

CARNLOUGH CONSERVATION AREA

The aims and policies set out in this booklet are for the guidance of District Councils, public bodies, local residents, landlords and tenants, intending developers and amenity and other groups.

PART I . . . sets out the general objectives of designating Conservation Areas and the principles of designation.

PART II . . . describes and delineates the Conservation Area of Carnlough. .

PART III . . . contains a developers' brief for the designated area.

The booklet should be regarded as **but a first step** in securing the special architectural or historic interest of the designated Area. It is anticipated that local initiative and discussion will give rise to proposals for repair and restorative works and developments which will not only preserve but will positively enhance the Area's special character. Designation will be of little practical value without this local support.

January 1981

Part 1

A. Introduction

1. The Planning (NI) Order 1972 provided legislation for the first time in Northern Ireland for the protection of the Province's heritage of buildings of special architectural or historic interest and for the designating of whole areas of similar interest the character or appearance of which it is desirable to preserve or enhance.
2. While responsibility for the statutory listing of Historic Buildings and for the designating of Conservation Areas rests with the Department of the Environment for Northern Ireland one vitally important principle needs to be established at once. The task of conserving the heritage of Ulster cannot be left solely to Government Departments, a sprinkling of voluntary bodies and a band, albeit a growing one, of responsible conservationists.
3. The message that "conservation in Northern Ireland is the concern of everyone" must find its way into board rooms of every kind, into public and voluntary bodies with diverse aims and objectives, into schools and universities, into factories and shops and into the homes of every citizen whether it be in large conurbations or in lonely rural settings.
4. The aim of conservation must not be confined simply to keeping areas and buildings pleasant to look at or as a record of some aspect of history. It must additionally involve the continuing life and function of the areas in a present day context.

B. Development Control

Development within a Conservation Area will be controlled with the primary aim of ensuring the retention and importance of the Area's character. Every possible effort will be made to preserve the individual buildings and groups of buildings on which that character depends.

This control will be exercised as follows:—

1. Where permission is sought to demolish or alter a building which has been listed under the Planning (Northern Ireland) Order 1972 as of special architectural or historic interest it will be necessary to demonstrate that such works would in themselves be an enhancement or that they are required for overriding and exceptional reasons relating to the development of the Area.

2. New buildings will be expected to take account of the character of their neighbours. They should, in mass and outline, continue (where applicable) the rhythm of a street scene.
3. Materials should generally be sympathetic in texture, colour and quality to traditional local usage.
4. Changes of use necessitating a planning application which are likely to have an adverse effect on land or buildings which contribute significantly to the character of Conservation Areas will not normally be permitted.
5. The siting of new open spaces will be carefully considered to ensure that they make a positive contribution to the Conservation Area and that proper provision is made for their maintenance.
6. It is desirable that applicants should consult informally with the Divisional Planning Office, before the preparation of detailed plans, to avoid unnecessary expense because the Divisional Planning Office will normally expect planning applications, submitted in respect of sites or buildings within Conservation Areas, to be submitted with full details in order to ensure at the initial planning stage that the development is satisfactory in all respects to the needs of the Conservation Area.
7. Development near, but not inside a Conservation Area and visually related to it, should be sited and designed in size, form and materials, to be in harmony with the buildings and general appearance of the Conservation Area.
8. Under the Planning (General Development) Order (Northern Ireland) 1973 certain types of development do not require specific planning permission. However, the Department has power to direct that in any particular area these types of development should require planning permission. Such directions could be applied in Conservation Areas.

C. Positive Action

Schemes will be encouraged to initiate and, where appropriate, to undertake works for the visual improvement of buildings and sites. It is anticipated that District Councils may play a leading role in the formulation of such schemes. These would include the re-painting of neglected buildings, the removal or replacement of rusted and broken fences and the clearing away of rubbish.

Appropriate steps will be expected to be taken by those responsible to tidy up, improve and enhance the appearance of Conservation Areas by the control of street furniture, overhead transmission lines of all kinds and to ensure the removal of undesirable examples of the latter where at all possible.

Existing advertisements and signs of all types displayed in the Area will be the subject of special consideration and it is hoped that with the co-operation of local business men the number of advertisements displayed within a Conservation Area could be reduced to a discreet level.

Preservation Orders will be made to protect trees or groups of trees which form an essential feature in the Character of the Conservation Area. The general appearance of many of these will be further enhanced by the selective planting of additional trees and sowing of grass areas.

