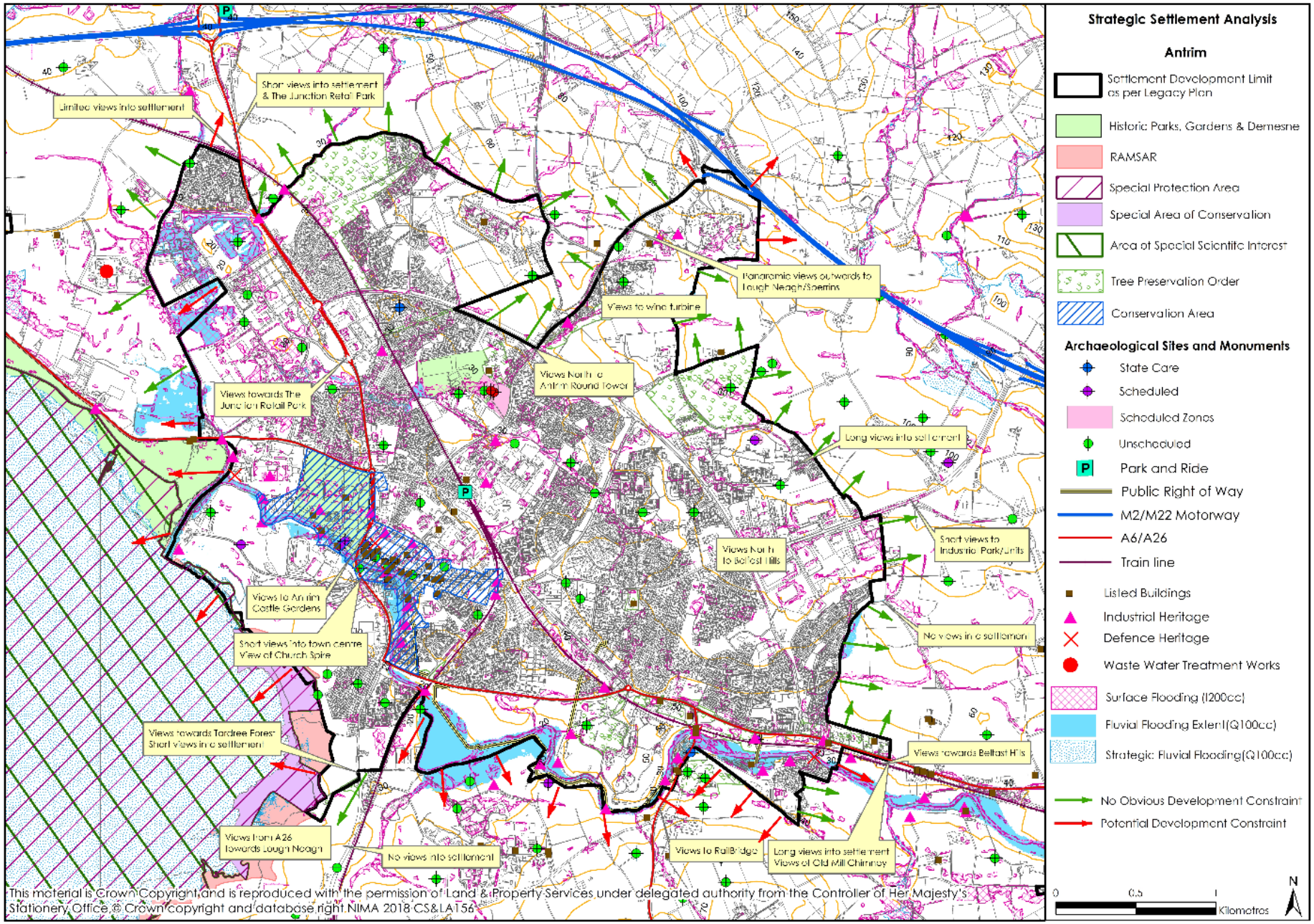
Resource Test	Households have access to a clean water supply as well as having proper waste/sewage disposal connection to the mains sewer flowing to the Antrim WWTW, which has further capacity. Superfast Broadband is available across the majority of Antrim with download speeds of up to 23 Mbps. Natural gas connection and 4G mobile data coverage is available throughout the settlement. A large, prominent wind turbine is located within the grounds of the Antrim Area Hospital, and provides a focal point within the settlement. There are no solar farm developments within the settlement development limit. The settlement has further education facilities, primary and secondary schools, hospitals including A&E, pharmacies, health centre, day care centres, sporting facilities, supermarkets, a mix of retail facilities, restaurants, a police/fire/ambulance station, waste disposal sites, and industrial/business centres. Antrim has a town centre of generally small independent retailers and the Castle Mall Shopping Centre. The Junction Retail and Leisure Park outside of the town centre also contains a range of retailing and facilities. In relation to the RDS Settlement Hierarchy and Related Infrastructure Wheel, Antrim possesses a level of resources and facilities, which belong within Level 3, a regional town.
Environmental Capacity Test	Antrim is located in close proximity to the shores of Lough Neagh, which has a rich natural environment and is a significant asset within the Borough. Lough Neagh benefits from a number of natural conservation designations including RAMSAR, a Special Protection Area (SPA) and an Area of Special Scientific Interest (ASSI). Shane's Castle Estate expands to the shoreline of Lough Neagh and benefits as an ASSI due to the areas flora and fauna quality. The Six Mile Water flows through Antrim town and is a prominent feature in Antrim town centre. Adjacent to the settlement are two Special Areas of Conservation (SACs) namely Rea's Wood and Farr's Bay. These areas

	benefit from protection as they contain habitat types and/or species, which are rare or threatened within a European context due to their alluvial forests. These areas also benefit as Nature Reserves. There are 19 TPO sites within Antrim consisting primarily of open lands. Antrim has rich built heritage assets with approximately 115 listed buildings within the settlement and surrounding area. Whilst these are scattered throughout the settlement there is a concentration of attractive buildings in the Conservation Area along the axis of the main street at Market Square, at the entrance to Riverside and near the junction of Church Street and Castle Way. Two of the listed buildings/structures have been identified 'at risk' namely the Protestant Hall located at 19 Railway Street and the iron footbridge over the Six Mile Water, south east of Muckamore Bridge. There are approximately 44 Archaeological Sites and Monuments identified within the settlement with the majority being concentrated to the west of Antrim within the town centre and lands towards Lough Neagh/Loughshore Park. These include cropmarks, mounds, forts, enclosures, standing stones and raths. There are approximately 40 Industrial Heritage sites within Antrim consisting of bridges, paper mills, corn & flour mills, saw mills, usually associated with the Six Mile Water Corridor. Lands particularly susceptible to fluvial flooding are generally located along the Six Mile Water and lands susceptible to surface flooding are scattered in and around the settlement.
Transport Test	Antrim is located along two major transport corridors, the North West Key Transport Corridor (Derry/Londonderry corridor) and the Northern Key Transport Corridor/A26 Link Road. It has three direct slip road accesses onto the M2 motorway allowing easy efficient access especially to the northern part of the town. These provide good road links to Dublin, Craigavon, Belfast and Londonderry. Antrim is well connected with various gateways and attractions making it a vital regional hub for the economy and tourism. It is close to Belfast International Airport, an international gateway for travellers. A number of protected routes run through the settlement including A6, M2 and M22. Good public transport services within the settlement include bus and rail services. There is 1 bus/train station that has numerous bus services running to Antrim Area Hospital, Belfast, Ballymena, Toome, Randalstown, Crumlin and surrounding settlements. The rail link provides services northwards to Coleraine and eastwards to Belfast. There are also 4 Antrim Town Service bus routes, which run daily services to and from Antrim Town Centre and Antrim Area Hospital. There are opportunities for both walking and cycling throughout the settlement including the National Cycle Network 94 referred to as 'The Loughshore Trail' is a 182km circuit around Lough Neagh travelling through Crumlin, Antrim, Randalstown and Toome. Walking and cycling within the settlement occurs in Antrim Castle Garden, the Loughshore Park, Rea's Wood and Six Mile Water river walk (Mill Race Trail). There are 4 car parks within Antrim, 2 Park and Ride facilities one being located at the bus/train centre and 1 outside of Antrim located at Dunsilly roundabout.
Economic Development Test	The centre of Antrim has a Primary Retail Core and Town Centre, which supports a mix of shops and services, which front directly onto the streetscape. Services include supermarkets, pharmacies, butchers, hairdressers, solicitors, hot food bars/ restaurants and clothing shops. The town centre is also home to the Castle Mall. The Junction Retail Outlet and Leisure Park is a prominent out-of-centre retail location and another major employer within Antrim, comprising of Asda, Omniplex Cinema, mini-golf, restaurants, Lidl and several clothing outlet stores. There are also a number of locations generally on the periphery of the settlement with employment opportunities in the retail, IT and

	manufacturing sectors. Several of Belfast Telegraphs Top 100 Companies in Northern Ireland are located within the settlement, including Randox Holdings and Shrader Electronics. Antrim also has a dedicated Technology Park with companies specialising in IT and diagnostics in a high quality landscaped environment. Within Antrim, 82.5 hectares of land was zoned for employment and industrial uses in the Antrim Area Plan and is located at the Steeple, New Park, Springfarm, and Rathenraw and at the former Enkalon site. The vast majority of this land has been developed, with only small pockets and re-development opportunities remaining.
Urban and Rural Character Test	Antrim is predominately urban in character with an historic town core where many shops/services are located. Much of the suburban area reflects Antrim's 'new town' heritage and there are pockets of rural character at the town's fringe. There are a number of distinct private and public housing areas which have expanded the settlement over the past 30 to 40 years and give it a rather sprawling nature. There is also a considerable amount of undeveloped 'whiteland' on the northern and south western periphery of the settlement and underutilised land within the urban footprint of Antrim. In 1991, Antrim town centre was designated as a Conservation Area to expand the Riverside Conservation Area which was a linear 18/19th Century mill settlement on the east bank of the Six Mile Water. In terms of its landscape character, Antrim is at the western limit of the Six Mile Water Valley. The slopes enclosing the valley, Donegore Hill to the north and Muckamore to the south provide the immediate landscape setting of Antrim. The forests and parklands of the Shane's Castle Estate create an attractive, well-wooded shoreline to Lough Neagh. The Six Mile Water Valley provides a relatively tranquil and accessible rural landscape setting to the east and south of Antrim and the specimen trees, stone walls and remnant parkland near Muckamore are particularly attractive.
Community Services Test	Antrim contains a wide range of community services and facilities, and performs as a community service role for its residents, surrounding towns, villages, hamlets and the rural area. Antrim has 3 hospital and care units (one of which is an A&E), a police/fire/ambulance station, education facilities as special, nursery, primary, secondary and higher-level schools, health care and day care centres, leisure centres, play parks/play pitches, community halls/centres, and places of worship, cinema, playing fields, industrial centres and business centres. Antrim town centre has a recognised Primary Retail Core, which supports much in the way of shops and services. Antrim also contains civic services such as local council functions and Antrim Courthouse, which provides Magistrates' Courts, County Courts and Crown Courts services.
Qualitative Analysis	
Strengths	• Long history and rich cultural heritage. • Excellent connectivity to Belfast International Airport and Key Transport Corridors. • Good local bus and rail services providing access to other urban areas and good opportunities for cycling and walking. • Compact town centre with an attractive public realm and location of Conservation Area. • Good range of community service, facilities and resources. • Contains a range of important employment locations. • Antrim Castle Gardens and Lough Neagh are significant tourism assets. • Home to a large population base.

Weaknesses	• Poor quality of linkage between The Junction Retail and Lesiure Park, Tesco's, town centre and Antrim Castle Gardens. • Redundant former employment sites and buildings somewhat of an eyesore.
Opportunities	• Considerable amount of underutilised land within settlement limit which could be developed. • Potential to grow tourism sector based on quality of natural and built heritage and from large scale events at Castle Gardens and Shane's Castle Estate. • The need for development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• The opportunity for outward expansion is constrained to the north by the M2 Motorway, west by Lough Neagh and Shane's Castle Estate and to the south by the Six Mile Water. • The Six Mile Water has been identified as a flood plain and thus should be kept free from development.

Conclusion: Antrim plays a role and function and possesses a level of infrastructure that places it within Level 3 of the RDS Settlement Hierarchy and Related Infrastructure Wheel.


Strategic Settlement Analysis
Antrim
Settlement Development Limit as per Legacy Plan
Historic Parks, Gardens & Demesne
RAMSAR
Special Protection Area
Special Area of Conservation
Area of Special Scientific Interest
Tree Preservation Order
Conservation Area
Archaeological Sites and Monuments
State Care
Scheduled
Scheduled Zones
Unscheduled
Park and Ride
Public Right of Way
M2/M22 Motorway
A6/A26
Train line
Listed Buildings
Industrial Heritage
Defence Heritage
Waste Water Treatment Works
Surface Flooding (1200cc)
Fluvial Flooding Extent(Q100cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
Limited views into settlement
Short views into settlement & The Junction Retail Park
Panoramic views outwards to Lough Neagh/Sperrins
Views to wind turbine
Views North to Antrim Round Tower
Views towards The Junction Retail Park
Long views into settlement
Short views to Industrial Park/units
Views North to Belfast Hills
Views to Antrim Castle Gardens
Short views into town centre View of Church Spire
No views in to settlement
Views towards Tardree Forest Short views in to settlement
Views towards Belfast Hills
Views from A26 towards Lough Neagh
No views into settlement
Views to Railbridge
Long views into settlement Views of Old Mill Chimney
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0 0.5 1 Kilometres
N

Antrim

Settlement Development Limit as per Legacy Plan

0 0.5 1 Kilometres

N

Ballyclare

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Ballyclare	Large Town	9,919	495.3	4,184

Overview of Settlement

Ballyclare was designated as a small town within BMAP (both 2004 and 2014 versions). It is located off the A57 trunk road, acting as an important service and employment centre to its inhabitants and rural hinterland settlements. Ballyclare has good transportation connections to the wider Belfast Metropolitan Area and is located approximately 4 km from the Eastern Seaboard Key Transport Corridor. Ballyclare grew in the late19thCentury with the opening of the railway station and it became an important industrial area with a large paper mill in the south west of the town and a large linen bleach green. These factories gave their names to the roads leading to them, the Mill Road and the Green Road. The settlement has historically developed in a linear fashion along a traditional Main Street, which can be identified today along with the market square as being its historic core. Ballyclare town centre acts as a meeting point of several road corridors, namely the Doagh Road from the west, the Rashee, Ballyeaston and Ballycorr Roads from the north and northeast and the Main Street accessed by Hillhead Road from the south. The town centre contains many buildings of varying scale and form and uses vary and range from commercial to industrial to residential.

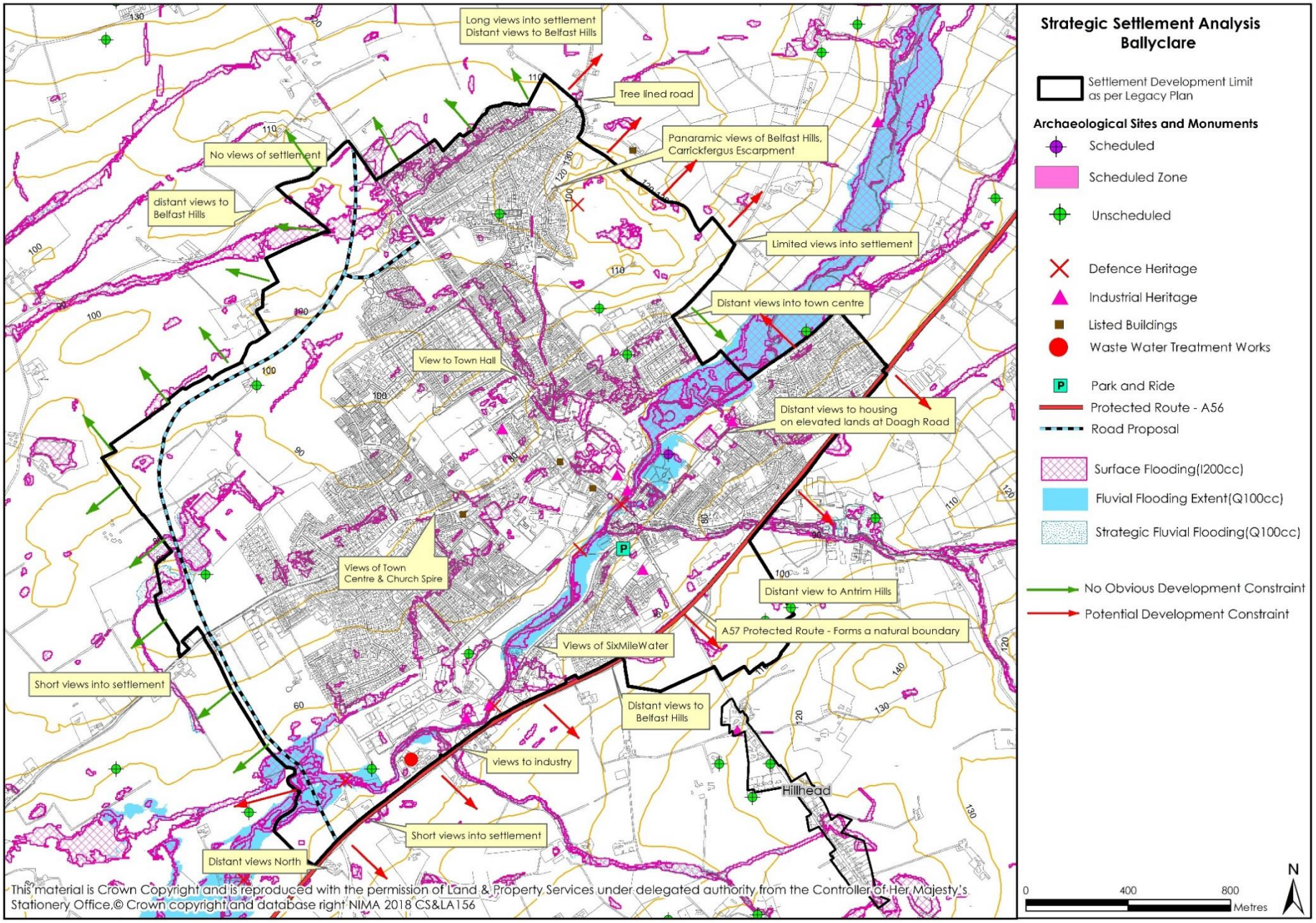
RDS Evaluation Framework

Resource Test	Households have access to a clean water supply as well as having waste/sewage disposal connection to the mains sewer flowing to the Ballyclare WWTW, which has further capacity. Superfast Broadband is available across the majority of Ballyclare with download speeds of up to 24 Mbps. Natural gas connection and 4G mobile data coverage is available throughout the settlement. There are no wind or solar farm developments within the realms of the settlement development limit. Ballyclare has an existing town centre focused on the Main Street and The Square area. This central area is notably identified as the historic core and provides a wide range of retail and service facilities to serve its residents, its surrounding rural hinterland and villages. Facilities include, an Asda supermarket and petrol filling station, pharmacy, insurance brokers, hot-food takeaways, banks, estate agents, and places of worship, community halls and cafes. In relation to the RDS Settlement Hierarchy and Related Infrastructure Wheel, Ballyclare possesses those resources and facilities, expected within Level 2, thus explaining its classification as a 'Large Town'. Furthermore, Ballyclare houses a wider range of services and a significantly greater population than the two smaller towns of Randalstown and Crumlin.
Environmental Capacity Test	Due to the proximity of Ballyclare to the Six Mile Water Corridor there is potential for flooding particularly in the southern and southeastern parts of the settlement. There is also the potential for surface water flooding at various locations across the settlement. A Site of Local Nature Conservation Interest has been identified at Craighill Quarry due to its flora, fauna or earth science interest. Ballyclare has a number of Local Landscape Policy Areas (LLPAs) located within or adjoining its settlement development limit. An LLPA at Green Road is designated based on the locally significant mill building, millpond and millrace together with associated vegetation. An LLPA at Six Mile Water Corridor is designated based on a combination of features to include an area of local amenity importance including the Six Mile Water River Park, planting areas, play park, war memorial park, leisure centre and many other features. An LLPA at Ross's Avenue is designated to protect a significant group of trees together with an archaeological site and its surroundings. Ballyclare also contains areas of built heritage, which hold much significance, namely an Area of Townscape Character located

	within the town centre. This town centre area includes two B2 listed buildings, the Ulster Bank premises and the Ballyclare Town Hall, which acts as a significant defining feature. Within the ATC there are 3 Protected Town Centre Housing Areas and within the realm of the settlement is the B2 listed Church of the Sacred Heart. There are 2 TPO areas within the settlement located at the quarry site to the north east of the town centre and the other situated alongside the new Readers Park housing development. An Area of Archaeological Potential identified within Ballyclare town centre indicates that archaeological remains might be present to the rear of the Memorial Park is a scheduled Motte. Several defence heritage sites relating to prepared demolitions are located along the Six Mile Water channel and Industrial Heritage sites have also been identified on the Six Mile Water channel relating to the milling industries and remaining infrastructure of the Doagh Branch railway line. There are a significant number of archaeological sites and monuments within and surrounding Ballyclare. The majority of these sites are unscheduled and some unlocated, comprising of Souterrain, Raths, Medieval Mottes and Enclosures. There are two Rural Landscape Wedges located to the North and South of Ballyclare. The wedge located to the north maintains the separate identities of Ballyclare and Ballyeaston and is predominantly in agricultural use. The wedge located to the south maintains and separates the identities of Ballyclare and Hillhead and is predominately agricultural with the area beyond the north west boundary zoned for industrial uses.
Transport Test	Ballyclare is located off the A57 trunk road that provides a link from the M2 at Templepatrick towards the Port of Larne. Ballyclare is located approximately 18.2km from Belfast International Airport and 19.6km from the Port of Larne and 4 km from the Eastern Seaboard Key Transport Corridor. The road network in Ballyclare is centred on Main Street, North End and The Square, which can be susceptible to congestion. The town is accessed by the Hillhead Road from the south, the Doagh Road from the west and the Rashee, Ballyeaston and Ballycorr Roads from the north and northeast. The settlement is well served by public transport with a number of bus routes available to include services to Belfast, Antrim and a number of surrounding villages. There are a number of walking and cycling opportunities throughout the settlement including the Six Mile Water River Park, which is a pleasant natural environment for walking and cycling. There are various types of car parking available in the town centre ranging from surface level car parking, to free and paid on-street parking. The proposal for the Ballyclare Relief Road between Templepatrick Road and the Rashee Road is a Non-Strategic scheme and is envisaged to relieve congestion in the town centre, which is currently an issue facing the settlement. Developers will be responsible for funding the scheme.
Economic Development Test	Ballyclare town centre provides employment opportunities for its residents together with serving its rural hinterland. There is a range of employment opportunities associated with the town centre including retail, service, engineering and manufacturing. There are currently five existing zoned employment areas in Ballyclare which equate to 19.65 hectares. These are generally located to the south of the town, adjacent to the A57 and offer excellent quick access to the wider strategic road network. There are also two large sites for employment and mixed use at the Hillhead Road which remain undeveloped. Given the strategic location of Ballyclare in relation to key transport networks and its large population, potential remains for further development of employment sites.
Urban and Rural Character Test	Ballyclare is situated to the north west of the Borough, is urban in nature with an historic core surrounded by extensive suburban neighbourhoods. It is considered the largest settlement within the rural area and it acts as a

	local service centre with a significant dormitory role in relation to the Belfast Metropolitan area. Ballyclare is on the lower slopes of the Six Mile Water valley. The valley slopes and moorland summits provide enclosure to the north and at closer quarters, Craig Hill provides a wooded backdrop to the east of the town. Ballyclare has medieval origins as seen by the motte to the south of the town. The present street pattern is broad and dates back to the 18th century. A clock tower is a central focus within the town, although it is not visible from far afield. The old mill marks the industrial district on the south east of the town along the Six Mile Water. The town centre has an organic street pattern made up of the main street, central town square, approach roads and secondary streets. Many of the buildings on the main street date from the 19th Century. In general, there is a fine grain of plot subdivision, with buildings typically ranging between 2 and 3 storeys in height. The most significant landmark building is the town hall. The river edges have been developed as a park, which passes through several of the suburban areas. Surrounding the town centre are a number of large institutional buildings, and complexes, some of which adjoin the riverside park. There is a significant contrast in character between the town centre and the surrounding suburban development.
Community Services Test	Ballyclare acts as a service centre and is adequately supplied with resources to serve its residents and those living in the surrounding rural hinterland. Ballyclare town centre offers a number of restaurants, pubs, cafes, retail uses and leisure uses principally along Main Street and The Square. Facilities within the settlement also include, Asda, petrol filling stations, pharmacy, insurance brokers, hot food takeaways, banks, estate agents and cafes. Ballyclare also has a number of churches and associated halls, secondary schools, primary schools and number of children's nurseries. It also benefits from a leisure centre and number of play pitches, owned privately and publically.
Qualitative Analysis	
Strengths	• Ballyclare is well located in relation to Key Transport Corridors. • It has a concentration of existing facilities and infrastructure, which provides a basis for expansion of economic activity. • Ballyclare acts as a service centre to its rural hinterland and provides employment for those living in the town and hinterland. • Ballyclare possesses a strong population base of approximately 10,000.
Weaknesses	• Ballyclare is presently subject to traffic congestion at peak times. • There are a number of large housing zonings within the settlement, which will remain undeveloped until the Ballyclare Relief Road is constructed.
Opportunities	• There is considerable potential to grow the population as a consequence of the undeveloped housing land through existing commitments. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Opportunity for outward expansion is constrained by the capacity of the existing road network (A57) and the need to protect important natural features such as the Six Mile Water River corridor, Coulter Hill, Green Burn, visually elevated ridgelines and Craig Hill, all of which contribute to the setting of the town. • Due to the proximity of Ballyclare to the Six Mile Water Corridor there is potential for flooding particularly in the south and southeastern sections of the settlement, which acts as a constraint to development. • Expansion is constrained by the proximity of the settlement of Ballyeaston to the north and the small settlement of Hillhead to the south.

Conclusion: Ballyclare plays a role and function and possesses a level of infrastructure that places it within Level 2 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a large town.


Strategic Settlement Analysis
Ballyclare
Settlement Development Limit as per Legacy Plan
Archaeological Sites and Monuments
Scheduled
Scheduled Zone
Unscheduled
Defence Heritage
Industrial Heritage
Listed Buildings
Waste Water Treatment Works
Park and Ride
Protected Route - A56
Road Proposal
Surface Flooding(I200cc)
Fluvial Flooding Extent(Q100cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
Long views into settlement
Distant views to Belfast Hills
Tree lined road
Panaramic views of Belfast Hills, Carrickfergus Escarpment
No views of settlement
distant views to Belfast Hills
Limited views into settlement
Distant views into town centre
View to Town Hall
Distant views to housing on elevated lands at Doagh Road
Views of Town Centre & Church Spire
Distant view to Antrim Hills
A57 Protected Route - Forms a natural boundary
Views of SixMileWater
Short views into settlement
Distant views to Belfast Hills
views to industry
Hillhead
Short views into settlement
Distant views North
0
400
800
Metres
N
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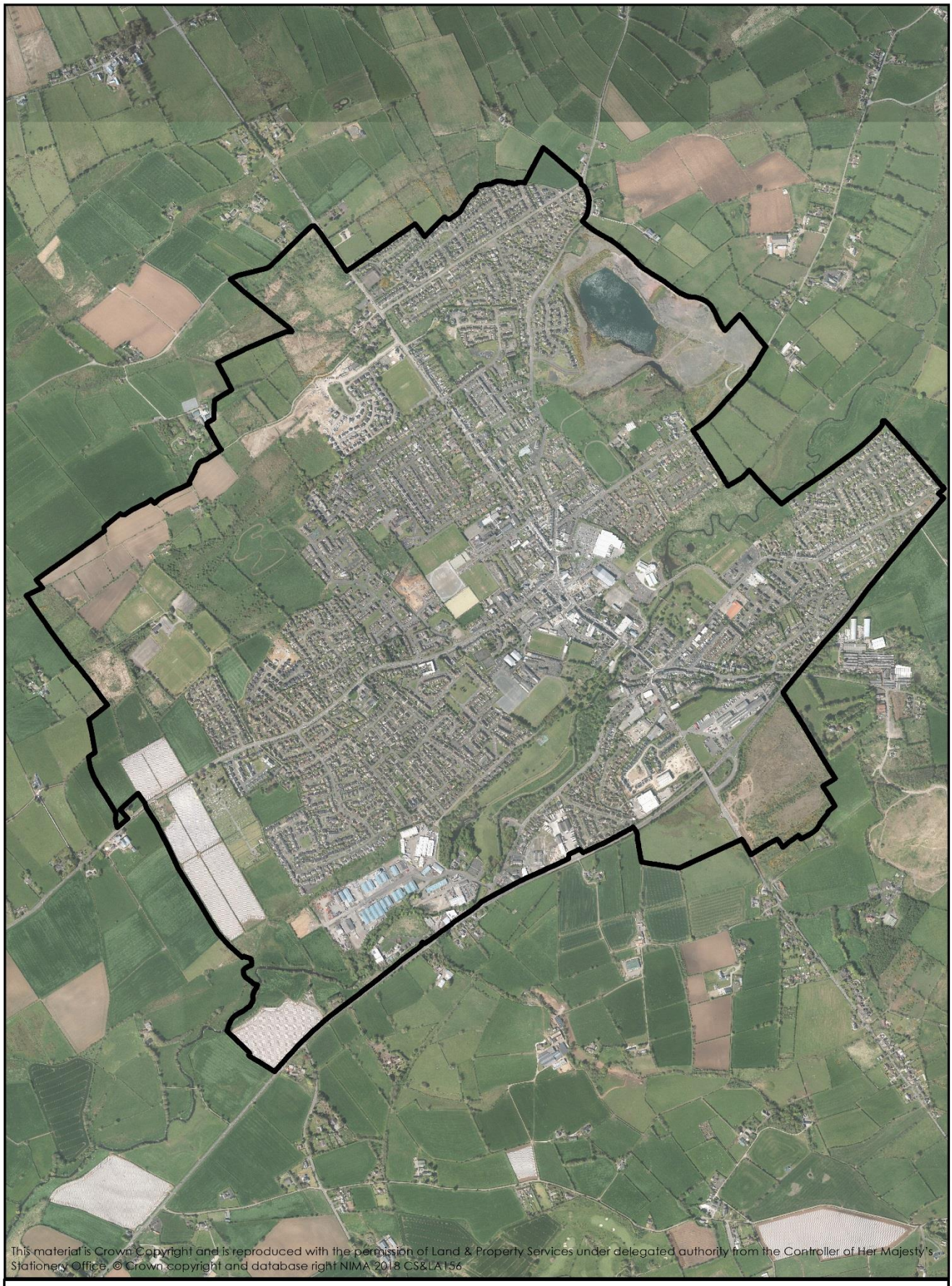


Ballyclare

Settlement Development Limit as per Legacy Plan

0 250 500 Metres

N

Crumlin				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Town	5099	128	1,847

Overview of Settlement

Crumlin is designated as a local town in the Antrim Area Plan. It is located approximately 15 km south of Antrim, in the Landscape Character Area known as Expansive Crumlin Farmland, on the gently sloping eastern shore of Lough Neagh, between Belfast International Airport and Glenavy. The town is well connected to the road transport network, especially the A26, providing connections to the M2/M22/M1 Motorways. Belfast International Airport is approximately 9.3 km north of Crumlin. Construction of medium density housing developments in Crumlin over the last 20-30 years has expanded the town quite substantially resulting in a particularly compact urban form. Consequently, Crumlin has evolved into a commuter town with the majority of residents travelling outside of the settlement for work and accessing other services and facilities. Crumlin historically developed in a linear fashion along a traditional Main Street, which can be identified today as its historic core. Crumlin owes its existence to the Crumlin River and resultant industrial development in the form of mill complexes. It is also on the line of the Knockmore railway which runs from Antrim to Lisburn, although non-operational today, the track remains complete. There is an existing designated town centre as identified in the Antrim Area Plan, offering convenience retail and service sector opportunities along the Main Street. There are small-scale employment opportunities within the settlement and currently there are no zonings relating to employment land use.

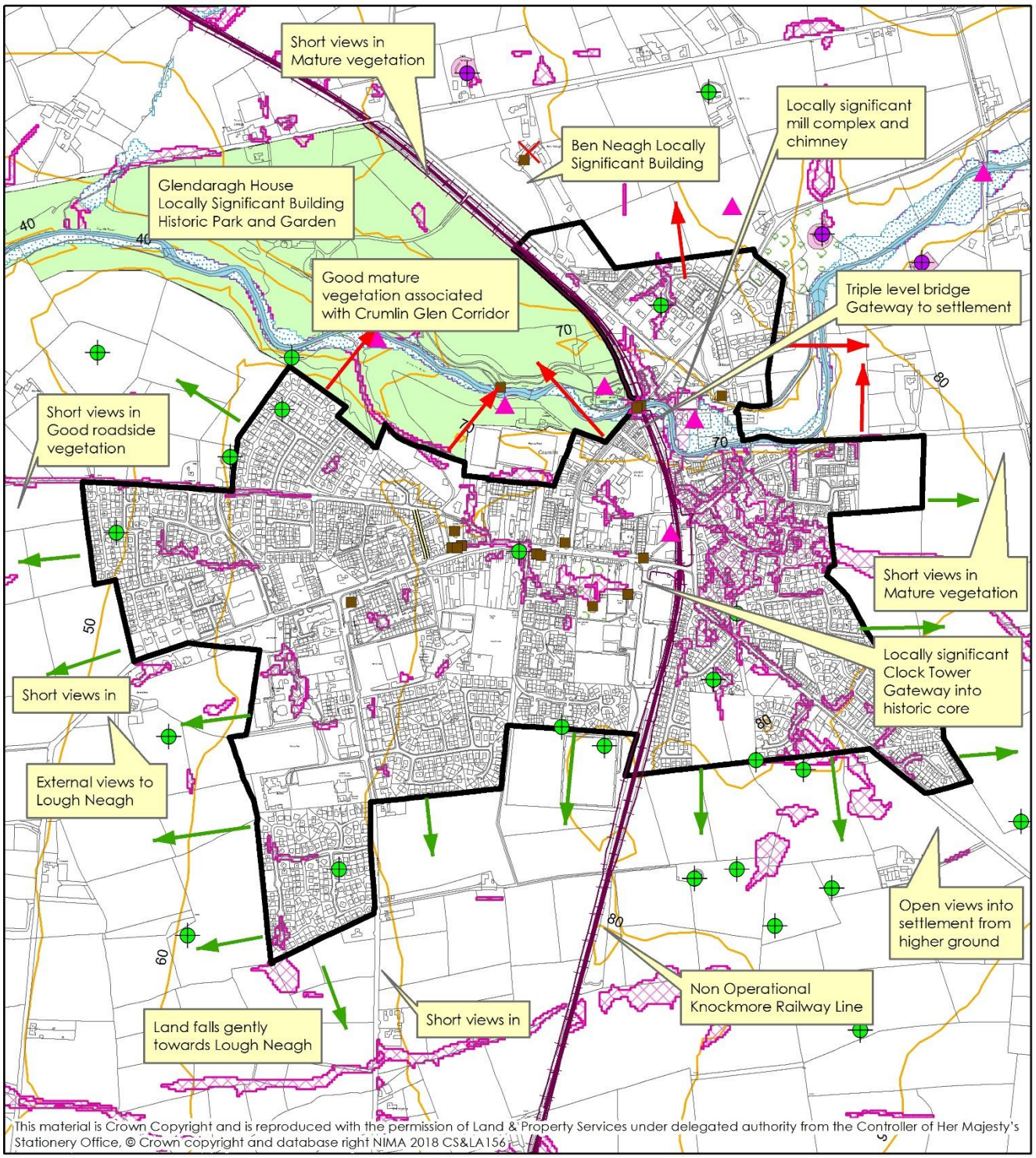
RDS Evaluation Framework

Resource Test	Households have access to a clean water supply as well as having proper waste/sewage disposal connection to the mains sewer. There was a Waste Water Treatment Works located to the north of the Main Street; however, with the upgrade of Antrim treatment works, this is now a Wastewater Pumping Station. Superfast Broadband is available in Crumlin with download speeds of up to 80 Mbps. 4G mobile data coverage is available throughout the settlement. There are no wind or solar farm developments within the realms of the settlement development limit. Natural gas provision is not available. Crumlin has an existing town centre located at the centre of the town which is focussed on a traditional main street arrangement. This central area is notably identified as the historic core and provides a wide range of retail and service facilities, including chemists, butchers, bank/credit union, hair and beauty salons, various fast food outlets, a large supermarket, smaller scale supermarkets, bakery/cafes, taxi offices, public houses, petrol filling stations and shop, estates agent, insurance brokers, hardware shops, gym and optometrist. In relation to the RDS Settlement Hierarchy and Related Infrastructure Wheel, Crumlin possesses a lot of the resources and facilities, belonging to Level 2 thus explaining Crumlin's classification as a 'Town'.
Environmental Capacity Test	Due to the proximity of the Crumlin River potential for flooding exists in the northern portion of the town generally running from east to west, however, given the steep sided nature of the Crumlin Glen, the flooding potential is relatively well contained. There is also the potential for surface water flooding particularly affecting the eastern portion of the town. Crumlin has considerable potential to designate a Local Landscape Policy Area around the vicinity of Crumlin Glen and the associated parkland, which forms a linear feature running through the town. There are also a number of listed and other Locally Significant Buildings in and around the settlement, which it is desirable to protect. Glendaragh Historic Park and Garden lies adjacent to the town, this is

	a supplementary site of the Historic Park, Garden and Demesne Register and is associated with the Crumlin Glen River corridor and the mature vegetation, which is such a feature of the town. There are 3 TPOs within the town, comprising of the Unitarian Church off Main Street, the tree ring at Parkfield residential estate and surrounding the site of the Motte at Glen Oak Grange on the northern approach to the town. There are approximately 9 listed buildings/structures in and around the town. Within the settlement, there are 3 churches on Main Street, a house at 50 Main Street, the Clock Tower, Crumlin Road Bridge and the Railway Bridge. To the north of the town the Cockle House in Crumlin Glen and Ben Neagh House are also listed. There are also a number of non-listed but locally significant buildings, including Glendaragh and Glen Oak, which provide an insight into the historical development of Crumlin. There are a significant number of Archaeological Sites and Monuments in and around the town. The majority of these are unscheduled and some unlocated. There are 3 scheduled monuments and associated zones in the form of a Rath, Motte and Ecclesiastical Site to the north west of the settlement. There are a number of Industrial Heritage sites located in and around the town, particularly associated with the Crumlin River. The former Crumlin Mill complex and landmark chimney forming an important feature within the town and an indication of its historical development. Other former mill sites exist further downstream of the mill complex. The railway system also contributes to the Industrial Heritage of the town, with the former station and railway bridge remaining. There is also a Defence Heritage Site at Ben Neagh, which acted as a Headquarters during WW2, associated with the nearby Langford Lodge airfield.
Transport Test	Crumlin is served by the A52 Nutts Corner Road and B12 Glenavy Road and lies approximately 1km from the A26, which provides an alternative southerly connection to the Southern, and South Western Key Transport Corridors without the need to travel through Belfast. Crumlin also lies 4km from Belfast International Airport. A bus depot is located within the town centre used primarily as a turning circle and the town benefits from bus services to Belfast, Antrim, Lisburn and Belfast International Airport, however, these services are limited to Monday to Friday with limited services operating on Saturdays and Sundays. The non-operational Knockmore train line runs through the town. Due to the compact nature of Crumlin, the settlement is highly accessible by foot. There are also walking opportunities associated with Crumlin Glen and cycling opportunities associated with the National Cycle Network.
Economic Development Test	Crumlin appears to have a healthy and viable town centre, with most of the units open and operational, supporting a mix of shops and services, which front directly onto the streetscape. There is a range of small-scale employment opportunities associated with the town centre uses and a limited number of businesses elsewhere in the settlement. There are no zoned employment areas within the town, however outside of the settlement there are 2 industrial sites namely the Largy Road approximately 2km west of Crumlin and the Nutts Corner area, which lies approximately 3km to the east. Overall, it is expected that the majority of the working population travel further afield for work.
Urban and Rural Character Test	Whilst Crumlin is predominately urban in character, there is an abrupt transition to rural in the immediate hinterland given the quality of the landscape and vegetation with particularly mature hedgerows. Crumlin historically developed in a linear fashion along a traditional main street, which can be identifiable today as the historic core. Significant numbers of more recent medium density housing development has expanded the town, quite substantially over the last 20-30 years, however this development has resulted in a particularly

	compact urban form. In terms of landscape character, Crumlin is on the steep banks of the Crumlin River and the Crumlin Glen Woodland Park is an important local feature, the old mill is a landmark and gateway to the town, indicating its historical past.
Community Services Test	Crumlin contains a variety of resources and performs a community service role to its residents and those living in the surrounding rural hinterland. The town has a fire station, education facilities as nursery, primary and secondary level schools, a leisure centre, community halls, pharmacy, bank/credit union, hair and beauty salons, a large supermarket and smaller scale supermarkets. Crumlin also benefits from bakeries/cafes, a taxi office, public houses, petrol filling stations and shop, estates agent, insurance brokers, hardware shops, gym, optometrist, places of worship, a leisure centre and pitches, recycling centre, doctors surgery, dentists, library, nursing home, public houses and a number of fast food outlets.
Qualitative Analysis	
Strengths	• There is an existing designated town centre, offering convenience retail and service sector opportunities along the Main Street. • Crumlin is located near strategic employment locations such as Belfast International Airport and Nutts Corner. • The village lies in a valley and is well screened from the high ground to the north and south due to mature vegetation.
Weaknesses	• Non-operational train line and site of former train station. • There are small-scale employment opportunities within the settlement.
Opportunities	• Crumlin has considerable potential in regard to Crumlin Glen and the associated parkland, which forms a linear feature running through the town. There are also a number of listed and other Locally Significant Buildings in and around the settlement, which it is desirable to protect. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the town is constrained to the north by the Crumlin Glen parkland, Crumlin River and the setting of various locally significant buildings.

Conclusion: Crumlin plays a role and function and possesses a level of infrastructure that places it within Level 2 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a town.



Strategic Settlement Analysis - Crumlin

- Settlement Development Limit as per Legacy Plan
- Tree Preservation Order
- Listed Buildings
- Industrial Heritage
- Defence Heritage

Archaeological Sites and Monuments

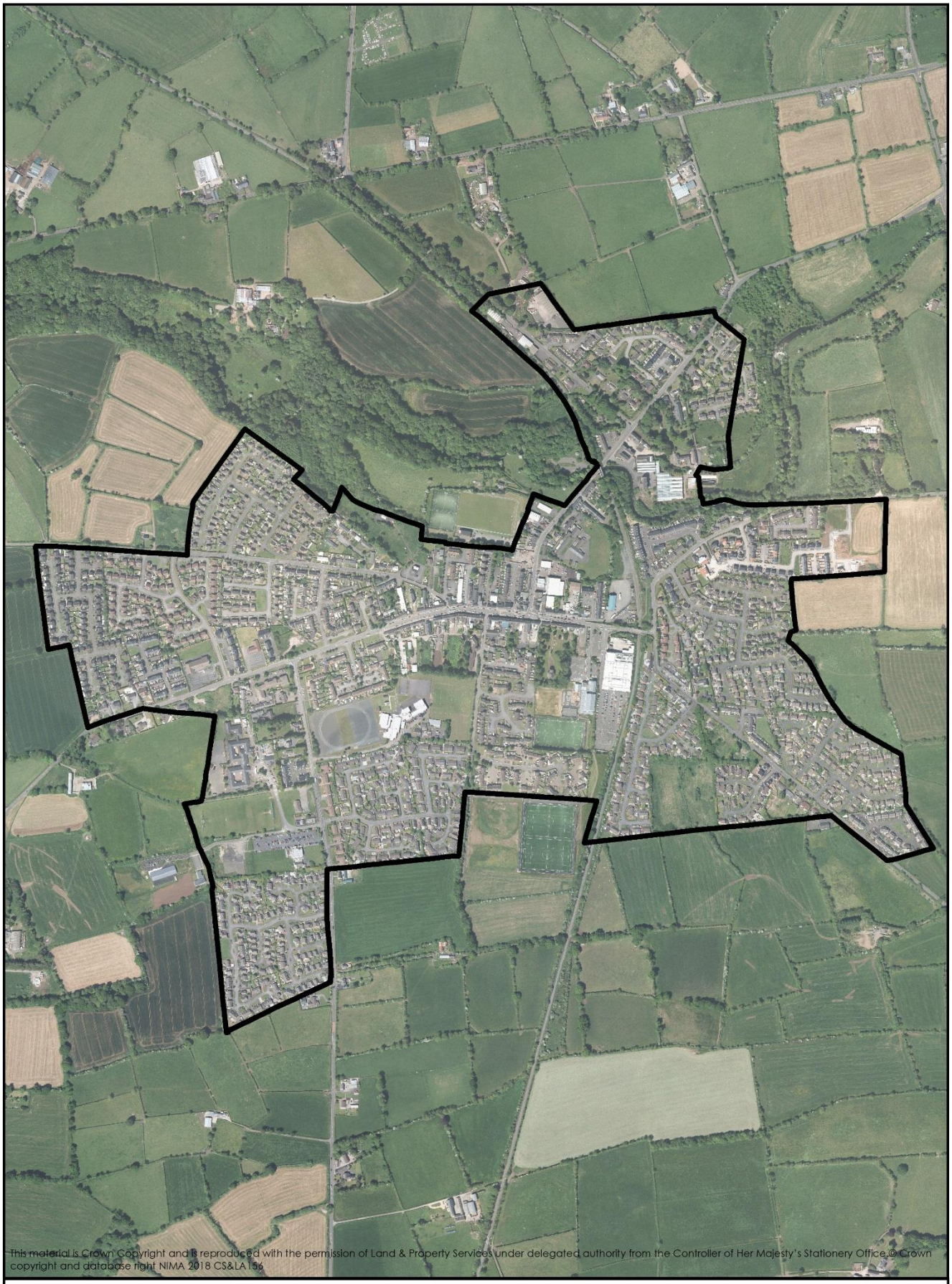
- Scheduled
- Scheduled Zone
- Unscheduled

- Public Right of Way
- Non Operational train line
- Surface Flooding(I200cc)
- Strategic Fluvial Flooding (Q100cc)

- No Obvious Development Constraint
- Potential Development Constraint

0 200 400 Metres

N



Crumlin

Settlement Development Limit as per Legacy Plan

0 200 400 Metres

N

Randalstown				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Dunsilly	Town	5,099	189	1,991

Overview of Settlement

Randalstown was designated as a local town in the Antrim Area Plan. It is located north of the A6/M22 motorway, part of the North West Key Transport Corridor, which links Belfast and Londonderry. The town also focuses around 3 B-Class roads (B52, B53 & B93) and other minor roads. Access to the M22 is via the Castle Road junction to the east and Moneynick Road to the west. Randalstown lies 15km from Belfast International Airport, 38.5km from Belfast City Airport, 37.5km from the Port of Belfast and 42km from the Port of Larne. The town has an existing town centre as designated in the Antrim Area Plan and provides a wide range of retail and service facilities serving the settlement and rural hinterland. Due to the compact nature of Randalstown, the town centre is highly accessible by foot. Randalstown boasts a beautiful Tudor style gateway, the entrance to Shane's Castle Estate and a magnificent viaduct spanning the River Maine. The village is well remembered for its historic links with both the linen and iron industries. As a result, numerous tourists visit this area to admire the settlements historic character and buildings.

RDS Evaluation Framework

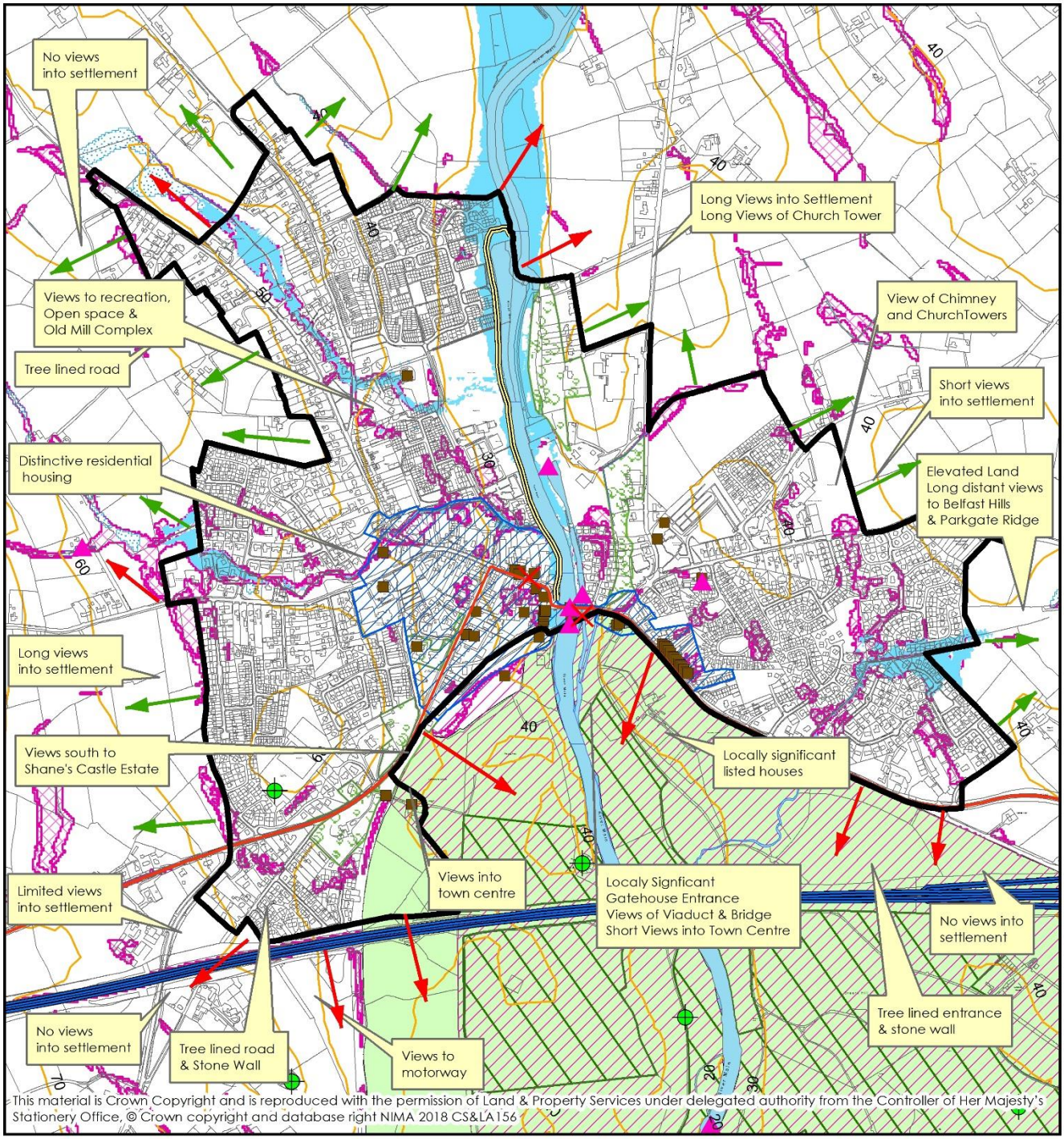
Resource Test	Households have access to a clean water supply as well as having mains waste/sewage disposal, which flows to Antrim WWTW. Superfast Broadband is available across the majority of Randalstown with download speeds of up to 80 Mbps and 4G mobile data coverage is available on most networks. Natural gas connection is not available in the town. There are no wind or solar farm developments within the realms of the settlement development limit. Randalstown has an existing town centre providing a range of retail and service facilities serving the settlement and rural hinterland. These include pharmacy, library, various fast food outlets, small convenience stores, public houses, petrol filling station and shop, estates agent, insurance brokers, hardware shops, and optometrist. Randalstown also has several churches and halls, together with 2 nursing homes, 2 housing folds, 3 primary schools and 1 secondary school. There is also a health centre, which provides for a range of clinics and services for the settlements inhabitants and surrounding small settlements. Open space and leisure facilities are abundant to the north of the town located beside Neilsbrook Community Centre where there is a bowling green, play pitches, gravel pitches and a play park. In relation to the RDS Settlement Hierarchy and Related Infrastructure Wheel, Randalstown possesses a lot of the resources and facilities, belonging to Level 2, thus explaining its classification as a 'Town'.
Environmental Capacity Test	The river Maine dissects Randalstown, flowing in a southern direction towards Lough Neagh. The lands adjoining the river are at risk of fluvial flooding with pockets of lands subsequent to surface water flooding located within the town centre, to the north and west of Randalstown. Randalstown occupies 3 Landscape Character Areas (River Main Valley, North Lough Neagh Shores and Long Mountain Ridge) and is mainly characterised by the River Main Valley. The town evolved as a linear settlement extending along Main Street and Shanes Street, which is a designated Conservation Area. To the south of Randalstown outside of the settlement development limit lies Shane's Castle Estate, designated as a historic Demesne, RAMSAR site and as an Area of Special Scientific Interest (ASSI). To the east of the River Maine lies the former industrial area of Randalstown and 4 sites of industrial heritage. These once comprised

	corn mills and cotton manufacturing premises, however, the buildings have since been demolished. The chimney tower, mill lade and partially cleared brick walls remain. There are two defence heritage sites within the settlement and 5 located sites and monuments relating specifically to standing stones, enclosures and earth mounds. There are 24 listed buildings predominately clustered within the town centre on Main Street, New Street and Castle Road. These buildings consist of residential houses, churches and public houses. Other non-listed buildings include many of the churches and halls that provide significant relevance to the town. These locally significant buildings include the Manse, derelict buildings of the Old Mill Complex and large estate houses that add to the setting of Randalstown.
Transport Test	Randalstown is located north of the A6/M22 motorway (part of the North West KTC) which links Belfast and Londonderry. Access to the M22 is via the Castle Road Junction to the east and Moneynick Road to the west. The main public transport service is buses, which connect the settlement to the primary designations of Cookstown, Antrim, Ballymena and Belfast. There is no train provision serving the settlement, with Antrim Train Station being the closest service. Randalstown lies 15km from Belfast International Airport, 38.5km from George Best City Airport, 37.5km from the Port of Belfast and 42km from the Port of Larne. Due to the compact nature of Randalstown, the town centre is highly accessible by foot. Randalstown forest is a mixed conifer forest that contains an owl conservation centre, deer park and several walking routes, with two small adjacent Nature Reserves at the forest edge on the shores of Lough Neagh. The Viaduct and formal access to the River Maine provide opportunities for walking and cycling and there is potential for the development of additional routes throughout the settlement. There are also walking opportunities associated with the Highway to Health initiatives. This walk is 2.8km in length and can be accessed from the Viaduct and follows the scenic River Maine pathway, through the playing fields onto the Ahoghill Road which connects with the Portglenone Road finally crossing the Main Street and finishing again at the Viaduct entrance on New Street. The National Cycle network Route 94: Loughshore Trail also travels through Randalstown. Randalstown town centre demonstrates a range of traffic issues particularly congestion during peak times. All parking in the town is free and there are two car parks, John Street and Portglenone Road. Beyond the town centre there is a park and share facility for commuters at the Castle Road roundabout, which is operating close to capacity. Users would appear to use the hard shoulder on Castle Road if this facility is at full capacity.
Economic Development Test	Randalstown appears to have a viable convenience retail centre with most of the units open and operational. Existing industrial areas are located to the north of Randalstown on the Magheralane Road measuring 0.8 hectares. Whilst not formally zoned, to the south east of the settlement lands on Castle Road junction with Castle Lodge represent a small industrial unit compromising of a car sales, catering equipment and kitchen suppliers. Given the settlements close location to the motorways it is expected that the majority of the economically active travel further afield for employment opportunities.
Urban and Rural Character Test	Historically, Randalstown was known as the Mullynierin or 'The Iron Mill', which gives an indication of its origin. The Viaduct was built in 1856 to extend the railway to Cookstown however; this has now been

	transformed into a walkway as part of the 'Highway to Health' initiatives. Randalstown is split east and west by the River Maine with the town core located on the west bank of the river. To the east of the river lies the former industrial areas of the town, which once compromised of corn mills and cotton manufacturing premises that drew their power requirement from the River Maine. Despite being a very attractive asset, it does not perform for the town in that it has no uses associated to it to attract people to the area. Randalstown boasts a beautiful Tudor style gateway, the entrance to Shane's Castle Estate and a magnificent viaduct spanning the River Maine. The village is well remembered for its historic links with both the linen and iron industries. As a result, numerous tourists visit this area to admire the settlements historic character and buildings. Upon approaching the settlement from the Motorway along Castle road, the route is characterised by estate landscape, historic terraced houses and dramatic landmark structures including the Gatehouse into Shane's Castle Estate and the stone Viaduct Bridge over the River Maine. Other approaches into the settlement consist of rural scenery with fields lined with mature hedgerows and woodland. In terms of character, the enclosed historic heart of the Randalstown town centre makes a strong contrast with the more open character of the eastern area and thus has been designated as a Conservation Area. The New Street area is different from Main Street in that it has a grander and more open character than the Main Street and accommodates a number of landmark buildings including the Market Yard and library. To the north of the town centre in the Neilsbrook Road area, the tight urban fabric of the historic core gives way to a late 20th Century character, with an open space area along the riverside and large individual buildings such as the community centre, the bowling clubhouse and the health centre.
Community Services Test	Randalstown is well supplied with resources to serve its residents and those living in the surrounding rural hinterland. The town offers a wide range of services including commercial and retail uses. Services include hardware/electrical stores, pubs, restaurants, hot food takeaways, petrol stations, pharmacy, dentist, doctors, health centre and car sales/repair garage amongst many others. Randalstown also benefits from a well-established and very active community group called Randalstown ARCHES Association, an active voice for the town's economic development, property and environmental projects. To the north of the settlement lies Neilsbrook Community Centre that provides abundance of open space, play pitches, play park and a bowling green for recreational activities.
Qualitative Analysis	
Strengths	• There is an existing designated town centre, with a traditional main street with a network of lanes, passageways and back land courtyards areas. • The town centre and immediate surrounding areas offer a wide range of services including commercial and retail uses. • Randalstown consists of a variety of natural and built heritage features which contribute to the overall setting townscape and character of the town. • Much of the town centre includes the Conservation Area.
Weaknesses	• Randalstown town centre is subject to traffic congestion, particularly at peak times. • Land for employment uses is limited. The need for any development land will be decided through the LPD process.

