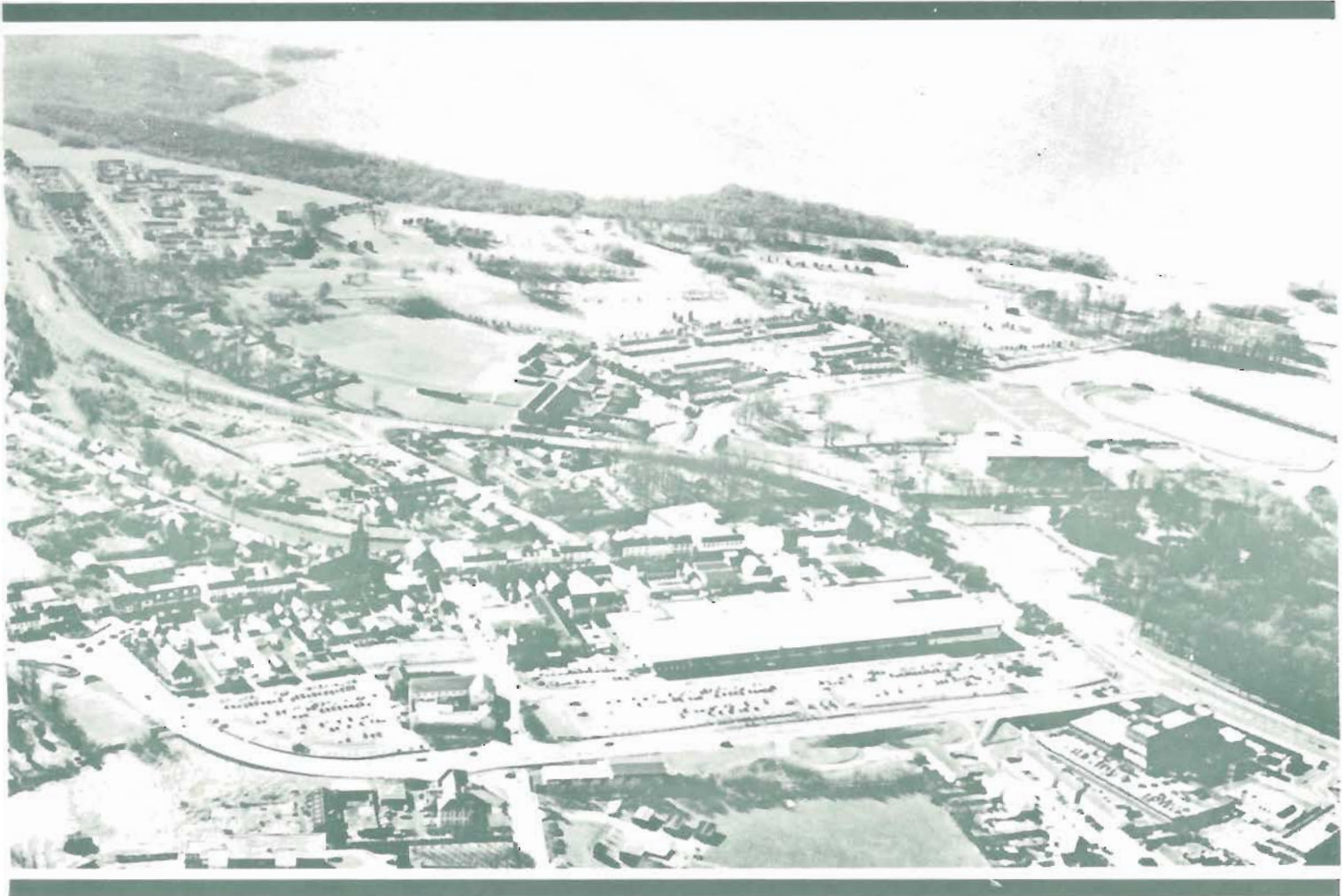




**Antrim Area Plan 1984-2001**  
**Alteration No.3**  
**Industry-Antrim Town**  
**including Technical Supplement**



**March 1999**  
**£3.00**



An Agency within the  
Department of the Environment  
for Northern Ireland

**Antrim Area Plan 1984-2001**  
**Alteration No. 3**  
**INDUSTRY IN ANTRIM TOWN**

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**Antrim Area Plan 1984-2001**  
**Alteration No. 3**  
**INDUSTRY IN ANTRIM TOWN**

**SECTION 1**  
**Departmental Statement**

## INTRODUCTION

### 1.0 CONTEXT

- 1.1 The Antrim Area Plan 1984-2001 Alteration No. 3 is an alteration to the Antrim Area Plan prepared by the Planning Service, an Agency within the Department of the Environment, under the provisions of Article 6 (Part III) of the Planning (Northern Ireland) Order 1991.
- 1.2 On 28 November 1996 notice was given to the Antrim Borough Council that the Department intended to prepare an Alteration to the Antrim Area Plan (Alteration No 3 – Industry in Antrim Town). A notice of intention to prepare the Alteration was also published in the local press on 2nd December 1996 and comments were invited from the public. Consultations were carried out with the Antrim Borough Council, Government Departments and Agencies, Statutory Undertakers and other appropriate bodies.
- 1.3 The Department considered all comments received and subsequently published the Draft Plan Alteration in June 1997. This was placed on public display in Antrim and Ballymena. A notice advising that the Department had prepared the Draft Plan Alteration was also published in the local press in the town weeks beginning 23rd June 1997. Representations to the proposals of the Draft Plan Alteration were invited from the public and interested parties over a 6 week period. Following receipt of objections to the Draft Plan Alteration the Department requested the Planning Appeals Commission to convene a Public Inquiry. The Public Inquiry was held in March 1998 and the Planning Appeals Commission subsequently reported their consideration of the objections to the Department.
- 1.4 The Department has now considered the recommendations contained in the Planning Appeals Commission's report. It has been decided to adopt the proposals contained in the Draft Plan Alteration subject to certain amendments made in response to the findings and recommendations of the Planning Appeals Commission. Full details of the Department's response to the Planning Appeals Commission's recommendations are set out in the "Antrim Area Plan (Alteration No. 3) Adoption Statement".
- 1.5 The Department is now publishing the Antrim Area Plan 1984-2001 Alteration No. 3 (Industry in Antrim Town) as adopted by the Department in March 1999, incorporating all the amendments outlined in the "Antrim Area Plan (Alteration No. 3) Adoption Statement". The Alteration consists of a written statement and an accompanying map and replaces all previous versions of the Antrim Area Plan Alteration No. 3.

- 1.6 Three supplements are attached to this Plan Alteration and are contained in Section 2. These are:
- A Technical Supplement
  - A Countryside Assessment; and
  - An Environmental Appraisal Supplement.

- 1.7 Please note that in the case of any contradiction between the written statement and any other document forming part of the Plan Alteration, including the supplements and the map, the provisions of the written statement will prevail.

## **2.0 AIM**

- 2.1 The aim of this Alteration is to ensure an adequate supply of industrial land in Antrim Town within the current Plan period.

## **3.0 ISSUES**

- 3.1 The Antrim Area Plan 1984-2001 zoned 27 hectares of land in Antrim town for general industrial use. By September 1996 some 15.4 hectares of the zoned land had been developed with the remaining undeveloped industrial land located in small parcels within the Springfarm, Steeple, Rathenraw and Newpark industrial areas.
- 3.2 The Antrim Area Plan 1984-2001 states in paragraph 16.5 that “While the availability of land will not generate industrial development, it is nevertheless essential that potential development is not constrained by a lack of zoned industrial land.”
- 3.3 In Antrim Town at present there are zoned industrial sites capable of accommodating a range of small to medium sized industrial projects but no zoned site capable of accommodating a single large project.

## **PROPOSAL**

### **4.0 PROPOSAL – INDUSTRY IN ANTRIM TOWN**

- 4.1 **The Department has extended the Antrim Town Development Limit and zoned an area of 13.5 hectares, to the south of Kilbegs Road and east of Plaskets Burn, for industrial use, as identified in the accompanying map no. 1.**
- 4.2 The Department wishes to promote quality in association with industrial development. Proposals for the development of this site will therefore be expected to provide high standards of design and landscaping.