In some conservation areas, schemes for pedestrianisation might be appropriate and as such would be carried out by the Department. Present security arrangements have accustomed people to the concept of vehicle-free areas and it is widely accepted that the opportunity should now be taken to create permanent pedestrian zones. It will be the intention of the Department to carry out works for the improvement of the amenity of such areas.

The Roads Service will take all possible action to ensure the management of pedestrian and vehicular traffic movement in the interests of the amenities existing in a Conservation Area. Action will also be taken wherever possible to ensure that the parking of motor vehicles and the location of car parks is carried out in such a manner as to have the minimum effect on the character of an Area.

The use of floodlighting at night could in many cases be particularly effective.

If, before designation of an Area, individual listings of buildings of special architectural or historic interest have not already been

considered early action will be taken by the Department, after consultation with the Historic Buildings Council and the appropriate District Council, to consider appropriate listings.

D. Financial Assistance

In considering schemes for conservation the potential for self-financing operations should not be lightly ignored and the fullest consideration should be given at an early stage to the use of voluntary contributions, gifts, income from sales and leases etc, – see under “other grants” below.

Department of the Environment (NI)

The Department may give financial assistance towards the cost of repairs or maintenance of buildings which have been listed as being of special architectural or historic interest. There is no fixed rate of grant and each case is considered on its merits. Grants are made on the recommendations of the Historic Buildings Council for Northern Ireland. Churches in use for ecclesiastical purposes are not eligible for grant-aid.

The Department may also, on the recommendations of the Historic Buildings Council, consider for grant-aid expenditure to be incurred in connection with the preservation or enhancement of a conservation Area. Such expenditure is normally expected to be part of a co-ordinated scheme.

Details from

Historic Monuments & Buildings Branch
Department of the Environment (NI)
1 Connsbrook Avenue
Belfast BT4 1EH (Telephone No. 653251)

Department of Education

District Councils have a duty to secure for their areas adequate facilities for recreational, social, physical and cultural activities and the approved expenses of a District Council for such purposes may be grant-aided under the Recreation and Youth Service (Northern Ireland) Order 1973.

The acquisition of land for public open spaces for these purposes may also be grant-aided by the Department of the Environment (Northern Ireland).

Grants of up to 75% may be made under Section 16 of the Local Government Act (Northern Ireland) 1966.

Details from

Sports and Recreation Branch
Department of Education
"Londonderry House"
21-27 Chichester Street
Belfast BT1 4RL (Telephone No. 32253)

Conservation Branch
Department of the Environment (NI)
Hut 1
Castle Grounds
Stormont
Belfast BT4 3SS (Telephone No. 768716)

**Northern Ireland
Housing Executive**

The Housing (Northern Ireland) Order 1976 enables the Northern Ireland Housing Executive to pay grants of 75% of the approved cost of improvement and conversion subject to a maximum grant of £3,750 for improvement and £4,350 for conversion.

Grants may also be paid to help meet the cost of improving houses by providing for the first time such standard amenities as a fixed bath, wash-hand basin, water closet, hot and cold water supply at certain fixed points.

Grants towards repairs may also be paid subject to a maximum grant of £1,125. All grants are subject to certain conditions and full details may be obtained from any office of the Northern Ireland Housing Executive.

Headquarters Address

The Housing Centre
2 Adelaide Street
Belfast BT2 8PB (Telephone No. 40588)

Larne District
Development Office

3- 5 Prince's Gardens
Larne BT40 1RQ (Telephone No. Larne 4426)

Other Grants

Charitable Trusts are sometimes willing to help with conservation of buildings in charitable or other non-profit making ownership. The Pilgrim Trust may be prepared to give grants of this sort. The Landmark Trust is interested in purchasing properties of historic or architectural interest which can be converted into lettable holiday homes. They particularly favour buildings of individual character. The Carnegie United Kingdom Trust makes grants to support countryside projects of various kinds. These include schemes for practical conservation but not for the preservation of buildings. Details may be had from:-

- (a) Pilgrim Trust, Fielden House, Little College Street, London SW1P 3SH, England;
- (b) Landmark Trust, Shottesbrooke, White Waltham, Berkshire, England;
- (c) Carnegie United Kingdom Trust, Comely Park House, Dunfermline, Fife, Scotland.

