

Title of Report:	Ballycastle Environmental Improvement Scheme
Committee Report Submitted To:	Leisure & Development Committee
Date of Meeting:	15 October 2024
For Decision or For Information	For Decision
To be discussed In Committee	NO

Linkage to Council Strategy (2021-25)	
Strategic Theme	Improvement and Innovation
Outcome	The Council facilitates towns and villages in the Borough to continue to provide quality environments which evolve to meet the needs of their citizens, businesses and visitors to them.
Lead Officer	Head of Prosperity & Place

Budgetary Considerations	
Cost of Proposal	c£1.75m – 100% DfC Funding
Included in Current Year Estimates	Not applicable
Capital/Revenue	Capital
Code	Not applicable
Staffing Costs	Existing staff

Legal Considerations	
Input of Legal Services Required	NO
Legal Opinion Obtained	N/A

Screening Requirements	Required for new or revised Policies, Plans, Strategies or Service Delivery Proposals.		
Section 75 Screening	Screening Completed:	Yes	Date:
	EQIA Required and Completed:	No	Date:
Rural Needs Assessment (RNA)	Screening Completed	No	Date:
	RNA Required and Completed	No	Date:
Data Protection Impact Assessment (DPIA)	Screening Completed:	No	Date:
	DPIA Required and Completed:	No	Date:

1.0 Purpose of Report

The purpose of this report is to seek Elected Members approval to move to Stage Two of Ballycastle Environmental Improvement Scheme (EIS).

2.0 Background

Following a review of the existing Ballycastle Town Centre Masterplan in August 2021, the Department for Communities (DfC) identified the need for:

'High quality public realm at the Diamond was identified as a key priority project going forward. Stakeholders noted the importance of allocating public space post-covid, enhancing the pedestrian experience and 'greening' the town to improve the overall character and aesthetics'.

Stage One of the Capital Works Project Management process was approved by Leisure and Development on the 18th of Oct 2022. Stage One was 50% funded by the Department for Communities (DfC) at a value of £70,000 and will take the project to Outline Business Case stage; full scheme design (including cost estimates); planning approval and preparation of the tender for construction works.

Subject to a positive Business Case, a satisfactory consultation process and approval for the scheme from Council, DfC officers have advised that there will be funding assistance available to cover most of the eligible costs. However, Council will be required to contribute approximately 5%-20% towards the scheme with the contribution to be agreed. Also, in the unlikely event of an overspend on the scheme Council will have to contribute to this cost but both a realistic optimism bias and strong project management of the scheme will mitigate against this risk.

3.0 Scheme Design

Please see **Annex A** for final concept designs for Ballycastle EIS. The design involves environmental improvements largely to Ann Street, Diamond Area, Castle Street & Fairhill Street. Improvements will include the following:

- Larger Diamond area for events and pedestrians.
- Adjusted road markings to create a better flow for traffic on Castle Street through to Ann St.
- Resurfacing of footpaths, updated lighting and street furniture.

(Please see attached **Annex A** Concept Design for further detail).

4.0 Public Consultation

The PAN Consultation commenced in Jan 2024 and closed for responses on 28th March 2024. The wider publication was advertised in newspapers, social media posts and on the Council website, as well as a leaflet drop in Ballycastle. An information display was also placed in Ballycastle Council offices for all interested parties to review and complete a survey as required.

This wider consultation also included a public event on 15th February 2024 from 12noon to 7pm, in Sheskburn House, Ballycastle allowing persons with an interest in the project to discuss the proposed design with the Design Team and Council project officers.

Council officers also facilitated weekly drop-in sessions every Thursday from 22nd February 2024 until 28th March 2024, which allowed in person questions to be answered.

Consultees included:

- Elected Members;
- Ballycastle Town Forum;

- Traders;
- U3A group and members;
- Members of the public – residents and visitors;
- IMTAC; and
- Equality /Diversity Forum.

Although the overall feedback on the public realm scheme was positive, there were concerns raised regards the changes in traffic flow and the cobblestones in the Diamond area. These issues prompted the development of an updated design.

After the consultation closed, all responses were collated by the Design Team (Hall Black & Douglas) and a further review of the proposal was carried out by the Ministerial Advisory Group – Architecture and Built Environment for Northern Ireland.

5.0 Costs

The majority of the £1.75m EIS costs will be funded by DfC but a contribution from Council will be required, approximately 5%-20%(tbc). Once funding is agreed and secured, Council will move to re-engage the ICT to commence the procurement process to appoint the IST (contractor) and provide project management through the construction phase of the project.

6.0 Recommendation

The Leisure and Development Committee is asked to approve the final concept designs for Ballycastle EIS (**Annex A**) to progress to construction phase - subject to Business Case approval and available funding from DfC and Council.

Ballycastle EIS The Diamond



Artists impression of The Diamond seating area with man sat on a bench.

Stage 1 report
Updated with Option 3
02/09/24

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1 - Introduction

1.1 Project Team

Role;	Core Project Team;
Project Manager	Hall Black Douglas
Architect / Landscape architect	Hall Black Douglas
Quantity Surveyor	WH Stephens
M&E Engineer	Delap and Waller
C&S Engineer	Doran Consulting
CEQUAL Assessor	McMullin Engineering
Traffic Consultant	Aecom

1.2 Project Overview

Project Brief

The current brief that the team has been developing includes;

- Environmental Improvement Scheme for The Diamond area of Ballycastle and surrounding streets.
- Public realm enhancements to The Diamond itself to create a public vista and limit the casual parking on and around The Diamond
- General safety improvements for pedestrians and vehicle movement around The Diamond.
- Upgrade of existing street lighting and the removal from listed buildings where possible.
- The budget for the works is £1,750,000 including professional fees and surveys.

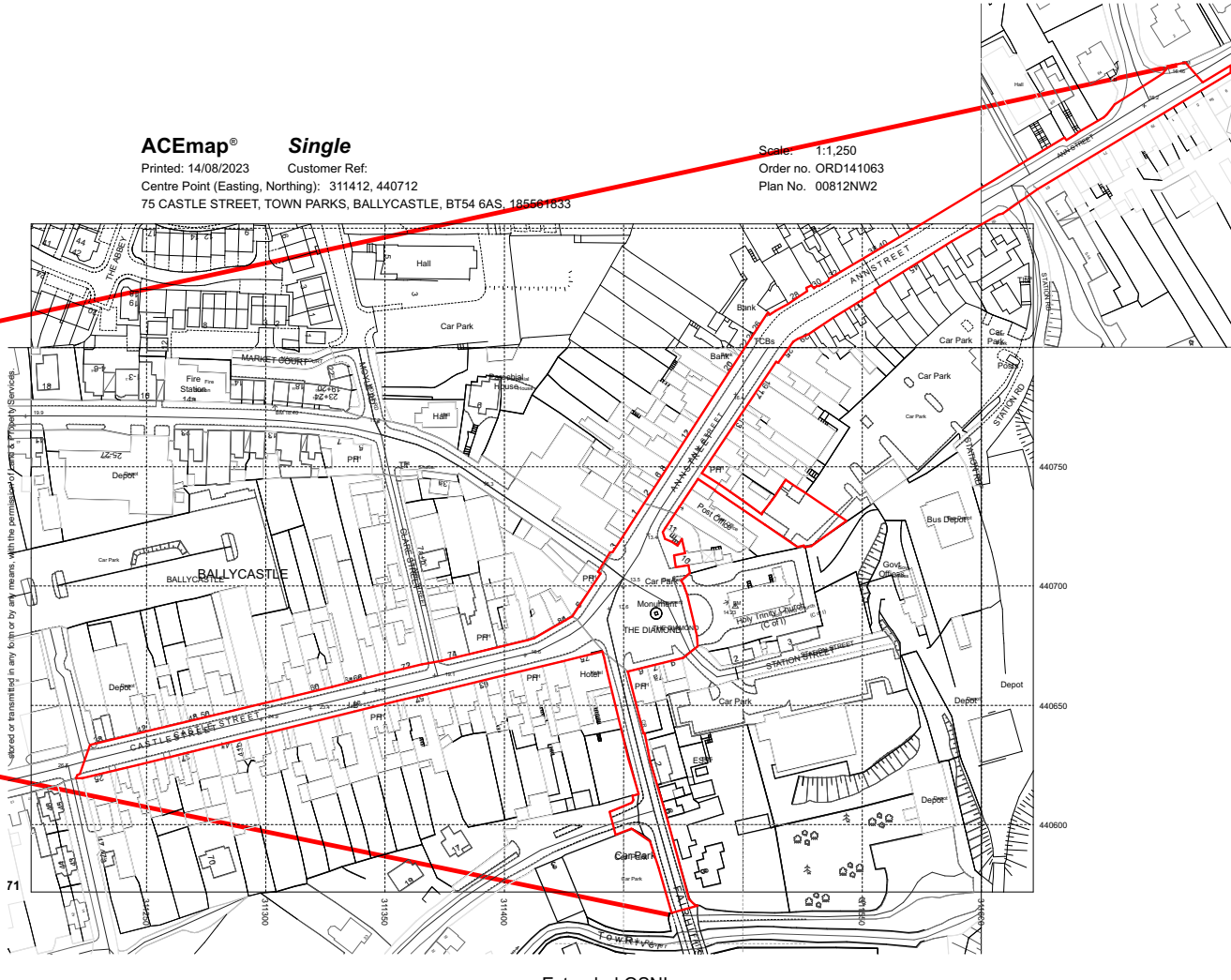
1.3 Project Summary

Project Summary

- Currently we have carried out our services for stage 1, with the exception of the specialist surveys. These are progressing and will be complete ahead of Stage 2.
- Architectural concept designs are well progressed and Stage 1 options are complete and included. These designs have been coordinated with the team in regards of traffic assessments and traffic flow. As well as the integration of a lighting design.
- Initial QS estimates have been presented to the team and are included within the report for reference.
- Option 3 has been added based on consultation feedback and a MAC consultation. It has been developed with Aecom and the Design Team to create a balanced design based on the consultation feedback.
- Option 3 is the current Design Team recommendation.

2 - Site

2.1 – Site Location



Satellite overview of Ballycastle highlighting the site location (The Diamond).

2.2 – Existing Site



Ballycastle harbour direction

Pedestrian access to Ann Street Public Car Park

Existing one way access road around The Diamond

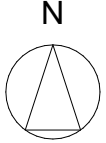
O'Connor Memorial The Diamond Ballycastle Co Antrim

Co-op car park

Fairhill Street Public Car Park

Extended OSNI map

Site boundary - 10850sqm / 1.0850 hectares.



Satellite overview of Ballycastle with key features of The Diamond highlighted.



HALL BLACK DOUGLAS

2.3 – Existing Site - analysis



Historic maps and images of The Diamond area in Ballycastle.

