



**Local Development Plan 2032
Draft Plan Strategy
Representation Form**

Please complete this representation form online and email to LDP@lisburncastlereagh.gov.uk or alternatively print and post a hardcopy to:-

Local Development Plan Team
Lisburn & Castlereagh City Council
Lagan Valley Island
Lisburn
BT27 4RL

All representations must be received no later that 5pm on the 10th January 2020

SECTION A: YOUR DETAILS

Please tick one of the following:-

- Individual
 Planning Consultant / Agent
 Public Sector / Body
 Voluntary / Community Group
 Other

First Name

Last Name

Details of Organisation / Body

Address

Postcode

Email Address

Phone Number

Consent to Publish Response

Under planning legislation we are required to publish responses received in response to the Plan Strategy, however you may opt to have your response published anonymously should you wish.

Even if you opt for your representation to be published anonymously, we still have a legal duty to share your contact details with the Department for Infrastructure and the Independent Examiner appointed to oversee the examination in public into the soundness of the Plan Strategy. This will be done in accordance with the privacy statement detailed in Section C.

- Please publish *without* my identifying information
- Please publish with only my Organisation
- Please publish with my Name and Organisation

SECTION B: YOUR REPRESENTATION

Please set out your comments in full. This will help the independent examiner understand the issues you raise. ***You will only be permitted to submit further additional information to the Independent Examiner if the Independent Examiner invites you to do so.***

What is your view on the Plan Strategy?

- I believe it to be **SOUND**

If you consider the Draft Plan Strategy to be **sound**, and wish to support the Plan Strategy, please set out your comments below:-

(If submitting a hardcopy & additional space is required, please continue on a separate sheet)

OR

I believe it to be **UNSOUND**

PLAN COMPONENT - To which part of the Plan Strategy does your comment relate?

IF YOU WISH TO SUBMIT ANY FURTHER REPRESENTATIONS, PLEASE COMPLETE SECTION B FOR EACH INDIVIDUAL ISSUE

Part 1 – Plan Strategy

- | | |
|---|---|
| <input checked="" type="radio"/> Chapter 1 | - Introduction |
| <input checked="" type="radio"/> Chapter 2 | - Policy & Spatial Context |
| <input checked="" type="radio"/> Chapter 3 | - Vision & Plan Objectives |
| <input checked="" type="radio"/> Chapter 4 | - Strategic Policies and Spatial Strategy |
| <input checked="" type="radio"/> Chapter 4A | - Enabling Sustainable Communities & Delivery of New Homes |
| <input type="radio"/> Chapter 4B | - Driving Sustainable Economic Growth |
| <input type="radio"/> Chapter 4C | - Growing our City, Town Centres, Retailing & Other Uses |
| <input type="radio"/> Chapter 4D | - Promoting Sustainable Tourism, Open Space, Sport & Outdoor Recreation |
| <input type="radio"/> Chapter 4E | - Protecting & Enhancing the Historic & Natural Environment |
| <input type="radio"/> Chapter 4F | - Supporting Sustainable Transport & Other Infrastructure |
| <input checked="" type="radio"/> Chapter 5 | - Monitoring & Review |

Part 2 –Operational Policies

Operational Policy (Please State Individual Policy using Policy Reference e.g. HOU 1)

See attached submission

SOUNDNESS TEST:

Please identify which test(s) of soundness your representation relates to, having regard to Development Plan Practice Note 6 (available on the Planning Portal website at https://www.planningni.gov.uk/index/s/development_plan_practice_note_06_soundness_version_2_may_2017.pdf)

- P1 Has the Plan Strategy been prepared in accordance with the council's timetable and the Statement of Community Involvement?
- P2 Has the council prepared its Preferred Options Paper and taken into account any representations made?
- P3 Has the Plan Strategy been subject to sustainability appraisal including Strategic Environmental Assessment?
- P4 Did the Council comply with the regulations on the form and content of its Draft Plan Strategy and procedure for preparing the Draft Plan Strategy?
- C1 Did the Council take account of the Regional Development Strategy?
- C2 Did the Council take account of its Community Plan?
- C3 Did the Council take account of policy and guidance issued by the Department?
- C4 Has the plan had regard to other relevant plans, policies and strategies relating to the council's district or to any adjoining council's district?
- CE1 Does the Plan Strategy set out a coherent strategy from which its policies & allocations logically flow & where cross boundary issues are relevant it is not in conflict with the Plan Strategies of neighbouring councils?
- CE2 Are the strategy, policies and allocations realistic and appropriate having considered the relevant alternatives and are founded on a robust evidence base?
- CE3 Are there clear mechanisms for implementation and monitoring?
- CE4 Is it reasonably flexible to enable it to deal with changing circumstances?

DETAILS

Please give details of why you consider the Plan Strategy to be **unsound** having regard to the test(s) you have identified above. Please be as precise as possible.

See attached submission

(If submitting a hardcopy & additional space is required, please continue on a separate sheet)

MODIFICATIONS

If you consider the Plan Strategy to be **unsound**, please provide details of what changes you consider necessary to make the Plan Strategy sound.

See attached submission

(If submitting a hardcopy & additional space is required, please continue on a separate sheet)

I wish to attach supporting information with my representation e.g. map

IF YOU WISH TO SUBMIT ANY FURTHER REPRESENTATIONS, PLEASE COMPLETE SECTION B FOR EACH INDIVIDUAL ISSUE

SECTION C: DEALING WITH YOUR REPRESENTATION

Please indicate how you would like your representation to be dealt with.

Written Representation

Oral Representation

Please note that the Independent Examiner will be expected to give the same careful consideration to written representations as to those representations dealt with by oral hearing.

SECTION D: DATA PROTECTION

In accordance with the Data Protection Act 2018, Lisburn & Castlereagh City Council has a duty to protect any information we hold on you. The personal information you provide on this form will only be used for the purpose of Plan Preparation and will not be shared with any third party unless law or regulation compels such a disclosure.

It should also be noted that in accordance with Regulation 17 of the Planning (Local Development Plan) Regulations (Northern Ireland) 2015, the Council must make a copy of any representation available for inspection. The Council is also required to submit the representations to the Department for Infrastructure (Dfi) as they will be considered as part of the Independent Examination process. For further guidance on how we hold your information please visit the privacy section at www.lisburncastlereagh.gov.uk/information/privacy

By proceeding and signing this representation you confirm that you have read and understand the privacy notice above and give your consent for Lisburn & Castlereagh City Council to hold your personal data for the purposes outlined.

Please note that when you make a representation (or counter-representation) to the Local Development Plan your personal information (with the exception of personal telephone numbers, signatures, email addresses or sensitive personal data) will be made publicly available on the council's website. Copies of all representations will be provided to Dfi and an Independent Examiner (a third party) as part of the submission of the Local Development Plan for Independent Examination. A Programme Officer will also have access to this information during the IE stages of the Plan preparation. Dfi, the Programme Officer and the Independent Examiner will, upon receipt, be responsible for the processing of your data in line with prevailing legislation. If you wish to contact the council's Data Protection Officer, please write to:

Data Protection Officer
Lisburn & Castlereagh City Council,
Civic Headquarters,
Lagan Valley Island,
Lisburn,
BT27 4RL

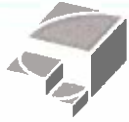
or send an email to: data.protection@lisburncastlereagh.gov.uk or telephone: 028 9244 7300.

Signature



Date

10.01.2020



RTPI

Chartered Town Planners



RICS

Lisburn and Castlereagh City Council

Local Development Plan

Draft Plan Strategy

Response to the Draft Plan Strategy



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January 2020

'Regulated by RICS'

Pragma Planning & Development Consultants Ltd. Registered office: Andras House, Great Victoria Street, Belfast. Registered No.: NI 45892 VAT Reg No. 810 0345 89

Draft Plan Strategy Representation

Lisburn and Castlereagh City Local Development Plan – Draft Plan Strategy

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- Appendix 2 Lifetime Homes Requirements
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- Appendix 4 Carryduff Land Availability Assessment Table

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1. Introduction and summary

- 1.1 This representation addresses the draft Plan Strategy (dPS).
- 1.2 In summary we consider that the draft plan is unsound, there is a lack of consideration of the policy context, coherency and effectiveness in terms of the practical effects of the dPS across a range of issues that include:
- Delivery of sustainable development;
 - Housing land allocations, which are insufficient to meet the demands on the district and/or to enable housing build rates to return to necessary long-term average levels;
 - A lack of policy provision for the village tier of the settlement hierarchy, in particular the distribution of housing land that currently rewards failure to develop and restricts development in appropriate larger villages and settlements;
 - The effect of the proposed policy context on key aspects of the plan, in particular the deliverability of housing land; and
 - Management, monitoring and implementation measures in the dPS
- 1.3 From the foregoing, the draft Plan cannot be justified on the basis of the evidence that underpins it. The draft Plan fails to provide objective evidence to secure deliverable and sustainable plan policies. It lacks robustness and a credible base for assessment. The draft Plan is further not effective in delivering regional objectives and as a result is inconsistent with regional policy.

2. Soundness

- 2.1 Soundness of the development plan document (DPD) is a statutory duty imposed upon the Independent Examination (Planning Act (NI) S.10(6)). The DfI has published "Practice Note 6 Soundness" in May 2017. However, the guidance does not replace the legislation, and it expressly refers to practice in England and Wales (Section 1).
- 2.2 The Planning Appeals Commission has stated at public information meetings that it will have regard to the twelve "Tests of Soundness" set out in section 3 of the guidance. They are grouped under three broad headings:
- (1) Procedural Tests;
 - (2) Consistency tests; and
 - (3) Coherence and effectiveness tests.
- 2.3 This submission is primarily focused on the tests relating to (2) and (3). However, it is noted that terms such as "did the council take account of" various issues are not supported in the legislative framework. This is important because the assertion that something was taken into account establishes such a low bar as to be rendered effectively meaningless. The Council merely has to assert that it has taken an issue into account. This submission looks at the draft plan and assesses the evidence base for the assertions contained therein.
- 2.4 Specifically the Council failed:
- C1 – to take account of the Regional Development Strategy (RDS);
- C3 - to take account of departmental policy and guidance;

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C4 – to have proper regard to other relevant plans, policies and strategies relating to adjoining councils (particularly Belfast);

CE1 – to set out a coherent strategy from which its policies and allocations logically flow;

CE2 – to ensure that the strategy, policies and allocations in respect of housing are realistic and appropriate having considered the relevant alternatives and are founded on a robust evidence base. Relatedly, the draft plan fails to address any potential beneficial consequences of sustainable transportation by locating housing in appropriate larger village and town settlements;

CE3 – to provide no clear mechanisms for implementation and monitoring; and

CE4 – to ensure that the plan is reasonably flexible to enable it to deal with changing circumstances.

- 2.5 These issues are amplified hereafter. The submission does not parse the issues but addresses the matters that are material to the soundness principles.
- 2.6 There is no material or information that sets out how the Council set about the task of considering the elements of soundness, much less achieving them. The March 2014 document from the Planning Advisory Service in England and Wales attached in Appendix 4 demonstrates the evidential onus that is placed on Councils to justify the evidence that underpins the draft plan.

3. Sustainable Development

Regional and departmental policy:

- 3.1 The purpose of the dPS is to deliver sustainable development in the borough: see the Introduction and Strategic Policy 01 Sustainable Development. This purpose is underpinned by regional policy in the Regional Development Strategy (RDS) and the Strategic Planning Policy Statement (SPPS).
- 3.2 Sustainable development is at the heart of the planning system; when undertaking the function of plan making it means the balancing of complex social, economic and environmental factors in the long-term public interest is required (SPPS paragraph 3.3).
- 3.3 Planning authorities are expected to deliver on the three pillars of sustainable development without favouring any of them over the others. This places a particular emphasis on the importance of the spatial relationships between land uses and movements between them (SPPS paragraphs 3.3 to 3.6). The dPS must set out the long-term spatial strategy and provide operational policies that provide certainty and transparency: SPPS para 5.7.
- 3.4 Land uses and their future requirements cannot be considered independently of each other and should be considered in terms of their spatial relationships. Therefore, to achieve sustainable development Local Development Plans must provide a cross-cutting set of policies.
- 3.5 The strategic policies in the dPS are not spatially cross cutting and movement remains separate from land use location. Additionally, in a number of key cases aspects of the policy framework act against each other preventing the policy framework from being

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cohesive and creating uncertainty over outcomes contrary to the SPPS (paragraph 5.7).

- 3.6 The approach to the plan demonstrates the drafting of policy in traditional land use silos. Significantly, there are no cross-cutting policies linking plan objectives across the land use types. This undermines the dPS's ability to deliver sustainable development, which requires a holistic approach with cross-cutting policies expressly linking plan objectives together.

4. Housing Allocations

Updated HGI

- 4.1 The allocation mechanism set out in the dPS has not taken account of the updated 2016 based HGIs published by the Department for Infrastructure (DfI). This is plainly fundamental to a robust evidential assessment of the issue. It is a clear failure to have regard to an important material consideration.
- 4.2 Additionally, the draft plan has taken account of only the dwelling completions over a short-term period from 2006. That period includes the worst property based financial crash in living memory. Only the latter end of the period relied upon relates to the period of recovery from that crash. There is no recognition of these important facts, much less any attempt to take it into account.
- 4.3 As a result, these figures are not evidentially robust and are not representative of longer-term trends in dwelling completions. As a result, the housing figures employed in the dPS are unrealistically low and not reflective of the actual capacity/demand/need in the housing market.

Housing Growth

- 4.4 The Housing Growth Study is predicated on several key evidential assumptions:
1. A growth rate of 700 dwellings per annum over the 15 year lifetime of the plan;
 2. The Urban Capacity Study; and
 3. The capability of West Lisburn strategic site being able to deliver 1,500 new dwellings.
1. **The Growth Rate:**
- 4.5 The build rate of 700 dwellings per annum is not based on:
- (i) any historical analysis of build rates in the Council area; or
 - (ii) any form of market analysis of the number of dwellings actually completed in the Council area.

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- 4.6 An analysis of the housing monitor information demonstrates that over the period from 1998 – 2013 completion rates averaged approximately **796 dwellings per annum** (see below).
- 4.7 Lichfields' summary of the Housing Market Dynamics section of the Housing Growth Strategy (page 19) states that there is a shortfall in housing delivery against the future need which has created an undersupply, and that in turn has resulted in increased market pressure leading to high house prices and an increased reliance on the private rented sector.
- 4.8 Unsurprisingly, Lichfields' confirm that this implies there is both a need for more housing and evidence that basing future requirements solely on official projections may not be sufficient to deal with the housing challenge facing the Council which is for continued strangulation of the housing market, rising of house prices, a lack of affordability and as noted above, reliance on long term private rented accommodation for its constituents. As a result this confirms that more direct sources of evidence are required.
- 4.9 According to Lichfields, the Housing Growth Indicator published in 2012 indicates an official projection of a requirement for 738 dwellings per annum between 2012 and 2025 (9,600 dwellings in the 13-year period). The growth study's use of the 2012 HGI, in preference to more evidentially coherent information sources such as the long-term build rate is itself dubious as it was prepared in the context of the most acute period of the financial crash with very low levels of housebuilding activity. Despite this the Housing Growth Study projects a requirement of 692 dwellings per annum, which it rounds up to 700 before applying a 10% addition as a contingency leading to a total annual growth rate of 770 dwellings. This is effectively the 2012 HGI with approximately a 4.5% oversupply.
- 4.10 The historic build rate set out in the Lichfields' report indicates a building rate of 850 dwellings per annum in the period up to 2005/06 with build rates falling away thereafter in response to the financial crisis and its aftermath leading to an annual average build rate of 618 from 2005/06 to 2016/17. This use of averages does not identify the peaks (975 in 2009/10) and troughs (302 in 2011/12 and 323 in 2013/14) which indicate the necessity to take as long term a view as possible.
- 4.11 The projected growth figure of 11,550 at the pre-2005 historic build rate of approximately 850 dwellings per annum equates to 13.5 years supply (assuming the urban capacity sites deliver in full and the West Lisburn application is revised upwards by 200 dwellings). A supply of 13.5 years at the start of the plan period is also insufficient for the life of the plan.
- 4.12 A more robust and reasonable evidential basis for establishing likely housing growth is, therefore, to take a longer-term trend from 1998 to 2013. This includes build out rates and provides a clearer indication of the long-term growth rates, based on actual rates of build. It irons out the effects of the financial crash.
- 4.13 A total number of 11,540 dwellings were built over the 14.5-year period from December 1998 to July 2013, with an average annual build out rate of **796 dwellings per year**.
- 4.14 To this figure should be added:
1. An allowance for the SPPS requirement for a continuous five-year land supply, i.e. there should be five years land supply remaining at the end of the plan period in 2032;

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2. An allowance taking account of the growth plans of adjoining councils and to ensure that a short fall in provision does not occur through the plan period;

The impact of adjoining Council plans. The dPS fails to acknowledge, much less assess the implications, of Belfast City Council's Plan Strategy that sets out need for a significant number of dwellings and in effect requires the assistance of neighbouring councils to deliver them. The Council is under a statutory duty to consider how the plans of neighbouring districts may affect the its plans: Section 3(4) and 3(5) of the Planning Act 2011. It has failed to do so.