Opportunities	• The quality of environment within Randalstown affords opportunities to designate a number of Local Landscape Policy Areas. This will be reviewed at the Local Policies Plan stage. • There are a number of development opportunities within the existing settlement development limit. The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Urban expansion is constrained by rising land to the west and by the M22 Motorway and setting of Shane's Castle Estate to the south (historic demesne). • Expansion in the northeast should be constrained as this is rising open land.

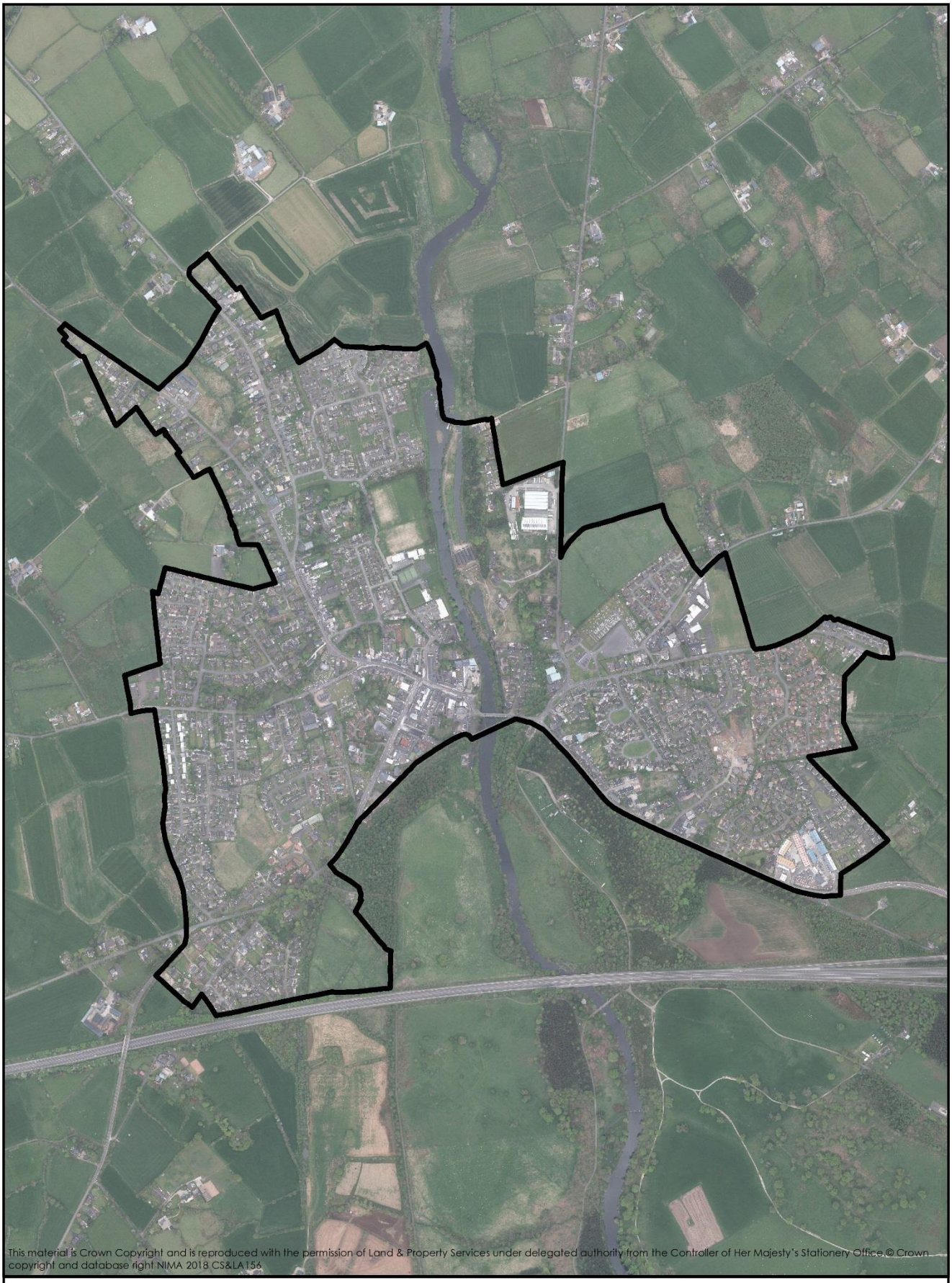
Conclusion: Randalstown plays a role and function and possesses a level of infrastructure that places it within Level 2 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a town.



Strategic Settlement Analysis - Randalstown

- Settlement Development Limit as per Legacy Plan
- Unscheduled Archaeological Sites and Monuments
- Historic Parks, Gardens and Demesne
- Area of Special Scientifc Interest
- Conservation Area
- Tree Preservation Order
- RAMSAR
- Defence Heritage
- Listed Buildings
- Industrial Heritage
- Public Right of Way
- M22
- A6
- Surface Flooding(I200cc)
- Fluvial Flooding Extent(Q100cc)
- Strategic Fluvial Flooding(Q100cc)
- No Obvious Development Constraint
- Potential Development Constraint

0 250 500 Metres N



Randalstown

Settlement Development Limit as per Legacy Plan

0 250 500 Metres

N

Villages

Ballynure				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Ballyclare	Village	977	29.03	380

Overview of Settlement

Ballynure was designated as a village in BMAP (both 2004 and 2014 versions). It is situated 4.9km northeast of Ballyclare and is split in two by the former line of the A8 which runs from Belfast to Larne. The village has developed into a commuter settlement based on its strategic location along the Eastern Seaboard Key Transport Corridor to the northwest. The nearest town centre and employment centre is Ballyclare approximately 5km away. Ballynure has a rich legacy of industrial heritage including early 19th Century corn mills, cotton mills and associated housing and was once an important stopping point straddling the main Carrickfergus Road. The present settlement owes much to the past industrial activity in this area. The village contains a busy centre located along the Main Street, which includes a beautician, a Co-Operative convenience store with integrated Post Office, Jackson's butchers and bakery, hairdressers/barbers, and a green grocers. Other facilities within the village include Ballynure Memorial Park and play area, Ballynure Primary school, various churches and halls, Mace convenience store with integrated petrol filling station and a hot food restaurant. The landscaped roundabout at the southern approach, stone signage features and views of the Ballynure Water create attractive first impressions of Ballynure. Ballynure has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

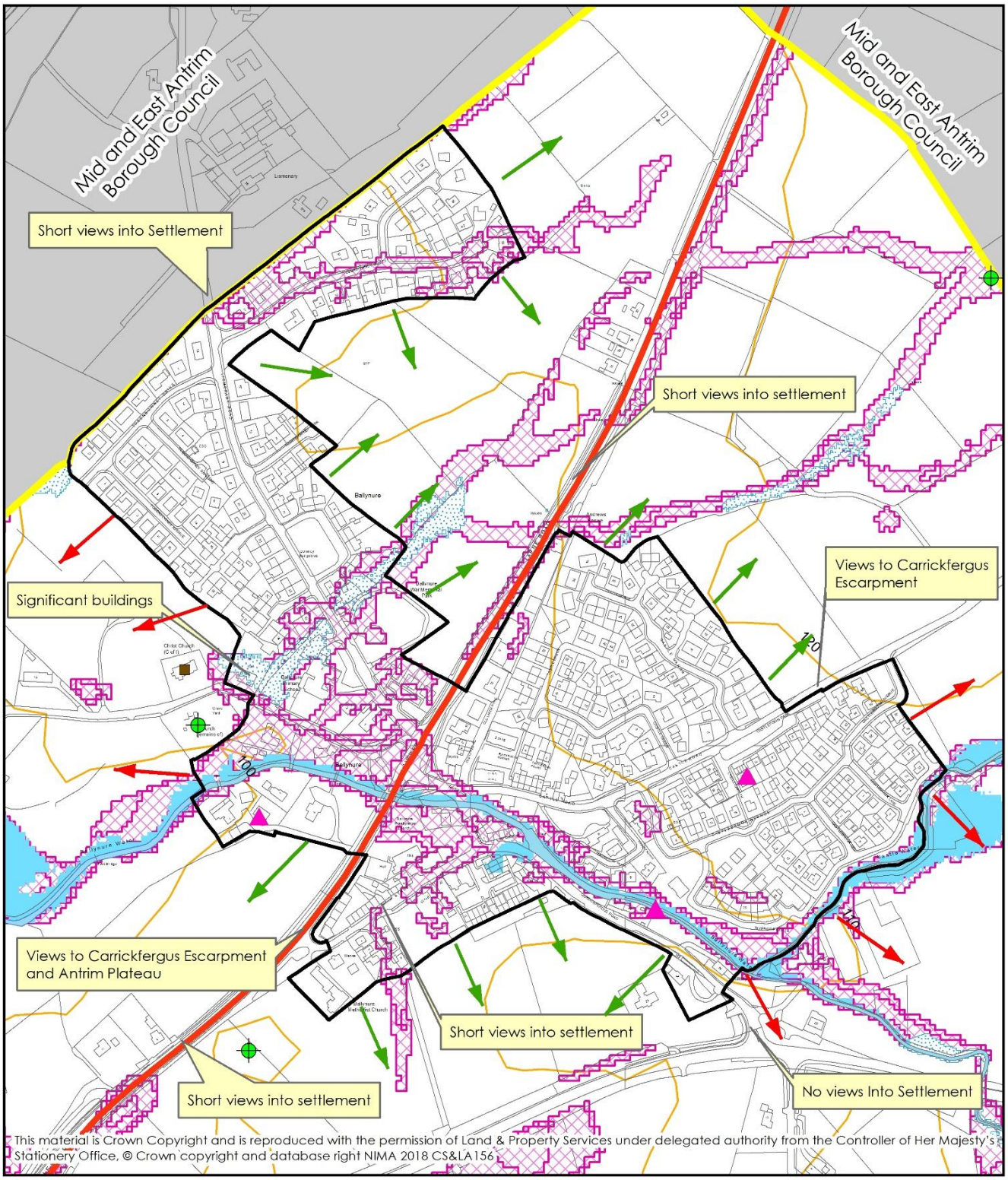
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare Waste Water Treatment Works (WWTWs), which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	There is no natural gas provision in the village
Education		
Primary	Y	Ballynure Primary School
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 1km from the A8/Eastern Seaboard Key Transport Corridor and 9.6km from the M2/North western Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 21.5km away and George Best City Airport approximately 25.7km away.
Proximity to Sea Ports	Y/N	Port of Larne is approximately 12.8km away with the Port of Belfast approximately 20.9km away.
Public Transport	Y	There are several bus stops located on the main Belfast Road that are served by the 153 Larne – Ballyclare – Belfast service, the 154 from Larne to Antrim Area Hospital and the 156, 256/256a and 253b linking Larne – Ballyclare – Belfast, operating Monday to Sunday.
Walking/Cycling	Y	Footpaths and cycle paths within the village allow opportunities for walking and cycling, however outside of the village opportunities are limited. A subway facilitates pedestrian movements across the Belfast Road and Ballynure forms part of the Ulster Way walking route from Glenarm to Belfast.
Car Reliant	Y	High car dependency with 94% of households having access to 1 or more car/van (NINIS, 2010).

Car Parking	Y	There is an extensive car parking area adjacent to Jackson's Butchers and to the rear of the Presbyterian Church, with limited on-street parking available on Main Street due to parking restrictions.
Retail		
Post Office/Post Box	Y	Post Office is integrated within the Co-Operative convenience store with a post box located directly outside.
Convenience Retail	Y	Co-Operative, Mace, Jackson's butchers and bakery, Hairdresser/Barbers, Green Grocers.
ATM / Bank	Y	ATM located within the Mace petrol filling station and Co-Operative convenience store.
Commercial Leisure	Y	Catch fish and chips restaurant.
Petrol Station	Y	Integrated with the Mace convenience store.
Community		
Place of Worship	Y	Ballynure Methodist Church, Christ Church-Church of Ireland and Ballynure Presbyterian Church
Cemetery	Y	Ballynure Cemetery
Community Hall/Halls	Y	Church/community halls associated with the churches
Recreation Amenities	Y	Ballynure War Memorial park and play area
Community Group	Y	Ballynure and District Community Association
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Village is within the LCA 114 - Three and Six Mile Water Valley
Local Landscape Policy Area (LLPA)	Y	BMAP (2014 version) designation BNE 04 Main Street – incorporates the village's locally significant Ballynure Methodist Church, manse and their surroundings. BMAP (2014 version) designation BNE 05 Ballynure Water – incorporates the Ballynure water corridor which is an important local nature area and features such as the Christ Church, the rectory, the old mill and school buildings and associated vegetation
Built Heritage		
Listed Buildings	Y	Grade B Listing - Christ Church
Archaeological Sites and monuments	Y	Two scheduled Sites and Monuments of archaeological importance. These include the post medieval church & graveyard with reported enclosure well and souterrain located within the grounds of Ballynure Cemetery and the Mound located south west of Ballynure Methodist Church
Industrial Heritage	Y	Three industrial heritage sites relating to a previous beetling mill, logwood mill and corn mill sites
Townscape / Landscape		
Features	Y	Landscaped roundabout at the southern approach, stone signage features and views of the Ballynure Water create attractive first impressions of Ballynure. Castle Water, which flows through the village centre and the local church provide a central focus.
Open Space	Y	Several areas of open space, primarily Ballynure War Memorial Park and play area, and residential open space amenity areas located on Lismenary Road and Castletown Park
Tourism		
Assets	Y	Ballynure Memorial Park and play area, South Antrim Heritage trail includes Ballynure incorporating the Methodist Church, Christ Church, the Presbyterian Church and Ballynure Beetling Mill. Ulster Way walking route, incorporating Ballynure.
Accommodation	N	No tourist accommodation available within the village, however, 2km south of the village is Beechcroft Bed and Breakfast located on the new A8 road

Flood Risk		
Fluvial Flooding	Y	Potential for limited fluvial flooding in the settlement particularly along the Ballynure water corridor
Surface Flooding	Y	Potential for surface flooding throughout the settlement particularly around the Larne Road junction

Qualitative Analysis	
Strengths	• Ballynure is in close proximity to the Eastern Seaboard Key Transport Corridor providing good linkages to Larne and Belfast. • Ballynure performs a community service role for the immediate surrounding area and benefits from a number of community facilities. • There is a focused 'centre' to the village along the Main Street that fulfils a convenience retail role. • Ballynure Main Street and water corridor are designated as a Local Landscape Policy Area.
Weaknesses	• There are limited small-scale employment opportunities in the village related to convenience retail. • The village over time has developed into a commuter town with increased car dependency. • The line of the former A8 splits the village.
Opportunities	• There are extremely limited development opportunities within the existing settlement development limit. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of Ballynure is constrained by the new A8 road and the former line of the A8, which bisects the village. • The Mid and East Antrim Council boundary also acts as a constraint to the north west of the village.

Conclusion: Ballynure plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Ballynure

- Mid and East Antrim Council Boundary
- Settlement Development Limit as per Legacy Plan
- Unscheduled Archaeological Site and Monument
- Listed Buildings
- Industrial Heritage
- Protected Route (A8)
- Surface Flooding(I200cc)
- Fluvial Flooding Extent(Q100cc)
- Strategic Fluvial Flooding(Q100cc)
- No Obvious Development Constraint
- Potential Development Constraint

0 100 200 Metres N

Ballynure

Settlement Development Limit as per Legacy Plan

0 100 200 Metres

N

Ballyrobert				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No .of dwellings (2011 Census)**
Ballyclare	Village	659	24.27	242

Overview of Settlement

Ballyrobert was designated in BMAP (both 2004 and 2014 versions) as a village. It is located in the SixMile Water river Valley, between the main settlements of Metropolitan Newtownabbey and Ballyclare. The village is rural in character with attractive views across the countryside and is predominantly residential with a mix of house types and styles. In recent years detached dwellings and gardens along the Ballyrobert Road have been redeveloped and transformed into housing developments such as, 'The Old Stables' and 'Jubilee Drive'. The nearest town centre and employment centre is Ballyclare approximately 5km away with the nearest district centre being Glengormley some 6.2km away. The village contains a small core, which has developed at the staggered crossroad junction of Mossley Road, The Longshot and Ballyrobert Road. The village contains The Thompson Primary School, a Vivo convenience shop with integrated Post Office and petrol pumps, Jigsaw Day Nursery, a Mission Hall and an Orange Hall. The Ballyrobert Village Committee is an active community organisation in the area, distributing regular newsletters and providing an annual programme of activities and events for local residents. Despite having a small core there are a number of businesses on the outskirts of the Village including Ollar Beauty/Hair Clinic, Mc Gregor Removals and Storage, Kelly Landscape store, Mc Leod Scrap and Haulage, Ballyrobert Cottage Garden and Nursery, Greenacres Golf Centre and Barnaby's Restaurant. A small area of public passive open space is located at the staggered crossroad junction. This acts as a central focal point within the village. Within this space is a racing car sculpture commemorating the winner of the1946 International Ulster Trophy, which took place through the village. Ballyrobert has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

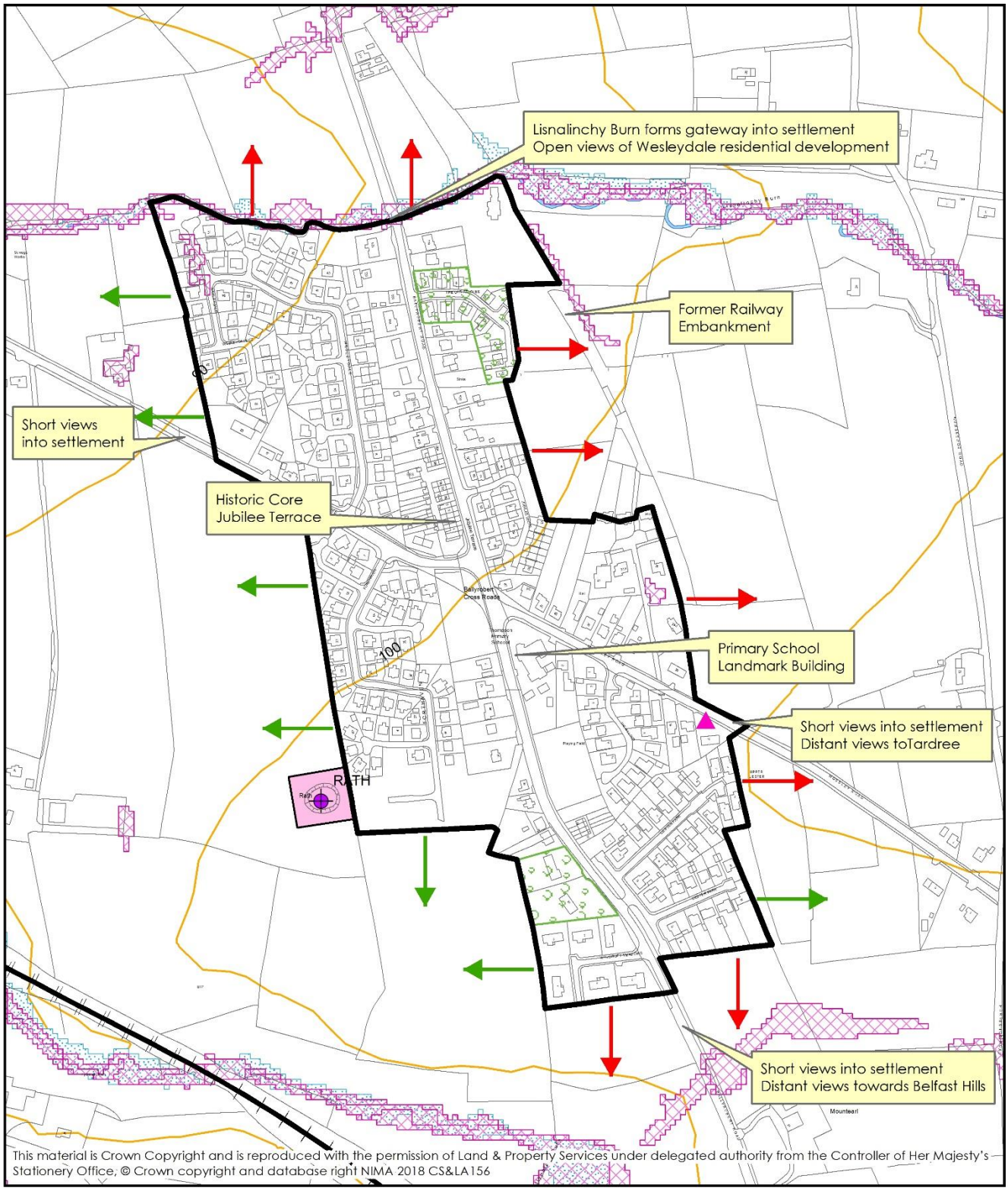
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare WWTW, which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	There is no natural gas provision in the village
Education		
Nursery/Childcare	Y	Jigsaw Day Nursery
Primary	Y	The Thompson Primary School
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 5km from the M2/North Western Key Transport Corridor, Ballymartin Park and Ride and 2.5km from the A8/Eastern Seaboard Key Transport Corridor. Consequently, a significant volume of through traffic, including large goods vehicles, passes through the village.
Proximity to Airport	Y	Belfast International Airport is approximately 16.7km away and George Best City Airport approximately 19.5km away.
Proximity to Sea Ports	N	Port of Larne is approximately 25.1km away with the Port of Belfast approximately 16.7km away.
Public Transport	Y	There are several bus stops within the village that are served by the 153/153a, 156, 253a/b, 256/256a bus service linking Larne – Ballyclare – Belfast Monday to Sunday. The Derry-Londonderry rail line lies south of the village, however, there are no halts serving the village.

Walking/Cycling	Y	The village benefits from foot pavements throughout aiding walking and cycling connections to Ballyclare, Corrs Corner, Glengormley and Kingsmoss.
Car Reliant	Y	High car dependency with 96.5% of households having access to 1 or more car/van (NINIS, 2011).
Retail		
Post Office/Post Box	Y	Post Office located within the Vivo convenience store
Convenience Retail	Y	Vivo convenience store
ATM / Bank	Y	ATM located within the Vivo convenience store
Commercial Leisure	Y	Barnaby's Restaurant located north of the village outside of the settlement limit within Greenacres Golf Centre
Petrol Station	Y	Integrated with the Vivo convenience store
Community		
Community Hall/Halls	Y	Orange Hall and Mission Hall
Recreation Amenities	Y	Greenacres Golf Centre is located north of the village
Community Group	Y	Ballyrobert Village Committee
Conservation & Heritage		
Nature Conservation		
Site of Local Nature Conservation Importance (SLNCI)	Y	BMAP (2014 version) designation KS02 – Lies to the northern edge of the village and follows the line of the dismantled railway at Kingsbog crossing and forms an important wildlife corridor.
Landscape Character Area (LCA)	Y	Village is within the LCA 114 - Three and Six Mile Water Valley
Local Landscape Policy Area (LLPA)	Y	BMAP (2014 version) designation BT04 – Lisnalinchy Burn and associated vegetation. This forms a northern boundary to the village
Tree Preservation Orders	Y	There are 2 TPO sites located adjoining the settlement at lands 48-50 Ballyrobert Road and at the Old Stables housing development
Built Heritage		
Archaeological Sites and monuments	Y	A scheduled Rath and zone is located southwest of the village and an unscheduled designed landscape feature relating to a 'tree ring' lies 400m away on the Longshot Road.
Industrial Heritage	Y	Remains of the Belfast and Northern Counties Railway Branch Line are evident within Ballyrobert especially at 147 Ballyrobert Road, which was once the Lisnalinchy Station, and at 24 Mossley Road with the presence of the stone bridge.
Townscape / Landscape		
Features	Y	Ballyrobert has an identifiable historic core centred on Jubilee Terrace and The Thompson Primary School.
Open Space	Y	Public passive open space at the junction of The Longshot and Ballyrobert Road at the 'Racing Car'. An informal playing field and basic play park located within the school grounds but access is limited to school children during school hours.
Tourism		
Assets	Y	Ballyrobert Cottage Garden and Greenacres Golf Centre, located on the outskirts of the village.
Flood Risk		
Fluvial Flooding	Y	Limited area of Fluvial flooding associated with the Lisnalinchy Burn to the north and Ballypalady Burn to the south of the village.
Surface Flooding	Y	Limited area of surface flooding to the south of the village and along the Lisnalinchy Burn to the north.
Qualitative Analysis		
Strengths	• Ballyrobert is easily accessible and is within close proximity to the M2/North Western and A8/Eastern Seaboard Key Transport Corridor. • It is also readily located to Ballyclare and Mallusk to avail of wider employment opportunities.	

Weaknesses	• Due to the limited frequency of public transport serving the village, there is a high car dependency level, with 96.5% of residents having access to one or more car/van. • The limited community facilities and services within the village, has resulted in Ballyrobert performing a limited community service role for its inhabitants and those from the immediate surrounding areas. • There are limited employment opportunities within the village. The need for any development land will be decided through the LDP process.
Opportunities	• Initial survey has indicated limited sites for development within the existing settlement development limit. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Development of the village is constrained to the north by Lisnalinchy Burn and to the east by the former BNCR rail line. Both these elements provide good natural boundaries for expansion. Expansion to the south is constrained by potential coalescence with Kingsmoss hamlet. Expansion to the east would breach the high ground and introduce development beyond the ridgelines and into a new landscape.

Conclusion: Ballyrobert plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Ballyrobert

Settlement Development Limit as per Legacy Plan

No Obvious Development Constraint

Potential Development Constraint

Archaeological Site and Monuments

Scheduled

Scheduled Zone

Railline

Tree Preservation Order

Surface Flooding(I200cc)

Industrial Heritage

Strategic Fluvial Flooding(Q100cc)

0 100 200 Metres

N

Ballyrobert

Settlement Development Limit as per Legacy Plan

0 75 150 Metres

N

Burnside (Cogry/Kilbride)				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Ballyclare	Village	1259	33.74	483

Overview of Settlement

Burnside was designated as a village in BMAP (both 2004 and 2014 versions). It is located on the Burnside Road approximately 2.5km north of Doagh and 4km west of Ballyclare. The village is strategically located in relatively close proximity to key transport infrastructure namely the M2 motorway providing connections to Belfast, Antrim, Larne and Belfast International Airport. Burnside encompasses two previously separate settlements of Cogry and Kilbride, which over the years have amalgamated due to the expansion of residential development. Cogry was originally a mill village, which evolved as a settlement during the mid-nineteenth century but declined in the1950s with the closure of the mill. Kilbride developed in close proximity to Cogry with the development of Kellburn by the Northern Ireland Housing Executive (NIHE). In recent years, the village has been revitalised through increased residential development to the north and west. The mill and associated buildings remain as a distinctive feature to the south of the village. The Doagh River/Riverside Walk is an attractive feature within the village, which runs east of Kilbride, meanders west of Cogry, and provides a pedestrian link between Cogry and Kilbride. The Doagh River and associated vegetation affords the village a peaceful and secluded character, which is protected by a Local Landscape Policy area designation. The village lacks a defined centre and displays limited retail provision with the presence of one local Convenience shop (Day Today). Other facilities include Kilbride Primary School, Kilbride Orange Hall, Hairdressers, Play Park, Multi-Use Games Areas (MUGA) and several residential developments. Burnside has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

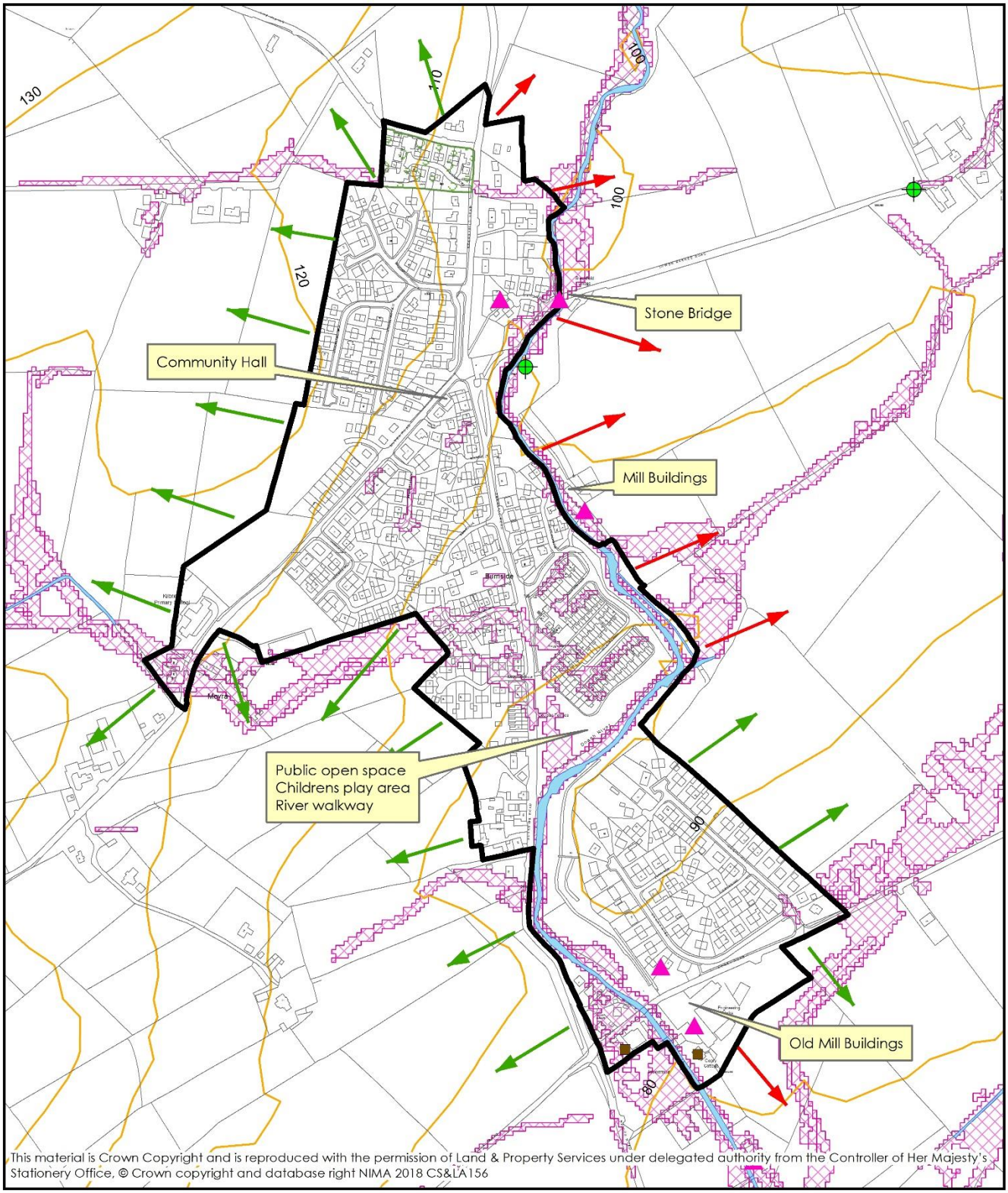
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare WWTW, which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	There is no natural gas provision in the village
Education		
Primary	Y	Kilbride Central Primary School
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 7.2km from the M2/North Western Key Transport Corridor, Ballymartin Park and Ride and 10km from the A8/Eastern Seaboard Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 18.2km away and George Best City Airport approximately 28km away.
Proximity to Sea Ports	N	Port of Larne is approximately 25.7km away with the Port of Belfast approximately 25.6km away.
Public Transport	Y	There are several bus stops within the village served by the 153b service to and from Ballyclare, running four times daily Monday to Friday.
Walking/Cycling	Y	Whilst the village benefits from footpaths, some of these are restricted to one side and are narrow posing a threat to health and safety for walking. The riverside walk along the Doagh River provides the only pedestrian link between Kilbride and Cogry. There are no dedicated cycle lanes.
Car Reliant	Y	High car dependency with 91% of households having access to 1 or more car/van (NINIS, 2011).

Car Parking	Y	Parking facilities to the front of Kelburn Park housing estate – associated with play park
Retail		
Post Office/Post Box	Y	Post box located at the entrance of Kelburn Park
Convenience Retail	Y	Day Today convenience store
Community		
Community Hall/Halls	Y	Kilbride Orange Hall
Recreation Amenities	Y	Burnside play park and Multi-Use Games Areas (MUGA). Burnside river walk offers a short walk along the Doagh River.
Community Group	Y	Burnside Village Steering Committee
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Village is within LCA 115 – Tardree and Six Mile Water Slopes
Local Landscape Policy Area (LLPA)	Y	BMAP (2014 version) designation DH07 – Doagh River Corridor. This designation includes features associated with the Doagh River Corridor, millraces and millpond; Invermuir listed house, Motte and souterrain, Cogry Mill, Brookfield Mill, former beetling mill and flax mill.
Tree Preservation Orders	Y	Despite the quality of mature vegetation only one TPO site is designated north of the village
Built Heritage		
Listed Buildings	Y	Grade B2 Invermuir house and Grade B1 Cogry Cottage including outbuilding and pedestrian bridge & railings.
Archaeological Sites and monuments	Y	An unscheduled archaeological site and monument is located to the north of the village along the Doagh River Corridor
Industrial Heritage	Y	Several sites within the village primarily relating to the milling industry including a bridge crossing over the Doagh River
Townscape / Landscape		
Open Space	Y	Two areas of existing open space located south of Kelburn Park incorporating green space and playground and west of Cogry Rise incorporating the riverside parkland walk along Doagh River.
Tourism		
Assets	Y	Burnside Riverside walk
Flood Risk		
Fluvial Flooding	Y	Limited to lands close to and following the Doagh River Corridor with more significant fluvial flooding to the south of the village.
Surface Flooding	Y	Extensive areas of flooding located on lands at Kilbride Primary School, lands located on the Burnside Road incorporating Burnside play park and lands east of Cogry Road.

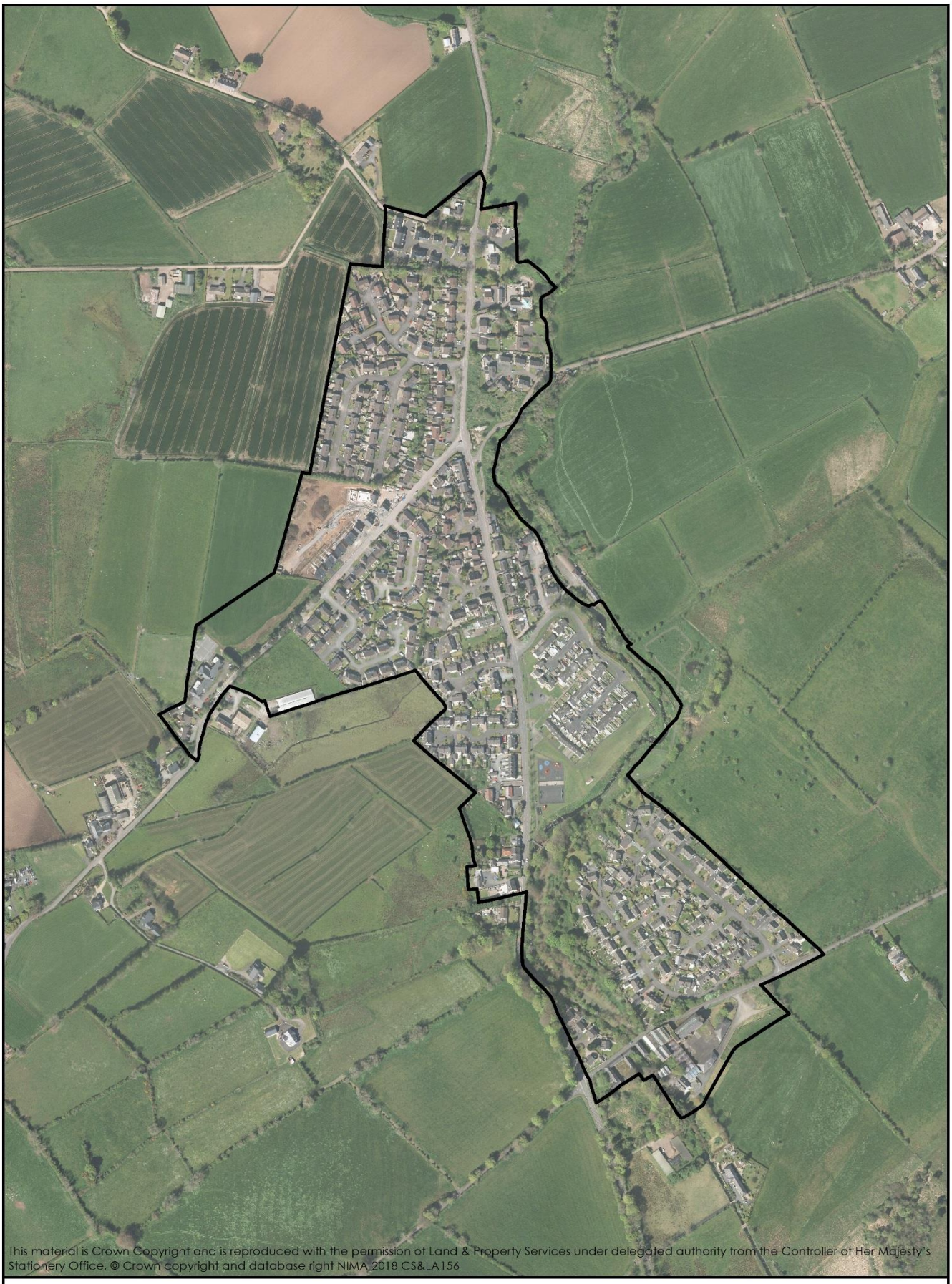
Qualitative Analysis	
Strengths	• Maintains a relatively rural character due to its proximity to the open countryside and its close proximity to Doagh River Corridor and associated vegetation.
Weaknesses	• Employment and retail opportunities within the village are limited, with further opportunities available in Ballyclare. • The village performs a limited community service role for its inhabitants and those from the surrounding area.
Opportunities	• Initial survey has indicated a number of possible sites for development within the existing settlement development limit. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the village is constrained by the Doagh River Corridor to the east and any expansion is likely to be in a western direction.

Conclusion: Burnside plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Burnside (Cogry/Kilbride)

Settlement Development Limit as per Legacy Plan
Unscheduled Archaeological Site and Monument
Tree Preservation Order
Industrial Heritage
Listed Buildings
Surface Flooding(I200cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N



Burnside (Cogry/Kilbride)

Settlement Development Limit as per Legacy Plan

0 100 200 Metres

N

Doagh				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Ballyclare	Village	1,390	59.25	592

Overview of Settlement

Doagh is designated as a village in BMAP (both 2004 and 2014 versions). It is situated approximately 4km west of Ballyclare town centre and is characterised by and set within part of the Six Mile Water Valley. The settlement originated in medieval times and contains the ruins of the medieval Parish Church and Graveyard together with a Normal Motte. Doagh further developed in the 1700's with the construction of Fisherwick Lodge, associated game park, stable block and hotel. Later industrial development to include mills and flax spinning influenced further expansion of the settlement together with construction of the Doagh railway station which is no longer in operation. The settlement historically developed along the river corridor and has seen greatest expansion to the north west in recent years seeing the construction of housing developments such as Mill Green. The Doagh River and its associated vegetation, the Mill and parkland give the village character. Despite recent expansion of housing beyond the traditional linear pattern of the village centre, the village remains rural in character. There are open views of the village from Station Road particularly to the Village Green housing development. There are generally short views into the settlement from other routes due to screening offered by vegetation and road layouts. A mix of several businesses are located within the settlement including Mace convenience store with integrated petrol station, Mc Connells of Doagh public house, cafes, hot food bars, hairdressers, car mechanics and sales, offices, clothing shops, animal feed store and off licences. These provide small-scale employment opportunities. There are no zonings relating to employment land use. The nearest employment centre is Ballyclare 4km away. Doagh has a level of facilities and resources consistent with a Level 1 Village settlement on the RDS Hierarchy of Settlements and related infrastructure wheel.

Utilities, Services & Facilities

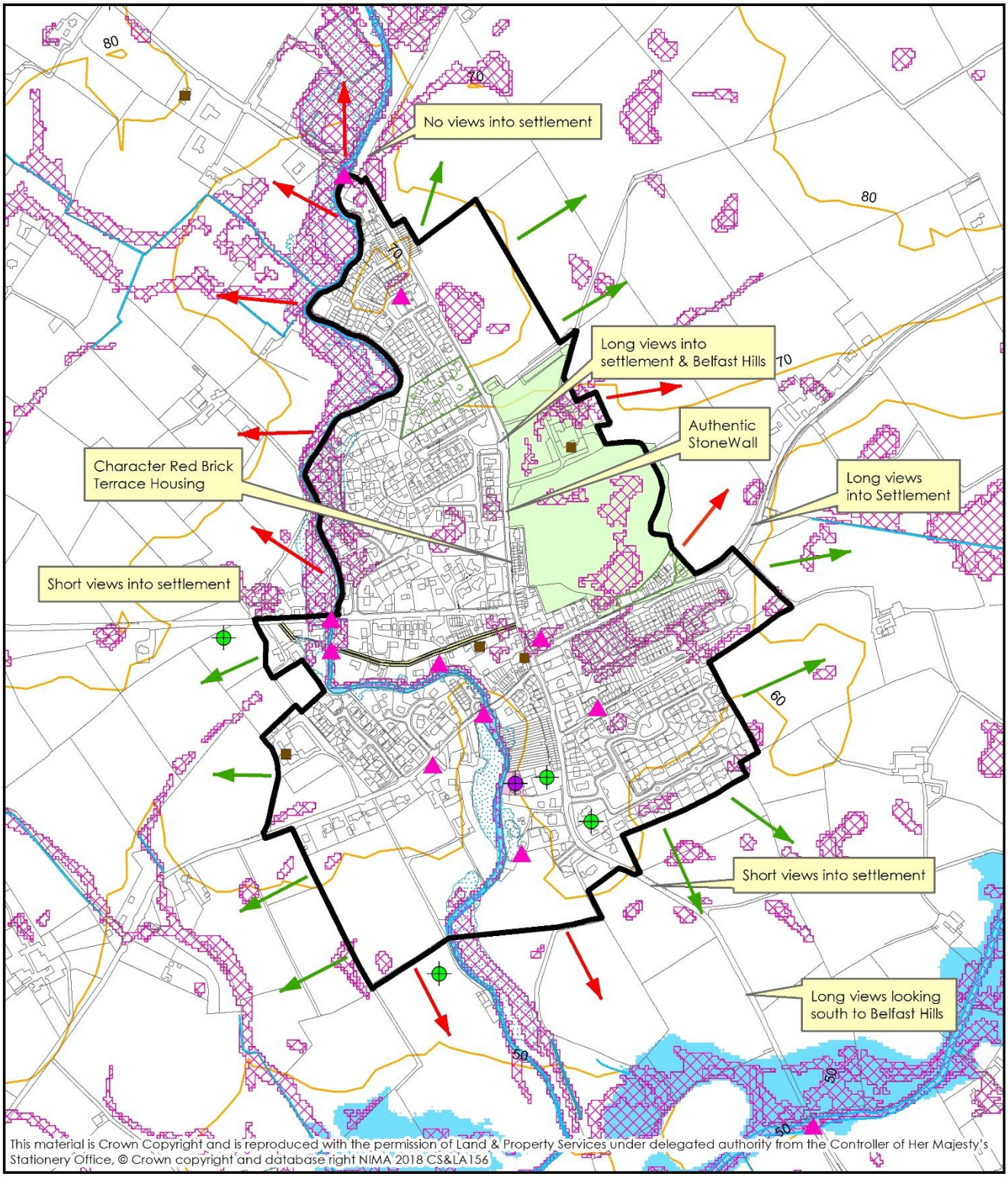
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	Y	Natural gas provision in available in the village
Education		
Nursery/Childcare	Y	Doagh Playgroup
Primary	Y	Doagh Primary School
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 4km from the M2/North Western Key Transport Corridor and 7km from the Eastern Seaboard Key Transport Corridor. Ballymartin Park and Ride is 4km away, which has bus services running daily between Belfast and Belfast International Airport.
Proximity to Airport	N	Belfast International Airport is approximately 19.5km away and George Best City Airport approximately 25.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 23.3km away with the Port of Belfast approximately 23km away.
Public Transport	Y	There are several bus stops located within the village that are served by frequent bus services to and from Antrim Area Hospital, Ballyclare, Ballymena, Larne and Belfast, running daily Monday to Saturday.
Walking/Cycling	Y	The village benefits from footpaths, however, some of these are restricted to one side and are narrow posing a safety issue for

		walking. A footpath connection is available from Doagh to Ballyclare and there are no dedicated cycle lanes. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	High car dependency with 84% of households having access to 1 or more car/van (NINIS, 2011).
Car Parking	Y	Car parking to the rear of Mc Connells of Doagh pub and on-street parking is available.
Retail		
Post Office/Post Box	Y	Post office integrated within the Mace convenience store/petrol station and a post box is located on Station Road in the centre of the village.
Convenience Retail	Y	Mace garage with integrated petrol station
Comparison Retail	Y	Cameo clothing, auto electrics, Oriel House Antiques
ATM / Bank	Y	ATM located within the Mace convenience store
Commercial Leisure	Y	Toals bookmakers, two cafes and three hot food bars
Petrol Station	Y	Integrated with the Mace convenience store
Community		
Place of Worship	Y	Doagh Methodist Church
Community Hall/Halls	Y	Doagh Orange Hall and Masonic Hall
Recreation Amenities	Y	Play park located in Anderson park including MUGA
Community Group	Y	Doagh Village Community Association
Conservation & Heritage		
Nature Conservation		
Site of Local Nature Conservation Importance (SLNCI)	Y	BMAP (2014 version) designation DH06 - Doagh River/Morley Bridge
Landscape Character Area (LCA)	Y	Village is within LCA 114 – Three and Six Mile Water Valley
Local Landscape Policy Area (LLPA)	Y	Four LLPAs within the village, BMAP (2014) designation DH 07 Doagh River Corridor, DH 08 Burn Road including Ballyhamage House and grounds, DH09 Fisherwick House and DH10 Station Road.
Tree Preservation Orders	Y	Two TPO sites located north of the village surrounding 10 Mill Road and along the Ballyclare Road at the southern boundary of Fisherwick House. Fisherwick Lodge incorporating Fisherwick House is one of the historic parks, gardens and demesnes identified by the Department for Communities.
Built Heritage		
Listed Buildings	Y	Four listed buildings are present in the village, two of which are located within the Area of Village Character, namely Fisherwick House and Ballyhamage House located towards the western boundary of the village.
Archaeological Sites and monuments	Y	There are a number of Archaeological Sites and Monuments within, and surrounding the settlement, including a graveyard, a scheduled Norman Motte on the east bank of the Doagh River beside the medieval church site. The remainder of sites are unscheduled and some un-located.
Industrial Heritage	Y	There are several industrial heritage sites within the village located along the Doagh River Corridor associated primarily with the milling industry.
Townscape / Landscape		
Features	Y	The narrow Doagh River, mill building and remnant parkland are focal points within the settlement. The village has a loose-knit, rather nondescript character and groups of buildings are not well integrated, although there are several striking landmark buildings e.g. The Church and mill building.

Area of Townscape Character(ATC)/Area of Village Character(AVC)	Y	BMAP (2014) designation DH05 Area of Village Character – this designation encompasses the main core of the village including Fisherwick House due to its unique identity, historic built form and layout.
Open Space	Y	Doagh contains a number of areas of existing open space comprising the playgrounds at Beech Green, Anderson Court and Doagh Primary School, grassed areas at Village Green and Mill Road and an amenity area at Oriel Court.
Tourism		
Assets	Y	Doagh Motte situated by the old graveyard and Fisherwick House to the north of Doagh form part of the South Antrim Heritage Trail.
Flood Risk		
Fluvial Flooding	Y	Limited to lands close to and following the Doagh River Corridor with more significant fluvial flooding to the north and south of the village.
Surface Flooding	Y	Evident throughout the village

Qualitative Analysis	
Strengths	• There is a focused centre to the village offering convenience retail and service sector opportunities focused along the main street. • The village is well located in proximity to the Key Transport Corridors and Belfast International Airport. • Doagh boasts a number of historical assets.
Weaknesses	• Doagh experiences issues associated with traffic and car parking, especially during peak times.
Opportunities	• Initial survey has indicated potential development sites within the existing settlement development limit. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the village is constrained to the west by the natural boundary of the Doagh River and to the east by Fisherwick House.

Conclusion: Doagh plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Doagh

Settlement Development Limit as per Legacy Plan
Historic Parks, Gardens & Demesnes
Tree Preservation Orders

Archaeological Sites and Monuments
Scheduled
Scheduled Zones
Unscheduled

Listed Buildings
Public Right of Way
Surface Flooding(I200cc)
Fluvial Flooding Extent(Q100cc)
Strategic Fluvial Flooding(Q100cc)

No Obvious Development Constraint
Potential Development Constraint

0 150 300 Metres
N

Doagh

Settlement Development Limit as per Legacy Plan

0 150 300 Metres

N

Dunadry				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Village	430	26.21	190

Overview of Settlement

Dunadry was designated as a hamlet in the Antrim Area Plan. It is a bi-nodal settlement dissected by the Belfast to Londonderry railway line and lies approximately 3.6km between Templepatrick and Antrim. The village is strategically located in relatively close proximity to Antrim town centre and also to key transport infrastructure, including the Northern and North Western Key Transport Corridors located approximately 4km away and the Eastern Seaboard Key Transport Corridor approximately 12.6km away. Dunadry is also in close proximity to the Belfast International Airport, which is located approximately 9.5km southwest of the settlement. Historically Dunadry developed as a consequence of the milling industry, which led to the construction of three mills in the area, drawing power from the Six Mile Water and Clady River. Consequently, Dunadry contains an abundance of built heritage assets. Within the settlement there is an 83-bedroom hotel named 'Dunadry Hotel' with associated restaurant and leisure facilities. Adjacent to the hotel is a public house/restaurant named Ellie Mays. The only other facility within the settlement is Muckamore Presbyterian Church and associated hall (old school building) located at the southern extremity of the settlement. Dunadry lacks a defined 'centre' and contains no retail provision; however, there is a focus of hospitality located on the Belfast Road situated at the Dunadry Hotel and Ellie Mays public house/restaurant. The Six Mile Water and Clady river and associated vegetation afford Dunadry with a peaceful and secluded rural character and are frequently utilised by anglers during fishing seasons. Dunadry has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

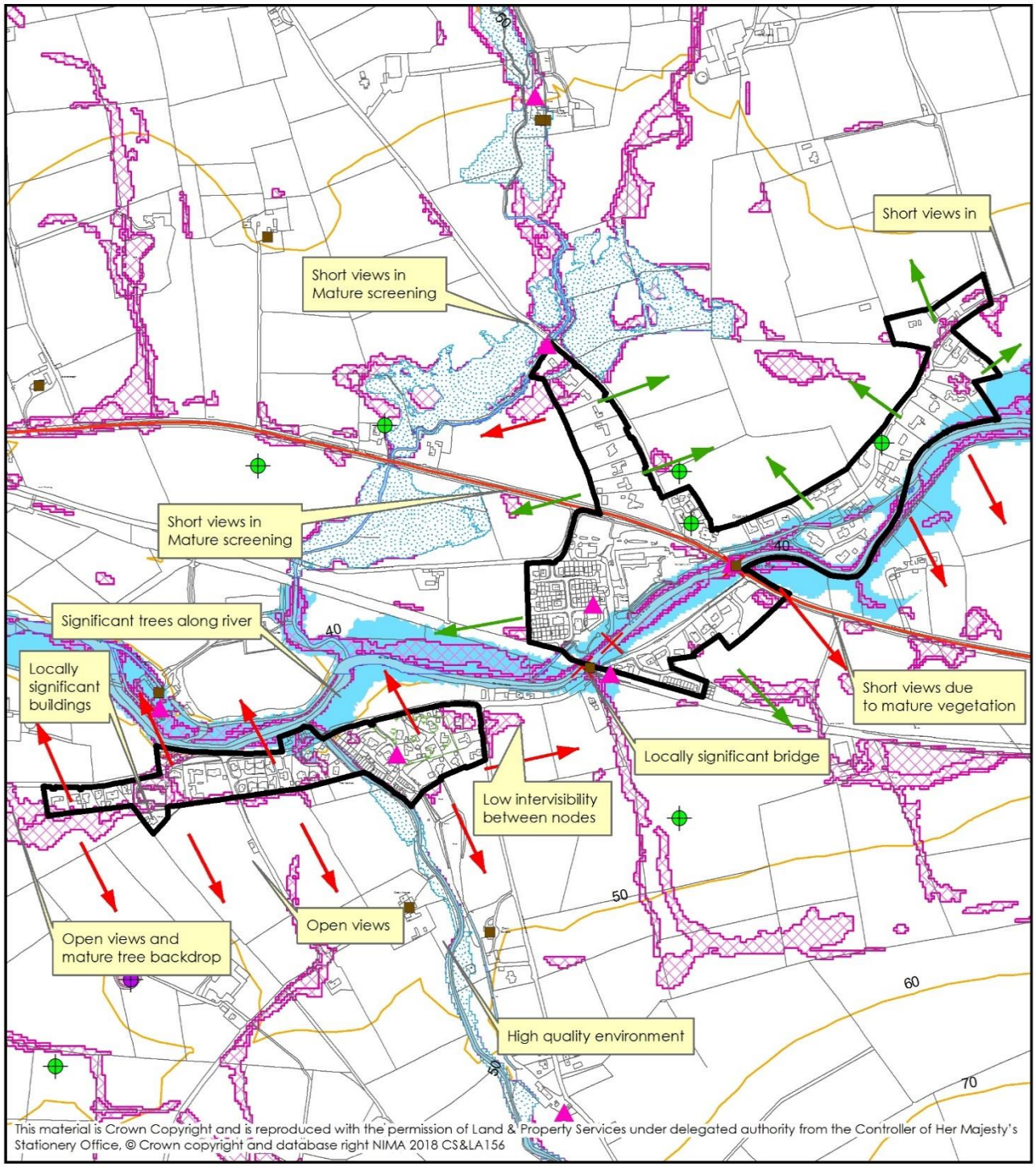
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	Y	Natural gas provision is available in the village
Education		
There are no education services or facilities		
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village is dissected by the A6 protected route and lies approximately 10.2kmfrom the Northern Key Transport Corridor, 4km from the M2/North Western Key Transport Corridor and 12.6km from the Eastern Seaboard Key Transport Corridor.
Proximity to Airport	Y / N	Belfast International Airport is approximately 8.4km away and George Best City Airport approximately 28.5km away.
Proximity to Sea Ports	N	Port of Larne is approximately 30.8km away with the Port of Belfast approximately 24.2km away.
Public Transport	Y	There are several bus stops located on the Belfast Road which are served by the 120/573/571/222 bus routes to Antrim- Belfast- Ballymena –Coleraine operating Monday to Saturday. The train station closed in 1954 and despite the Belfast to Londonderry rail line dissecting the village to the south there are no halts.
Walking/Cycling	Y	Footpaths are available throughout the village and a footpath remains along one side of the main A6/Belfast Road, providing a

		connection to Templepatrick and Antrim. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the level of public transport provisions, residents rely on their private vehicle to commute to and from Dunadry.
Car Parking	Y	Car parking facilities associated with Ellie Mays Public House/Restaurant and at the Dunadry Hotel. There is no on-street car parking available. Templepatrick Park and Ride is approximately 3.5km away with Ballymartin Park and Ride approximately 5.5km away. Both Park and Rides benefit from bus services running daily.
Retail		
Post Office/Post Box	Y	No Post Office, however, there is a post box located on the Dunadry Road
ATM / Bank	Y	ATM Located within Dunadry Hotel
Commercial Leisure	Y	Ellie Mays Public House/Restaurant and Dunadry Hotel with integrated restaurant, swimming pool, gym and sauna.
Community		
Place of Worship	Y	Muckamore Presbyterian Church
Community Hall/Halls	Y	Muckamore Presbyterian Church Hall (old school building)
Recreation Amenities	Y	Fishing and kayaking on the Six Mile Water and use of the Dunadry Hotel for its swimming pool, gym and sauna
Community Group	Y	Dunadry Community Association
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Village is within LCA 114 – Three and Six Mile Water Valley
Tree Preservation Orders	Y	One designation is present at the Old Mill housing development – given the quality of mature vegetation; potential exists to designate further TPO designations in the LDP process.
Built Heritage		
Listed Buildings	Y	There are 6 listed buildings/structures located in and around the settlement. These include the road bridge at Belfast Road; the railway bridge on Dunadry Road; Clady House on Shanouegestown Road; Clady Cottage on the Clady Road; the old mill adjacent to Islandreagh House and the bridge off Islandreagh Drive.
Archaeological Sites and monuments	Y	There are a significant number of archaeological sites and monuments positioned in and around the settlement. A number of these are located and include mounds, battle sites and ecclesiastical sites. There is one scheduled monument and associated zone in the form of a rath located outside the settlement to the south of Muckamore Presbyterian Church.
Industrial Heritage	Y	As a consequence of the settlements historical milling industry there are several industrial sites located in and around the settlement. These sites have associated dams and millraces utilising the nearby water power from the Six Mile Water.
Defence Heritage	Y	There are three defence heritage sites located along the Six Mile Water relating to prepared demolition schemes where bridges cross the Six Mile Water.
Townscape / Landscape		
Features	Y	The Six Mile Water and Clady River and their associated vegetation afford the settlement with a peaceful and secluded character and one, which is very much rural in character.
Tourism		
Assets	Y	Six Mile Water and Clady River. Associated built assets relating to the milling industry i.e. Clady House and Cottage.
Accommodation	Y	Dunadry Hotel a former Mill house with 83 rooms with associated health and leisure facilities. There is also two bed and breakfasts within

		the vicinity of the settlement - Ardbrin Lodge Bed & Breakfast located approximately 1.4km on the Clady Road and Wentworth Country House, which is approximately 1.3km away located on the Rathmore Road.
Flood Risk		
Fluvial Flooding	Y	Significant potential for fluvial flooding along the Six Mile Water corridor, and to the lands, which dissects the two nodes of the settlement to the north.
Surface Flooding	Y	Potential for surface water flooding originating from the high ground to the south of the settlement and pooling against the railway embankment.