2.3 – Existing Site - analysis



- Listed Building
 - Previously Listed Building
- | | |
|---|---|
| <ul style="list-style-type: none"> 01. HB05/15/013
B2 - House 02. HB05/15/014
B2 - House 03. HB05/15/016
B+ - Gallery/Museum 04. HB05/15/017
Previous Listing: B - Shop 05. HB05/15/020
B1 - Public House 06. HB05/15/021
B1 - House 07. HB05/15/022
B1 - Hotel 08. HB05/14/005
Previous Listing: B - Public House 09. HB05/14/004
Previous listing: B - Office 10. HB05/14/003
Previous listing: B1 - Shop 11. HB05/14/002
B1 - Memorial 12. HB05/14/001
A - Church 13. HB05/14/006 A
Previous Listing: B - House 14. HB05/14/006 B
Previous Listing: B - Shop 15. HB05/14/007
B2 - Public House 16. HB05/14/008
B2 - Shop 17. HB05/14/009 A
Previous Listing: B - Shop 18. HB05/14/009 E
Previous Listing: B2 - Shop 19. HB05/14/010 A
B2 - Shop 20. HB05/14/010 B
B2 - House | <ul style="list-style-type: none"> 21. HB05/14/010 C
Previous Listing: B1 - Shop 22. HB05/14/010 D
Previous Listing: B1 - Shop 23. HB05/14/010 E
Previous Listing: B1 - Shop 24. HB05/13/007
B2 - Shop 25. HB05/13/006
B+ - Shop 26. HB05/13/018 A
B2 - Office 27. HB05/13/018 B
B2 - Shop 28. HB05/13/020
Previous Listing: B1 - Shop 29. HB05/13/021
B1 - Public House 30. HB05/13/022
B+ - Public House 31. HB05/13/024
Previous Listing: B2 - Office 32. HB05/13/025
Previous Listing: B - Bank 33. HB05/13/030
Previous Listing: B2 - Public House 34. HB05/13/031
B1 - Shop 35. HB05/13/033
Previous Listing: B2 - Shop 36. HB05/13/034
B1 - Bank |
|---|---|

Satellite overview of Ballycastle highlighting the extent of listed buildings in The Diamond area.

2.3 – Existing Site - analysis



Undefined parking on level surface
Restrictive footpath widths



1m wide lay-by parking spaces



Good use of public seating and signage
Undefined taxi rank in high risk area
Undefined public parking in central historic node

Street images of Ballycastle's The Diamond showing parking / traffic flow risks.

2.3 – Existing Site - analysis



1m wide lay-by parking spaces

Non-standard kerb radius leading to restrictive footpath



Listed monument of special interest

Undefined public parking in central historic node



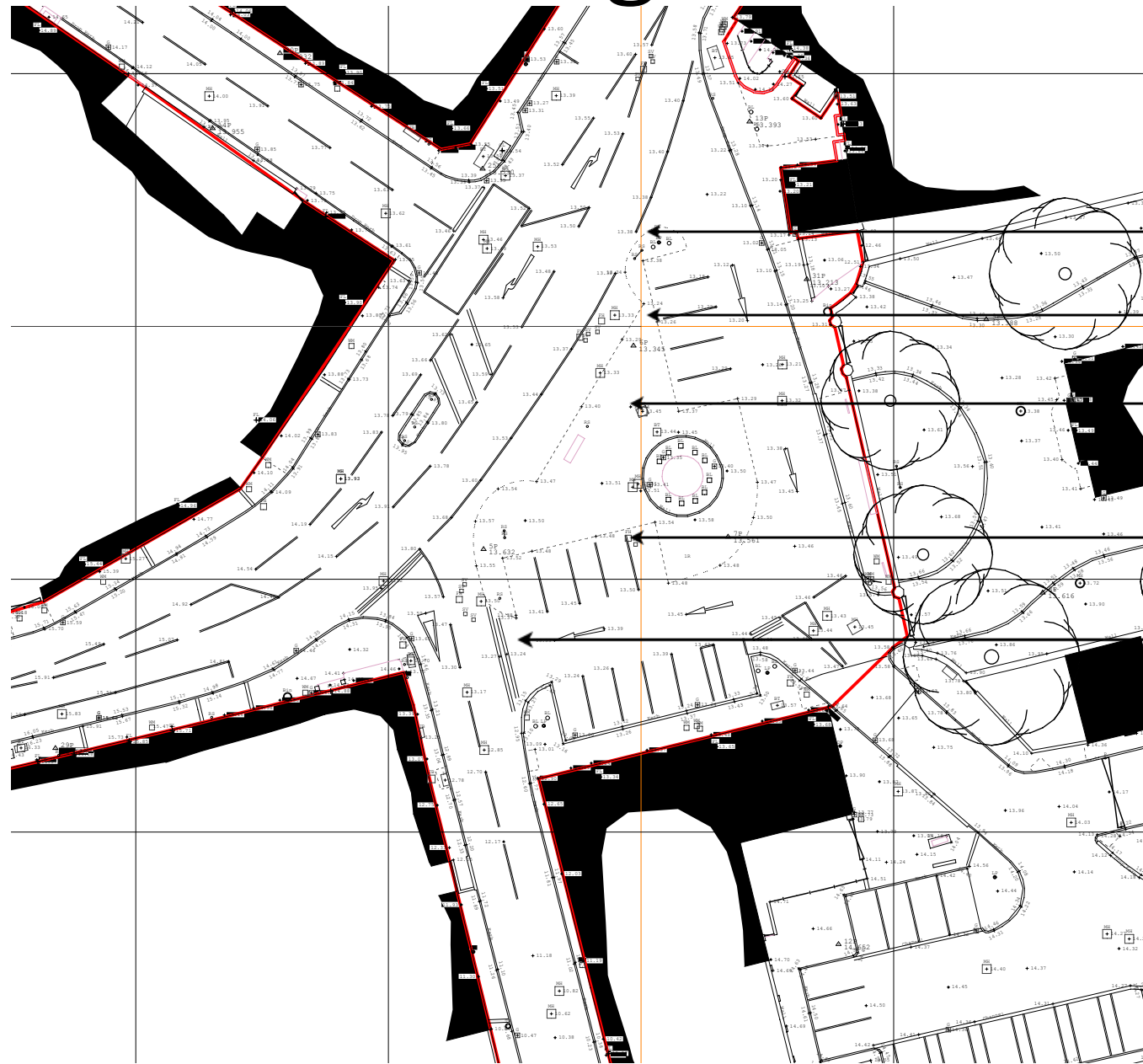
1.7m wide footpath

6.7m wide road (Market Street)

0.8m wide footpath

Street images of Ballycastle's The Diamond showing hazardous junctions with high-risk potential.

2.3 – Existing Site - analysis



No safe perimeter path

Taxi rank in high-risk location

Confined space for public events

No defined parking spaces.

Dangerous parking location with junction arraignments

Technical plan showing safety concerns around The Diamond.

2.3 – Existing Site - analysis

Ballycastle Public Realm - Ballycastle Town Centre Car Park Occupancies

Easter Monday - 10th April 2023

TIME PERIOD	Castle Street		Fairhill Street		Ann Street		All Car Parks	
	Occupied Spaces	Free Spaces	Occupied Spaces	Free Spaces	Occupied Spaces	Free Spaces	Occupied Spaces	Free Spaces
09:00 - 09:15	37	27	29	20	29	77	95	124
09:15 - 09:30	37	27	9	40	27	79	73	146
09:30 - 09:45	37	27	9	40	28	78	74	145
09:45 - 10:00	37	27	9	40	33	73	79	140
10:00 - 10:15	38	26	9	40	36	70	83	136
10:15 - 10:30	40	24	9	40	37	69	86	133
10:30 - 10:45	41	23	9	40	43	63	93	126
10:45 - 11:00	42	22	10	39	49	57	101	118
11:00 - 11:15	42	22	10	39	57	49	109	110
11:15 - 11:30	41	23	10	39	65	41	116	103
11:30 - 11:45	42	22	11	38	71	35	124	95
11:45 - 12:00	40	24	16	33	83	23	139	80
12:00 - 12:15	46	18	19	30	86	20	151	68
12:15 - 12:30	46	18	23	26	88	18	157	62
12:30 - 12:45	50	14	23	26	88	18	161	58
12:45 - 13:00	51	13	24	25	92	14	167	52
13:00 - 13:15	55	9	26	23	102	4	183	36
13:15 - 13:30	53	11	28	21	107	-1	188	31
13:30 - 13:45	54	10	31	18	102	4	187	32
13:45 - 14:00	47	17	35	14	103	3	185	34
14:00 - 14:15	46	18	37	12	104	2	187	32
14:15 - 14:30	46	18	37	12	100	6	183	36
14:30 - 14:45	42	22	36	13	106	0	184	35
14:45 - 15:00	43	21	39	10	100	6	182	37
15:00 - 15:15	42	22	38	11	99	7	179	40
15:15 - 15:30	40	24	38	11	92	14	170	49
15:30 - 15:45	38	26	33	16	90	16	161	58
15:45 - 16:00	33	31	32	17	83	23	148	71
16:00 - 16:15	25	39	33	16	79	27	137	82
16:15 - 16:30	26	38	30	19	69	37	125	94
16:30 - 16:45	25	39	26	23	63	43	114	105
16:45 - 17:00	27	37	26	23	53	53	106	113
17:00 - 17:15	24	40	28	21	45	61	97	122
17:15 - 17:30	21	43	26	23	37	69	84	135
17:30 - 17:45	20	44	19	30	31	75	70	149
17:45 - 18:00	19	45	17	32	26	80	62	157

Ballycastle Public Realm - Ballycastle Town Centre Car Park Occupancies

Saturday 22nd April - Normal Non-Holiday Period

TIME PERIOD	Castle Street		Fairhill Street		Ann Street		All Car Parks	
	Occupied Spaces	Free Spaces	Occupied Spaces	Free Spaces	Occupied Spaces	Free Spaces	Occupied Spaces	Free Spaces
13:00 - 13:15	36	28	17	32	75	31	128	91
13:15 - 13:30	35	29	16	33	66	40	117	102
13:30 - 13:45	31	33	17	32	69	37	117	102
13:45 - 14:00	29	35	17	32	74	32	120	99
14:00 - 14:15	27	37	17	32	72	34	116	103
14:15 - 14:30	31	33	18	31	80	26	129	90
14:30 - 14:45	28	36	18	31	81	25	127	92
14:45 - 15:00	25	39	18	31	80	26	123	96
15:00 - 15:15	42	22	38	11	99	7	179	40
15:15 - 15:30	40	24	38	11	92	14	170	49
15:30 - 15:45	38	26	33	16	90	16	161	58
15:45 - 16:00	33	31	32	17	83	23	148	71

Parking Survey information - This shows minimum spare parking capacity of 31 car parking spaces in existing town centre car parks on Easter Monday (over entire day) and 40 on a typical non-holiday Saturday.

2.3 – Existing Site - analysis

Proposed Options and Reduction in On-Street Parking Provision

Option 1

This Option upgrades the surface finishes of the area within the Diamond and maintains the traffic flow arrangements as per the existing operation. The existing taxi rank has been relocated and maintained as part of the proposed scheme. Option 1 reduces the on-street parking provision by 7no. spaces, see Figure 1.

Option 2

This Option changes the one-way designation of traffic in the Diamond. This change allows the traffic lanes on the north side of the Diamond (Castle Street and Ann Street) to be reduced in width, due to the removal of right-turning traffic movements directly into the Diamond from Ann Street, which in-turn allows the central Diamond pedestrian area to be increased dramatically in size. The scheme also increases the footway widths along the northern side of Castle Street and Ann Street, which allows for the reduction in traffic lane widths in this locality and improves the sight lines for vehicles exiting Market Street at its junction with Ann Street junction. Again, the surface finishes of the area within the Diamond are upgraded and the existing taxi rank has been relocated and maintained as part of the proposed scheme. Figure 2 shows this option reduces the on-street parking provision by 11no. spaces.

On-Street Parking Restrictions

The current signed on-street parking restrictions in the Diamond and within the wide town centre area are Mon – Sat 08:30am – 6pm, 1 hour and no return within 1 hour. It is evident that the parking restrictions are aimed to result in short stay parking acts.

Parking surveys were undertaken at three car parks in Ballycastle town centre, Castle Street, Fairhill Street and Ann Street during 'normal' non-holiday conditions and on a Bank Holiday i.e. Easter Monday.

