

5.7 Land Use

5.7.1 Introduction

Land-take for a proposed dual carriageway can cover a wide range of land values and primary uses. Under guidelines laid down in the DMRB, the principal issues to be considered when assessing the effects of a proposed road scheme on land use are as follows:

- potential demolition of property;
- loss of development land;
- loss of agricultural land;
- potential severance of agricultural land; and
- effects on restoration proposals for abandoned waterways.

Land containing archaeological remains, historic buildings sites or gardens is dealt with in Section 5.3 (Cultural Heritage). Land of ecological importance is dealt with in Section 5.5 (Ecology & Nature Conservation). In addition, Section 5.6 (Landscape & Visual Impacts) considers the contribution of all land affected by the scheme to the landscape.

5.7.2 Objectives

The principal objective is to undertake sufficient assessment to give an indication as to the potential land type losses and demolition required for each of the eight broadly defined route options within the three route corridors under consideration.

5.7.3 Methodology

At this preliminary stage, the route corridors are not sufficiently developed to allow more than a very broad estimate of possible numbers of properties at risk of demolition. Hence, a schedule has been produced showing the range of properties which might need to be demolished, or from which land might need to be taken, for each route corridor (Table 5.7.1). For the effects of the route options on development land, the current Antrim Area Plan (1984-2001) was inspected. Potential land-take of route corridors from areas, which the local planning authority has designated for future development, was identified. For each of the three route corridors, a broad assessment and statement of how each route might affect local planning development designations was made.

There are four main areas addressed in the assessment of effects on agricultural land, including land-take, type of husbandry, severance and major accommodation works. However at this preliminary stage, the main requirement is to obtain information on land quality and statutory areas designated for their agricultural importance, which is included on a map showing the agricultural land regarded as being Best & Most Versatile (BMV).

In terms of Waterway Restoration Projects, it is essential to consider any waterways, formerly navigable watercourses or dry watercourses for which there are currently restoration proposals.

All of the aforementioned information culminated in the preparation of a land use constraints drawing (Figure 5.7.1) showing the various existing and proposed land uses.

5.7.4 Potential demolition of private property and associated landtake

There will inevitably be cases where properties on the route options will be affected, either in terms of partial land loss from the property, or total demolition, to accommodate the road. A summary of the current total number of properties at risk from each of the route options is given in Table 5.7.1.

Route Option	Residential Properties	Commercial Properties	Farms	TOTAL
1	4	2	1	7
2	2	0	2	4
3	11	4	1	16
4	8	0	2	10
5	10	0	0	10
6	1	0	1	2
7	1	0	0	1
8	2	0	0	2

Table 5.7.1 - Potential demolition / partial removal of properties for each route option.

North Corridor

Of the two north route options, option 1 would require potentially, the greater amount of demolition. This would involve the demolition of the filling station and café/diner located just east of Drumderg on the Moneynick Road. The remainder of the properties lost to the proposed route would include two bungalows with a number of outbuildings at the Moneynick Road/Lismacloskey Road junction, one entire farm on Derryhollagh Lane and a bungalow and outbuilding just off the Derryhollagh Road.

Although the amount of property lost to route option 2 is less than option 1, a large farm would be lost in its entirety at Drumcullen and another farm would be lost at Derryhollagh Lane. The residential properties lost are located on the Artlone Road and Derryhollagh Road.

Central Corridor

The central corridor route options would affect the greatest number of properties overall, attributable to the effect that the existing A6 has on development and the proximity of properties to it. Of all the route options under consideration, option 3 would result in the greatest loss of property with the potential demolition of ten residential properties, five commercial properties (including a primary school) and an entire farm. As the alignment of option 3 is predominantly online, all of these properties can be found, located in close proximity to the existing A6, between the Ballynafey Road and Derryhollagh Road. In terms of commercial properties, there would be the loss of a non-industrial building at McLarnon animal feeds manufacturer, and on a smaller scale, the Elver Inn and Carson's piano and furniture showroom would also be demolished, as would the listed structure of the former Moneynick Post Office. This option would also require demolition of Moneynick Primary School. Overall this route option would wipe out the bulk of the rural Moneynick settlement.