For details of other grant-giving bodies, reference may be made to "the Directory of Grant-Making Trusts" published by the National Council of Social Services.

Part 2

CARNLOUGH

History and Description

Carnlough, known in the past as both Carnalloch and Carnalough (which in Irish means 'Cairn of the Lake') is 26 kilometres north-east of Ballymena via the A42 road which passes along the valley of the Braid River through Broughshane and the Antrim Plateau to Glencloy (known in the past as Glen Clew or Valley of Glencloe - 'Glen of the Fences'). Carnlough is 24 kilometres north-west of Larne via the A2 main coast road which runs parallel to the coast-line skirting the Antrim Plateau, through Ballygalley and Glenarm and crosses Glencloy Water and Carnlough River.

Carnlough is a linear, coastal settlement occupying, with outlying farms, a 1.5 kilometre broad strip of gently-sloping lowland ending abruptly at the 100-metre scarp of Eagle Crag and the worked-out Creggan/Gortin limestone quarries.

In 1683 Richard Dobbs reports the existence of only 3 substantial stone dwellings facing Carnlough Bay including the original Lemnalary House and possibly Gibbons' House (No. 58 High Street). Philip Gibbons, a sea captain in the late 18th century, married Anne Stewart (daughter of the Earl of Antrim's agent in Glenarm c.1788) and settled in Carnlough where he died in 1815. He built a loose-stone pier "200 feet long and 20 feet broad (for about £1,200) which could take vessels of 15–20 tons weight" but by the time of Lieut. J Chaytor's Ordnance Survey advance statement of 1832 this pier was in a dilapidated condition although it served as protection for the new harbour during its construction from 1853–55.

At the time of J. Boyle's OS Memoir of 1835 the village was a local fishing and farming centre for its hinterland with exports of grain, potatoes and limestone and principal import of coal from Scotland. The Memoir mentions that there were 53 stone houses three-quarters of which were single-storeyed and most were thatched. Summer villas and sea-bathing lodges were being built in 1834 to the south near the broad sandy beach between Glencloy and Carnlough Rivers.

The 1831 population, split between Ardclinis and Tickmacrean parishes at Carnlough River, was 213 with 39 occupied and 8 vacant dwellings. There was a corn mill; a flax mill; 2 inns; 2 schools (one run by Methodists); a Wesleyan Methodist Meeting House and an

RC Chapel. By 1851 the population had risen to 368 in 72 dwellings and 11 more houses under construction. By 1911 the population had risen to 761 and by 1971 it was 1,416.

In 1834 High Street (Back Street) was fairly solidly built-up on both sides but was by-passed on the east between 1834/1842 when Grand Military Coast Road was extensively realigned and improved to an average width of 24 feet. Its construction was supervised by William Bald (a Scottish engineer) in consultation with succeeding County Surveyors:— Thomas Woodhouse and Charles Lanyon. In 1846 the RC Chapel of 1808 was replaced by St. John's Church in Bay Road. In 1848 Nos. 19–21 Marine Road were built for John Lanktree, — Lord Antrim's agent from 1843–1850. Lanktree eventually ran into financial difficulties and emigrated to Australia being replaced in October 1850 by Richard Wilson who was land agent successively to the Marquis and Marchioness of Londonderry until 1865.

It was Lanktree who recommended the building of the Londonderry Arms Hotel for some £500–£600 at Nos. 20–22 Harbour Road. The hotel was built c.1850 and has a handsome portico with Doric columns. The three-storeyed Waterfall Bar at Nos. 1–3 High Street was built about the same time. The primary school in Harbour Road, was built in 1849 as an agricultural training centre for the local tenantry.

Richard Wilson had 'Stoney Hill House' 111 Bay Road, built for himself although its name was changed to 'Drumalla' sometime after 1866. Following his death in 1879 his son Mark Francis continued living there until his own death in 1910. Drumalla is now an educational field centre for Belfast. The two-storey six-bay Town Hall was created in 1854 also a three-storey tower with clock added from 1856–7 in the coursed limestone of the area.