The surveys identified that during normal conditions Saturdays are the busiest day, with the peak parking activity during the 15:00-15:45 time period. During the peak 15 minute period surveyed during this time i.e. 15:00-15:15, 40 parking spaces were free to park. At least 71 spaces were free to park outside of the 15:00-15:45 time period, throughout the remainder of the day.

The surveys identified that during holiday conditions i.e. Easter Monday, the peak parking activity occurred during the 13:00-15:30 time period. During the peak 15 minute period surveyed during this time i.e. 13:00-13:15, 31 parking spaces were free to park. At least 52 spaces were free to park outside of the 13:00-15:30 time period, throughout the remainder of the day.

The proposed EIS Options result in either a reduction of 7 or 11 on-street parking spaces in proximity of the Diamond. It should be noted that both schemes include a lay-by taxi rank, which has been omitted from this calculation, as the spaces are not publicly available.

From the town centre car parking data, it is evident that there is spare parking capacity to accommodate the parking activity associated with the removal of the on-street spaces for either Option proposed.

Table 1 – Ballycastle Town Centre Car Parks Peak Parking Activity and Calculation of Spare Capacity

Survey Day	Peak Parking Activity Time Period	Castle Street Car Park		Fairhill Street Car Park		Ann Street Car Park		All Car Parks	
		Vehs Parked	Free Spaces	Vehs Parked	Free Spaces	Vehs Parked	Free Spaces	Vehs Parked	Free Spaces
Monday 10 Apr 23	13:15-13:30	53	11	28	21	107	-1	188	31
Saturday 22 Apr 23	15:00-15:15	42	22	38	11	99	7	179	40

3 – Proposed Options

Sketch options (1, 2 and 3)

3.1 – Examples, materials and precedents



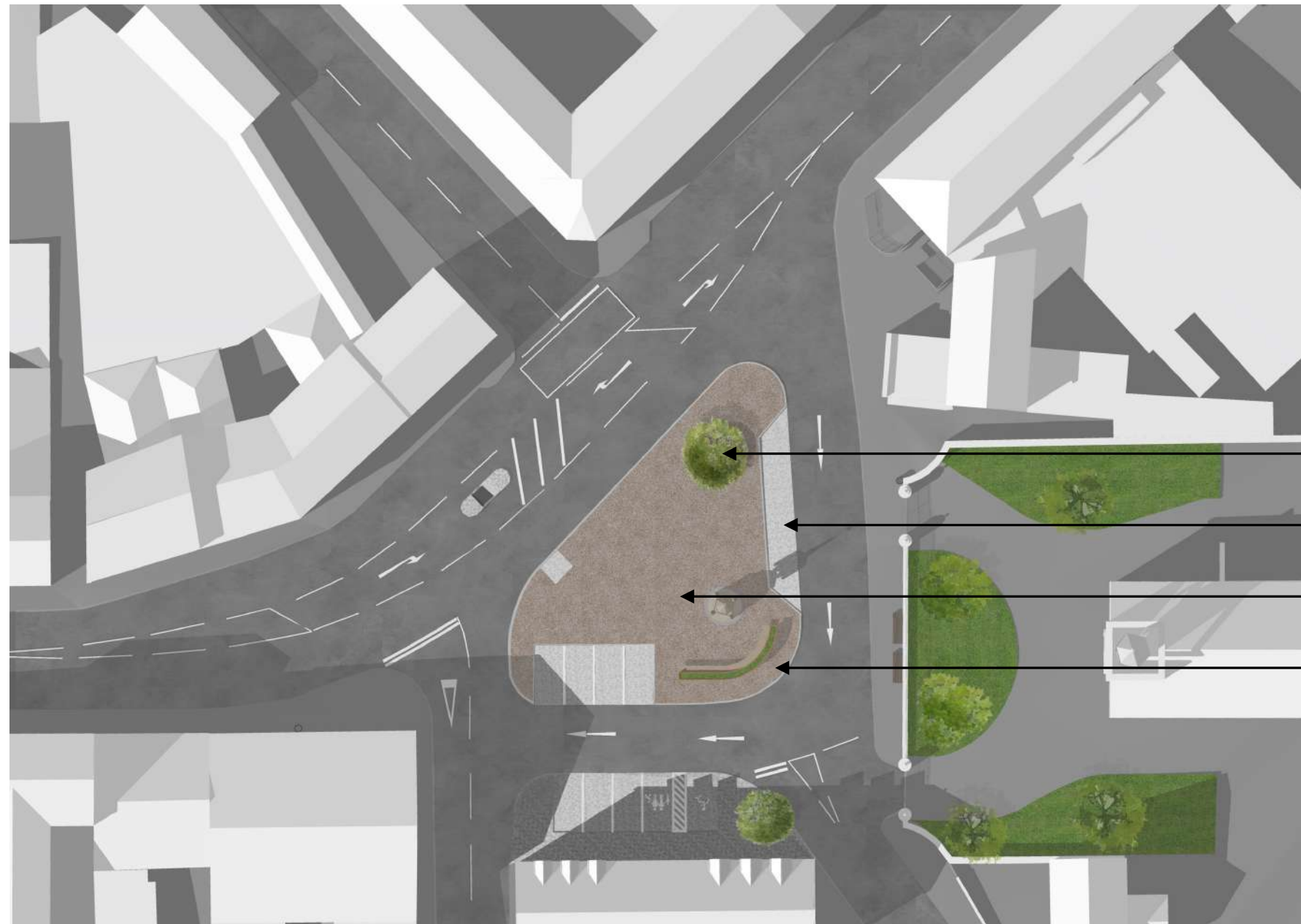
Images of landscaped areas including trees, shrubs and footpaths.

3.1 – Soft landscaping / planters



Images of land furniture such as benches and planters.

3.2 – Proposed Option 1 – the concept



11 parking spaces around The Diamond
(2 of which are disabled access and 2 taxi).

Feature tree within planter seating

Defined taxi rank

Central exhibition space

Planted seating

Artists impression of The Diamond improvements (option 1)

3.2 – Proposed Option 1 - developed

NOTES

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Legend:

- Decorative exposed aggregate concrete
- Stone Setts
- Stone Paving
- Granite Setts/Tactile Paving
- Planting

Item	Quantity	Unit	Specification	Notes
1.1	100	m ²	Decorative exposed aggregate concrete	
1.2	100	m ²	Stone Setts	
1.3	100	m ²	Stone Paving	
1.4	100	m ²	Granite Setts/Tactile Paving	
1.5	100	m ²	Planting	

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Ballycastle ES
The Diamond Town Centre
Town centre improvement scheme
Option 1

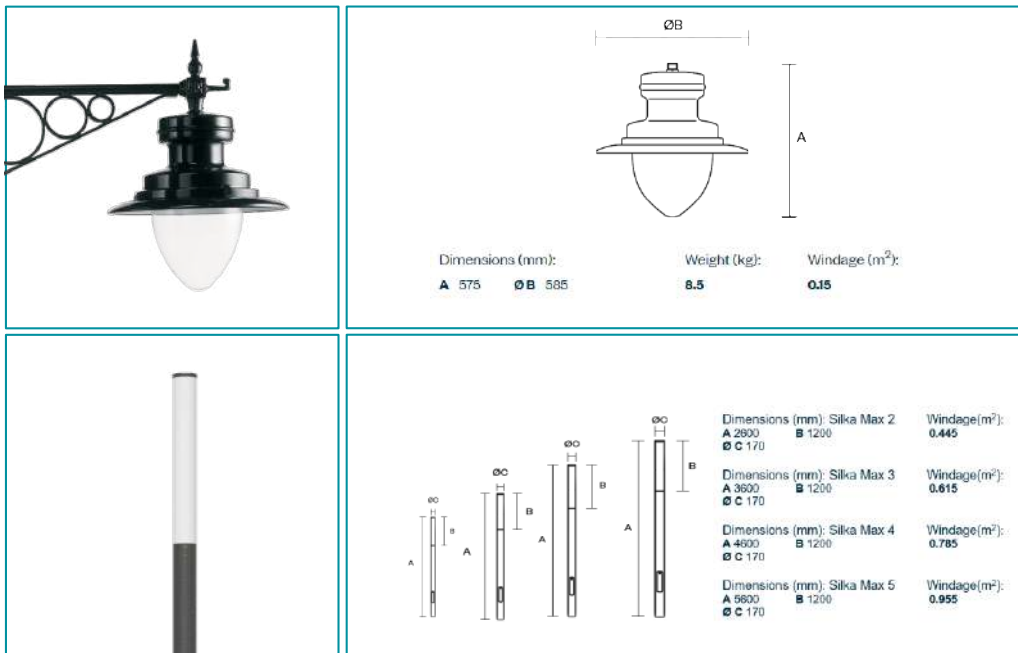
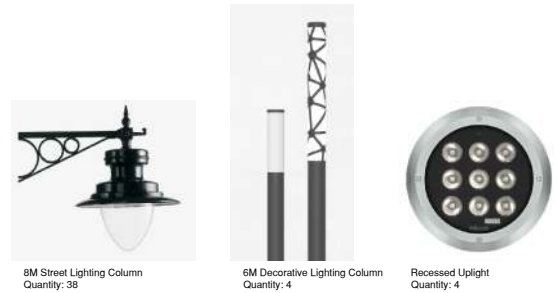
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HALL BLACK DOUGLAS
Architects
107 Abington Road Belfast BT1 6AG

Technical drawings of The Diamond improvements (option 1)



3.2 – Proposed Option 1 – lighting



A high performance internally mixed 4 colour LED Inground using Red, Green, Blue, (Amber or White) (CRI90+) LEDs.

KEY FEATURES

- IP67
- IK10
- +50°C / -20°C
- WARRANTY 5YRS
- 120-277 V AC
- INTERMITTENT DIMMING
- FLICKER FREE
- CRI 90+
- SINGLE BIN
- DMX
- RDM
- LUX RAMP
- QuickLink