3. An allowance for West Lisburn, taking into account the provisions made in the West Lisburn Masterplan; and
 4. An allowance for affordable housing, which is scheduled separately in the dPS
- 4.15 Ignoring the further evidence below, this data demonstrates that a robust growth rate in the period to 2032 plus an additional five-year supply gives a baseline total of 15,920 units.

The requirement for a buffer:

- 4.16 In addition to this, a buffer must be added. That is the approach taken in assessment in England and Wales (see for example section 6 of the soundness assessment tool, which suggests a 5-20% buffer). This ensures that any shortfall in housing land does not occur over the plan period, while the ambitious growth plans of both Belfast City Council and Antrim and Newtownabbey Borough Council should also be recognised.
- 4.17 A further 10% addition is therefore appropriate, robust and conservative given the factors set out above to ensure that the Council area plays its role in meeting demand within what is acknowledged within the dPS to be a wider and interrelated BMA housing market area.
- 4.18 Taking the baseline into account and adding a 10% buffer increases total growth to 17,512 dwellings.

Social Housing Requirement:

- 4.19 The delivery of affordable housing (and in particular the social housing component) depends on zoned sites remaining to be developed and other urban capacity and windfall sites. This introduces considerable uncertainty over the provision of social housing and should not be acceptable as these sites cannot be relied upon for social housing provision. Where windfall sites are relied upon, the basis for justification must be compelling to allow sensible reliance to be placed upon them. There is no such evidence. Instead there is the traditional map-based assessment of finding patches of land regardless of deliverability issues. This is unsound.
- 4.20 Social housing has therefore not been expressly factored in. The dPS predicts a separate requirement for 2,400 social units. In these circumstances these will need to be added to the overall figure, which increases total growth to 19,912 dwellings.

The capability of West Lisburn strategic site being able to deliver 1,500 new dwellings:

- 4.21 The West Lisburn Development Framework estimates a yield of between 2,200 and 2,900 dwellings in its primary WL 10 housing zoning. Accordingly, a further 2,400 units should be added to the housing growth figures to reflect the proposals in the WLDF and not 1,350 as shown in Table 3 of the dPS or the 1,500 dwellings set out in the Strategic Housing allocation on page 58. An additional 2,400 dwellings increases total growth to 22,312 units.

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- 4.22 To clarify the application of an expanded growth figure for West Lisburn the following should be noted:
- The current application seeks 1,300 units on approximately half the area zoned as WL10 in the West Lisburn Development Framework;
 - This is in accordance with the proposed housing zoning in the WLDF;
 - The dPS puts forward a total of 1,500 units for the whole of West Lisburn; and
 - The dPS proposals do not match its proposed density parameters in policy HOU 4 and are unlikely to enable the construction of the Knockmore link road with its attendant bridge
- 4.23 It is inevitable that West Lisburn will deliver more than 1,500 dwellings and this conclusion supports our assessment that the overall housing growth figure should be expanded.

Summary of Proposed Growth

- 4.24 Taking all the above into consideration, we believe the overall Housing Growth figure for the Council area over the new plan period should be 22,312 dwellings, which breaks down as follows:
- A revised HGI figure of 15,920 (based on 1998-2013 build out rates and allowing for a 5 year land supply at the end of the plan period);
 - A 10% uplift figure of 1,592 that takes account of the growth plans of Belfast City and Antrim and Newtownabbey and the interconnected housing market while ensuring no shortfall in supply;
 - 2,400 units as proposed for West Lisburn as set out in the West Lisburn Development Framework; and
 - 2,400 social housing need over the plan period, as set out in the dPS

2. Urban Capacity Study and Windfall

Urban Capacity Study

- 4.25 The purpose of the Urban Capacity is to inform the housing allocation and in particular the balance between brownfield and greenfield development sites, it is therefore critical that it be realistic and take account of both existing and emerging policy, especially if the intention is to zone the urban capacity sites.
- 4.26 The Urban Capacity study is based on three key assumptions:
- (i) That the sites identified can be developed in full; i.e. it takes no account of how either existing or emerging plan policies impact on the development potential of the sites, nor does it take into account the physical constraints of any of the sites which would restrict development density;
 - (ii) That the sites it identifies as being suitable for housing or housing and employment can be developed in full for both, hence resulting in double counting of the available capacity; and
 - (iii) It assumes that each site will deliver density of development in bands as set out in emerging policy HOU4 and illustrated on Table 7: Existing Density below paragraph 4.19 of Technical Supplement 1: Housing Growth Study (replicated below). This table sets out both density of development being achieved and a recommended density of dwellings per hectare this illustrates that the Council's Development Management team that assesses and determines planning applications is restricting the density

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below that recommended and proves that the recommended density is therefore flawed and incoherent

4.27 In addition, the table below (contained within Technical Supplement 2: Urban Capacity Study under sub heading Housing and Employment Land Availability) indicates the following density bands are applied:

- Lisburn City Centre: 120 – 160 dph;
- Greater Urban Area: 25 – 25 dph;
- Outside the urban footprint but inside settlement limits 25 – 35 dph.

Table 1 Urban Capacity (Extract)

Location	Density on Completed Housing Monitor Sites (units per hectare)	Density on all Monitor Sites (units per hectare)	Recommended Density
Lisburn City	25	26	30
Lisburn City Centre	78	118	120
Lisburn Greater Urban Area	38	36	30
Castlereagh Greater Urban Area	20	19	30
Moira	19	20	25
Carryduff	24	24	25
Hillsborough	20	21	25

4.28 In relation to this, paragraph 4.6 of the UCS states:

“Within Lisburn City Centre 16 of these sites were identified as being suitable for housing or housing and employment and could provide a yield of between 593 – 773 housing units at an estimated density of 120 – 160 per hectare. The sites deemed suitable for either housing or employment could generate approximately 23,220m² gross employment floorspace.”

4.29 These approaches are critically flawed because, for the 16 Lisburn City Centre Urban Capacity Study sites, counting both residential yield and employment floorspace yield from full development of each site results in double counting of floorspace and capacity resulting in a flawed basis for the assessment of capacity and making the plan's assumptions unrealistic and unsound.

4.30 Emerging LDP draft Strategy policies emphasise contextualism (HOU 1 Justification and Amplification, HOU3 and HOU4), while policy protecting open space (OS1) will prevent the development of certain sites and HOU5 will reduce the extent of land available within qualifying sites, while NH5 imposes further restrictions on site development where sites contain hedgerows, trees or other priority habitats. It should be noted that in its current wording OS1 prevents the development of land that is currently open space whether it is zoned for an alternative use or not.

4.31 In these express policy terms, the strategy lacks overall coherency; however, the failure to apply these issues to the urban capacity study has further implications for the provision of dwellings in Lisburn and Castlereagh.

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- 4.32 The Urban Capacity Study does not consider the effects of any of these policies on site developability or the nature of the development that may arise; as a result, the total number of dwellings that can be accommodated is significantly and substantially reduced. The table below sets out the sites specifically included in Technical Supplement 2 Appendix E and re-assesses their potential in accordance with the emerging plan's policies. A full assessment has been carried out and is found at Appendix 1.
- 4.33 As a result of the plan policies the total available urban capacity is 392 units, a shortfall over the estimate in the Urban Capacity Study (975 units) of 583 units which must be found elsewhere.

Windfall

- 4.34 The Housing Growth Strategy simply takes the historic windfall achieved over the previous 15 year period and assumes that will continue without recognizing the fundamental flaw in that approach which is that as windfall sites are used up by development the number available simply runs out, it is not an infinite resource. Additionally, it is natural that the sites with least constraints will be brought forward first as the low-lying fruit is picked off. This means that the remaining sites are those with the greater number of constraints, access difficulties, visibility issues, historic environment problems and protected trees are some issues that can create constraints on windfall development.
- 4.35 This situation is exacerbated by the changing planning policy basis which becomes more restrictive over time so once where gardens of houses were deemed to be 'brownfield' land the policy has changed to specifically exclude those from the definition of 'brownfield' – Policy HOU1 refers to new residential development being acceptable on brownfield land and defines this in the glossary to specifically exclude the gardens of dwellings and apartments.
- 4.36 Policy HOU3 and 4 emphasis contextualism in a more restrictive manner than previously applicable thereby reducing the potential yield of windfall sites from that which has been historically possible. Likewise, Policies OS1 and ED7 will prevent the development of certain types of sites that historically would have been developable for other uses including residential development, but which restrict the potential for windfall sites to be brought forward.
- 4.37 The policy embodied in the SPPS and carried forward into HE10 of the dPS which places a requirement to enhance the character and appearance of a Conservation Area or Area of Townscape Character again places a further restriction on the potential of windfall sites which did not exist historically.

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5. Castlereagh Towns

Settlement Hierarchy

- 5.1 Overall, we consider that the majority of the settlement hierarchy is appropriate to the scale and infrastructure levels of the settlements involved; however, we consider that Dundonald is physically and administratively distinct, has the infrastructure associated with a town and should be treated as such in the dPS.
- 5.2 Carryduff, while it is in the appropriate location in the hierarchy is uniquely located, has a wide commercial and residential potential and should be supported further in the dPS.
- 5.3 The process of plan making involves professional planners making sound judgements on a variety of complex, social, economic, environmental and other issues; the Strategic Planning Policy Statement states in paragraph 4.1 that these are fundamental to the achievement of sustainable development. Given the complexities of this the SPPS sets out five core planning principles, which are: -
- Improving Health and Well-being;
 - Creating and Enhancing Shared Space;
 - Supporting Sustainable Economic Growth;
 - Supporting Good Design and Positive Place Making; and
 - Preserving and Improving the Built and Natural Environment.
- 5.4 Place making has been introduced with the SPPS and Planning Authorities must take it into account in plan preparation. The SPPS states:
- “Key to successful place-making is identifying the assets of a particular place as well as developing a vision for its future potential.”*
- 5.5 It follows that identifying places first and foremost is essential to successful place making.
- 5.6 Lisburn and Castlereagh is composed of a diverse series of places including: -
- Lisburn City
 - Lisburn City Centre
 - The Maze
 - Blaris Garden Village (referred to as West Lisburn in the POP)
 - Newtownbreda
 - Dundonald
 - Hillsborough
 - Moira
 - Maghaberry
 - Glenavy
 - Upper Ballinderry
- 5.7 It is essential that these places are identified and their assets assessed to ensure that place-making works.

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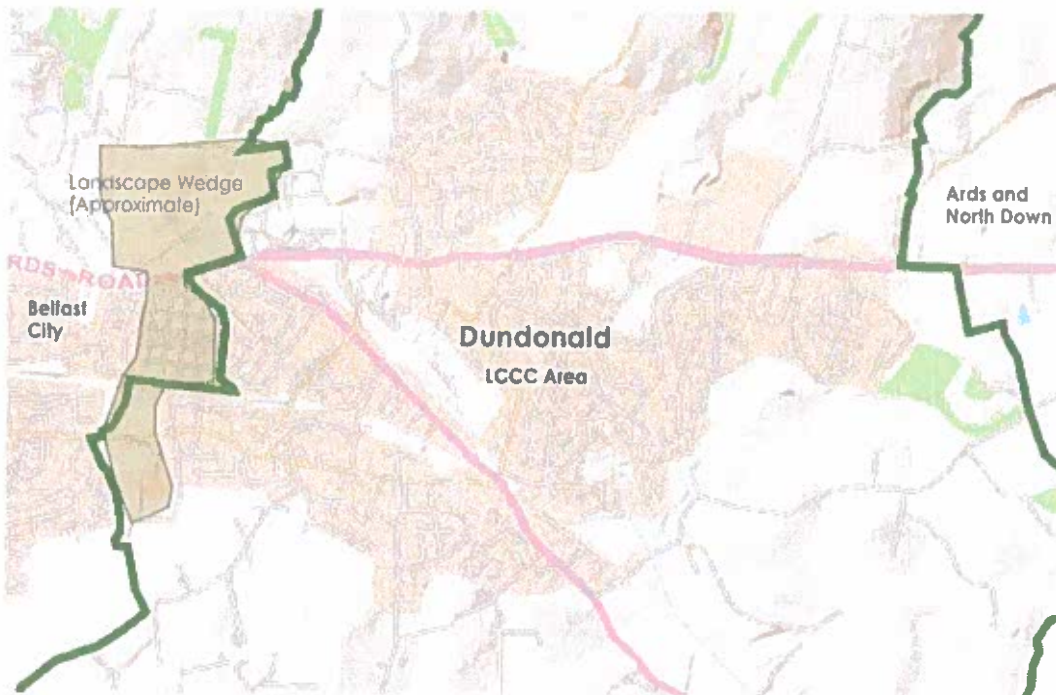
Castlereagh Greater Urban Area

- 5.8 In this context "Castlereagh Greater Urban Area" is not a place, it is actually two places: Dundonald and Newtownbreda. Treating it as such demonstrates a lack of understanding of the key aspect of place making – identifying the places themselves.
- 5.9 The RDS Spatial Framework classifies a hierarchy of settlements in paragraphs 2.15 and 2.16 that are then expressed in diagram 2.2; these involve:
- Level 1 – Villages
 - Level 2 – Urban Centres/Smaller Towns
 - Level 3 – Regional Towns/Clusters
 - Level 4 – Principal Cities
- 5.10 There are corresponding levels of infrastructure provision that relate to each level in the hierarchy; this is intended to be used to identify the levels of settlement within the hierarchy.
- 5.11 The dPS puts forward an adapted version of this settlement hierarchy; it proposes:
- Lisburn City
 - Castlereagh Greater Urban Area (which includes Dundonald)
 - Lisburn Greater Urban Area
 - Towns - Moira, Hillsborough and Carryduff
 - Villages
 - Small Settlements
- 5.12 With the Local Government District boundary changes initiated in April 2015 much of what was formerly in BMAP and classified as "Metropolitan Castlereagh" fell within the city of Belfast and as a result, that part of the district that the dPS refers to as Castlereagh Greater Urban Area is in fact formed from two settlements that are physically distinct from each other: Dundonald and Newtownbreda.
- 5.13 Lisburn and Castlereagh is geographically spread out with limited connections between the east of the district and Lisburn itself which sits uneasily with the accessibility of the rest of the district, for example there are no main road connections from Lisburn City to Dundonald or to Newtownbreda. In the west of the district, the Lagan Corridor has the potential to support the housing business and tourist destinations in Lisburn as it is exceptionally accessible and well located. The allocations policy presents a highly Lisburn centric approach that largely ignores the attributes assets of the east and west of the district. A robustly increased supply in accordance with that set out in section 4 would help address this imbalance and utilise the overall assets available to the Council.
- 5.14 BMAP was careful to manage and maintain the physical separation between the component parts of the BMA to retain local identity and deploys a system of urban and rural landscape wedges to ensure various key settlements within the BMA do not merge.
- 5.15 In Dundonald the wedge maintaining separation is composed of Knock Golf Club, Dundonald Cemetery and the lands at the Ice Bowl. Dundonald therefore is both physically and now administratively separated from those parts of Belfast that lie close to it and it exists as a free-standing entity.