In 1851 the first cargo of limestone left for Scotland from the new quarry and was transported via a gravity-worked inclined plane ('hurry') along The Croft and by horse-drawn cart to the sea front. The Marchioness of Londonderry (Frances Anne Vane, 1799–1865), who inherited Carnlough South Estate in 1834, bought Gibbons' land at Carnlough North in 1854. Between 1853–55 she and the 9th Marquis (Alexander Charles Robert Vane-Tempest-Stewart, d.1853) set out to provide a proper harbour and a 1.5 kilometre mineral railway line to connect it to the quarry. Richard Wilson employed Patrick Mahon, of 54 High Street, to build the harbour plus the two-coursed-limestone bridges across High Street and Harbour Road which led to a high-level, loading platform on the south pier to service ships up to 300 tons capacity. In 1855 Richard Halloran leased a coal import yard at the back of 44–52 High Street from Wilson. Wilson

had started firing limestone in a small kiln in 1855 producing a reasonable profit which induced the Marchioness to have 5 large kilns built, off Waterfall Road, in 1857. These were on two-tiered platforms so that railway wagons could unload directly at the top level. The limestone thus extracted below was used as a flux in the iron-making process in Scotland. From 1860–62 there were dredging problems in the harbour, which could not at the time take ships of more than 8 feet draught, because of tidal-drift silting. It was not until after the Marchioness's death in 1865 that the harbour became fully-operational, but she left the village much changed in character, appearance and prosperity. In 1890 Tullyoughter Limestone Quarry was opened and connected to the Whiting Mill by a 3 kilometre-long railway line crossing Carnlough River on a trestle bridge. In 1898 a steam locomotive the 'Otter' was acquired for the mineral railways; when some 150 men were employed in the industry. In 1922 Tullyoughter Quarry was closed and its railway line dismantled in 1924. By 1930 the steam train was discarded for diesel power. From 1952 the 1.5 kilometre (1 in 25 gradient) line from the quarries to the harbour was electrically-operated and with the Whiting Mill continued in use until about 1965. From 1902–8 Sulphate of Ammonia was extracted from Harphall peat, which was transported down the mountain by a 24-trestle, aerial cableway over Cranny River to Low Station at Drumnahoe for processing and then by cart to the harbour for export.

By 1870 the Masonic Hall at 24 Largy Road was built. In 1892 – the Presbyterian Church at 23 Marine Road was built and in 1894 St Mary's Hall was built at the corner of High Street/Croft Road on the site of former 2-storey school. In 1912 – Charles McAuley's Hotel at 2 Bridge Street was built on the site of a pre-1834 building in Mill Tenement townland.

In the past decade Carnlough has acquired more tourist accommodation and facilities and Larne Borough Council has purchased the Court house; limestone bridges; harbour area; Whiting Mill site; and kilns to effect improvement generally, including the repair of the harbour piers.

Acknowledgements

Acknowledgements are made to:– Public Records Office (Belfast); Historic Buildings Branch (D.O.E.); Ulster Architectural Heritage Society; Glens of Antrim Historical Society and last but not least, local residents in Carnlough who have contributed information aiding the publication of this document.

The Designation

NOTICE is hereby given that the Department of the Environment (NI) in pursuance of powers conferred upon it by Article 37 of the Planning (Northern Ireland) Order 1972 has designated the area outlined on the attached map as a Conservation Area being an area of special architectural or historic interest, the character of which it is desirable to preserve or enhance.

A Map of the designated area has been deposited at the Borough Council Office, District Development Office and Divisional Planning Office at the addresses indicated below

- Larne Borough Council — Sir Thomas Dixon Buildings, Victoria Road, Larne, Co Antrim BT40 1RU (Telephone No. Larne 2313)
- District Development Office — 3-5 Prince's Gardens, Larne, Co Antrim BT40 1RR (Telephone No. Larne 4600)
- Divisional Planning Office — County Hall, 182 Galgorm Road, Ballymena, Co Antrim BT42 1QQ (Telephone No. Ballymena 3333).