LED COLOUR OPTIONS

- RGBW 5700K
- RGBW 2700K
- RGBA 1700K
- TW 1700K to 5700K

BEZEL FINISH

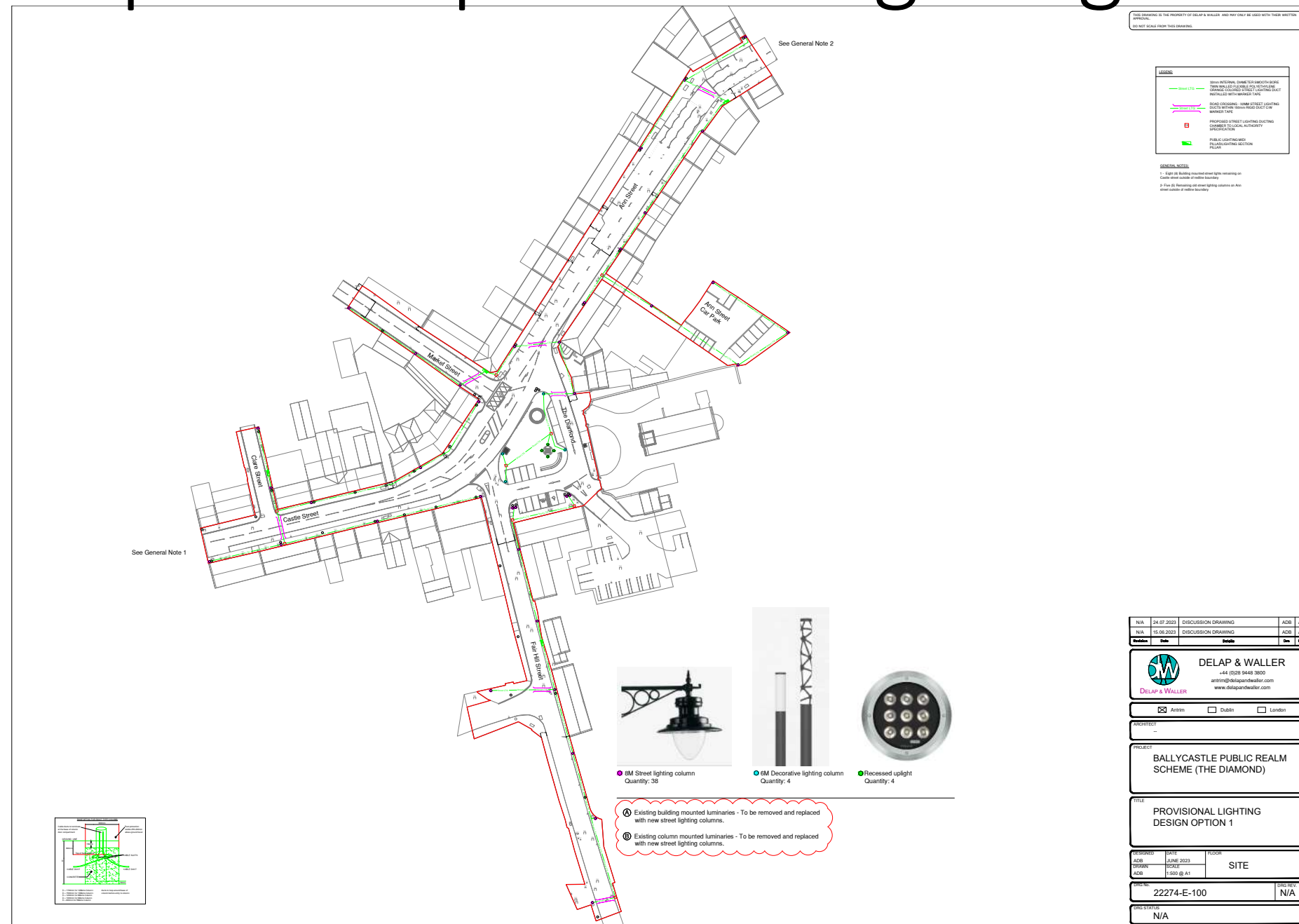
- 316 STAINLESS STEEL

GLASS FINISH (OPTION)

- FRICITION HIGH FRICTION GLASS

Technical drawings of The Diamond improvements (option 1)

3.2 – Proposed Option 1 – lighting



Technical drawings of The Diamond showing existing and proposed lighting locations (option 1).

3.2 – Proposed Option 1



Artists impression of The Diamond with families playing.

3.2 – Proposed Option 1



Artists impression of The Diamond with bench planter and tree.

3.2 – Proposed Option 1



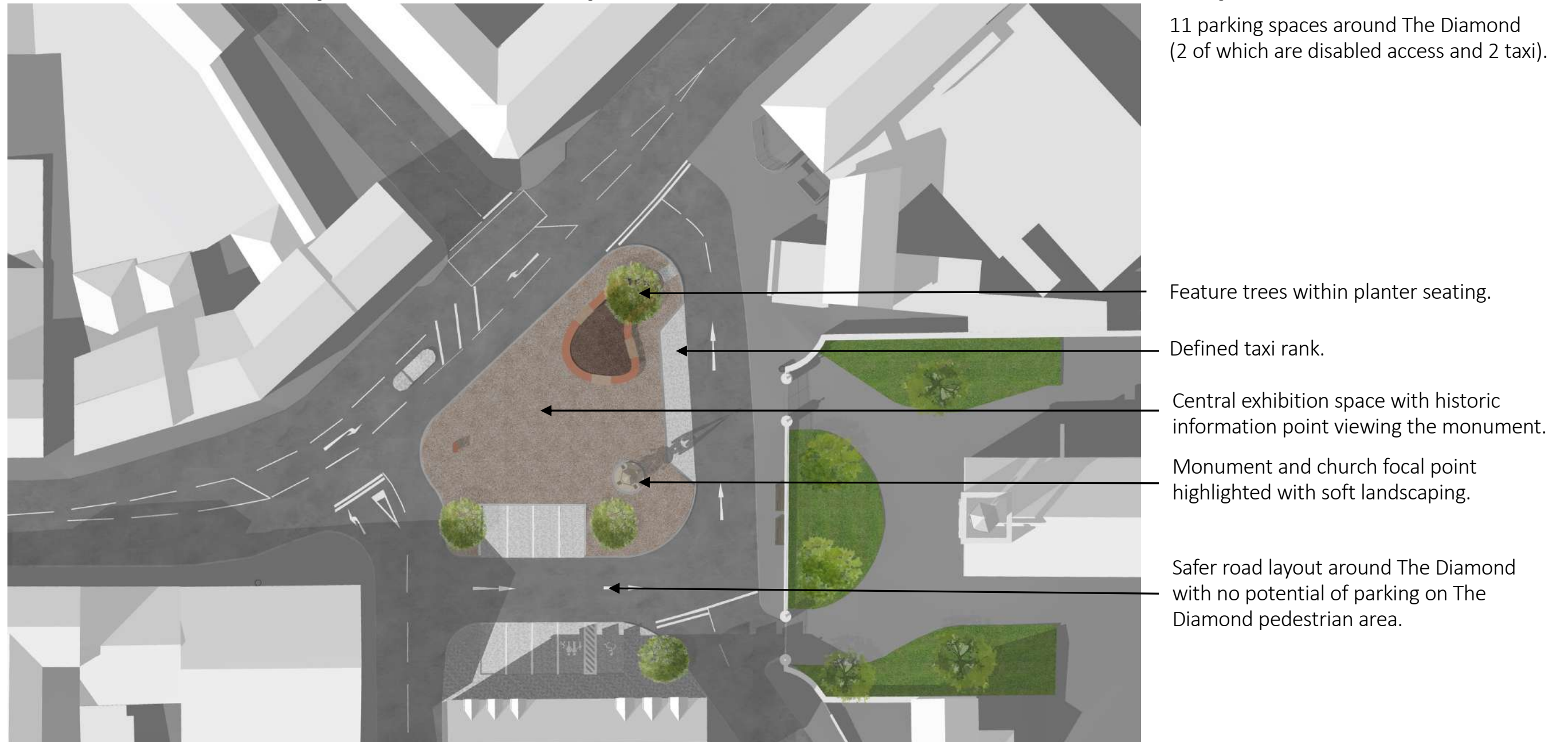
Artists impression of The Diamond with historic monument in the background.

3.2 – Proposed Option 1



Artists impression images of The Diamond with people walking through the proposals.

3.3 – Proposed Option 2 – the concept



Artists impression of The Diamond improvements (option 2)

3.3 – Proposed Option 2 – developed

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Legend:

- Decorative exposed aggregate concrete
- Stone Sets
- Stone Paving
- Granite Sets/Tactile Paving
- Planting

Technical Details:

- Typical vehicular loading area detail
- Typical footpath pavement detail
- Typical footpath pavement with street furniture detail
- Build Up Detail
- Dropped Kerb Detail
- Raised Kerb Detail
- Planting and Planter Detail

Planting Schedule:

Item	Species Name	Height	DBP	Specification	Quantity
1.1	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.2	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.3	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.4	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.5	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.6	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.7	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.8	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.9	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.10	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.11	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.12	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.13	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.14	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.15	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.16	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.17	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.18	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.19	Blackhaw	1.8m	DB	1.8m Blackhaw	1
1.20	Blackhaw	1.8m	DB	1.8m Blackhaw	1

CC&G BCC

Ballycastle EIS
The Diamond Town Centre
Town centre improvement scheme

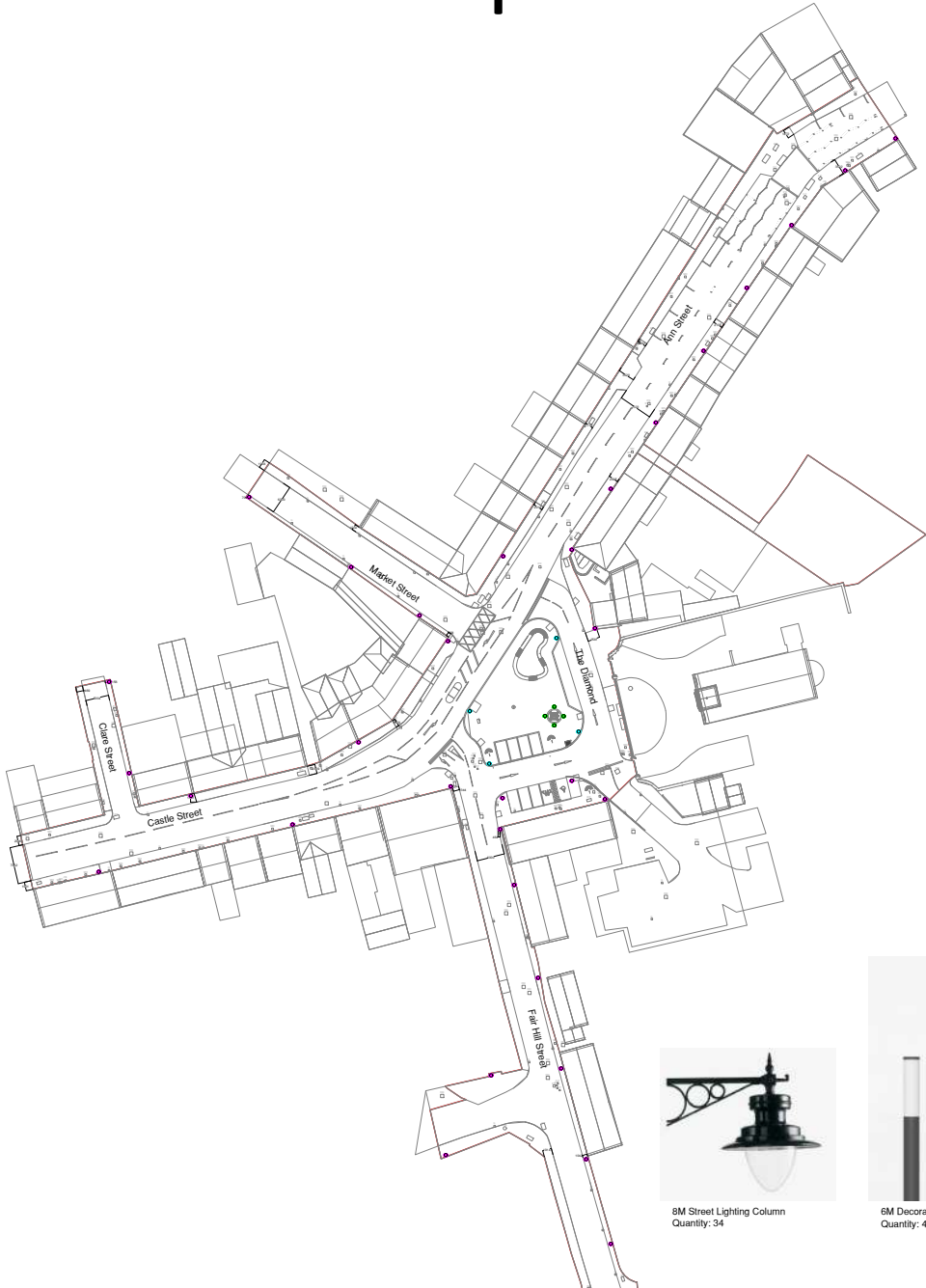
Option 2

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Technical drawings of The Diamond improvements (option 2)

3.3 – Proposed Option 2 – lighting



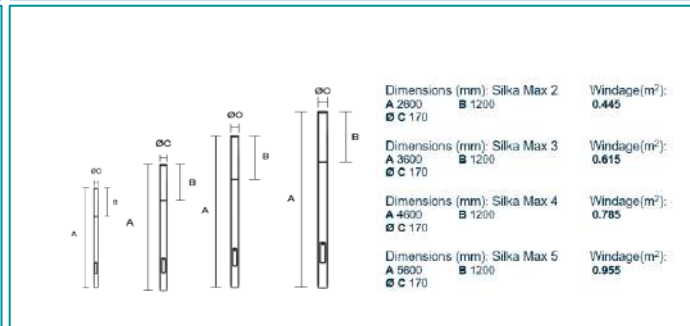
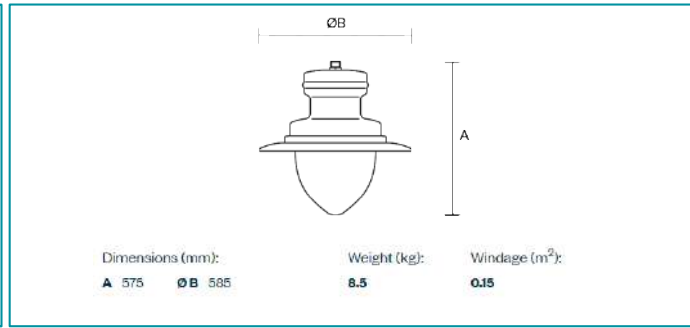
8M Street Lighting Column
Quantity: 34



6M Decorative Lighting Column
Quantity: 4



Recessed Uplight
Quantity: 4



A high performance internally mixed 4 colour LED Inground using Red, Green, Blue, (Amber or White) (CRI90+) LEDs.