- 4.3 As the area of Antrim is rich in archaeological sites, archaeological evaluation will be required before any development takes place; to identify the nature and extent of any remains, to assess the impacts of individual proposals and to plan appropriate archaeological mitigation. Evaluation and mitigation, which could include preservation *in situ* or excavation, will be the responsibility of the developer. It will therefore be necessary for early consultation with the Department's Environment and Heritage Service.



**Antrim Area Plan 1984 - 2001**  
**Alteration No.3**

**Industry - Antrim Town**

**Map No.1**

**Industry**

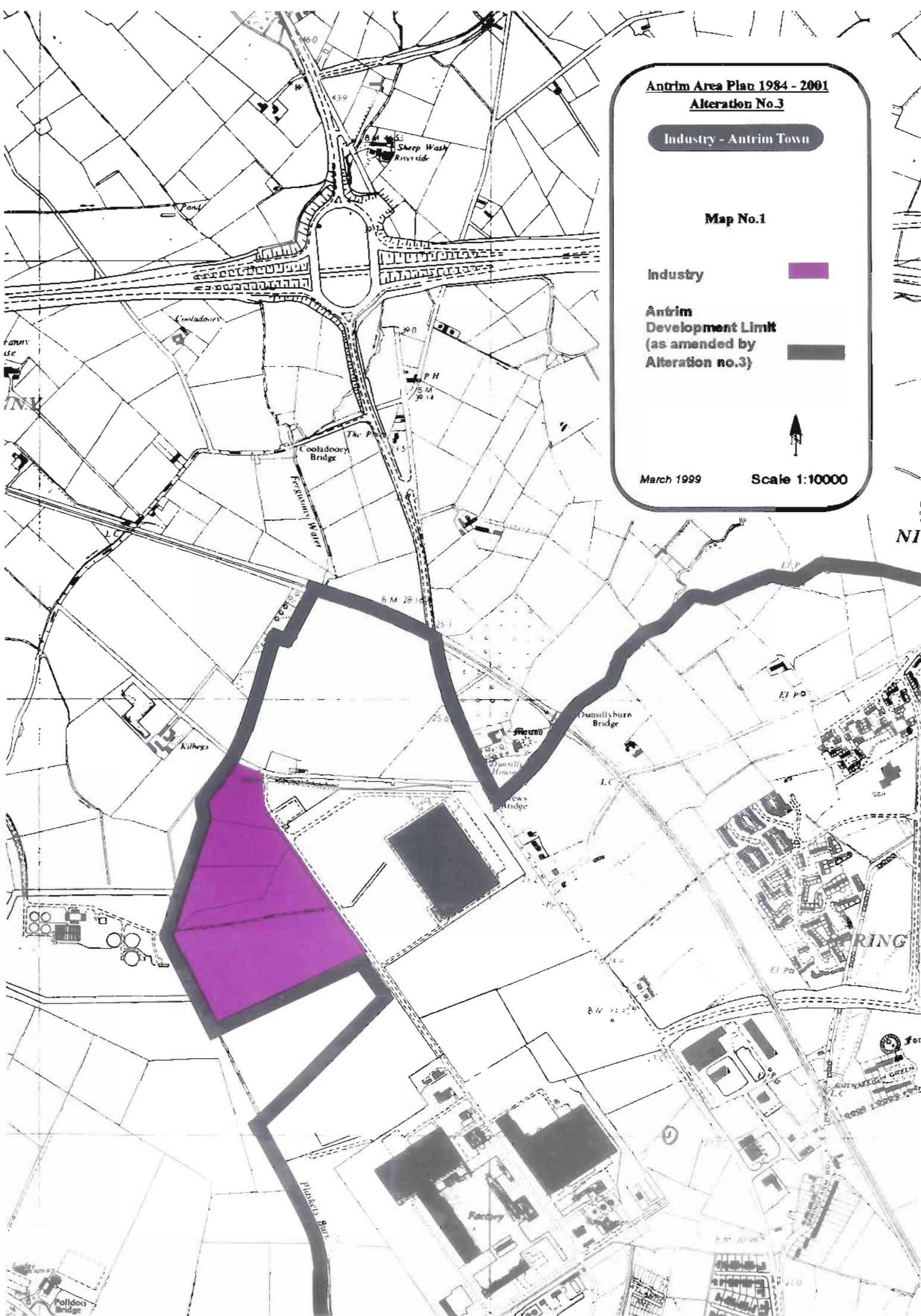


**Antrim  
Development Limit  
(as amended by  
Alteration no.3)**



**March 1999**

**Scale 1:10000**



**Antrim Area Plan 1984-2001**

**Alteration No. 3**

**INDUSTRY IN ANTRIM TOWN**

**SECTION 2**

**Supplements**



## **SECTION 2(a)**

### **COUNTRYSIDE ASSESSMENT**

#### **INTRODUCTION**

Northern Ireland is blessed with a rich diversity of countryside. The distinctive character is dependent on the combination of the many different elements of the natural and man-made landscape. A quality countryside is an important resource and should be highly valued, consequently a high priority will be given to its conservation and enhancement.

The Department is committed to carrying out a Countryside Assessment as part of the development plan-making process. The Countryside Assessment is concerned essentially with topography, landscape and settlement including among other things landform, elevation, aspect, vegetation, wildlife habitats, archaeological and historic features and buildings. It describes the particular characteristics and features of significance in the landscape and allows the sub-division of the countryside into areas of broadly similar character. It also helps in identifying the capacity of the landscape within each area to absorb development and the manner in which such development might best be integrated into particular landscape settings.

The Countryside Assessment is the foundation of the environmental appraisal of lands being considered for development – for example within towns and urban fringe areas it helps to highlight the opportunities and constraints on development. The Department is conscious of the policy obligation to consult with Antrim Borough Council in relation to the preparation and use of the Countryside Assessment within the Borough.

Policy DES 1 of “A Planning Strategy for Rural Northern Ireland” sets the scene for the preparation of Countryside Assessments by defining their purpose. Within the more specific context of this Area Plan Alteration, this Countryside Assessment will assist in defining:

- Sub-areas of broadly similar character within the Study Area.
- the opportunities and constraints imposed on new industrial development by the character and features of the landscape within the current limit of development or any extension to this limit;
- potential within the urban fringe and the opportunity for restoration or enhancement of degraded landscapes;
- areas of significant or special landscape quality where any development would be undesirable because of its adverse effects;
- areas of countryside where rural character is not under threat from excessive development pressure and where the landscape has capacity to absorb more development without loss of character.

## THE STUDY AREA

In order to respect the principal that a settlement should grow outward in an orderly fashion, the focus of this Countryside Assessment is on lands immediately adjacent to the current limit of development of the town. Therefore the Study Area comprises a 1 km wide corridor of land which loosely follows and is generally outwith the current limit of development of the town (*see map 2*).

Prior to a detailed landscape assessment an initial research of the area from Tirgracey north to Kilbegs skirting the Lough shore concluded that any further consideration of development potential should be discounted because of its special environmental and amenity value i.e. the Lough Shore Area of Special Scientific Interest (ASSI), the National Nature Reserve (NNR) at Rea's Wood and important areas of active and passive open space including Allen Park, Shane's Castle Wood and Masserene Golf Club.

There is also potential for the development of unzoned land within Antrim for industrial use. The Antrim Area Plan states (para. 16.6) 'Within the development limit there are areas of undeveloped land which have not been zoned for a particular use . . . The Department will consider proposals for development provided the uses are satisfactory for the location proposed and that no physical or other problems are involved.'

This Countryside Assessment therefore comprises an evaluation of the Study Area as defined and creates a foundation for the environmental and physical appraisal of specific lands to be considered for industrial development.

## LAND ASSESSMENT

### Description

Antrim Town lies on a solid geology of upper basalt overlain in the main by till, lacustrine and glaciofluvial deposits. The Browndod Fault bisects the town and the Six Mile Water Fault lies to the south.