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Figure 1

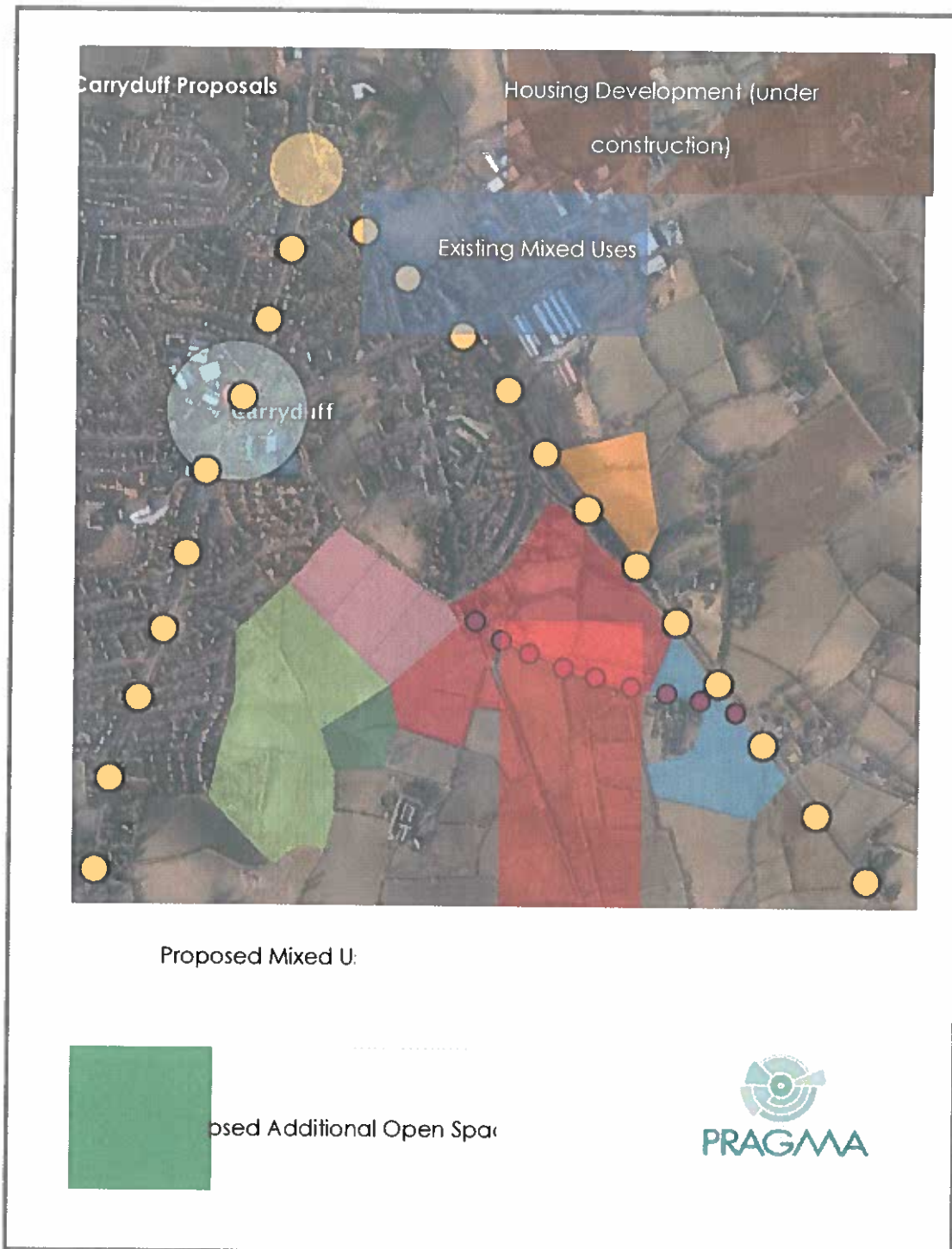


- 5.16 Dundonald has the range and types of uses associated with a regional town in the RDS's infrastructure wheel in that:
- It has a regional hospital;
 - It has a regionally important leisure centre at the International Ice Bowl;
 - It is a public transport hub;
 - It has a range of restaurants and related outlets;
 - It has a large police station;
 - It has industrial parks and a multiplex cinema;
 - It has a large secondary school;
 - It has main shopping facilities in the form of an ASDA supermarket and other shops; and
 - It has a library and health centre
- 5.17 As a free-standing entity with the above infrastructure, Dundonald is unquestionably a town of regional significance and should be provided with the appropriate status; Castlereagh Greater Urban Area is meaningless in relation to the RDS settlements classification and the departure means the plan is not in compliance with the RDS.
- 5.18 The solution is for the dPS to recognise Dundonald as a town and consider its development potential accordingly.

6. Provision in Carryduff

- 6.1 With a population stated in the dPS to be 6,947 Carryduff is considerably larger than the other two third tier towns, Hillsborough (3,953) and Moira (4,584), it contains significant levels of employment and is a successful location for both employment and housing.
- 6.2 The dPS housing growth strategy for Carryduff, in common with the other towns is to rely entirely on the existing supply of housing land. The Strategic Housing Provision sets out that there are 1,407 'potential units remaining' in Carryduff, with an additional 119 potential units on 'Urban Capacity Sites' and 86 potential windfall units, which results in a total potential of 1,612 units within the town. This information appears to be out of date and the available capacity, based on the Litchfield report's site appraisal is 1,126 units as set out in Table at Appendix 4.
- 6.3 The table in Appendix 4 confirms a significantly higher build rate in Carryduff than that considered by the Lichfields' report and it should be noted that Carryduff's build rate has been artificially restricted through a combination of:
- Legal action by third parties delaying development of the major sites at Mealough Road and Baronsgrange, a delay sufficient to require new planning applications; and
 - Very poor processing times by the Department, in the main, but also by the Council so that Baronsgrange took 8 years to be approved and Mealough took 9 years
- 6.4 These two factors are largely responsible for the low rate of construction in Carryduff.
- 6.5 It can therefore be clearly seen that the low rate of construction is entirely artificial and as a consequence the current land supply is deficient.
- 6.6 Taking account of the strategic advantages of Carryduff, in particular its unique market position as a neutral location with strong transport links to south Belfast, its proximity to the next phase of the Glider service, its established economic base and the potential to improve its town centre an allocation figure of 3,502 dwellings over the plan period, including the five-year reserve is proposed. This is 20% of the total growth proposal of 17,512 and takes account of the need for the dPS to include a 10% buffer to account for the ambitious plans of Belfast City in particular and is made up of 1,126 existing supply and 2,376 new allocation.
- 6.7 There are a number of proposals for expansion of Carryduff that could be carried out in accordance with the increased growth. However, southern Carryduff offers an opportunity to develop close to the town centre with good pedestrian and cycle links to it.
- 6.8 The proposed expansion is shown overleaf in Figure 2. This proposal has been based on an analysis of the structure of the town which is composed of a series of distinct neighbourhoods and the need for interconnection between those neighbourhoods that can be facilitated as much as possible. The proposal involves:
- Provision of housing land connecting to the existing zoning between Killynure Road and Meadowvale Road and which is subject to a planning application;
 - An enhanced connection on the line of Killynure Avenue to the Saintfield Road to provide access;
 - Mixed uses to include potential for a park and ride; and
 - Education provision, which is needed in the town

Figure 2



7. Effects of the draft Plan Strategy's Policies

Sustainable Development

- 7.1 The Council's Strategic Policy 01 Sustainable Development states that its intention is that the:

"Plan will support development proposals which further sustainable development including facilitating sustainable housing growth; promoting balanced economic growth; protecting and enhancing the historic and natural environment; mitigating and adapting to climate change and supporting sustainable infrastructure."

- 7.2 In operation however the Council's plan will locate all new additional housing in the West Lisburn strategic site. The reason for doing so is to further the ambition of the Council to have the Knockmore – M1 link road constructed at the developer's expense. West Lisburn is therefore (by the Council's own admission) only accessible by private car does not encourage walking or cycling and is remote from public transport and is therefore demonstrably not sustainable.
- 7.3 Policy HOU1 Justification and Amplification states that the Council encourages residential development in city and town centres and indicates that the reasons for doing so include environmental sustainability, utilisation of existing infrastructure and encourage walking, cycling and use of public transport. West Lisburn strategic site will be the largest housing zoning in the Council area and is not in a sustainable location and will not make use of existing infrastructure but rather will require new infrastructure in the form of roads, bridges, electricity, water, sewage and telecommunications infrastructure to service it. It is not connected to the rest of Lisburn except at the Knockmore Road junction which itself is remote from Lisburn City Centre.

Housing Delivery

- 7.4 The key issue arising from the policy context is its effect, which is to demonstrably reduce the supply of housing within settlements and the fact that that effect has not been taken into account.
- 7.5 As we have set out above, the base statistics that serve as a starting point for housing delivery are artificially low, unrealistic and unsound; urban capacity is artificially high as is windfall.

Deliverability of Housing Numbers on Existing Sites

- 7.6 Policy HOU4 – Design in New Residential Developments incorporates a series of criteria (a – l) all of which are expected to be met. Criterion d of HOU4 (page 15) sets out the aspirational density of development bands which the Council wishes to achieve. This is contained within the policy headnote of HOU4. The density bands are:
- City Centre Boundary 120-160 dwellings per hectare;
 - Town centres and greater urban areas 25-35 dwellings per hectare; and
 - Villages and small settlements 20-25 dwellings per hectare.
- 7.7 There is no provision for areas that are within the settlement limit of towns but outside their town centres and outside the greater urban areas of Lisburn and Castlereagh.
- 7.8 The dPS retains Creating Places as supplementary guidance, it does not significantly alter the policy provisions that are currently provided by PPS 7.

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- 7.9 Under the existing policy the following densities of development have been approved on zoned land within the various urban areas:
- Brokerstown, Lisburn – Density 19.5 dwellings per hectare
 - Draynes Farm, Brokerstown Road, Lisburn – Density 19 dwellings per hectare
 - Millmount Village, Dundonald – Density 17.3 dwellings per hectare
 - Baronsgrange, Carryduff – Density 21.9 dwellings per hectare
 - Mealough Road, Carryduff – Density 19.2 dwellings per hectare
 - Governor's Gate, Hillsborough – Density 18.3 dwellings per hectare
 - Wellington Parks, Maghaberry – Density 20.5 dwellings per hectare
- 7.10 These are a small sample, however, across north Lisburn we are aware that planning permissions issued since April 2015 are at densities of between 20 and 22 dwellings per hectare.
- 7.11 These densities arise as a result of the application of Creating Places principles on sloping land, where separation distances between dwellings must be extended to protect privacy from overlooking that occurs as a result of properties backing on to each other at different levels.
- 7.12 As a result, the density requirements will mean either loss of privacy or the non-achievement of HOU4 d.
- 7.13 The effects of imbedding Lifetime Homes requirements into the policy framework adds to the difficulties in achieving the density requirement, as set out below.

Lifetime Homes Standards

- 7.14 Also in HOU4, within the Justification and Amplification section at page 17 is a requirement that new residential development should incorporate design standards that provide for 'Lifetime Homes' which meet the varying needs of occupiers and are easily capable of accommodating adaptations.
- 7.15 Lifetime Homes is a set of 16 design criteria that make a dwelling accessible by a range of persons with disabilities, in practice adoption of Lifetime Homes standard across a development will reduce the densities achievable for housing development and will make achieving the densities in the policy headnote (which are already not being achieved by the Council's Development Management team) impossible to meet. Further information in respect to the requirements for Lifetime Homes has been compiled by Alan Patterson Design and is appended to this submission, see Appendix 2.
- 7.16 Essentially Lifetime Homes requires wider dwellings and plots to accommodate wheel chair users as a matter of course; it also leads to reduced gradients within developments that in turn lead to additional engineering works being required all of which acts to reduce residential density, particularly on sloping land, which is common across the district.
- 7.17 This does not of course mean that Lifetime Homes standards should not be adopted but rather that the Council must accept the restrictive nature of its density aspirations (in that the development will naturally be more tightly packed at higher densities) and zone additional lands across the area to facilitate the dwellings and design standards it aspires to.

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Contextualism

- 7.18 HOU3 requires contextualism for new residential developments. It requires new residential development to respect its context and to respect local character. Criterion a of HOU3 requires development to "respect the surrounding context" and to be "appropriate to the character" of the site. This too is in the policy headnote of HOU3 and does not complement criterion (d) of HOU4 and creates tension between the two policies.

8. Monitoring Management and Implementation

- 8.1 There is a statutory for the Council to undertake an annual monitoring report – Section 21 Planning Act (NI) 2011 and Regulation 25 of the Planning (Local Development Plan) Regulations (NI) 2015. This must specify, amongst other matters, the housing land supply at the beginning and end of the period (1st April – 31st March) and separately and additionally the number of net additional housing units built in the period (1st April – 31st March) and also in the period since the adoption of the local policies plan. These are two separate periods both of which must be monitored.
- 8.2 Regulation 26 of the Planning (Local Development Plan) Regulations (NI) 2015 also requires the Council to carry out a review of the local development plan every five years and no later than five years from the adoption of the local policies plan. It also requires the Council to send a report on the findings of the review to the Department. Section 27 requires the Council to make both reports available for inspection, to advertise the availability and to publish the reports.
- 8.3 Chapter 5 Monitoring and Implementation of Part 1 of the dPS acknowledges that the need to monitor the land and the additional housing units built but does not explicitly indicate the requirement to monitor the additional housing units over both periods – it does not state that it will calculate the number of additional housing units built in the Council's area for both the previous year and also for the whole of the period from the adoption of the local policies plan.
- 8.4 The dPS therefore is deficient in terms of its monitoring of the take up of housing land.
- 8.5 Chapter 5 also acknowledges that there is to be a five-yearly review of the plan.
- 8.6 There are no provisions for how these reviews and reports are to be dealt with if there is a shortfall in housing land, for instance. This is further evidence of lack of certainty and transparency in the draft plan. There is no requirement for the Council to actually take any form of action and Chapter 5 which is entitled "Monitoring and Implementation" as well as "monitoring and review" must therefore include policies for adequately covering all three aspects:
- A. Monitoring;
 - B. Reviewing; and
 - C. Implementation.
- 8.7 Further, the monitoring does not address floorspace build out or take up rates for non-residential uses, while baselines for retailing, town centre and night-time economy are also missing from the Chapter 5.
- 8.8 Given that the management arrangements are inadequate, deferral of the monitoring framework the Local Policies Plan state is unlawful and the Council must set this out at dPS stage to allow proper examination of the process that is proposed.

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- 8.9 As indicated above, the proposed monitoring does not meet the legislative requirement and is entirely deficient in terms of the measures and approach to implementation in that there are no policies setting out the actions the Council will take to allocate additional housing land should a shortage of residential development land be evidenced through the monitoring process. Additionally, there is no mechanism of how it will determine which additional lands ought to be brought forward as part of the implementation of the reviews.
- 8.10 In the absence of policies to address these matters the dPS is unlawful and unsound.
- 8.11 One solution to this issue is for the dPS to include policies for a strategic reserve of housing land or to cater for increased dwelling units to the extent that there will be a five year supply at the end of the plan period to ensure that during the reviews at year 5 and year 10 that no additional lands are required to be brought forward. In the absence of such measures the dPS must be considered to be unsound.

9. Conclusions

- 9.1 For the reasons set out and the evidence offered above, the draft Plan is unlawful, prepared in breach of statutory duty and is unsound.

APPENDIX 1 Urban Capacity Review

UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
1	0.99	20 Meeting Street, Moira	UCS lists this site as open space with a potential ransom strip. The site is back land and appears to be in multiple ownerships from the mapping in BMAP. It also appears to be partly open space serving the McCartney Place housing area. There are therefore significant doubts over its availability or suitability for housing.	24	0
7	0.63	Blundell Hill, Hillsborough	UCS lists the site as potentially the garden of a house (50 Carnreagh) and therefore may not meet the definition of a brownfield site. It is steeply sloping and achieving satisfactory access may prove problematic. There are therefore significant doubts over its availability or suitability for housing.	15	9
13	0.46	6 Lough Brin Park, Carryduff	UCS lists the site as steeply sloping which it is in part therefore reducing density on that part. The site appears formally laid out as open space with grass being well maintained and a line of trees along the roadside. The dwellings around it benefit from the amenity value provided and hence it could be deemed to be open space under the terms of the DPS and PPS8. There are therefore significant doubts over its availability or suitability for housing.	11	0
29	0.53	111 Mountview Drive, Lisburn	UCS lists the site as steeply sloping. The site appears formally laid out as open space with grass being well maintained. The dwellings around it benefit from the amenity value provided and hence it could be deemed to be open space under the terms of the DPS and PPS8. There are therefore significant doubts over its availability or suitability for housing.	13	0
36	1.63	146 Hillsborough Old Road, Lisburn	Site has a live planning permission (Ref LA05/2017/0547/F) for 7 dwellings granted 21.11.18.	7	7
47	0.96	10 Manor Drive, Lisburn	UCS lists the site as steeply sloping. Access must come from Manor Drive as Laganbank Road frontage is a protected route whilst Hillsborough Road frontage is narrow and in close proximity to the major junction creating difficulties with accessing the site and visibility splays. Majority of the site is designated as a LLPA in BMAP.	21	6

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
48	1.23	20 Ballinderry Road, Lisburn	UCS lists this site as a "Forrested area – development unlikely" and yet states that the site is suitable, available and achievable with a yield of 30 townhouses in an area characterised by semi-detached houses. Access from Ballinderry Road is very narrow and achieving suitable access and visibility splays are unlikely without third party land. Access from Moira Road is unlikely as it is a protected route. The site is designated as a SLNCl in BMAP. A dropped kerb and domestic gates are in evidence on Ballinderry Road and hence some development may be possible accessed off a private drive and where as many of the trees are retained as possible. Ownership is unclear and hence this site should not be considered to be available or achievable within the lifetime of the plan.	30	5
49	0.54	Land at Moira Road	This appears to be an extension of UCS Ref. 48. It is also heavily wooded and additionally could only be accessed from UCS Ref. 48 or from Ballycreen Drive to the west. Along Ballycreen Drive is what appears to be a ransom strip and hence access may not be possible. Ownership is unclear and hence this site should not be considered to be available or achievable within the lifetime of the plan.	13	0
75	0.86	Surface level car park fronting Lisburn Health Centre	UCS lists this site as "Site 3 from Lisburn Masterplan." The site is currently in use by LCCC as a car park (approx. 200 spaces) any proposals for redevelopment will have to be undertaken in accordance with the Council's car parking strategy to ensure the vital car parking resource serving Lisburn City Centre is not lost. The car parking spaces on site will therefore have to be relocated elsewhere. LCCC's car parking strategy does not propose amalgamation of existing car parks into a smaller number of strategically located multi-storey car parks for instance. There is no coherent plan or policy for the relocation of these car parking spaces. The UCS proposes 102 apartments for this site which will generate a parking requirement of at least 102 additional spaces. The sloping nature of the site and the access being taken from Linenhall Street may allow for an element of undercroft/multi-storey car parking with apartments over.	102	102
76	0.5	Lisburn Health Centre and car park, Linenhall Street, Lisburn	UCS lists this site as "Site 11 from Lisburn Masterplan." The site is currently in use by Lisburn Health Centre as the health centre and car park any proposals for redevelopment will have to be undertaken in conjunction with or solely by South Eastern Health and Social Care Trust. It is inaccurate to assess the site as likely to be delivered as it is currently unavailable and should not therefore be considered to be achievable during the lifetime of the plan.	60	0