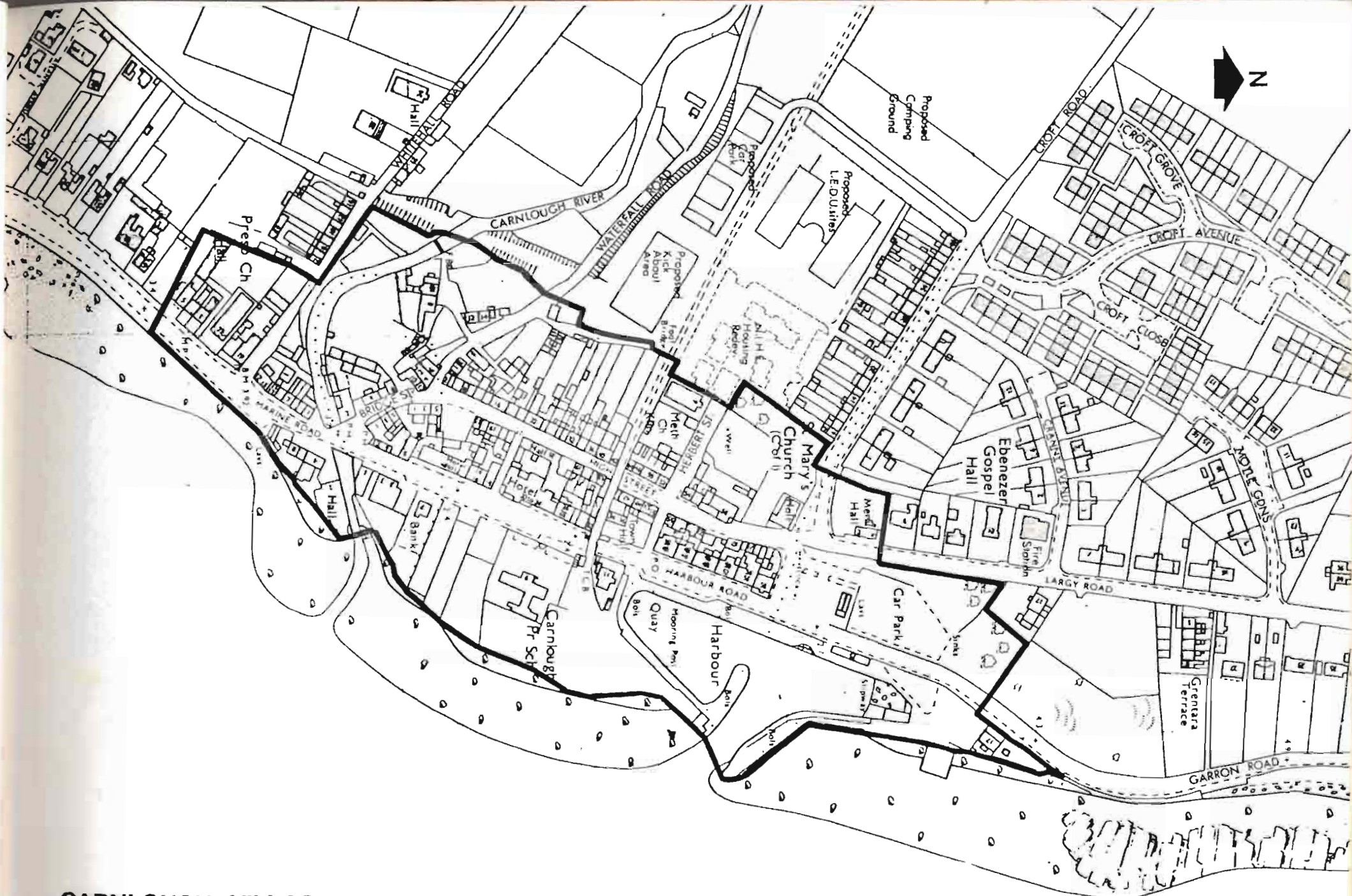
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Mr. C E B Brett; MA

GENERAL

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CARNLOUGH VILLAGE CONSERVATION AREA

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Scale 1:2,500

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Part 3

CARNLOUGH

Design

The characteristic building form of the village consists of terraces of two-storey houses having plastered walls and dark slate roofs with chimneys in the gable ends. The dwellings are tightly-packed behind the harbour overlooking narrow streets and their attraction is collective, deriving not so much from individual buildings, which do not always display any special architectural merit, as from their compact grouping and their overall scale and proportion in relation to the street pattern. There are a number of individual buildings and structures of special architectural merit:— the features giving special character to the village such as the harbour piers, the railway bridges, former Town Hall and the former quarry office — all in local stone. The large house at 58 High Street, (between Herbert Street and Croft Road) has strong character, though in need of maintenance and repair. The Londonderry Arms Hotel on Harbour Road is well-proportioned and carefully decorated. The Waterfall Bar at the end of High Street is a well-proportioned, attractive building in good repair. "McAuley's" Bar, at the river bridge, presents a very interesting mixture of Irish pub architecture at its best with traditional painted stonework at ground floor level, and "Art Nouveau" lettering and ornamentation dispersed elsewhere over the facade.