KEY FEATURES

- IP67
- IK10
- +50°C
-20°C
- WARRANTY
5YRS
- 120-277
V AC
- INTERMIT
SMOOTHING
- FLICKER
FREE
- CRI
90+
- SINGLE
BIN
- DMX
- RDM
- LUX
RAMP
- QuickLink

LED COLOUR OPTIONS

- RGBW
5700K
- RGBW
2700K
- RGBA
1700K
- TW 1700K
to 5700K

BEZEL FINISH

316
STAINLESS
STEEL

GLASS FINISH (OPTION)

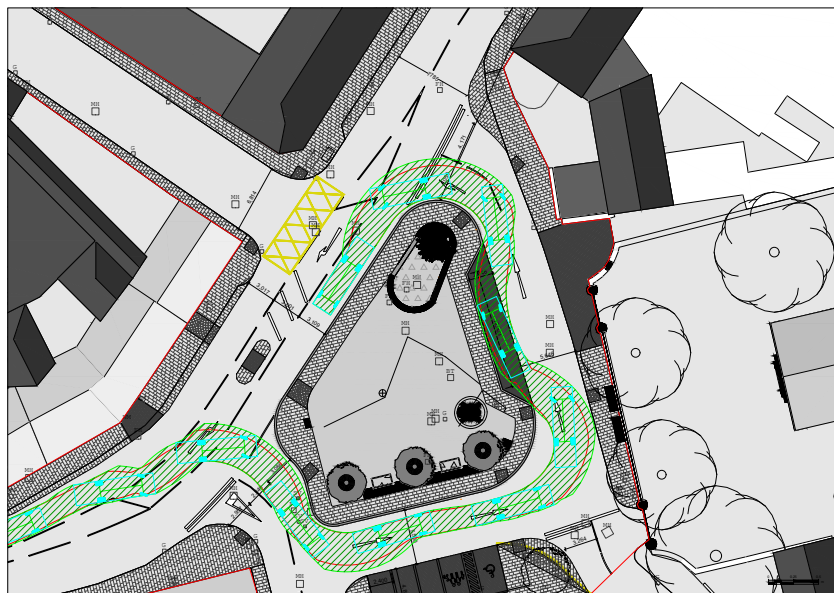
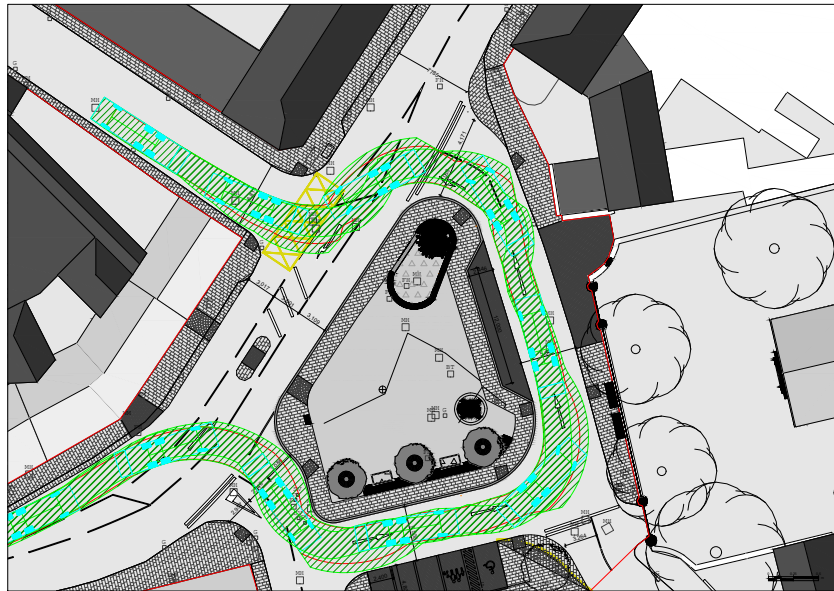
FRICTION
HIGH FRICTION
GLASS

Technical drawings of The Diamond improvements (option 2) showing lighting designs.



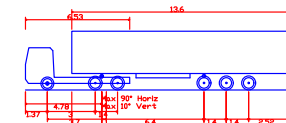
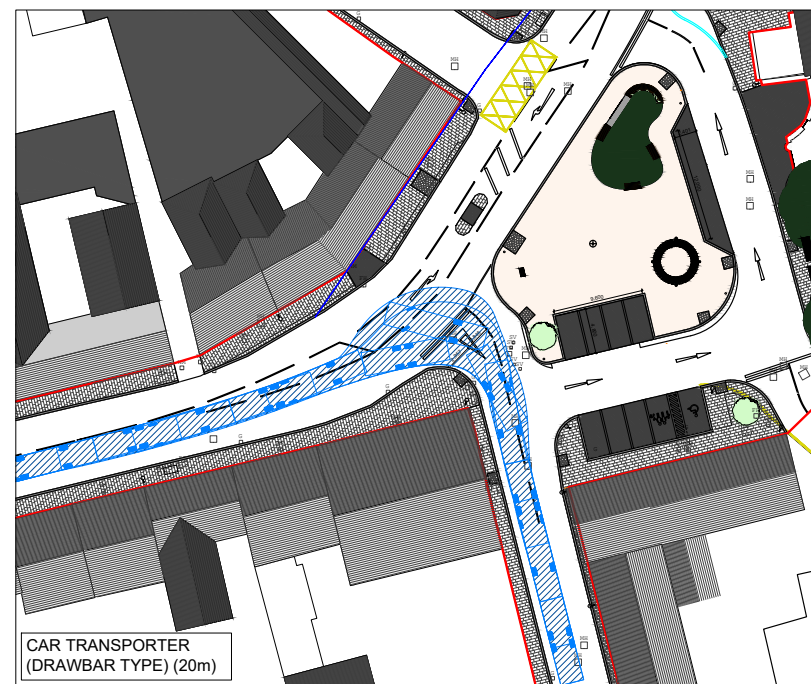
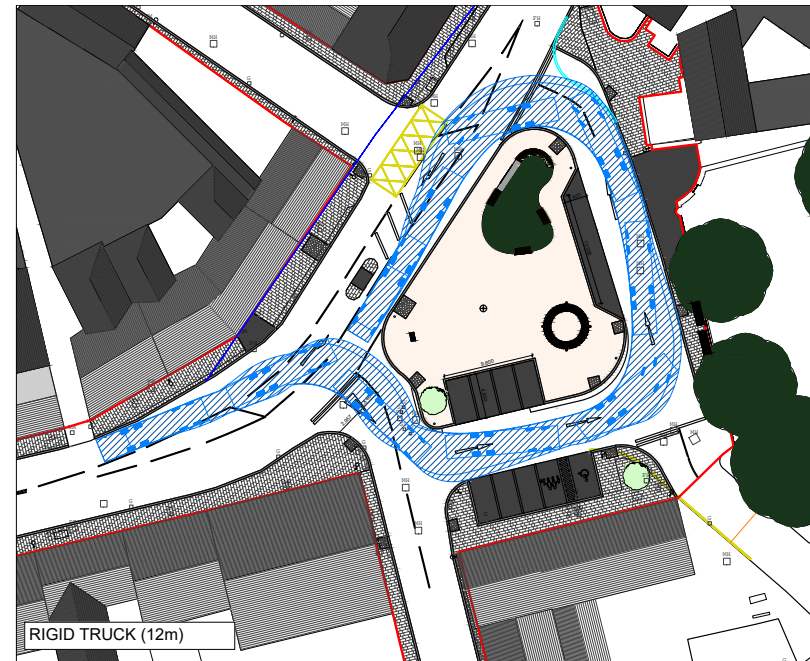
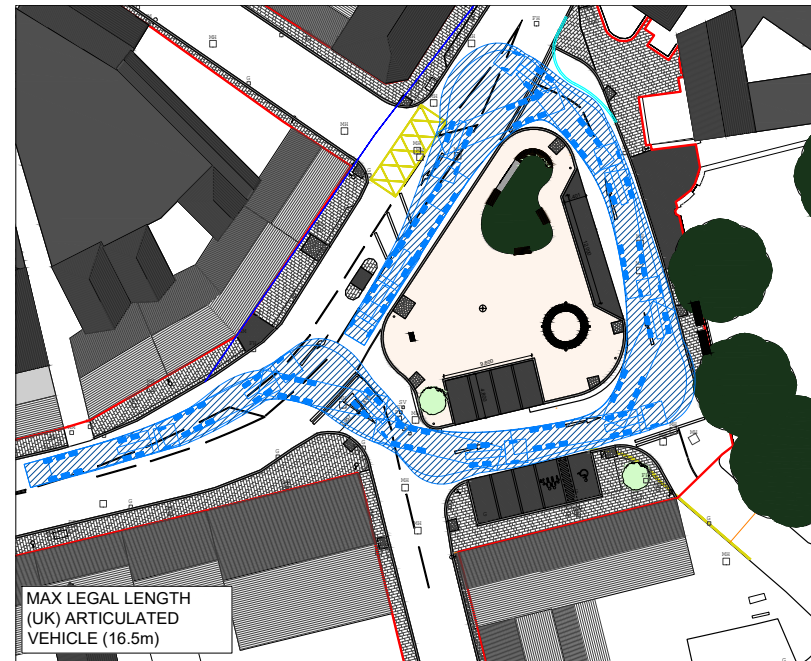
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3.3 – Proposed Option 2 – Auto-tracking

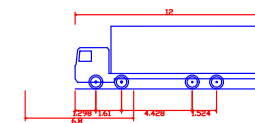


Technical drawings of The Diamond improvements (option 2) showing vehicle movements.