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
77	0.6	Lisburn Royal Mail Depot, Linenhall Street, Lisburn	UCS lists availability of this site as "Availability should be confirmed through the LDP process.". Proposals for redevelopment will have to be undertaken in conjunction with or solely by Royal Mail. As the UCS recognises that its availability is in question it is inaccurate to state later in the UCS that it is available or that it is achievable during the lifetime of the plan as this is solely dependent on the owner bringing it forward to the market.	72	0
80	0.22	Surface car park bounding Smithfield Street, Lisburn	The UCS lists this site as being identified in the 2010 and 2018 Masterplan as an opportunity site. Any proposals for redevelopment will have to be undertaken in accordance with the Council's car parking strategy to ensure the vital car parking resource serving Lisburn City Centre is not lost. The car parking spaces on site will therefore have to be relocated elsewhere. LCCC's car parking strategy does not propose amalgamation of existing car parks into a smaller number of strategically located multi-storey car parks for instance. There is no coherent plan or policy for the relocation of these car parking spaces. The UCS proposes 26 apartments for this site which will generate a parking requirement of at least 26 additional spaces.	26	26
82	0.07	Barrack Street surface level car park	The UCS lists this site as "may become available should the parking strategy suggest it is surplus" and therefore it is not available as this has yet to be determined. As a result, it cannot be considered to be achievable during the lifetime of the plan. The topography of the site is steeply sloping and is not flat as suggested in the UCS.	8	8
84	0.19	Bachelors Walk and associated car parking on McKeown Street	This site is in private ownership but appears to be included in the UCS because it is identified as a development opportunity site in the 2018 masterplan. It appears to have an existing restaurant use at ground floor level and there is no indication of the owner's intention to seek redevelopment of the site it is therefore incorrect to describe it as available for development for apartments as suggested in the UCS.	21	0

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
85	0.38	Graham Gardens	This site is in multiple private ownerships but appears to be included in the UCS because it is identified as a development opportunity site in the 2018 masterplan. It appears to have existing uses at ground floor level and there is no indication of the owner's intention to seek redevelopment of the site either in part or on a collaborative basis it is therefore incorrect to describe it as available for development for apartments as suggested in the UCS.	45	0
87	0.38	Antrim Road surface level car park	This is the surface level car park on Antrim Street adjacent to the rear entrance to Bow Street Mall. It is listed as "Site 19 from Lisburn Masterplan. Key development opportunity site in 2018 masterplan.". Any proposals for redevelopment will have to be undertaken in accordance with the Council's car parking strategy to ensure the vital car parking resource serving Lisburn City Centre is not lost. The car parking spaces on site will therefore have to be relocated elsewhere. LCCC's car parking strategy does not propose amalgamation of existing car parks into a smaller number of strategically located multi-storey car parks for instance. There is no coherent plan or policy for the relocation of these car parking spaces. The UCS proposes 45 apartments for this site which will generate a parking requirement of at least 45 additional spaces.	45	45
88	0.2	42 Castle Street	This site is adjacent to the SERC and is identified as a development opportunity site in the masterplan. The UCS lists it as having alternative development proposals in relation to SERC and as such may not be available for redevelopment proposals.	24	24
91	0.51	Part of Derryvolgie House, 69 Richmond Court, Lisburn	This site appears to be a remnant of the former NIW premises which has been substantially redeveloped for residential uses. This land does not appear to have formed any part of the previous applications at Derryvolgie and may remain within the ownership of NIW. The Belfast Road onto which it has frontage is a protected route and hence access will not be possible. An alternative access could be achieved through the adjoining residential development although this creates a potential ransom situation and hence it is not likely that the market will deliver as stated in the UCS or that it is available or achievable during the lifetime of the plan.	12	0
109	0.06	Sloan Street, Lisburn	This site is listed as having "potential access issues". Its access is narrow and there is a significant change in levels between the main part of the site and the main road from where access is taken, this will significantly limit any development potential. In addition, the site is almost entirely within the fluvial flood plain of the Lagan and as such is not suitable or achievable.	21	0

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
111	0.06	Graham Gardens adjacent to new housing scheme	This site is listed as being within a single ownership and yet it appears to be physically divided on the ground. The density stated equates to 1.5 units.	6	2
112	0.03	Antrim Street opposite Jordans Mill	The density stated equates to 0.75 units.	3	1
116	0.07	Bow Lane car park at rear of bank	This site is wholly to the rear of existing commercial premises and is currently utilised as a car park. As it is wholly to the rear it is unsuitable for residential development as it would conflict with policies in relation to the creation of quality residential environments and hence the site cannot be considered to be suitable. In addition, the car park is in use by the owner and hence the site cannot be considered to be available.	8	0
118	0.03	Bridge Street adjacent to Health Centre	The site is very restricted and steeply sloping which will significantly reduce the densities achievable. The surrounding context is of commercial development on at least the ground floor and the DPS requirement for development to take account of its surroundings will also impact on residential densities. In this case it is considered that ground floor commercial use on Bridge Street with 2 apartments over is appropriate, whilst on Linenhall Street ground floor commercial use with either 1st floor commercial or a single apartment would be achievable.	6	3
120	0.55	62 Lisburn Street, Hillsborough	Live outline planning consent for 13 dwellings.	13	13
123	0.65	610 Saintfield Road, Carryduff	We understand that this site is in the ownership of NIW and is in use by them. It is therefore not available for development of any kind. The site is steeply sloping and is almost entirely within the pluvial flood plain and as such is unsuitable for development.	16	0

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
124	0.55	634 Saintfield Road, Carryduff	This site is sloping with frontage onto Saintfield Road. Access to this site can only be taken from Saintfield Road which is a protected route from where the creation of new accesses are severely restricted where an alternative means of access can be provided. IN this instance that can be taken from the Mealough housing development to the south west. This however creates a ransom situation and hence development is not likely to be achievable during the lifetime of the plan. Any development that is brought forward will be required to address Saintfield Road but be accessed from the rear adding to further difficulties in layout. Assuming the difficulties in relation to access can be surmounted development is possible but at severely reduced densities.	13	7
126	0.54	646-644 Saintfield Road, Carryduff	This site lies to the rear of UCS Ref. 124. It contains a major culvert carrying the Carryduff River and we understand is owned by NIW. Irrespective of ownership NIW wayleaves for this significantly important watercourse will sterilise this site and render it undevelopable.	11	0
128	0.46	53 Alveston Park, Carryduff	This site is adjacent to Elkana Christian Fellowship and appears to be within their ownership. Access is only achievable through either Elkana CF and or Carryduff Baptist Church or directly from the protected Saintfield Road. As such this site appears to be landlocked unless it is owned by Elkana CF. Assuming it is owned by Elkana CF and access is achievable from Comber Road then development would be possible.	9	9
138	0.54	56 Saintfield Road, Lisburn	This site is located off Ballynahinch Road, Lisburn not Saintfield Road. Live planning consent for 11 units (LA05/2015/0559/F) which expires 05.07.22.	13	11
204	0.31	Belmont Drive and Haddingtonhill, Derriaghy	This site has no existing access arrangements and a new access from Derriaghy Road is required. There are significant levels changes between Derriaghy Road and the site which will impact on densities achievable. The surrounding context of the site is detached dwellings and hence under the policies of the DPS this type of development is likely. Allowing for a reduced density to reflect the context and access issues we consider 5 dwellings to be more appropriate	7	5
205	0.53	151 Moira Road, Lisburn	Current application under consideration by LCCC for a new petrol filling station and convenience store (LA05/2019/0961/F). This site was previously the site of a PFS. The owner has clear intentions not to develop the site for residential use and hence it cannot be considered to be available or achievable for residential development, neither can it be considered that the market is likely to deliver that type of development.	10	0

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
206	1.06	134 Causeway End Road	Previously the site of a single dwelling and private garden the dwelling has been demolished and is the subject of a planning application for 17 No. dwellings (LA05/2019/1281/F) on a much larger site. Previous planning permission remains live (S/2009/1173/F) for 14 dwellings and was granted in December 2016. The site size of the larger site on the planning applications is provided as 0.7ha. The UCS states that this smaller site is 1.06ha which is incorrect.	25	14
208	1.19	Adjacent to Dobbies Garden Centre, Saintfield Road	Planning refusal (LA05/2015/0466/F) for 27 dwellings reflecting a density of 22dph – has been appealed – refusal reasons are AMP2 – road safety. As LCCC refused planning permission on this site it cannot be considered to be suitable for residential development.	29	0
209	1.53	Adjacent to junction of Mealough and Saintfield Roads, Carryduff	This site is also adjacent to UCS Refs. 124 and 126 and may also be within NIW ownership and in use by them. It has frontage onto Mealough Road which is being upgraded as part of the Mealough development to the south west and this will improve accessibility to this site. Lands to the south (part of UCS Ref. 210) are currently with LCCC and are achieving significantly reduced densities which are likely to be replicated on this site.	38	17
210	2.16	Adjacent to 615 Saintfield Road, Carryduff	The UCS lists this site as not in multiple ownerships. This site is however in at least two separate ownerships and also carries the Carryduff River and large portions of it are within the Flood Plain thereof. The southern section is entirely within the flood plain and approx. 1/3 of the northern section between 615 and the petrol filling station is also within the flood plain. The site is severely restricted and is steeply sloping. A live planning application is with LCCC for 16 dwellings outside the flood plain and is subject to achieving a satisfactory solution regarding access over the Carryduff River. The density achieved is therefore at best significantly reduced and at worst the site is undevelopable.	22	16
211	0.54	Rear of 25 Baronscourt Road, Carryduff	Live planning permission on site (LA05/2016/0504/F) approved April 2017. This permission relates to the provision of a community resource for persons with Autism. The southern portion of the site benefits from this permission and as such cannot be considered to be available for residential development. As a result the southern portion cannot be deemed to be available for residential use.	13	6

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UCS Ref.	Size (ha)	Location	Comment	UCS Yield	Amended Yield
212	1.45	Rear of 279 Saintfield Road, adjacent to Park and Ride	This site has a minimal frontage to Saintfield Road and it is debatable whether an access to the site could be achieved to an approvable standard without additional third party lands. Visibility splays along Saintfield Road will require lands outside the site boundary which may be within third party ownership. The access point onto Saintfield Road is at the Primrose Hill junction and if achievable could benefit from that existing traffic lit junction improving accessibility. The site therefore may essentially be landlocked but the density achievable is certainly therefore significantly reduced to a private driveway type access serving no more than 5 dwellings.	36	5
216	0.56	Opposite Beechill Business Park, Beechill Road, Belfast	The UCS lists this site as being subject to a future road widening scheme. This proposal was contained within the draft and adopted BMAP documents and therefore there is a high probability of it being continued to be sought to be retained by the roads authority. As a result, this site cannot be considered available for residential development until the extent and design of that road scheme is further developed. As a result, any development on the site is likely to be refused planning permission during the lifetime of the plan and as such it is unsuitable and unavailable for development.	13	0
223	3.04	Rear of 25 Millar's Forge, Dundonald	This site is likely to be developable although not at the density proposed by the UCS. The Millmount development is achieving approximately 17dph which has been reflected on this site to achieve the yield of 51.	66	51
226	1.19	Adjacent to Dobbies Garden Centre, Saintfield Road, Lisburn	This site is adjacent to and accessed through UCS Ref. 208 which is the subject of a planning refusal and ongoing planning appeal (LA05/2015/0466/F) for 27 dwellings reflecting a density of 22dph – has been appealed – refusal reasons are AMP2 – road safety. As LCCC refused planning permission on this site it cannot be considered to be suitable for residential development.	20	0
Total				975	392

Appendix 2 – Information on Lifetime Homes Requirements and Energy Efficiency Requirements

ALAN PATTERSON DESIGN LLP



Lifetime Home (LTH) Revised Criteria
July 2010
(Quick Print version)

<p>Criterion 1 – Parking (width or widening capacity)</p>	
<p>1a – ‘On plot’ (non-communal) parking “Where a dwelling has car parking within its individual plot (of title) boundary, at least one parking space length should be capable of enlargement to achieve a minimum width of 3300mm”</p> <p>Required specification to achieve Criterion 1a (‘on plot’ parking)</p> <p>“If a 2400mm wide parking space has a 900mm access path (as required by Part M) adjacent to, and level with it, then this will automatically satisfy the requirement.”</p> <p>“...Whenever possible, the wider space (or potential wider space) should be at least 4800mm in length. The entire parking space (whether pre or post widened) should have a firm surface and be level (no gradient exceeding 1:60 and/or no crossfall for drainage exceeding 1:40). Garages are exempt from the width / widening requirements.”</p> <p>“Other private covered parking spaces (e.g. car ports) are also except from the width.....If they provide the only parking space for the dwelling they should have a minimum clear width of 3300mm.”</p> <p>Good practice recommendations that exceed, or are in addition to, the above requirements</p> <ul style="list-style-type: none"> • Increase width or widening capability of the parking from 3300mm to 3600mm • Increase the length of the widened space as much as partible • Provide all carports with a minimum clear width of 3300mm (3600mm preferred) regardless of whether or not they provide the only parking space for the dwelling • Where garages are provided, provide them with a minimum clear width of 3300mm (3600mm preferred) particularly if the garage provides the only parking space for the dwelling 	<p>This is greater than current regulations. Building Regulations set this out to be aspirational however building control will accept a 3.2m wide drive as part of the accessible access to the principle entrance.</p> <p>4800mm length of space would be consistent with what is usually provided but not actually a requirement under current NI Building Regulations. However, NI Building Regulations the gradient for access to the principle entrance can be 1:15 or 1:12 where the travel distance is less than 5m. 1:40 Crossfall would be consistent with the NI Building Regulations.</p> <p>There are not minimum size requirements for garages or car ports under current NI Building Regulations. This would be greater than that specified within Creating Places which states carports and garages should be a minimum width of 3000mm and a minimum 5000mm in length.</p>

1b – Communal or shared parking

Where parking is provided by communal or shared bays, spaces with a width of 3300mm, in accordance with the specification below, should be provided.

Required specification to achieve Criterion 1b (communal or shared parking)

“Provide at least one parking space (or a greater number as determined by the local planning authority), at least 3300mm wide x 4800mm deep adjacent to (or close to) each block’s entrance or lift core. Where some dwellings in a development are designated as “wheelchair housing”, any specific parking for such dwellings should be in addition to those provided in respect of this Lifetime Homes Criterion. The access route between the parking and communal entrance (or in the case of basement parking, the lift core) should maintain a minimum clear width of 1200mm.”

Good practice recommendations that exceed, or are in addition to, the above requirements

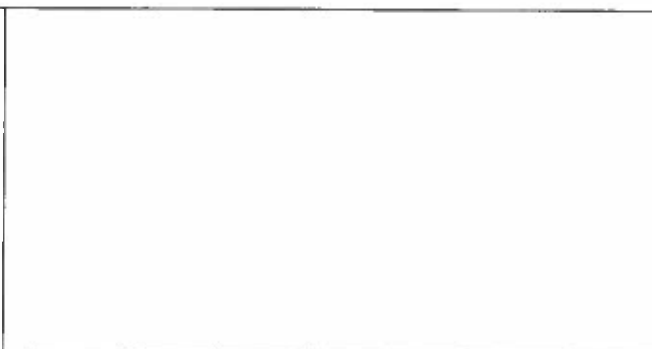
- Increase the width of these spaces from 3300mm to 3600mm
- Increase the length of these spaces from 4800mm to 6000mm
- Where feasible, design the communal parking layout and adjacent spaces to enable some further additional spaces to be widened in the future
- Where a Local Planning Authority wishes to ensure that adequate parking provision is made for disabled people, they may wish to consider a planning condition that requires a Parking Management Plan (see below)

Communal Car Parking Management Plans

“The parking management plan should include a mechanism to ensure that the supply and demand of wider bays / blue badge bays are regularly monitored and provision reviewed, to ensure that provision equates to any change in the

A typical disabled parking space to comply with DDA requirements is 2400mm wide with a 1200mm chevroned area to one side of the space total width 3600mm which would exceed the minimum standards mentioned in 1b opposite. There are no requirements or sizes for disabled parking spaces referred to under current NI Building Regulations.

demand from disabled residents and visitors and that the bays are effectively enforced to stop abuse by non blue badge holders. The needs of residents who occupy a home designated for wheelchair users and any residents who hold a blue badge and occupy any other home should be addressed."



Criterion 2 – Approach to dwelling from parking (distance, gradient and widths)

Enable convenient movement between the vehicle and dwelling for the widest range of people, including those with reduced mobility and / or those carrying children or shopping.