Elevational treatment particularly with regard to fenestration, is of Georgian proportions. It is of the utmost importance therefore, when designing new buildings and extensions, these should be designed in sympathy with the characteristic building form of the village. Existing buildings in the village generally have plaster wall finishes including smooth ashlar cement, smooth-painted cement and various forms of stone chips. Stonework (limestone and basalt) in use to a lesser degree throughout the village, makes a pleasant and acceptable form of walling material.

Materials

The use of the right kind of wall finish (not stone chips!) and roofing material are vital factors, for these impart to a building its overall colour as seen from a distance and the texture of its external surfaces as seen close at hand.

Plaster wall-finishes should be used in order to provide acceptable facades. Painted quoins, which are a frequently-used traditional detail throughout the village, should be retained (or replaced where necessary) in the renovation and restoration of existing buildings. All

traditional decorative features and stone and plasterwork surrounding archways, windows or other openings (with key-stones) should be similarly treated with respect in order that such an inheritance is not lost.

Generally the use of natural slate for roofing purposes is recommended. For repairing existing roofs of this material second-hand natural slates should be used. An alternative roofing material now considered suitable is a dark-grey, self-coloured, asbestos slate which is sympathetic to natural slating. This material may be used in the case of free-standing buildings but should never be mixed with natural slate on the same or on adjoining buildings.

Details

The established format for doors and windows is basically that of simple Georgian proportions. New buildings and extensions should endeavour to retain this vertical emphasis in their fenestration in order to relate new with old. Details should not only be simple but avoid any conspicuous elements clearly alien to the locality. Replacement windows should avoid the use of hinged-top, night vents.

Painting

Colours should be traditional but strident combinations should be avoided. The colours of window frames, sashes and glazing bars should be carefully selected in keeping with the background colour of the wall finishes.

Doors and their surrounds may be painted white or colours complementary to each other. Large 'gaudy' areas of colour wash applied to plasterwork should be avoided. Rainwater guttering and downpipes should normally be unobtrusive, eg. toned into the background and be preferably of moulded cast-iron. Black, white or light grey are usually the most suitable colourings for railings.

Surroundings

Much can be done to enhance a building by paying careful attention to its surroundings including the rear of the property. This means carefully-conceived garden layouts; the judicious use of suitable trees and shrubs; and the choice of an appropriate type of boundary wall or fence.

In general boundary walls should be of the same material as the buildings on the sites they enclose and should avoid unnecessary ornamentation. Where existing wrought-iron railings or decorative metal work have been used to delineate properties and to enrich or ornament the buildings as an architectural feature such metal work should be retained in the renovation and restoration of existing buildings. Where new railings are needed, these should be of a simple design or if replacements should echo former railings of good character. Concrete posts, rail and wire fencing should be avoided. Timber fencing may be used but horizontal rail or split, half-log, woven-lattice or ranch-type fencing is unsuitable. Traditional compact hedges make a sturdy form of boundary and are particularly suitable.

Landscape

The appearance of specific open spaces is important to the village character. The harbour recreational potential should be enhanced by general tidying and cleaning of the dock machinery.

There are possibilities of linking the harbour from the proposed open space adjacent to the old primary school to the mill site. The latter area should be developed for active pursuits.

The old narrow railway bridges across Harbour Road and High Street are among the village's most unusual features and, together with the harbour, the main attractions. These could form the basis of an interesting walkway between the harbour and the proposed new residential area. The walkway should be properly designed, laid-out and signposted, both along its route and in approaches to the village. The clock tower adjoining the Harbour Road bridge should be made safe and accessible for the views it will provide, and the adjacent gutted town hall should be put to beneficial use. The remainder of the cement rendering on the bridges should be removed to reveal the excellent limestone blockwork beneath which will need repointing and treating for preservation. "Low bridge" traffic warning signs should be used with discretion without detriment to the appearance of the bridge.

Carnlough River is suffering badly from vehicle dumping and this misuse should be cleaned up. The stretch of river outside and into the Conservation Area could be developed in conjunction with an amenity walkway.

The entrance to Bridge Street from Harbour Road is an interesting space which invites further exploration.