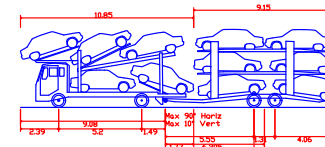
3.3 – Proposed Option 2 – Auto-tracking



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.581m
 Min Body Ground Clearance 0.41m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.550m



Rigid Truck
 Overall Length 12.000m
 Overall Width 2.500m
 Overall Body Height 3.581m
 Min Body Ground Clearance 0.41m
 Track Width 2.41m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 11.90m



Car Transporter (Drawbar Type)
 Overall Length 20.000m
 Overall Width 2.500m
 Overall Body Height 4.884m
 Min Body Ground Clearance 0.185m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Wall to Wall Turning Radius 10.500m

3.3 – Proposed Option 2



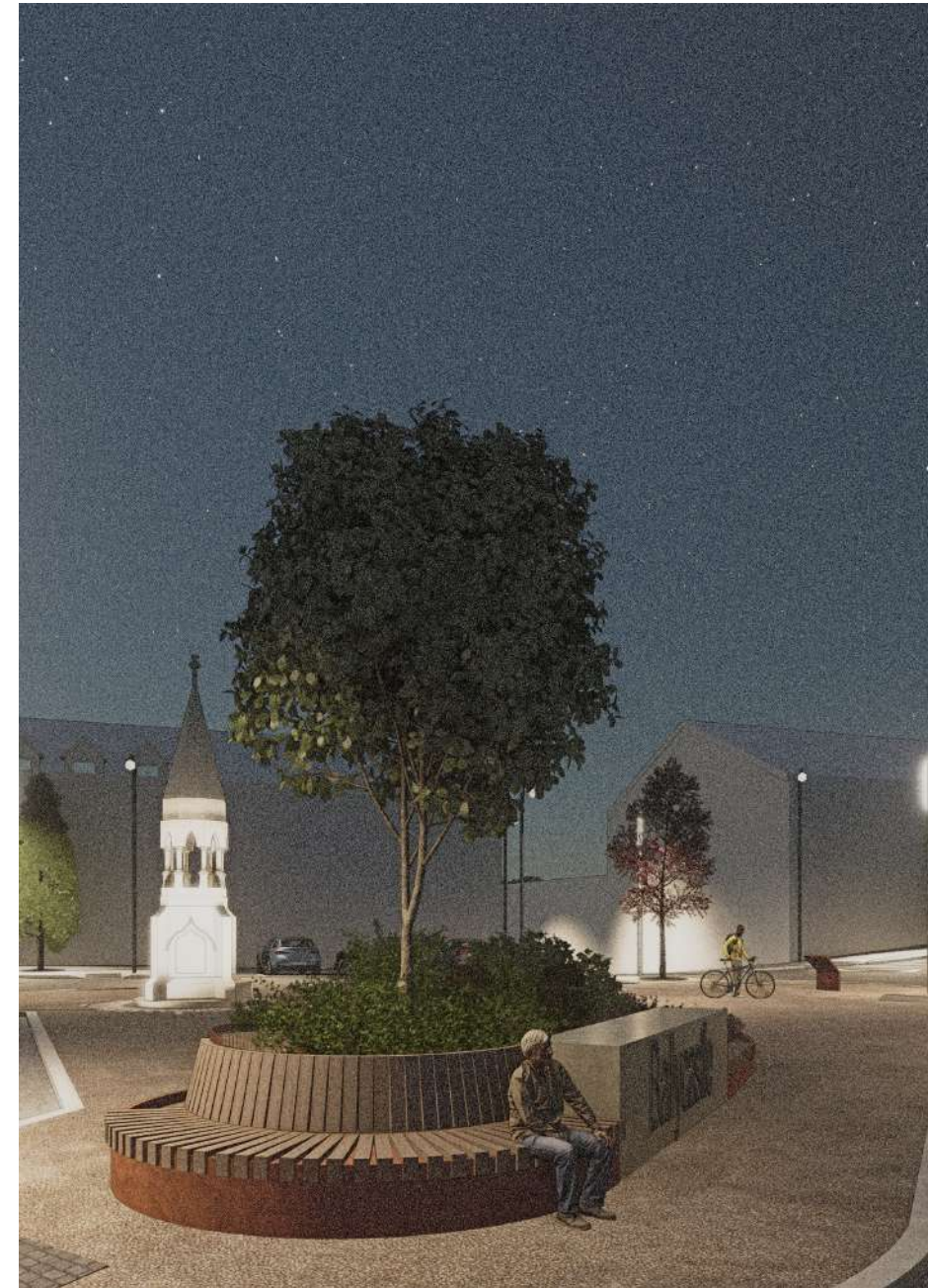
Artists impression of The Diamond with families playing.

3.3 – Proposed Option 2



Artists impression of The Diamond with a man sat on a bench-planter and tree with monument in the background.

3.3 – Proposed Option 2



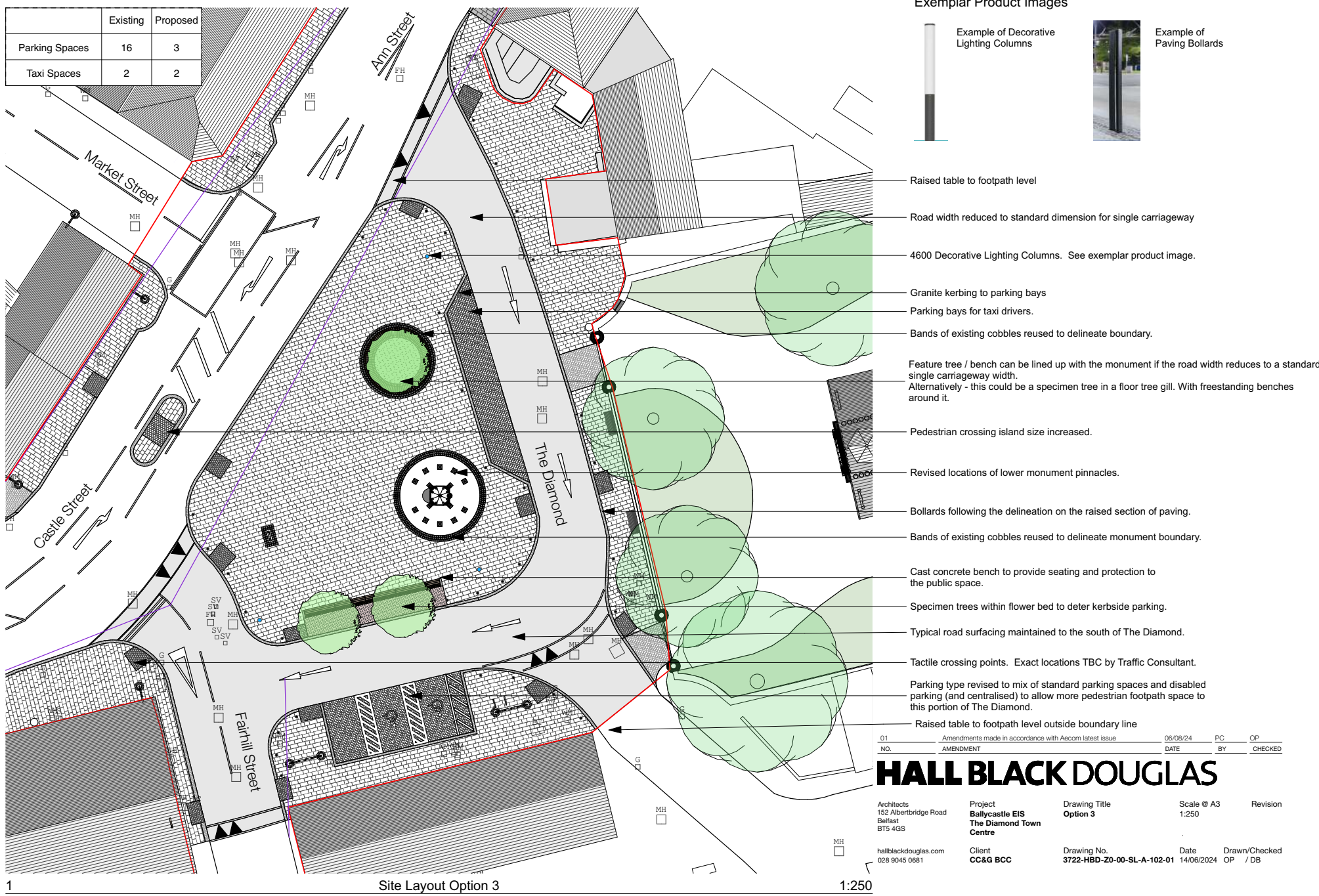
Artists impression of The Diamond with pedestrians walking around the scheme in both day and night scenes.

3.3 – Proposed Option 2

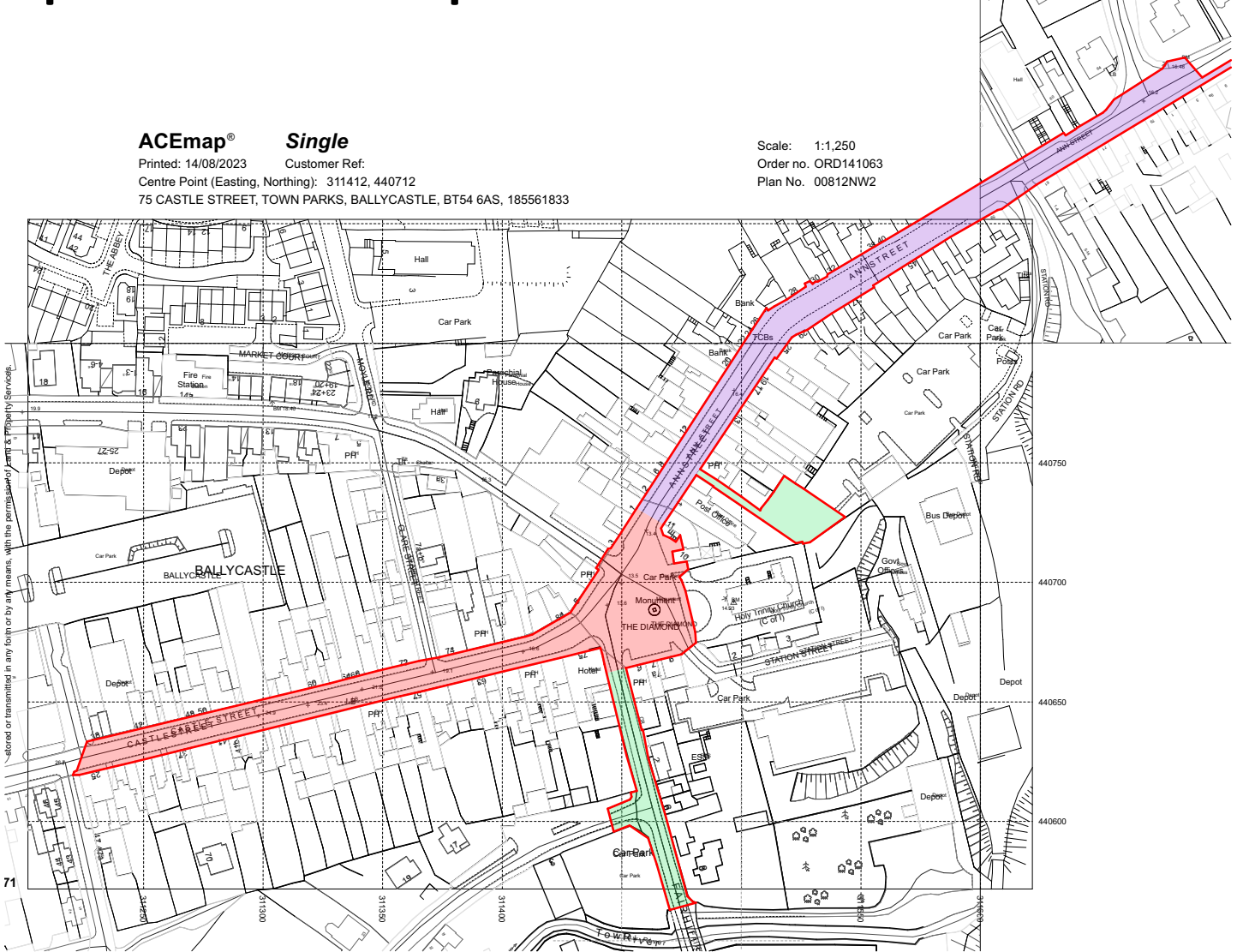


Artists impression of The Diamond with families playing and a man pushing a bicycle.