Qualitative Analysis	
Strengths	• Dunadry has a peaceful and secluded character. The settlement has a high environmental quality afforded to it associated primarily with mature vegetation, which distinctively dissects the village. • Dunadry is strategically located in close proximity to the transport network, including Key Transport Corridors, Park and Rides and is within close proximity to Belfast International Airport and Antrim town centre. • Dunadry benefits from a hotel, a public house/restaurant and Presbyterian Church with associated Hall.
Weaknesses	• There are no convenience stores in Dunadry, with the nearest facilities being located in Templepatrick and/or Antrim. • The Londonderry-Belfast train line dissects the village; however, there are no train halts serving the settlement. Public bus transport is also limited within the Village and consequently residents rely on private vehicle for travel. • Employment opportunities within Dunadry are limited to the hospitality sector, with more extensive employment opportunities located in Antrim and at Belfast International Airport.
Opportunities	• Initial survey has indicated limited possible development sites within the existing settlement development limit. • Dunadry has considerable potential to designate Local landscape Policy Areas based on its high environmental quality and features within it, including locally significant buildings and their settings. This will be considered at Local Policy Plan stage. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Development of the southern node is constrained in all directions due to fluvial flooding, the high environmental quality relating to the Six Mile Water, the potential for coalescence with the northern node and the setting and views of the high quality landscape towards the listed Clady House and Clady Cottage. The Northern Node is constrained due to potential coalescence with the southern node and by flood potential along the SixMile Water River.

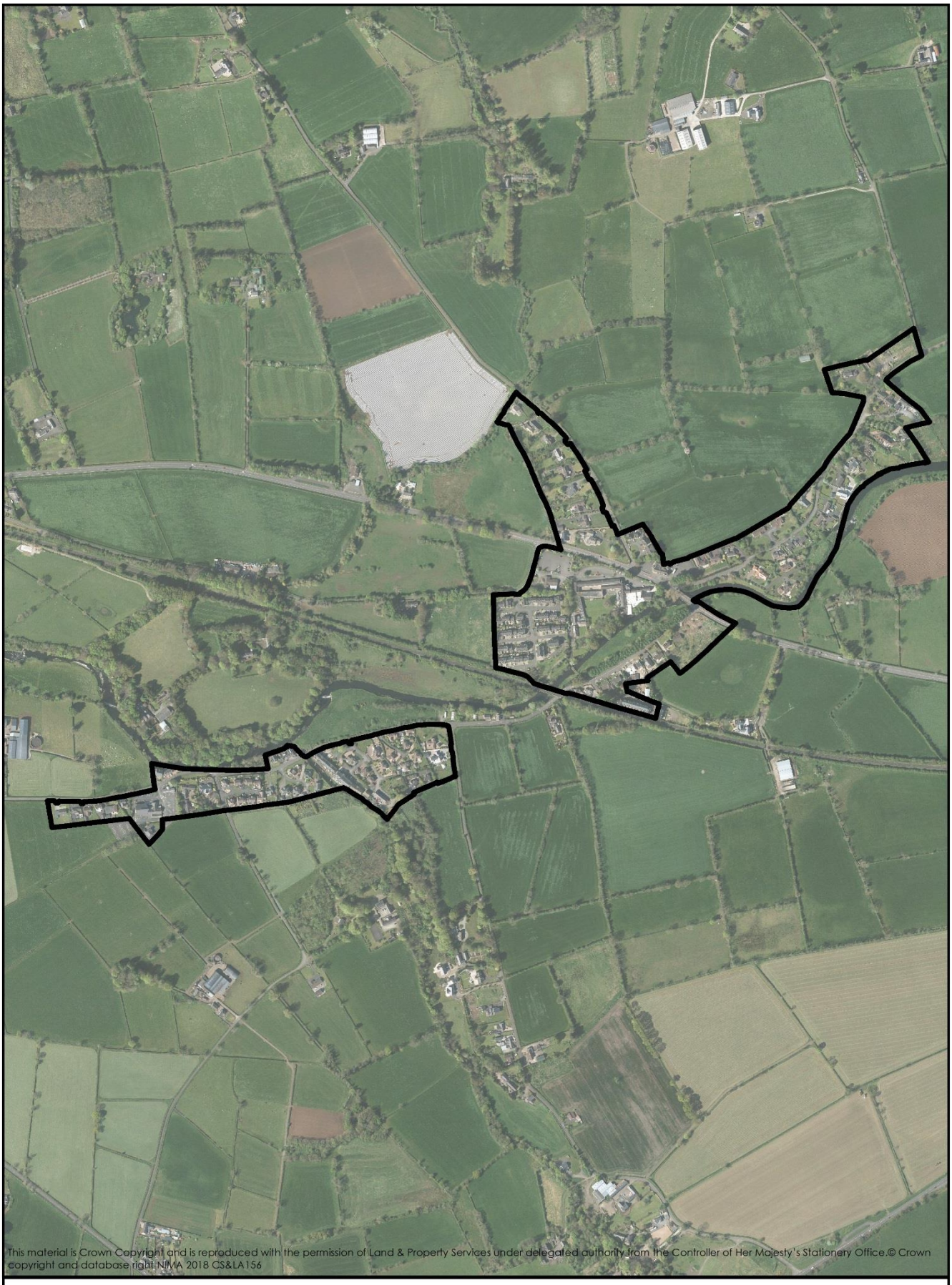
Conclusion: Dunadry plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Dunadry

Settlement Development Limit as per Legacy Plan
Tree Preservation Order
No Obvious Development Constraint
Potential Development Constraint

Archaeological Sites and Monuments
Scheduled
Scheduled Zone
Unscheduled
Listed Buildings
Industrial Heritage
Defence Heritage
A6 Belfast/Antrim Road
Surface Flooding(I200cc)
Fluvial Flood Extent(Q100cc)
Strategic Fluvial Flooding(Q100cc)
0 200 400 Metres
N



Dunadry

Settlement Development Limit as per Legacy Plan

0 200 400 Metres

N

Parkgate				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Village	676	22.71	256

Overview of Settlement

Parkgate was designated as a village in the Antrim Area Plan. It is located 7.2km southwest of Ballyclare, 8.8km east of Antrim and 24.1km north west of Belfast. The village is well located in terms of access, being situated approximately 4.2km from the M2/M22 Motorway (North Western and Northern Key Transport Corridor) and approximately 11.6km from the A8 Eastern Seaboard Key Transport Corridor. The Ballymartin and Templepatrick Park and Ride sites are approximately 4.2km and 2.8km from Parkgate. Both of these sites benefit from bus connections to and from Belfast, Ballyclare, Larne and the Belfast International Airport, which is approximately 12.5km away. The traditional settlement of Parkgate has developed in a linear pattern along its main street with recent development expanding the settlement to the north, west and south of its historic core. The nearest town centre and employment opportunities are within Antrim approximately 9km away. The village has an identifiable 'centre' or focus located on the main street containing a local Spar convenience store, takeaway businesses, hairdressers/beauticians, farm and garden supplier, pub and restaurant. Other facilities within the village include Parkgate Primary School, Nedz at Thrushfield private day nursery and the First Donegore Presbyterian Church, which is a Grade B2 Listed Building. The Church Hall of the First Donegore Church is used by the community and facilitates a number of recreation activities and services. There are no designated outdoor areas for play or recreation within Parkgate and the settlement has limited pockets of open space. There are generally short views into the village from all approaching roads; however, due to Parkgate's position in the landscape it is visible from other settlements such as Templepatrick. Parkgate has a level of resources consistent with a Level 1 Village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

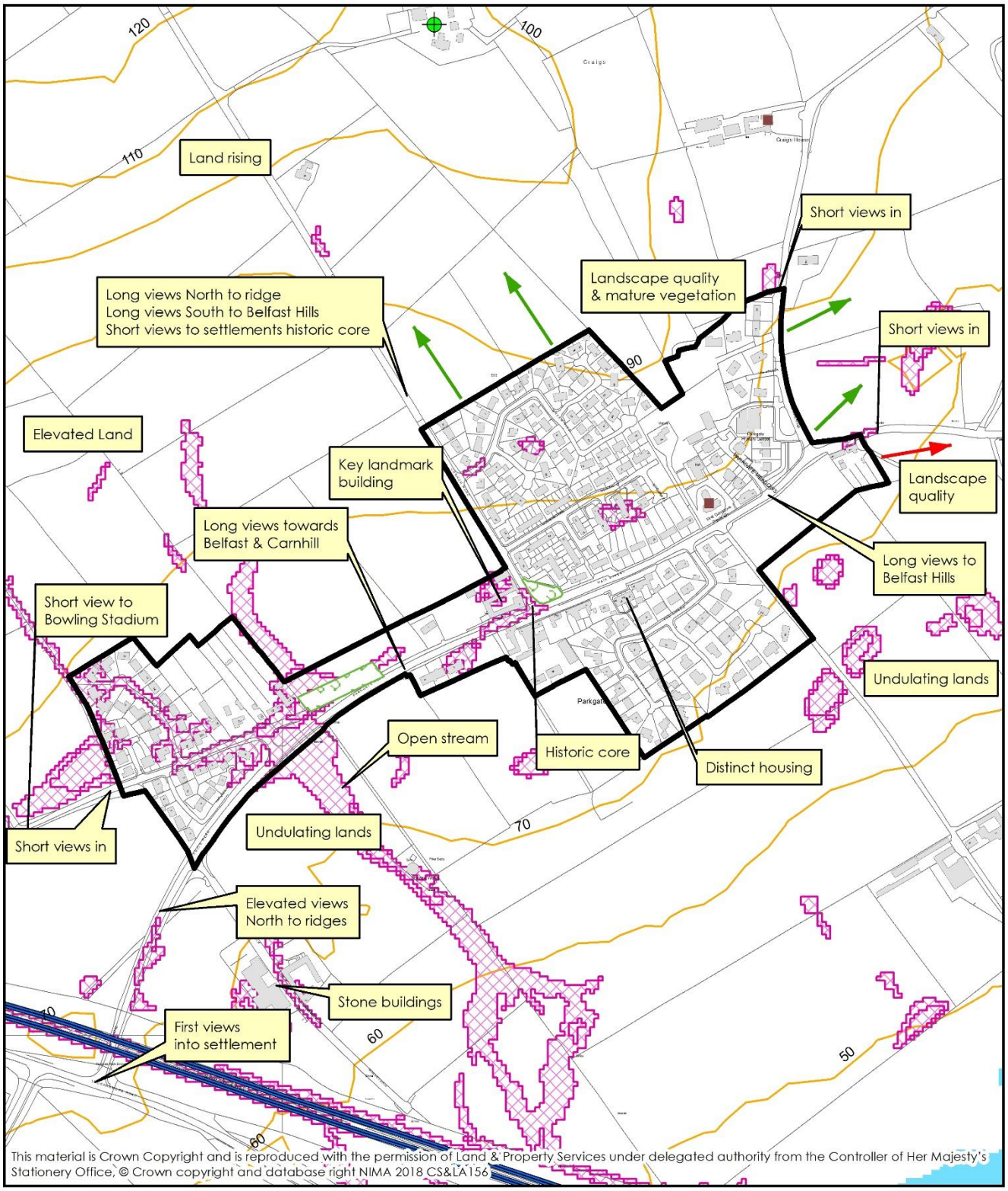
Utilities		
Clean Water Supply	Y	All households have access to a clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	Y	Natural gas provision in available the village
Education		
Nursery/Childcare	Y	Nedz at Thrushfield
Primary	Y	Parkgate Primary School
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 4.2 km from the M2 motorway forming part of the North and North Western Key Transport Corridor and approximately 13 km from the Eastern Seaboard Key Transport Corridor.
Proximity to Airport	Y	Belfast International Airport is approximately 12.6km away and George Best City Airport approximately 25.5km away.
Proximity to Sea Ports	N	Port of Larne is approximately 26.9 km away with the Port of Belfast approximately 22.8 km away.
Public Transport	Y	There are several bus stops located on the Burn Road/Main Street served by the 154 - Antrim Hospital-Larne/Larne-Antrim Hospital (Monday-Friday) and the 168b Antrim-Carrickfergus/Carrickfergus-Antrim (Monday-Friday).
Walking/Cycling	Y	Footpaths are available throughout the village and a footpath remains along one side of Paradise Walk, providing a walking connection to Templepatrick. There is no National Cycle Network route in the village or

		surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	High car dependency with 92% of households having access to 1 or more car/van (NINIS, 2011)
Car Parking	Y	There are no designated car parks within the village although lay-by parking is available at 2, 4-10 The Burn Road. Parking is also available at the frontage of the properties and shops south of The Burn Road. The Templepatrick Park and Ride site is approximately 3km away and by several bus routes to Belfast, Ballymena, Larne, Antrim Area Hospital and Belfast International running daily Monday-Sunday. The Ballymartin Park and Ride is 4.2km away and benefits from a bus service to and from Belfast, Ballyclare, Belfast International Airport and Larne running daily Monday- Sunday.
Retail		
Post Office/Post Box	Y	No Post Office facilities, but there is one post box located on the main street
Convenience Retail	Y	SPAR convenience store
Comparison Retail	Y	Norman Mc Cammond & Son - Agricultural Machinery/Lawn-mowers and Gardening equipment. Parkgate Crafts. Parkgate saddlery (1.2km outside village)
Commercial Leisure	Y	One restaurant/bistro, a chip shop and a Chinese takeaway. Donegore First Presbyterian Church Hall is utilised for a number of recreational clubs and activities including indoor bowls and Boys/Girls Brigade. Jim Baker Bowling Stadium, is approximately 1.6km outside the village on Ballysavage Road.
Community		
Place of Worship	Y	Donegore First Presbyterian Church
Community Hall/Halls	Y	Donegore First Presbyterian Church Hall
Recreation Amenities	Y	Jim Baker Bowling Stadium, which is approximately 1.6km outside the village on Ballysavage Road. Leisure facilities available at Hilton Belfast Templepatrick Golf & Country Club approximately 2.2km south of the settlement.
Community Group	Y	Parkgate and District Community Group
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Village is within LCA 114 – Three and Six Mile Water Valley
Tree Preservation Orders	Y	There are two TPOs within the village, one located along the Parkgate Road and one located at the junction of Connor Road and Main Street.
Built Heritage		
Listed Buildings	Y	First Donegore Presbyterian Church is the only listed building within the settlement, benefiting from a B2 Grade listing with 18th Century foundations. The Church building sustainably altered in 1885 and recent renovation work has resulted in the loss of its Georgian character and original features. One other listed building is present outside of the settlement named Craig's House benefiting also as a B2 listing.
Archaeological Sites and monuments	N	Whilst there are no identified sites or monuments within the settlement, there are a number of unscheduled archaeological sites and monument located outside of the settlement relating to mounds, raths and souterrains.
Townscape / Landscape		
Features	Y	There are several locally significant buildings, which add character to the village particularly along the main street in the historic core of the village, including a traditional Georgian style house and associated farm outbuildings. Other features in the village include a 'water pump' and 'gate' feature located along Parkgate Road upon entering the village.

Open Space	Y	There are three small pockets of open space within the village, including the entrance area with the 'gate' feature, the area of open grass and planting at the junction of Connor Road and The Burn Road and an area located outside of the primary school. These areas consist primarily of planting and vegetation as opposed to areas of play and recreation.
Tourism		
Assets	Y	Donegore First Presbyterian Church is included in the South Antrim Heritage Trail and is one of the denomination's oldest congregations, dating to 1627. Jim Baker Bowling Stadium, which is located approximately 1 mile outside the village on Ballysavage Road.
Accommodation	Y	There is one bed and breakfast - Wynfield House located 1.8km outside of the settlement on Connor Road. There are two hotels in close proximity to Parkgate; the Hilton Templepatrick Golf & Country Club located approximately 2.2km on Paradise Walk and the Templeton Hotel located 3.2km in Templepatrick.
Flood Risk		
Fluvial Flooding	N	No Fluvial flooding present in Parkgate
Surface Flooding	Y	Potential for surface water flooding to the west of the village.

Qualitative Analysis	
Strengths	• Parkgate displays a unique character with locally significant buildings and there is a focused 'centre' to the village, offering convenience retail and service sector opportunities. • Parkgate is close to transport network making the settlement easily accessible. • Donegore First Presbyterian Church hall acts as a key community service role hosting several groups and recreational facilities.
Weaknesses	• Limited public bus transport serving the settlement, making the settlement difficult to access and consequently encourages reliance on private vehicle for travel. • Limited/small scale employment opportunities within the settlement.
Opportunities	• Initial survey has indicated a small number of potential development sites within the existing settlement development limit. • Several areas within the village demonstrate a high level of landscape quality and have the potential to become Local Landscape Policy Areas. This will be considered at the Local Polices Plan stage. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• The village is constrained to the west due to the presence of the M2 motorway and is constrained potentially northwards to Craig's House listed building due to the potential to negatively influence the building, its associated vegetation and high quality landscape surroundings.

Conclusion: Parkgate plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Parkgate

Settlement Development Limit as per Legacy Plan
Unscheduled Archaeological Site and Monument
Tree Preservation Order
Listed Buildings
M2 Motorway
Surface Flooding(I200cc)
Fluvial Flood Extent(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N

Parkgate

Settlement Development Limit as per Legacy Plan

0 100 200 Metres

N

Straid

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Ballyclare	Village	384	10.4	154

Overview of Settlement

Straid was designated as a village within BMAP (both 2004 and 2014 versions). It is located approximately 5km east of Ballyclare and is conveniently accessible by the A8 Eastern Seaboard Key Transport Corridor, which is approximately 2.4km west of the village. Ballyclare acts a service centre to the village and other smaller settlements in the surrounding rural hinterland. Straid historically developed linearly along the Seskin Road and in recent years development has been concentrated between Seskin Road and Irish Hill Road creating a compact form. The built form that fronts on to Seskin Road is an Area of Village Character based on its distinctive historical features and contains a mix of community buildings as well as older residential properties, some of which are currently vacant and in poor condition. The village benefits from Straid Primary School, Straid Congregational Church, Straid Orange Hall and Straid Masonic Hall. There are a number of small-scale businesses within the settlement. These include a dog-clothing supplier, R&K General Agricultural Merchants incorporating a car repair garage and a specialised environmental consultancy. Outside of the settlement there are further business including private farms, Straid Fishery and Ballylagan Organic Farm which has become a popular day visitor and tourist attraction, with guest house, tea room and shop facilities on site. Straid also hosts a well-developed and vibrant community infrastructure. The recently refurbished Orange Hall is a valuable community asset, which is used by a vast array of groups operating in the village to include Straid Young Farmers Society, Straid Village and District Community Group, Straid Historical Society and Straid Women's Institute. The village notice board located outside the Orange Hall on Seskin Road informs residents of local news and up and coming events taking place in the village. Much of the land surrounding the village settlement limit is identified as Local Landscape Policy Area to safeguard a combination of features that contribute to the environmental quality, integrity or character of rural hinterland. Straid has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

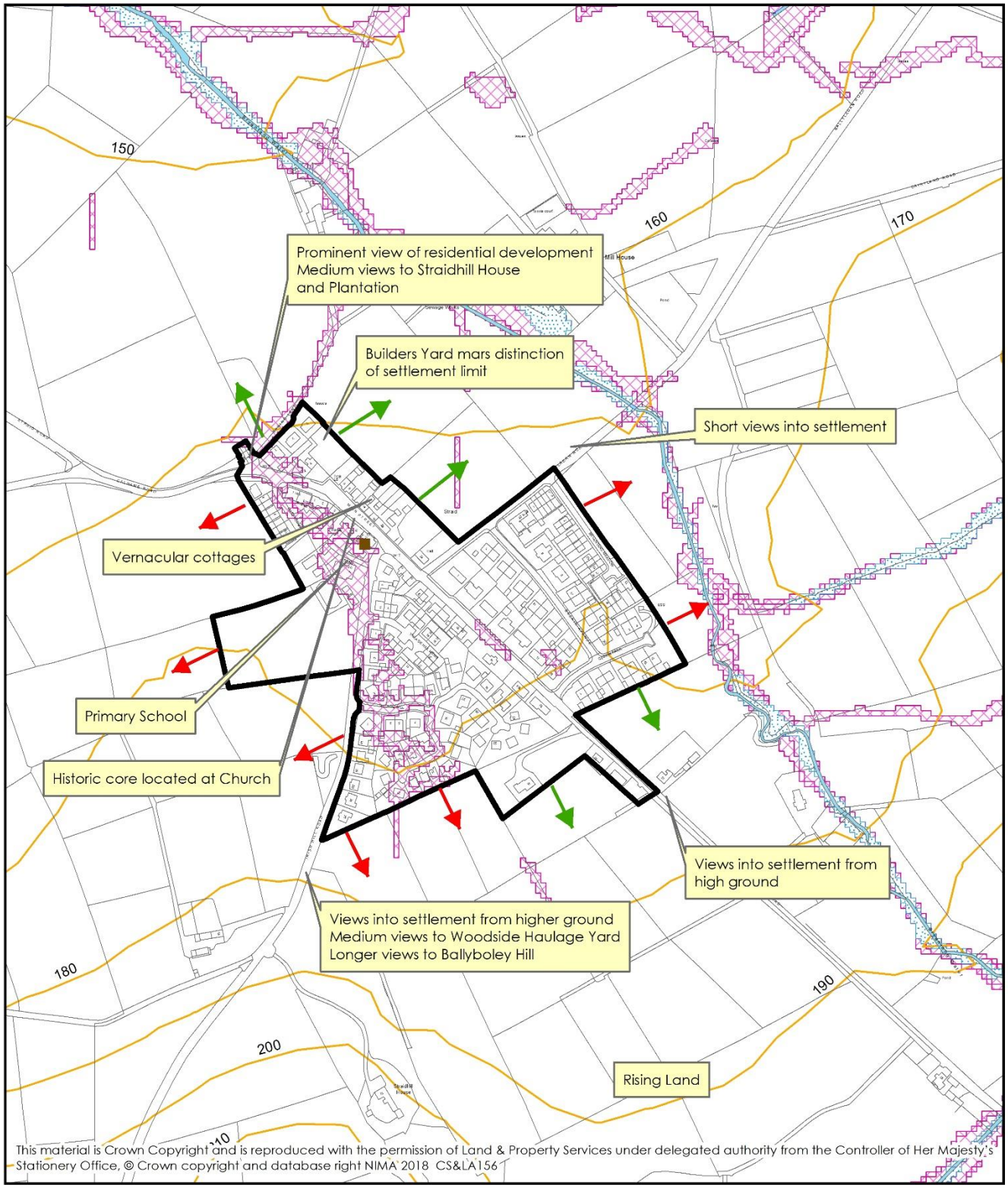
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available the village
Education		
Nursery/Childcare	Y	One private childminders
Primary	Y	Straid Primary School
Health		
There are no health services or facilities		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 2.4km from the A8 Larne Eastern Seaboard Key Transport Corridor and approximately 11.6km from the M2 motorway forming part of the North and North Western Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 24.2km away and George Best City Airport approximately 28.3km away.
Proximity to Sea Ports	Y	Port of Larne is approximately 19.9km away with the Port of Belfast approximately 23.9km away.
Walking/Cycling	Y	Footpaths are limited in the village facilitating only the residential estates. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.

Car Reliant	Y	Because of no public transport serving, residents rely on private vehicle for transportation.
Car Parking	Y	Lay-by car parking is available on the Seskin Road associated with the residential properties and parking provision is available within the grounds of the Orange hall.
Retail		
Post Office/Post Box	Y	Post Box located outside 2 Seskin Road
Comparison Retail	Y	R&K General Agricultural Merchants
Community		
Place of Worship	Y	Straid Congregational Church
Community Hall/Halls	Y	Straid Congregational Church Hall, Straid Masonic Hall and Straid Orange Hall
Recreation Amenities	Y	Straid Fishery
Community Group	Y	Straid Village and District Community Association (SVDCA)
Conservation & Heritage		
Nature Conservation		
Site of Local Nature Conservation Importance (SLNCI)	Y	BMAP (2014 version) designation NY 02/11 – Straidhill Plantation incorporating Straidhill House for its woodland, grassland, wet heath and scrubland. This area is south of the village and is visually prominent within the landscape.
Landscape Character Area (LCA)	Y	The Village is located within two landscape areas; • LCA 115 – Tardree and Six Mile Water Slopes • LCA 98 – Carrickfergus Upland Pastures
Local Landscape Policy Area (LLPA)	Y	BMAP (2014 version) designation SD 04 incorporates Straid Hill, a landmark feature with significant vegetation; Bryantang Water river corridor and millrace with associated areas of rich vegetation including an avenue of mature trees; and Straidhill house, an old farmhouse and Mill House.
Built Heritage		
Archaeological Sites and monuments	N	There are no archaeological sites or monuments within the village, however, outside of the village to the west remains a scheduled raised Rath, unlocated tomb and a located elliptical cropmark.
Listed Buildings	Y	Straid Congregational Church has been recently listed.
Industrial Heritage	N	There are no industrial heritage sites within the village; however, outside of the village to the north is a former Mill site known now as Ballylagan Organic Farm. Southeast of the village remains a flax mill site and to the south of the village remains a mill site for Bauxite ore. These mill sites utilised Bryantang water to provide power.
Townscape / Landscape		
Area of Townscape Character(ATC)/Area of Village Character(AVC)	Y	BMAP (2014 version) designation SD 03 – identifies Straid Main Street as an Area of Village Character. The designation incorporates the terrace of cottages and plain vernacular 2 storey dwellings, which exhibit a distinct character and displays a sense of place.
Open Space	Y	One area of open space – a hard surfaced playground associated with Straid Primary School. Lands to the west of the primary school on the Irish Hill Road have been identified in BMAP (2014 version) for proposed open space (Proposal SD 05) but not yet developed. These lands equate to 1.07 hectares.
Tourism		
Assets	Y	Straid Fishery is a popular tourist location for fishing and is located 2.3km outside of the settlement on Castletown Road. The fishery consists of 3 lakes providing a variety of fishing types. The fishery based on Straid Dam was built around 1824 to supply the nearby cotton mill.
Accommodation	Y	Ballylagan Organic Farm is a guesthouse and provides a self-catering option. However, this is located 500m outside of the settlement on the Ballylagan Road.

Flood Risk		
Fluvial Flooding	Y	Fluvial flooding is present along and limited to the Bryantang watercourse located to the north and east of the village.
Surface Flooding	Y	Surface water flooding is present along the Bryantang watercourse, along Seskin Road and to the south of the village incorporating Village Hill residential estate.

Qualitative Analysis	
Strengths	• The village is close to the Eastern Seaboard Key Transport corridor providing connections to Larne, Belfast and further afield. • Straid is located in a quality landscape setting which is reflected in the LLPA designation. • Straid has a distinctive historic core, which is reflected in the Area of Village Character designation. • Straid Congregational Church is at the heart of Straid, in that it provides several community services and facilities to Straid residents and residents from the rural hinterland.
Weaknesses	• No convenience shopping opportunities within the village. • No public transport provision. • Limited population to support any potential retail development.
Opportunities	• Initial survey has indicated extremely limited development sites within the existing settlement development limit. • The need for any development sites will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the settlement to the east is constrained by Bryantang Water, to the south by the rising land and the LLPA and SLNCI designations.

Conclusion: Straid plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Straid

Settlement Development Limit as per Legacy Plan

Listed Buildings

Surface Flooding(I200cc)

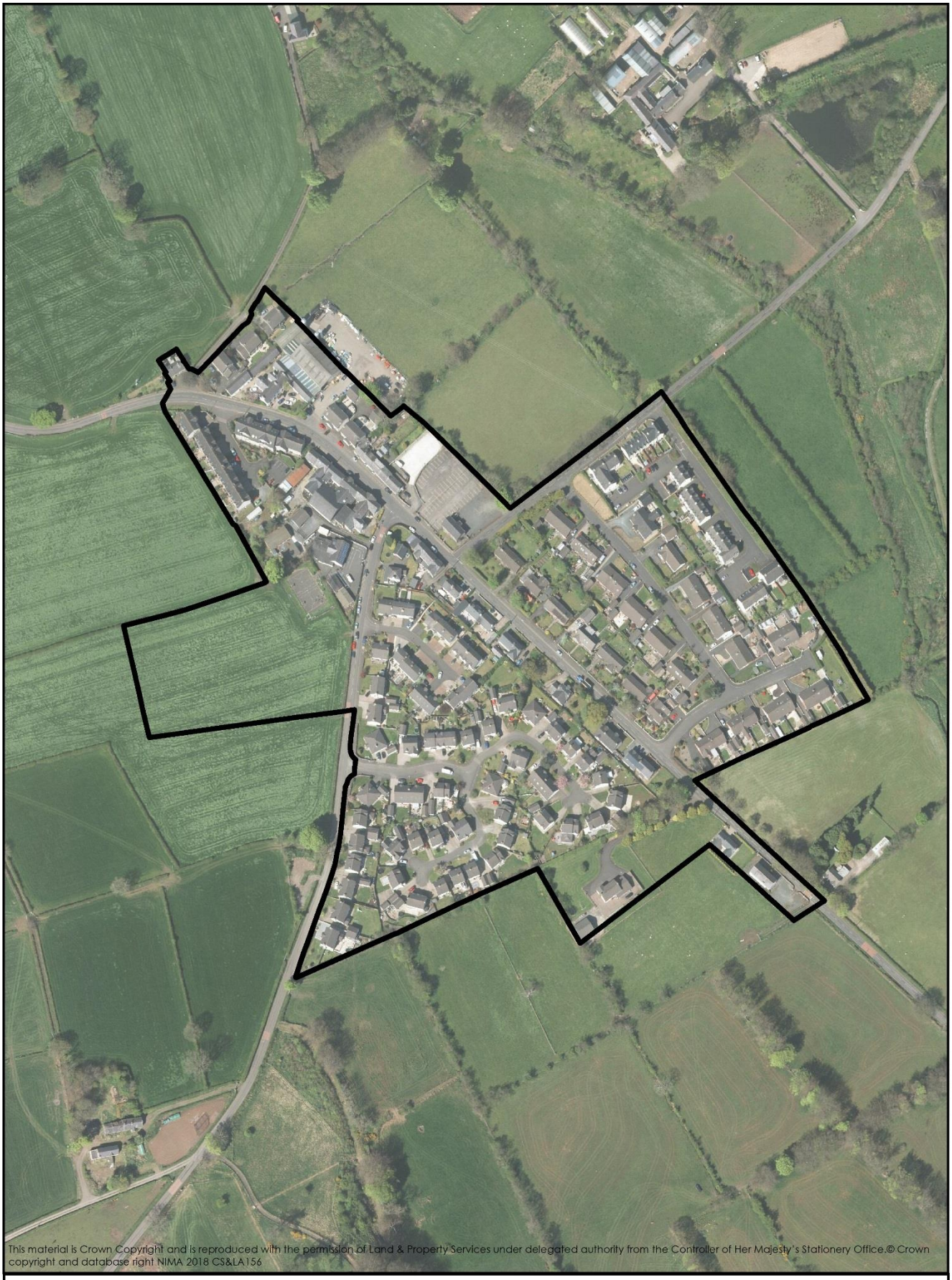
Strategic Fluvial Flooding(Q100cc)

No Obvious Development Constraint

Potential Development Constraint

0 100 200 Metres

N



Straid

Settlement Development Limit as per Legacy Plan

0 75 150 Metres

N

Templepatrick				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Village	1437	69	605

Overview of Settlement

Templepatrick was designated as a village in the Antrim Area Plan. It is located on the primary road network, served by the A6 and A57. The village lies approximately 9.6km east of Antrim and 10km west of Metropolitan Newtownabbey. Templepatrick is within close proximity to the A8 - Eastern Seaboard Key Transport Corridor, the M2/M22 North and North West Key Transport Corridors and benefits from a Park and Ride site that benefits from daily bus routes to and from Belfast, Belfast International Airport, Antrim and Ballymena. Consequently, Templepatrick has become a popular commuter village, which has seen considerable growth in the number of homes over the past years. Templepatrick lies 9.5km from Belfast International Airport and as a result, the village experiences a high volume of traffic flow. The settlement has historically developed in a linear fashion in the shadow of the wall at Castle Upton Estate and the historic core of the settlement has somewhat expanded towards the junction of Lylehill Road and Antrim Road near the former railway station. Recent development has seen the village take on the form of a 'T' shape. The village benefits from a number of local services such as Templepatrick Primary School, Templepatrick GP Surgery, Templepatrick Dental Surgery, Templeton Hotel, Hilton Belfast Templepatrick Golf & Country Club and a variety of local shops and businesses based at the "Twelfth Milestone" development. This area takes on the form of a busy village centre. Elsewhere in the village are an architects practice, tile sales showroom, boutique spa and hair salon, nursing home and children's day nursery. Situated on the same site, as Templepatrick Primary School is Wallace Park, offering a play park, walking trail and MUGA play facilities for local community usage. Templepatrick has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	Y	Natural gas provision is available in the village
Education		
Nursery/Childcare	Y	Nursery unit associated with Templepatrick Primary School and Scallywags Childcare
Primary	Y	Templepatrick Primary School
Health		
GP	Y	Templepatrick Surgery
Dentist	Y	Templepatrick Dental Practice
Optician	Y	The Eyecare Clinic
Pharmacy	Y	McKay Pharmacy
Other	Y	Manor Healthcare – Nursing home
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 1.8km from the M2 motorway forming part of the North and North Western Key Transport Corridor and approximately 11km from the A8 Larne Eastern Seaboard Key Transport Corridor.
Proximity to Airport	Y	Belfast International Airport is approximately 9.5km away and George Best City Airport approximately 24.9km away.
Proximity to Sea Ports	Y	Port of Larne is approximately 27.2kmaway with the Port of Belfast approximately 20.5km away.

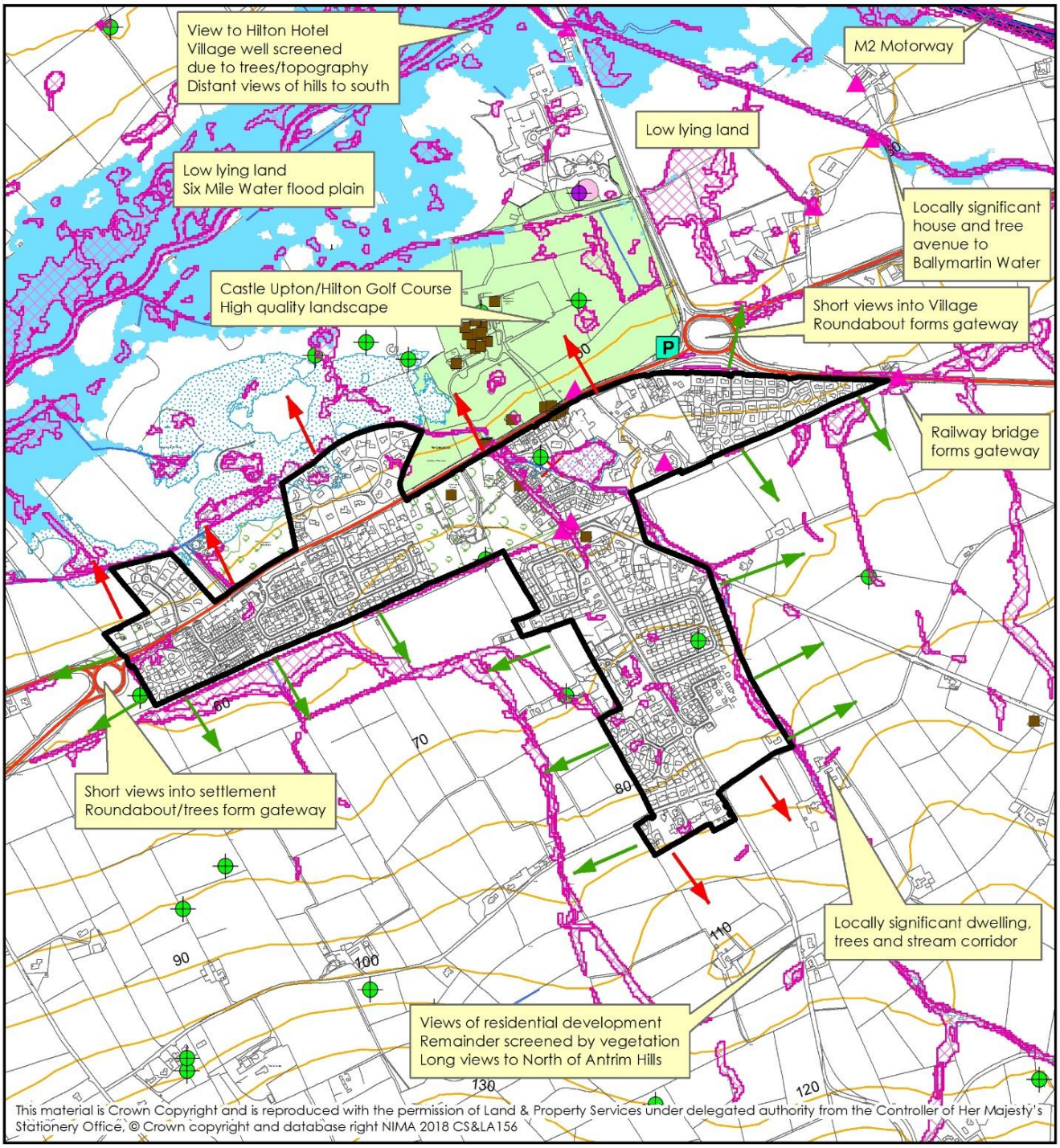
Public Transport	Y	There are several bus stops within the village that are served by the 120,300/300a and 573 bus services to and from Ballymena, Antrim, Belfast International Airport, Ballymartin Park and Ride and Belfast operating Monday to Sunday. The rail halt in Templepatrick is no longer operational despite the Londonderry - Belfast railway dissecting the village.
Walking/Cycling	Y	Footpaths are present throughout the village connecting residential properties to the village centre and further afield to Antrim, Dunadry, Parkgate and Ballymartin Park and Ride. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	High car dependency with 97% of households having access to 1 or more car/van (NINIS, 2011)
Car Parking	Y	Due to the A6 protected route dissecting the village there are no on-street parking facilities. Parking is available at the 'Twelfth Milestone' development; however, time restrictions apply. The Templepatrick Park and Ride site is approximately 800m away and is served by several bus routes to Belfast, Ballymena, Larne, Antrim Area Hospital and Belfast International, running daily Monday-Sunday. The Ballymartin Park and Ride is 1.8km away and benefits from a bus service to and from Belfast, Ballyclare, Belfast International Airport and Larne running daily Monday-Sunday.
Retail		
Post Office/Post Box	Y	Post office integrated with the Spar convenience petrol station and two post boxes; one located on the B95 The Village Road and one outside of the Spar convenience shop.
Convenience Retail	Y	Spar, Maud's ice cream, Winemark, Mc Murrays Butcher
Comparison Retail	Y	Pollyanna Giftware
ATM / Bank	Y	ATM located within the Spar convenience store and along the main Antrim Road
Commercial Leisure	Y	Steamers Coffee Shop, Bambou tapas bar and restaurant, Beauty Spa
Petrol Station	Y	BP petrol Station integrated with Spar convenience store
Community		
Place of Worship	Y	St Patrick's Church of Ireland and associated graveyard, Old Presbyterian Church
Community Hall/Halls	Y	Orange hall, masonic hall, parish hall (former Templepatrick Primary School no.2 Coach Road)
Recreation Amenities	Y	Hilton Belfast Templepatrick Golf & Country Club, Castle Upton estate as part of South Antrim heritage trails , Wallace Play Park, Templetown Mausoleum
Community Group	Y	Templepatrick Action Community Association (TACA)
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Village is within the LCA 114 - Three and Six Mile Water Valley
Tree Preservation Orders	Y	There are 3 TPO sites within the village; one located around Boulderstone House, Hall and Church; one adjacent to The Village road referred to as Neillsburn Plantation close to the former sewage works and one located at 951a, 953 and 955 Antrim Road.
Built Heritage		
Listed Buildings	Y	There are approximately 10 listed buildings within the settlement including terrace style houses, historic churches and halls and gate lodge entrances. Several listed buildings are also located outside of the village associated with Castle Upton Estate including the courtyard house and gate lodge.
Archaeological Sites and monuments	Y	There are a significant number of Archaeological Sites and Monuments located in and around the village. The majority of these are

		unscheduled and some un-located. A scheduled monument and associated zone in the form of a 'mound' is located to the north of the village close to the Hilton Hotel.
Industrial Heritage	Y	There are a number of industrial heritage sites located within the village, including the site of a lime kiln, railway bridges and an icehouse related to Castle Upton. Further to the northeast are a number of mill sites, using power from the Ballymartin water.
Defence Heritage	Y	There is one defence heritage site within the village relating to a nodal point and one site associated with a prepared demolition scheme located on the Six Mile Water outside of the settlement northwards towards Parkgate.
Historic Parks, Gardens and Demesnes	Y	Within the village is Castle Upon Estate identified as a supplementary Historic Park, Garden and Demesne. Loughanmore demesne is also a supplementary site located outside of the village to the north west.
Townscape / Landscape		
Features	Y	The wooded estate and its high stone walls provide a setting to the village. The steep valley side is a backdrop to the residential areas on the opposite sides of the A6.
Open Space	Y	Wallace Park located on Lylehill road offers an extensive open space in the form of a playground, grassed area, and Multi Use Games Area.
Tourism		
Assets	Y	Golfing facilities at the Hilton Golf and Country Club, National Trust Templetown Mausoleum, Wallace Play park and Multi Use Games Area.
Accommodation	Y	The Templeton Hotel is located within the realms of the settlement and the Hilton Golf and Country Club is located outside of the settlement limit and provides extensive services and facilities, including a golf course, driving range, fitness suite, gym, hair and beauty treatments and meeting rooms.
Flood Risk		
Fluvial Flooding	Y	Due to the proximity of Templepatrick to the Six Mile Water and its location within the river valley there is significant fluvial flooding potential in the area of low-lying land to the north of the settlement.
Surface Flooding	Y	There is also the potential for surface water flooding particularly originating from the high ground to the south of the settlement and pooling against the railway embankment.

Qualitative Analysis	
Strengths	• Templepatrick is well located to benefit from access to the Northern, North Western and Eastern Key Transport Corridors • It is located in close proximity to Belfast International Airport. • Templepatrick has a focused centre located at the Twelfth Milestone performing a community service role. • The settlement benefits from frequent public transport and provides a Park and Ride facility that is extensively used by commuters travelling to Belfast. • The settlement displays an attractive character as a consequence of the quality of the environment,
Weaknesses	• High volumes of traffic passing through Templepatrick due to its location on the Belfast International Airport route.
Opportunities	• Initial survey has indicated there are limited potential development sites within the existing settlement development limit. The need for development land will be decided through the LDP process. • Templepatrick has considerable potential to designate a Local Landscape Policy Area due to the quality of the landscape and features within it. This is particularly the case in the large area to the north associated with Castle Upton Estate/Hilton Hotel, the area around Boulderstone House, the lake and

	other surrounding attributes. This will be examined at the Local Policies Plan stage. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the village is constrained to the north by the Castle Upton Estate, the Hilton Hotel/Golf Course and the floodplain of the Six Mile Water and to the south by rising land.

Conclusion: Templepatrick plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Templepatrick

- Settlement Development Limit as per Legacy Plan
- Historic Parks, Gardens and Demesne
- Tree Preservation Order
- Listed Buildings
- Industrial Heritage
- Defence Heritage

Archaeological Sites and Monuments

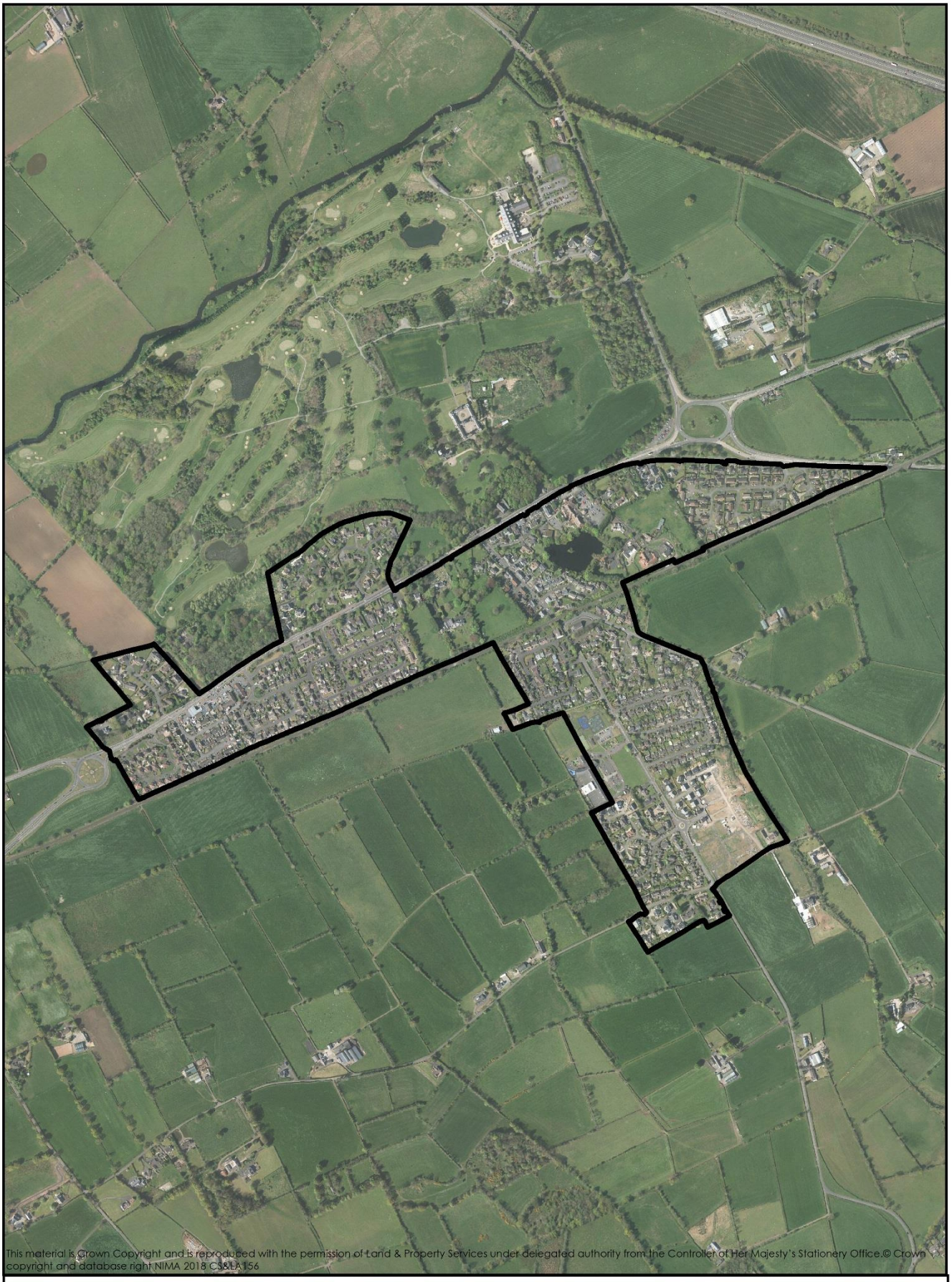
- Scheduled
- Scheduled Zone
- Unscheduled

- A6/A57 Road
- M2 Motorway
- Templepatrick Park and Ride
- Surface Flooding(I200cc)
- Fluvial Flooding Extent(Q100cc)
- Strategic Fluvial Flooding(Q100cc)

- No Obvious Development Constraint
- Potential Development Constraint

0 200 400 Metres

N



Templepatrick

Settlement Development Limit as per Legacy Plan

0 250 500 Metres

N

Toome

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No .of dwellings (2011 Census)
Dunsilly	Village	781	14.3	265

Overview of Settlement

Toome was designated as a village in the Antrim Area Plan. It is located at the confluence of the River Bann and Lough Neagh and is adjacent to the A6/North Western Key Transport Corridor enabling easy access between Belfast and Londonderry. A park and share site is located adjacent to the settlement development limit. The nearest town centre is Randalstown, which lies approximately 9 km to the east. Toome historically developed at the crossing point of the road and rail over the River Bann. Historical records indicate that Toome was a thriving market town at the turn of the century and this is reflected in the historic core of Toome which is identifiable at the 'crossroads' of the Main Street, Roguery Road and Market Square. This contains a butchers, hairdressers, ice cream parlour, cafés, public houses, betting shop, florists, convenience shops, hotel and restaurant, outdoor wear shop, car sales, builders merchants and petrol filling station. Elsewhere in the village is the Toome House complex offering a number of complimentary services on one site. These include a doctor's surgery, dentist, a credit union, a chemist, a tanning studio and the TIDAL community group office. The village also benefits from a primary school, children's playground, Toome Linear park and outdoor gym, a Roman Catholic church, GAA club and a nursing home unit. The TIDAL Business Park is located outside but adjacent to the settlement limit on Roguery Road. It has a number of businesses including portacabin manufacturers, a gym, type sales, signage manufacturers and a flooring suppliers. The Shivers Business Park and Creagh Industrial area to the west in Mid Ulster District Council Area also provide more extensive employment opportunities. Development that is more recent has occurred in pockets and expanded along Moneynick Road and the minor roads off it. The generous development limits under the Antrim Area Plan, giving rise to a somewhat sprawling character and rural feel especially in the southern portion of the village. Toome is also renowned for its relationship with the River Bann with its main industry, the Eels Fishery, located along its western shores. This establishment supplies the continental market and continues as a thriving tradition. Toome has a level of resources consistent with a Level 1 village settlement on the RDS Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Creagh WWTW which is located in Mid Ulster District Council area and has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is relatively poor and only available on selected networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available the village
Education		
Nursery/Childcare	Y	Tiny Tots Pre-School Centre located in the Duneane Pastoral Centre and several private registered childminders
Primary	Y	St Oliver Plunkett's Primary School
Health		
GP	Y	The Surgery
Dentist	Y	The Dental Centre
Pharmacy	Y	Numark Pharamcy
Other	Y	Three Islands Nursing Home
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 1.2km from the A6/North Western Key Transport Corridor and approximately 7.8km from the M22/M2 Motorway, which forms part of the Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 23.7km away and George Best City Airport approximately 50.1km away.

Proximity to Sea Ports	N	Port of Larne is approximately 52.5km away with the Port of Belfast approximately 45.8kmaway.
Public Transport	Y	There are a number of bus stops in the village served by the 110 route Antrim-Toome-Magherafelt. Adjacent to the village lies a Park and Ride site that benefits from frequent services between Belfast-Toome-Londonderry. There is no train serving the settlement although the line of a former railway dissects the village.
Walking/Cycling	Y	Footpaths are present throughout the village connecting residential properties to the village centre and further afield. Toome benefits from two walking routes namely the Toome Canal, a 2km walk along the banks of the canal and Toome Highway to Health, a 3.02km circular walk starting on Main Street, the A6 Toome Bypass pathway and along Roguery Road, finishing at Main Street. Two National Cycle Network (NCN) routes pass through Toome, the Lower Bann Cycle Way (Route 96)comprising 45 miles connecting Toome and Coleraine and the Loughshore Trail cycle route (Route 94)comprising 113 miles and circles Lough Neagh.
Car Reliant	Y	Medium car dependency with 75% of households having access to 1 or more car/van (NINIS, 2011)
Car Parking	Y	Approximately 1km outside of Toome on the Drumderg roundabout (A6/Moneynick Road) is a Park and Share site with 100 spaces. Within Toome, there are car-parking facilities associated with the Spar convenience store, Toome House complex, the church, the hotel and the Service Station. On-street parking is also available on Toome Main Street, however, time restrictions apply.
Retail		
Post Office/Post Box	Y	Post Office integrated within the Spar convenience store and Post Box located outside
Credit Union	Y	Credit Union located within the Toome House complex
Convenience Retail	Y	Spar, VIVO, Centra and Boyds convenience stores, butchers, off license
Comparison Retail	Y	Charity shop, outdoor/work clothing store, gift shop, florists, car sales, building merchants, Bridge Plant Hire, hairdresser/barber,
ATM / Bank		3 ATMs of which are integrated within the Spar, Vivo and Boyds service station
Commercial Leisure	Y	Tanning studio, betting office, several fast food outlets, ice-cream parlour, café, public house, and White River House hotel & restaurant.
Petrol Station	Y	Boyds Service Station
Community		
Place of Worship	Y	St Oliver Plunketts RC Church, Living Water Christian Centre
Community Hall/Halls	Y	Duneane Pastoral Centre, Toome House Complex
Recreation Amenities	Y	Erin's Own Cargin GAA Club & Play pitches, Toome Play Park, Toome Canal walk, outdoor gym & canoe Trail
Community Group	Y	TIDAL (Toome Industrial Development, Amenities and Leisure. Ltd)
Other	Y	Public toilets located on Main Street
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Toome is located within the Lower Bann Valley Landscape Character Area where land is low lying with flat pastures, bog and wet woodlands on the fringes of Lough Neagh and Lough Beg.
Tree Preservation Orders	Y	One TPO is present at St Oliver Plunketts RC Church.
RAMSAR	Y	To the south of Toome lies Lough Neagh and Lough Beg RAMSAR site, which is a wetland of international importance.
Special Protection Area (SPA)	Y	To the south of Toome, lies Lough Neagh Special Protection Area that has been designated based on having internationally important populations of over-wintering, migrating or breeding birds.