2 – Approach to dwelling from parking

The distance from the car parking space of Criterion 1 to the dwelling entrance (or relevant block entrance or lift core), should be kept to a minimum and be level or gently sloping. The distance from visitors parking to relevant entrances should be as short as practicable and be level or gently sloping.

Required specification to achieve Criterion 2

Note: Relevant entrances in respect of this Criterion are either the principle or secondary entrance doors to an individual dwelling or the main communal entrance door to a block of dwellings, and (in the case of basement parking) the entrance door to the lift core.

“The principle approach route between parking spaces and relevant entrances should preferably be level (i.e. no gradient exceeding 1:60, and/or no crossfall exceeding 1:40).

Where the topography or Regulation (e.g. in relation to flooding) prevent a level principal route between parking and entrances, the principal route may be gently sloping with maximum gradients as set out in Criterion 3.

Where topography restricts the provision of a level or gently sloping approach from parking to only one entrance of a dwelling, this approach should typically be to the dwelling’s main entrance. This approach should only occur to a secondary entrance where it can be demonstrated that topography or Regulation prevents such a route to the main entrance.”

NI Building Regulations will allow a concession or relaxation for access to an alternative door (usually rear door) if access to the front door cannot be achieved due to steeply sloping sites where level access cannot be achieved. In circumstances where level access cannot be achieved due to the grading of the site, a stepped approach to the principle entrance can be accepted under NI Building Regulations.

As per Criterion 1a.

NI Building Regulations will allow a concession or relaxation for access to an alternative door (usually rear door) if access to the front door cannot be achieved due to steeply sloping sites where level access cannot be achieved. In circumstances where level access cannot be achieved due to the grading of the site, a stepped approach to the principle entrance

<p>“On large developments communal parking should be within 50m of the relevant communal entrance or (in the case of underground parking) the lift core. If a distance in excess of 50m cannot be avoided, level resting areas should be provided along the route.</p>	<p>can be accepted under NI Building Regulations.</p>
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Criterion 3 – Approach to all entrances

The approach to all entrances should preferably be level or gently sloping, and in accordance with the specification below.

Required specification to achieve Criterion 3

The approach to all entrances should preferably be level (no gradient exceeding 1:60 and/or no crossfall exceeding 1:40) or gently sloping. A 'gently sloping' approach may have a gradient of 1:12 for a distance of up to 2m and 1:20 for a distance of 10m, with gradients for intermediate distances interpolated between these values (e.g. 1:15 for a distance of 5m, or 1:19 for a distance of 9m – see Figure 3.1). No slope should have a going greater than 10m long.

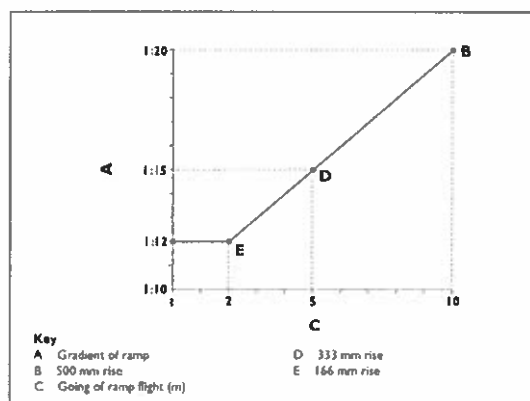


Figure 3.1 – Relationship between the gradient and going of a slope

All slopes should have top and bottom level landings of not less than 1.2m, excluding the swing of the doors and gates. Equivalent intermediate landings should be provided for each 10m length of slope.

This requirement applies to all footpath approaches between:

- I. Parking and all associated entrances (including secondary entrance doors where a footpath link exists);
- II. Approach between any drop off points and associated communal entrances, and;
- III. On principle footpath routes between the overall site boundary and entrances
- IV. On steeply sloping sites it is accepted that this requirement may not be practicable, or achievable,

This differs from NI Building Regulations. NI Building Regulations say 1:15 grades are acceptable or 1:12 for 5m.

This is a similar requirement to the current NI Building Regulations.

There is no requirement to have level access to all other secondary doors under current NI Building Regulations.

A stepped approach is already allowed for within the current NI Building Regulations with set minimum / maximum dimensions.

and should be discussed with the local planning authority to agree a workable solution.

Paths on all approach routes between parking and entrances should have a firm, reasonably smooth and non-slip surface. Those within the curtilage of an individual dwelling should have a minimum width of 900mm. Communal paths should have a minimum width of 1200mm.

Good practice recommendations that exceed, or are in addition to, the above requirements

- Increase the width of the path between the parking and the dwelling within individual dwelling curtilages to 1200mm, particularly if there is a change in direction
- Increase the width of communal paths to 1800mm

There is no minimum path widths noted for paths under current NI Building Regulations however it is inferred that if you require a 900mm level access the path should be 900mm leading to it.

Criterion 4 – Entrances	
<p>All entrances should:</p> <ul style="list-style-type: none"> a) Be illuminated b) Have level access over the threshold; and c) Have effective clear opening widths and nibs as specified below. <p>In addition, main entrances should also:</p> <ul style="list-style-type: none"> d) Have adequate weather protection* e) Have a level external landing* <p>*for the purpose of requirements d) and e) of this Criterion, main entrances are deemed to be: the front door to an individual dwelling, the main communal entrance door to a block of dwellings, plus any other entrance door associated with the approach route from parking required by Criterion 2.</p> <p>"All entrances should have been accessible threshold with a maximum 15mm upstand."</p> <p>"Only 'Juliet balconies', where no access onto the balcony is intended, and roof terraces / balconies over habitable rooms, which require a step up to increase slab thickness (e.g. for thermal insulation to the accommodation below), are exempt."</p> <p>"All main entrances* should be covered to provide weather protection for those unlocking or waiting at the door. The size and form of the cover should have regard for local conditions to provide effective weather protection. As a general guide, the cover at an individual dwelling door should have a minimum depth of 600mm (900mm being typical). As a general guide, the cover at a communal door should have a minimum depth of 900mm (1200mm being typical). The width of the cover should exceed the width of the doorset plus any associated controls. At exposed sites additional cover and protection may be necessary."</p> <p>"The minimum dimensions for this at an entrance to an individual dwelling should be 1200mm x 1200mm. At a communal entrance the minimum dimensions should</p>	<p>There is no requirement under NI Building Regulations for the entrances to be illuminated.</p> <p>External protection from the weather at entrances are only required to commercial buildings under NI Building Regulations. There is no requirement for dwellings.</p> <p>If splayed shoulders are used 25mm total upstand is permissible under current NI Building Regulations.</p> <p>This would be different to current NI Building Regulations were a minimum 150mm step is required for weather proofing. Typically, this would be to rear or secondary doors in a dwelling and to balconies etc where level access is not required.</p> <p>This is not a requirement under current NI Building Regulations. Currently only commercial buildings are required to have protection from inclement weather at a principle entrance but only if the doors are manually operated. If the doors are automated this is not required. The protection can be a projection in the form of a canopy or a recess into the building. There is no specific size for the canopy however 1500mm x 1500mm is typically acceptable.</p>

be 1500mm x 1500mm. These dimensions for level landings should be clear of any door swings.”

Good practice recommendations that exceed, or are in addition to, the above requirements

Wider effective clear widths at communal doors (greater than the minimum required above) can be beneficial for the movement of furniture and personal effects of residents. Whilst a resident may be able to momentarily leave a number of items at their own personal entrance door prior to moving them into the dwelling, it may be less convenient, or inappropriate, to leave items at communal entrances some distance from the private dwelling. Wider communal entrance doors can therefore assist residents in uninterrupted movement of possessions to and from the dwelling.”

This is not the same requirement under current NI Building Regulations. 300mm clear to the opening side of the doorway is only applicable to commercial buildings and not dwellings.

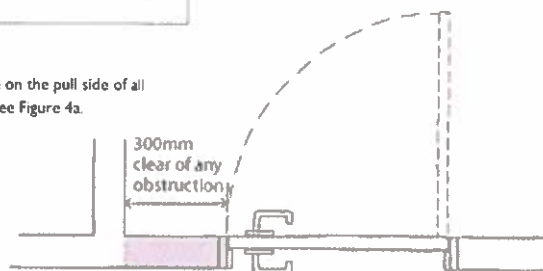
See current table of minimum opening widths for dwellings below.

Clear opening of doorway	Direction of approach	Minimum width of circulation route
750 mm	head on	900 mm
750 mm	not head on	1200 mm
775 mm	not head on	1050 mm
800 mm	not head on	900 mm

Dwelling entrance doors	
Direction and width of approach	Minimum effective clear width (mm)
All	800
Communal entrance doors	
Direction and width of approach	Minimum effective clear width (mm)
Straight-on (without a turn or oblique approach)	800
At right angles to an access route at least 1500mm wide	800
At right angles to an access route at least 1200mm wide	825

Note: The effective clear width is the width of the opening measured in the same plane to the wall in which the door is situated, between a line perpendicular to the wall from the outside of the door stop on the latch side and the nearest obstruction on the hinge side when the door is open. The nearest obstruction may be projecting door furniture, a weatherboard, the door, or the door stop.

There should be a 300mm nib (or clear space) to the leading edge on the pull side of all entrance doors to dwellings and all communal entrance doors. See Figure 4a.



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Figure 4a – 300mm door nib (or clear space) to leading edge (pull side only)

Criterion 5 – Communal stairs and lifts	
<p>5a – Communal Stairs Principal access stairs should provide easy access in accordance with the specification below regardless of whether or not a lift is provided.</p> <p>5b – Communal Lifts Where a dwelling is reached by a lift, it should be fully accessible in accordance with the specification below.</p> <p>Required specification for Criterion 5a – Communal Stairs</p> <p>Communal stairs providing a principal access route to a dwelling, <u>regardless of whether or not a lift is provided</u> should be easy going, with:</p> <ul style="list-style-type: none"> • Uniform rise not exceeding 170mm • Uniform going not less than 250mm • Handrails that extend 300mm beyond the top and bottom • Handrails height 900mm from each nosing • Step nosings distinguishable through contrasting brightness • Risers which are not open <p>Required specification for Criterion 5b – Communal lifts (Where applicable)</p> <p>“Provision of a lift is not a Lifetime Homes requirement (see recommendations below), but where a lift is provided, it should:</p> <ul style="list-style-type: none"> • Have minimum internal dimensions of 1100mm x 1400mm • Have clear landings adjacent to the lift entrance of 1500mm x 1500mm • Have lift controls at a height between 900mm and 1200mm from the floor and 400mm from the lift’s internal front wall <p>Good practice recommendations that exceed, or are in addition to, the above requirements</p> <ul style="list-style-type: none"> • Provide lift access to all dwellings above entrance level as far as practicable • Provide access to two lifts within blocks of 4 or more storeys 	<p>This is the same as the current NI Building Regulations.</p> <p>This is the same as the current NI Building Regulations.</p> <p>This exceeds the requirements of the current NI Building Regulations.</p>

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| <ul style="list-style-type: none">• Where lift access is not provided, consider potential to enable provision at a later date (by provision of space and/or adaptation). | |
|--|--|

<p>Criterion 6 – Internal doorways and hallways</p>	
<p>Movement in hallways through doorways should be as convenient to the widest range of people, including those using mobility aids or wheelchairs, and those moving furniture or other objects.</p> <p>As a general principle, narrower hallways and landings will need wider doorways in their side walls.</p> <p>The width of doorways and hallways should conform to the specification below.</p> <p>Required specification for Criterion 6 Hallway Widths "Subject to provision of adequate door opening widths (as detailed in the table below), the minimum width of any hallway / landing in a dwelling is 900mm. This may reduce to 750mm at 'pinch points' (e.g. beside a radiator) as long as the reduced width is not opposite, or adjacent to, a doorway.</p> <p>The minimum width of any hallway / corridor / landing within a communal area is 1200mm, which may reduce to 1050mm at 'pinch points' (e.g. due to a structural column) as long as the reduced width is not opposite, or adjacent to, a doorway."</p>	<p>This is the same as the current NI Building Regulations however the reduction to 750mm can only be achieved if the protrusion does not exceed 2000mm in length under the current NI Building Regulations.</p> <p>Current NI Building Regulations also state a minimum 1200mm clear width but only allow a reduction to 1000mm where handrails are provided.</p> <p>The tables below differ in widths – please refer to extracts in Criterion 4.</p>

<p align="center">Internal dwelling doors</p>	
<p>Direction and width of approach</p>	<p>Minimum clear opening width (mm)</p>
<p>Straight-on (without a turn or oblique approach)</p>	<p>750</p>
<p>At right angles to a hallway / landing at least 1200mm wide</p>	<p>750</p>
<p>At right angles to a corridor / landing at least 1050mm wide</p>	<p>775</p>
<p>At right angles to a corridor / landing less than 1050mm wide (minimum width 900mm).</p>	<p>900</p>

Communal doors

Direction and width of approach	Minimum clear opening width (mm)
Straight-on (without a turn or oblique approach)	800
At right angles to a corridor / landing at least 1500mm wide	800
At right angles to a corridor / landing at least 1200mm wide	825

Criterion 7 – Circulation Space	
<p>There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchair users elsewhere.</p> <p><u>Living rooms / areas and dining rooms/areas</u> Living rooms / areas and dining rooms / areas should be capable of having either a clear turning circle of 1500mm diameter, or a turning ellipse of 1700mm x 1400mm.</p> <p>Kitchens should have a clear width of 1200mm between kitchen unit fronts / appliance fronts and any fixed obstruction opposite.</p> <p><u>Bedrooms</u> The main bedroom in a dwelling should be capable of having a clear space, 750m wide to both sides and the foot of a standard sized double bed.</p>	<p>This is not a requirement under current NI Building Regulations.</p> <p>This is not a requirement under current NI Building Regulations.</p> <p>This is not a requirement under current NI Building Regulations.</p>

<p>Criterion 8 – Entrance level living space</p>	
<p>A living room / living space should be provided on the entrance level of every dwelling.</p> <p>Required specification to achieve Criterion 9</p> <p>A living room or living space in the context of this Criterion is categorised as: Any permanent living room, living area, dining room, dining area (e.g. within a kitchen / diner), or other reception area that provides seating / socialising space for the household and visitors.</p> <p>Note: in dwellings with two or more storeys, this living space may also need to provide other entrance level requirements (e.g. the temporary entrance level bed-space of Criterion 9, or the through floor lift space of Criterion 12).</p> <p>Good practice recommendations that exceed, or are in addition to, the above requirements</p> <p>Also provide the kitchen on the entrance level.</p>	<p>This is not a requirement under current NI Building Regulations.</p> <p>How does a through floor lift comply with current fire and acoustic requirements for the current NI Building Regulations.</p> <p>This is not a requirement under current NI Building Regulations. Principle storey could be on upper floor levels under NI Building Regulations.</p>

<p>Criterion 10 – Entrance level WC and shower drainage</p>	
<p>Where an accessible bathroom, in accordance with Criterion 14, is not provided on the entrance level of a dwelling, the entrance level should have an accessible WC compartment, with potential for a shower to be installed – as detailed in the specification below.</p> <p>Required specification to achieve Criterion 10</p> <p>“In dwellings with two or more storeys and no more than two habitable rooms in addition to the main living room and any kitchen / diner (typically a one or two bedroom house), a Part M WC compartment will satisfy this Criterion provided that the floor drain for a future accessible shower (not required by PartM) is available in the compartment, or in a suitable location elsewhere.</p> <p>In all other dwellings (where an accessible bathroom in accordance with Criterion 14 is not provided on the entrance level) the compartment’s specification should be as detailed below:</p> <p>An accessible WC Compartment should contain:</p> <ol style="list-style-type: none"> 1. A WC with: <ol style="list-style-type: none"> i. A centre line between 400-500mm from an adjacent wall ii. A flush control located between the centre-line of the WC and the side of the cistern furthest away from the adjacent wall. iii. An approach zone extending at least 350mm from the WC’s centre-line towards the adjacent wall, and at least 1000mm from the WC’s centre-line on the other side. This zone should extend forward from the front rim of the WC by at least 1100mm. The zone should also extend back at least 500mm from the front rim of the WC for a width of 1000mm from the WC’s centre-line. <p>A basin which may be located either on the adjacent wall, or adjacent to the cistern,</p>	<p>This is in excess of the current NI Building Regulations. There is no requirement for an accessible shower in the principle storey or a requirement for a floor drain should one be required in the future.</p> <p>The dimensions mentioned deviate from that specified in the current NI regulation. This is only a minimum of 450mm to the centre line of the toilet to the edge of the clear space in front of the toilet.</p> <p>The flush control location is not specified in current NI Building Regulations.</p> <p>This approach zone is in excess of the current NI Building Regulations and is not measured in the same manor. Currently a 900mm wide by 750mm deep clear space is required in from of the toilet which is cantered on the toilet if the approach is head on and offset if approaching from an oblique angle.</p>

should not project into this approach zone by more than 200mm. This zone is demonstrated by Figure 10a.

This is not required and in excess of the current NI Building Regulations.