Route options 4 and 5 would involve less property loss within the central route corridor, with eight residential properties and two entire farms being lost to option 4 and ten residential properties lost to option 5. Of these two route options, option 4 is marginally the worst due to the increased loss of property normally associated with farm demolition.

South Corridor

The south corridor route options would result in the least number of properties being lost. Of these, route options 6 and 8 would involve the greatest amount of property loss, with one cottage and one large farm and its outbuildings just off the Moneynick Road in the Drumcullen area, being lost to option 6 and two out of

six terraced cottages on the Gallagher Road being lost to option 8. Of these, option 6 is marginally the worst due to the increased loss of property normally associated with farm demolition.

Route option 7 would require the least amount of property loss of all the options under consideration, with only one residential property being affected on the Moneynick Road.

5.7.5 Potential Effect on Planning Applications

Research via the Planning Service Online website, has confirmed that there are numerous planning applications for various forms of development within the three corridors of interest. Some of these applications have either been refused permission by Planning Service or withdrawn by the applicant. Applications which have recently been approved, or still have a planning decision pending, are shown on Figure 5.7.2 and summarised in Table 5.7.2.

Due to the influence that the existing A6 has on development in the Randalstown to Toome area, it is inevitable that some of these planning applications will be affected by the proposed route options and potentially lost to them. The effect of this is likely to be greatest with route options that are in close proximity to the existing road.

Route Option	No. of properties submitting planning applications	Planning Applications	
		Approved	Pending decision
1	3	4	0
2	1	1	0
3	8	8	2
4	3	1	2
5	1	1	0
6	0	0	0
7	0	0	0
8	2	0	2

Table 5.7.2 – Potential effect on planning applications for each alignment

Note: an individual property may have one or more planning applications submitted to the Planning Service

North Corridor

Route option 1 would have the greatest impact in this corridor, affecting four planning applications for three different properties. Two of those applications are for the Moneynick Road Café/diner, where the conversion of the café into a reception area has been approved. The other applications relate to residential planning, with an extension of an existing property on the Lisnacloskey Road/ Moneynick Road junction and the erection of a new dwelling and garage, north of the Artlone Road, both of which have been approved.

Route option 2 would have the least impact, with the loss of a new dwelling and garage, north of the Artlone Road. At this time there are no other affected planning applications pending a Planning Service decision.

Central Corridor

The central corridor route options would have the greatest overall effect on planning applications throughout the scheme. Route option 3 would have the greatest impact in this corridor and overall, with ten applications for eight properties being affected. Three of those applications, are for McLarnon animal feeds on the Moneynick Road, where a building extension and extension to mill premises have been approved, and a planning decision on signs on building and gates is pending. There is only one other approved commercial application, which is for an Electricity sub-station on a site beside McLarnon's. A new (approved) classroom block at Moneynick Primary School would also be affected by option 3. The remaining

applications are residential, ranging from extensions to existing premises, to erection of new properties. All of these are located on the Moneynick Road, four out of five of which have been approved. Route option 5 would have the least impact on planning applications with the loss of only one approved application for an existing property on the Moneynick Road, that requested permission for the erection of a porch and garage.

South Corridor

The south corridor route options would have the least overall effect on planning applications throughout the scheme, with two applications for two individual properties being affected. Option 8 would have the greatest impact in this corridor, affecting both applications, which consist of a site for a dwelling and garage, and the replacement of a 15m-lattice tower on land north of Stewart's farm. Both applications are still pending a planning decision.

Options 6 and 7 would have the least impact in this corridor, and overall, as they affect no planning applications.

5.7.6 Potential Loss of Development Land

Based on the Antrim Area Plan (1984 – 2001) all of the route options would fall outwith the development limits of both Randalstown and Toome. Hence there is no anticipated loss of development land. However, they would fall partially within designated Greenbelt to the immediate south-west of Randalstown, where the route options all pass south of the existing A6, between the M22 Motorway and Derrygowan Road (Figure 5.7.1).