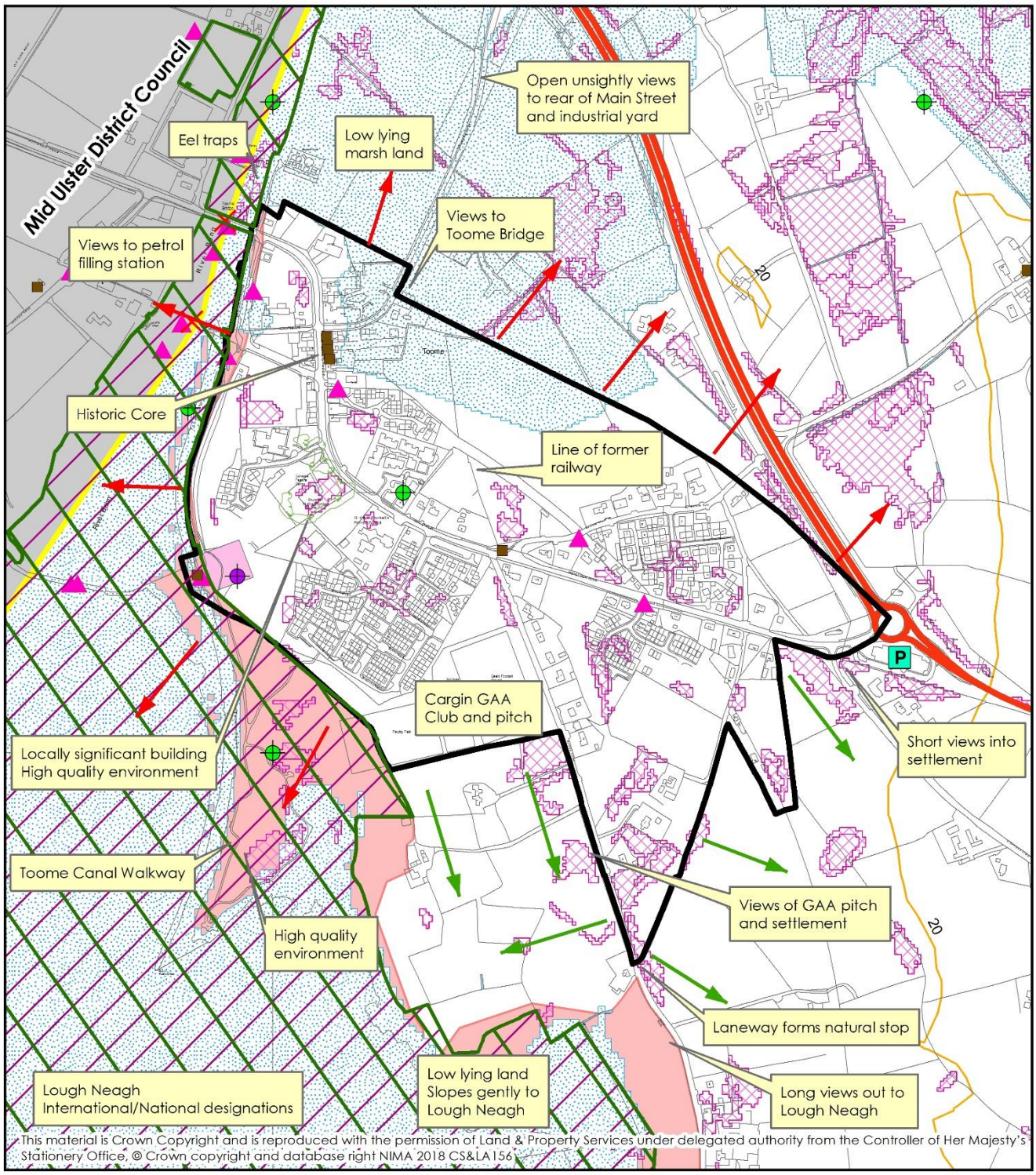
ASSI/ASI	Y	To the south of Toome lies Lough Neagh and Lough Beg Area of Special Scientific Interest, which has been designated, as one of Northern Irelands best sites in terms of wildlife habitats and/or rare species.
Built Heritage		
Listed Buildings	Y	There are 4 listed buildings within the settlement; these are 2 storey terrace properties, grouped together in the historic core along Main Street. There is also a listed water pump at the junction of Moneynick Road and Gloverstown Road and a Lock on the Toome Canal is listed.
Archaeological Sites and monuments	Y	A scheduled monument and associated zone, the site of Toome Castle is located in the heavily wooded area close to the listed Lock.
Industrial Heritage	Y	There are an extensive number of Industrial Heritage sites located within and adjacent to the village. This is not surprising given the strategic location of Toome where Lough Neagh flows into the Lower Bann. These include the Toome Canal, the Eel Fishery, various bridges and quays and former railway line and station site.
Defence Heritage	Y	There are 2 Defence Heritage Sites adjacent to the village, which take the form of prepared demolition sites at the bridges at this strategic crossing point.
Townscape / Landscape		
Features	Y	Development within the settlement has occurred in pockets, often with significant amounts of undeveloped land between dwellings. This is particularly the case in the southern portion of the settlement, where a generous development limit, creates quite a rural feel, with disjointed housing development quite isolated from the core of the settlement.
Open Space	Y	Open space associated with the Toome Canal walk, Toome Play park and GAA Playing pitches.
Tourism		
Assets	Y	There are good opportunities for canoeing, cycling and walking, taking in the Lough Neagh shore along Toome Canal.
Accommodation	Y	White River House Hotel & Restaurant
Flood Risk		
Fluvial Flooding	Y	Due to the proximity of Toome to Lough Neagh and Lower Bann River, there is significant fluvial flooding potential in the area. This is particularly the case in the area of low-lying land between the settlement and the bypass, as well as a significant area of land within the existing development limit at the northern portion of the settlement.
Surface Flooding	Y	There is also the potential for surface water flooding particularly in the southeastern portion of the settlement.

Qualitative Analysis

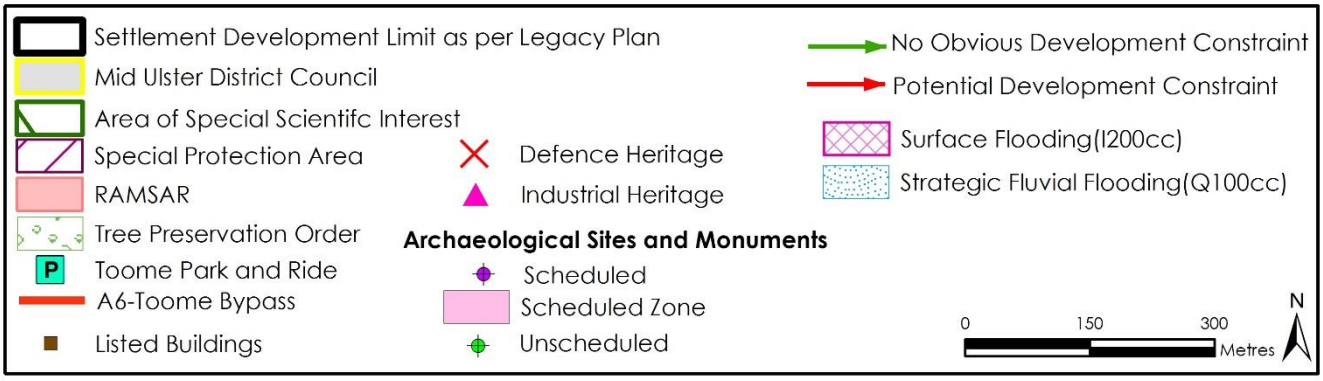
Strengths	• Toome is well located on the primary road network, served by the A6 and the 'North Western' Key Transport Corridor. Toome also benefits from a Park and Share site adjacent to the settlement limit. • Toome is attractively located on the shores of Lough Neagh and the River Bann and consequently has a number of important nature conservation designations adjacent to the settlement. These are the Lough Neagh and Lough Beg RAMSAR site, Lough Neagh and Lough Beg Special Protection Area and Lough Neagh Area of Special Scientific Interest. • An 'Area of Scenic Quality' is identified in the NI Landscape Character Assessment around the shores of Lough Neagh and extends a significant way into the village particularly at Shore Road. • There is a focussed 'centre' to the Village, offering convenience retail and service sector opportunities on Main St, as well as the Toome House complex offering medical services. • The TIDAL Business Park is located outside but adjacent to the settlement limit on Roguery Road. It has a number of businesses including porta cabin manufacturers, a gym, type sales, signage manufacturers and flooring suppliers.

	• The Shivers Business Park and Creagh Industrial area to the west in Mid Ulster District Council Area also provide more extensive employment opportunities.
Weaknesses	• Much of the land around Toome is susceptible to flooding.
Opportunities	• There are extensive potential development sites within the existing settlement development limit. • The need for any development land will be decided through the LDP process. • Toome is well located to benefit from tourism as it borders the Bann River, Lough Neagh Shore and the wetlands to the north. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the village is constrained to the north by the line of the bypass and the extensive floodplain and to the west by Lough Neagh and the Bann River, which have subsequent international and national designations.

Conclusion: Toome plays a role and function and possesses a level of infrastructure that places it within Level 1 of the RDS Settlement Hierarchy and Related Infrastructure Wheel and as such should be designated as a village.



Strategic Settlement Analysis - Toome



Toome

Settlement Development Limit as per Legacy Plan

0 150 300 Metres

N

Hamlets

Ballycor				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Ballyclare	Hamlet	92	7	32

Overview of Settlement

Ballycor is designated as a small settlement in BMAP (both 2004 and 2014 versions). It is located on the Tardree and Six Mile Water Slopes and is approximately 1.8km to the west of Ballynure and 3km to the north of Ballyclare. Ballycor comprises two separate nodes; the northern node is located at the junction of Church Road and Ballycor Road and the southern node is located on the Ballycor Road and includes residential development at Ballycor Grove and Logan Gardens. Ballycor developed through the establishment of a series of mills in close proximity to the Six Mile Water in the southern settlement node. Initially, dominated by corn mills by the mid-19th Century, these evolved into flax spinning mills by the turn of the 20th Century. Recent development over the past 50 years has resulted in the growth of the northern settlement node at the junction of the Church Road and Ballycor Road. Ballycor is predominantly residential in nature and does not perform a community service role and/or function, as there are no community facilities in Ballycor. The nearest town centre and service centre is Ballyclare, which lies approximately 3km to the southwest.

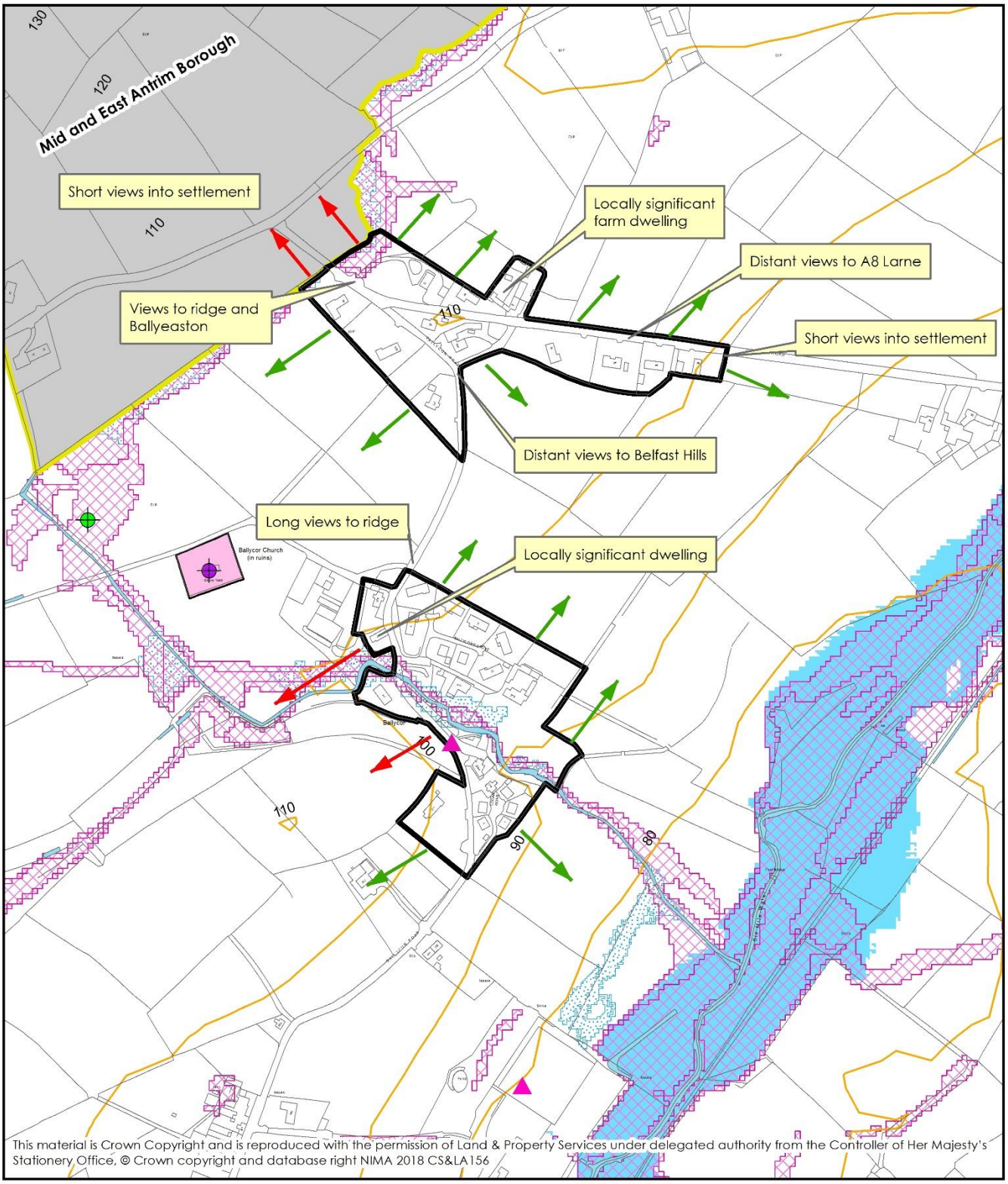
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Properties at the northern node of the settlement have individual sceptic tanks, whereas, a small number of properties in the southern node benefit from linkage to the public sewerage infrastructure in the form of a small waste water facility.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	Y	There are no wind/solar farm developments in the vicinity of Ballycor
Natural Gas	N	Natural gas provision is not available in Ballycor
Education		
There are no educational services or facilities in Ballycor		
Health		
There are no health services or facilities in Ballycor		
Transport		
Proximity to Key Transport Corridors	Y	Ballycor lies approximately 9.7km from the M2 motorway forming part of the North and North Western Key Transport Corridor and is approximately 2.9km from the A8/Eastern Seaboard Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 23km away and George Best City Airport approximately 27.2km away.
Proximity to Sea Ports	Y	The Port of Larne is approximately 16.5km away and the Port of Belfast approximately 24.5km away.
Public Transport	N	There are no public transport services facilitating Ballycor
Walking/Cycling	N	There are no footpaths within the settlement, therefore limiting such scope. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	There is no public transport serving the settlement therefore residents rely on private vehicle travel.
Retail		
There are no retail services or facilities in Ballycor		
Community		
There are no community services or facilities in Ballycor		

Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Ballycor is within the LCA 115 – Tardree and Six Mile Water Slopes
Local Landscape Policy Area (LLPA)	Y	A Local Landscape Policy Area has been designated within and adjoining the settlement limit of Ballycor. The designation includes a stream corridor and associated vegetation, an old millpond, and millrace and the ruins of a church with a rectangular enclosure containing an old graveyard.
Built Heritage		
Archaeological Sites and monuments	Y	There are a significant number of Archaeological Sites and Monuments in and around Ballycor. The majority of these are unscheduled souterrains, mounds and enclosures. There is also one Scheduled Monument (and associated Scheduled Zone) in close proximity to Ballycor, relating to the ruins of Ballycor Church and the adjacent graveyard.
Industrial Heritage	Y	There are a number of industrial heritage sites located in the proximity of Ballycor, including one within the settlement limit. This site is located to the north of 204a Ballycorr Road and is registered as a Cornmill & Kiln/Flax Mill. Other sites in the surrounding area relate to mill uses, including a Bleach Mill/Beetling Mill.
Townscape / Landscape		
There are no townscape/ landscape features in Ballycor		
Tourism		
There are no tourism services or facilities in Ballycor		
Flood Risk		
Fluvial Flooding	Y	Due to the proximity of Ballycor to the Six Mile Water and its tributary stream, there is potential fluvial flooding in the settlement, particularly within the southern node along the route of the existing watercourse.
Surface Flooding	Y	Within the northern node, towards the Lower Ballyboley Road and adjacent to the boundary with Mid and East Antrim Borough Council, there is the potential for surface water flooding due to the existing drainage/watercourses.

Qualitative Analysis	
Strengths	• Ballycor has convenient connection to the transportation network, including Key Transport Corridors and the Port of Larne. • The settlement is well contained due to mature vegetation, with relatively short views into the settlement.
Weaknesses	• No public transport serves the settlement. • There are no community facilities within the settlement.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the northern node is constrained by the Mid and East Antrim Borough boundary and in the southern node, a Local Landscape Policy Area has been designated both adjacent to and within the settlement.

Conclusion: It is considered that although Ballycor lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Ballycor

Settlement Development Limit as per Legacy Plan
Mid & East Antrim Council
Archaeological Sites and Monuments
Scheduled
Scheduled Zone
Unscheduled
Industrial Heritage
Surface Flooding(I200cc)
Fluvial Flooding Extent(Q100cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N

Ballycor

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Ballycraigy				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Hamlet	72	3.6	22

Overview of Settlement

Ballycraigy is designated as a small settlement in BMAP (both 2004 and 2014 versions). It is located outside of Metropolitan Newtownabbey to the north of Mallusk. The settlement historically developed around a fork in the road (Ballyvessey Road and Ballycraigy Road), a location for an old Presbyterian Meeting House and graveyard. A National School was also close by, with some associated planting and laneways remaining within the settlement to this day. These remnants add much to the visual amenity of the settlement. More recent housing development has occurred, creating an extremely compact form. The hamlet has no retail facilities but benefits from a Congregational Church, with associated halls, car parks, and Orange Hall. The congregational church performs an excellent community service role in that it provides several services and facilities to the settlements inhabitants and surrounding areas. The nearest centre is Northcott District Centre, which lies approximately 2.8km away.

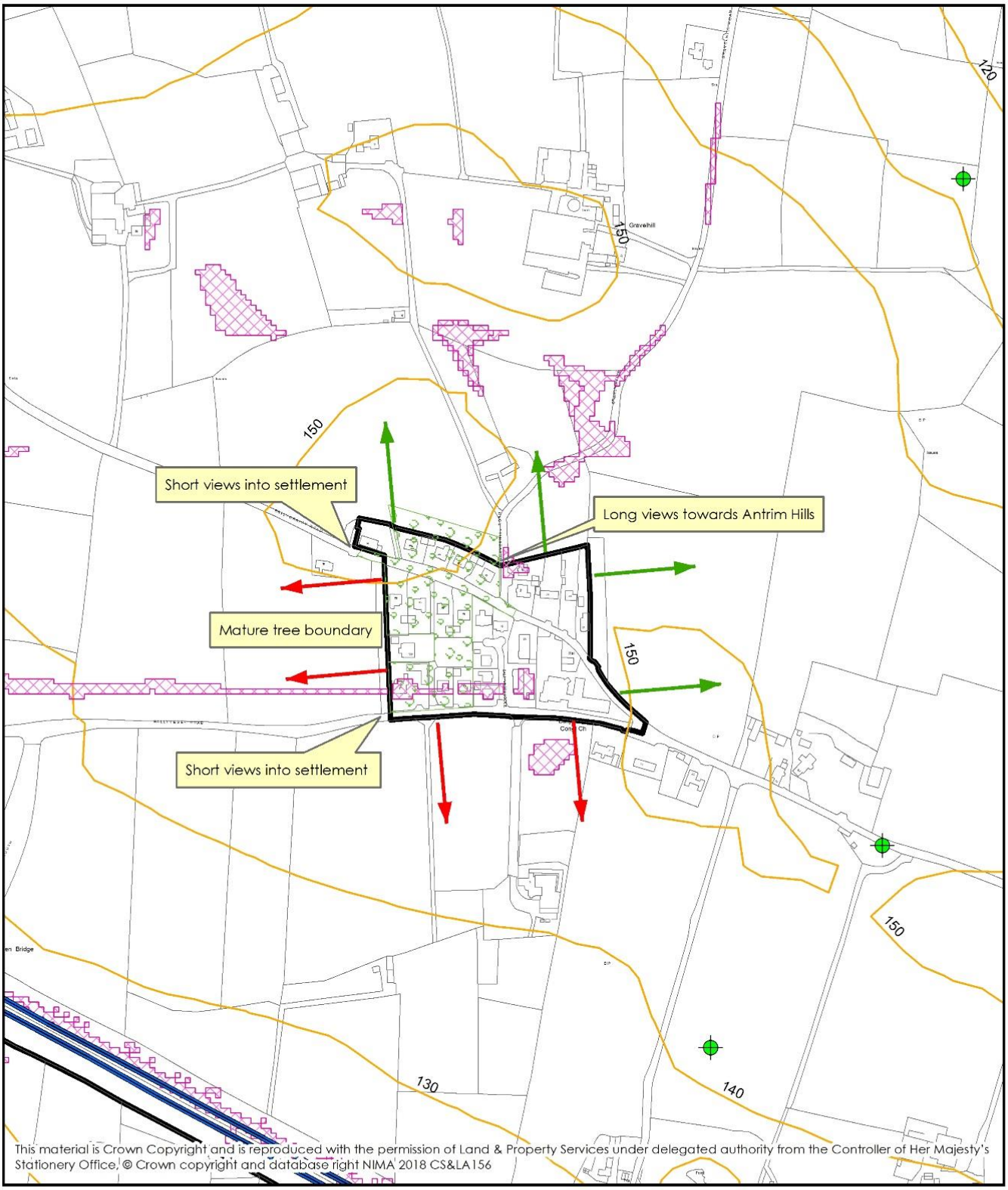
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Properties in the settlement are connected to individual sceptic tanks
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Ballycraigy		
Health		
There are no health services or facilities in Ballycraigy		
Transport		
Proximity to Key Transport Corridors	Y	Ballycraigy is approximately 2km away from the A8/Eastern Seaboard Key Transport Corridor and 2.7km away from the M2/North and North West Key Transport Corridors.
Proximity to Airport	Y	Belfast International Airport is approximately 16.9km away and George Best City Airport approximately 19.3km away.
Proximity to Sea Ports	Y	Port of Larne is approximately 26.1km away with the Port of Belfast approximately 14.9km away.
Public Transport	N	There are no public transport services or facilities in Ballycraigy
Walking/Cycling	Y/N	Footpath provision in Ballycraigy is limited serving only the residential properties. The proximity of the settlement to Metropolitan Newtownabbey gives rise to potential walking and cycling routes, however, there are no footpaths connecting to the settlement therefore limiting such scope. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	No public transport serves the site therefore residents rely on private vehicle for transportation
Car Parking	Y	Car parking associated with the Congregational Church
Retail		
Post Office/Post Box	Y	Post box located on the Ballyvessey road
Commercial Leisure	N	There are no commercial leisure facilities in Ballycraigy; however, Sleepy Hollow Restaurant is located outside of the settlement limit approximately 1.3km away.
Community		

Place of Worship	Y	Ballycraigy Congregational Church
Community Hall/Halls	Y	Ballycraigy Church Halls, Ballycraigy Protestant Hall
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Ballycraigy is within the LCA 114 - Three and Six Mile Water Valley
Local Landscape Policy Area (LLPA)	Y	An LLPA is designated through BMAP (2014 version, designation MNY 33) which covers the entire settlement and the surrounding countryside.
Tree Preservation Orders	Y	The majority of the hamlet is covered by TPO, reflecting the quality of the mature trees in the area. Historical mapping would identify that this planting was associated with the former National School and the two laneways associated with it, which remain today.
Built Heritage		
Archaeological Sites and monuments	Y	Outside of the settlement to the east are two located sites relating to enclosures
Townscape / Landscape		
There are no townscape/ landscape features in Ballycraigy		
Tourism		
Assets	N	There are no tourism assets within Ballycraigy however; approximately 1.1km to the east of the settlement is Sentry Hill Historic House and Visitor centre.
Accommodation	Y	Whilst there is no tourist, accommodation in the settlement, approximately 2.2km northeast is Corrs Corner Hotel and approximately 1.4km to the south is the Chimney Corner hotel.
Flood Risk		
Fluvial Flooding	N	Fluvial flooding is absent due to the lack of rivers,
Surface Flooding	Y	There is some minor surface water flooding to the north and south of the settlement.

Qualitative Analysis	
Strengths	• The settlement is well contained due to mature vegetation and exhibits a compact form. • The settlement is well located to access employment opportunities in the Mallusk area close by.
Weaknesses	• There are no employment opportunities within the settlement. • Public transport does not serve the settlement.
Opportunities	• There is potential for limited small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion to the west would breach the mature belt of trees and lessen the screening of the settlement; expansion to the south would breach the natural limit formed by the Ballyvessey Rd and introduce new development into the open countryside

Conclusion: It is considered that Ballycraigy plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Ballycraigy

Settlement Development Limit as per Legacy Plan
Unscheduled Archaeological Site and Monument
Tree Preservation Order
M2 Motorway
Surface Flooding(1200cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N

Ballycraigy

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Ballyeaston				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Ballyclare	Hamlet	99	7.20	41

Overview of Settlement

Ballyeaston is designated as a village within BMAP (both 2004 and 2014 versions). It is located 1km northeast of Ballyclare Town Centre on the southern hill slopes overlooking Six Mile Water River. Ballyeaston centred on the Trenchill Road/Main Street, Ballynashee Road, and Ballyeaston Road/Lower Ballyboley Road and has a very distinctive rural character. The centre of Ballyeaston comprises of a tightly knit group of buildings on both sides of the Trenchill Road, a steeply inclined and winding road, which forms the settlements main street. Most of its buildings remain largely unaltered and the settlement retains much of its original character. Consequently, this area was designated as an Area of Village Character. The settlement has no retail facilities or services providing for its population. Ballyclare being 2.3km away is the closet town centre offering a wide range of public services and retail facilities. Ballyeaston benefits from two places of worship – the First Ballyeaston Presbyterian Church and the Second Ballyeaston Presbyterian Church. Both places of worship have associated community halls that offer a variety of activities and services for the local community including, girls and boys brigade, recreational activities, youth club, mother and toddler classes, etc. Ballyeaston also contains an Orange Hall.

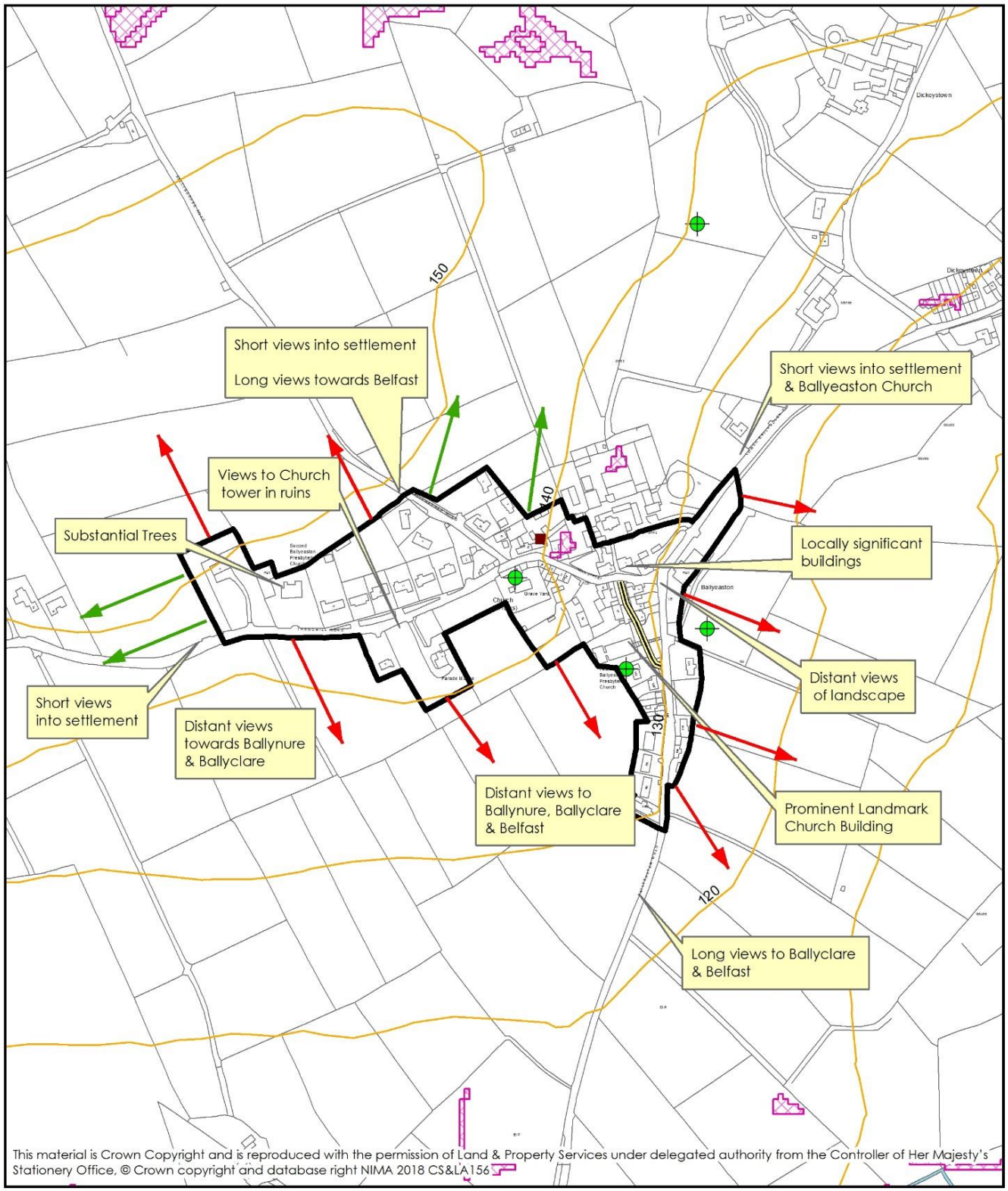
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare WWTW, which has further capacity
Broadband	Y	Superfast and standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Ballyeaston		
Health		
There are no health services or facilities in Ballyeaston		
Transport		
Proximity to Key Transport Corridors	Y	Ballyeaston is located approximately 4km to the west of the A8 strategic road (part of the Eastern Seaboard KTC) and approximately 9.5km from the M2/M22 motorway forming part of the Northern and North Western Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 20.5km away and George Best City Airport approximately 25.8km away
Proximity to Sea Ports	Y	Port of Larne is approximately 16.6km away and the Port of Belfast approximately 23.1km away
Public Transport	Y	There are several bus stops located within Ballyeaston that benefit from the 153b bus service. This service runs between Ballyclare and Burnside (Cogry/Kilbride) 4 times daily mon-Friday and only 3 times on a Saturday.
Walking/Cycling	Y	The proximity of the settlement to Ballyclare gives rise to potential walking and cycling routes, however, footpaths are limited in Ballyeaston to the main Trenchill Road, making walking quite difficult within the Hamlet. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic. Within the hamlet, a Public Right of Way remains to the front of the First Ballyeaston Presbyterian Church.
Car Reliant	Y	Due to the poor frequency of public transport, the majority of those living within Ballyeaston rely on private vehicle for transportation.

Car Parking	Y	Within Ballyeaston there is no on-street parking available. Car parking provision is associated with the churches and church halls.
Retail		
Post Office/Post Box	Y	A post box is located opposite the First Presbyterian Church Lecture Hall.
There are no other retail services or facilities in Ballyeaston		
Community		
Place of Worship	Y	First Ballyeaston Presbyterian Church and the Second Ballyeaston Presbyterian Church
Community Hall/Halls	Y	Orange Hall, Ballyeaston Flute Band hall, First Ballyeaston Presbyterian Church Lecture Hall and the Second Ballyeaston Presbyterian Brann Memorial Hall and Coulter Hall.
Community Group	Y	Ballyeaston Village Committee
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Ballyeaston is within the LCA 115 – Tardree and Six Mile Water Slopes
Local Landscape Policy Area (LLPA)	Y	A Local Landscape Policy Area is designated in Ballyeaston (BMAP 2014 version designation BN04). This designation lies within and adjoins the settlement limit of Ballyeaston with parts of the area falling within the Newtownabbey countryside. It is considered that this area compromising of the First and Second Ballyeaston Presbyterian Churches, their associated halls, the medieval and post medieval church and graveyard with a holy well and souterrain are of great amenity value, landscape quality and local significance.
Rural Landscape Wedge	Y Y	Ballyeaston village to the east and the south compromises of a Rural Landscape Wedge (BMAP 2014 version designation NY 03). This wedge has been designated to maintain the rural character of the countryside; to distinguish and maintain Ballyeaston as a separate identify from Ballyclare and Hillhead; to prevent the merging of the settlements and to define and protect the setting of Ballyeaston.
Built Heritage		
Listed Buildings	Y	There are no listed buildings in Ballyeaston; however, there is a B2 listed water pump within the residential grounds of number 9 Lower Ballyboley Road. The construction date of this pump is estimated between 1900- 1919.
Archaeological Sites and monuments	Y	There are three located Archaeological Sites and Monuments within the vicinity of the settlement primarily relating to Holy Wells, Souterrains and Raths.
Areas of Archaeological Potential	Y	The centre of the settlement, which comprises of a tightly knit group of buildings on both sides of the Trenchill Road and a steeply inclined winding main street, has been identified as an Area of Archaeological Interest.
Townscape / Landscape		
Features	Y	St Augustine's Church ruin and adjoining graveyard dates back to 1786 and is considered an important aspect of local heritage and landmark feature within Ballyeaston.
Area of Townscape Character(ATC)/Area of Village Character(AVC)	Y	The centre of Ballyeaston comprises of a tightly knit group of buildings, which remain largely unaltered and are of its original character. Consequently, this area has been designated as an Area of Village Character (BMAP 2014 version designation BN03).
Open Space	Y	Land has been identified for open space in BMAP (2014 version designation BN 05) comprising 0.09ha of east of Ballyeaston Road.
Tourism		
Assets	Y	There are no formal tourism assets within the village, however, St Augustine's Church ruins and adjoining graveyard, which dates back

		to 1786, is considered an important local monument and an outstanding feature within the village of Ballyeaston, attracting a number of visitors.
Accommodation	N	There are no places to stay within the Ballyeaston; however, 2.1km away is the 5 Corners guesthouse/restaurant – comprising 11 en-suite bedrooms, secure parking and free Wi-Fi.
Flood Risk		
Fluvial Flooding	N	Ballyeaston has no fluvial based flooding,
Surface Flooding	Y	There are two small pockets of surface water flooding to the north of the settlement.
Qualitative Analysis		
Strengths	• Ballyeaston benefits from two places of worship, which provide a community service role to its residents and surrounding residents. • The nearest large employment centre is Ballyclare 2.3km away and Metropolitan Newtownabbey 11.6km away.	
Weaknesses	• The settlement contains no retail, health or educational facilities or services.	
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.	
Constraints	• Expansion of Ballyeaston to the south and east is constrained due to the Local Landscape Policy Area and Rural Landscape Wedge.	

Conclusion: It is considered that Ballyeaston plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Ballyeaston

Settlement Development Limit as per Legacy Plan

Unscheduled Archaeological Site and Monument

Listed Structure

Public Right of Way

Surface Flooding(I200cc)

No Obvious Development Constraint

Potential Development Constraint

0 100 200 Metres

N

Ballyeaston

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Bruslee

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Ballyclare	Hamlet	17	1.47	6

Overview of Settlement

Bruslee is designated as a small settlement in BMAP (both 2004 and 2014 versions). It has formed in a linear pattern along the Belfast Road, approximately 4.8km north southeast of Ballyclare. Prior to the construction of the new A8 Strategic Road (part of the Eastern Seaboard Key Transport Corridor), the Belfast Road was previously the main road to Larne. There are limited views to the settlement from both north and south, primarily due to the linear form, vegetation and the expanse of the road. The nearest district centre is Ballyclare, which lies approximately 4.82km away. Bruslee is rural in character and consists mainly of detached dwellings. Bruslee previously accommodated a church and Bruslee Primary School. The church building is no longer a place of worship and appears to be used for retail purposes. Bruslee Primary School is no longer operational and the building now appears to be vacant, rundown and subject to vandalism. The Bruslee Recycling Centre lies adjacent to the settlement with a garden centre closeby.

Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Properties are not connected to the public sewerage network
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Bruslee		
Health		
There are no health services or facilities in Bruslee		
Transport		
Proximity to Key Transport Corridors	Y	The village lies approximately 1km from the A8/Eastern Seaboard Key Transport Corridor and 6.3 km from the M2/north western Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is approximately 21.4km away and George Best City Airport approximately 22.9km away.
Proximity to Sea Ports	Y	Port of Larne is approximately 20.6km away with the Port of Belfast approximately 18.5km away.
Bus/Rail Provision	N	There are no public transport services facilitating Bruslee
Walking/Cycling	Y/N	There are footpaths throughout the settlement but these are not continuous and do not adjoin to any neighbouring settlements; limiting walking opportunities. There is no National Cycle Network route in the hamlet or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	No public transport serves the site therefore; residents rely heavily on private vehicle for transportation.
Retail		
Comparison Retail	Y	Village Waterbeds
Community		
Other	Y	Bruslee Recycling Centre

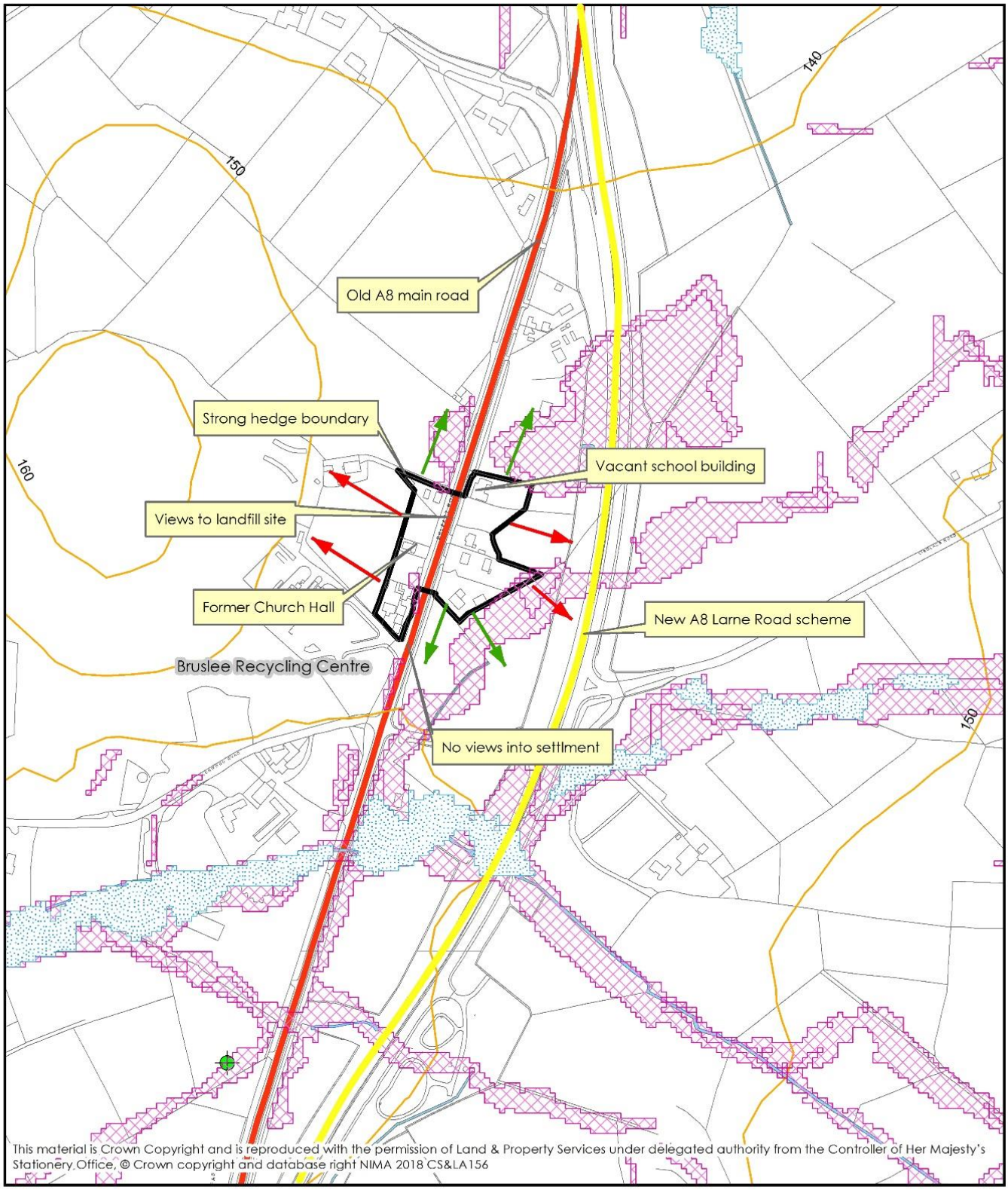
Conservation & Heritage

Nature Conservation		
Landscape Character Area (LCA)	Y	Village is within LCA 115 – Tardree and Six Mile Water Slopes
There are no natural assets in Bruslee		

Built Heritage		
There are no built heritage assets in Bruslee		
Townscape / Landscape		
There are no townscape or landscape features in Bruslee.		
Tourism		
There are no tourism services or facilities in Bruslee		
Flood Risk		
Surface Flooding	Y	There is potential for Surface Water flooding within a small proportion of the settlement.

Qualitative Analysis	
Strengths	• The settlement is well located to access the Eastern Seaboard Key Transport Corridor.
Weaknesses	• There are limited employment opportunities within Bruslee. The Council owned amenity site together with Village Waterbeds provide a small number of employment roles for the settlement. • The nearest large employment centre is Ballyclare which lies approximately 4.82km from the settlement.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion is constrained due to the A8 dual carriageway to the east and the council waste facility to the west.

Conclusion: It is considered that Bruslee plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Bruslee

Settlement Development Limitas per Legacy Plan
Unscheduled Archaeological Site and Monument
New A8 Larne Road
Protected Route - Belfast Road
Surface Flooding(I200cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N

Bruslee

Settlement Development Limit as per Legacy Plan

0 25 50 Metres

N

Craigarogan

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Airport	Hamlet	58	6.53	27

Overview of Settlement

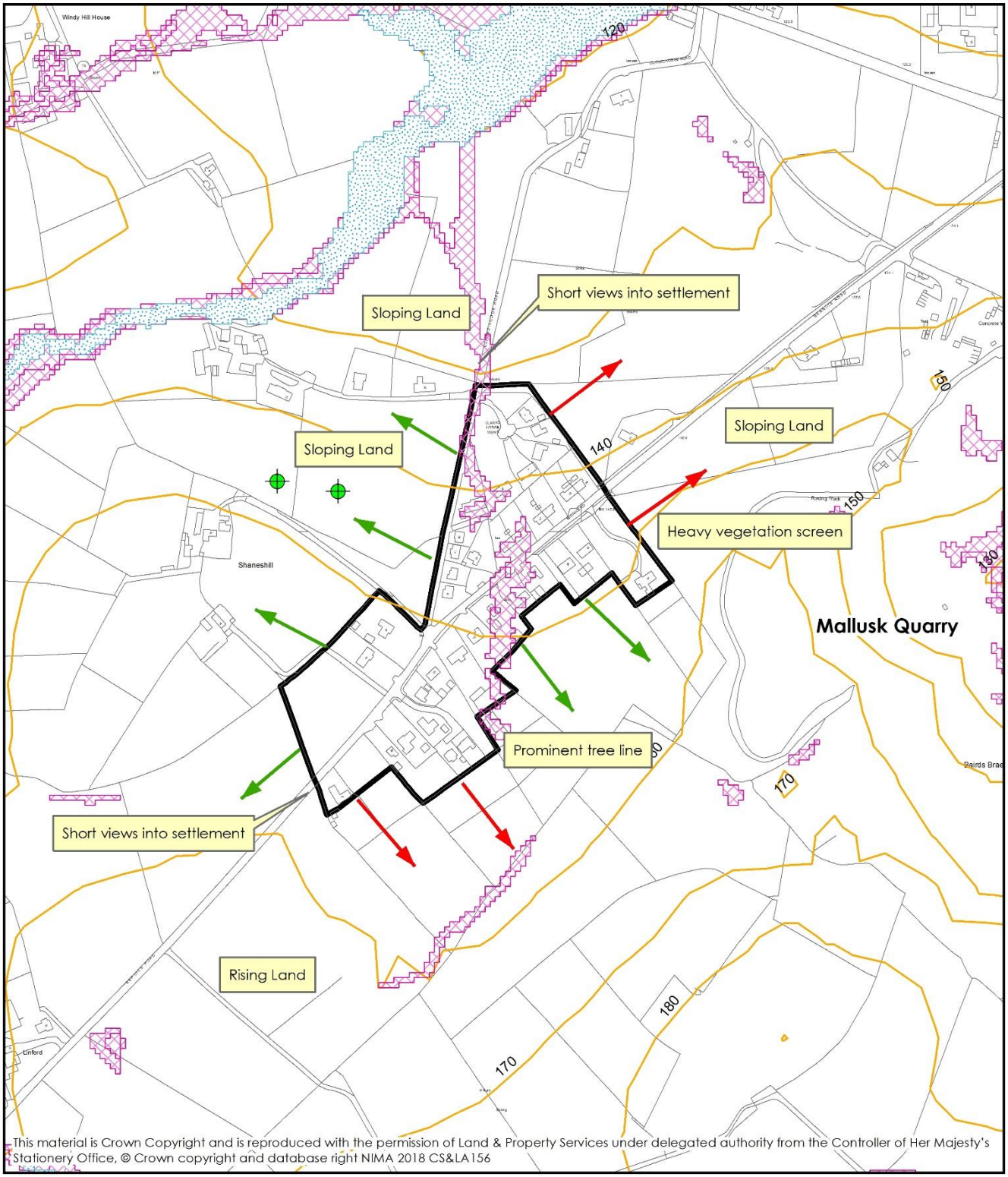
Craigarogan is designated as a small settlement in BMAP (both 2004 and 2014 versions). It is located southeast of Roughfort and approximately 0.8km west of Mallusk on the B95 Mallusk Road. The settlement is rural in character and made up of mainly semi-detached and detached dwellings. The settlement has developed in a linear fashion at the junction of the Bernice Road and the Clarke-Lodge Road maintaining no real centre or focus and views in all directions are short due to the natural landform and landscaping. Craigarogan does not perform a community service role or function and does not house any community buildings. Mallusk Quarry is adjacent to the settlement and acts as an environmental constraint to the north east for settlement expansion. The quarry does not have any visual impact on the settlement due to the form of the landscape.

Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Roughfort WWTW, which has further capacity
Broadband	Y	Ultrafast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no education services or facilities in Craigarogan.		
Health		
There are no health services or facilities in Craigarogan.		
Transport		
Proximity to Key Transport Corridors	Y	The hamlet lies approximately 3.5km from Sandyknowes roundabout, providing connections to the M2 Motorway/North Western Key Transport Corridor, the A8/Eastern Seaboard Key Transport Corridor and the A6 Antrim Road protected route.
Proximity to Airport	Y	Belfast International Airport is approximately 14.6km away and George Best City Airport approximately 20.5km away.
Proximity to Sea Ports	N	Port of Larne is approximately 20.6km away with the Port of Belfast approximately 16.1km away.
Public Transport	N	There are no bus stops in the settlement or public transport services. The nearest bus stop is located north of the settlement on the B95 Mallusk road, served daily by the 1E bus service to Belfast.
Walking/Cycling	N	There is a footpath linking Craigarogan to the B95 Mallusk Road; however, the Mallusk Road does not currently have a continuous pedestrian pathway restricting walking potential into Mallusk and Roughfort. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	As the settlement is not served by public transport and there is limited footpath availability present, the majority of the residents rely heavily on private vehicle travel.
Retail		
Post Office/Post Box	Y	Post box located within the settlement
Community		
There are no community services or facilities in Craigarogan		

Conservation & Heritage		
Nature Conservation		
Site of Local Nature Conservation Importance (SLNCI)	Y	Bairds Brae SLNCI adjoins the Settlement Development Limit of Craigarogan at one point but the majority of the designation is situated within the open countryside.
Landscape Character Area (LCA)	Y	Craigarogan falls within 2 Landscape Character Areas , one being LCA 114 – Three and Six Mile Water Valleys and LCA 110 – Derrykilultagh.
Built Heritage		
Archaeological Sites and monuments	Y	There are a number of unscheduled Archaeological sites and Monuments surrounding the settlement, these lie outside of the Settlement Development Limit to the west.
Townscape / Landscape		
There are no townscape or landscape features in Craigarogan.		
Tourism		
There are no tourism services or facilities in Craigarogan		
Flood Risk		
Fluvial Flooding	N	No Fluvial flooding present
Surface Flooding	Y	There is potential for surface water flooding affecting a small proportion of land within the settlement limit.
Qualitative Analysis		
Strengths	• The settlement is located in close proximity to Mallusk, an area of major employment.	
Weaknesses	• The settlement does not have any community buildings.	
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.	
Constraints	• Mallusk Quarry, which lies adjacent to the settlement acts as an environmental constraint to the north east for settlement expansion and the Site of Local Nature Importance constrains development of the settlement in a southwestern direction.	

Conclusion: It is considered that although Craigarogan lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Craigarogan

Settlement Development Limit as per Legacy Plan

Unscheduled Archaeological Site and Monument

Surface Flooding(I200cc)

Strategic Fluvial Flooding(Q100cc)

No Obvious Development Constraint

Potential Development Constraint

0 100 200 Metres

N

Craigarogan

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Creggan-Cranfield

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Dunsilly	Hamlet	110	13.74	34

Overview of Settlement

Creggan-Cranfield is designated as a hamlet in the Antrim Area Plan. It is a linear settlement located 5km south-west of Randalstown and 14.4km from Antrim town centre. The settlement is served by the Staffordstown Road that runs in a northeast direction into the settlement of Randalstown and south-west into Staffordstown. Randalstown is the nearest town centre providing further services and facilities. The settlement is predominantly residential in nature consisting of low-density individual dwelling plots. There are several commercial businesses operating and there are no retail/convenience provision, health or social service provision. The area has a vibrant local community centred on the local primary school (Creggan Primary School) and Kickhams Creggan GAC (the local Gaelic Athletic Club). These are the two main facilities in the area serving the local community and therefore focal points of activity. In addition to the provision of education to local children, the school is also used for community meetings and activities. Kickhams Creggan GAC has well developed facilities for Gaelic Games, recreation and community activity within its complex. In addition, the settlement also benefits from a charity shop, hairdressers/beauticians, motor factors/car repair, car sales, trout fishery, equestrian centre, GAA clubhouse and several pitches, an oil fuel depot, and a guesthouse/Pub. Creggan-Cranfield is close to the shores of the Lough Neagh providing significant panoramic views. It is recognised that the level of resources within the settlement are a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel and should remain a hamlet.

Utilities, Services & Facilities

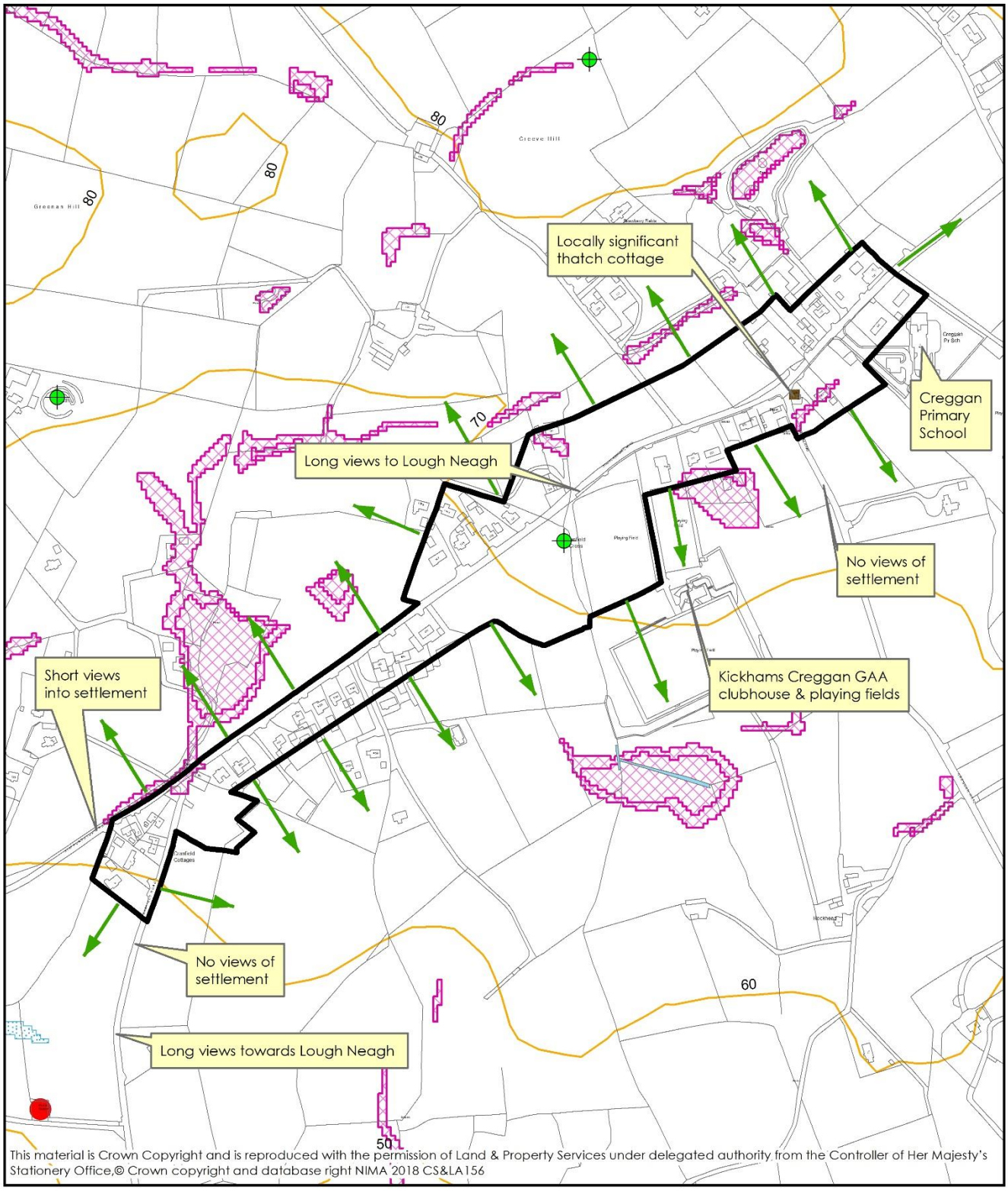
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	Properties have access to the public sewerage network and is served by its own WWTW however, there is no capacity for additional connections.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
Primary	Y	Creggan Primary School
Health		
There are no health services or facilities in Creggan-Cranfield		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 9km from the A6 North Western Key Transport Corridor to Londonderry and approximately 13km from the A26/M22 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 21km to the south of the settlement and George Best City Airport approximately 44.8km away
Proximity to Sea Ports	N	Port of Larne is approximately 49.3km away with the Port of Belfast approximately 41.8km away.
Public Transport	N	There is one bus stop located on the junction of Cranfield Road; however, this is to facilitate predominately school buses. There is no public bus service, which serves the settlement.
Walking/Cycling	Y	The proximity of the settlement to both Randalstown and Toome gives rise to potential walking and cycling routes, however, the existing road and footway infrastructure limits this scope. The National Cycle Network route 94 (Loughshore Trail) comprises 113miles, passes through the settlement looping around Lough Neagh.
Car Reliant	Y	Consequently, as there is no public transport serving the settlement, residents rely heavily on private vehicle use for transportation.