The topography of the Study Area is characterised by gently sloping land rising from the Lough Neagh flood plain at Kilbegs to a plateau at the Area Hospital site, from where it falls gently to the Belfast Road at Muckamore. There is an irregular pattern of fields bounded by hedgerows with numerous hedgerow trees. There are few blocks of significant woodland within this section. Isolated farm dwellings and rural houses are scattered throughout the area. From the Belfast Road towards the Lough the landscape becomes more distinctive in character with Oldstone Hill dominating a heavily treed and well managed agricultural setting with the attractive valley of the Six Mile Water and the grounds of Muckamore Abbey Hospital and Greenmount Agricultural College.

## Methodology

1. On the basis of the 1/50,000 contoured Ordnance Survey sheet 14 and local knowledge, the Study Area was divided into 5 sub-areas for analysis purposes (*see map 3*). A visual inspection of these areas was undertaken using landscape and topography as the main criteria with an initial round of consultations with statutory and other agencies.
2. The information collected was transferred to analysis sheets where it was collated with information on the natural environment, the historic landscape and heritage and other constraints to development (*see Appendix A*).
3. This information was then analysed to form the foundation for a more detailed environmental appraisal of lands to be considered for industrial development.

## Landscape Assessment, Summary

An analysis of the information obtained indicated that in broad terms, whilst there is diversity mainly in the form of slope, there are numerous common factors which would allow 4 of the 5 sub-areas to be amalgamated into one area of similar landscape character (*see map 4*), ie that portion of the Study Area from Kilbegs to the Belfast Road at Muckamore.

The Muckamore/Greenmount area incorporates well managed agricultural lands, Greenmount Agricultural College, Muckamore Abbey and Hospital and areas of high landscape value and steep slope especially adjacent to the Six Mile Water. The Department recognises the sensitivity of this particular landscape to change and would therefore propose to exclude it from consideration as an area suitable for a large inward investor development.

## ENVIRONMENTAL AND PHYSICAL APPRAISAL

To allow further analysis the Department divided the remaining area into 14 parcels of land and included 2 identified outliers; Dublin Road and Ballymena Road (*see map 5*) as these displayed some potential for development which the Department wished to examine further.

The principal criteria used in assessing the most suitable site are as follows:

- An edge of town location with good access to the network of main road and rail routes. Ideally access directly onto a main out of town route would be preferred thus avoiding the need for heavy goods traffic to pass through Antrim town,
- Proximity to major services e.g. electricity supply and public sewer in order to reduce the cost of providing proper infrastructure,
- Reasonable topography and sub-soil conditions. The site should be physically capable of development without undue cost.
- A location within or close to the existing urban environment.

- Minimal impact of the site on the environment; visual, flora/fauna, heritage and pollution.
- Reasonable physical and visual separation from major residential areas.
- Availability of land.
- IDB policy constraints.
- The policies of Planning Policy Statement 4 (PPS 4) Industrial Development and the Department's strategy for the environment and the economy in Northern Ireland notably the precautionary principle – where there is uncertainty, the environment should be given the benefit of the doubt.

An individual assessment of each of the parcels of land was carried out using a scoring matrix with categories as follows (*see appendix B*);

- Proximity to main traffic routes,
- Proximity to railway line,
- Town through traffic,
- Industrial user requirements,
- Availability of services,
- Ground conditions, surface and sub-surface,
- Industrial co-location,
- Slope,
- Visual impact,
- Environmental impact on flora/fauna, heritage and pollution,
- Impact on residential amenity.

The matrix approach seeks to assess the suitability of each parcel of land against the principle criteria outlined above e.g. location, infrastructure, environmental impact etc. It should be noted that Planning Service has been unable to assess, other than in general terms, the specific nature of ground conditions, the precise cost of electricity and site development costs for each parcel of land.

From the site appraisal matrix, the lower the score achieved the more suitable the area assessed is likely to be for development.

The following is a summary of the total scores;

**TABLE 1**

Groupings	Areas
23 to 28	1, 2, 3, 13, 14, 16
29 to 34	4, 9, 10, 11
35 to 40	5, 6, 7, 8, 12, 15

Based on this sifting exercise, the Department considers those areas scoring in the first group have the greatest potential to facilitate a major industrial investor i.e. areas 1, 2, 3, 13, 14 and 16. Accordingly areas 1, 2, 3, 13, 14 and 16 were put forward by the Department for more detailed consideration (*see map 6*) and a further round of consultations was initiated.

The Antrim Area Plan states that unzoned land within the limit of development may be developed provided the use is satisfactory and no physical or other problems are involved. Area 13 (Ballymena Road/Stiles Way) was assessed using the scoring matrix as having the potential to satisfactorily accommodate an industrial use. This area of unzoned land is within the town's limit of development, is co-located with the British Enkalon industrial estate and is adjacent to other existing and approved service-industry uses. The Department acknowledges this area may be suitable for various land-uses including industry. To retain maximum flexibility, the land-use issue can be determined through the normal planning application process and it is proposed to retain the areas current status as unzoned land.

Area 16 is identified in the Antrim Area Plan as an area to be developed by Antrim Borough Council as a town park. Antrim Borough Council has subsequently advised the Department that it does not now wish to acquire the land for the provision of recreational facilities. However, it is the Department's view that to discount the land now as a recreational land bank would require a detailed assessment of recreational need within Antrim town. This assessment is outside the scope of this Alteration and it is therefore proposed to retain the current status of the area as potential open space.

Areas 1, 2, 3 and 14 lie to the north of Antrim town, convenient to an established industrial base and main traffic routes. When assessing the suitability of each of these areas it is important to weigh the requirements of potential industrial users with any effects the development may have on the natural and built environment. The principal criteria used in the initial environmental and physical appraisal would suggest that proximity to existing infrastructure would be preferable to a more isolated location. Also visual impact can be minimised and economies of scale maximised and by co-location. The Belfast/Londonderry railway line forms an important visual and physical stop to the town's development, especially to the west of the Ballymena Road. The Department of Agriculture has advised that the lands on the countryward side of the railway line are in the top grade BMV (best and most versatile) category which the Department would seek to protect from development, whilst the lands south of the line are considered to be inferior quality and less agriculturally versatile.

It is the Department's opinion that area 1 is the most suitable location for industrial use.

## APPENDIX A

### COUNTRYSIDE ASSESSMENT ANALYSIS, SUMMARY

#### AREA 1

Location	North-west Antrim, between the British Enkalon industrial estate and the M2, Antrim SDW and Niblock.		
Policy Areas	Antrim Green Belt SDW cordon sanitaire Phase II housing sites A & B		
Landform Characteristics	Typically level flood plain to east of Ballymena Road then land rising gently to east. Land rises 20 metres to 50 metres AOD along its 2km west-east axis. Dunsilly Burn traverses.		
Landscape Features	Nothing of major significance		
Landuse Features	Irregular field pattern with hedges and post and rail fences forming the main boundary features. Trees in the hedgerows form an important visual element.		
Features of Archaeological and Historic Interest	Sites of Archaeological Interest:	4	
	Number of Listed Buildings:	1	
Areas of Nature Conservation and Wildlife Interest	None		
Settlement Pattern	Consist of a mixture of traditional farm houses and farmyards often accessed by laneways.		
Development Constraints	Landform – land to the east of the area contains areas of slope. This land may also be difficult to access satisfactorily from the limited road network.		

#### AREA 2

Location	North Antrim, between Holywell and the M2, and Niblock to Antrim Area Hospital.		
Policy Areas	Antrim Green Belt		
Landform Characteristics	Undulating farmland generally rising eastwards to a Study Area high of 90 metres at the Area Hospital site then falling south towards the Steeple. Field drainage ditches traverse the area.		
Landscape Features	Fine stand of mature trees around Holywell Hospital and Bush House.		
Landuse Features	Irregular field pattern with hedges and post and rail fences forming the main boundary features. Trees in the hedgerows form an important visual element.		
Features of Archaeological and Historic Interest	Sites of Archaeological Interest:	1	
	Number of Listed Buildings:	2	
Areas of Nature Conservation and Wildlife Interest	None		
Settlement Pattern	Consist of a mixture of traditional farm houses and farmyards often accessed by laneways. Some modern dwellings, isolated, along the roads. Minimal dereliction.		
Development Constraints	Landform – land slopes up to 90 metres AOD. Prominent from the lower Lough Neagh basin. No direct access to M2. Tortuous access to main traffic routes. Springfarm estate to west.		