3.3.1 – Proposed Option 3 – the concept



3.3.1 – Proposed Option 3 – material types



1

Extended OSNI map

1:1850

- Site boundary - 10,850sqm / 1.0850 hectares
- Site boundary full works, new subbases, surfacing, kerbing
- Site boundary repairs only, cleaning and re grouting to the surface
- Resurfacing works to Fairhill St. if budget availability

NO.	AMENDMENT	DATE	BY	CHECKED
01	Site boundary line and works specification revised	20/10/23	PC	OP

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Architects
152 Albertbridge Road
Belfast
BT5 4GS

Project
Ballycastle EIS
The Diamond Town Centre

Drawing Title
Existing Site Location with materials

Scale @ A3
1:1250

Revision

Client
CC&G BCC

Drawing No.
3722-HBD-Z0-00-SL-A-000-01.119/04/23

Date
11/9/04/23

Drawn/Checked
OP / DB



HALL BLACK DOUGLAS

3.3.1 – Proposed Option 3 – developed

Site Layout Option 3 (1:1750)

Planter Detail (1:10)

Bench Detail (1:10)

Typical Raised Kerb Detail

Typical Dropped Kerb Detail

Typical vehicular loading area detail

Typical footpath pavement detail

Typical footpath pavement with street furniture detail

Build Up Detail

NOTES

- Check all dimensions on site. Do not scale from this drawing.
- Report discrepancies and/or omissions to Hall Black Douglas.
- This drawing is copyright of Hall Black Douglas UK, see title panel for date of creation.
- This drawing is project specific and confidential. No part is to be used or copied in any way without the express prior consent of Hall Black Douglas. Hall Black Douglas can accept no liability for content or accuracy of any information provided on this drawing which has been supplied by third party suppliers or consultants.

Legend:

- Granite Stone Paving
- Granite Stone Kerbing & Undercroft/ Access points
- Granite Setts/Tactile Paving
- Mixed Native Shrubs
- DFI Adoptable Standard Asphalt
- Monument & Seating Surround
- Native Specimen Trees
- Monument Base - Existing sandstone to be cleaned and repaired based on specialist survey.
- Existing Granite Stone Paving to be reset, regrouted and cleaned

CC&G BCC

Ballycastle EIS
The Diamond Town Centre
Town centre improvement scheme
Option 3

13/05/2023

3722-HBD-Z0-00-SL-A-100-00

HALL BLACK DOUGLAS

Architects
152 Abercrombie Road
Belfast BT1 4GS

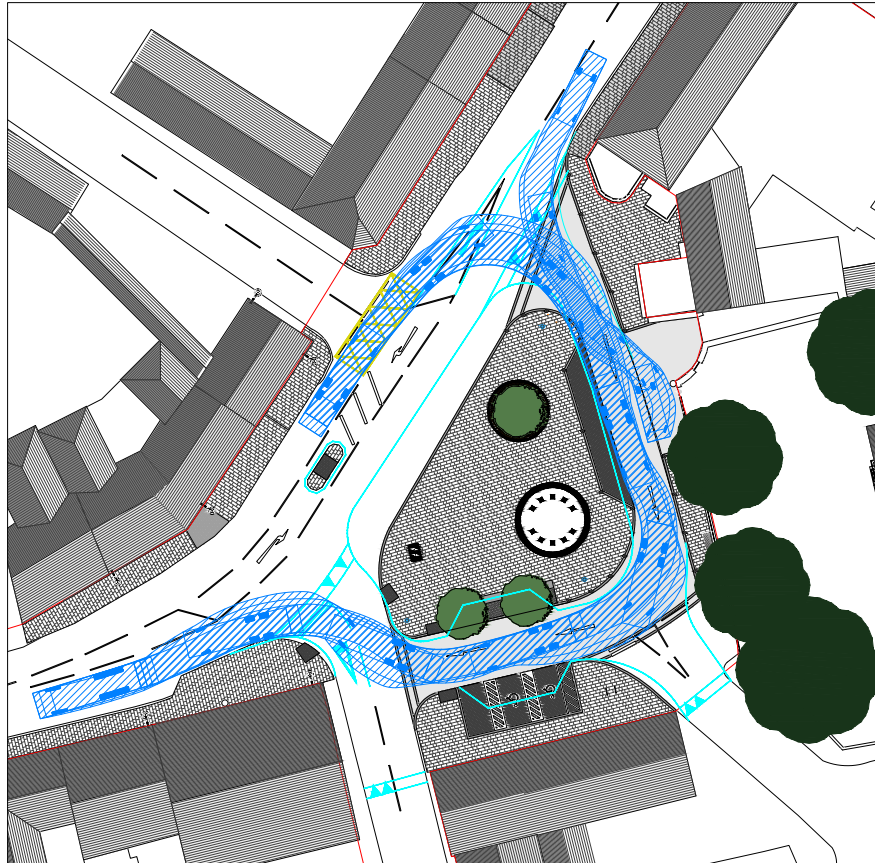
10/11/2022

CP CB

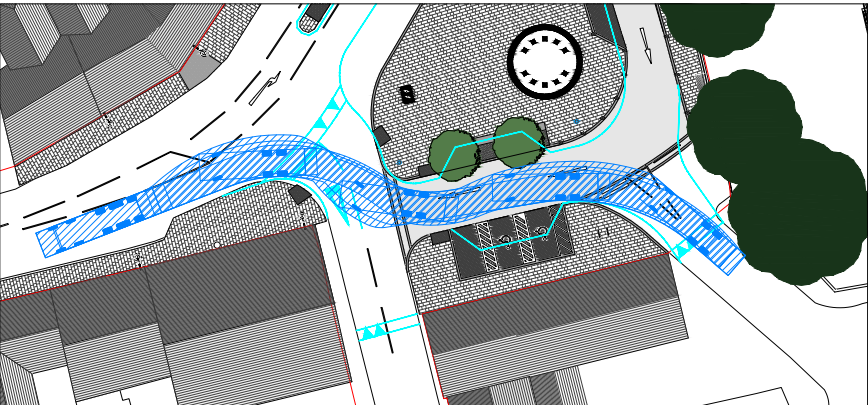
10/11/2022



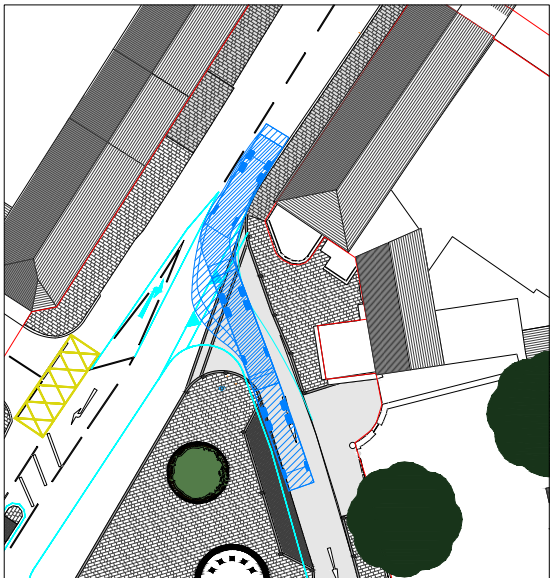
3.3.1 – Proposed Option 3 – autotracking



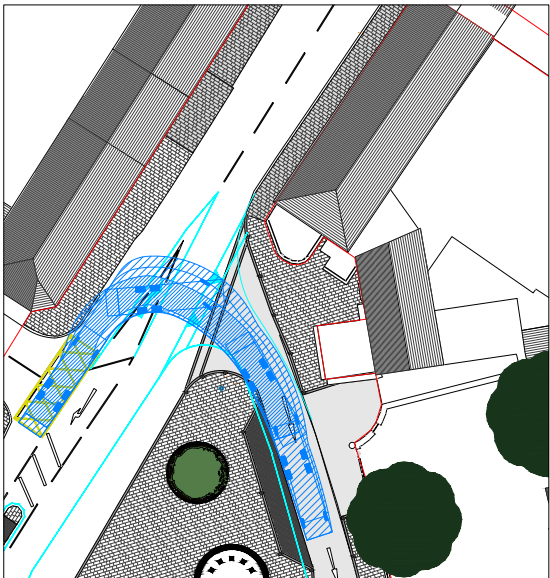
11.2m RIGID VEHICLE PASSING BY 7.5t PANEL VAN PARKED OUTSIDE 'THE FRUIT SHOP'



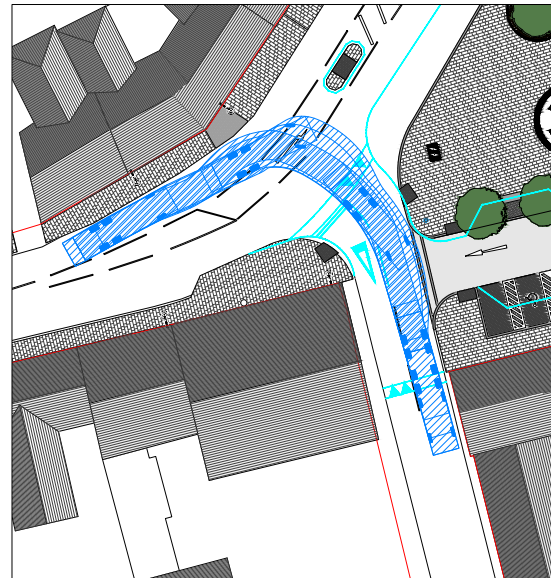
11.2m RIGID VEHICLE EXITING CO-OP CAR PARK THROUGH THE DIAMOND AND TURNING LEFT ONTO CASTLE STREET



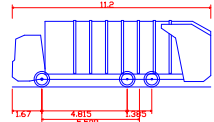
11.2m RIGID VEHICLE TURNING LEFT FROM ANN STREET ONTO THE DIAMOND



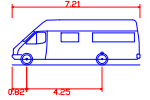
11.2m RIGID VEHICLE TURNING RIGHT FROM ANN STREET ONTO THE DIAMOND



11.2m RIGID VEHICLE TURNING RIGHT FROM CASTLE STREET ONTO FAIRHILL STREET

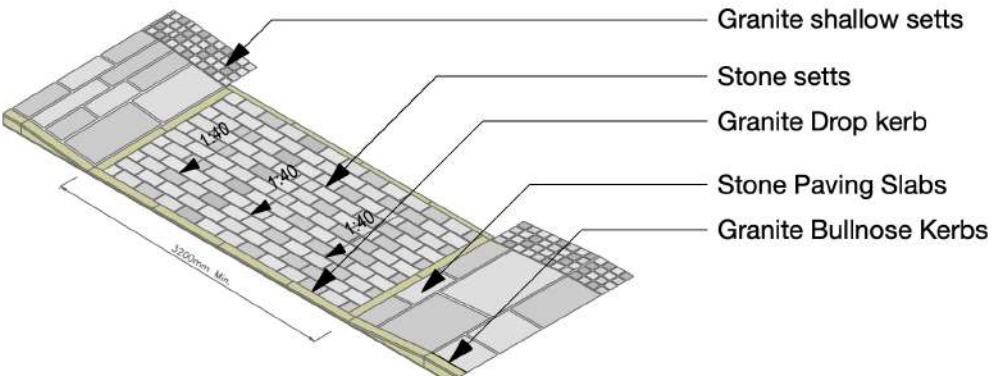


Phoenix 2 Bug (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 2.731m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