Retail		
Comparison Retail	Y	Charity shop
Commercial Leisure	Y	Equestrian centre, GAA clubhouse, Creeve House Country Guest Inn
Services	Y	Hairdressers/Beauticians, Motor factors/repair, oil fuel depot
Community		
Community Hall/Halls	Y	GAA Clubhouse
Recreation Amenities	Y	GAA Playing Fields, Trout fishery, Cranfield Holy Well & Church
Community Group	Y	Friends of Creggan, Creggan Local Heritage Group
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Creggan-Cranfield is located within the Landscape Character Area known as 'Long Mountain Ridge'. This is characterised by a long ridge of land, which was created by the relative lowering of softer bands of lower basalt. This area is dominated by pasture, supported by the fertile Antrim lavas that underlie it.
Landscape Quality	Y	There is an area of landscape quality consisting of a locally significant listed B1 thatched cottage and associated old commercial garage situated at 124 Staffordstown Road. Whilst the commercial garage has little intrinsic architectural quality, it is considered an important part of the group. This group is a landmark within the settlement adding significantly to the sense of place.
Built Heritage		
Listed Buildings	Y	There is one B1 listed building – this consists of a locally significant listed thatched cottage at the junction of the Staffordstown and Creggan Road.
Archaeological Sites and monuments	Y	There are a significant number of Archaeological Sites and Monuments in and around the settlement. The majority of these are Raths, Mounds and Enclosures, and whilst these have been located, it is likely that there are additional sites yet to be located. There is one State care protected ecclesiastical site outside of the settlement located on the Cranfield Road on the shore of Lough Neagh. This relates to the ruins of Cranfield Church, the Holy Well and the adjacent graveyard. Within the settlement opposite number, 139 Staffordstown Road stands a visible monument of an old Cross known as Cranfield Cross.
Industrial Heritage	Y	There are a number of Industrial Heritage sites located in close proximity to the settlement, for example a Flax Mill site, bridges and the old Belfast and Northern Counties Railway branch line running from Randalstown to Cookstown.
Townscape / Landscape		
Features	Y	Creggan-Cranfield exists as a linear rural settlement, which is predominantly residential in nature, consisting of low-density individual dwelling plots.
Open Space	Y	Kickhams Creggan GAC provides open space facilities in the form of play pitches. In addition, the site of Cranfield Church contains picnic tables, open green space, a slipway for boats, a wooden jetty and a short walking trail.
Tourism		
Assets	Y	Close by the settlement are the ruins of a 13th century church (Cranfield Church) and St Olcan's Holy Shrine, which is 100 yards east of the church. The site is often a location for pilgrimages; area contains picnic tables, open green space, a slipway for boats, a wooden jetty and a short walking trail.
Accommodation	Y	The Creeve House Country Guest Inn within the settlement consists of 7 rooms, which sleeps 12 persons.
Flood Risk		
Fluvial Flooding	N	No Fluvial flooding present

Surface Flooding	Y	To the south west of the settlement at the junction of the Cranfield Road, the area of the Fishery and to the rear of the GAC playing fields, there is the potential for surface water flooding due to the existing drainage/watercourses.

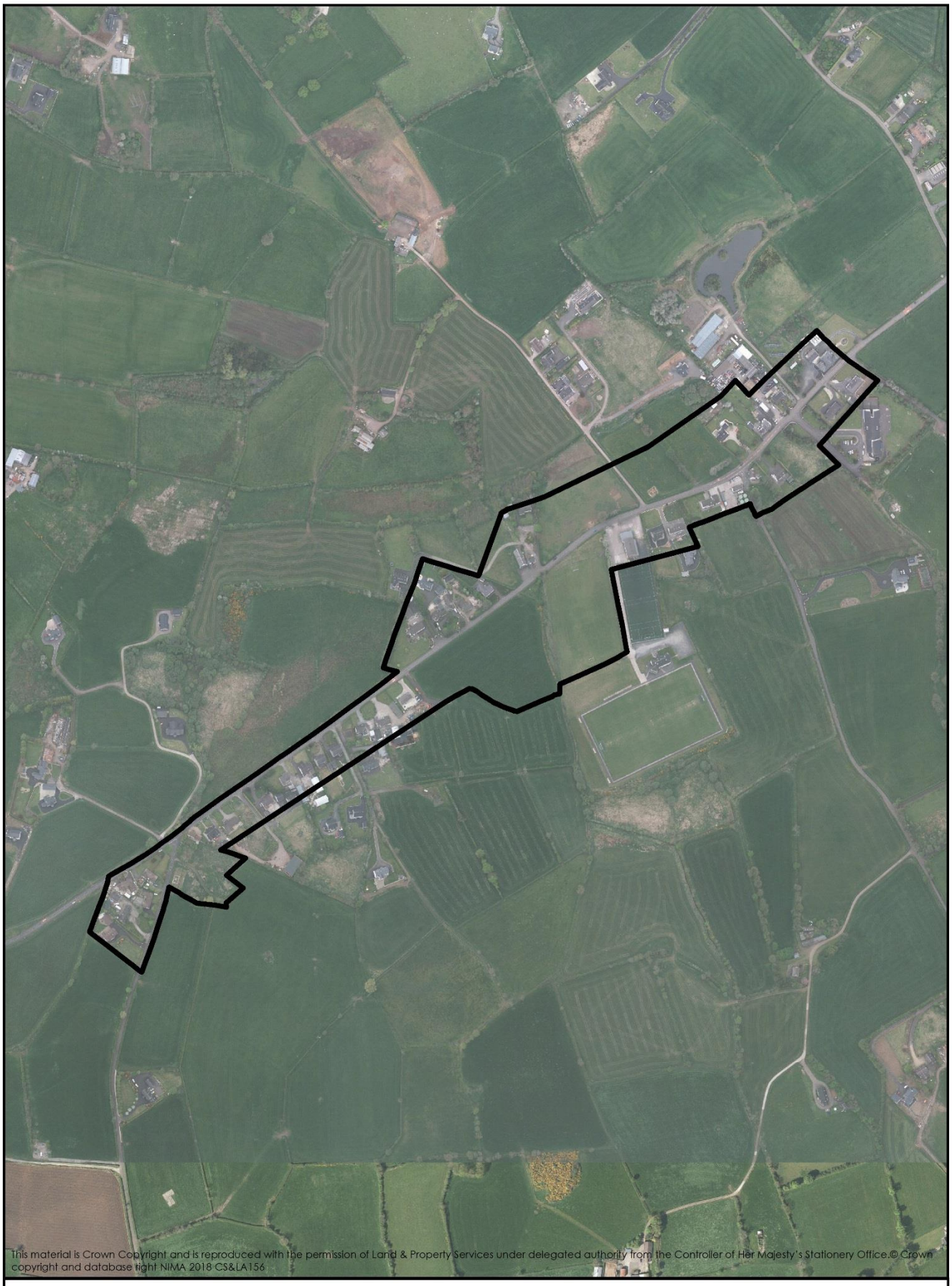
Qualitative Analysis	
Strengths	• The settlement offers significant community and recreation facilities with other community services available in Randalstown. • Creggan Primary School and Kickhams Creggan GAC are the two main facilities in the area serving the local community and therefore focal points of activity. • The area also has a rich history and heritage with landmarks such as St Olcan's Well and Cranfield Church.
Weaknesses	• Settlement is not served by public transport.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the settlement is not physically constrained; however, consideration must be given to the potential area of landscape quality that has been identified at the junction of the Staffordstown and Creggan Road.

Conclusion: It is considered that Creggan-Cranfield plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Creggan-Cranfield

Settlement Development Limit as per Legacy Plan
Unscheduled Archaeological Site and Monument
Listed Buildings
Waste Water Treatment Works
Surface Flooding(I200cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N



Creggan-Cranfield

Settlement Development Limit as per Legacy Plan

0 125 250 Metres

N

Groggan

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No.of dwellings (2011 Census)
Dunsilly	Hamlet	135	7.6	54

Overview of Settlement

Groggan is designated in the Antrim Area Plan as a hamlet. It is located less than 3.3km outside Randalstown and is concentrated around the junction of the Portglenone Road (B52) and the Groggan Road, extending northeast along the Coolsythe Road. The settlement is rural in character and residential development has historically occurred in a linear fashion along the Coolsythe Road and Portglenone Road with housing spanning east and west along the Groggan Road and the Groggan Road South. Housing in the area varies from higher density terraced housing towards the core with larger detached homes moving outwards. The settlement does not perform a community service role or function and possesses no community facilities. Groggan Primary School serves the settlement but is located approximately 0.8 km from the settlement. The nearest town centre is Randalstown located 3.7 km away. Residents are likely to travel to Randalstown or Antrim to avail of community service facilities. It is recognised that the level of resources within the settlement are a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel and should remain a hamlet.

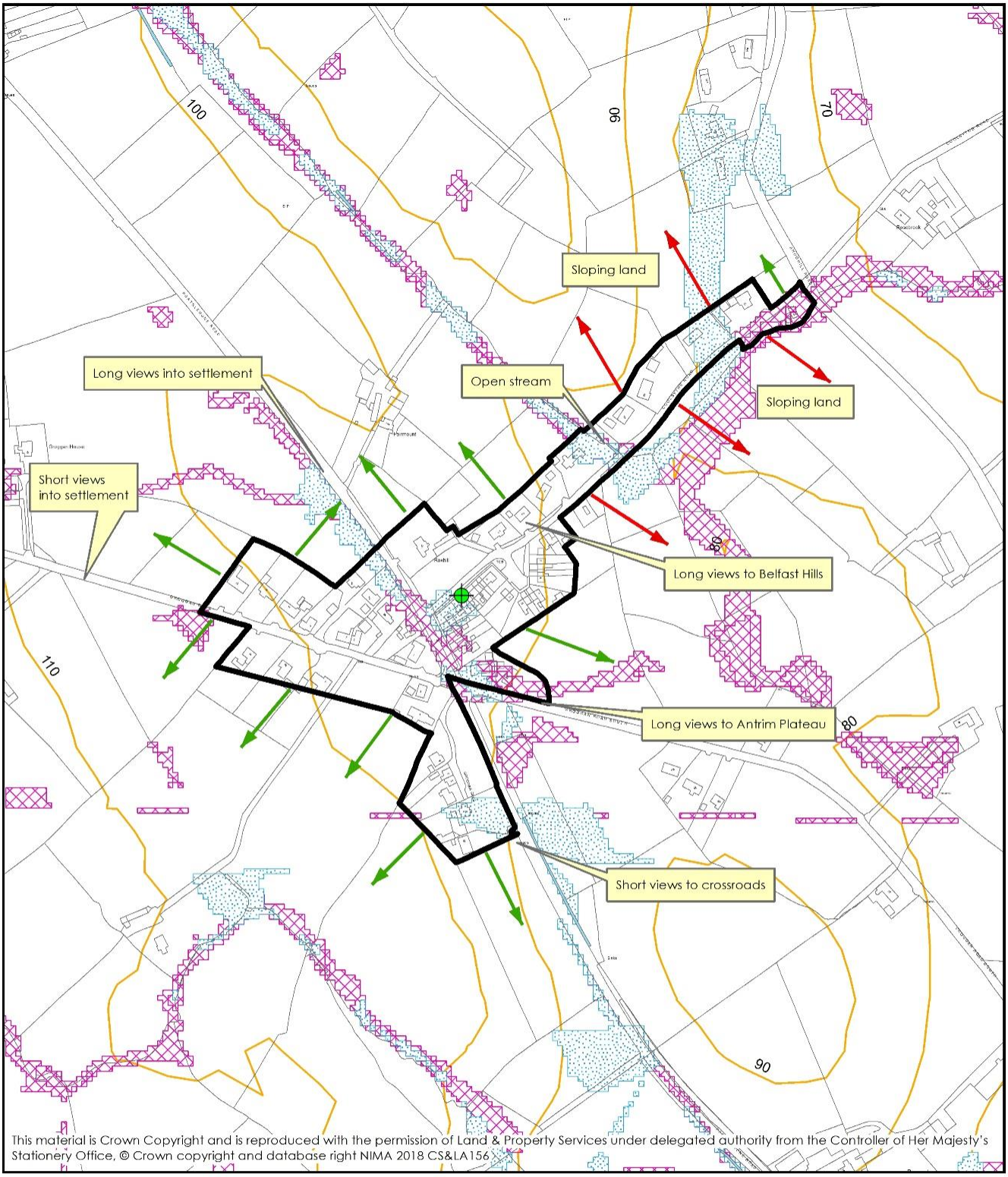
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
Groggan Primary School serves the settlement but is located approximately 0.8 km from the settlement.		
Health		
There are no health services or facilities in Groggan		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 5.1km from the M22/M2 North Western Key Transport Corridor, approximately 9.1km from the A26 Norther Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 18.3km from the settlement and George Best City Airport approximately 41.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 45.8km away with the Port of Belfast approximately 39.1km away.
Public Transport	N	There are no public transport facilities serving the settlement, however, the 122 Ballymena- Portglenone bus passes the settlement on the Ahoghill Road, approximately 500m north east of the settlement.
Walking/Cycling	N	Walking opportunities are limited due to lack of footpaths and there is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the poor public transport provisions, residents rely on their private vehicle to commute to and from Groggan.
Retail		
There are no retail facilities or services within Groggan		
Post Office/Post Box	Y	One post box is located on the main B52 road transcending the settlement.

Community		
There are no community services or facilities in Groggan		
Community Group	Y	Groggan Committee
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in or around the settlement		
Landscape Character Area (LCA)	Y	Located within the 'Long Mountain Ridge' Landscape Character Area
Built Heritage		
There are no built heritage assets or designations within Groggan		
Archaeological Sites and monuments	Y	One unscheduled Archaeological Monument present within the Settlement, this is located off the Coolsythe Road.
Townscape / Landscape		
Features	Y	The settlement is rural in character given the proximity of the surrounding countryside and has developed historically around the junction at the Portglenone Road. Development takes a traditional linear form along the Coolsythe Road with a cluster at the road junction. The core of the settlement is characterised by higher density housing around the junction but as they extend away from this cluster they become larger with the majority being detached homes. The settlement is well integrated into the landscape and is buffered by existing vegetation. There are short views into the settlement from all directions.
Tourism		
There are no tourism assets or accommodation within Groggan		
Flood Risk		
Fluvial Flooding	Y	Potential for flooding exists along the two water corridors flowing through the settlement.
Surface Flooding	Y	There is potential for surface water flooding within the centre of the settlement along the Portglenone Road.

Qualitative Analysis	
Strengths	• The settlement is rural in character given the proximity of the surrounding countryside and has developed historically around the junction at the Portglenone Road.
Weaknesses	• There are extremely limited employment opportunities within the settlement. The closest employment location is Randalstown, which lies approximately 3.7 km from the settlement. • There are no community facilities and due to the nature of the area, no clear opportunities for future development of facilities.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Potential expansion of Groggan to the northwest is potentially constrained by the presence of sloping land.

Conclusion: It is considered that although Groggan lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Groggan

Settlement Development Limit as per Legacy Plan

Unscheduled Archaeological Site and Monument

Surface Flooding(I200cc)

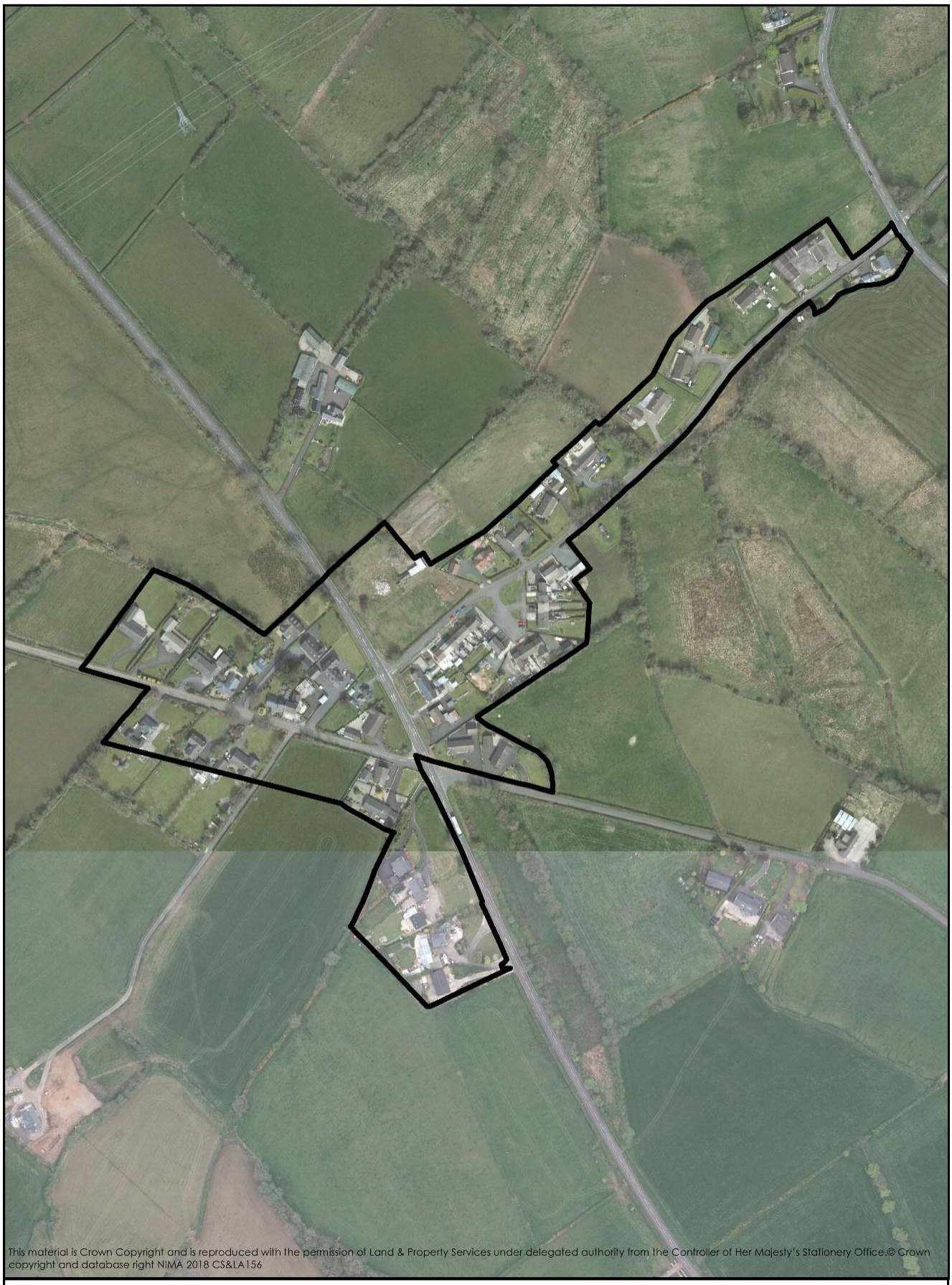
Strategic Fluvial Flooding(Q100cc)

No Obvious Development Constraint

Potential Development Constraint

0 100 200 Metres

N



Groggan

Settlement Development Limit as per Legacy Plan

0 75 150 Metres

N

Hillhead

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Ballyclare	Hamlet	150	1.3	59

Overview of Settlement

Hillhead is designated as a small settlement in BMAP (both 2004 and 2014 versions). It consists of two nodes and is located on the busy B94 Hillhead Road, and is served primarily by the A8 Key Transport Corridor to the South East and the A57 Templepatrick Road to the North West of the settlement. The settlement initially formed around the mill in the southern node and around the tannery and cluster of buildings to the north. The settlement has then grown gradually in a linear pattern along the Hillhead Road promoting a mixture of both detached and semi-detached dwellings. Due to the long linear form and the bi-nodal nature of the settlement, there is a lack of a centre or focus. The Ballylinney Burn river corridor and mill act as character features within the settlement. There are short views into the settlement due to its narrow linear form together with strong vegetation acting as a buffering feature. The settlement does not perform a community service role or function and does not house any community buildings. It is recognised that the level of resources within the settlement are a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel and should remain a hamlet.

Utilities, Services & Facilities

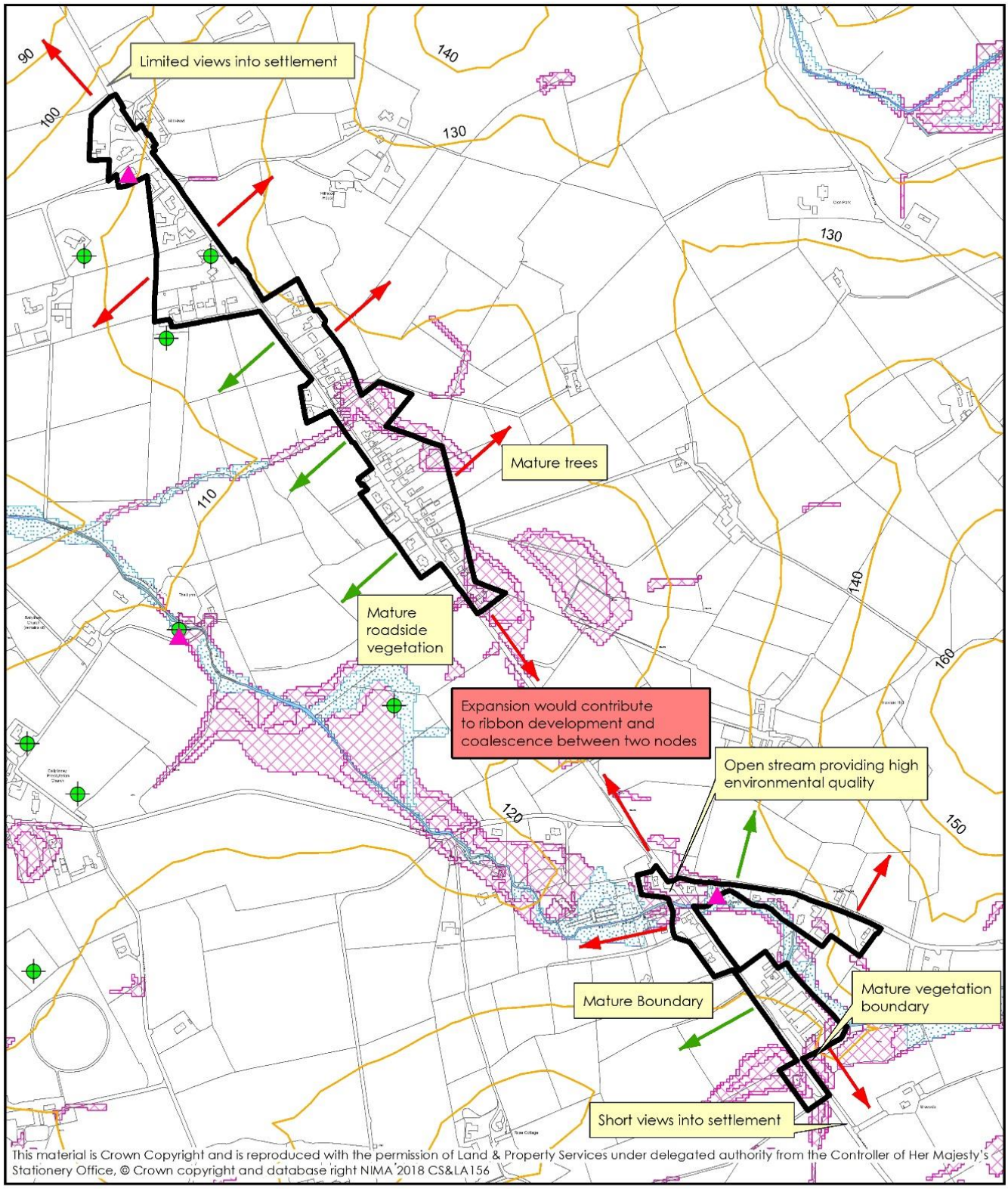
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Ballyclare WWTW which has further capacity
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Hillhead		
Health		
There are no health services or facilities in Hillhead.		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 0.6km from the A8 Key Transport Corridor and 8.7km from the M2/M22 motorway.
Proximity to Airport	N	Belfast International Airport is located some 24km from Hillhead and George Best City Airport approximately 29km away.
Proximity to Sea Ports	Y	Port of Larne is approximately 21.4 km away with the Port of Belfast approximately 18.6 km away.
Public Transport	Y	Hillhead is served by the 168B Ulsterbus service from Carrickfergus to Antrim. The service operates 3 times a day Monday to Friday and picks up from Boyces Halt.
Walking/Cycling	N	There are footpaths along the Hillhead Road but walking opportunities are limited as they are not continuous throughout the settlement and the road is a very busy through route. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the poor public transport provisions, residents rely on their private vehicle to commute to and from Hillhead.
Retail		
The nearest large retail and town centre is Ballyclare which lies approximately 1.6 km from the settlement. There is one existing retail provision relating to a caravan and shed sales.		
Community		
There are no community services or facilities in Hillhead.		

Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in or around the settlement		
Landscape Character Area (LCA)	Y	Located within the 'Three and Six Mile Water Valleys' and 'Tardree and Six Mile Water Slopes' Landscape Character Area
Local Landscape Policy Area (LLPA)	Y	Hillhead has 6 Local Landscape Policy Area Designations that lie within, adjoin or are adjacent to the Settlement Development Limit.
Rural Landscape Wedge	Y	There is a Rural Landscape Wedge located to the North of Hillhead designated to protect the rural character of the area and prevent the merging of the settlement with Ballyclare.
Built Heritage		
Listed Buildings	N	There are no listed buildings in Hillhead.
Archaeological Sites and monuments	Y	There are a number of unscheduled Archaeological sites and Monuments within and surrounding the settlement, including the Corn Drying Kiln which lies within the northern node of the settlement. The remainder of these sites and monuments lie outside the Settlement Development Limit.
Industrial Heritage	Y	The settlement also contains two industrial heritage sites, one in each node. The southern node is home to the Spade Mill - Bruce Mill (Corn) site and the northern node holds the tannery site.
Townscape / Landscape		
Features	Y	There are no defined character areas within the settlement. The settlement has two nodes with a stretch of the main B94 Hillhead Road separating the two and is rural in character. The settlement lacks a centre or focus due to its long linear form. The Ballylinney Burn river together with Longwood Mill give character to the southern node of the settlement. The Northern Node of the settlement also houses a number of landscape and nature conservation designations within or adjoining the settlement. Despite the number of Local Landscape Policy Areas designated there are no TPO's within the settlement. There are a number of archaeological sites and monuments within and surrounding the settlement. Due to the number of designations present within Hillhead it is considered to be an area of high landscape quality and nature conservation. There are short views into the settlement from both directions primarily due to strong vegetation acting as a buffer.
Tourism		
There are no tourism assets or accommodation within Hillhead		
Flood Risk		
Fluvial Flooding	Y	Potential for flooding exists along the two water corridors flowing through the settlement.
Surface Flooding	Y	There is potential for surface water flooding within a small proportion of the settlement.

Qualitative Analysis	
Strengths	• The settlement is relatively well connected to the transport network due to its accessible location to the A8 key transport corridor. It is also served Monday to Friday by the 168B Ulsterbus service.
Weaknesses	• The settlement has limited employment opportunities related to existing businesses, known as a caravan sales and shed sales business. • No community or public service buildings exist within the settlement development limit. • The Hillhead Road dominates the settlement somewhat.

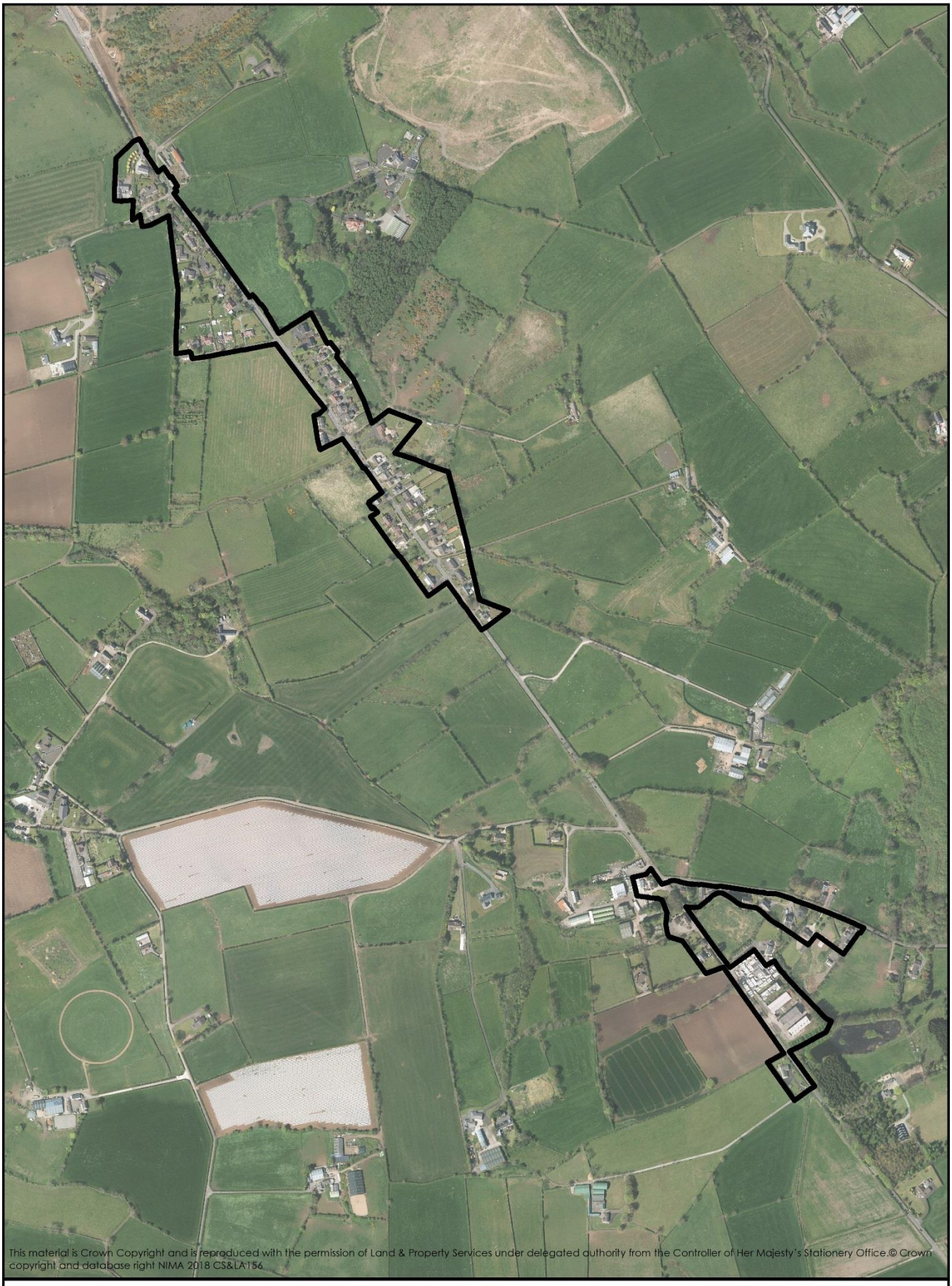
Opportunities	• The settlement is well located to avail of the employment opportunities in Ballyclare. • There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• The potential to coalescence between the two nodes and Ballyclare is a constraint to development.

Conclusion: It is considered that although Hillhead lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Hillhead

Settlement Development Limit as per Legacy Plan
Unscheduled Archaeological Site and Monument
Industrial Heritage
Surface Flooding(I200cc)
Strategic Fluvial Flooding(Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 150 300 Metres
N



Hillhead

Settlement Development Limit as per Legacy Plan

0 175 350 Metres

N

Killead				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Hamlet	81	4.2	32

Overview of Settlement

Killead is designated as a hamlet in the Antrim Area Plan. It is located adjacent to Belfast International Airport, and is well connected to the A26 Nutts Corner transport route. The settlement historically developed around a cross roads, where a listed Presbyterian Church and graveyard remain, together with some vernacular character buildings. Over the years, the settlement has developed a road frontage pattern of development, with more recent infill housing linking the historic core to the social housing development at Grove View. The level of resources is below that of a Level 1 Village on the RDS Hierarchy of Settlements and Related Infrastructure Wheel and it should remain a hamlet.

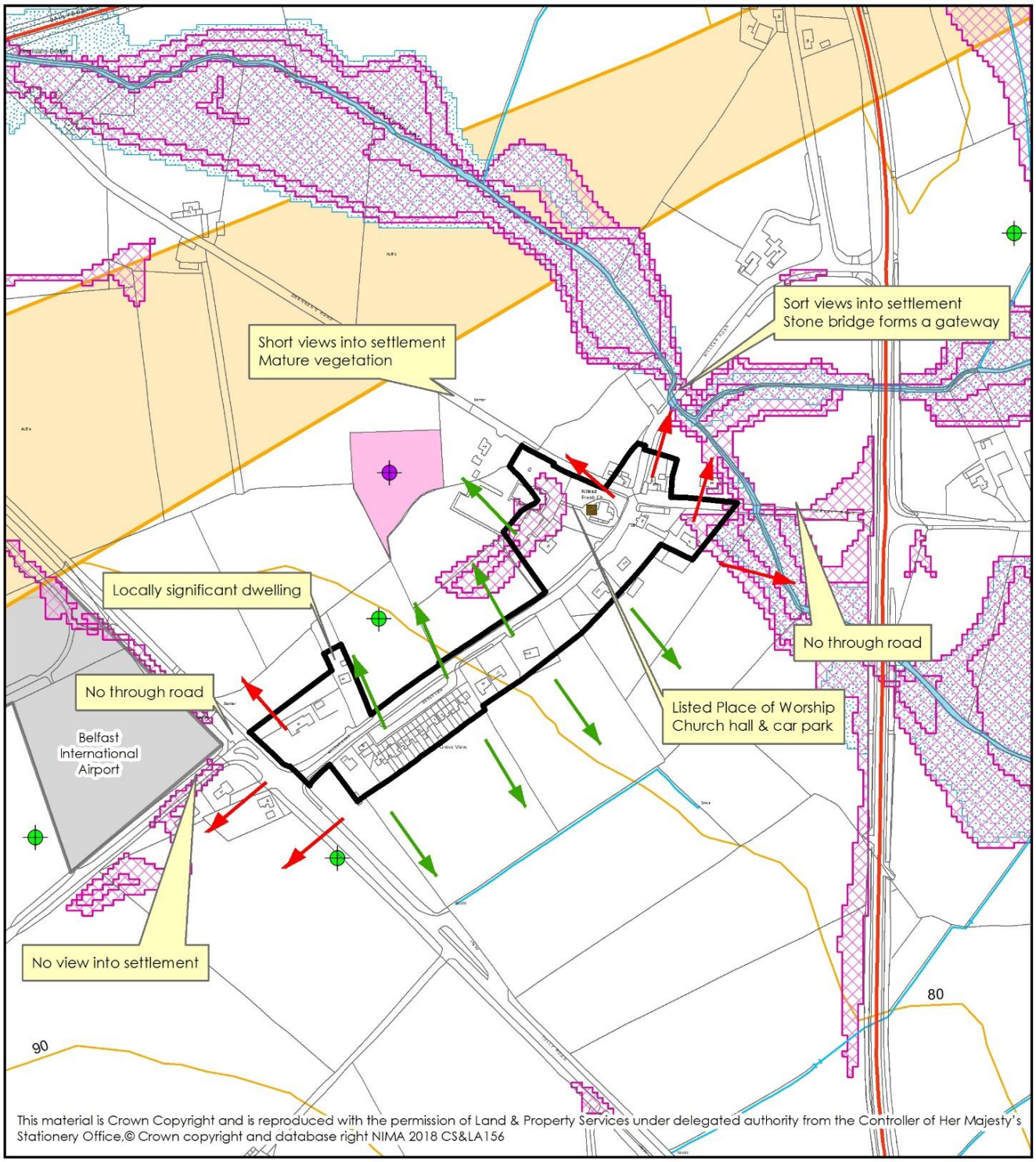
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	Y	There is one solar farm development in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Killead		
Health		
There are no health services or facilities in Killead		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 9km from the Northern/North-Western Key transport Corridor and 0.5mile from the A26, which provides an alternative southerly connection to the Southern and South Western KTCs without the need to travel through Belfast.
Proximity to Airport	Y	Belfast International Airport is located some 2.2km from the settlement and George Best City Airport approximately 31km away.
Proximity to Sea Ports	N	Port of Larne is approximately 34.5km away with the Port of Belfast approximately 28.2km away.
Public Transport	Y	The settlement benefits from an Ulsterbus service on the109c route, which operates on Monday to Friday between Lisburn/Crumlin/Antrim.
Walking/Cycling	N	There are footpaths in the settlement and walking opportunities outside of the settlement are limited. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the poor public transport provisions, residents rely on their private vehicle to commute to and from Killead.
Retail		
There are no retail facilities or services within Killead. The nearest town centre is Antrim, which lies approximately 6 km away.		
Post Office/Post Box	Y	Post box located on the crossroads with Killead, Carmavy and Drennan's Road.
Community		
Killead performs a limited community service role for the immediate surrounding area, focussed on the church, graveyard and church hall.		
Place of Worship	Y	Killead Presbyterian Church

Community Hall/Halls	Y	Killead Presbyterian Church Hall
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in or around the settlement.		
Landscape Character Area (LCA)	Y	Located in the 'Expansive Crumlin Farmland' LCA.
Landscape Quality	Y	It is considered that Killead has a particular landscape quality due to the large area surrounding the church and its environs and the curtilage of a locally significant dwelling opposite Grove View.
Built Heritage		
Listed Buildings	Y	Killead has one listed building in the form of the Presbyterian Church and its walling and railings. There are also some outbuildings and vernacular character dwellings remaining from the early 19th century at the cross roads opposite the church.
Archaeological Sites and monuments	Y	There is a scheduled monument and associated zone located close to the church hall. This a former ecclesiastical site.
Townscape / Landscape		
Features	Y	The settlement is rural in character given the proximity of the surrounding countryside and has developed historically around the cross roads at the church. Subsequent infill housing development has occurred between this node and the later social type housing (mid 1900's) at Grove View in a road frontage fashion.
Tourism		
There are no tourism assets or accommodation within Killead; however, there are several B&Bs within a short distance for example Ballyrobin Country Lodge, Keef Halla Guest House.		
Flood Risk		
Fluvial Flooding	Y	Potential for flooding exists in the area adjacent to the north of the development limit around the river corridor.
Surface Flooding	Y	There is also a small area of surface water flooding potential near the church hall.

Qualitative Analysis	
Strengths	• Killead is the closest settlement to Belfast International Airport. • Killead is well located adjacent to the A26. • Killead benefits from public transport.
Weaknesses	• There are extremely limited employment opportunities within the settlement.
Opportunities	• The settlement is located adjacent to Belfast International Airport and close to Nutts Corner which offer opportunity for employment on a greater scale. • There is potential for small scale rounding off and infill opportunities for growth. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Potential expansion of Killead to the northwest is constrained by the presence of Belfast International Airport; expansion to the north would potentially be subject to flooding and constrained by the line of the A26; expansion to the south west would breach the line of the road which provides a good stop line and would introduce development into the open countryside.

Conclusion: It is considered that Killead plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Killead

Settlement Development Limit as per Legacy Plan
Belfast International Airport Public Safety Zone
Belfast International Airport

No Obvious Development Constraint
Potential Development Constraint

Archaelogical Sites and Monuments
Scheduled
Scheduled Zone
Unscheduled

Listed Buildings
A26
Q100ccStrategic Fluvial Flooding
Surface Flooding(I200cc)

0 90 180 Metres
N

Killead

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Kingsmoss				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Three Mile Water	Hamlet	44	2.73	16

Overview of Settlement

Kingsmoss is designated as a small settlement in BMAP (both 2004 and 2014 versions). It is located to the south of Ballyrobert village at the junction of the Ballyrobert Road and the Kingsmoss Road. Kingsmoss has a compact form and is rural in character due to the close proximity of the open countryside. Kingsmoss lacks a centre or focus and presently does not contain any public or community facilities. The character of the area is dominated by large single dwellings on large plots. A disused railway line and associated bridge bisects the settlement and acts as the only real feature within it. The settlement has limited views from all surrounding areas, which is primarily due to the large amount of mature vegetation surrounding the settlement, acting as a natural boundary for the settlement limit. Kingsmoss has a settlement development limit to prevent further development along the Ballyrobert Road and Kingsmoss Road, to prevent encroachment into the open countryside and to prevent coalescence with Ballyrobert to the north. The level of resources is below that of a Level 1 Village on the RDS Hierarchy of Settlements and Related Infrastructure Wheel and it should remain a hamlet.

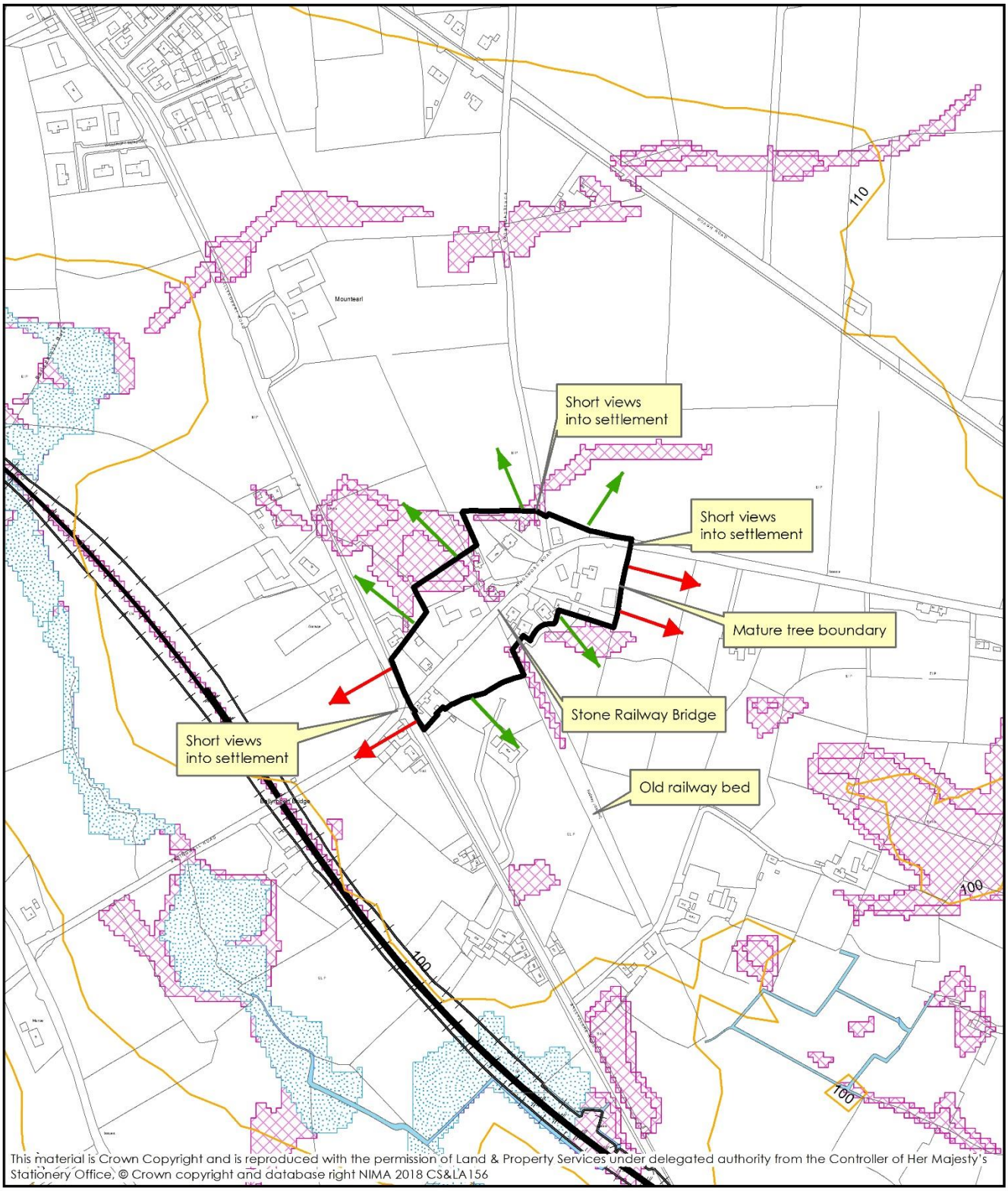
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Superfast and standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Kingsmoss.		
Health		
There are no health services or facilities in Kingsmoss.		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 2.3 miles from the A8 Key Transport Corridor and 4.3km from the M2 Motorway forming a part of the North Western Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 18.1km from the settlement and George Best City Airport approximately 20.1km away.
Proximity to Sea Ports	N	Port of Larne is approximately 24.1km away with the Port of Belfast approximately 16.6km away.
Public Transport	Y	The 153/153A (Belfast-Ballyclare-Larne) bus service regularly passes Kingsmoss on the Ballyclare Road. Approximately 11 services pass daily (Monday- Friday).
Walking/Cycling	N	Walking opportunities are limited due to lack of footpaths and there is no National Cycle Network route in the Hamlet or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the poor public transport provisions, residents rely on their private vehicle to commute to and from Kingsmoss.
Retail		
There are no retail facilities or services within Kingsmoss, with the nearest town centre being Ballyclare, which lies approximately 6.6 km away.		
Community		

Although there a no community facilities found within the settlement development limit of Kingsmoss, Kingsmoss Recreational Hall is located opposite the settlement on the junction of the Ballyrobert Road and the Springwell Road. Kingsmoss Gospel Hall also lies outside of the settlement development limit approximately 1.12 km from the settlement.		
Conservation & Heritage		
Nature Conservation		
A disused railway line bisects the settlement and is designated within BMAP as a Site of Local Conservation Importance (BMAP 2014 designation KS 02). The site is designated on the basis of its flora, fauna or earth science interests and is seen as a wildlife corridor within the area. It acts as a distinct feature within the settlement.		
Landscape Character Area (LCA)	Y	Located within the 'Three and Six Mile Water Valleys' Landscape Character Area
Built Heritage		
The distinctive stone bridge associated with the disused railway line acts as a feature within the settlement.		
Archaeological Sites and monuments	Y	There are a number of unscheduled Archaeological sites and Monuments outside of the Settlement Development Limit.
Industrial Heritage	Y	Ballyrobert Bridge is located in close proximity to the settlement and is designated as an Industrial Heritage Site.
Townscape / Landscape		
Features	Y	The settlement has formed at the junction of the Ballyrobert Road and the Kingsmoss Road to form a cluster. It lacks a centre and focus and presently does not contain any public or community facilities, although these are nearby. The character of the area is rural and is dominated by large single dwellings on large plots. A disused railway line and associated bridge bisects the settlement and acts as the only real feature. There are a number of unscheduled Archaeological Sites and Monuments outside the Settlement Development Limit. There are no TPO's within the settlement, however the settlement is heavily treed giving only short views into the settlement from all directions.
Tourism		
There are no tourism assets or accommodation within Kingsmoss.		
Flood Risk		
Fluvial Flooding	N	There is no risk of fluvial flooding in Kingsmoss.
Surface Flooding	Y	There is a limited area of surface water flooding to the North/North West of the settlement.

Qualitative Analysis	
Strengths	• A number of businesses are located near to the settlement. A commercial vehicle sales, services and repairs business is located opposite the settlement. • The hamlet is relatively well connected to the Transport network, and is serviced by the 153/15a bus route.
Weaknesses	• Due to the scale of the settlement, there is narrow scope for economic development and limited employment opportunities. • No community or public service buildings exist within the settlement development limit.
Opportunities	• Well located to avail of employment opportunities provided by Mallusk. • There is potential for small scale rounding off and infill opportunities for growth. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• The line of the Ballyclare Road forms a natural barrier to the south.

Conclusion: It is considered that Kingsmoss plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Kingsmoss

Settlement Development Limit as per Legacy Plan

Railline

Surface Flooding(I200cc)

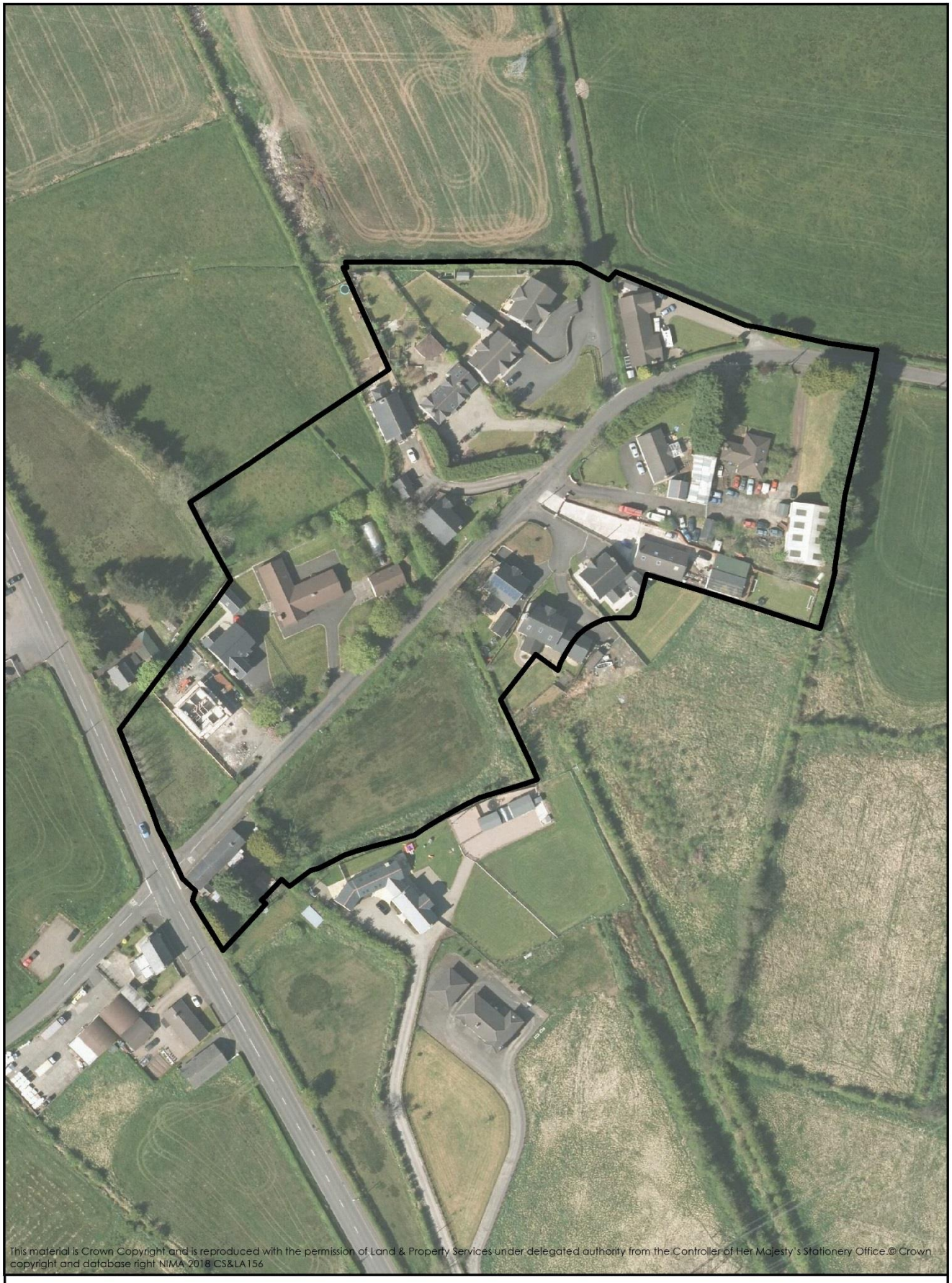
Strategic Fluvial Flooding(Q100cc)

No Obvious Development Constraint

Potential Development Constraint

0 100 200 Metres

N



Kingsmoss

Settlement Development Limit as per Legacy Plan

0 25 50 Metres

N

Lowtown				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Hamlet	23	1.59	8

Overview of Settlement

Lowtown is designated as a small settlement in BMAP (both 2004 and 2014 version). It is located off the B95 Antrim Road between Mallusk and Templepatrick within close proximity to Sandyknowes Roundabout, Mallusk. The settlement has formed in a linear pattern along the Lowtown Road and the Settlement Development Limit is drawn to consolidate the built form and prevent further encroachment along the Lowtown Road. The existing character promotes large detached dwellings on a single plot. The settlement lacks a centre or focus and presently does not contain any public or community facilities. The views into the settlement are short from both directions due to the curvature of the road and existing vegetation. Lowtown has a level of resources relevant to a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel.

Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Lowtown		
Health		
There are no health services or facilities in Lowtown		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 3.1km from the M22/M2 North Western Key Transport Corridor, and 5.3km from Sandyknowes roundabout, providing road connections to the A8, A6, and M2 Motorways.
Proximity to Airport	Y	Belfast International Airport is located some 13.3km from the settlement and George Best City Airport approximately 19.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 28.5km away with the Port of Belfast approximately 17.1km away.
Public Transport	N	There are no public transport facilities directly serving the settlement, however, it is within 1 mile of Ballymartin Park and Ride and is linked by public footpath to Templepatrick along the Antrim Road.
Walking/Cycling	N	Walking opportunities are limited due to lack of footpaths and there is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the poor public transport provisions, residents rely on their private vehicle to commute to and from Lowtown.
Retail		
There are no retail facilities or services within Lowtown.		
Community		
Lowtown does not perform a community service role or function and does not have any community buildings.		

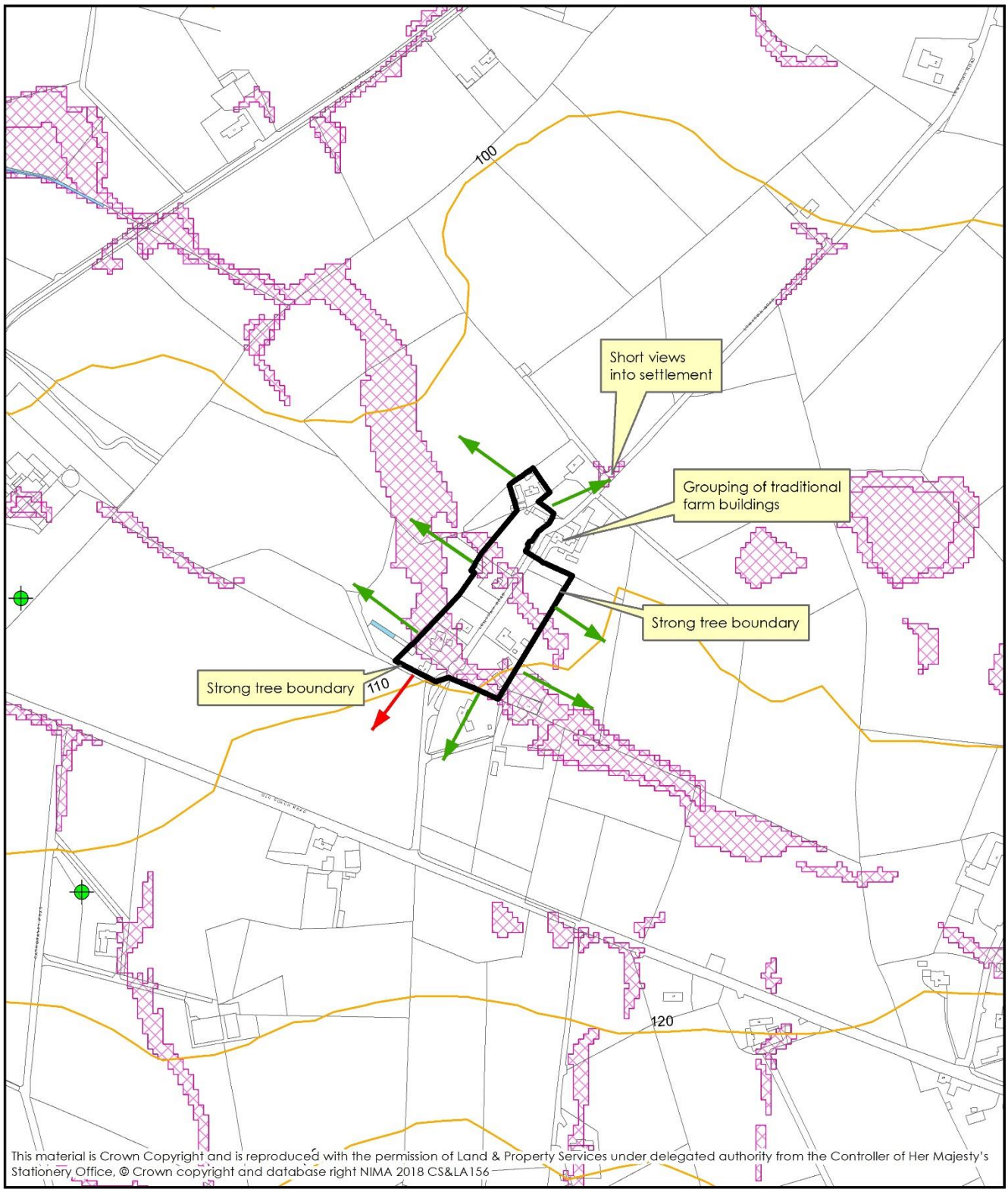
Conservation & Heritage

Nature Conservation

There are no nature conservation designations in or around Lowtown		
Landscape Character Area (LCA)	Y	Located within the 'Three and Six Mile Water Valleys' Landscape Character Area
Built Heritage		
There are no listed buildings within Lowtown and there are no archaeological monuments.		
Townscape / Landscape		
Features	Y	There are no defined character areas within the settlement. The settlement takes a linear form along a single road. Lowtown is rural in character and is made up of mainly detached dwellings with large gardens. There is a mature row of hedges to the south west of the settlement providing a good natural boundary to development. There are also a number of mature trees throughout the settlement none of which are protected under the Tree Preservation Order. Views into the settlement are short from both directions due to the curvature of the road and existing vegetation.
Tourism		
There are no tourism assets or accommodation within Lowtown.		
Flood Risk		
Fluvial Flooding	N	There is no risk of fluvial flooding in Lowtown.
Surface Flooding	Y	There is potential for surface water flooding along two main sections of the settlement.