### AREA 3

Location	North-east Antrim, Rathenraw to the M2 and the Area Hospital site to Caulside.		
Policy Areas	Antrim Green Belt		
Landform Characteristics	Undulating farmland generally at 90 to 100 metres AOD. Begins to fall to the east towards Caulside and Rathenraw. Field drainage ditches traverse the area.		
Landscape Features	Nothing of major significance.		
Landuse Features	Irregular field pattern with hedges and post and rail fences forming the main boundary features. Trees in the hedgerows form an important visual element.		
Features of Archaeological and Historic Interest	Sites of Archaeological Interest:	7	
	Number of Listed Buildings:	0	
Areas of Nature Conservation and Wildlife Interest	None		
Settlement Pattern	Consist of a mixture of traditional farm houses and farmyards often accessed by laneways. Some modern dwellings, isolated, along the roads. Minimal dereliction.		
Development Constraints	Landform – land generally at 90-100 metres AOD. Prominent from the Lough Neagh basin. Less so adjacent to Rathenraw Industrial Estate. Tortuous access to north-west and centre of area. Best access from Greystone Road but has high roadside banking in places. Rathenraw estate to south-west.		

### AREA 4

Location	East Antrim, Belfast Road to M2 and New Park to Islandreagh.		
Policy Areas	Antrim Green Belt Roads service Policy on Belfast Road.		
Landform Characteristics	The northerly portion is generally flat, open farmland 70 to 80 metres AOD. This falls south in the southerly portion to the Belfast Road at 40 metres AOD. This area is more intimate in character. Field drainage ditches traverse the area.		
Landscape Features	Nothing of major significance.		
Landuse Features	Irregular field pattern with hedges and post and rail fences forming the main boundary features. Trees in the hedgerows form an important visual element.		
Features of Archaeological and Historic Interest	Sites of Archaeological Interest:	1	
	Number of Listed Buildings:	2	
Areas of Nature Conservation and Wildlife Interest	None		
Settlement Pattern	Consist of a mixture of traditional farm houses and farmyards often accessed by laneways. Some modern dwellings, isolated, along the roads. Minimal dereliction.		
Development Constraints	Landform – slope from 80 to 40 metres AOD, southwards. Access ideally from the north to Greystone Road or south to the Belfast Road. Large housing area to west, housing also to south.		

## AREA 5

Location	South Antrim, Oldstone to the Six Mile Water and Rea's Wood to the Belfast Road.
Policy Areas	Antrim Green Belt Roads Service Policy area on Seven Mile Straight.
Landform Characteristics	A drumlin landscape to east levelling off to the western lough flood plain. Heights from 75 to 30 metres AOD. Six Mile Water and valley dominates the northern boundary.
Landscape Features	Significant tree stands throughout area. Six Mile Water valley.
Landuse Features	Irregular field pattern with hedges and post and rail fences forming the main boundary features. Trees in the hedgerows form an important visual element. An obviously managed/co-ordinated landscape through the use by Greenmount College.
Features of Archaeological and Historic Interest	Sites of Archaeological Interest: 18 Number of Listed Buildings: 3
Areas of Nature Conservation and Wildlife Interest	Rea's Wood NNR Six Mile Water Lough Shore ASSI
Settlement Pattern	A mixture of traditional and modern dwellings however the Greenmount and Muckamore complexes dominate.
Development Constraints	Land to the east in steep slope. Tortuous access from within area to main roads. Majority of lands owned and managed by Greenmount and Muckamore. Unlikely these well established concerns would offer land for Industry. Areas of mature woodland and the Six Mile Water valley. Antrim Council linear river park.

## SITE APPRAISAL MATRIX

Proximity to main traffic route	1	Direct access	2	Close proximity	3	Distant
Proximity to railway line		Direct access		Close proximity		Distant
town through traffic		No real increase		Minor increase		Moderate increase
Sewerage		Low cost		Med cost		High cost
Water		Low cost		Med cost		high cost
Electricity		Low cost		Med cost		High cost
Ground conditions (surface)		Good		Reasonable		Poor
Ground conditions (sub-surface)		Good		Reasonable		Poor
Visual impact		Acceptable		Mitigation aspects		Unacceptable
Environmental impact (flora/fauna)		Minor impact		Mitigation aspects		Major impact
Environmental impact (heritage)		Minor impact		Mitigation aspects		Major impact
Environmental impact (pollution)		Minor impact		Mitigation aspects		Major impact
Impact on residential amenity		Minor impact		Mitigation aspects		Major impact
User requirements		Fulfils		General fulfils		Unsuitable
Industrial co-location		Co-located		In close proximity		Distant
Slope		Flat		Rising		Hill
GROUPINGS						
23 to 28	1, 2, 3, 13, 14, 16					
29 to 34	4, 9, 10, 11					
35 to 40	5, 6, 7, 8, 12, 15					

## SECTION 2(b)

### INDUSTRIAL LAND AVAILABILITY

Industry in Antrim town is concentrated in a number of sites: Rathenraw, Newpark, Steeple, Springfarm, the British Enkalon site and the Old Mill site (*see map 7*).

TABLE 2

Location	Area (hectares)	Area Developed	Area Remaining
Rathenraw	14	10	4
Newpark (Caulside)	7.5	4.7	2.8
Newpark	4	0	4
Steeple	1	0.16	0.84
Springfarm	0.5	0.5	0

Source: Planning Service (1997)

#### Zoned Industrial Areas.

Rathenraw: 4 hectares remaining, in 2 parcels of 3 hectares and 1 hectare.

Newpark (Caulside): 2.8 hectares remaining, in parcels of 0.85 hectares and 1.95 hectares.

Newpark: 4 hectares remaining in one parcel.

Steeple: 0.84 hectares undeveloped in one parcel.

Springfarm: Fully developed.

#### Unzoned Industrial Areas.

British Enkalon: 12 hectare site within development limit undeveloped.

Old Mill: 9 hectares undeveloped.

## SECTION 2(c)

### ENVIRONMENTAL APPRAISAL – METHODOLOGY

#### INTRODUCTION

Strategic Environmental Appraisal (SEA) has been used in the Antrim Area Plan Alteration as an integral part of the process of assessing the impact of policy options on a set of environmental criteria.

The process was further refined to assess the relative/comparative impact of the zoning of specific sites.

The assessment team consisted of the 4 individuals who make up the Planning Team involved in the alteration. The appraisal was audited by the Department's Environment Service as a check on methodology and veracity. It is our view that the team approach allied to outside auditing has brought a comprehensive consistent and balanced view to the appraisal process.

The results of the SEA form a technical supplement to this Area Plan Alteration.

#### SCOPING

This was carried out in order that the team be fully aware of the current thinking on SEA and could objectively select the environmental factors to be considered in the appraisal proposal.

**Publications:** *A step-by-step guide to Environmental Appraisal* – Bedfordshire County Council Planning Department and RSPB (1996). DOE.

*Sustainable Development* 1994.

*The UK Strategy* – London HMSO.

*RSPB PLANSCAN NORTHERN IRELAND* – A study of Development Plans in Northern Ireland – 1993

*DOE : 1993 : Environmental Appraisal of Development Plans : A Good Practice Guide*, London HMSO.

## PROCEDURE

The practical elements of the SEA are as follows:–

The assessment group consisting of 4 team members who met to discuss and assess the impact of the policy options. The team initially adopted the form and categories detailed in the appraisal used by Bedfordshire County Council/RSPB with the addition of 2 further categories to reflect the relationship between the policy and the impact (*see Appendix C*). The 2 additional categories were:–

- o Adverse impact
- + Beneficial impact

The analysis was recorded on a Policy Impact Matrix (*see Appendix C*) with additional comments placed on a Commentary Matrix sheet (*see Appendix D*).

The Environmental Impact Criteria divides into 3 main groups:–

- Global Sustainability
- Natural Resources
- Environmental Quality.

The policies were summarised in a descriptive manner under these categories (*see Appendix E*) and finally tabulated in an easy to read matrix (*see Appendix F*).