Havelock Place car park is made untidy by the sites of the demolished buildings immediately adjacent. The area could benefit from more enclosure and fresh planting on the bank at the north side of the car park.

The tree group from Croft Road to Henry Street consisting of ash, beech, elm and sycamore forms a prominent stand and should be retained and managed well in the future.

Overhead telephone/electricity cables and poles throughout the village detract considerably from the character of the place and should be undergrounded or placed under-eaves where appropriate with street lamps renewed unobtrusively and in character.



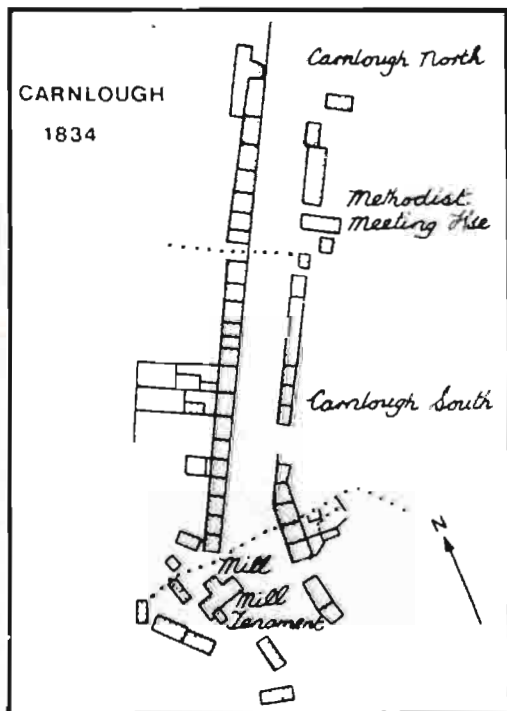
1. Larne Borough's Council's Coat of Arms



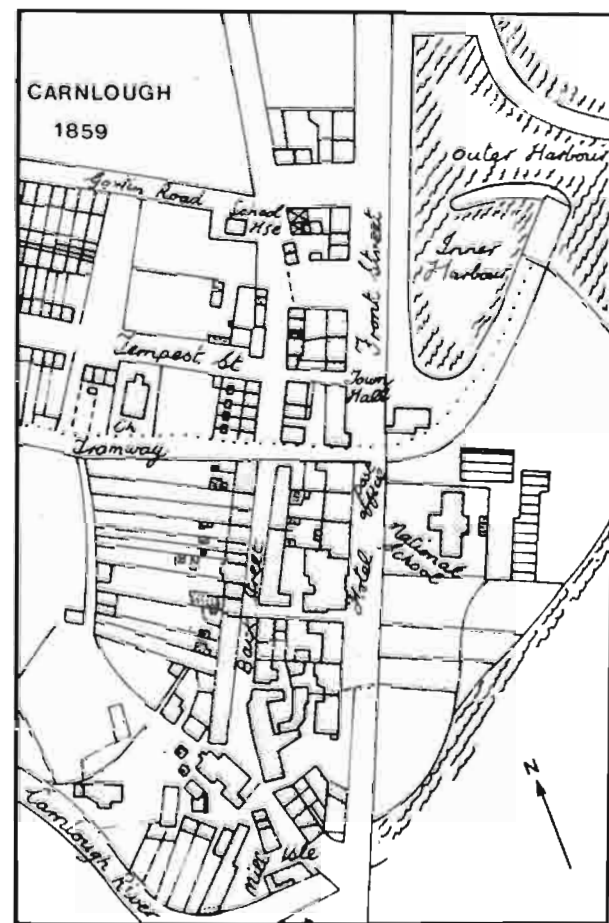
2. Carnlough Harbour Construction 1853--55



3. 9th Marquess of Londonderry's Coat of Arms



4. Door Knocker - No. 58 High Street





1. Old Carnlough from south



2. Harbour bridge and town from east



3. Old Harbour Road and Londonderry Arms Hotel



4. Old Harbour Road, bridge, clocktower and Town Hall



1. No 58 High Street (Philip Gibbons House)



2. Nos. 2-4
Bridge Street
(C McAuley's Hotel)



3. Nos. 19-21 Marine Road (Lanktree's House)



4. Nos. 20-24 Harbour Road (Londonderry Arms Hotel)



1. Harbour Road from the South Pier



2. Eastern Tower Staircase, Harbour Road



3. High Street, bridge



4. Old corn mill, Waterfall Road