Qualitative Analysis	
Strengths	• Lowtown is within 1 mile of Ballymartin Park and Ride and is linked by a public footpath to Templepatrick along the Antrim Road. • The nearest large employment centre is Mallusk lies approximately 5.95 km from the settlement.
Weaknesses	• The Settlement is not conveniently served by public transport. • There are no businesses within the development limits.
Opportunities	• Well located to avail of employment opportunities provided by Mallusk. • There is potential for small scale rounding off and infill opportunities for growth. • The need for any development land will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Growth is constrained by the lack of available facilities and services.

Conclusion: It is considered that although Lowtown lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Lowtown

Settlement Development Limit as per Legacy Plan

Unscheduled Archaeological Site and Monument

Surface Flooding(I200cc)

No Obvious Development Constraint

Potential Development Constraint

0 100 200 Metres

N

Lowtown

Settlement Development Limit as per Legacy Plan

0 25 50 Metres

N

Millbank				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Airport	Hamlet	140	9.5	47

Overview of Settlement

Millbank is designated as a small settlement in BMAP (both 2004 and 2014 versions). It is located off the B95 Antrim Road between Mallusk and Templepatrick with close proximity to Sandyknowes Roundabout, Mallusk. The settlement initially formed around the Flax and Corn Mills located close to the Ballymartin Water Corridor and has grown northwards overtime towards the Antrim Road. The Settlement Development Limit extends to incorporate the Carnbank residential developments in the north west of the settlement. The settlement is characterised by large detached dwellings with sizeable amenity space and is suburban in character, with much recent development. There are medium views into the settlement from the southern direction of the Millbank Road. There are reasonably clear views of the settlement from the Antrim road with the Carnbank development being particularly prominent. Millbank has a level of resources relevant to a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel and should remain as a hamlet.

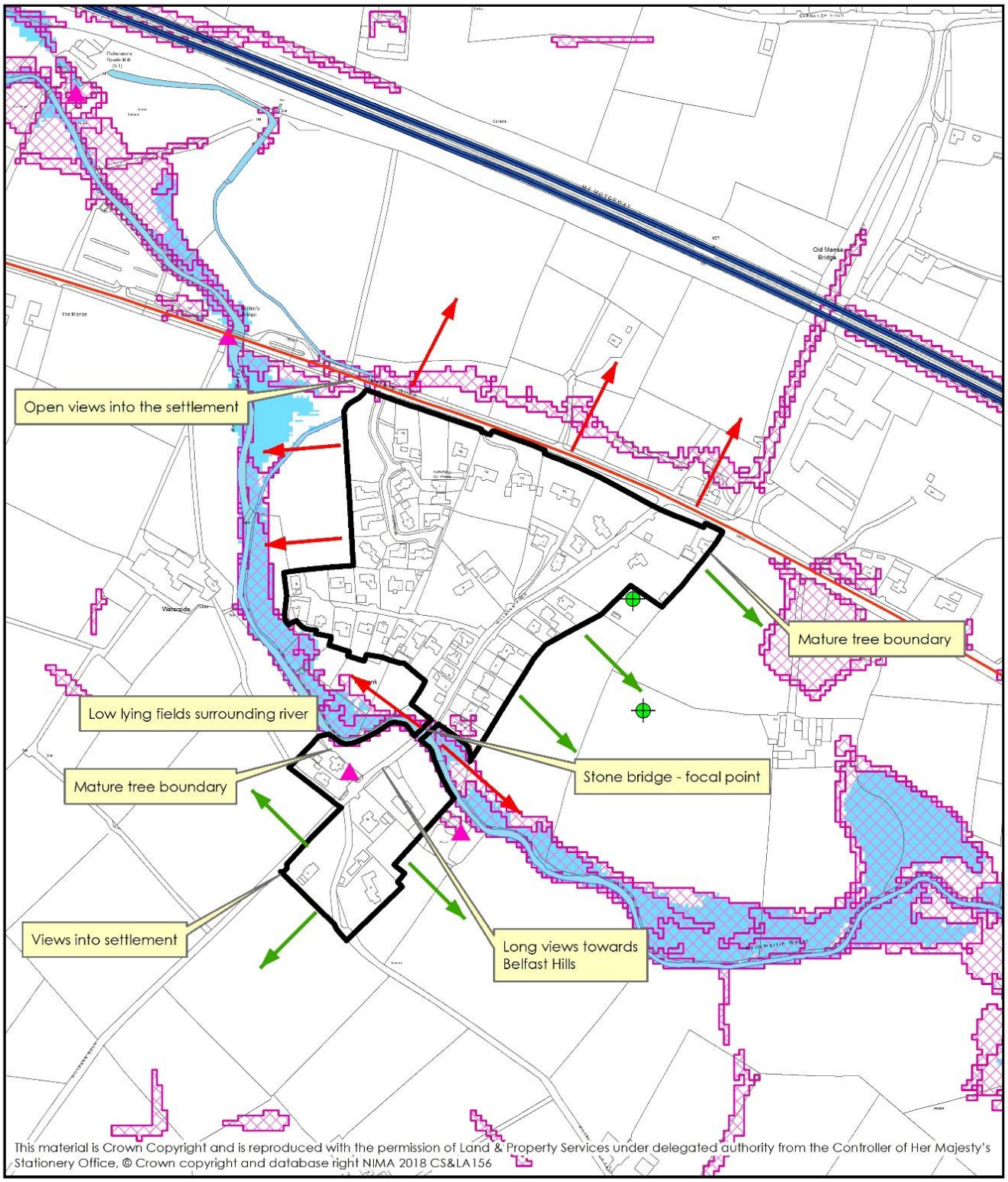
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Millbank		
Health		
There are no health services or facilities in Millbank		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 3.7km from the M22/M2 North Western Key Transport Corridor, and 4.3km from Sandyknowes roundabout, providing road connections to the A8, A6, and M2 Motorways.
Proximity to Airport	Y	Belfast International Airport is located some 13.6km from the settlement and George Best City Airport approximately 18.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 30.1km away with the Port of Belfast approximately 16.1km away.
Public Transport	Y	The settlement is served by regular Ulsterbus services to Antrim, Ballymena and Belfast from the bus stop located on the Antrim Road just outside the settlement limit. Millbank is also within 1 mile of Ballymartin Park and Ride and is linked by public footpath to Templepatrick along the Antrim Road.
Walking/Cycling	N	There are footpaths along the Millbank Road but walking opportunities are limited as this is not continuous throughout the settlement. There is no National Cycle Network route in the village or surrounding area, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the limited public transport provisions, residents rely on their private vehicle to commute to and from Millbank.
Retail		
There are no retail facilities or services within Millbank.		
Community		

The settlement does not perform a community service role or function and does not house any community buildings.		
Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Located within the 'Three and Six Mile Water Valleys' Landscape Character Area
Local Landscape Policy Areas (LLPA)	Y	Millbank has two Local Landscape Policy Area (LLPA) designations that lie within, adjoin or are adjacent to the Settlement Development Limit.
Built Heritage		
The distinctive stone bridge over the Ballymartin River Corridors acts as a feature within the settlement.		
Archaeological Sites and monuments	Y	There are a number of unscheduled Archaeological sites and Monuments surrounding the settlement but these lie outside of the Settlement Development Limit.
Industrial Heritage	Y	There is one Industrial Heritage site within the settlement located beside the Ballymartin River. This is listed as a Cornmill and Kiln Site. The Paper Washing Mill is also noted as a location of Industrial Heritage but is located just outside of the settlement boundary.
Townscape / Landscape		
Features	Y	Millbank is largely clustered between Millbank Lane, Millbank Road and the Antrim Road. The setting is generally rural, particularly at the southern end of the development were there are a number of farm complexes dominating the landscape. There are no defined character areas within the settlement, however, the Ballymartin River and associated bridge give character to the settlement. The settlement has two main clusters with the bridge adjoining the two. The settlement is denser at the northern cluster with the southern node maintaining a more rural character where the landscape incorporates a range of large farm complexes. The land adjacent to the river is low lying and heavily populated with mature trees on one side. There are however no TPO's within the settlement. There are medium views into the settlement from the southern direction of the Millbank Road. There are reasonably clear views of the settlement from the Antrim Road with the Carnbank development being of particular prominence.
Tourism		
There are no tourism assets or accommodation within Millbank.		
Flood Risk		
Fluvial Flooding	Y	There is potential for flooding along the Ballymartin River Corridor, the areas with potential flood risk are low-lying fields currently located outside the development limit.
Surface Flooding	Y	There is potential for surface water flooding within a small sector of the settlement.
Qualitative Analysis		
Strengths	• The nearest district centre is Northcott which lies approximately 6.1km away. • The hamlet is relatively well connected to the transport network due to its accessible location to the M2 motorway. • Served regularly by Ulsterbus services.	
Weaknesses	• There are no businesses within the development limits. • No community or public service buildings exist within the settlement development limit.	

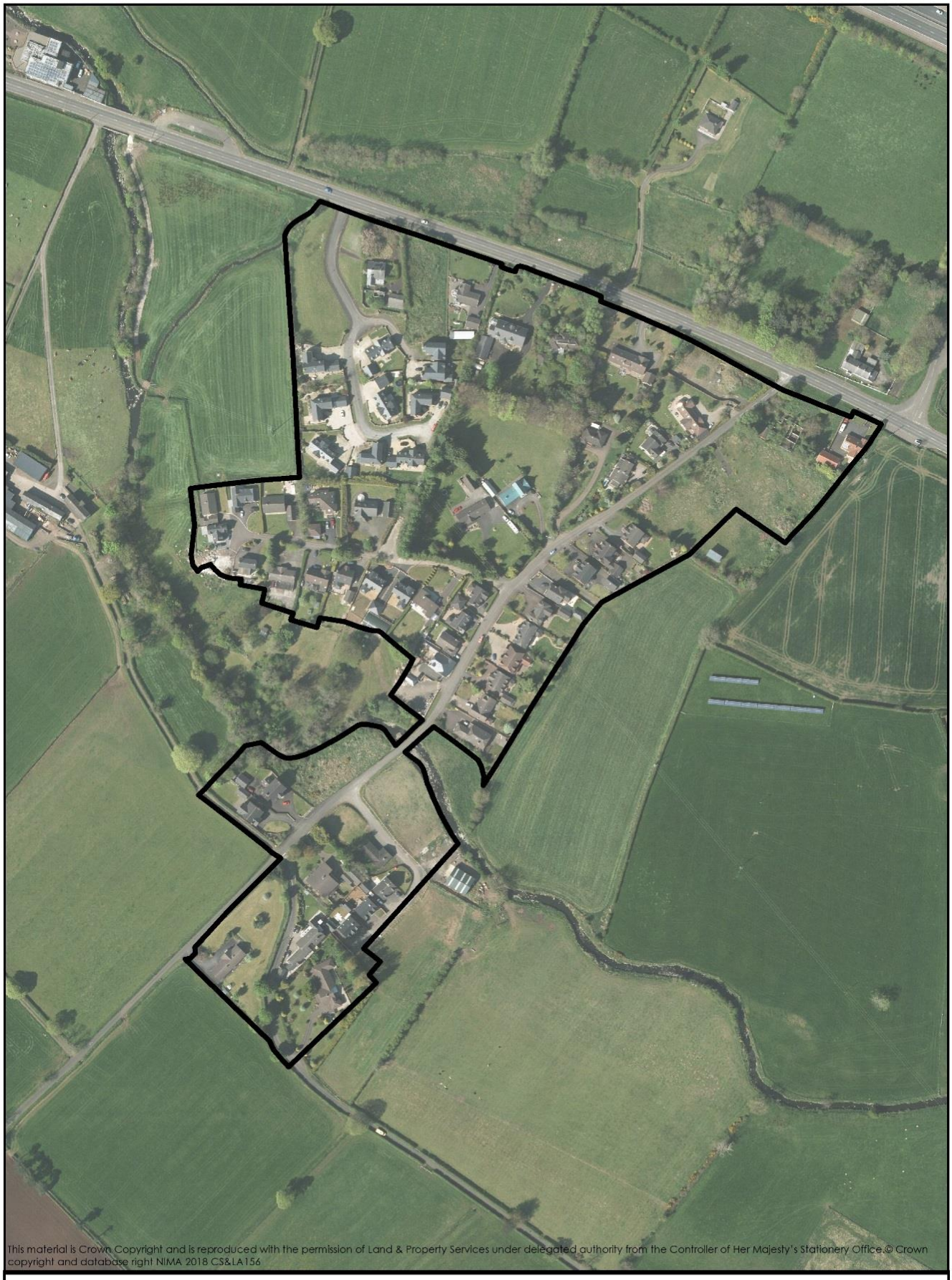
Opportunities	• Well located to avail of employment opportunities provided by Mallusk. • There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• There is potential for flooding in the vicinity of the Ballymartin Water. • The line of the Antrim Road forms a natural buffer to the north.

Conclusion: It is considered that although Millbank lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Millbank

Settlement Development Limit as per Legacy Plan
Unscheduled Archaeological Site and Monument
Industrial Heritage
A6 Antrim Road
M2 Motorway
Surface Flooding(I200cc)
Fluvial Flooding Extent (Q100cc)
No Obvious Development Constraint
Potential Development Constraint
0 100 200 Metres
N



Millbank

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Milltown				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Dunsilly	Hamlet	115	9.16	39

Overview of Settlement

Milltown is designated as a hamlet in the Antrim Area Plan. It is located approximately 4.5km from Antrim, between the A6 Castle Road from Antrim to Randalstown and the main A26 Dublin Road adjoining Antrim town centre with the M2/M22 motorway. The settlement initially formed around the Corn Mill and the Mill Burn Stream corridor. It has grown northwards overtime along the Junction Road. The centre of the settlement remains to be around the Mill Burn stream and mill site where the river and bridge act as a focal point. The settlement is characterised by detached dwellings with sizeable amenity space. The settlement feels rural in character and houses multiple farm buildings. There are generally short views into the settlement from most directions however; there are clear views of the settlement from the Castle Road in both directions. It is recognised that the level of resources within the settlement and designated hamlet are a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel and should remain a hamlet.

Utilities, Services & Facilities

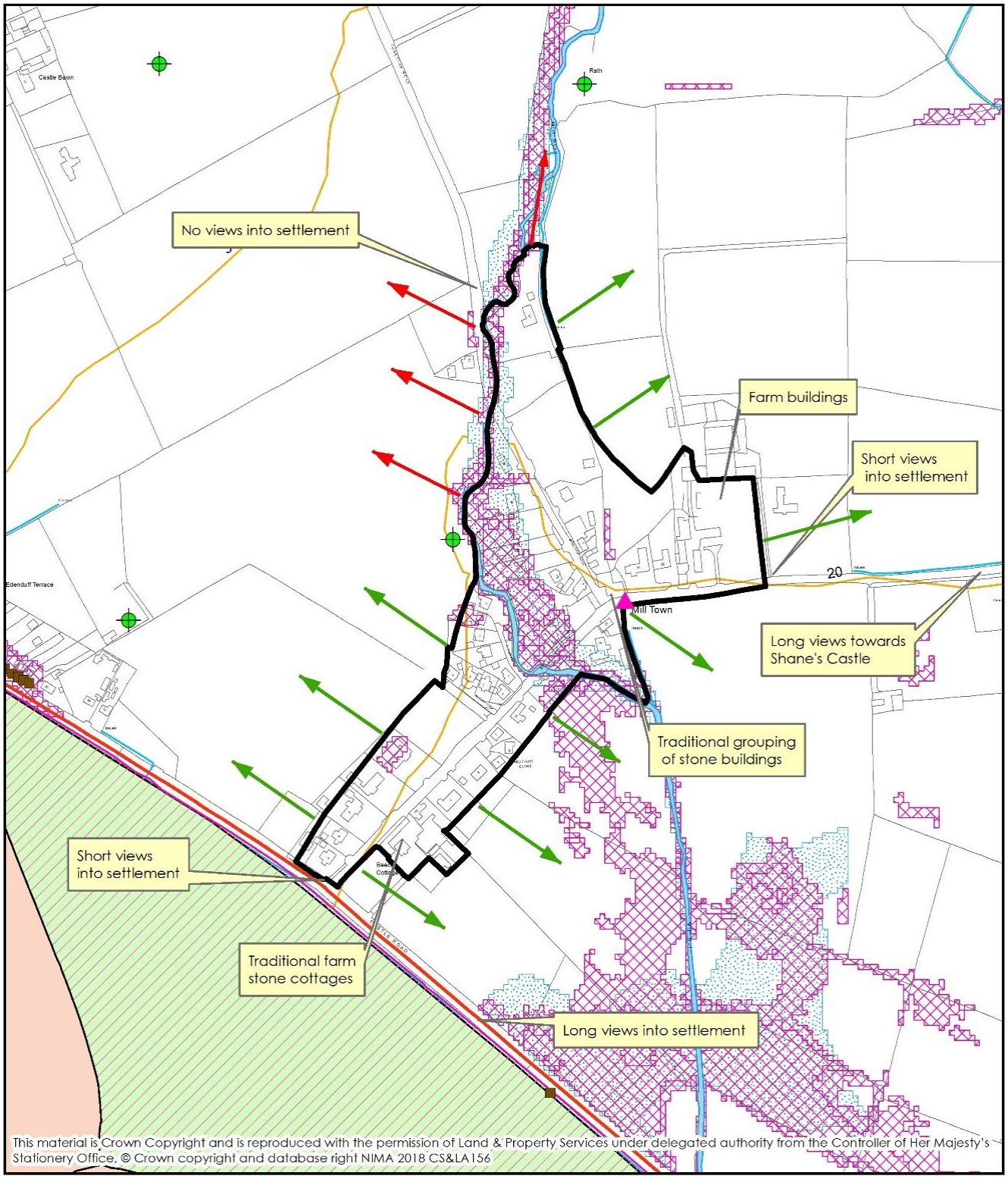
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Milltown.		
Health		
There are no health services or facilities in Milltown.		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 2.9km from the M22/M2 North Western Key Transport Corridor, approximately 3.5km from the A26, which provides an alternative southerly connection to the Southern and South Western KTCs without the need to travel through Belfast.
Proximity to Airport	Y	Belfast International Airport is located some 10.7km from the settlement and George Best City Airport approximately 36.1km away.
Proximity to Sea Ports	N	Port of Larne is approximately 39.4km away with the Port of Belfast approximately 32.7km away.
Public Transport	Y	The settlement is served by the 110a Randalstown Ulsterbus Service with the bus stop on the main A6 Antrim road from Antrim to Randalstown. Milltown is also within 1 mile of Ballymartin Park and Ride.
Walking/Cycling	Y	Milltown is approximately 2.5 miles from Antrim town centre providing both walking and cycling opportunities for residents. There are footpaths throughout the settlement and towards Antrim town centre along the main A6 Antrim to Randalstown Road. The settlement avails of the National Cycle Network 94 referred to as 'The Loughshore trail', which is a 182km circuit around Lough Neagh travelling through Crumlin, Antrim, Randalstown and Toome.
Car Reliant	Y	Due to the limited public transport provisions, residents rely on their private vehicle to commute to and from Milltown.
Retail		
There are no retail services or facilities in Milltown; however, Antrim town centre lies approximately 4.5km away, providing the closet retail services.		
Post Office/Post Box	Y	One post box located on the A6 Castle Road – west of Milltown.

Community		
The settlement does not perform a community service role or function and does not house any community buildings.		
Conservation & Heritage		
Nature Conservation		
The settlement lies adjacent to Ross Brae Plantation Area and in close proximity to Shane's Castle (Area of Special Scientific Interest) and the Lough Neagh and Lough Beg Ramsar Site.		
Landscape Character Area (LCA)	Y	Located within in the 'North Lough Neagh Shores' and 'River Main Valley' Landscape Character Areas.
Landscape Quality	Y	Milltown has a stream corridor, which also contains a mill race and sluice as well as an unscheduled raised rath and general woodland areas.
Built Heritage		
The distinctive stone bridge over the Mill Burn Stream acts as a feature within the settlement. There are also a number of traditional stone buildings associated with the mill, these are at the junction of the Milltown Road and the Junction Road and provide an element of character to the settlement.		
Archaeological Sites and monuments	Y	There are a number of unscheduled Archaeological sites and Monuments surrounding the settlement but these lie outside of the Settlement Development Limit.
Industrial Heritage	Y	There is one Industrial Heritage Site located in the centre of the settlement. This is a listed as Corn/Flax Mill site.
Townscape / Landscape		
Features	Y	The Mill Burn stream and associated bridge give character to the settlement. The settlement is clustered around the watercourse and the intersection of the Milltown and Junction Roads with the northern section of the settlement having a more sparsely populated feel. The character of the area is predominantly rural with a number of farm complexes close within the vicinity. There are a number of large trees within the settlement particularly following the stream corridor however, there are no TPO's present. There are generally short views into the settlement from most directions however; there are clear views of the settlement from the Castle Road in both directions.
Tourism		
There are no tourism assets or facilities in Milltown		
Flood Risk		
Fluvial Flooding	Y	Due to the proximity of Milltown to the Mill Burn Stream there is potential for flooding. This is limited to lands close to and following the stream corridor and is more significant towards the southern boundary of the Settlement Development Limit.
Surface Flooding	Y	There is potential for Surface Water flooding within small pockets of the settlement.

Qualitative Analysis	
Strengths	• The hamlet is relatively well connected to the transport network due to its accessible location to the M2 motorway. It is also served regularly by Ulsterbus services. • The settlement has a rural character with the presence of farm buildings together with the Mill Burn Stream and associated vegetation.
Weaknesses	• There are no businesses within the development limits. • The settlement does not perform a community service role or function however the proximity to Antrim lessens this impact.
Opportunities	• Well located to avail of employment opportunities provided by Antrim. • There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• The settlement is constrained to the west with the presence of the Ross Brae Plantation.

	• The settlement lies adjacent to Ross Brae Plantation Area and in close proximity to Shane's Castle (Area of Special Scientific Interest) and the Lough Neagh and Lough Beg Ramsar Site. • The line of the Randalstown Road forms a natural buffer to the south.

Conclusion: It is considered that although Milltown lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Milltown

- Settlement Development Limit as per Legacy Plan
- Unscheduled Archaeological Site and Monument
- Historic Parks, Gardens and Demesnes
- Areas of Special Scientific Interest
- RAMSAR
- Industrial Heritage
- Listed Buildings
- A6 Castle Road
- Surface Flooding(I200cc)
- Strategic Fluvial Flooding(Q100cc)
- No Obvious Development Constraint
- Potential Development Constraint

0 100 200 Metres N

Milltown

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

Moneyglass

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Dunsilly	Hamlet	103	9.36	38

Overview of Settlement

Moneyglass is designated as a hamlet within the Antrim Area Plan. It consists of two clusters of development along the Roguery Road and Taylorstown Road and is located approximately 3.8km northeast of Toome and 9km north west of Randalstown. Moneyglass is rural in character and is predominantly residential in nature, containing a church along with associated cemetery and St Ergnats GAC clubhouse and playing fields. Within the settlement, there is 1 business – a public house. Expansion of Moneyglass is constrained to the south by the Moneyglass Demesne and both Moneyglass Catholic Church along with the cemetery and the GAC have a large land mass within the settlement limit. A short distance from the settlement there are a number of business for example, a convenience shop, Post Office and a construction supply yard. An industrial park is located 2 miles away and provides additional local employment. There is limited scope for additional economic development in this scale of settlement. It is recognised that the level of resources within the settlement are a tier below Level 1 within the RDS's Hierarchy of Settlements and Related Infrastructure Wheel and the settlement should remain a Hamlet.

Utilities, Services & Facilities

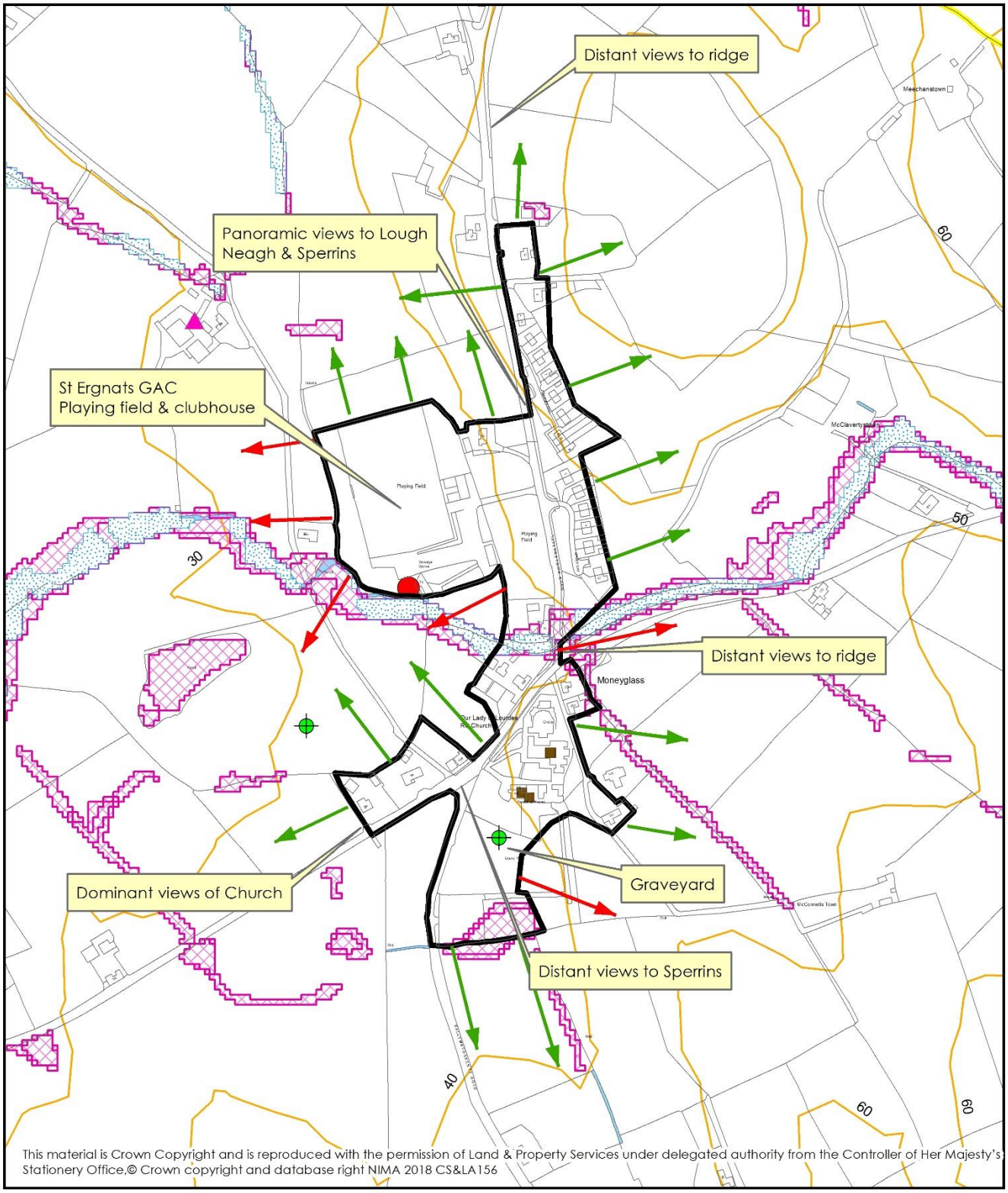
Utilities		
Clean Water Supply	Y	All households have access to clean water.
Sewerage Network	Y	All household are connected to the main sewerage network, however, there is no additional capacity and an upgrade of this WWTWs is being progressed.
Broadband	Y	Standard broadband is available and Superfast is limited.
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Milltown.		
Health		
There are no health services or facilities in Milltown.		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 4.8km from the North Western Key Transport Corridor to Londonderry/Belfast and approximately 7.7km away from the M2 and M22 Motorway.
Proximity to Airport	N	Belfast International Airport is located some 24km from the settlement and George Best City Airport approximately 48.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 54km away with the Port of Belfast approximately 44.7km away.
Public Transport	Y	The 123/123a/123b/123c bus services serve Moneyglass 5 times a week therefore access by public transport is limited.
Walking/Cycling	N	There are no walking and cycling routes linking the settlement to larger nearby settlements such as Toome or Randalstown.
Car Reliant	Y	Due to the limited public transport provisions, residents rely on their private vehicle to commute to and from Moneyglass.
Retail		
There are no retail services or facilities in Moneyglass.		
Post Office/Post Box	Y	There is one post box located on the main Roguery Road.
Community		
The settlement provides a community service role with the presence of Moneyglass RC Church, St Ergnats GAC Clubhouse/playing pitches and the local public house.		

Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Located within in the 'Long Mountain Ridge' Landscape Character Areas.
Landscape Quality	Y	There are two areas of landscape quality at Moneyglass. The first is the lands to the south and southwest of the church otherwise known as the 'Moneyglass Demesne'. The original estate wall is still present, although small gaps do exist. The second area identified is along the existing stream corridor and associated vegetation makes the area to the rear of the GAC club an important landscape feature.
Built Heritage		
Listed Buildings	Y	There are 3 listed buildings in Moneyglass; these are the RC Church and the associated Parochial House and Rectory.
Archaeological Sites and monuments	Y	There are two Penal Archaeological Sites and Monuments in the vicinity of the settlement the first being a Mass Station located facing the graveyard on the Ballymatoskerty Road within the 'Moneyglass Demesne' and the second located to the rear of 100 Roguery Road lies a Mass Rock known as 'McMullans Rocks'.
Industrial Heritage	Y	There is one Industrial Heritage site located in close proximity to the settlement, which is associated with a former sawmill site. Site access is via a private lane opposite the junction for Ballymatoskerty Road.
Townscape / Landscape		
Features	Y	Moneyglass is located within the Landscape Character Area known as 'Long Mountain Ridge'. This is characterised by a long ridge of land, which was created by the relative lowering of softer bands of lower basalt. The ridge reads as a single feature in the landscape and forms a distinctive skyline. The church spire of Moneyglass is a particular landmark and can be seen from miles away when travelling along the road network in all directions. The existing stream corridor and associated vegetation makes the area to the rear of the GAC club is an important landscape feature. There is currently a TPO site outside of the settlement development limit located at Duneane Rectory, Roguery Road.
Tourism		
There is no tourist accommodation or activities in Moneyglass, with the closest tourism accommodation and facilities in neighbouring settlements Toome, Randalstown and Antrim.		
Flood Risk		
Fluvial Flooding	Y	There is potential for fluvial flooding along the stream corridor within the settlement.
Surface Flooding	Y	There is potential for surface flooding along the stream corridor within the settlement.

Qualitative Analysis	
Strengths	• Moneyglass is a medium sized rural settlement that is predominantly residential in nature, which is home to a GAC clubhouse, playing fields and one pub. • Has a convenient connection to the transportation network, including Key Transport Corridors, Belfast International Airport, and the Port of Larne.
Weaknesses	• There is limited scope for additional economic development in this scale of settlement. • The settlement is predominantly residential in nature, with no businesses or shops located therein. • Served by limited public transport.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion is constrained to the south due to the Moneyglass Demesne.

	• Both Moneyglass Catholic Church along with the cemetery and the GAC have a large land intake within the settlement limit.

Conclusion: It is considered that Moneyglass plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Moneyglass

Settlement Development Limit as per Legacy Plan
No Obvious Development Constraint
Potential Development Constraint
Unscheduled Archaeological Site and Monument
Industrial Heritage
Listed Buildings
Waste Water Treatment Works
Strategic Fluvial Flooding (Q100cc)
Surface Flooding (1200cc)
0 100 200 Metres
N

Moneyglass

Settlement Development Limit as per Legacy Plan

0 75 150 Metres

N

Roughfort

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings (2011 Census)
Airport	Hamlet	215	9.45	86

Overview of Settlement

Roughfort was designated as a small settlement within BMAP (both 2004 and 2014 versions). It takes the form of bi-nodal settlement split by the site of the Fort from where it derives its name. Historically, Roughfort developed around the site of the Fort, with a national school and a graveyard closeby. Another cluster of buildings developed around the junction of the Lylehill Road East, Mallusk Road and Roughfort Road. Through time, further housing has developed along these roads creating a rather linear form to the settlement. The character of the settlement is however rural, due to the proximity of the surrounding countryside. Roughfort is located on a ridge that runs across the Mallusk Road in the Six Mile and Three Mile Water River Valley adjacent to Metropolitan Newtownabbey. Roughfort has no retail facilities or community facilities, however, there is a small-scale window glazing business within the settlement. There is also a small business park located adjacent to the settlement limit. It is considered that this level of resources is below that of a Level 1 Village on the RDS Hierarchy of Settlements and Related Infrastructure Wheel and the settlement should remain a Hamlet.

Utilities, Services & Facilities

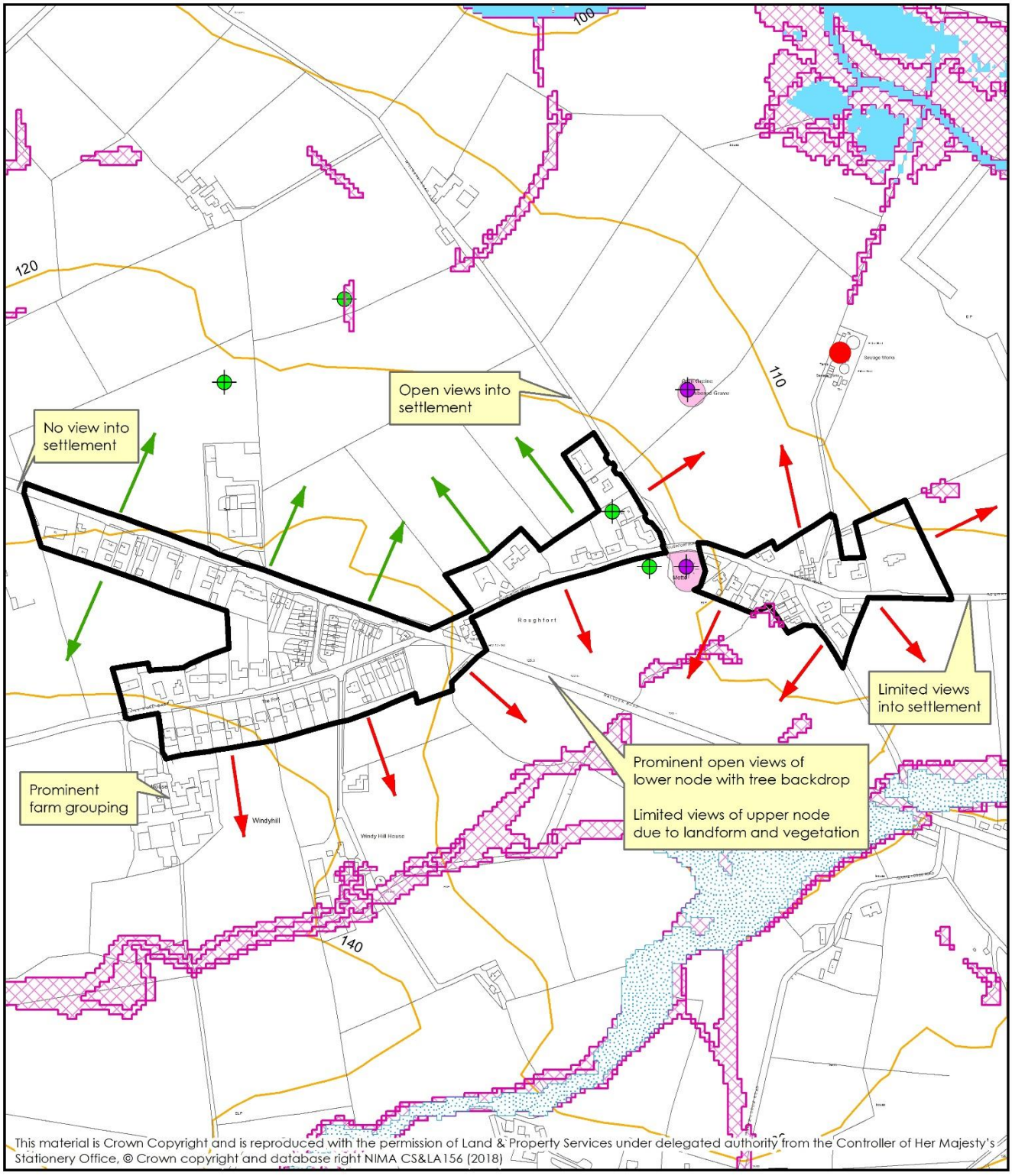
Utilities		
Clean Water Supply	Y	All households have access to clean water.
Sewerage Network	Y	All household are connected to the main sewerage network through its own WWTW located adjacent to the lower node
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	A large single wind turbine is located at the Brett Martin facility close to the settlement and there are no solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Roughfort		
Health		
There are no health services or facilities in Roughfort.		
Transport		
Proximity to Key Transport Corridors	Y	The settlement lies approximately 4km from the A8/Eastern Seaboard Key Transport Corridor and M2/North and North West Key Transport Corridors.
Proximity to Airport	Y	Belfast International Airport is located some 13.9km from the settlement and George Best City Airport approximately 18.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 28.5km away with the Port of Belfast approximately 15.4km away.
Public Transport	Y	Roughfort benefits from a Translink Metro bus route to and from Belfast, which terminates at the turning circle on Mallusk road.
Walking/Cycling	N	Roughfort benefits from footpaths, however walking opportunities outside of the settlement are limited due to an absence of footpaths. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Although adequate public transport supports Roughfort, residents rely on their private vehicle to commute to and from the settlement.
Retail		
The hamlet has no retail facilities but there is a small-scale window glazing business located within the settlement limit and a small business park is located adjacent to the settlement limit.		
Community		
The settlement does not perform a community services role or function.		

Conservation & Heritage		
Nature Conservation		
Landscape Character Area (LCA)	Y	Located within in the 'Three and Six Mile Water Valleys' Landscape Character Areas.
Site of Local Nature Conservation Interest (SLNCI)	Y	A SLNCI is located adjacent to the section of Roughfort north of Mallusk Road and has been designated through BMAP (both 2004 and 2014 versions) for its species rich grassland habitat.
Built Heritage		
Roughfort is generally lacking in built heritage, as it has no listed buildings. It does however have significant archaeology in and around the settlement limit and sites of historical importance.		
Archaeological Sites and monuments	Y	A scheduled Motte/Fort and associated scheduled zone, from which Roughfort derives its name is located at the junction of Millbank Road East and Roughfort Road. Adjacent to the Motte is an unscheduled souterrain. Roughfort also overlooks a scheduled Megolithic Tomb site, Carn Greine. The site of an unscheduled church and graveyard is also present within the settlement limit at Millbank Road East, although it would appear to now be located within the side garden of a new dwelling.
Townscape / Landscape		
Features	Y	There are no TPOs designated within or in the vicinity of the settlement however the part of Roughfort north of Mallusk Road in particular, does possess a high degree of amenity afforded by mature trees. These trees form one element of the LLPA designated through BMAP (both 2004 and 2014 versions), the other being the views and settings associated with the scheduled Fort and Tomb sites. This LLPA surrounds much of the part of Roughfort north of Mallusk Road.
Tourism		
Roughfort has no tourist accommodation/facilities. It does however have archaeological and local history assets in the form of the Motte, chambered grave and Liberty Oak, which may be of interest to tourists. Patterson's Spade Mill National Trust Property is also located close by.		
Flood Risk		
Fluvial Flooding	N	There is a general absence of fluvial flood risk in and around the settlement.
Surface Flooding	N	There is a general absence of surface flood risk in and around the settlement.

Qualitative Analysis	
Strengths	• The settlement contains important archaeological remains in the form of 2 scheduled monuments. • Roughfort is well connected to the transport network and accessible to main transport corridors. • Roughfort is well located close to extensive employment opportunities offered by Mallusk and the wider Newtownabbey area.
Weaknesses	• No retail or community facilities. • There are limited small scale employment opportunities within the settlement.
Opportunities	• Roughfort is well located to employment opportunities at Mallusk. • There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Outward expansion of much of that part of Roughfort to the north of Mallusk Road is constrained by potential coalescence with Metropolitan Newtownabbey, as well as impacts on the designated SLNCI and the settings of Roughfort as designated through the LLPA. • Expansion of the part of Roughfort south of Mallusk Road in a southerly direction is potentially constrained by the landform and mature vegetation, as

	any new development would be introduced to a new landform with a greater visual influence.

Conclusion: It is considered that although Roughfort lacks any community facilities, it does display a sense of cohesion and place and therefore should be retained as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Roughfort

Settlement Development Limit as per Legacy Plan

No Obvious Development Constraint

Potential Development Constraint

Archaeological Sites and Monuments

Scheduled

Scheduled Zone

Unscheduled

Waste Water Treatment Works

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

Strategic Fluvial Flooding(Q100cc)

0 100 200 Metres

N

Roughfort

Settlement Development Limit as per Legacy Plan

0 100 200 Metres

N

Tildarg				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings (2011 Census)**
Ballyclare	Hamlet	22	2.07	8

Overview of Settlement

Tildarg was previously identified as a small settlement in BMAP (both 2004 and 2014 versions). It is a cluster of mostly detached houses bound on two sides by the Tildarg Road and Tildarg Road South. The area is rural in character and sits high in the landscape in the Antrim Hills. Tildarg is located on the Tildarg Road/Tildarg Road South, approximately 3.8km north west of Ballyclare. Mid and East Antrim Borough Council boundary runs parallel with Tildarg Road. This constrains the settlement from developing in a northwards direction. There is an Orange Hall and Primary School, which provide a community services role for the hamlet. It is considered that this level of resources is below that of a Level 1 Village on the RDS Hierarchy of Settlements and Related Infrastructure Wheel and the settlement should remain a Hamlet.

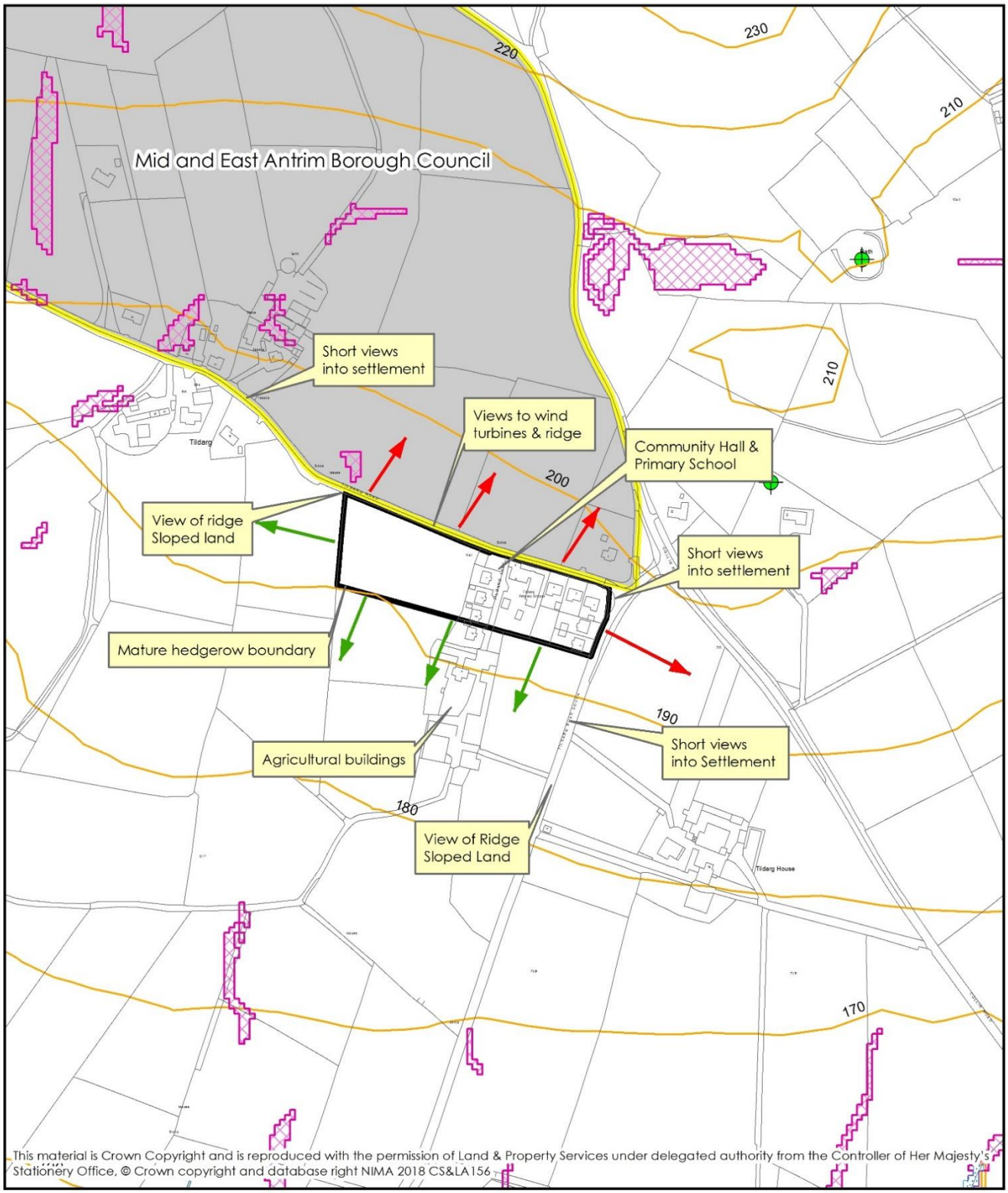
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	Given the elevated landform, there are a number of windfarm developments near the settlement and no solar farm developments.
Natural Gas	N	Natural gas provision is not available
Education		
Primary School	Y	Tildarg Primary School
Health		
There are no health services or facilities in Tildarg.		
Transport		
Proximity to Key Transport Corridors	N	The settlement lies approximately 12.3 km from the M22/M2 North Western Key Transport Corridor, approximately 9.2km from the A8 Eastern Seaboard Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 18km from the settlement and George Best City Airport approximately 30km away.
Proximity to Sea Ports	N	Port of Larne is approximately 20.9km away with the Port of Belfast approximately 26.5km away.
Public Transport	N	The settlement is not served by public transport, with the closest services running through Ballynure, operating predominantly between Belfast and Larne.
Walking/Cycling	N	The distance from Ballyclare, together with the high elevation and topography around the settlement, limit the potential for walking and cycling routes. Footpaths are limited to accommodate the Primary School and housing.
Car Reliant	Y	Due to the absence of public transport provisions, residents rely on their private vehicle to commute to and from Tildarg.
Retail		
There are no retail services or facilitates in Tildarg, with the nearest town centre being Ballyclare 3.8km away.		
Community		
Tildarg plays a limited community role, with the presence of the Orange Hall & Primary School.		
Community Hall/Halls	Y	Tildarg Orange Hall

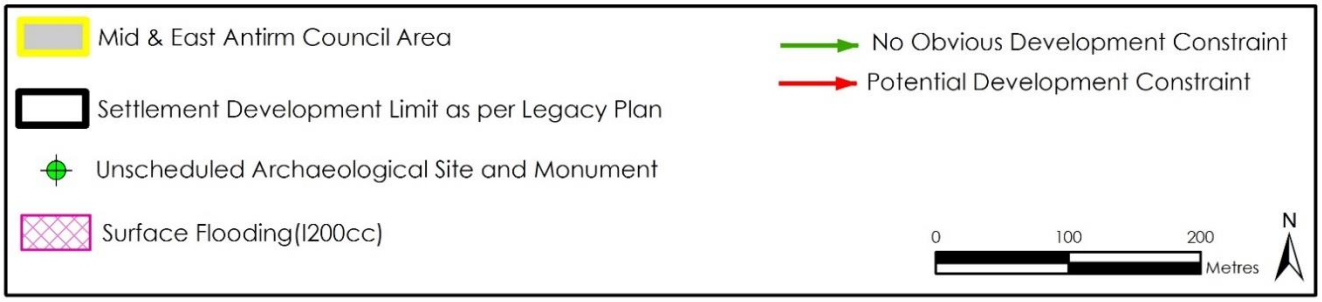
Conservation & Heritage		
Nature Conservation		
There a no natural heritage designations within the settlement, however Tildarg Dam SLNCI lies 200m to the southwest.		
Landscape Character Area (LCA)	Y	Located within the 'Tardree Upland Pastures' Landscape Character Area.
Built Heritage		
There are no listed buildings in Tildarg; however Tildarg House and its gate lodge is a local landmark.		
Archaeological Sites and monuments	Y	There are a number of unscheduled Archaeological Sites and Monuments in the vicinity of the settlement. These include possible cairns, enclosures, and a platform rath. Whilst they have been located, considering the archaeological potential of this area of County Antrim in particular, it is likely that there are additional sites in proximity to Tildarg that have yet to be located.
Industrial Heritage	Y	There are a number of Industrial Heritage sites located in close proximity to the settlement, that are associated with former mineral workings, textile works and a beetling mill site.
Townscape / Landscape		
Features	Y	The settlement is located on the elevated slopes of the Big Collin mountain. There are no existing AVCs within the settlement. The townscape is compact, with a number of houses centred on the primary school and Orange Hall. There are currently no TPOs or LLPAs affecting the settlement.
Tourism		
There is no tourist accommodation in Tildarg; however, there are a number of self-catering establishments in close proximity. The commercial Tildarg Fishery is located 500m west of the settlement and provides angling opportunity for tourists visiting the area.		
Flood Risk		
Fluvial Flooding	N	There is a general absence of fluvial flood risk in and around the settlement.
Surface Flooding	N	There is a general absence of surface flood risk in and around the settlement.

Qualitative Analysis	
Strengths	• A number of community service facilities are present including Primary School and Orange Hall.
Weaknesses	• There are no retail or service facilities within Tildarg. • The settlement is predominantly residential in nature, with no businesses or shops located therein.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage.
Constraints	• Expansion of the settlement to the North is constrained by the Mid and East Antrim Borough Council boundary.

Conclusion: It is considered that Tildarg plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Tildarg



Tildarg

Settlement Development Limit as per Legacy Plan

0 50 100 Metres

N

New Hamlets

Aldergrove

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings
Airport	Hamlet	-	-	9

Overview of Settlement

Aldergrove has been identified as having some historic basis as a settlement dating from the 19/20th Century and is located approximately 3.4km north of Crumlin and 11.7km south of Antrim. Aldergrove developed around a crossroads served by the Ballyquillian, Ballynadrentagh, Station and Diamond Roads. The crossroads forms a focus within the area exhibiting a distinct sense of place that is different to the surrounding rural area. Aldergrove is rural in character and comprises mainly of detached dwellings with large gardens. Aldergrove lies adjacent to the boundary of Belfast International Airport; however, in reality it is a 5.5km journey due to the road network and the airport safety measures. The non-operational Knockmore rail line prior to its closure served Aldergrove, which had its own station. Aldergrove has a number of facilitates providing community services situated around the crossroads proving a focal point. These services include a Roman Catholic Church with an associated graveyard and carpark, specialist interior designers and clerical uniform shop; previously a public house, a residential care home and to the west a former primary school that now acts as a scout hall.

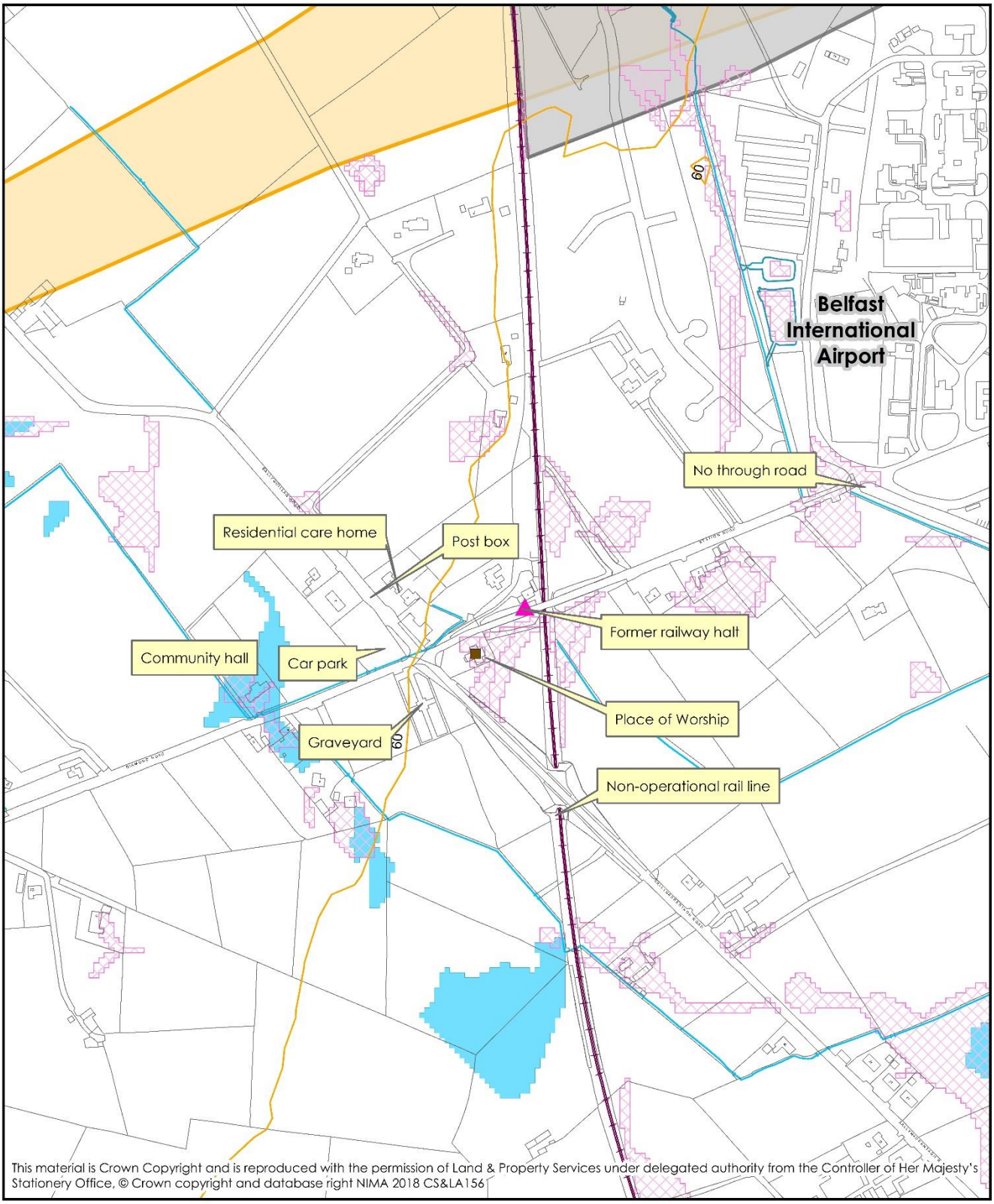
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Superfast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational facilities or services in Aldergrove		
Health		
There is one residential care home within Aldergrove		
Transport		
Proximity to Key Transport Corridors	Y	Aldergrove is approximately 13.5km from the M22/M2 North Western Key Transport Corridor and the A26 Northern Key Transport Corridor.
Proximity to Airport	Y/N	Belfast International Airport is located some 5.5km from the settlement and George Best City Airport approximately 29.4km away.
Proximity to Sea Ports	N	Port of Larne is approximately 42.5km away with the Port of Belfast approximately 26.7km away.
Public Transport	Y	There is one bus stop in Aldergrove served by the 109 Bus route between Antrim and Crumlin. This service runs only several times daily Monday – Friday.
Walking/Cycling	Y/N	Walking opportunities are limited in Aldergrove to one footpath, which serves only the grouping of buildings located on the crossroads. There is no National Cycle Network, therefore cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to the poor public transport provisions, residents rely on their private vehicle to commute to and from Aldergrove.
Retail		
There are no general retail facilities in Aldergrove other than the specialist interior designers and clerical uniform shop.		