## CONCLUSION

The conclusion of the analysis summarised in Appendix E indicates:–

**that there is some benefit in utilising land within the current limit of development for industrial use rather than moving out into the Green Belt to zone new land.**

The overall effect on the environment is slightly reduced through beneficial factors such as closer links to public transport, less visual impact than development in the Green Belt and shorter servicing distances.



# APPENDIX C

## ENVIRONMENTAL APPRAISAL : ANTRIM AREA PLAN : ALTERATION NO. 3

### THE POLICY IMPACT MATRIX

INDUSTRY	Global Sustainability								Natural Resources					Local Environmental Quality				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
Policies	Transport Energy Efficiency: TRIPS	Transport Energy Efficiency: MODES	Built Environment	Energy Efficiency	Renewable Energy Potential	Rate of CO <sub>2</sub> Fixing	Wildlife Conservation	Air Quality	Water Conservation and Quality	Land and Soil Quality	Minerals Conservation	Landscape and Open Land	Urban Environment "Livability"	Cultural Heritage	Public Access Open Space			
	Criteria																	
1. To include additional land outside the development limit for industrial use.	+	0	0	✓	0	0	0	0	0	0	0	X	X	0	0	X		
2. To re-zone land within the limit of development for industrial development.	0	0	0	✓	0	0	0	0	0	0	0	0	0	•	0	X		

#### Context:

- No relationship or insignificant impact ✓? Likely, but unpredictable impact ✓ Significant beneficial impact
- 0 Adverse ? Uncertainty of prediction or knowledge + Beneficial impact

X Significant adverse impact

— Additional categories underlined

## APPENDIX D (a)

### Policy Impact Matrix Commentary

**Policy to be Tested: To Re-Zone Land Within the Limit of Development for Industrial Use**

**Context: Use Land already Within Limit of Development for Town**

Environmental Impact Criteria		Impact	Commentary
1	<u><b>Global Sustainability</b></u> Transport Energy Efficiency: TRIPS:	O	<u>Adverse Impact</u> – Development will still require people to travel to the place and servicing although this will be less than a site located outside the limit of development.
2	Transport Energy Efficiency: MODES	O	<u>Adverse Impact</u> – Likely to be serviced by private transport although as site is closer to town and railway connection public vehicle access more likely.
3	Built Environment Energy Efficiency	O	<u>Adverse Impact</u> – Site within town limit should have lower servicing costs.
4	Renewable Energy Potential	✓?	<u>Unpresictable Impact</u> – Possibility exists for CH and power but likely to be mains serviced.
5	CO <sub>2</sub> fixing	O	<u>Adverse Impact</u> – Loss of trees and hedges: can be compensated by landscaping.
6	Wildlife Conservation	O	<u>Adverse Impact</u> – Loss of wildlife habitats by development.
7	<u><b>Natural Resources</b></u> Air Quality	O	<u>Adverse Impact</u> – Travel to the premises and heat exhaust fumes will be slightly less than on a site outside the current development limit.
8	Water Conservation	O	<u>Adverse Impact</u> – Additional effluent from industrial use – dependent on type of industry
9	Land and Soil	O	<u>Adverse Impact</u> – Loss of soil and use of land for agriculture.
10	Minerals Conservation	O	<u>Adverse Impact</u> – Buildings will require minerals.
11	<u><b>Environmental Quality</b></u> Landscape	O	<u>Adverse Impact</u> – Loss of or use of land already within Town limit – probably less significant than site outside development limit.
12	“Liveability”	O	<u>Adverse Effect</u> – An industrial site within the town limit is more easily accessed and serviced.
13	Cultural Hentage	✓?	<u>Unpredictable Impact</u> – This will depend on location
14	Open Space	•	<u>Insignificant Impact</u> – Land is already earmarked for development
15	Building Quality	+	<u>Beneficial Impact</u> – Planning conditions can ensure high quality

### Summary

Development of land within the development limit will have an adverse impact in all 3 classification categories. The impact of industrial development as opposed to any other type of development will depend on the type/nature of the industry proposed and is not known at this time. It is unlikely to be development at the 'lighter' end of the industrial category.

## APPENDIX D (b)

### Policy Impact Matrix Commentary

**Policy to be Tested:** To Zone Additional Land Outside the Current Limit of Development for Industrial Use

**Context:** Using Existing Green Belt Land for Industrial Use

Environmental Impact Criteria		Impact	Commentary
1	<u><b>Global Sustainability</b></u> Transport Energy Efficiency: TRIPS:	O	<u>Adverse Impact</u> – This will require servicing in terms of workers and produce, further out of town than current sites.
2	Transport Energy Efficiency: MODES	O	<u>Adverse Impact</u> – Will require to be serviced and likely that workers will use private cars to travel to work. Bus route location would reduce this element.
3	Built Environment Energy Efficiency	O	<u>Adverse</u> – Likely to be in isolated location and require separate servicing
4	Renewable Energy Potential	✓?	<u>Unpredictable Impact</u> – Likely to use main energy supply – but is potential for combined heat and power.
5	CO <sub>2</sub> fixing	O	<u>Adverse Impact</u> – Loss of trees and hedges.
6	Wildlife Conservation	O	<u>Adverse Impact</u> – Loss of wildlife habitats by building development.
7	<u><b>Natural Resources</b></u> Air Quality	O	<u>Adverse Impact</u> – Additional travel to this location plus heating exhaust.
8	Water Conservation	O	<u>Adverse Impact</u> – Additional effluent from industrial use.
9	Land and Soil	O	<u>Adverse Impact</u> – Loss of soil and use of land for agriculture.
10	Minerals Conservation	O	<u>Adverse Impact</u> – New building and site works will require use of minerals.
11	<u><b>Environmental Quality</b></u> Landscape	X	<u>Significant Adverse Impact</u> – Change of open fields in Green Belt to building use.
12	“Liveability”	X	<u>Significant Adverse Impact</u> – Area of development more remote from existing population centres – more difficult to access.
13	Cultural Heritage	✓?	<u>Likely but unpredictable</u> – As this would depend on exact location of development.
14	Open Space	O	<u>Adverse Impact</u> – Will reduce the open space around the town.
15	Building Quality	+	<u>Beneficial Impact</u> – Planning conditions can ensure high standard of building.

### Summary

In comparison to the use of land already within the limit of development this option will have a greater adverse impact particularly in the Environmental Quality category because the breathing space around the town is being eroded by new development.

## APPENDIX E

### FACTORS

Policy	Global Sustainability	Natural Resources	Environmental Quality
(a) To zone additional land outside the current limit of development for industrial use.	Adverse impact on sustainability as the site/s would be further from the town and public transport links than land within the current limit of development. The actual effect on CO <sub>2</sub> fixing, renewable energy and wildlife would be little different from a site inside the town limit.	The effect would be adverse but not likely to be worse than using a green field site within the town limit except where high quality land was being used as opposed to poorer quality land.	Significant adverse affect on Landscape and Open Space on land classified as within the Green Belt. While building quality could be high through planning conditions its presence in the Green Belt would be significant and much worse visually than a similar proposal inside the development limit of the town. The effect on cultural heritage would be site specific.
(b) To rezone land within the existing development limit for industrial use.	Generally adverse effect because of the requirement for travel to the site, alleviated slightly if the site can be accessed easily by public transport. However the loss of open field and hedgerows will adversely effect wildlife as housing would. It is likely that the overall detrimental effect of industry in terms of generation of energy in the form of heat will be less than if the site were used for housing.	Adverse impact on air, water, land and minerals although it is again likely to be less than if the sites were fully developed by housing. The use of individual heat sources in each dwelling, use of private cars to each dwelling are likely to be significant.	Adverse effect overall. However cultural heritage and Building Quality could be preserved by planning conditions. The loss of open landscape will be no less significant than if the sites were developed for housing.

## APPENDIX F

### FACTORS

Policy	Sustainability	Natural Resources	Environmental Quality
(a) To zone additional land outside the current limit of development for industrial use.	⇐	⇐	⇐
(b) To rezone land within the existing development limit for industrial use.	⇐	⇐	=

**Key:**

- ⇒ More environmentally beneficial.
- ⇐ More environmentally damaging.
- ⇐ Significantly environmentally damaging.
- ⇔ Could go either way.
- = Little or no effect.