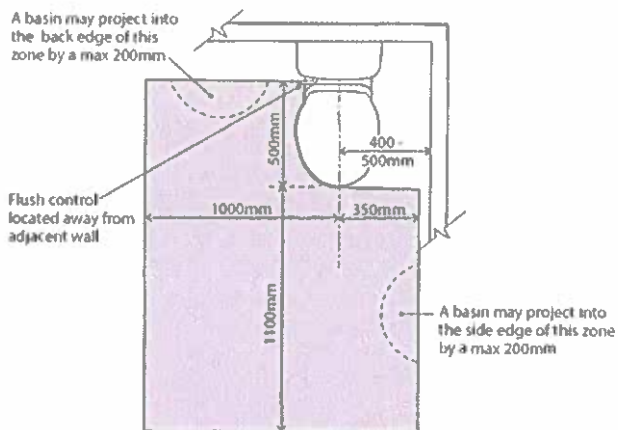
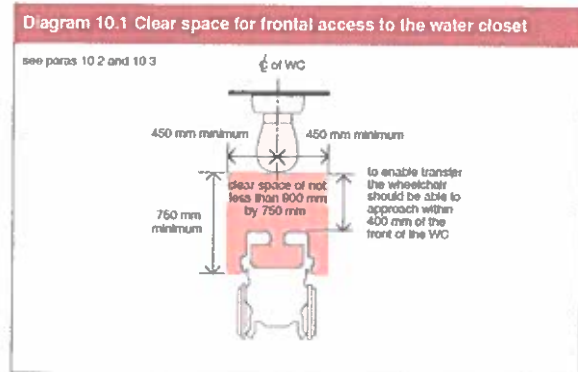


Figure 10a - Approach zone to WC



1. A basin with:
A clear frontal approach zone extending back for a distance of 1100mm from any obstruction under the basin – whether that be a pedestal, trap, duct or housing. This zone will normally overlap with the WC's approach zone as detailed in item 1iii) above
2. Unless provided elsewhere on the entrance level (see Note 1), floor drainage for an accessible floor level shower with:
A floor construction that provides either shallow falls to the floor drainage or (where the drainage is initially capped for use later following installation of a shower) that allows simple and easy installation of a laid-to-fall floor surface in the future.

Whether provided from the outset, or by subsequent adaptation, fall gradients in the floor should be the

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

minimum required for efficient drainage of the floor area. Crossfalls should be minimised.

The floor drain should be located as far away from the doorway as practicable.

Requirements 1-3 are demonstrated within Figure 10b.

It is noted that an overall compartment footprint of 1450mm x 1900mm will enable increased choice of fittings.

Good practice recommendations that exceed, or are in addition to, the above requirements

- Position the WC and a hand rinse basin so that the basin can be reached from the WC position (as shown in Figure 10b)

Provide wall

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations and is substantially larger than the current minimum requirements.

Requirements 1 – 3 above are demonstrated within Figure 10b.

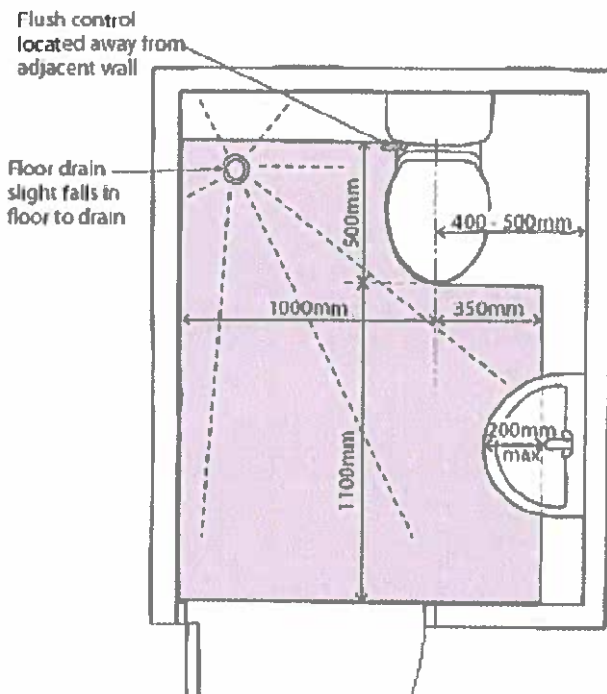


Figure 10b - Example accessible WC compartment layout

<p>Criterion 11 – WC and bathroom walls Walls in all bathrooms and WC compartments should be capable of firm fixing and support for adaptations such as grab rails.</p> <p>Criterion 12 – Stairs and potential through-floor lift in dwellings The design within a dwelling of two or more storeys should incorporate both:</p> <ul style="list-style-type: none"> a) Potential for stair lift installation; and; b) A suitable identified space for a through-the-floor lift from the entrance level to a storey containing a main bedroom and bathroom satisfying Criterion 14. <p>Required specification to achieve Criterion 12a – Stairs “In dwellings with two or more storeys, the stairs and associated area should be adequate to enable installation of a (seated) chair lift without significant alteration or reinforcement.</p> <p>A clear width of 900mm should be provided on stairs. This clear width should be measured 450mm above the pitch height.”</p> <p>Required specification to achieve Criterion 12b – potential for through floor-lift “The identified route for the lift may be from a living room / space directly into a bedroom above. Alternatively, the route may be from, or arrive in, circulation space.</p> <p>The potential aperture size for the route through the floor should be a minimum 1000mm x 1500mm – with the potential approach to the lift being to one of the shorter sides. This potential aperture area should be clear of services.”</p> <p>Additional good practice recommendations that exceed, or are in addition to, the above requirements Stairs Although stair lifts are available for installation on most forms of stair, a straight</p>	<p>This is not required for dwellings under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations. Minimum stair width requirement for current regulations is 800mm clear in normal domestic circumstances.</p> <p>This is not required under current NI Building Regulations and may affect current fire and acoustic requirements of the NI Building Regulations.</p>
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<p>flight with clear landings at the top and bottom, will provide for a more cost effective installation.</p> <p>A straight flight of stairs with goings (treads) of consistent depths (i.e. no winders) is safer to use, particularly for those less agile.</p> <p>A straight stair, without winders, is therefore recommended.</p> <p>Where winders are incorporated onto a stair, consideration should be given to ensure that an adequate going depth remains on the winders if a stair lift is installed.</p>	<p>This is not required under current NI Building Regulations.</p> <p>This is in contrast to the current NI Building Regulations where winders are acceptable.</p>
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Criterion 14 – Bathrooms	
<p>An accessible bathroom, providing ease of access in accordance with the specification below, should be provided in every dwelling on the same storey as a main bedroom.</p> <p>Required specification to achieve Criterion 14</p> <p>An accessible bathroom, provide ease of access, should be provided in every dwelling close to a main (double or twin) bedroom.</p> <p>In dwellings with more than one storey, this bathroom should either be on the entrance level (see note 1), or on a level with potential for access by a through floor lift (see Criterion 12b).</p> <p>The following facilities, and associated clear approach zones, should be provided within the accessible bathroom.</p> <ol style="list-style-type: none"> 1. A WC with: <ol style="list-style-type: none"> i. A centre line between 400mm-500mm from an adjacent wall. ii. A flush control located between the centre-line of the WC and the side of cistern furthest away from the adjacent wall iii. An approach zone extending at least 350mm from the WC's centre-line towards the adjacent wall, and at least 1000mm from the WC's centre-line on the other side. This zone should extend forward from the front rim of the WC by at least 1100mm. The zone should also extend back on one side of the WC for at least 500mm from the front rim of the WC, for a width of 1000mm, from the WC's centre-line <p>A bowl of a basin which may be located either on the adjacent wall or adjacent to the cistern, should not project into this approach zone by more than 200mm.</p> <p>This zone is demonstrated by Figure 14a.</p>	<p>This is not required under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations. The principle storey must have a WC only under current NI Building Regulations a bathroom can be on any floor.</p> <p>This is not required under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations.</p>

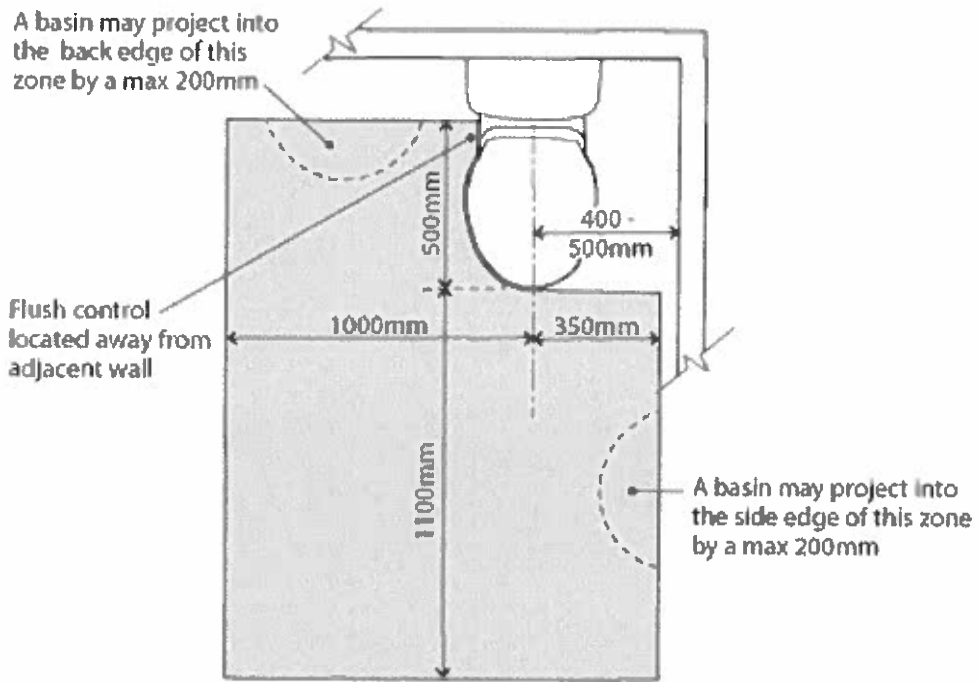


Figure 14a - Approach zone to WC

<p>2. A wash basin with: A clear frontal approach zone, 700mm wide, extending 1100mm from any obstruction under the basin – whether that be a pedestal, trap, duct or housing. This zone will normally overlap with the approach zone to the WC as detailed in item 3i) above</p>	<p>This is not required under current NI Building Regulations.</p>
<p>3. Either a bath or an accessible floor level shower:</p> <ul style="list-style-type: none"> i. Where a bath is provided, there should be a clear zone alongside the bath, at least 1100mm long and 700mm wide. This zone will normally overlap with the approach zone to the WC (item 1ii above) and / or the approach zone to the basin (item 2i above). ii. Where an accessible floor level shower is provided instead of a bath, there should be provision of a clear 1500mm diameter circular, or 1700mm x 1400mm elliptical, clear manoeuvring zone (see Note 2). This manoeuvring zone should overlap with the showering area. The drainage for the shower should be as detailed in item 4 below iii. Where both a bath and an accessible floor level shower are provided from the outset, the clear floor space for showering activity should be a minimum 1000mm x 1000mm. The drainage for the shower should be as detailed in item 4 below 	<p>This is not required under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations.</p>
<p>4. Unless provided elsewhere in the dwelling (see Note 3), floor drainage for an accessible floor level shower with:</p> <p>A floor construction that provides either shallow falls to the floor drainage or (where the drainage is initially capped for use later following installation of a shower) that allows simple and easy installation of a laid-to-fall floor surface in the future.</p>	<p>This is not required under current NI Building Regulations.</p> <p>This is not required under current NI Building Regulations.</p>

The drainage, when capped for use following adaptation, may be located under a bath.

5. A wash basin with:

A clear frontal approach zone, 700mm wide, extending 1100mm from any obstruction under the basin – whether that be a pedestal, trap, duct or housing. This zone will normally overlap with the approach zone to the WC as detailed in item 3i) above

Either a bath or an accessible floor level shower:

- iv. Where a bath is provided, there should be a clear zone alongside the bath, at least 1100mm long and 700mm wide. This zone will normally overlap with the approach zone to the WC (item 1ii above) and / or the approach zone to the basin (item 2i above).
- v. Where an accessible floor level shower is provided instead of a bath, there should be provision of a clear 1500mm diameter circular, or 1700mm x 1400mm elliptical, clear manoeuvring zone (see Note 2). This manoeuvring zone should overlap with the showering area. The drainage for the shower should be as detailed in item 4 below
- vi. Where both a bath and an accessible floor level shower are provided from the outset, the clear floor space for showering activity should be a minimum 1000mm x 1000mm. The drainage for the shower should be as detailed in item 4 below

Unless provided elsewhere in the dwelling (see Note 3), floor drainage for an accessible floor level shower with:

A floor construction that provides either shallow falls to the floor drainage or (where the drainage is initially capped for use later following installation of a shower) that allows

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

simple and easy installation of a laid-to-fall floor surface in the future.

The drainage, when capped for use following adaptation, may be located under a bath.

Whether provided from the outset, or by subsequent adaptation, fall gradients in the floor should be the minimum required to effect efficient drainage from the catchment area of the shower. Crossfalls should be minimised.

Where a bath is provided with capped drainage for an accessible floor level shower beneath it, potential for a clear 1500mm diameter circular or 1700mm x 1400mm elliptical clear manoeuvring zone if the bath is removed (see Notes 2 and 3)

The requirements of Criterion 11 (WC and Bathroom walls) & Criterion 13 (Potential for hoists), should also be noted and incorporated.

Figure 14b, an example bathroom layout, demonstrates the spatial requirements of Items 1-5. It is noted that an internal footprint dimension of 2100mm x 2100mm increases the degree of choice and flexibility in respect of fittings, layout, orientation and future adaptability. An outward opening door will be required to satisfy Approved Document M if the bathroom contains the only accessible entrance level WC within the dwelling.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

This is not required under current NI Building Regulations.

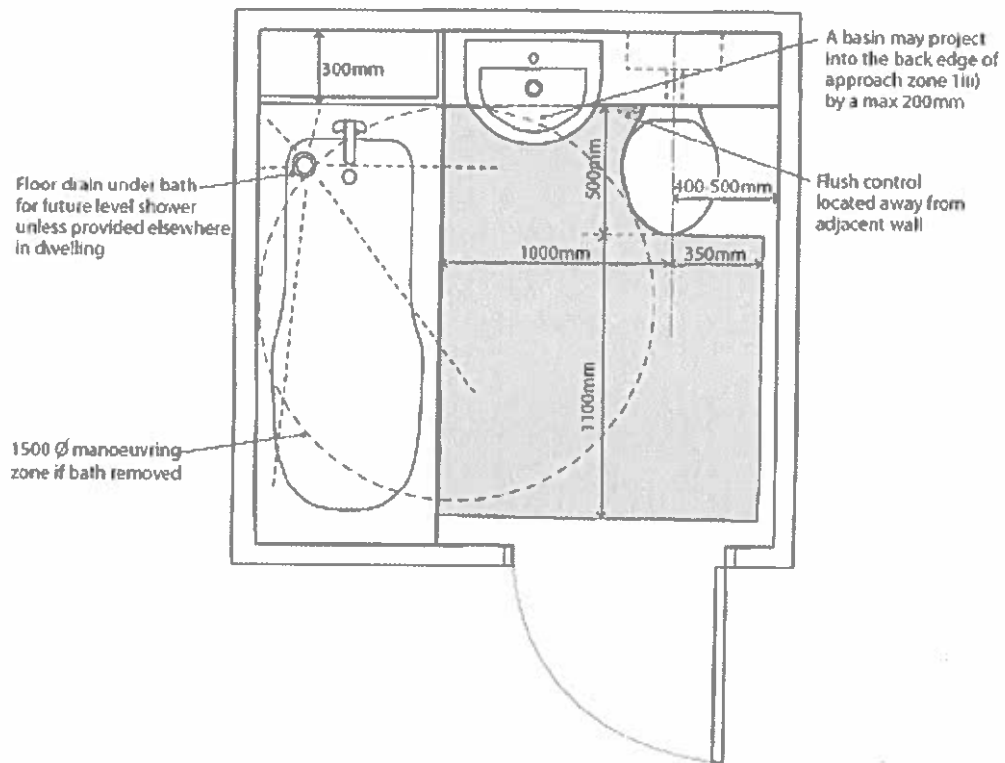


Figure 14b - Example bathroom layout

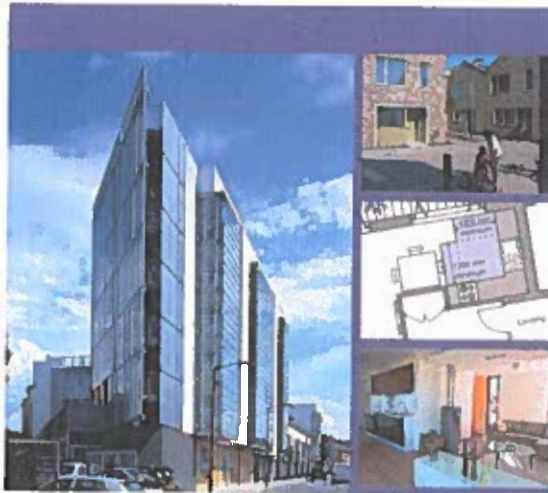
<p>Criterion 15 – Glazing and window handle heights</p>	
<p>Windows in the principal living space (typically the living room), should allow people to see out when seated. In addition, at least one opening light in each habitable room should be approachable and useable by a wide range of people – including those with restricted movement and reach</p>	<p>This is not required under current NI Building Regulations. Window controls are stipulated to be between 800mm & 1000mm from finished floor levels in guest rooms.</p>
<p>Criterion 16 – Location of service controls</p>	
<p>Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.</p>	<p>This differs from current NI Building Regulations which have various scenarios for different service controls for example switched outlets should be between 400mm and 1000mm from finished floor level and should be a minimum 350mm away from a return wall.</p>



**REVIEW OF FROM LIFETIME HOMES DESIGN GUIDE
2011**



LIFETIME HOMES DESIGN GUIDE



bre press



DATE: JANUARY 2020

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■ ARCHITECTURE
■ PLANNING
■ DESIGN

FORWARD FROM WAYNE HEMMINGWAY

- 0.1 "Most will have a limited choice, restrained by a budget, or renting, from an 'off the peg' range. It therefore makes sense for the design of all housing to consider, as far as practicable, the diverse needs of the widest range of people who may take up residence – either initially, or during the lifetime of the home." (Goodman, 2011)

Providing wider parking spaces for 'parents and toddlers' is now standard at the supermarket so it makes sense to have the same convenience when arriving home."