Post Box	Y	One post box is located on the main road transcending the settlement.
Community		
Aldergrove has a number of facilitates providing community services comprising of a Roman Catholic Church with an associated graveyard and carpark, a specialist interior designers/ clerical uniform shop; previously a public house, a residential care home and to the west a former primary school that now acts as a scout hall.		
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in or around the settlement		
Landscape Character Area (LCA)	Y	Aldergrove is located within the 'Expansive Crumlin Farmland' Landscape Character Area
Built Heritage		
Industrial Heritage	Y	the former railway station site is identified as an industrial heritage site
Listed building	Y	The Roman Catholic Church located on the crossroads dates from the early to mid-1800s is a B2 listed building.
Townscape / Landscape		
Features	Y	The Historic Environment Division identifies Aldergrove as an historic settlement dating from the 19th/20th Century. Aldergrove has developed historically around the crossroad junctions of the Ballyquillian and Ballynadrentagh Roads. Given the proximity of the surrounding countryside, Aldergrove is rural in character, comprising mainly of detached dwellings with large gardens integrating well into the landscape. There are short views into the settlement from all directions.
Tourism		
A Bed and Breakfast is located to the north of the study area.		
Flood Risk		
Fluvial Flooding	Y	The area around the scout hall, is potentially subject to fluvial flooding
Surface Flooding	Y	Areas particularly to the rear of the church are subject to surface water flooding.

Qualitative Analysis	
Strengths	• A number of community service facilities are present including church, graveyard and hall. • There is a definite change of character at this location in comparison to the surrounding rural area and this sense of place is reflected in the 'welcome to Aldergrove' signage.
Weaknesses	• There are no general retail opportunities however an interior decorators and specialist outfitters is present. • Limited walking opportunities and public transport services.
Opportunities	• There is potential for small scale rounding off and infill opportunities for growth in line with the role and function of Aldergrove. • The need for development lands will be decided through the LDP process. • Settlement limits will be examined at the Local Policies Plan stage. • Potential exists to designate a Local Landscape Policy Area taking in the church, graveyard and mature vegetation. This will be reviewed at Local Policies Plan stage.
Constraints	• The adjacent Knockmore railway line constrains development to the east. • The Belfast International Airport boundary and security zone also acts as a constraint for development.

Conclusion: It is considered that Aldergrove plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Aldergrove

- Belfast International Airport
- Belfast International Airport Public Safety Zone
- Listed Buildings
- Industrial Heritage
- Non- operational train line
- Surface Flooding (I200cc)
- Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Aldergrove

0 50 100 Metres

N

Caddy				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	10

Overview of Settlement

Caddy is located on the Caddy Road approximately 1.6km to the north of its junction with the Ahoghill Road, some 4.5km to the north of Randalstown, and 0.5km to the south of the boundary with Mid and East Antrim Borough Council. Ballymena is approximately 9km to the north of Caddy. Caddy takes on a linear form along the Caddy Road with the primary node located at this junction with the Tamlough Road. It is rural in character and consists of single detached housing and semi-detached with medium sized gardens. There is a clear sense of place and entry to Caddy, primarily due to the change in character from the surrounding area and the placement of 'welcome' signs. Added to this is the level of the Caddy road, which when approaching form the south rises and levels.

Utilities, Services & Facilities

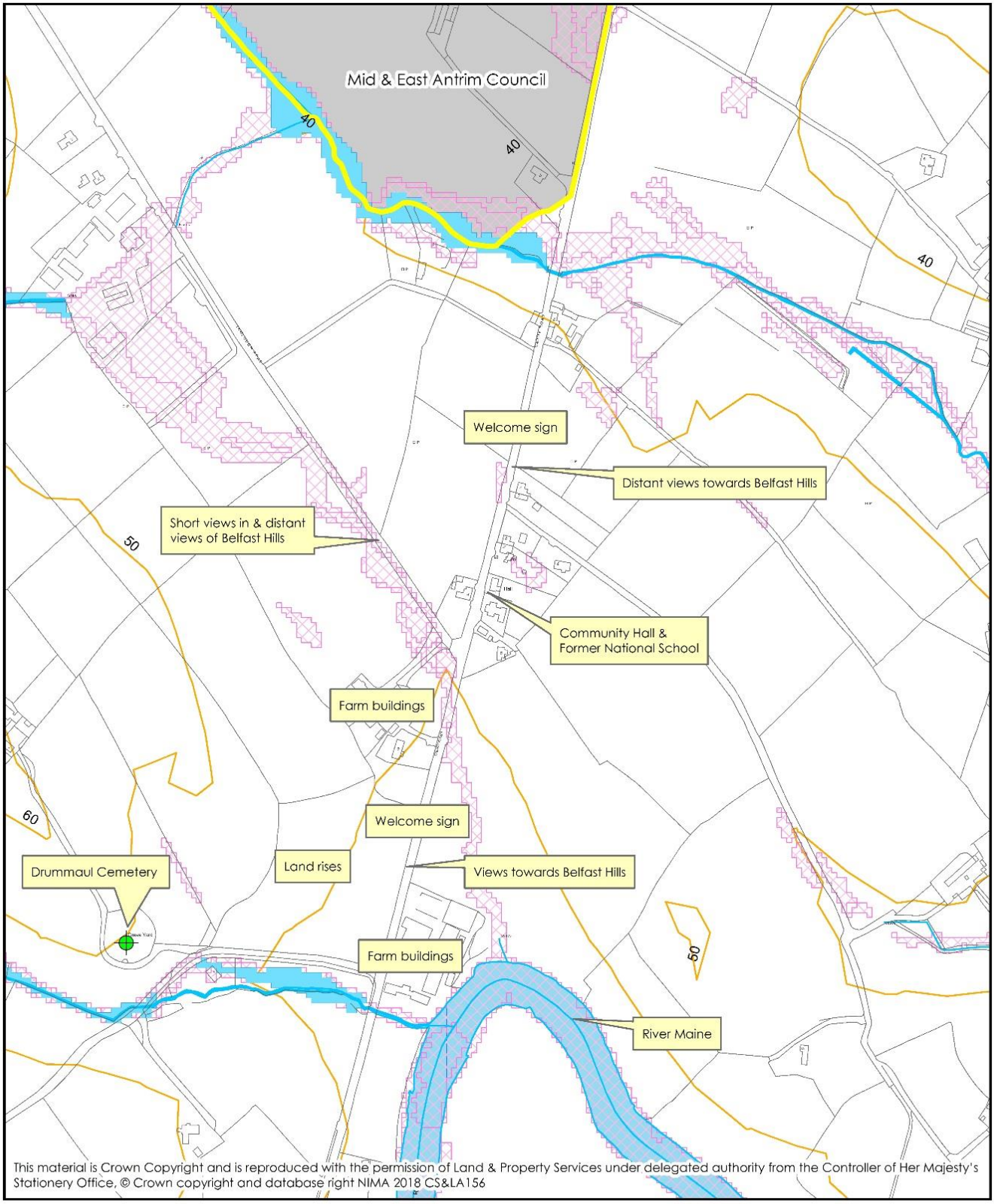
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational facilities or services in Caddy		
Health		
There are no health facilities or services in Caddy		
Transport		
Proximity to Key Transport Corridors	Y	Caddy is approximately 6.7km from the M22/M2 North Western Key Transport Corridor and approximately 8.3km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 21km from Caddy and George Best City Airport approximately 43km away.
Proximity to Sea Ports	N	Port of Larne is approximately 43km away with the Port of Belfast approximately 41km away.
Public Transport	N	Caddy does not benefit from public transport, however, there are three bus stops located approximately 3km outside of Caddy, which are served by the 122 route between Randalstown and Ballymena. This bus service is limited running 5 times Mon-Friday and only 3 times on a Saturday.
Walking/Cycling	N	There are no public footpaths in Caddy and there is no National Cycle Network route, therefore cyclists are required to share road space with vehicular traffic. Street lighting has been supplied along the short stretch of road between Nos 56 and 75.
Car Reliant	Y	Due to the lack of public transport provisions, residents rely on their private vehicle to commute to and from Caddy.
Retail		
There are no general retail facilities in Caddy. It is likely that, given the proximity of Caddy to both Randalstown and Ballymena, that the settlement of Caddy avail of retail facilities and services at those locations.		
Post Box	Y	One post box is located on the Caddy Road.

Community		
Caddy has a number of facilities, which provide a community service role including a community hall, which appears to have originally been an Orange Hall and a former school building (Caddy National School). Whilst no longer used for educational purposes, the current use of the building is not evident. Caddy and District Community Group avails of these facilities. Outside of Caddy, there are 3 local businesses providing a community service, including a scrap yard (James Kernohan & Sons) sited north west of Caddy on the Tamlough Road, Greenfields Day Care facility and Caddy Veterinary Practice.		
Community Group	Y	Caddy and District Community Group.
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in or around Caddy		
Landscape Character Area (LCA)	Y	Caddy is located within the 'River Main Valley' Landscape Character Area
Built Heritage		
There are no listed buildings, defence heritage or industrial heritage assets within Caddy. Worthy of note is 53 Caddy Road, a residential property, with some character, that is set back from the Caddy Road.		
Archaeological Sites and monuments	Y	The Drummaul Cemetery to the south west of Caddy is a located ecclesiastical site.
Townscape / Landscape		
Features	Y	There is a clear sense of place and entry to Caddy, primarily due to the change in character from the surrounding area and the placement of 'welcome' signs. Added to this is the level of the Caddy Road, which when approaching from the south rises and levels. Caddy takes on a linear form along the Caddy Road, with the primary node located at the junction of the Caddy Road with the Tamlough Road. Caddy is rural in character and comprises of single detached housing and semi-detached with medium sized gardens.
Tourism		
There are no tourism facilities within Caddy.		
Flood Risk		
Fluvial Flooding	Y	Caddy to the east is located in close proximity to the River Maine flood plain and as a result, these lands suffer from river based flooding. River based flooding also occurs along the Coolsythe Road following the path of the open stream.
Surface Flooding	Y	There is potential for surface water flooding to occur at the study area's primary node (junction of Caddy Road and Tamlough Road) and along the Tamlough Road.

Qualitative Analysis	
Strengths	• There is a clear sense of place and entry to Caddy. • The Community Hall and former National School Building perform a community service function for the residents and surrounding area and the facilities are utilised by Caddy and District Community Group. • There are 3 local businesses within the vicinity of Caddy. These include a scrap yard (James Kernohan & Sons) sited nort west of Caddy on the Tamlough Road, Greenfields Day Care facility and Caddy Veterinary Practice, located approximately 0.6km and 2km respectively to the south of Caddy. • The nearest employment centre is Antrim, which lies approximately 14 km away with Ballymena offering some employment opportunities 9km away.
Weaknesses	• There are a number of pylons within the study area which has somewhat negatively influenced the visual landscape of the study area. • Caddy lacks retail/educational/health services and facilities.

	• Caddy has limited community services consisting solely of a community hall and former national school building. • Caddy does not benefit from public footpath provision or public transport.
Opportunities	• Potential exists to designate a Local Landscape Policy Area taking in the former Caddy National School and number 53 Caddy Road. This will be reviewed at Local Policies Plan stage. • There is potential for infill opportunities in line with the role and function of Caddy once a settlement development limit has been identified. • The need for development lands will be decided through the LDP process. • Settlement development limits will be examined at the Local Policies Plan stage.
Constraints	• Caddy to the east is located in close proximity to the River Maine flood plain and as a result, these lands suffer from river based flooding and therefore constrain development.

Conclusion: It is considered that Caddy plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Caddy

Mid & East Antrim Borough Council

Unscheduled Archaeological Site and Monument

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

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0 25 50
Metres
N

Caddy

Cargin				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	7

Overview of Settlement

Cargin is located on the Staffordstown Road between Toome and Creggan-Cranfield at its junction with the Cargin Road, approximately 3km to the southeast of Toome and some 7.4km to the south-west of Randalstown. The area of Cargin has developed along the Staffordstown road in a linear form and dates back to the 19th/20th Century as a historic settlement. Cargin is rural in character, taking on a linear form along the Staffordstown Road and consists mainly of detached dwellings with large gardens. The nearest town centre is Randalstown, which lies approximately 7.4km away, followed by Antrim, which is 16km away. Cargin contains a church (Sacred Heart Roman Catholic Church) with adjacent graveyard and car parking facilities, and a public house (Mallon's Bar). In addition, the original church, referred to as the Old Sacred Heart RC Church, is located immediately to the southeast of the existing church. Street lighting has been installed in the area immediately outside of the church along with a public footpath, thus suggesting that the primary use is for ecclesiastical purposes.

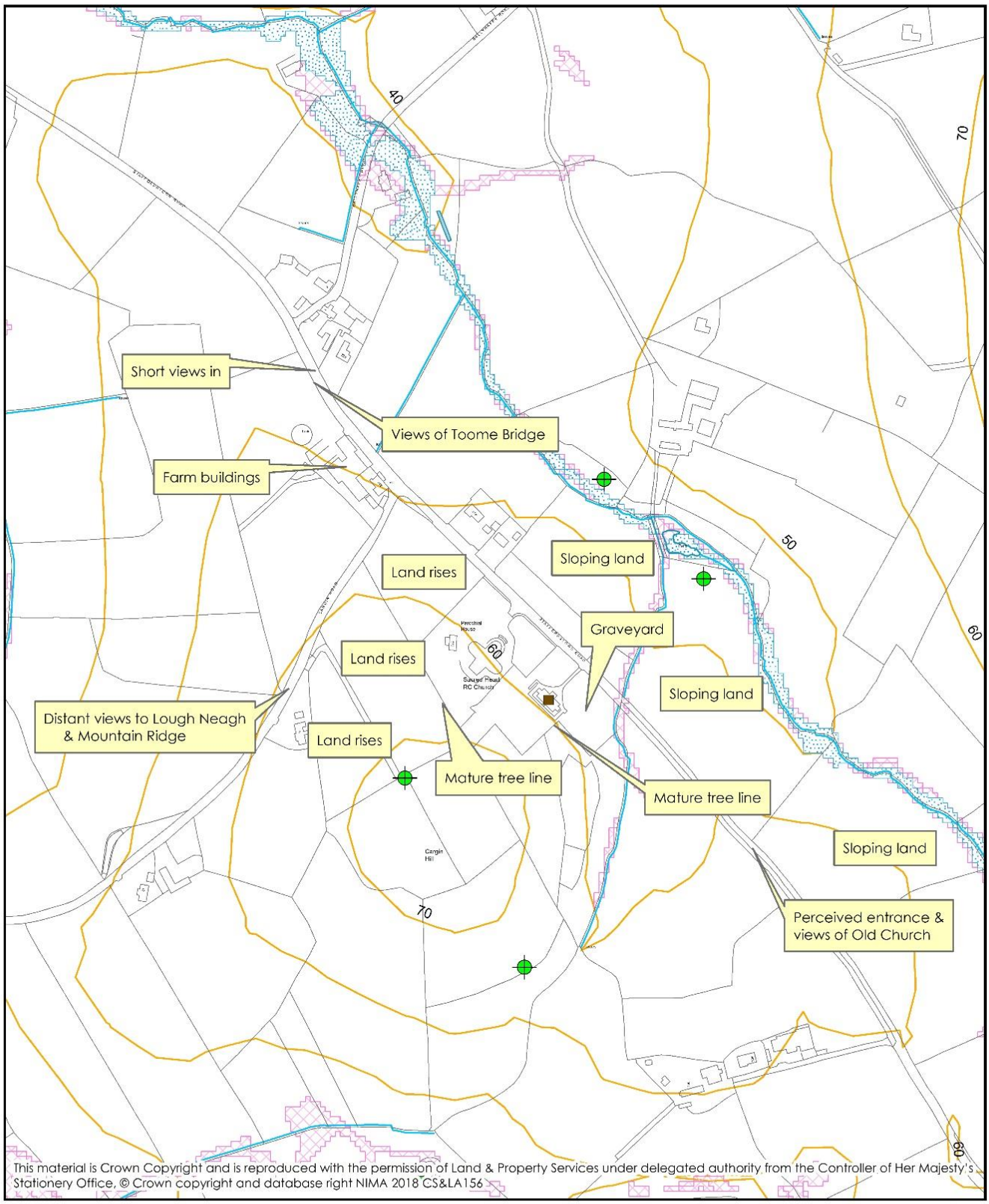
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	Y	To the east of Cargin on the Staffordstown Road lies one wind turbine.
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational facilities or services in Cargin		
Health		
There are no health facilities or services in Cargin		
Transport		
Proximity to Key Transport Corridors	Y	Cargin is approximately 6.2km from the M22/M2 North Western Key Transport Corridor and approximately 13.2km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 22.2km from Cargin and George Best City Airport approximately 46km away.
Proximity to Sea Ports	N	Port of Larne is approximately 50km away with the Port of Belfast approximately 43.4km away.
Public Transport	N	Cargin does not benefit from public transport.
Walking/Cycling	N	A public footpath is restricted to the outside of the church, indicating that the primary use of the locality is perhaps for ecclesiastical purposes. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to no public transport provisions, residents rely on their private vehicle to commute to and from Cargin.
Retail		
There are no retail facilities in Cargin. It is likely that Toome and Randalstown provide retail services and facilities.		
Post Box	Y	One post box is located opposite the church, adjacent to the church car park.
Community		
Cargin contains a church (Sacred Heart Roman Catholic Church) with adjacent graveyard, parochial house and car parking facilities, and a public house (Mallon's Bar). In addition, the original		

church, referred to as the Old Sacred Heart RC Church, is located immediately to the southeast of the existing church.		
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in or around Cargin		
Landscape Character Area (LCA)	Y	Cargin is located within the 'Long Mountain Ridge' Landscape Character Area
Built Heritage		
Listed Buildings	Y	The original church, referred to as the Old Sacred Heart RC Church, is located immediately to the southeast of the existing church. Whilst in derelict condition, the original church building, which dates back from the 1820s, benefits from Grade B1 listed status.
Archaeological Sites and monuments	Y	There are also four unlocated archaeological sites within close proximity of the study area consisting primarily of Souterrains.
Townscape / Landscape		
Features	Y	Cargin is rural in character and due to the similarity in characteristics with the surrounding area, there is no real sense of entrance into Cargin, other than the presence of the public house, the two churches and the associated graveyard and car parking. The church does however provide a sense of place, and a focal point for Cargin. The landscape rises steeply to the rear of the church grounds (Cargin Hill), forming a barrier to the south, whereas a stream/watercourse forms a barrier to the north, northeast. Heading eastwards out of Cargin the landscape starts to rise forming a high point in the landscape with long views over the open countryside and Lough Neagh.
Tourism		
There are no tourism facilities within Cargin		
Flood Risk		
Fluvial Flooding	Y	Cargin to the north and north east, where the land descends down towards an open stream/watercourse, is subject to river based flooding.
Surface Flooding	Y	Potential for surface water flooding is confined to a small area adjacent to the listed church building.

Qualitative Analysis	
Strengths	• Within Cargin, there is one business – a public house entitled 'Mallon's Bar'. There are also a number of private farms along with an Engineering firm.
Weaknesses	• Cargin has limited community services and facilities other than that of a post box located opposite the church, the public house, the church building and its associated open space surrounding it. • There are also no retail or employment opportunities. It is likely that Toome and Randalstown provide a service function with regard to the local population.
Opportunities	• There is potential for infill opportunities in line with the role and function of Cargin once a settlement development limit has been identified. • The need for development lands will be decided through the LDP process. • Settlement development limits will be examined at the Local Policies Plan stage.
Constraints	• The landscape rises steeply to the rear of the church grounds (Cargin Hill), forming a barrier to the south, whereas a stream/watercourse forms a barrier to the north, northeast.

Conclusion: It is considered that Cargin plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Cargin

Unscheduled Archaeological Site and Monument

Listed Buildings

Surface Flooding(I200cc)

Strategic Fluvial Flooding (Q100cc)

0 100 200 Metres

N

Cargin

0 50 100 Metres

N

Creavery

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings
Dunsilly	Hamlet	-	-	17

Overview of Settlement

Creavery is located on the Creevery Road, approximately 0.3km to the east of the A26 Lisnevenagh Road between Antrim and Ballymena, and some 2.3km to the north of the Dunsilly roundabout and 5km to the east and north of Randalstown and Antrim respectively. Creavery has developed in a linear format and the area is relatively flat and surrounded by agricultural fields and pastures. Whilst The Ramble Inn public house/restaurant and associated car parking is outside of the study vicinity, it could be argued that it forms a part of Creavery, as there is a clear pedestrian linkage between this business and nearby properties. The clustering of residential properties, particularly those at Creavery Terrace, which consist of three distinct blocks of 1970s style terrace housing, creates an awareness of entering the study area. The alignment of the Creevery Road and the siting of signage relating to the national speed limit ensures that the presence of the study area is clearly detectable. Creavery comprises a Creavery Gospel Hall, associated car parking, a joinery business (Crawford Joinery) located immediately to the west of Creavery, and an equestrian trotting stadium located immediately to the north of the Creevery Terrace. Northern Ireland Water infrastructure, in the form of Creevery Sewage Pumping Station is located adjacent to the small car park associated with The Ramble Inn.

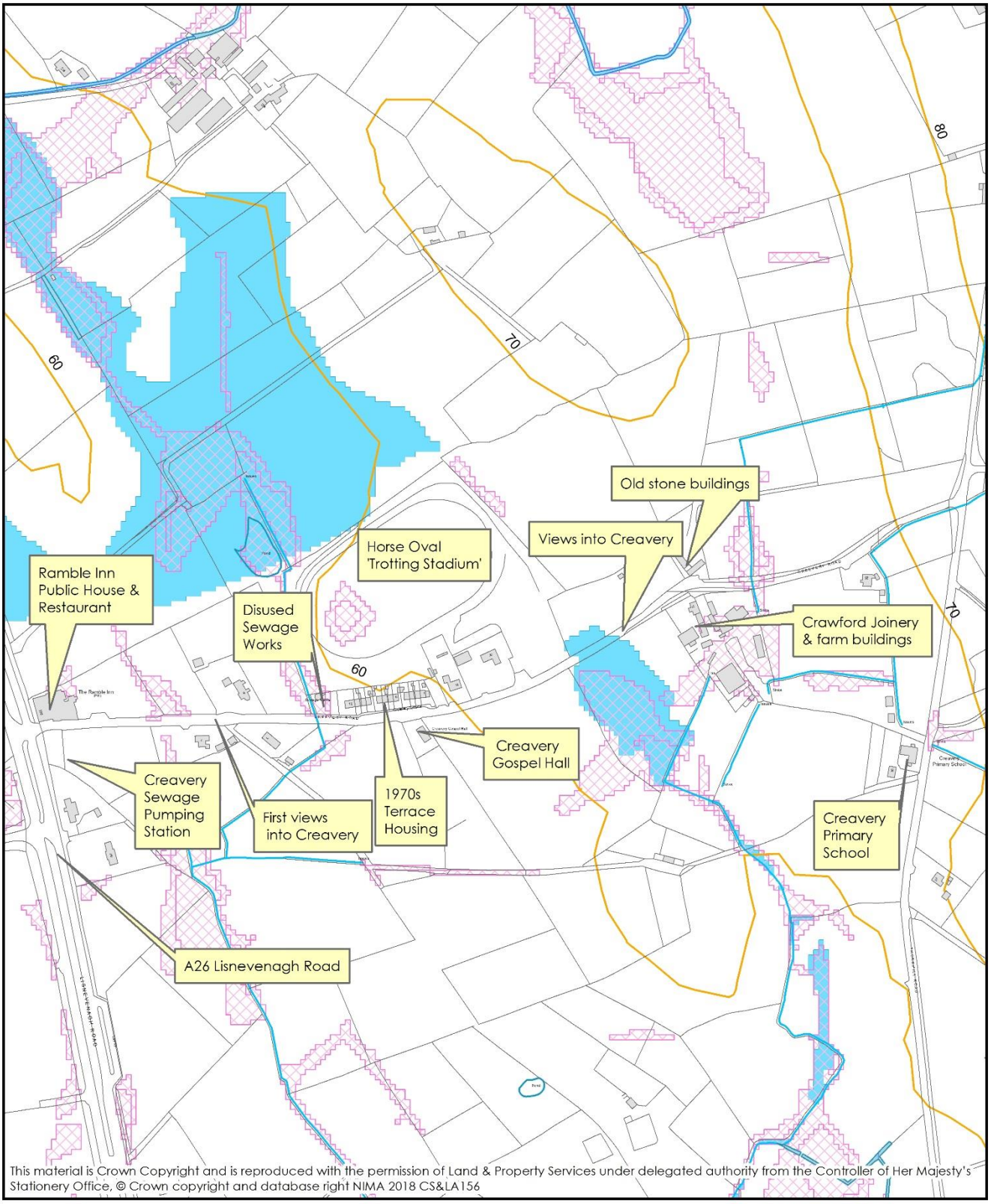
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	Y	All household are connected to the main sewerage network through the Antrim WWTW which has further capacity
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
Creavery Primary School is located on Thornhill Road, approximately 0.8km to the east of Creavery Terrace, to which there is no physical pedestrian connection. Only a few houses are in close proximity to the school, which are bounded by agricultural lands.		
Health		
There are no health facilities or services in Creavery		
Transport		
Proximity to Key Transport Corridors	Y	Creavery is approximately 2.3km from the M22/M2 North Western Key Transport Corridor and approximately 400m from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 12.8km from Creavery and George Best City Airport approximately 35km away.
Proximity to Sea Ports	N	Port of Larne is approximately 39km away with the Port of Belfast approximately 32.3km away.
Public Transport	N	Creavery does not benefit from public transport, however, there is a bus stop located at The Ramble Inn on both sides of the A26. The 120/573 bus service facilitates this route running from Ballymena – Belfast – Coleraine.
Walking/Cycling	N	A public footpath is present between the Ramble Inn and 20 Creevery Road benefiting from street lighting. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to no public transport provision, residents rely on their private vehicle to commute to and from Creavery.
Retail		
There are no retail facilities or services in Creavery.		

Post Box	Y	One post box is located on the Creavery Road to the rear of The Ramble Inn restaurant
Community		
The Creavery Gospel Hall and Creavery Primary School provide a community service for the area.		
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations.		
Landscape Character Area (LCA)	Y	Creavery is located within the 'Ballymena Farmland' Landscape Character Area
Built Heritage		
There is no built heritage within Creavery; however, there are 2 old stone buildings adjacent to the joinery business, which add character to the area.		
Archaeological Sites and monuments	Y	There is one scheduled monument located outside of Creavery known as 'Mount Hilly' rath.
Townscape / Landscape		
Features	Y	Creavery is rural in character, taking on a linear form along the Creevery Road and consists of detached properties with large gardens, except for those at Creevery Terrace, which consist of three distinct blocks of 1970s style terrace housing. The primary node of the settlement would appear to be in the vicinity of Creavery Gospel hall and Creevery Terrace. The alignment of the Creevery Road and the siting of signage relating to the national speed limit ensures that the presence of Creavery is clearly detectable. Creavery landscape is relatively flat and consists primarily of agricultural lands.
Tourism		
There are no tourism facilities within Creavery		
Flood Risk		
Fluvial Flooding	Y	There is an extensive area of river based flooding to the rear of the Trotting Stadium and adjacent to Crawford Joinery, where there is an open stream/watercourse.
Surface Flooding	Y	There are minor areas of surface water flooding within Creavery situated on the lands behind the NI Water Sewage Pumping Station, beside the disused water station adjacent to Creevery Terrace and opposite Creavery Primary School.

Qualitative Analysis	
Strengths	• There are two businesses within the vicinity of Creavery – The Ramble Inn and Crawford Joinery. • The nearest place of employment is Ballymena, 12.3 km away and Antrim 6.7km away.
Weaknesses	• Creavery lacks retail or service facilities; however, the Gospel Hall does perform a community service function for the surrounding area. • Creavery Primary School is located on Thornhill Road, approximately 0.8km to the east of Creavery Terrace, to which there is no physical pedestrian connection. • There are no retail or employment opportunities within the study area.
Opportunities	• Well located to avail of employment opportunities in Antrim and Ballymena. • There is potential for infill opportunities in line with the role and function of Cargin once a settlememt development limithas been identified. • The need for development lands will be decided through the LDP process. • Settlememt development limits will be examined at the Local Policies Plan stage.
Constraints	• The A26 Lisnevenagh Road forms a physical barrier to the west of the settlement. • Flooding potential associated with watercourse.

Conclusion: It is considered that Creavery plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Creavery

A26 Lisnevenagh Road

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Creavery

0 75 150 Metres

N

Donegore				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Airport	Hamlet	-	-	Approx. 10

Overview of Settlement

The study area of Donegore is located on the Donegore Hill Road, approximately 4.2km west of Parkgate and some 1.8km to the south-west of the potential new Rathmore Hamlet. The origins of Donegore can be traced back to Neolithic and Anglo-Norman times.

Donegore is located within the predominant Landscape Character Area of Tardree and Six Mile Water Slopes and considered to be of great archaeological significance, given its rich historic environment and cultural heritage. Donegore Hill and Donegore Motte is located in the vicinity and this area represents one of the most important areas for Ulster Scott's and the Battle of Antrim. To the North of Donegore there are two Scheduled Zones with two Scheduled sites in the form of Donegore Motte and Souterrain, to the south of Donegore there is a priority Habitat in the form of a woodland. There are three listed buildings in Donegore namely St. Johns Church of Ireland, the watch house (vault) within the Church's Graveyard and Bee Boles/House located in the curtilage of number 16 adjacent to the Church.

In terms of community facilities, Donegore comprises of St. Johns Church of Ireland, associated graveyard, The Moat Inn Bed & Breakfast and a Stained Glass Studio. The Stained Glass window studio was previously Donegore Orange Hall built in 1846. The former Donegore Garden Centre, which has ceased trading, represents a large underutilised land use in the vicinity.

The focus of Donegore is concentrated to the left side of the Donegore Hill Road, and is densely screened by mature trees and hedgerows. A sense of place is evident at The Moat Inn location, however the trees and hedgerows, somewhat soften this and obscure the visual awareness of Donegore.

The summits of Donegore are prominent features in the landscape, and can be seen extensively from the M2 motorway and on a clear day Donegore provides impressive views over the six counties in Ulster, including Belfast Hills and Lagan Valley Regional Park. Due to its prominent location in the landscape, any further development at this potential hamlet would have to be managed carefully.

Due to the proximity of Donegore to Antrim and neighbouring villages Parkgate and Templepatrick, it is likely that these locations provide essential services to the resident population of Donegore.

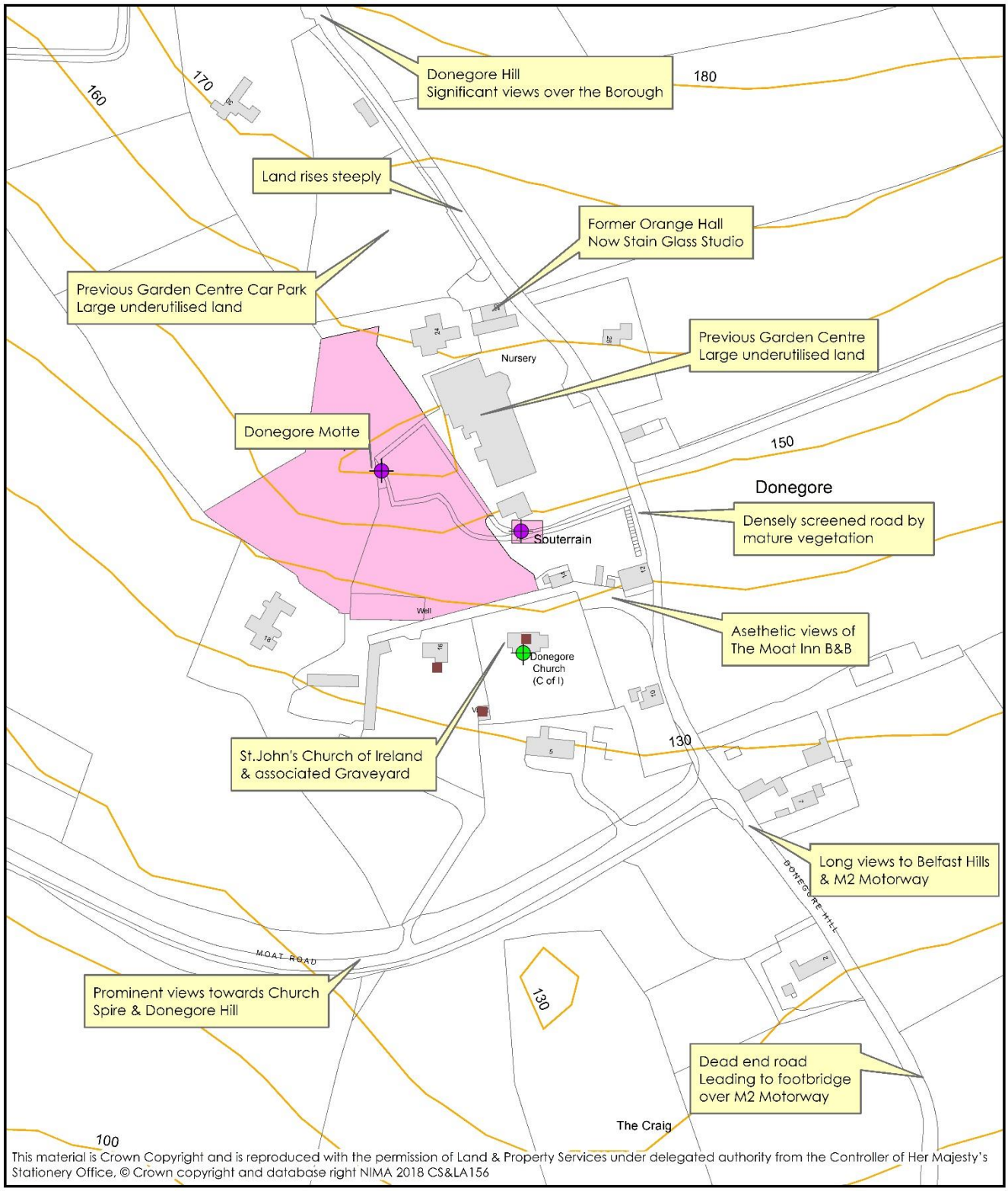
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Superfast broadband is available.
4G Mobile Coverage	Y	4G is available on all networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no education facilities or services in Donegore		
Health		
There are no health facilities or services in Donegore		
Transport		
Proximity to Key Transport Corridors	Y	Donegore is located 4.4km from the M2/M22 Motorway forming part of the North Western Key Transport Corridor, facilitating travel between Belfast and Londonderry. Donegore is located 10.4km from the A26, forming part of the Northern Corridor, facilitating travel between the M1 at Moira to the North West via Ballymena and Coleraine.
Proximity to Airport	Y	Belfast International Airport is located some 14.7km from Donegore and George Best City Airport approximately 28km away.

Proximity to Sea Ports	N	Port of Larne is approximately 30.4km away with the Port of Belfast approximately 25.3km away.
Public Transport	N/Y	No public transport serves the immediate area of Donegore; however, the nearest bus stop is 1.2km away on the main Loughanmore Road. The 154 and 168b services, provide connections to Antrim, Carrickfergus and Antrim Area Hospital, from Donegore.
Walking/Cycling	N	There are no footpaths in the immediate area of Donegore.
Car Reliant	Y	Due to limited public transport provisions, and ease of access to the key transport corridors, residents rely on their private vehicle to commute to and from Donegore.
Retail		
There is no convenience retail provision in Donegore, only comparison retail in the form of the Stained Glass Studio.		
Tourism		
The Moat Inn Bed & Breakfast provides for tourism accommodation in Donegore and St. Johns Church of Ireland, Donegore Motte and Donegore Hill are considered as Donegore's main tourism assets.		
Community		
Donegore has limited facilities that provide a community service role namely St. Johns Church of Ireland. Due to the close proximity to Antrim and Templepatrick, it is likely that these areas provide additional facilities and services to those residents in Donegore.		
Conservation & Heritage		
Nature Conservation		
Priority Habitat	Y	Woodland
Landscape Character Area (LCA)	Y	Donegore is located within the 'Tardree and Six Mile Water Slopes' Landscape Character Area.
Built Heritage		
Archaeological Sites and monuments	Y	There are three archaeological sites namely the Scheduled Donegore Motte & Souterrain and the unscheduled St. Johns Church of Ireland.
Listed Buildings	Y	B1 listed St. Johns Church of Ireland; B1 Listed Watch House (vault) within the Church Graveyard and B2 listed Bee Boles/House.
Scheduled Zones	Y	There are two Scheduled Zones namely Donegore Motte & Souterrain.
Townscape / Landscape		
Features	Y	Donegore is located within the Tardree and Six Mile Water Slopes Landscape Character Area. Donegore presents a small clustering of 5 dwellings concentrated around St. Johns Church of Ireland and is rural in character. The tree and hedgerow lined boundaries against the Donegore Hill Road softens the sense of place as these somewhat obscure the visual awareness of Donegore.
Flood Risk		
There is no fluvial or surface flooding flood risk in Donegore.		
Qualitative Analysis		
Strengths	• Donegore is considered to be of archaeological significance, given its rich historic environment and cultural heritage. • No issues regarding flood risk.	
Weaknesses	• The study area has limited facilities that provide a community service role, however, due to the close proximity to Antrim and Templepatrick, it is likely that	

	these areas provide additional facilities and services to those residents in Donegore. • Limited/poor public transport infrastructure.
Opportunities	• There is limited potential for small rounding off and infill opportunities in line with the role and function of the potential hamlet once a settlement development limit has been identified. • The need for development lands will be decided through the LDP process. • Settlememt development limitswill be examined at the Local Policies Plan stage.
Constraints	• Visually prominent location in the landscape • M2 motorway is located some way to the south.

Conclusion: It is considered that Donegore plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



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Strategic Settlement Analysis - Donegore

- Scheduled Archaeological Site and Monument
- Scheduled Zones
- Unscheduled Archaeological Site and Monument
- Listed Buildings

0 40 80 Metres

N

Donegore

0 60 120 Metres

N

Gortgill				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	24

Overview of Settlement

Gortgill is located on the Roguery Road, approximately 1.9km to the north east of Toome and approximately 1.9km southwest of Moneyglass. The primary node of Gortgill is predominantly residential in character, linear in form and culminates towards the junction of the Roguery Road and Cloghogue Road. There are approximately 24 dwellings within the primary node of Gortgill, between the former school building and just beyond the junction with the Cloghogue Road. Within the primary node (Roguery Rd & Cloghogue Rd), there is a petrol filling station and associated shop, and the former 'Gortgill School' building that has become a community hall. A secondary node is formed at the junction of the Roguery Road and Loughbeg Road. This, however, is visually distinct from that of the primary node. There are approximately 9 residential properties located here, with road frontage onto the Loughbeg Road. At the secondary node (junction of Roguery Road & Loughbeg Road) there is a small convenice store with a Post Office facility, a hair salon, as well as what appears to be a community hall. Other facilities include private firms such as CMM Electrics Ltd., Rock Lighting and Interiors; construction services namely Boyd Project Services and NI Farm Supplies. There are a number of private farms also. Outside of the immediate Gortgill area, there are 3 nature conservation designations located primarily along the River Bann corridor and upon Lough Beg. These include RAMSAR, Special Protection Area (SPA) and Areas of Special Scientific Interest (ASSI).

Utilities, Services & Facilities

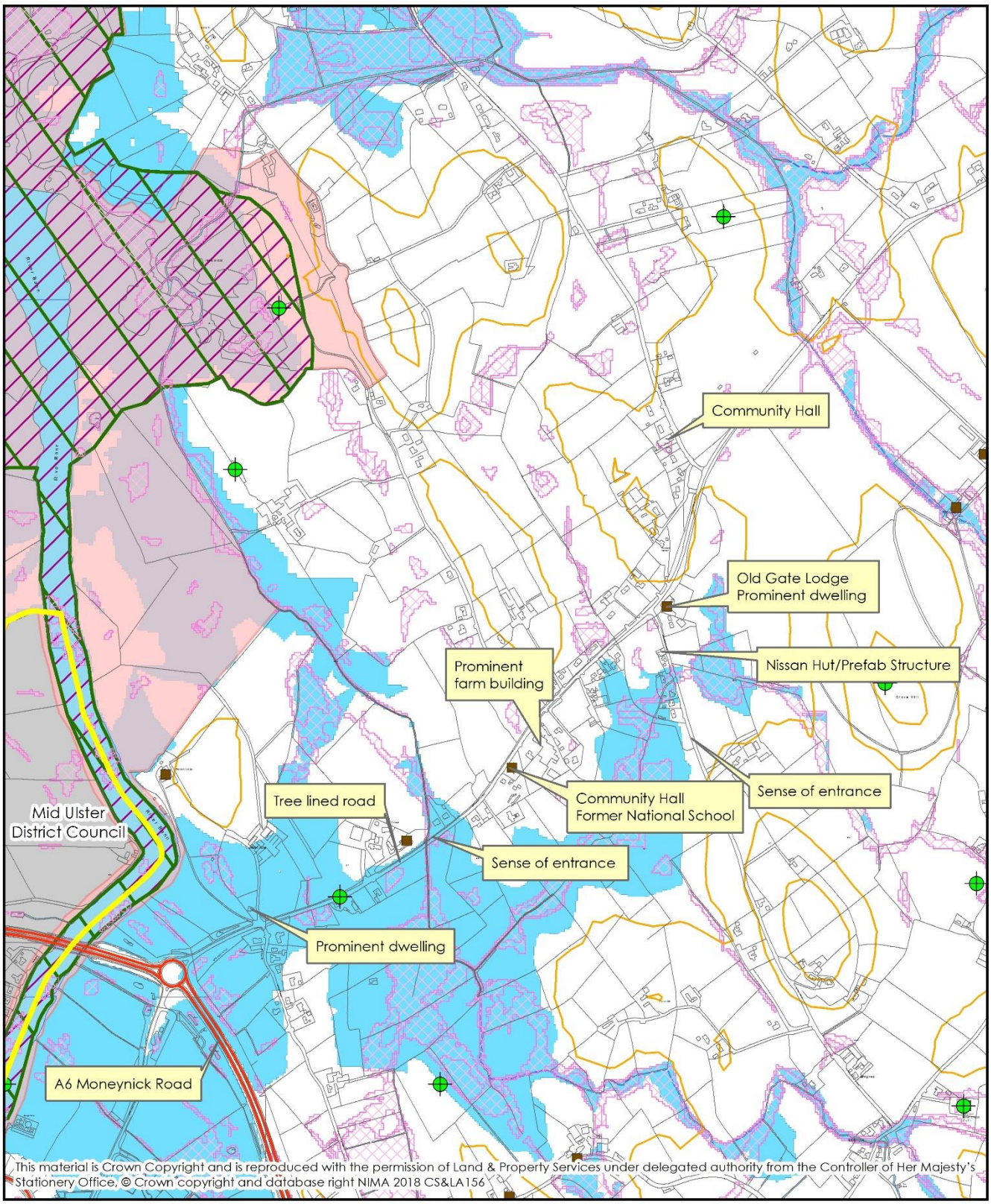
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Superfast broadband is limited in Gortgill; however standard broadband is available.
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational facilities or services in Gortgill		
Health		
There are no health facilities or services in Gortgill		
Transport		
Proximity to Key Transport Corridors	N	Gortgill is approximately 9.3km from the M22/M2 and approximately 1.6km from A6 – comprising of the North Western Key Transport Corridor. Gortgill is approximately 16.5km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 25.7km from Caddy and George Best City Airport approximately 49.2km away.
Proximity to Sea Ports	N	Port of Larne is approximately 53.3km away with the Port of Belfast approximately 46.5km away.
Public Transport	Y	Gortgill benefits from public transport on the 123/123a route between Ballymena and Crosskeys. This route runs 4 times daily Monday-Friday and there is two bus stops located close to 76 Roguery Road.
Walking/Cycling	N	Footpaths are present on at least one side of the Roguery Road, and there are no footpaths on the Cloghogue Road or Loughbeg Road. Pedestrian infrastructure includes street lighting throughout the primary node (Roguery Road and Cloghogue Road). However, only 2 streetlights exist on the roadside outside 8

		Loughbeg Road. The National Cycle Network Route 96; transcends the secondary node of Gortgill connecting Toome and Coleraine.
Car Reliant	Y	Due to limited public transport provisions, residents rely on their private vehicle to commute to and from Gortgill.
Retail		
There are limited retail facilities in Gortgill with Toome and Randalstown providing additional services and facilities.		
Post Box/Post Office	Y	Post office integrated with the Vivo convenience store with Post Box
ATM	Y	Integrated within the Mace convenience store
Convenience Retail	Y	Mace, Vivo stores
Comparison Retail		NI Farm Supplies, Rock lighting and Interiors
Services	Y	Hairdressers, CMM Electrics Ltd, Boyd Project Services
Petrol Station	Y	Integrated with the Mace convenice store
Community		
Community Hall/Halls	Y	Gortgill Community Hall (former Gortgill's National School) and Moneyglass Community Hall locate on Loughbeg Road.
Other	Y	Public toilets located within Mace convenience store
Conservation & Heritage		
Nature Conservation		
Outside of the immediate Gortgill area, there are 3 nature conservation designations located primarily along the River Bann corridor and upon Lough Beg. These include RAMSAR, Special Protection Area (SPA) and Areas of Special Scientific Interest (ASSI).		
Landscape Character Area (LCA)	Y	Cargin is located within the 'Long Mountain Ridge' Landscape Character Area
Built Heritage		
Listed Buildings	Y	There are 4 listed buildings within the vicinity of Gortgill, the first is located at 34 Roguery Road a former Hunting Lodge and Grade B1 listing, the second is located at 40 Roguery Road a former thatched cottage and benefits from B1 Listing also. The third building is Gortgill's community hall located at 47 Roguery Road; this was formerly Gortgill National School. Of note is the dwelling at 73 Roguery Road, which was a gate lodge at the main entrance to Moneyglass House and Demesne. Designed by Sir Charles Lanyon in around 1855, this former gate lodge benefits from Grade B2 listed status. Within the Moneyglass Demesne, the associated farm buildings also benefit from listed status.
Archaeological Sites and monuments	Y	There are a number of archaeological sites and monuments located within and on the outskirts of Gortgill; these consist mainly of enclosures, ecclesiastical sites and Mass Rocks.
Industrial/Defence Heritage	Y	There are also a number of industrial and defensive heritage sites located outside of Gortgill on the River Bann, associated with the eel fishery industry.
Townscape / Landscape		
Features	Y	The primary area of Gortgill has developed linearly along the Roguery road towards the junction of Cloghogue Road, is predominately residential in nature and dates back to the 20th Century as a historic settlement. A secondary node forms at the junction of the Roguery Road and Loughbeg Road. This, however, is visually distinct from that of the primary area. There is a sense of place, particularly near the existing petrol filling station. The visual point of entry to Gortgill is denoted by a change in character from the surrounding area. From the south, this appears to be just prior to the former school building (Gortgill Schools). Approaching from the north, the visual point of entry appears to be at the Cloghogue Road junction. The surrounding landscape is relatively

		flat with areas of high rising land. The land is predominately for agricultural uses and grazing. Within the Gortgill, area there is one pylon that transcends the study area.
Tourism		
There are no tourism facilities within Gortgill; however, approximately 7.5km north of Loughbeg Road there is the Lower Bann Canoe trail, an access point for canoe and kayaking. In addition, Lough Beg situated in close proximity provides an attractive area for angling/fishing.		
Flood Risk		
Fluvial Flooding	Y	There are extensive areas of river based flooding identified in Gortgill. The main area is located on the lands rear of the petrol station stretching along the rear of the properties on Cloghogue road. The other stretches along the lands to the rear of the Listed Gate Lodge also on Cloghogue Road. To the south of the study area between numbers, 40-44 Roguery Road an open stream/watercourse has resulted in the area become prone to river based and surface water flooding.
Surface Flooding	Y	In addition, there are small pockets of surface water flooding within Gortgill adjacent to number 66 Roguery Road.

Qualitative Analysis	
Strengths	• Gortgill benefits from several community services, comprising of the two community halls, petrol filing station, post office and the two small convenience stores. • Gortgill has a sense of place, particularly at the existing petrol filling station. The visual point of entry to the settlement is denoted by a change in character from the surrounding area.
Weaknesses	• There are limited retail facilities in Gortgill and it is likely that the nearest settlements of Toome and Moneyglass provide other services and facilities to Gortgill. • The pattern of development at Gortgill is rather dispersed.
Opportunities	• There is potential for a Local Landscape Policy Area to be designated taking in the listed Gate Lodge, Moneyglass Demesne and associated buildings. • The need for development lands will be decided through the LDP process. • Settlememt development limitswill be examined at the Local Policies Plan stage.
Constraints	• Expansion of the study area eastwards is constrained by Moneyglass Demesne. • There are extensive areas of river based flooding identified in Gortgill. The main area is located on the lands rear of the petrol station stretching along the rear of the properties on Cloghogue road.

Conclusion: It is considered that Gortgill plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Gortgill

Mid Ulster District Council
Special Protection Area
Area of Special Scientifc Interest
RAMSAR
Listed Buildings
Unscheduled Archaeological Site and Monument
A6
Surface Flooding(I200cc)
Fluvial Flooding Extent(Q100cc)

0 225 450 Metres

N

Gortgill

0 125 250 Metres

N

Loanends				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Airport	Hamlet	-	-	14

Overview of Settlement

Loanends is located on the B39 Seven Mile Straight, which runs between Antrim and the outskirts of north Belfast. Loanends takes on a linear form along the Seven Mill Straight, with the Carmavy Road/Loanends Road/Seven Mile Straight junction as the focal point. This crossroads forms a high point in the landscape with long views over the open countryside to the north west and southeast. The area exhibits a distinct sense of place that is different to the surrounding rural area. The settlement has a number of facilitates providing a community services role including a Presbyterian Church and associated graveyard. There is also a primary school, sports pitches and playground, with the former school site lying derelict opposite the new school. An Orange Hall lies adjacent to the primary school to the southeast and there is also a new Gospel Hall constructed to the north west on the edge of the study area. This grouping of buildings acts as a focal point within Loanends. There are no retail facilities in Loanends with the nearest town centre being Antrim, located approximately 8.5km away. There are other retail and service opportunities located at Templepatrick approximately 6km away.

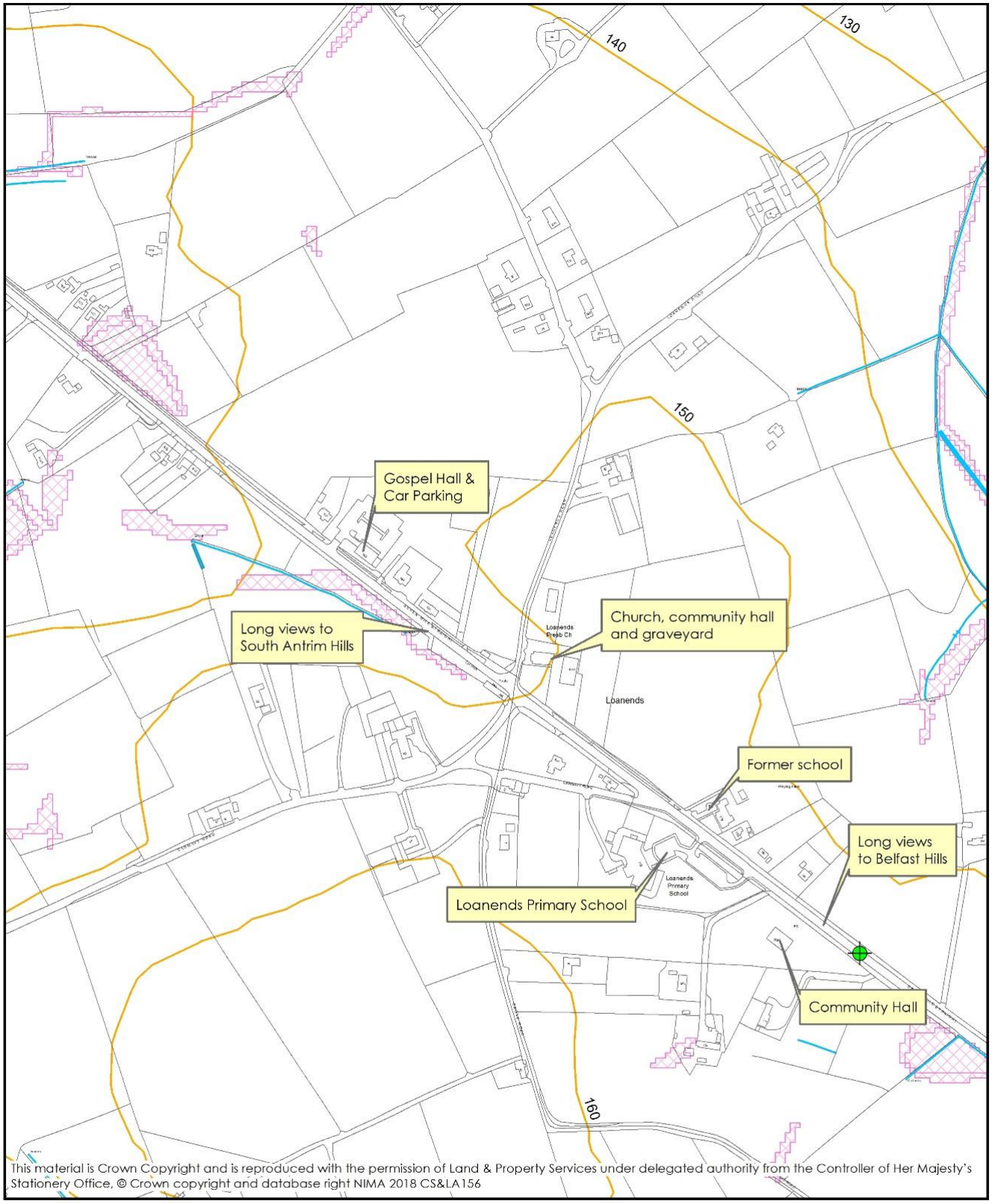
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Superfast and standard broadband is available.
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
Primary School	Y	Loanends Primary School
Health		
There are no health facilities or services in Loanends		
Transport		
Proximity to Key Transport Corridors	Y	Loanends is approximately 9km from the M22/M2 Motorway forming a part of the North Western Key Transport Corridor and approximately 5.9km from the A26 Northern Key Transport Corridor. Loanends is also approximately 5.7km from Nutts Corner, providing several connections to Belfast, Antrim and Moria.
Proximity to Airport	Y/N	Belfast International Airport is located some 7km from Loanends and George Best City Airport approximately 10.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 15.1km away with the Port of Belfast approximately 12.5km away.
Public Transport	Y	Loanends is served by public transport on the 107 /108 route between Belfast and Muckamore, however, this runs once a day Monday – Friday.
Walking/Cycling	N	A public footpath runs through the centre of Loanends along the B39 Seven Mile Straight road, however, does not provide any walking connections to other settlements, thus limiting walking opportunities. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to limited public transport provisions, residents rely on their private vehicle to commute to and from Loanends.
Retail		
There are no retail facilities in Loanends. It is likely that Antrim and Templepatrick provide residents with retail services and facilities.		
Post Box/Post Office	Y	Post box located on the Seven Mile Straight Road

Community		
Place of Worship	Y	Loanends Presbyterian Church and Graveyard
Community Halls	Y	Loanends Gospel/Presbyterian Hall, Loanends Orange Hall
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in Loanends.		
Landscape Character Area (LCA)	Y	Loanends is located within the 'Expansive Crumlin Farmland' Landscape Character Area.
Built Heritage		
There are no listed buildings, defence heritage or industrial heritage assets in the vicinity of Loanends.		
Archaeological Sites and monuments	Y	Only one located unscheduled monument is present to the southeast of the primary school, with an unscheduled rath located some distance to the south.
Townscape / Landscape		
Features	Y	Loanends takes on a linear form along the Seven Mill Straight, with the Carmavy Road/Loanends Road/Seven Mile Straight junction as the focal point. This crossroads forms a high point in the landscape with long views over the open countryside to the north west and southeast. There is a definite change of character at this location in comparison to the surrounding rural area and this sense of place is reflected in the 'welcome to Loanends' signage. With the presence of a Presbyterian Church since the early 1800s Loanends, dates back to the 19th Century as an historic settlement and is rural in character comprising of mainly detached dwellings with large gardens.
Tourism		
There are no tourism facilities in Loanends		
Flood Risk		
Fluvial Flooding	N	Loanends and its vicinity are not subject to fluvial flooding
Surface Flooding	Y	The potential for surface water flooding is confined to small areas along the Seven Mile Straight Road.