## THE PLANNING TEAM

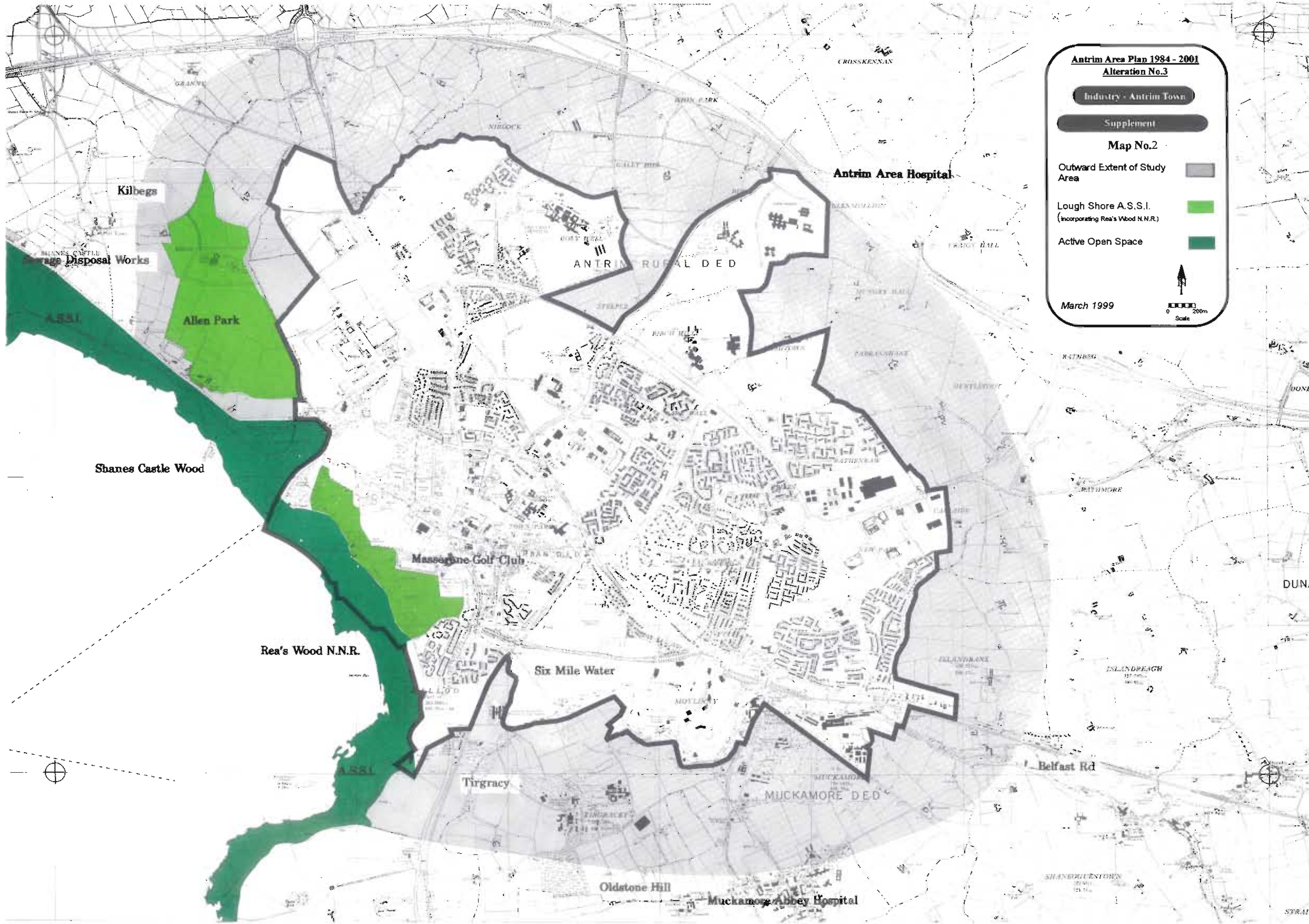
The Citizens Charter for Northern Ireland seeks to ensure that the public are aware of the personnel who are involved with the production of the Area Plan. Those chiefly involved in the production of the Antrim Area Plan Alteration No. 3 were (in alphabetical order):

S. Adams  
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Antrim Area Plan 1984 - 2001

Alteration No.3

Industry - Antrim Town

Supplement

Map No.2

Outward Extent of Study Area

Lough Shore A.S.S.I.  
(Incorporating Rea's Wood N.N.R.)