5.7.7 Potential Loss of Agricultural Land

All alignments being considered would impact to varying degrees on farms in the area, in terms of agricultural land loss, field severance and potential farm unit severance.

The Department of Agriculture and Rural Development (DARD) in Northern Ireland has a standard classification index for agricultural land. The system, which follows that developed for England and Wales, divides land into 6 grades (Cruickshank et al., 1997). The scheme of classification depends on various sets of information to give greater weight, where necessary, to limiting factors such as climate, site altitude, slope and other interactive or compensating factors. Grades 1-3A are classed as the Best & Most Versatile soils (BMV) within the province, whilst Grades 3B – 5 are considered to have limitations ranging from moderate to severe.

Following consultation with DARD, it has been confirmed that there are considerable areas of good quality or Best & Most Versatile (BMV) agricultural land within the study area. With reference to Figure 5.7.3 it is evident that all route options would traverse BMV land between Randalstown and Gallagher Road. The south route corridor affects slightly less, as it would not affect BMV land between Drumcullen and Toome.

Further consultation with DARD has indicated that the route options may encroach upon several areas infested with Potato Cyst Nematode (PCN). These areas are the subject of Notices served relating to PCN and as such, the movement of soil from these areas is prohibited except under licence. The Department has also indicated that there are several infestations of Potato Wart Disease (PWD) in the area. These areas are the subject of Notices served relating to PWD, which again prohibits the movement of soil or other material from these lands except under licence. Once a final route corridor has been selected, consultations with the DARD inspector for the area will confirm exact areas of contamination and advise on the safe disposal of soil. Ultimately, it will be the responsibility of the appointed Contractor to comply with the disposal requirements.

5.7.8 Potential Loss of Woodland Areas

There are no large areas of woodland in the area between Randalstown and Toome. However within the north corridor, both route options 1 and 2 would traverse a hedgerow of mature trees on the Artlone Road, north of Moneynick. Option 1 would also traverse a stand of mature trees on Drumaslough Hill, east of Lismacloskey Road.

None of the central corridor route options would directly affect areas of significant woodland. However, options 3 and 5 would result in the partial loss of a belt of trees in the Drumcullen/Drumaslough Hill area.

The south corridor route options would result in the least loss of woodland in all corridors under consideration, as they avoid the wooded area around Drumcullen.