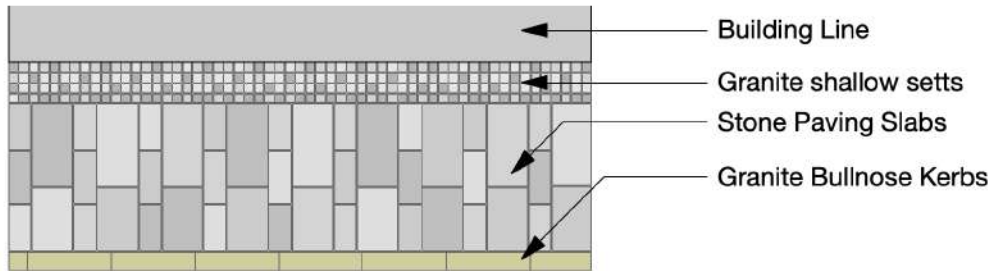


7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

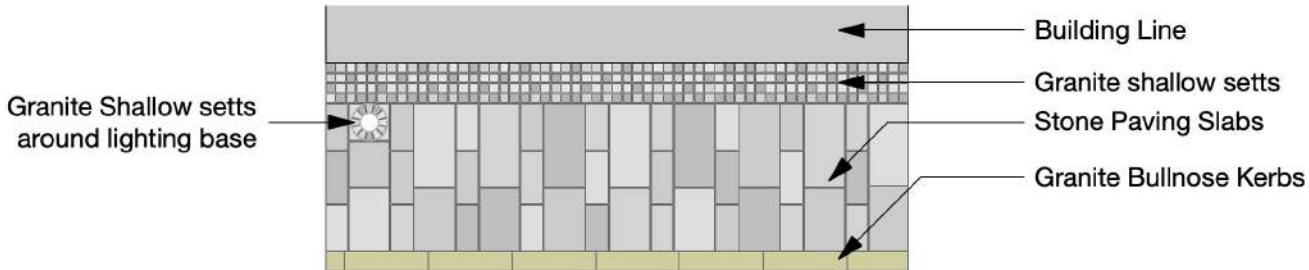
3.4 – Concept detail and materiality



Typical vehicular loading area detail



Typical footpath pavement detail



Typical footpath pavement with street furniture detail



Detail paving to Footpaths at building edge or services: Granite shallow sett



General paving to Footpaths: Caithness stone paving slabs 250mm/500mm wide x random lengths x 60mm thick.



Tactile paving points: To match with main footpath material. Sympathetic to historic character of the town.



Parking/ Shared Surface: Stone setts Granite bullnose kerbs - sawn all sides, 20mm bullnose granite drop kerb



Main Diamond area - hard wearing for traders / events: Exposed aggregate concrete



Main Road: Asphalt with chipping

Technical drawings and photos of example footpath details.

3.5 – Options Overview

Option 01	Option 02	Option 02 continued
Minimal Road disruption	Redesigned road system with safety first approach.	Footway increased at the corner of The Diamond/Ann Street in keeping with Inclusive Mobility requirements.
Maintains existing road layout	Larger Diamond area for events and pedestrians.	Relocation of TAXI bay improves the flow of traffic while increasing pedestrian provision.
Reduced pedestrian and events area in The Diamond.	Risky junction condition at Fairhill Street off The Diamond removed.	Potential to improve footway widths along Ann Street/Castle Street.
Existing Fairhill street junction off The Diamond is sub-standard and poses a continuous risk to safety.	Adequate space for landscaping feature / Ballycastle signage.	A level of road traffic disruption around the junction reconfiguration.
Existing dual right hand turn lanes on Ann Street create congestion and pose a continuous traffic risk.	Adequate space for historic information point.	Re-direction of 1 way system (public comment).
	Provision for right turn pocket from Ann Street into Market St improved by removal of right turn pocket into The Diamond.	Loss of parking spaces on Ann Street
	Visibility improved for Market Street looking left along Ann Street with removal of on-street parking bays.	Right turn lane reduced in width.
	Placemaking significantly improved with central pedestrian area increased around the historic monument.	Existing footway widths do not comply with Inclusive Mobility.

3.5 – Options Overview

Option 03	Option 03 continued
Adjusted road markings to create a better flow for traffic on Castle Street Ann St.	Footway levelled with road surface from The Diamond to surrounding paths. Aids in pedestrian flow while reducing traffic speeds.
Larger Diamond area for events and pedestrians.	Relocation of TAXI bay improves the flow of traffic while increasing pedestrian provision.
Risky junction condition at Fairhill Street off The Diamond – risk reduced with the use of a raised table ramp (slows traffic).	Monument setting is better integrated into the surrounding context.
Adequate space for landscaping feature / planters / benches / events space.	There will be a level of road traffic disruption around the raised table areas and line marking reconfiguration.
Adequate space for historic information point.	Raised table will be 'notional / indicative' as the existing levels are currently level around most of The Diamond.
Junction between the Co-op and church aligned to give a better sight line from the church.	Loss of parking spaces around The Diamond area. Existing and option 3 layouts included.
Visibility improved for Market Street looking left along Ann Street with removal of on-street parking bays.	DFI have limitations on materials that can be used as adoptable road surfaces. Alternatively, granite pavers can be used. However, the road would not be adopted.
Placemaking significantly improved with central pedestrian area increased around the historic monument.	Road surfacing is not taken for in current budget estimates.

4.3 – Consultants commentary

• 4.3.1 M&E

- Delap&Waller

Options provided for inclusion within architectural information.

Removal of adopted lighting from the listed buildings is favourable to HED and DfI Roads.

• 3.3.2 Geo-technical

- ByrneLooby

PRA – Complete. Recommendation notes that a Phase 2 GQRA is required.

GQRA – OSM Consulting appointed to complete. Proposal is to complete the testing/sampling for the GQRA alongside the main GI intrusive works to minimise costs. OSM provided Specification to BL on 21/06/23.

Site Investigation – BL revising GI Specification now Concept Options 1 & 2 have been provided. BL to issue to Design Team w/e 23/06/23 for review and propose to issue for tender w/e 30/06/23.

4.3 – Consultants commentary

• 4.3.3 Civils consultants

- Doran Consulting

See updated report withing appendix folder for Doran Consulting.

• 3.3.4 Transport consultants

- AECOM

Traffic surveys have been completed and several Technical Notes produced covering modelling, parking and safety aspects of each scheme.

Autotracking has been undertaken on the three options.

2no. meetings have taken place with DfI Roads, one with Development Control and the other with Traffic to discuss their views on option 1 and 2 in traffic terms. Option 3 has been progressed based on Option 2 with enhanced public realm space.

4.3 – Consultants commentary

• 4.3.5 BREEAM

- MULLAN CONSULTING ENGINEERS LTD

The project team has continued to develop options for the scheme. A BREEAM Infrastructure evidence guidance document was issued in October 2023, with a further updated document issued in January 2024 – this provided guidance to the Design Team on the evidence requirements and potential areas where attaining credits may be challenging.

The project SharePoint folder has been used to share individual guidance on the eight assessment categories. Attendance at the Design Team Meetings has been ongoing, with prompts sent to the Design Team for evidence to compile for the current design stage.

The Design Team are encouraged to review the BREEAM Infrastructure questions and provide their Designer responses to ensure the maximum achievable credits are attained.

5 – Cost Summary – Options 1 and 2



SUMMARY OF BUDGET ESTIMATED COSTS

BALLYCASTLE EIS - OPTION 1

ELEMENT	TOTAL	SUB-TOTALS	NOTES
Removals	£ 22,900.00		
Kerbing & Channels	£ 283,400.00		
Footpaths	£ 423,700.00		
Vehicular Loading Areas	£ 50,900.00		
Resurfacing Existing Carriageways	£ 175,600.00		
Street Furniture & Soft Landscaping	£ 23,600.00		
Street Lighting incl BWIC	£ 363,300.00	£ 1,343,400.00	
Sub-total		£ 1,343,400.00	
Design and Risk Contingency (15%)		£ 201,500.00	
Total Estimated Construction Cost		£ 1,544,900.00	

Note: The above figures exclude the following:
 1. Fees
 2. VAT
 3. Statutory charges
 4. Inflation



SUMMARY OF BUDGET ESTIMATED COSTS

BALLYCASTLE EIS - REVISED OPTION 2

ELEMENT	TOTAL	SUB-TOTALS	NOTES
Removals	£ 13,600.00		
Kerbing & Channels	£ 160,100.00		
Footpaths	£ 731,800.00		Incl £96.5k allowance for paving repairs to Ann Street
Vehicular Loading Areas	£ 75,700.00		
Street Furniture & Soft Landscaping	£ 47,700.00		
Street Lighting incl BWIC	£ 59,800.00	£ 1,088,700.00	Incl £45k allowance for lighting at Diamond only
Total Estimated Construction Cost		£ 1,088,700.00	

Note: The above figures exclude the following:
 1. Fees
 2. VAT
 3. Statutory charges
 4. Inflation
 5. Contingency

5 – Cost Summary



SUMMARY OF BUDGET ESTIMATED COSTS

BALLYCASTLE EIS - OPTION 3

ELEMENT	TOTAL	SUB-TOTALS	NOTES
Removals	£ 13,900.00		
Kerbing & Channels	£ 163,200.00		
Footpaths	£ 804,300.00		Incl £96.5k allowance for paving repairs to Ann Street
Carriageways & Loading Areas	£ 110,600.00		
Street Furniture & Soft Landscaping	£ 59,200.00		Incl £5k allowance for cleaning & repairs to existing monument base
Street Lighting incl BWIC	£ 74,800.00	£ 1,226,000.00	
Total Estimated Construction Cost		£ 1,226,000.00	
Contingency (15%)	£ 183,900.00		
Inflation (5.75%)	£ 70,495.00		Calculated to September 2026 as mid-point of construction (see attached BCIS indices)
Optimism Bias (16.65%)	£ 204,129.00		See attached OB assessment
Professional Fees (12%)	£ 147,120.00		
Other Surveys/Services (10%)	£ 122,600.00	£ 728,244.00	
Total Estimated Expenditure		£ 1,954,244.00	

Note: The above figures exclude the following:
1. VAT



SUMMARY OF BUDGET ESTIMATED COSTS

BALLYCASTLE EIS - OPTION 3 (CASTLE STREET VE)

ELEMENT	TOTAL	SUB-TOTALS	NOTES
Removals	£ 13,900.00		
Kerbing & Channels	£ 163,200.00		
Footpaths	£ 567,300.00		Incl £96.5k allowance for paving repairs to Ann Street
Carriageways & Loading Areas	£ 110,600.00		
Street Furniture & Soft Landscaping	£ 82,800.00		Incl £25k allowance for cleaning & repairs to existing monument base
Street Lighting incl BWIC	£ 74,800.00	£ 1,012,600.00	
Total Estimated Construction Cost		£ 1,012,600.00	
Contingency (15%)	£ 151,890.00		
Inflation (5.75%)	£ 58,224.50		Calculated to September 2026 as mid-point of construction (see attached BCIS indices)
Optimism Bias (16.65%)	£ 168,597.90		See attached OB assessment
Professional Fees (12%)	£ 121,512.00		
Other Surveys/Services (10%)	£ 101,260.00	£ 601,484.40	
Total Estimated Expenditure		£ 1,614,084.40	

Note: The above figures exclude the following:
1. VAT

PN 22210



Date: 20/09/2024



PN 22210

Date: 20/09/2024

HALL BLACK DOUGLAS

7 – Appendices

Appendix	
A - Drawings	F - Programme
B - Stage 1 Costs Submission	
C - Site Surveys	
D - Risk Registers (general and project specific)	
E - BREEAM	