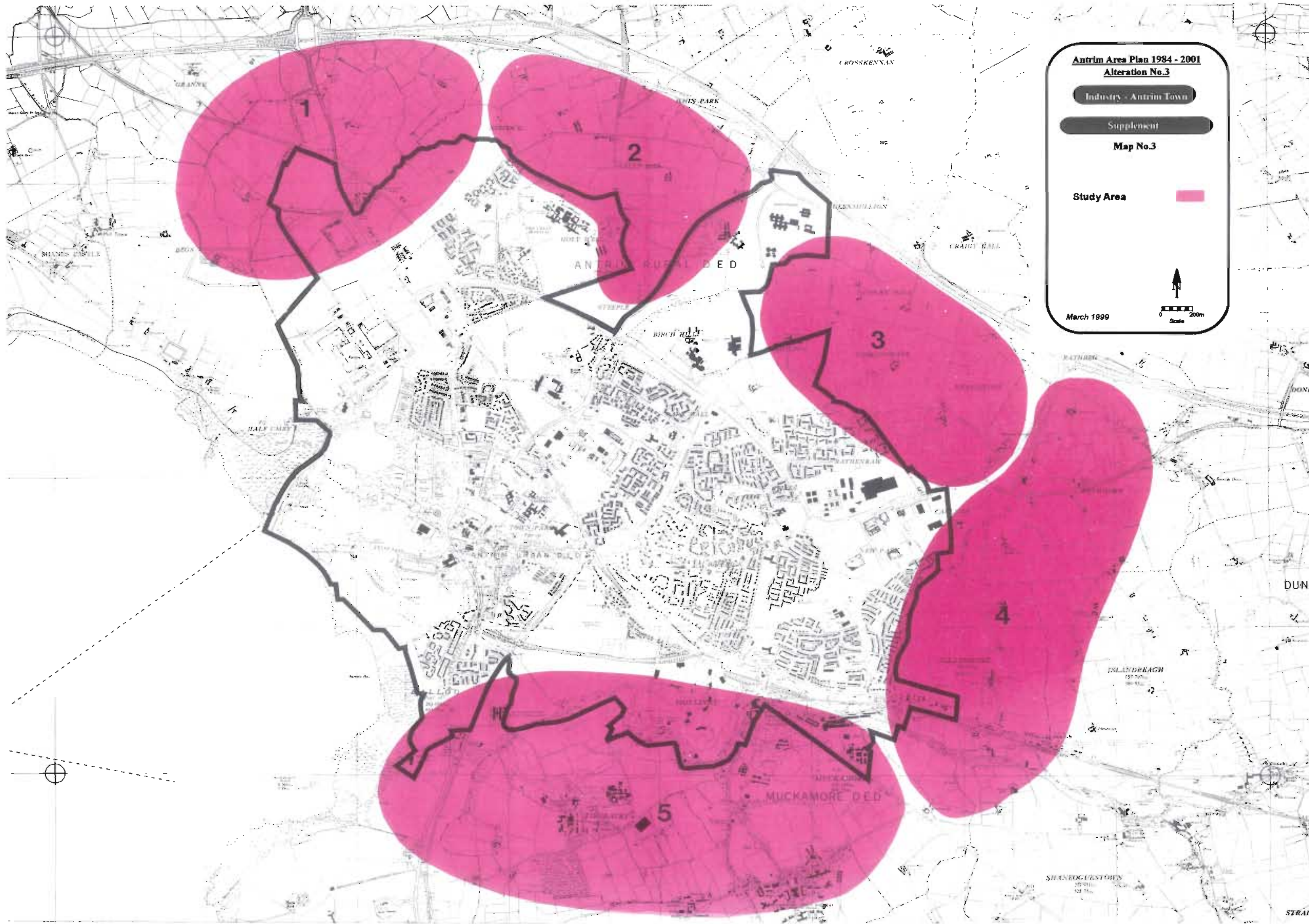
Active Open Space



March 1999

0 200m  
Scale





Antrim Area Plan 1984 - 2001

Alteration No.3

Industry - Antrim Town

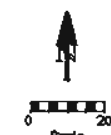
Supplement

Map No.3

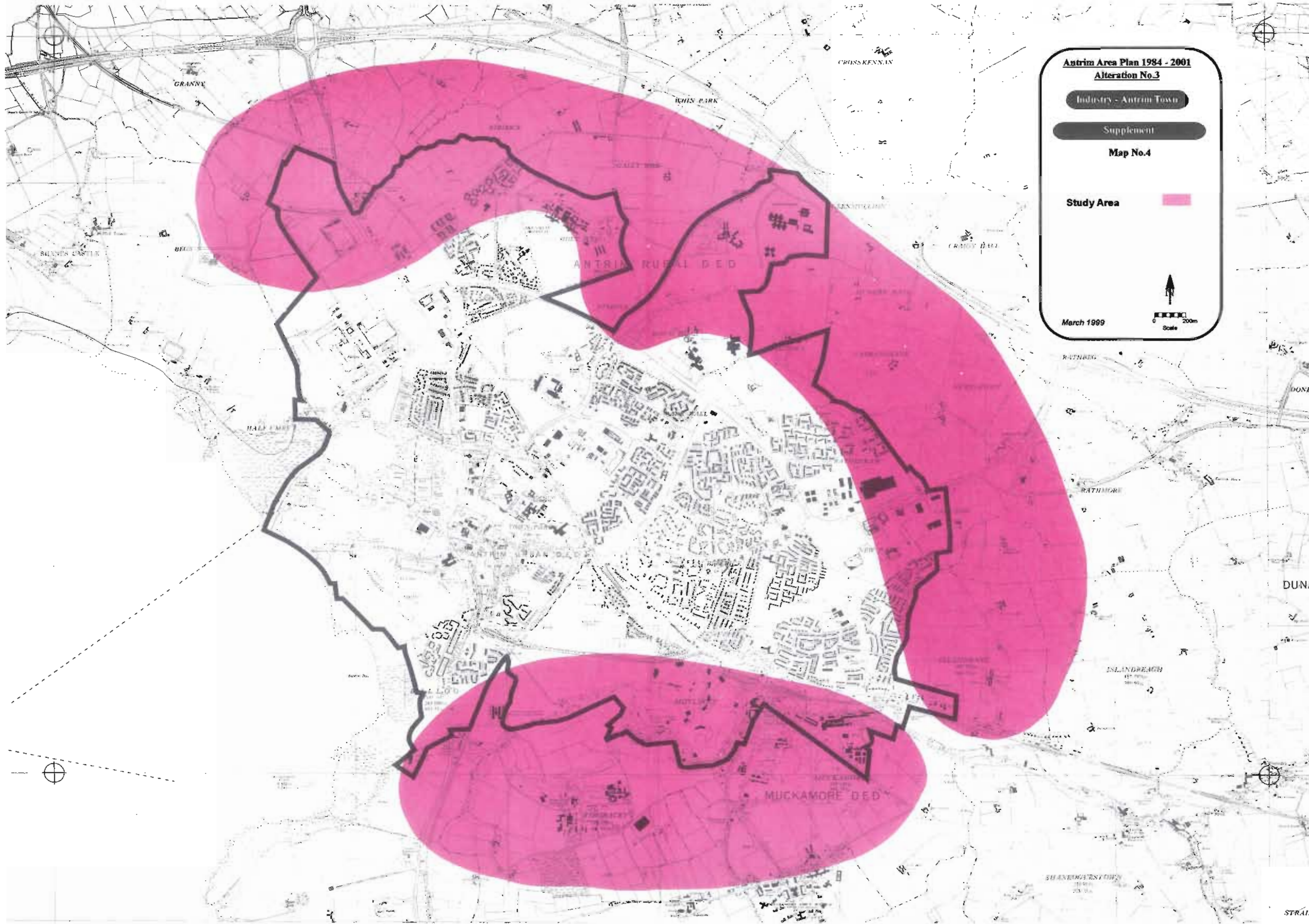
Study Area



March 1999







Antrim Area Plan 1984 - 2001

Alteration No.3

Industry - Antrim Town

Supplement