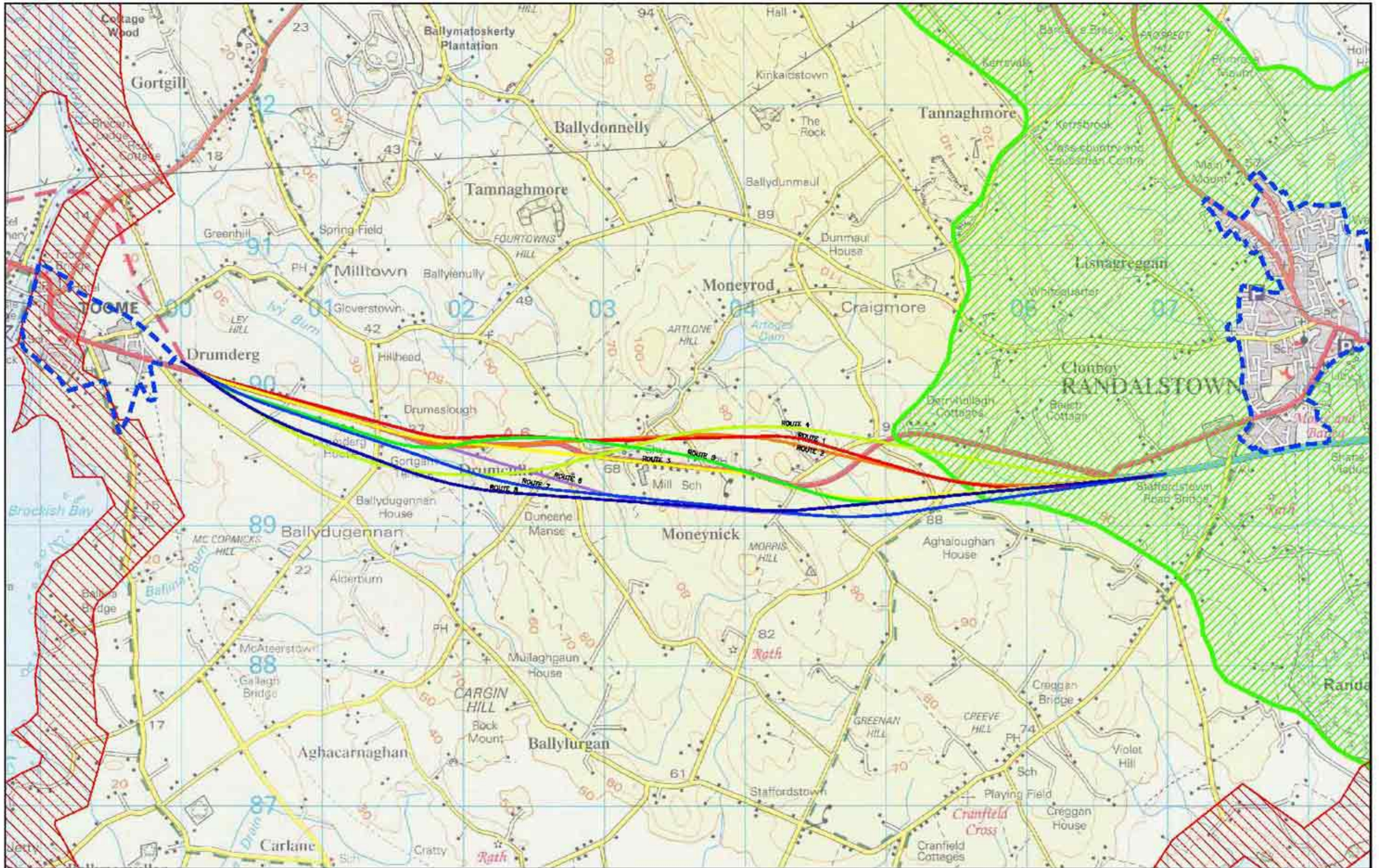
5.7.9 Potential Severance of Agricultural Land

At this stage in the assessment procedure, it is too early to determine how many individual farm units would be severed as a result of construction of the road improvements. For any of the offline route options, it could reasonably be anticipated that some farm units would be severed having a subsequent knock-on effect on their overall financial viability. This will not become evident until the approved corridor is more clearly defined and a land registry search has been undertaken.

All route options within the three route corridors largely traverse agricultural land. However options 1 and 2 within the north corridor, option 3 (online) within the central corridor, and option 6 within the south corridor follow the line of the existing A6 from Lismacloskey Road to Toome, thus not introducing any new field severance. In this regard, route options 4 and 5 in the central corridor, and options 7 and 8 in the south corridor would result in a greater amount of field severance.

5.7.10 Waterway Restoration Scheme

There are no waterways, such as old canals, within or in close proximity to the study area.



**FERGUSON
McILVEEN**



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Notes:

- COUNTRYSIDE POLICY AREA
- DESIGNATED GREENBELT
- DEVELOPMENT LIMIT

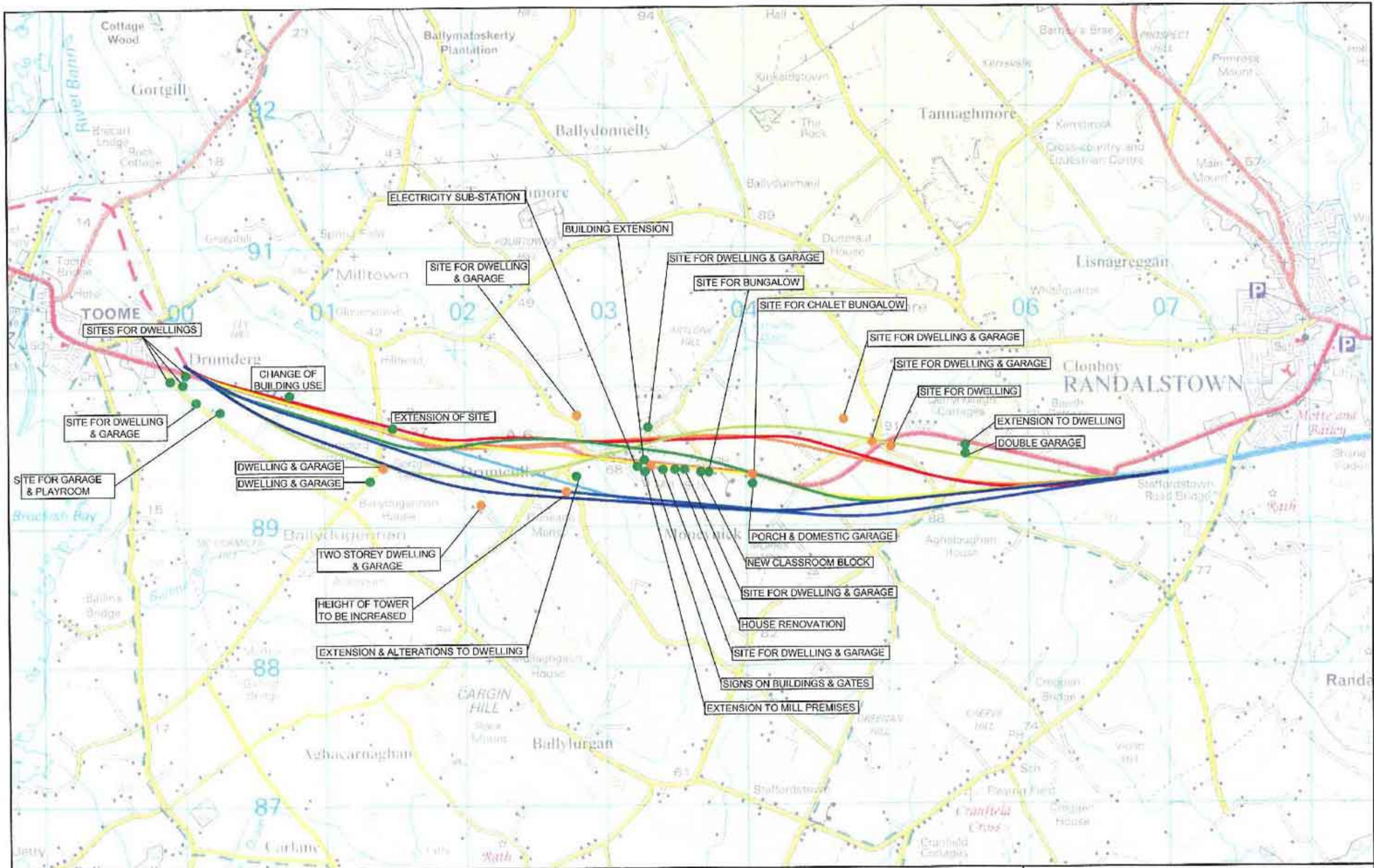
- ROUTE OPTION 1
- ROUTE OPTION 2
- ROUTE OPTION 3
- ROUTE OPTION 4
- ROUTE OPTION 5
- ROUTE OPTION 6
- ROUTE OPTION 7
- ROUTE OPTION 8

Scale 1:25,000

A6 RANDALSTOWN TO TOOME DUALLING

**LAND USE
AREA PLAN DESIGNATIONS**

Figure 5.7.1



FERGUSON McILVEEN

Scott Wilson

Map scale 1:50,000
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Notes:

- PLANNING PERMISSION APPROVED
- PLANNING PERMISSION PENDING

- ROUTE OPTION 1
- ROUTE OPTION 2
- ROUTE OPTION 3
- ROUTE OPTION 4
- ROUTE OPTION 5
- ROUTE OPTION 6
- ROUTE OPTION 7
- ROUTE OPTION 8

Scale 1:2,500

A6 RANDALSTOWN TO TOOME DUALLING

LAND USE PLANNING APPLICATIONS

Figure 5.7.2