Qualitative Analysis	
Strengths	• There is a definite change of character in Loanends in comparison to the surrounding rural area and this sense of place is reflected in the 'welcome to Loanends' signage. • A number of community service facilities are present including primary school, church, graveyard and hall and a further 2 halls. • Loanends is identified as having an historic basis as a settlement dating from the 19/20th Century.
Weaknesses	• Loanends lacks retail and service facilities, however it does perform a community service function for the surrounding area. • There are no businesses within the vicinity of Loanends other than private farms. • The nearest large employment centre is Mallusk which lies approximately 6.5km away, with Nutts Corner offering some employment opportunities 5.5km away.
Opportunities	• There is potential for a Local Landscape Policy Area to be designated taking in the church and locally significant building and mature vegetation. This will be reviewed at Local Policies Plan stage. • There is potential for small rounding off and infill opportunities for growth in line with the role and function of the settlement. • The need for development lands will be decided through the LDP process. • Settlememt development limitswill be examined at the Local Policies Plan stage.
Constraints	• There are no obvious constraints present.

Conclusion: It is considered that Loanends plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Loanends

Unscheduled Archaeological Site and Monument

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Loanends

0 100 200 Metres

N

Moneynick				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	12

Overview of Settlement

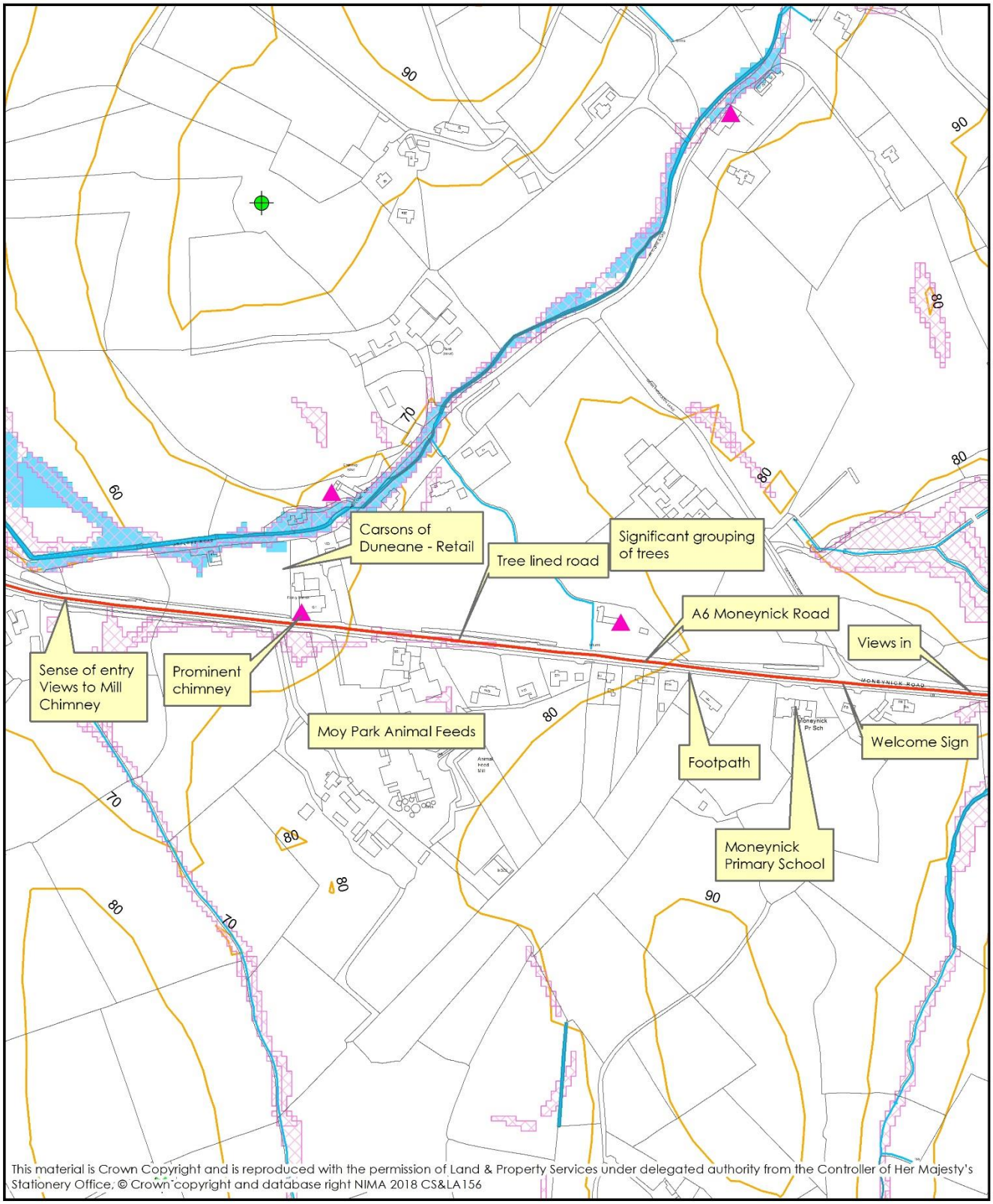
The study area of Moneynick is located on the Moneynick Road, approximately 4.3km to the east of Toome and some 4.8km to the west of Randalstown. The Moneynick Road forms part of the A6 North West Key Transport Corridor that connects Belfast and Londonderry. Moneynick is identified as having some historic basis as a settlement dating back to the 19th/20th Century. Most development, residential or otherwise, is located on the southern side of the Moneynick Road in a linear form. A sense of place is evident, particularly in the vicinity of the local primary school and adjacent residential properties. However, the tree and hedgerow lined boundaries against the Moneynick Road soften the sense of place as these somewhat obscure the visual awareness of Moneynick. Moneynick compromises a primary school (Moneynick Primary School), a furniture shop (Carsons of Duneane), and the Moy Park animal feed Mill (formerly Mc Larnons). A public house (The Elver Inn) is located to the east of Moneynick; however, this is no longer open for business. Outside of the study area, 2.8km to the west is Moneynick Service Station, compromising of petrol forecourt, convenience store and a restaurant/diner. The Service Station provides a community service function for Moneynick and the surrounding area. Due to the proximity of Moneynick to Toome and Randalstown, it is likely that these locations provide essential services to the resident population of Moneynick.

Utilities, Services & Facilities		
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available.
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
Primary School	Y	Moneynick Primary School
Health		
There are no health facilities or services in Moneynick		
Transport		
Proximity to Key Transport Corridors	Y	Moneynick is located on the A6 North West Key Transport Corridor, and as a result, suffers from high traffic flows during peak times and is a notorious traffic blackspot. The current A6 Randalstown to Castledawson dualling scheme will provide a high standard dual carriageway bypassing Moneynick, strengthening links between Belfast and Derry and inevitably improving traffic flow. The existing Moneynick road shall be retained to provide local access. Moneynick is also approximately 10km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 20.7km from Moneynick and George Best City Airport approximately 44.6km away.
Proximity to Sea Ports	N	Port of Larne is approximately 47.7km away with the Port of Belfast approximately 37.9km away.
Public Transport	Y	Moneynick benefits from public transport on the 110 route between Antrim – Cookstown this runs daily Monday-Sunday.
Walking/Cycling	N	Pedestrian footpaths are in place on the southern side of the Moneynick Road; however, there is no street lighting. Consequently, walking in the area is difficult coupled by heavy traffic flow. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.

Car Reliant	Y	Due to limited public transport provisions, and ease of access to the key transport corridors, residents rely on their private vehicle to commute to and from Moneynick.
Retail		
Retail facilities in Moneynick are limited to the Carson's of Duneane Furniture Shop, and 2.8km to the west of the settlement is Moneynick Service Station. It is likely that Toome and Randalstown provide residents with additional retail services and facilities.		
Comparison Retail	Y	Carson's of Duneane Furniture Shop
Convenience Retail	N	Moneynick Service Station located 2.8km to the west of Moneynick, compromises of petrol forecourt, convenience store and a restaurant/diner.
Services	Y	Moy Park animal feed mill
Community		
Moneynick has limited facilities that provide a community service role. Moneynick Primary School is the only facility within the immediate area, and the Moneynick Service Station is the second some 2.8km away. Due to the close proximity to Randalstown and Toome, it is likely that these areas provide additional facilities and services to those residents in Moneynick.		
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in Moneynick.		
Landscape Character Area (LCA)	Y	Moneynick is located within the 'Long Mountain Ridge' Landscape Character Area.
Built Heritage		
There are no listed buildings, Archaeological Sites, Monuments or Defence heritage assets within Moneynick.		
Archaeological Sites and monuments	Y	There are four industrial assets incorporating Corn Mills/Flax Mills and a creamery located west of Moneynick at Carson's Of Duneane furniture shop.
Townscape / Landscape		
Features	Y	Moneynick is located within the Long Mountain Ridge Landscape Character area, presents in a linear form along the Moneynick Road, and is rural in character. The 'Welcome to Moneynick' signs and the changes in the characteristics from the surrounding agricultural area create a sense of arrival into Moneynick. The tree and hedgerow lined boundaries against the Moneynick Road soften the sense of place as these somewhat obscure the visual awareness of Moneynick.
Tourism		
There are no tourism facilities in Moneynick		
Flood Risk		
Fluvial Flooding	Y	There is an extensive area of river based flooding to the north and north west of the study area, predominately along the Artlone Road and the Gloverstown Road, where there remains an open stream.
Surface Flooding	Y	The study area also suffers from sporadic areas of surface based flooding to the north and south of Moneynick Primary school, to the west of the study area along the Moneynick Road facing Moy Park animal feed Mill (formerly Mc Larnons) and the rear of 140 Moneynick Road where the flooding follows an open stream.
Qualitative Analysis		
Strengths	• Moneynick is located on one of Northern Ireland's busiest A class roads the A6, which forms a part of the North West Key Transport Corridor connecting Belfast with Londonderry. The A6 dualling road scheme will see a new bypass around Moneynick, inevitably reducing traffic and improving connections to the North West.	

	• The 'Welcome to Moneynick' signs and the changes in the characteristics from the surrounding agricultural area creates a sense of arrival into Moneynick. • Farming is a predominant activity in the study area and the nearest employment centre is Antrim 13.1km away.
Weaknesses	• The study area has limited facilities that provide a community service role, however, due to the close proximity to Randalstown and Toome, it is likely that these areas provide additional facilities and services to those residents in Moneynick. • Moneynick has sporadic areas of surface based flooding, however, extensive river based flooding is evident to the north, located on the Artlone Road and the Gloverstown Road.
Opportunities	• There is potential for small rounding off and infill opportunities for growth in line with the role and function of the potential settlement once a settlement development limit is identified. • The need for development lands will be decided through the LDP process. • Settlememt development limits will be examined at the Local Policies Plan stage.
Constraints	• No potential constraints identified.

Conclusion: It is considered that Moneynick plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Moneynick

Unscheduled Archaeological Site and Monument

Industrial Heritage

A6 Moneynick Road

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Moneynick

0 100 200 Metres

N

Maghereagh				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	17

Overview of Settlement

Maghereagh is located on the Barnish Road, approximately 1.8km west of Randalstown and 7.2 Km to the north west of Antrim and has been identified as an historic settlement dating from the 19/20th Century. Maghereagh is linear in form along the Barnish Road, with significant development in the southern direction along Whitehill Drive and Maghereagh Road. Within Maghereagh there are approximately 17 dwellings, these compromise a mix of designs and styles of detached and semi-detached housing. Evidence remains of the track bed of the former Cookstown railway line, particularity adjacent to number 33 Barnish Road. Maghereagh compromises of a number of facilities providing a community service for example the community and sports facility (Tír Na NÓg GAC), two playing fields, and a community hall (Randalstown Hibernian Hall). There are no retail facilities in Maghereagh; however, given the proximity of Randalstown, it is likely that the resident population avail of services offered within the town.

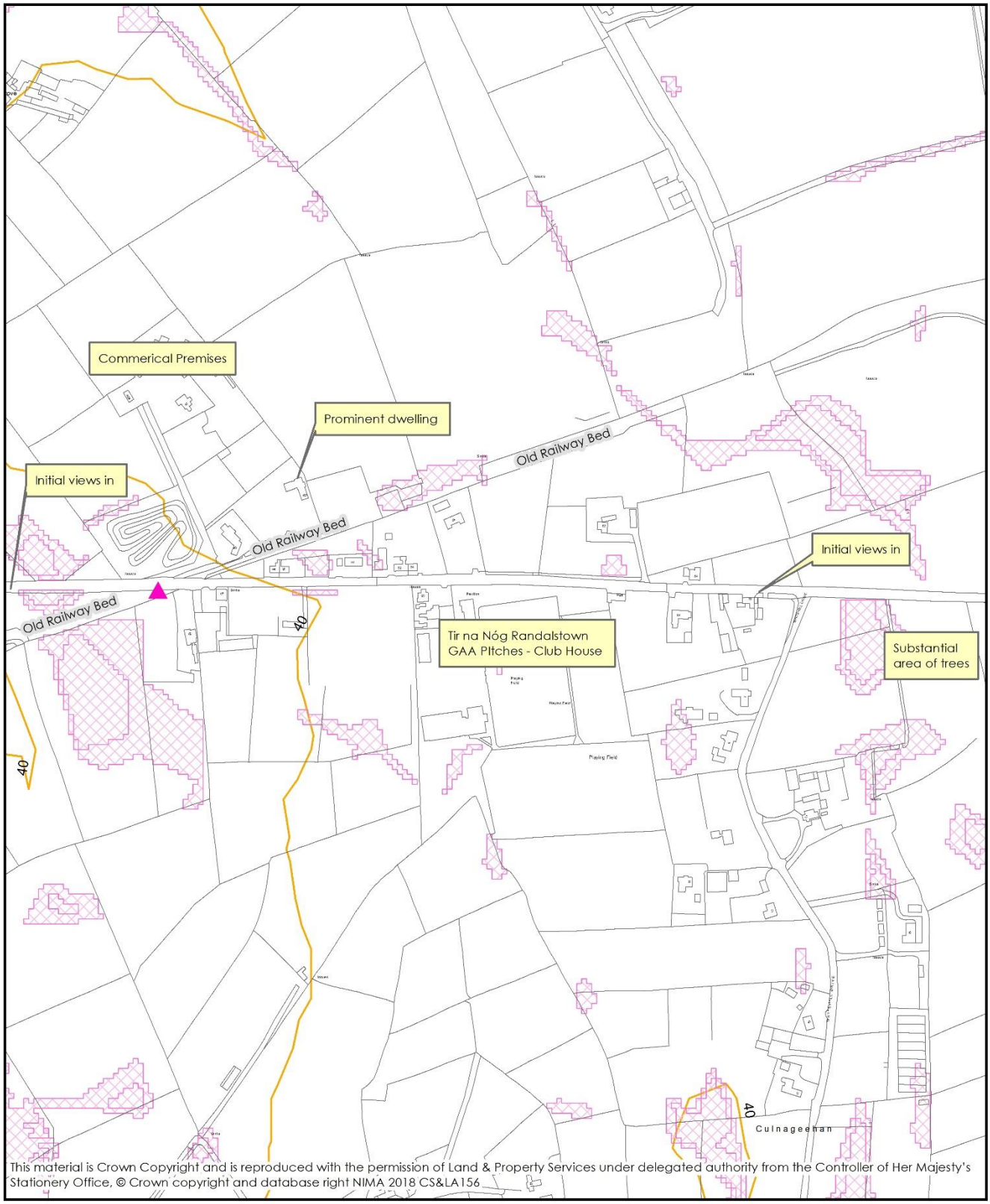
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks.
Broadband	Y	Standard broadband is available.
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Maghereagh		
Health		
There are no health facilities or services in Maghereagh		
Transport		
Proximity to Key Transport Corridors	Y	Maghereagh is 2.9km from the M22/M2 Motorway forming a part of the North Western Key Transport Corridor and approximately 3.7km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 13.6km from Moneynick and George Best City Airport approximately 39.6km away.
Proximity to Sea Ports	N	Port of Larne is approximately 42km away with the Port of Belfast approximately 35.3km away.
Public Transport	N	Maghereagh is not served by public transport, with the nearest bus top situated on Shane's Street in Randalstown approximately 2km away. The bus service 110/110a Antrim – Magherafelt - Cookstown serves this bus stop.
Walking/Cycling	N	A footpath is present along the southern edge of the Barnish Road, serving only the sports facility. This footpath benefits from street lighting and provides walking opportunities to Randalstown. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Due to no public transport provisions, residents rely on their private vehicle to commute to and from Maghereagh,
Retail		
There are no retail services or facilities in Maghereagh and given the proximity of Randalstown, it is likely that the resident population avail of services offered within the town.		
Services	Y	There are 4 businesses within the study area – D S cars dealership, MMB Surfacing Ltd, Hume International Transport, which specialises in road haulage and Hamilton George, which supplies farm equipment. There are also a few private farms.

Community		
The study area has a number of facilities providing a community service role including a community and sports facility (Tír Na NÓg GAC), two playing fields and a community hall (Randalstown Hibernian Hall). It is not apparent if this hall is associated with the neighbouring GAC. This grouping of buildings act as a focal point within the study area.		
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in Maghereagh, however, approximately 2.4km away lies Shane's Castle Estate, which benefits from an ASSI and RAMSAR designation.		
Landscape Character Area (LCA)	Y	Maghereagh is located within the 'River Main Valley' Landscape Character Area.
Built Heritage		
There are no listed buildings or defence heritage assets within Maghereagh.		
Archaeological Sites and monuments	Y	There are two unscheduled sites within the study area, located on the Maghereagh Road, consisting of an Enclosure and Mass Rock.
Industrial Heritage	Y	There are two industrial heritage sites, which relate to the old Cookstown train branch line, consisting of a level crossing site and a bridge.
Townscape / Landscape		
Features	Y	Maghereagh is located within the River Main Valley Landscape Character Area and has been identified as having some historic basis as a settlement dating from the 19/20th Century. Maghereagh presents in linear form along the Barnish Road, with significant development in a southern direction along Whitehill Drive and Maghereagh Road. Given the change in character from the surrounding area, there is a sense of place and an awareness of entry to Maghereagh, particularly along the Barnish Road at the existing sports facility.
Tourism		
There are no tourism facilities in Maghereagh		
Flood Risk		
Fluvial Flooding	Y	Maghereagh does not suffer from river based flooding.
Surface Flooding	Y	There are sporadic areas of surface water flooding, including the lands following the course of the open stream/water course adjacent to Whitehill Drive.

Qualitative Analysis	
Strengths	• The study area compromises of a number of facilities providing a community service for example the community and sports facility (Tír Na NÓg GAC), two playing fields, and a community hall (Randalstown Hibernian Hall). • Maghereagh is in close proximity to two Key Transport Corridors.
Weaknesses	• There are no retail facilities in Maghereagh; however, given the proximity of Randalstown and Antrim, it is likely that the resident population avail of services offered within these towns. • No public transport services, serve the settlement therefore residents rely on private vehicle for transportation.
Opportunities	• Potential exists to designate a Local Landscape Policy Area to the south west of the study area, taking in the former track bed of the railway, the mature vegetation adjacent to 33 Barnish Road and the lands to the rear of this property. This will be reviewed at Local Policies Plan stage. • The need for development lands will be decided through the LDP process. • Settlememt development limitswill be examined at the Local Policies Plan stage.
Constraints	• The track bed of the former railway line between Randalstown and the current Belfast to Londonderry railway line forms a barrier to the west and north of Maghereagh.

Conclusion: It is considered that Maghereagh plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Maghereagh

Industrial Heritage

Surface Flooding(I200cc)

0 100 200 Metres

N

Maghereagh

0 100 200 Metres

N

Newmill				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	17

Overview of Settlement

Newmill is located on high ground at the junctions of Ballywee Road and Newmill Road with the Hollybank Road, approximately 1.8km to the north of Parkgate. It is evident there has been undertakings at this location for a substantial period, generally focused on the 'mill complex', from which the area derives its name. There is a high degree of character afforded by the former mill complex (now housing), associated millrace, water wheel and stone bridge. There are approximately 17 dwellings present within the substantial built up area close to the former mill. Additional road frontage dwellings exist further to the south along Hollybank Road and feel more divorced from the nucleated part of the built up area focussed on the Mill. Newmill does not benefit from public transport and there is no public footpath in the area. Newmill has an Orange Hall located within the substantially built up area and there are no retail or service facilities. A public house and restaurant is located a little way to the east of the built up area. The nearest town centre is Ballyclare, which lies approximately 6.5km to the east, however, other retail and service facilities are located closer by at Parkgate, Doagh and Templepatrick.

Utilities, Services & Facilities

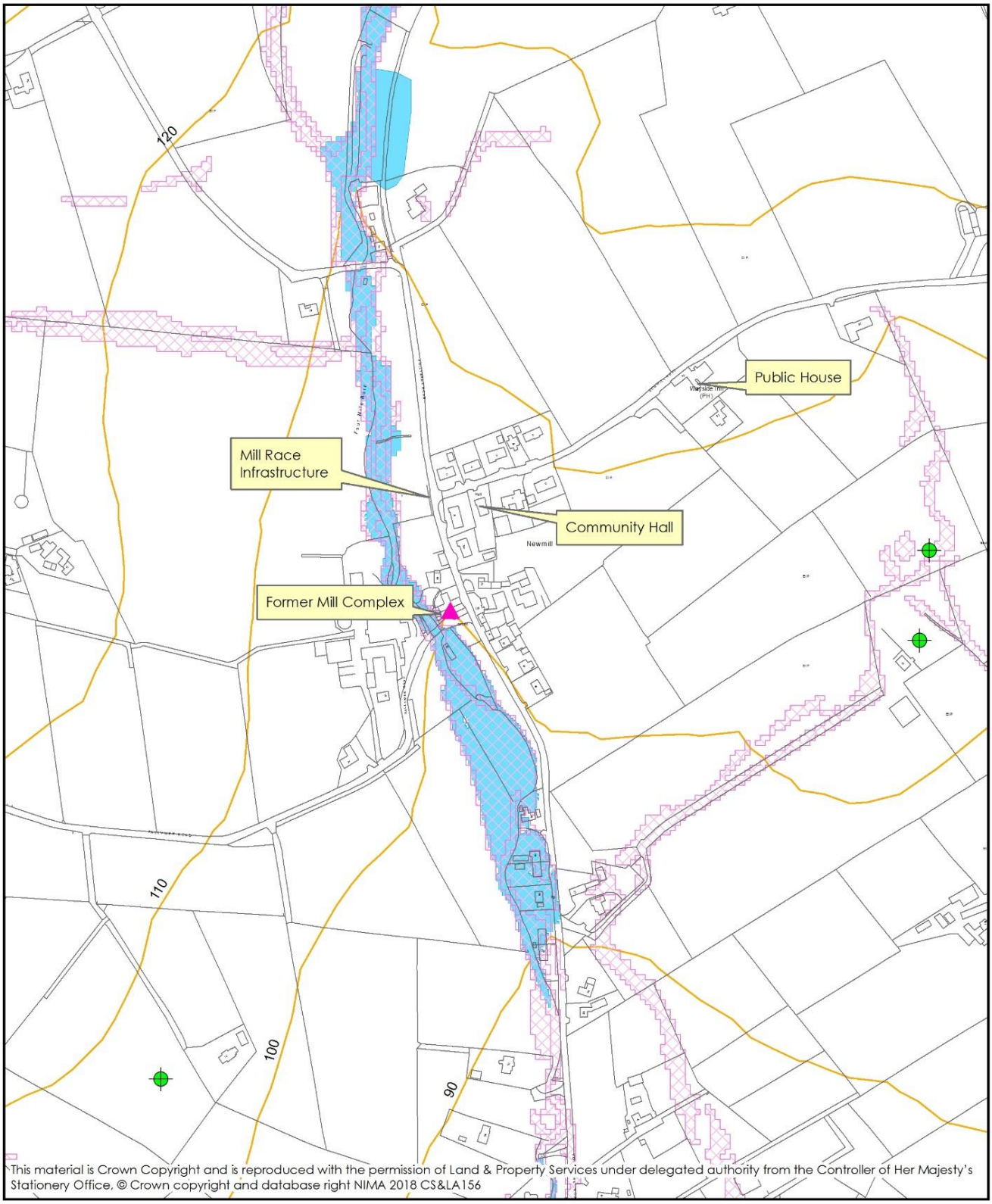
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks
Broadband	Y	Ultrafast broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Newmill		
Health		
There are no health facilities or services in Newmill		
Transport		
Proximity to Key Transport Corridors	Y	Newmill is 6.3km from the M22/M2 Motorway forming a part of the North Western Key Transport Corridor and approximately 14km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 15km from Newmill and George Best City Airport approximately 27.8km away.
Proximity to Sea Ports	N	Port of Larne is approximately 26.9km away with the Port of Belfast approximately 25.1km away.
Public Transport	N	Newmill is not served by public transport
Walking/Cycling	N	There are no public footpaths in Newmill, therefore restricting walking opportunities. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	As there is no public transport provisions, residents rely on their private vehicle to commute to and from Newmill.
Retail		
There are no retail services or facilities in Newmill. Given the proximity of Parkgate and Templepatrick, it is likely that the resident population avail of services offered within these settlements.		
Commercial Leisure	Y	The Wayside Inn Public House and Restaurant
Post Box	Y	Post box located on Hollybank Road
Community		
Newmill has limited facilities that provide a community service role, other than that of the Orange Hall.		

Community Hall	Y	Newmill Orange Hall
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in the vicinity of Newmill.		
Landscape Character Area (LCA)	Y	Newmill is located within the 'Tardree and Six Mile Water Slopes' Landscape Character Area.
Built Heritage		
There are no listed buildings or defence heritage assets within Newmill.		
Archaeological Sites and monuments	Y	The immediate area at Newmill lacks any identified archaeological monuments although, 2 located monuments are present some way to the east of Newmill.
Industrial Heritage	Y	The former flax and corn mill (now converted to housing) is identified as an industrial heritage site. This stone built building, together with its surviving millrace and water wheel give Newmill a distinct character and the origin of its name.
Townscape / Landscape		
Features	Y	Newmill has developed around the junction of the Hollybank and Newmill Roads and lies within the boundary of the Tardree and Six Mile Water Slopes Landscape Character Area. The housing slightly to the south lies within the Three and Six Mile Water Rivers Valleys Landscape Character Area. As the name suggests Newmill has developed around the mill complex, thus giving the area a high degree of character. A few dwellings represent suburban in character, whilst others exhibit the character of vernacular cottages. More road frontage dwellings exist further to the south along Hollybank Road and feel more divorced from the nucleated part of the built up area focussed on the mill. Newmill is very much rural in character, and the land slopes towards the Four Mile Burn river.
Tourism		
There are no tourism facilities in Newmill.		
Flood Risk		
Fluvial Flooding	Y	The area adjacent to Four Mile Burn is potentially subject to fluvial flooding.
Surface Flooding	Y	The area adjacent to Four Mile Burn is potentially subject to surface flooding.

Qualitative Analysis	
Strengths	• Community service facilities comprise of an Orange Hall and a public house and restaurant located to the east of Newmill. • There is a definite change of character at Newmill in comparison to the surrounding rural area.
Weaknesses	• There are no significant employment opportunities located at Newmill with the nearest employment centre Ballyclare, which lies approximately 6.5km away to the east. • There is no public transport serving Newmill, therefore residents rely on private vehicles for transportation. • There is no public footpath in Newmill, therefore restricting walking opportunities.
Opportunities	• Potential exists to designate a Local Landscape Policy Area taking in the mill, millrace, bridge and vegetation associated with nearby Four Mile Burn. This will be reviewed at Local Policies Plan stage. • There is potential for small rounding off and infill opportunities for growth in line with the role and function of the potential settlement once a settlement development limit is identified. • The need for development lands will be decided through the LDP process. • Settlememt development limits will be examined at the Local Policies Plan stage.

Constraints	• As a consequence of the watercourse running through the settlement there is an area of potential flooding.

Conclusion: It is considered that Newmill plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Newmill

Unscheduled Archaeological Site and Monument

Industrial Heritage

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Newmill

0 100 200 Metres

N

Rathmore				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	10

Overview of Settlement

Rathmore is located off the Loughanmore Road approximately 1.7km to the east of Antrim and approximately 5.4km north west of Templepatrick. Rathmore developed on what once was the main road between Antrim and Templepatrick before the creation of the new Loughanmore Road to the south. This was close to the site of a Beetling Mill powered by the millpond to the north east of the built up area. The M2 Motorway runs north of Rathmore and consequently many of the roads have become dead ends and for local access only. Within Rathmore, it is estimated that there are approximately 10 dwellings present in the substantially built up area to the north of Loughanmore Road. There are additional dwellings opposite on the far side of Loughanmore Road in the area known as Burnside but these feel more divorced from the nucleated part of the built up area. Rathmore has a gospel hall, boarding kennels, groomers, and remote control car-racing track located within the substantially built up area however there are no retail facilities. A farm complex defines the western extent of the built area. A sports pitch and Orange Hall is located on the opposite side of Loughanmore Road in the area known as Burnside. There is also a high degree of visual amenity afforded to Rathmore by the trees in the area, the topography and the various waterways running through the area. Rathmore is strategically located in close proximity to access the M2 Motorway/Key Transport corridor, with the nearest junction 2.5km away. The nearest town centre is Antrim, which lies approximately 4km away to the east however, other small-scale retail and service facilities are located in Parkgate.

Utilities, Services & Facilities

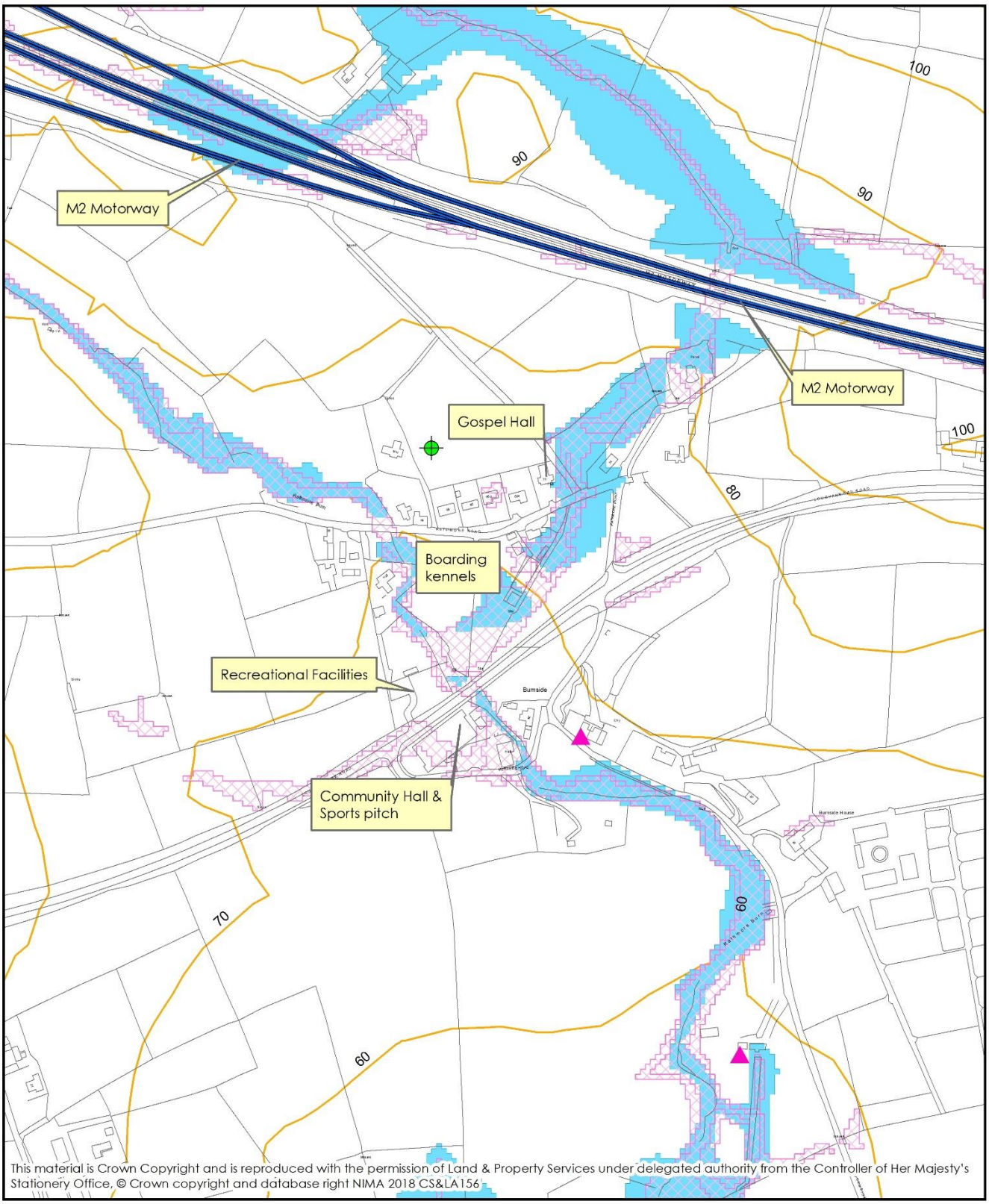
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational services or facilities in Rathmore		
Health		
There are no health facilities or services in Rathmore		
Transport		
Proximity to Key Transport Corridors	Y	Rathmore is 2.5km from the M22/M2 Motorway forming a part of the North Western Key Transport Corridor and approximately 8.7km from the A26 Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 11.4km from Newmill and George Best City Airport approximately 31.9km away.
Proximity to Sea Ports	N	Port of Larne is approximately 31.3km away with the Port of Belfast approximately 27.5km away.
Public Transport	Y	It is served by public transport on the 154/168b route between Antrim Area Hospital and Larne/Carrickfergus.
Walking/Cycling	N	There are no public footpaths in the direct area of Rathmore, therefore restricting walking opportunities, however, a footpath runs along the Loughanmore Road providing a walking connection to Antrim. There is no National Cycle Network route; therefore, cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Limited public transport provisions, result in residents relying on their private vehicle to commute to and from Rathmore.

Retail		
There are limited retail services or facilities in Rathmore relating primarily to the dog groomers and boarding kennels.		
Commercial Leisure	Y	Sports pitch, remote control car racing track.
Services	Y	Dog groomers and boarding kennels
Community		
Rathmore has limited facilities that provide a community service role, other than that of the Orange Hall, Gospel Hall and the Sports pitch located on the Loughanmore Road.		
Community Hall	Y	Burnside Orange Hall, Burnside Gospel Hall
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in the vicinity of Rathmore		
Landscape Character Area (LCA)	Y	Rathmore is located within the 'Three and Six Mile Water Valleys' Landscape Character Area.
Built Heritage		
There are no listed buildings or defence heritage assets within Rathmore		
Archaeological Sites and monuments	Y	A located unscheduled archaeological monument in the form of a 'mound' is located just to the north of Rathmore.
Industrial Heritage	Y	The nearest industrial heritage site lies on the opposite side of Loughanmore Road at Burnside in the form of a Beetling Mill site, which used water from the pond to the north of Rathmore to power.
Townscape / Landscape		
Feature	Y	Rathmore is located within the Three and Six Mile Water Valleys and is rural in character. There is also a high degree of visual amenity afforded to Rathmore due to the presence of the trees in the area, the topography and the various waterways running through the area. The pattern of development is mainly road frontage detached dwellings.
Tourism		
There are no tourism facilities in Rathmore.		
Flood Risk		
Fluvial Flooding	Y	Potential for fluvial flooding is associated with the two main open water streams affecting land on the eastern and western boundaries of the Rathmore area.
Surface Flooding	Y	Potential for surface flooding is associated with the two main open water streams affecting land on the eastern and western boundaries of the Rathmore area.

Qualitative Analysis	
Strengths	• There is a definite change of character at this location in comparison to the surrounding rural area. • Rathmore has been long established as a settlement due to the existence of a mill in the area since the early 1800's. • Community service facilities are confined to a gospel hall within the substantially built up area and a sports pitch and Orange Hall to the south of Loughanmore Road. • Public transport serves the settlement with frequent services to Antrim, Larne and Carrickfergus.
Weaknesses	• There are no significant employment opportunities located at Rathmore. The nearest major employment centre is Antrim, which lies approximately 4km away to the east.
Opportunities	• Potential exists to designate a Local Landscape Policy Area (LLPA) taking in to account the waterways and associated vegetation. This will be reviewed at Local Policies Plan stage.

	• There is potential for small rounding off and infill opportunities for growth in line with the role and function of the potential settlement once a settlement development limit is identified. • The need for development lands will be decided through the LDP process. • Settlememt development limits will be examined at the Local Policies Plan stage.
Constraints	• The M2 motorway forms a physical barrier to the North. • The is some flooding potential as a consequence of the various watercourses in the vicinity.

Conclusion: It is considered that Rathmore plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Rathmore

- Unscheduled Archaeological Site and Monument
- Industrial Heritage
- M2 Motorway
- Surface Flooding(I200cc)
- Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Rathmore

0 75 150 Metres

N

Tavnaghmore				
DEA	**Settlement Category**	**Population (2011 Census)**	**Area (ha)**	**No. of dwellings**
Dunsilly	Hamlet	-	-	14

Overview of Settlement

Tavnaghmore is located on the Fernisky Road approximately 0.6km to the northeast of the A26 Lisnevenagh Road between Antrim and Ballymena, and 3.2km to the south of Kells. The primary node of the settlement appears to be at the staggered crossroads junction of the Fernisky Road and Chapeltown Road with subsequent development occurring in a linear fashion along the Chapeltown Road. The character of Tavnaghmore is rural, however it is distinct from the surrounding countryside. There are approximately 14 dwellings within the immediate vicinity of the primary node. Tavnaghmore contains facilities providing a community services role including St. MacNissius' Church, associated church hall and St. MacNissius' Primary School, compromising of playing fields, and a relatively new, enclosed car parking provisions with high quality tarmac surfacing. These groupings of buildings act as focal point for the proposed settlement. Whilst there are no pavements within the study area, street lighting has been installed around the identified primary node. A recycling point is provided within the grounds of St. MacNissius' Primary School. There are no retail facilities in Tavnaghmore and it is likely that the settlements of Randalstown approximately 7km away, and Antrim approximately 9km away are likely to provide essential services to the local community. The nearest large employment centre is Ballymena which is approximately 10.6 km away, followed by Antrim.

Utilities, Services & Facilities

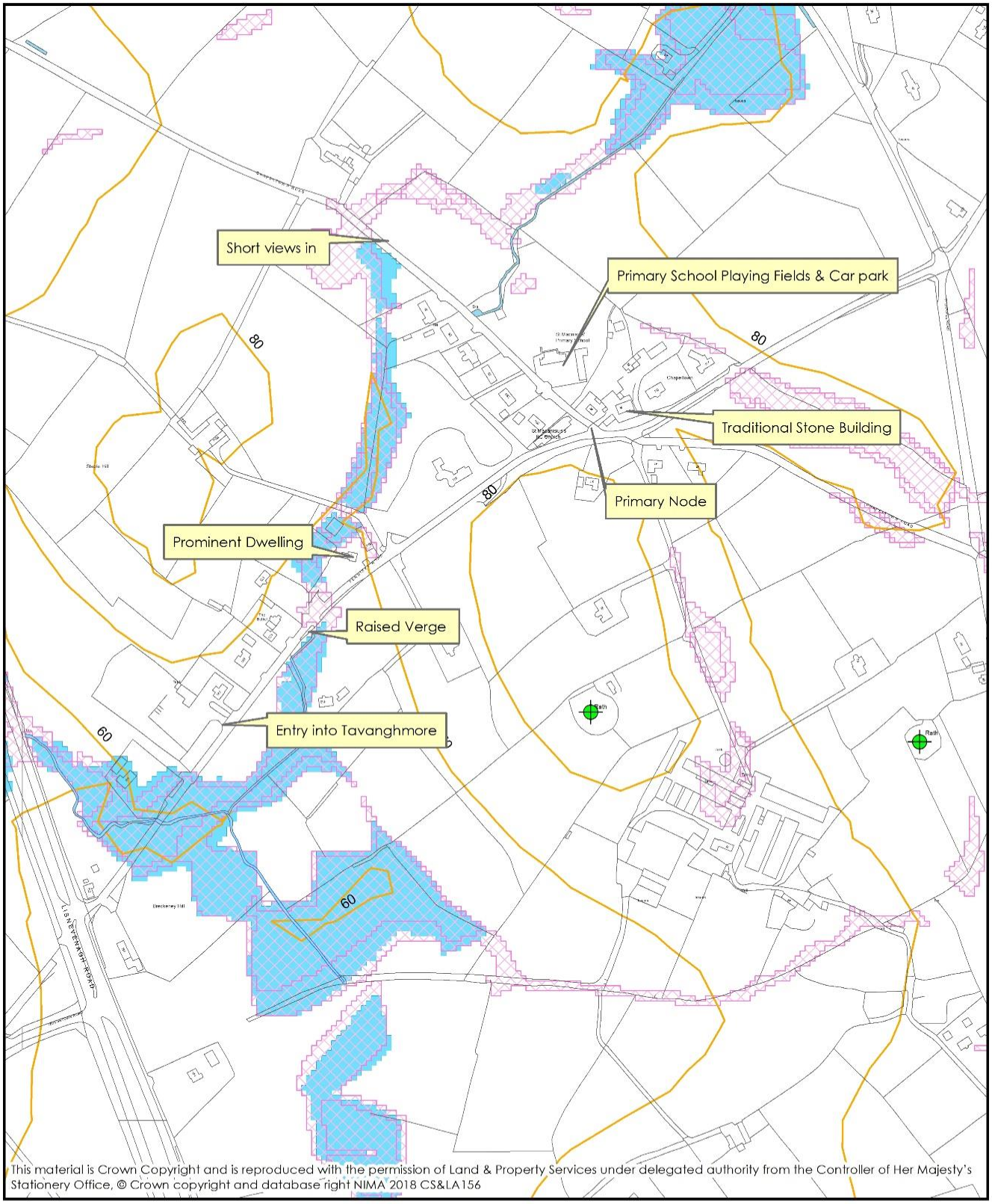
Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity of Straidhavern
Natural Gas	N	Natural gas provision is not available
Education		
Primary School	Y	St. MacNissius' Primary School
Health		
There are no health facilities or services in Tavnaghmore		
Transport		
Proximity to Key Transport Corridors	Y	Tavnaghmore is 4.6km from the M22/M2 Motorway and 750m from the A26 forming, a part of the North Western Key Transport Corridor and the Northern Key Transport Corridor.
Proximity to Airport	N	Belfast International Airport is located some 15.1km from Tavnaghmore and George Best City Airport approximately 37.4km away.
Proximity to Sea Ports	N	Port of Larne is approximately 33.7km away with the Port of Belfast approximately 34.7km away.
Public Transport	N	There is no public transport serving the study area, however, at the junction of Fernisky Road and the main A26 Lisnevenagh Road lies a bus stop, served Monday to Saturday by the bus route 120 and 573. This route serves Belfast – Ballymena stopping at Antrim, Randalstown, Templepatrick and Glengormley.
Walking/Cycling	N	There are no pavements within Tavnaghmore, making walking difficult and unsafe. Cyclists are required to share road space with vehicular traffic.
Car Reliant	Y	Consequently, due to no public transport, residents rely on their private vehicle to commute to and from Tavnaghmore.

Retail		
There are no retail services or facilities in Tavnaghmore.		
Community		
Tavnaghmore has facilities providing a community services role including the church and its associated church hall and the primary school including the playing fields.		
Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in the vicinity of Tavnaghmore.		
Landscape Character Area (LCA)	Y	Tavnaghmore is located within the 'Ballymena Farmland' Landscape Character Area.
Built Heritage		
There are no listed buildings, defence heritage or industrial heritage assets in Tavnaghmore. At the junction of the Fernisky Road and Chapeltown Road there is a small vernacular long-house style stone building. Whilst apparently not in use or benefiting from listed building protection, it is in relatively good condition and adds a sense of place to the study area.		
Archaeological Sites and Monuments	Y	There are two archaeological sites and monuments compromising of Raths within Tavnaghmore - these lie to south and southeast of St. MacNissius' Church.
Townscape / Landscape		
Feature	Y	Tavnaghmore is located within the Ballymena Farmland Landscape Character Area and the character is very much rural. The area has developed around a staggered crossroads on the Fernisky Road and the Chapeltown Road. Subsequent development has occurred in a linear fashion along the Chapeltown Road. Approaching Tavnaghmore from the Fernisky road, the gradient of the road begins to rise and is enclosed on each side by raised vegetation, trees and fencing. Consequently, views into the settlement from the Fernisky road is obscured and it is not until St. MacNissius Church that the land levels out and views in and out of the study area are visible. The entrance into the study area, is somewhat sudden and a sense of place is clearly evident due to the contrasting character from the surrounding area. There is a clear focal point at the junction of the Fernisky Road and Chapeltown Road, which is dominated by the small Church and prominent residential property opposite.
Tourism		
There are no tourism facilities within Tavnaghmore.		
Flood Risk		
Fluvial Flooding	Y	An open stream traverses the Chapeltown Road to the north west of the primary school and to the south west on the Fernisky Road. Consequently, these areas suffer from extensive river based flooding which therefore acts as a constraint.
Surface Flooding	Y	Surface water flooding is also evident in the study area with pockets of flooding found adjacent to 23 Chapeltown Road, and opposite 117 Fernisky Road.

Qualitative Analysis	
Strengths	• The primary school and church performs a community service function for the surrounding area. • Tavnaghmore is located 750m from the A26 Northern Key Transport Corridor.
Weaknesses	• There are no pavements within Tavnaghmore, making walking difficult. • Residents living within the study area rely on private vehicles for transportation as there is no public transport serving the settlement • There are no businesses within the study area, apart from a number of private farms operating within the vicinity.

Opportunities	• There is potential for small rounding off and infill opportunities for growth in line with the role and function of the potential settlement once a settlement development limit is identified. • The need for development lands will be decided through the LDP process. • Settlememt development limits will be examined at the Local Policies Plan stage.
Constraints	• A small stream traverses the Chapeltown Road to the north west of the Primary School and together with other watercourses in the area are susceptible to flooding.

Conclusion: It is considered that Tavnaghmore plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - Tavnaghmore

Unscheduled Archaeological Site and Monument

A26 Lisnevenagh Road

Surface Flooding(I200cc)

Fluvial Flooding Extent(Q100cc)

0 100 200 Metres

N

Tavnaghmore

0 100 200 Metres

N

The Diamond

DEA	Settlement Category	Population (2011 Census)	Area (ha)	No. of dwellings
Airport	Hamlet	-	-	19

Overview of Settlement

The Diamond has developed around the Ardmore and Diamond Roads junction, with a number of original buildings remaining from the early to mid-1800s. There are approximately 19 dwellings present in two main nodes. Upon entering The Diamond, there is a sense of place, which is noted in the change of character from the surrounding area. This sense of place is reflected locally in the 'Welcome to The Diamond' road signs at the 40mph limits. The Diamond has an Orange Hall within the study area, however, there are no retail or service facilities within the vicinity. It is served by public transport on the 107 bus route between The Diamond and Belfast once a day and a public footpath runs along part of the study area at the Diamond cottages and benefits from being located on the route of the 94 'Loughshore Trail' National Cycle Network. The nearest town centre is Crumlin, which lies approximately 6km away to the southeast and Randox Laboratories is located approximately 1.1km away to the west. The nearest large employment centre is Antrim which lies approximately 12km to the north.

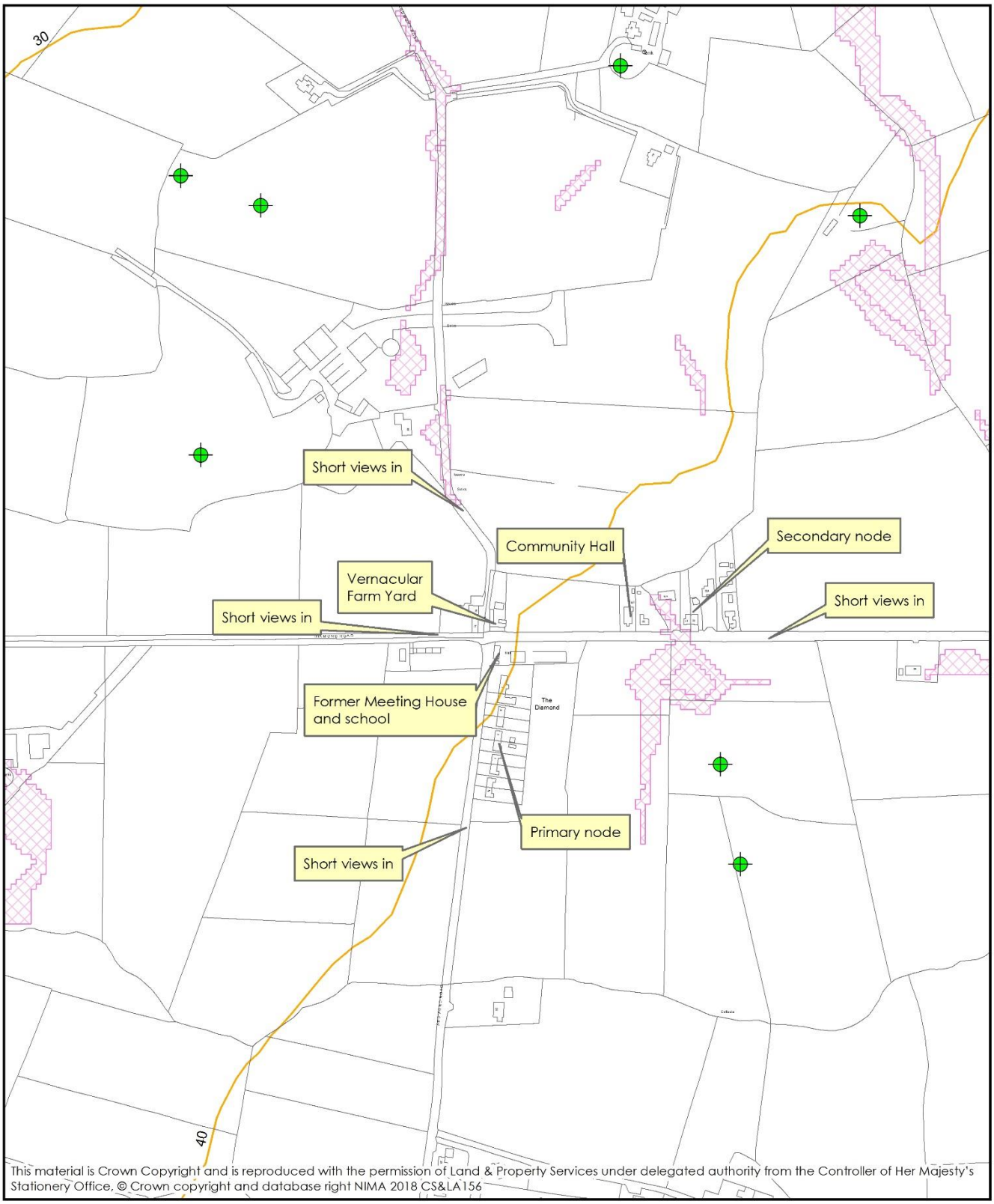
Utilities, Services & Facilities

Utilities		
Clean Water Supply	Y	All households have access to clean water
Sewerage Network	N	Households are not connected to the main sewerage network therefore rely on the provision of septic tanks, however, there is a small scale localised WWTWs serving the Diamond Cottages.
Broadband	Y	Standard broadband is available
4G Mobile Coverage	Y	4G is available on most networks
Renewables	N	There are no wind/solar farm developments in the vicinity of Straidhavern
Natural Gas	N	Natural gas provision is not available
Education		
There are no educational facilities in The Diamond.		
Health		
There are no health facilities or services in The Diamond.		
Transport		
Proximity to Key Transport Corridors	Y	The Diamond is 15.3km from the M22/M2 Motorway and from the A26 forming, a part of the North Western Key Transport Corridor and the Northern Key Transport Corridor.
Proximity to Airport	Y / N	Belfast International Airport is located some 8km from The Diamond and George Best City Airport approximately 29.4km away.
Proximity to Sea Ports	N	Port of Larne is approximately 43.6km away with the Port of Belfast approximately 26.6km away.
Public Transport	Y	The Diamond is served only by school buses during school term time and the 107 bus route, which runs once a day to Belfast, Monday to Friday.
Walking/Cycling	Y	A public footpath runs along part of the study area at the Diamond cottages. The Diamond lies on the route of the 94 National Cycle Network.
Car Reliant	Y	Consequently, due to no public transport, residents rely on their private vehicle to commute to and from The Diamond.
Retail		
There are no retail services or facilities in The Diamond.		
Community		
The Orange Hall provides a community service role for The Diamond.		

Conservation & Heritage		
Nature Conservation		
There are no nature conservation designations in the vicinity of The Diamond. The nearest are approximately 1.1km to the west at Lough Neagh in the form of a Ramsar, SPA and ASSI.		
Landscape Character Area (LCA)	Y	The Diamond is located within the 'East Lough Neagh Points' Landscape Character Area.
Built Heritage		
While there are no listed buildings at The Diamond, the area around the crossroads does display a vernacular character with buildings dating from the early 1800's. The area around The Diamond contains a number of archaeological monuments and there are no industrial or defence heritage sites in the vicinity.		
Archaeological Sites and Monuments	Y	There is a located unscheduled enclosure located to the east of The Diamond.
Townscape / Landscape		
Feature	Y	The Diamond has some historic basis as a settlement dating from the 19/20th Century and has developed around a crossroads location with a number of original buildings remaining from the early to mid1800's including farmhouse, outbuildings and a former school/methodist hall. These buildings provide a notable character to the area and one which is very much rural. The row of bungalows at The Diamond cottages also provide a unique character. The second node of development around the Orange Hall contain more of a mix of housing styles.
Tourism		
There are no tourism facilities within The Diamond.		
Flood Risk		
Fluvial Flooding	N	There is no flooding potential identified from fluvial sources.
Surface Flooding	Y	The area opposite the Orange Hall is subject to surface water flooding.

Qualitative Analysis	
Strengths	• An Orange Hall is a community facility located at The Diamond. • There is a definite change of character at this location in comparison to the surrounding rural area and this sense of place is reflected in the 'Welcome to The Diamond' signage. • Close proximity to one of the Borough's largest employers - Randox Laboratories Ltd.
Weaknesses	• Limited public transport serves The Diamond • Public footpath only serves the Diamond Cottages
Opportunities	• There is potential for small rounding off and infill opportunities for growth in line with the role and function of the potential settlement once a settlement development limit is identified. • The need for development lands will be decided through the LDP process. • Settlememt development limitswill be examined at the Local Policies Plan stage.
Constraints	• No potential constraints identified.

Conclusion: It is considered that The Diamond plays a role and function and fulfils the criteria for designation as a Hamlet within the LDP 2030 Settlement Hierarchy.



Strategic Settlement Analysis - The Diamond

Unscheduled Archaeological Site and Monument

Surface Flooding(I200cc)

0 100 200 Metres

N

The Diamond

0 75 150 Metres

N

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