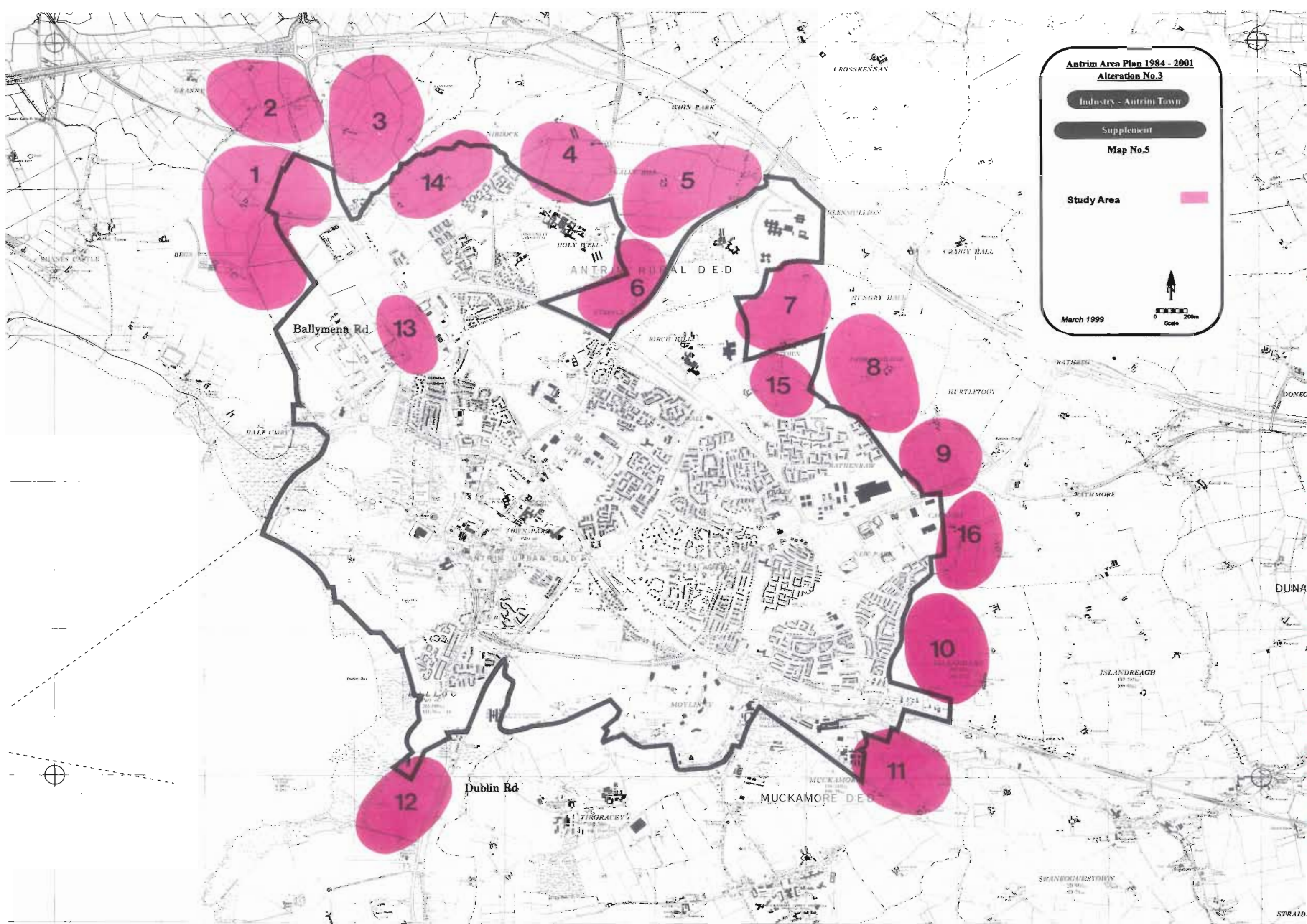
Map No.4

Study Area

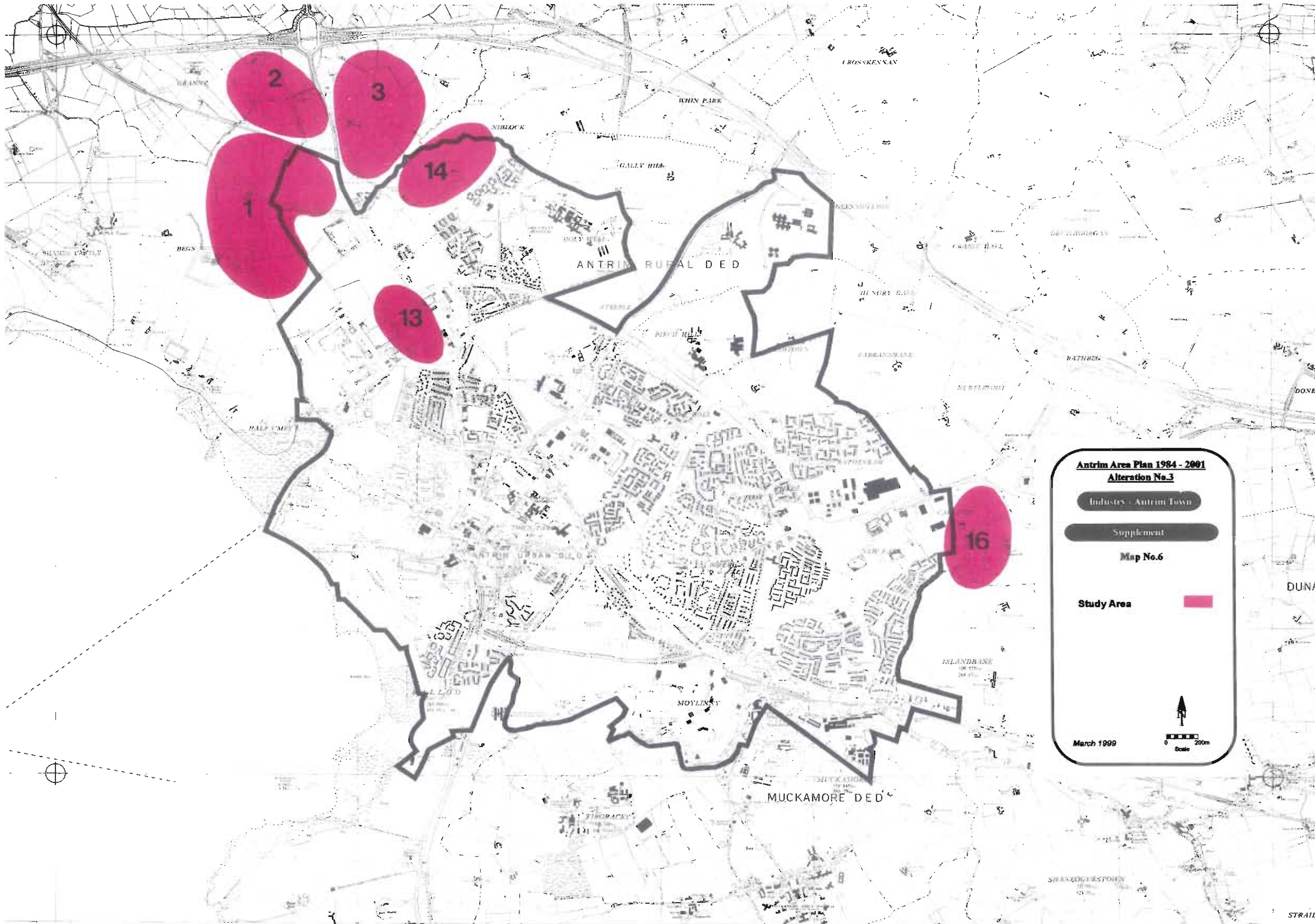
March 1989

Scale 200m

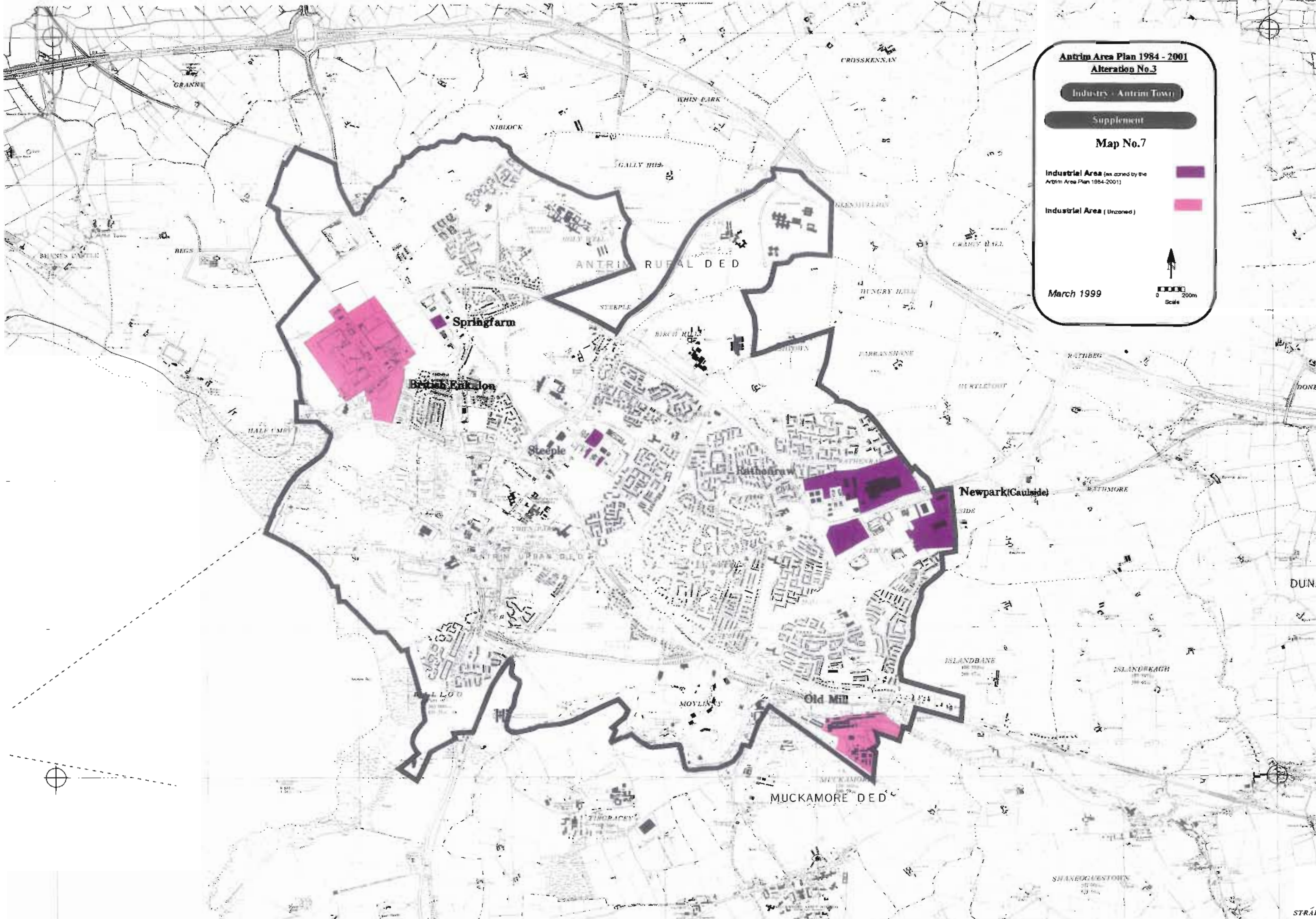












**Antrim Area Plan 1984 - 2001**  
**Alteration No.3**

Industry - Antrim Town

Supplement

Map No.7

Industrial Area (as zoned by the  
Antrim Area Plan 1984-2001)



Industrial Area (Unzoned)



March 1999