- 0.2 Extract: History of the Lifetime Standard
"The technical guidance in this Guide relates to this 2010 Standard. In 2010, Habinteg was also officially granted the trademark for Lifetime Homes."

1.0 WHAT IS THE LIFETIME HOMES STANDARD?

- 1.1 "The Standard is an expression of 'inclusive design'. It seeks to provide design solutions in general-needs housing that can meet the changing needs of the widest range of households."
- 1.2 "Lifetime Homes properties are more convenient for most occupants and visitors, including those with less agility and mobility. The original design may negate the need for substantial alterations in order to make the dwelling suitable for a household's particular needs."
- 1.3 **"Principle 1: Inclusivity**
An inclusive environment aims to assist use by everyone, regardless of age, gender or disability.";
- 1.4 "The design of a Lifetime Home removes the barriers to accessibility often present in other dwellings.";

"A new development of Lifetime Homes therefore has the potential to provide for the widest cross-section of individuals within the general population. The high level of accessibility also offers greater 'visitability', for example to wheelchair users, so that people are less likely to be prevented from visiting due to the dwelling's design.";

- 1.5 **"Principle 2: Accessibility**
Inclusive design aims to give the widest range of people, including those with physical and/or sensory impairments, older people and children, convenient and independent access within the built environment (externally and internally) and also equal access to services.";

1.6 "A Lifetime Home is designed with particular attention to:

- The ease of approaching the home
- Circulation within the home
- The approach to key facilities."

1.7 **"Principle 3: Adaptability**

Adaptability means that a building or product can simply be adapted to meet a person's changing needs over time, or to suit the needs of different users.";

"..will facilitate adaptations at a later stage for a household that has a family member with a temporary or permanent disability, or a progressive condition. A member of the household, or a visitor, will be able to live, sleep and use bathroom facilities solely on the entrance level for a short period, or the household can benefit from potential step-free access to upper floor facilities."

1.8 **"Principle 4: Sustainability**

"..(the design of which contribute to the long-term viability of the neighbourhood and community)."

1.9 **"Principle 5: Good Value**

Lifetime Homes are not intended to be complicated or expensive for house-builders or for the people who live in them."

LIFETIME HOMES AND WHEELCHAIR STANDARD HOUSING

1.10 "Wheelchair standard housing is considerably more detailed and demanding than the Lifetime Homes Standard in its spatial requirements and specifications. These higher requirements enable the entire property, and all its facilities, to be fully accessible and/or adaptable to suit many different wheelchair users. A wheelchair-adaptable standard, such as that produced by the GLA, provides spatial and structural requirements so that all areas and facilities within the entire dwelling, can be fitted out to become fully accessible.";

1.11 "It is vitality important that local planners and housing providers ensure that good provision of full wheelchair standard accommodation is made to meet this need."

LIFETIME HOMES IN POLICY AND REGULATION

- 1.12 "Some planning and funding authorities require newly built homes (or a proportion of new homes) to exceed the AD M requirements and achieve the Lifetime Homes Standard. As a leading example, the GLA adopted the Lifetime Homes Standard in the Supplementary Planning Guidance of the London Plan, issued in 2004. This stated that all residential units in new housing developments should be Lifetime Homes, including houses and flats of varying sizes, in both the public and private sectors.
- 1.13 In 2008, the UK Government adopted Lifetime Homes in its report, *Lifetime Homes, Lifetime Neighbourhoods: a national strategy for housing in an ageing society*. This announced targets for the building of all new housing to the Lifetime Homes Standard in both the public and private sectors. Following the change of Government in the UK in 2010, these targets have not been upheld and responsibility for policy decision and implementation has passed to local authorities and their strategic partners."

Goodman, C, 2011. Lifetime Homes Design Guide.

CONCLUSION

The key principles of Lifetime Homes would suggest that a detailed examination of layouts in terms of levels / access paths would be required at a planning stage. This in turn would result in the submission of more detailed drawings to support any planning application to the requisite Council.

The submission of this detailed appraisal at planning stage would endeavour to address the accessibility of a layout in terms of the adopted surfaces, and the semi-private front gardens.

This assessment is presently outside the Building Regulations and DFI Roads assessment.

The Design & Access statement would need to be more than a declaration to aspire to achieve inclusivity and accessibility. Accessibility is challenging in Northern Ireland generally due to the topography of most housing development sites. In more general terms, the strategy to large scale level a site, must fall within the planning application assessment. Front gardens and potential retaining structures would have to be assessed by Council Planning Offices (on a site by site basis) as part of every application; otherwise, the works under 'Permitted Development Rights' need to be reviewed in conjunction.

Presently, the Building Regulations in Northern Ireland are not concurrent with the Lifetime Homes Standards, therefore the Council is proposing a planning standard higher than the current Building Regulations?



Nearly Zero-Energy Requirements for New Buildings Regulation 43B NI Building Regulations.

In 2014 The Department of Finance and Personnel NI released amendments to the NI Building Regulations Technical Booklets F1 & F2. Under this amendment Regulation 43B was introduced stating the following.

Nearly zero-energy requirements for new buildings

43B.- (1) Where a building is erected, it must be a nearly zero-energy building.

(2) For the purposes of paragraph (1)-

(a) in respect of new buildings occupied by public authorities, this regulation shall apply from 1st January 2019; and

(b) in respect of all new buildings, this regulation shall apply from 31st December 2020.

At the outset of the 2014 amended document it states –

The changes to Technical Booklets F1 and F2 take effect from 25th February 2014. The previous editions will continue to apply to work started before 25th February 2014, or to work subject to a building notice or full plans applications submitted before that date.

The changes to the Technical Booklets F1 and F2 are made to take account of the recast of the European Energy Performance of Building Directive (Directive 2010/31/EU) with amended guidance for –

- (a) Consideration for high-efficiency alternative systems;
- (b) Buildings exempted from certain energy efficiency requirements;
- (c) Recognition of the term “major renovation”.

Regulation 43B “Nearly zero-energy requirements for new buildings” will not come into operation until 2019. Changes to Technical Booklets F1 and F2 will be provided nearer to the time that this regulation comes into operation.

Alan Patterson Design LLP have been asking NI Building Regulation Councils how the above alterations are to be measured and what constitutes “nearly” zero-energy. To date there has been limited response other than to advise they have not been provided with a directive on how to measure / assess this requirement and as the Stormont Executive is not sitting, they are not likely to obtain clarification on this. It should be noted that the public buildings requirement is already now in effect with no clarification on these points.

It should also be noted that the BBC released a new bulletin advising that Belfast City Council has backed a motion declaring a climate emergency. The motion passed

unopposed during a council meeting on Tuesday 1st October 2019. The bulletin went to note that Belfast became the third council in NI to take the step after Ards and North Down and Derry and Strabane.

Appendix 3 – Planning Advisory Service Soundness Self-Assessment Checklist

Appendix 3 – PAS Soundness Self-Assessment Checklist (March 2014)

This note was prepared by AMEC and URS on behalf of the Planning Advisory Service. It aims to help local authorities prepare their plans in advance of an examination, taking into account the requirements of the National Planning Policy Framework. A separate checklist looks at legal compliance.

In summary – the key requirements of plan preparation are:

- Has the plan been positively prepared i.e. based on a strategy which seeks to meet objectively assessed requirements?
- Is the plan justified?
- Is it based on robust and credible evidence?
- Is it the most appropriate strategy when considered against the alternatives?
- Is the document effective?
- Is it deliverable?
- Is it flexible?
- Will it be able to be monitored?
- Is it consistent with national policy?

The Tests of Soundness at Examination

The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. Those seeking changes should demonstrate why the plan is unsound by reference to one or more of the soundness criteria.

The tests of soundness are set out in the National Planning Policy Framework (NPPF) (para 182): “The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is ‘sound’”, namely that it is:

1. Positively Prepared: based on a strategy which seeks to meet objectively assessed development and infrastructure requirements

This means that the Development Plan Document (DPD) should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The NPPF, together with the Marine Policy Statement (MPS) set out principles through which the Government expects sustainable development can be achieved.

2. Justified: the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence

This means that the DPD should be based on a robust and credible evidence base involving:

- Research/fact finding: the choices made in the plan are backed up by facts.

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Soundness Self-Assessment Checklist (March 2014)

- Evidence of participation of the local community and others having a stake in the area, and

The DPD should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The DPD should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

3. Effective: deliverable over its period based on effective joint working on cross-boundary strategic priorities

This means the DPD should be deliverable, requiring evidence of:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it; and
- Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.
- The DPD should be flexible and able to be monitored.

The DPD should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.

4. Consistent with national policy: enabling the delivery of sustainable development

The demonstration of this is a 'lead' policy on sustainable development which specifies how decisions are to be made against the sustainability criterion (see the Planning Portal for a model policy www.planningportal.gov.uk). If you are not using this model policy, the Council will need to provide clear and convincing reasons to justify its approach.

The following table sets out the requirements associated with these four tests of soundness. Suggestions for evidence which could be used to support these requirements are set out, although these have to be viewed in the context of the plan being prepared. Please don't assume that you have got to provide all of these, they are just suggestions of what could be relevant.

In addition, the Legal Compliance checklist (a separate document, see www.p3s.gov.uk) should be completed to ensure that this aspect is covered.

The Duty to Co-operate will also be assessed as part of the examination process.

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>Positively Prepared: the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.</p>		
<p>Vision and Objectives</p> <p>Has the LPA clearly identified what the issues are that the DPD is seeking to address? Have priorities been set so that it is clear what the DPD is seeking to achieve?</p> <p>Does the DPD contain clear vision(s) and objectives which are specific to the place? Is there a direct relationship between the identified issues, the vision(s) and the objectives?</p> <p>Is it clear how the policies will meet the objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD?</p> <p>Have reasonable alternatives to the quantum of development and overall spatial strategy been considered?</p> <p>Are the policies internally consistent?</p> <p>Are there realistic timescales related to the objectives?</p> <p>Does the DPD explain how its key policy objectives will be achieved?</p>	<ul style="list-style-type: none"> • Sections of the DPD and other documents which set out (where applicable) the vision, strategic objectives, key outcomes expected, spatial portrait and issues to be addressed. • Relevant sections of the DPD which explain how policies derive from the objectives and are designed to meet them. • The strategic objectives of the DPD, and the commentary in the DPD of how they derive from the spatial portrait and vision, and how the objectives are consistent with one another. • Sections of the DPD which address delivery, the means of delivery and the timescales for key developments through evidenced infrastructure delivery planning. • Confirmation from the relevant agencies that they support the objectives and the identified means of delivery. • Information in the local development scheme, or provided separately, about the scope and content (actual and intended) of each DPD showing how they combine to provide a coherent policy structure. 	
<p>The presumption in favour of sustainable development (NPPF paras 6-17)</p> <p>Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for</p>	<ul style="list-style-type: none"> • An evidence base which establishes the development needs of the plan area (see Justified below) and includes a flexible approach to delivery (see 'Section 3 Effective', below). • An audit trail showing how and why the quantum of development, preferred overall strategy and plan area 	

Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>achieving sustainable development in different areas.</p> <p>Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:</p> <p>—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or</p> <p>—specific policies in this Framework indicate development should be restricted.</p>	<p>distribution of development were arrived at.</p> <ul style="list-style-type: none"> Evidence of responding to opportunities for achieving sustainable development in different areas (for example, the marine area) 	
<p>Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.</p>	<ul style="list-style-type: none"> A policy or policies which reflect the principles of the presumption in favour of sustainable development (see model policy at www.planningportal.gov.uk) 	
<p><i>Objectively assessed needs</i></p> <p>The economic, social and environmental needs of the authority area addressed and clearly presented in a fashion which makes effective use of land and specifically promotes mixed use development, and take account of cross-boundary and strategic issues.</p> <p>Note: Meeting these needs should be subject to the caveats specified in Paragraph 14 of the NPPF (see above).</p>	<ul style="list-style-type: none"> Background evidence papers demonstrating requirements based on population forecasts, employment projections and community needs. Technical papers demonstrating how the aspirations and objectives of the DPD are related to the evidence, and how these are to be met, including from consultation and associated with the Duty to Co-operate. 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
NPPF Principles: Delivering sustainable development		
1. Building a strong, competitive economy (paras 18-22)		
Set out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth (21),	<ul style="list-style-type: none"> • Articulation of a clear economic vision and strategy for the plan area linked to the Economic Strategy, LEP Strategy and marine policy documents where appropriate. 	
Recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing (21)	<ul style="list-style-type: none"> • A criteria-based policy which meets identified needs and is positive and flexible in planning for specialist sectors, regeneration, infrastructure provision, environmental enhancement. • An up-to-date assessment of the deliverability of allocated employment sites, to meet local needs, (taking into account that LPAs should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of an allocated site being used for that purpose) para (22) 	
2. Ensuring the vitality of town centres (paras 23-37)		
Policies should be positive, promote competitive town centre environments, and set out policies for the management and growth of centres over the plan period (23)	<ul style="list-style-type: none"> • The Plan and its policies may include such matters as: definition of networks and hierarchies; defining town centres; encouragement of residential development on appropriate sites; allocation of appropriate edge of centre sites where suitable and viable town centre sites are not available; consideration of retail and leisure proposals which cannot be accommodated in or adjacent to town centres. 	
Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres (23)	<ul style="list-style-type: none"> • An assessment of the need to expand (the) town centre(s), considering the needs of town centre uses. • Primary and secondary shopping frontages identified and allocated. 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
3. Supporting a prosperous rural economy (para 28)		
Support sustainable economic growth in rural areas. Planning strategies should promote a strong rural economy by taking a positive approach to new development. (28)	<ul style="list-style-type: none"> Where relevant include a policy or policies which support the sustainable growth of rural businesses; promote the development and diversification of agricultural businesses; support sustainable rural tourism and leisure developments, and support local services and facilities. 	
4. Promoting sustainable transport (paras 29-41)		
<p>Facilitate sustainable development whilst contributing to wider sustainability and health objectives. (29)</p> <p>Balance the transport system in favour of sustainable transport modes and give people a real choice about how they travel whilst recognising that different policies will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and congestion (29) including supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. (30)</p> <p>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. (31)</p> <p>Opportunities for sustainable transport modes</p>	<ul style="list-style-type: none"> Joint working with adjoining authorities, transport providers and Government Agencies on infrastructure provision in order to support sustainable economic growth with particular regard to the facilities referred to in paragraph 31. Policies encouraging development which facilitates the use of sustainable modes of transport and a range of transport choices where appropriate, particularly the criteria in paragraph 35. A spatial strategy and policy which seeks to reduce the need to travel through balancing housing and employment provision. Policy for major developments which promotes a mix of uses and access to key facilities by sustainable transport modes. If local (car parking) standards have been prepared, are they justified and necessary? (39) Identification and protection of sites and routes where infrastructure could be developed to widen transport choice linked to the Local Transport Plan. 	

Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure. (32)</p> <p>Ensure that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (34)</p> <p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (35)</p> <p>Policies should aim for a balance of land uses so that people can be encouraged to minimize journey lengths for employment, shopping, leisure, education and other activities. (37)</p> <p>For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. (38)</p> <p>The setting of car parking standards including provision for town centres. (39-40)</p> <p>Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. (41)</p>		
<p>5. Supporting high quality communications infrastructure (paras 42-46)</p>		

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>Support the expansion of the electronic communications networks, including telecommunications' masts and high speed broadband. (43)</p> <p>Local planning authorities should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications development or insist on minimum distances between new telecommunications development and existing development. (44)</p>	<ul style="list-style-type: none"> • Policy supporting the expansion of electronic communications networks, including telecommunications and high speed broadband, noting the caveats in para 44. 	
<p>6. Delivering a wide choice of high quality housing (paras 47-55)</p>		
<p>Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements; this should include an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land. 20% buffer applies where there has been persistent under delivery of housing(47)</p>	<ul style="list-style-type: none"> • Identification of: <ul style="list-style-type: none"> a) five years or more supply of specific deliverable sites; plus the buffer as appropriate • Where this element of housing supply includes windfall sites, inclusion of 'compelling evidence' to justify their inclusion (48) • A SHLAA 	
<p>Identify a supply of developable sites or broad locations for years 6-10 and, where possible, years 11-15 (47).</p>	<ul style="list-style-type: none"> • Identification of a supply of developable sites or broad locations for: a) years 6-10; b) years 11-15 	
<p>Illustrate the expected rate of housing delivery through a trajectory; and set out a housing implementation strategy describing how a five year supply will be maintained. (47)</p>	<ul style="list-style-type: none"> • A housing trajectory • Monitoring of completions and permissions (47) • Updated and managed SHLAA. (47) 	
<p>Set out the authority's approach to housing density to reflect local circumstances (47).</p>	<ul style="list-style-type: none"> • Policy on the density of development. 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
Plan for a mix of housing based on current and future demographic and market trends, and needs of different groups (50) and caters for housing demand and the scale of housing supply to meet this demand. (para 159)	<ul style="list-style-type: none"> • Policy on planning for a mix of housing (including self-build, and housing for older people • SHMA • Identification of the size, type, tenure and range of housing required in particular locations, reflecting local demand. (50) • Evidence for housing provision based on up to date, objectively assessed needs. (50) • Policy on affordable housing and consideration for the need for on-site provision or if off-site provision or financial contributions are sought, where these can these be justified and to what extent do they contribute to the objective of creating mixed and balanced communities. (50) 	
<p>In rural areas be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate (54).</p> <p>In rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p>	<ul style="list-style-type: none"> • Consideration of allowing some market housing to facilitate the provision of significant additional affordable housing to meet local needs. • Consideration of the case for resisting inappropriate development of residential gardens. (This is discretionary)(para 53) • Examples of special circumstances to allow new isolated homes listed at para 55. 	
7. Requiring good design (paras 56-68)		
Develop robust and comprehensive policies that set out the quality of development that will be expected for the area (58).	<ul style="list-style-type: none"> • Inclusion of policy or policies which seek to increase the quality of development through the principles set out at para 58 and approaches in paras 59-61, linked to the vision for the area and specific local issues 	
8. Promoting healthy communities (paras 69-77)		

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
Policies should aim to design places which: promote community interaction, including through mixed-use development; are safe and accessible environments; and are accessible developments (69).	<ul style="list-style-type: none"> • Inclusion of a policy or policies on inclusive communities. • Promotion of opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. (69) 	
Policies should plan positively for the provision and use of shared space, community facilities and other local services (70).	<ul style="list-style-type: none"> • Inclusion of a policy or policies addressing community facilities and local service. • Positive planning for the provision and integration of community facilities and other local services to enhance the sustainability of communities and residential environments; safeguard against the unnecessary loss of valued facilities and services; ensure that established shops, facilities and services are able to develop and modernize; and ensure that housing is developed in suitable locations which offer a range of community facilities and good access to key services and infrastructure. 	
Identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities; and set locally derived standards to provide these (73).	<ul style="list-style-type: none"> • Identification of specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. (73) • A policy protecting existing open space, sports and recreational buildings and land from development, with specific exceptions. (74) • Protection and enhancement of rights of way and access. (75) 	
Enable local communities, through local and neighbourhood plans, to identify special protection green areas of particular importance to them – 'Local Green Space' (76-78).	<ul style="list-style-type: none"> • Policy enabling the protection of Local Green Spaces. (Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. The designation should only be used when it accords with the criteria in para 77). Policy for managing development within a 	

Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
	local green space should be consistent with policy for Green Belts. (78)	
9. Protecting Green Belt land (paras 79-92)		
<p>Local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. (81)</p> <p>Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. (83)</p> <p>When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. (84)</p> <p>Boundaries should be set using 'physical features likely to be permanent' amongst other things (85)</p>	<ul style="list-style-type: none"> • Where Green Belt policies are included, these should reflect the need to: <ul style="list-style-type: none"> ○ Enhance the beneficial use of the Green Belt. (81) ○ Accord with criteria on boundary setting, and the need for clarity on the status of safeguarded land, in particular. (85) ○ Specify that inappropriate development should not be approved except in very special circumstances. (87) ○ Specify the exceptions to inappropriate development (89-90) ○ Identify where very special circumstances might apply to renewable energy development. (91) 	
10. Meeting the challenge of climate change, flooding and coastal change (paras 93-108)		
<p>Adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change and water supply and demand considerations. (94)</p>	<ul style="list-style-type: none"> • Planning of new development in locations and ways which reduce greenhouse gas emissions. • Support for energy efficiency improvements to existing building. • Local requirements for a building's sustainability which are consistent with the Government's zero carbon buildings policy. (95)) 	

Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
Help increase the use and supply of renewable and low carbon energy through a strategy, policies maximising renewable and low carbon energy, and identification of key energy sources. (97)	<ul style="list-style-type: none"> • A strategy and policies to promote and maximise energy from renewable and low carbon sources, • Identification of suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources (see also NPPF footnote 17) • Identification of where development can draw its energy supply from decentralised, renewable or low carbon supply systems and for co-locating potential heat customers and suppliers. (97) 	
Minimise vulnerability to climate change and manage the risk of flooding (99)	<ul style="list-style-type: none"> • Account taken of the impacts of climate change. (99) • Allocate, and where necessary re-locate, development away from flood risk areas through a sequential test, based on a SFRA. (100) • Policies to manage risk, from a range of impacts, through suitable adaptation measures 	
Take account of marine planning (105)	<ul style="list-style-type: none"> • Ensure early and close co-operation on relevant economic, social and environmental policies with the Marine Management Organisation • Review the aims and objectives of the Marine Policy Statement, including local potential for marine-related economic development • Integrate as appropriate marine policy objectives into emerging policy • Support of integrated coastal management (ICM) in coastal areas in line with the requirements of the MPS 	
Manage risk from coastal change (106)	<ul style="list-style-type: none"> • Identification of where the coast is likely to experience physical changes and identify Coastal Change Management Areas, and clarity on what development will be allowed in such areas. • Provision for development and infrastructure that needs to be re-located from such areas, based on SMPs and Marine Plans, where appropriate. 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
11. Conserving and enhancing the natural environment (paras 109-125)		
Protect valued landscapes (109)	<ul style="list-style-type: none"> • A strategy and policy or policies to create, protect, enhance and manage networks of biodiversity and green infrastructure. • Policy which seeks to minimise the loss of higher quality agricultural land and give great weight to protecting the landscape and scenic beauty of National Parks, the Broads and AONBs. 	
Prevent unacceptable risks from pollution and land instability (109)	<ul style="list-style-type: none"> • Policy which seeks development which is appropriate for its location having regard to the effects of pollution on health, the natural environment or general amenity. 	
Planning policies should minimise impacts on biodiversity and geodiversity (117) Planning policies should plan for biodiversity at a landscape-scale across local authority boundaries (117)	<ul style="list-style-type: none"> • Identification and mapping of local ecological networks and geological conservation interests. • Policies to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the recovery of priority species 	
12. Conserving and enhancing the historic environment (paras 126-141)		
Include a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk (126)	<ul style="list-style-type: none"> • A strategy for the historic environment based on a clear understanding of the cultural assets in the plan area, including assets most at risk. • A map/register of historic assets • A policy or policies which promote new development that will make a positive contribution to character and distinctiveness. (126) 	
13. Facilitating the sustainable use of minerals (paras 142-149)		
It is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite	Account taken of the matters raised in relation to paragraph 143 and 145, including matters in relation to land in national / international designations; landbanks; the defining of Minerals Safeguarding Areas; wider matters relating to safeguarding; approaches if non-mineral	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation (142)</p> <p>Minerals planning authorities should plan for a steady and adequate supply of industrial materials (146)</p>	<p>development is necessary within Minerals Safeguarding Areas; the setting of environmental criteria; development of noise limits; reclamation of land; plan for a steady and adequate supply of aggregates. This could include evidence of co-operation with neighbouring and more distant authorities.</p>	
<p><i>Justified: The plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</i></p> <p>To be 'justified' a DPD needs to be:</p> <ul style="list-style-type: none"> • Founded on a robust and credible evidence base involving: research / fact finding demonstrating how the choices made in the plan are backed up by facts; and evidence of participation of the local community and others having a stake in the area. • The most appropriate strategy when considered against reasonable alternatives. 		
<p><i>Participation</i></p> <p>Has the consultation process allowed for effective engagement of all interested parties?</p>	<p>The consultation statement This should set out what consultation was undertaken, when, with whom and how it has influenced the plan. The statement should show that efforts have been made to consult hard to reach groups, key stakeholders etc. Reference SCI</p>	
<p><i>Research / fact finding</i></p> <p>Is the plan justified by a sound and credible evidence base? What are the sources of evidence? How up to date, and how convincing is it?</p> <p>What assumptions were made in preparing the DPD? Were they reasonable and justified?</p>	<ul style="list-style-type: none"> • The studies, reports and technical papers that provide the evidence for the policies set out in the DPD, the date of preparation and who they were produced by. <p>AND</p> <ul style="list-style-type: none"> • Sections of the DPD (at various stages of development) and SA Report which illustrate how evidence supports the strategy, policies and proposals, including key assumptions. <p>OR</p> <ul style="list-style-type: none"> • A very brief statement of how the main findings of consultation support the policies, with reference to: reports to the council on the issues raised during participation, covering both the front-loading and formulation phases; and any other information on community views and preferences. <p>OR</p>	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p><i>Alternatives</i></p> <p>Can it be shown that the LPA's chosen approach is the most appropriate given the reasonable alternatives? Have the reasonable alternatives been considered and is there a clear audit trail showing how and why the preferred approach was arrived at? Where a balance had to be struck in taking decisions between competing alternatives, is it clear how and why the decisions were taken?</p> <p>Does the sustainability appraisal show how the different options perform and is it clear that sustainability considerations informed the content of the DPD from the start?</p>	<ul style="list-style-type: none"> • For each policy (or group of policies dealing with the same issue), a very brief statement of the evidence documents relied upon and how they support the policy (where this is not already clear in the reasoned justification in the DPD). • Reports and consultation documents produced in the early stages setting out how alternatives were developed and evaluated, and the reasons for selecting the preferred strategy, and reasons for rejecting the alternatives. This should include options covering not just the spatial strategy, but also the quantum of development, strategic policies and development management policies. • An audit trail of how the evidence base, consultation and SA have influenced the plan. • Sections of the SA Report showing the assessment of options and alternatives. • Reports on how decisions on the inclusion of policy were made. • Sections of the consultation document demonstrating how options were developed and appraised. • Any other documentation showing how alternatives were developed and evaluated, including a report on how sustainability appraisal has influenced the choice of strategy and the content of policies. 	
<p>Effective: the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.</p> <p>To be 'effective' a DPD needs to:</p> <ul style="list-style-type: none"> • Be deliverable • Demonstrate sound infrastructure delivery planning • Have no regulatory or national planning barriers to its delivery • Have delivery partners who are signed up to it 		

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<ul style="list-style-type: none"> • Be coherent with the strategies of neighbouring authorities • Demonstrate how the Duty to Co-operate has been fulfilled • Be flexible • Be able to be monitored 		
<p><i>Deliverable and Coherent</i></p> <ul style="list-style-type: none"> • Is it clear how the policies will meet the Plan's vision and objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD? • Are the policies internally consistent? • Are there realistic timescales related to the objectives? • Does the DPD explain how its key policy objectives will be achieved? 	<ul style="list-style-type: none"> • Sections of the DPD which address delivery, the means of delivery and the timescales for key developments and initiatives. • Confirmation from the relevant agencies that they support the objectives and the identified means of delivery, such as evidence that the plans and programmes of other bodies have been taken into account (e.g. Water Resources Management Plans and Marine Plans). • Information in the local development scheme, or provided separately, about the scope and content (actual and intended) of each DPD showing how they combine to provide a coherent policy structure. • Section in the DPD that shows the linkages between the objectives and the corresponding policies, and consistency between policies (such as through a matrix). 	
<p><i>Infrastructure Delivery</i></p> <ul style="list-style-type: none"> • Have the infrastructure implications of the policies clearly been identified? • Are the delivery mechanisms and timescales for implementation of the policies clearly identified? • Is it clear who is going to deliver the required infrastructure and does the timing of the provision complement the timescale of the policies? 	<ul style="list-style-type: none"> • A section or sections of the DPD where infrastructure needs are identified and the proposed solutions put forward. • A schedule setting out responsibilities for delivery, mechanisms and timescales, and related to a CIL schedule where appropriate. • Confirmation from infrastructure providers that they support the solutions proposed and the identified means and timescales for their delivery, or a plan for resolving issues. • Demonstrable plan-wide viability, particularly in relation to the delivery of affordable housing and the role of a CIL schedule. 	
<p><i>Co-ordinated Planning</i></p>	<ul style="list-style-type: none"> • Sections of the DPD that reflect the plans or strategies of the local authority and other bodies 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>Does the DPD reflect the concept of spatial planning? Does it go beyond traditional land use planning by bringing together and integrating policies for the development and use of land with other policies and programmes from a variety of agencies / organisations that influence the nature of places and how they function?</p>	<ul style="list-style-type: none"> • Policies which seek to pull together different policy objectives • Expressions of support/representations from bodies responsible for other strategies affecting the area 	
<p><i>Flexibility</i></p> <ul style="list-style-type: none"> • Is the DPD flexible enough to respond to a variety of, or unexpected changes in, circumstances? • Does the DPD include the remedial actions that will be taken if the policies need adjustment? 	<ul style="list-style-type: none"> • Sections of the DPD setting out the assumptions of the plan and identifying the circumstances when policies might need to be reviewed. • Sections of the annual monitoring report and sustainability appraisal report describing how the council will monitor: <ul style="list-style-type: none"> a. the effectiveness of policies and what evidence is being collected to undertake this b. changes affecting the baseline information and any information on trends on which the DPD is based • Risk analysis of the strategy and policies to demonstrate robustness and how the plan could cope with changing circumstances • Sections within the DPD dealing with possible change areas and how they would be dealt with, including mechanisms for the rate of development to be increased or slowed and how that would impact on other aspects of the strategy and on infrastructure provision • Sections of the DPD identifying the key indicators of success of the strategy, and the remedial actions which will be taken if adjustment is required. 	
<p><i>Co-operation</i></p> <ul style="list-style-type: none"> • Is there sufficient evidence to demonstrate that the Duty to Co-operate has been 	<ul style="list-style-type: none"> • A succinct Duty to Co-operate Statement which flows from the strategic issues that have been addressed jointly. A 'tick box' approach or a collection of correspondence is not sufficient, and it needs to be shown (where appropriate) if joint plan-making 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>undertaken appropriately for the plan being examined?</p> <ul style="list-style-type: none"> Is it clear who is intended to implement each part of the DPD? Where the actions required are outside the direct control of the LPA, is there evidence that there is the necessary commitment from the relevant organisation to the implementation of the policies? 	<p>arrangements have been considered, what decisions were reached and why.</p> <ul style="list-style-type: none"> The Duty to Co-operate Statement could highlight: the sharing of ideas, evidence and pooling of resources; the practical policy outcomes of co-operation; how decisions were reached and why; and evidence of having effectively co-operated to plan for issues which need other organisations to deliver on, common objectives for elements of strategy and policy; a memorandum of understanding; aligned or joint core strategies and liaison with other consultees as appropriate. 	
<p>Monitoring</p> <ul style="list-style-type: none"> Does the DPD contain targets, and milestones which relate to the delivery of the policies, (including housing trajectories where the DPD contains housing allocations)? Is it clear how targets are to be measured (by when, how and by whom) and are these linked to the production of the annual monitoring report? Is it clear how the significant effects identified in the sustainability appraisal report will be taken forward in the ongoing monitoring of the implementation of the plan, through the annual monitoring report? 	<ul style="list-style-type: none"> Sections of the DPD setting out indicators, targets and milestones Sections of the current annual monitoring report which report on indicators, targets, milestones and trajectories Reference to any other reports or technical documents which contain information on the delivery of policies Sections of the current annual monitoring report and the sustainability appraisal report setting out the framework for monitoring, including monitoring the effects of the DPD against the sustainability appraisal 	
<p>Consistent with national policy: the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.</p> <p>The DPD should not contradict or ignore national policy. Where there is a departure, there must be clear and convincing reasoning to justify the approach taken.</p>		
<ul style="list-style-type: none"> Does the DPD contain any policies or proposals which are not consistent with national policy and, if so, is there local 	<ul style="list-style-type: none"> Sections of the DPD which explain where and how national policy has been elaborated upon and the reasons. Studies forming evidence for the DPD or, where appropriate, 	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>justification?</p> <ul style="list-style-type: none">Does the DPD contain policies that do not add anything to existing national guidance? If so, why have these been included?	<p>other information which provides the rationale for departing from national policy.</p> <ul style="list-style-type: none">Evidence provided from the sustainability appraisal (including reference to the sustainability report) and/or from the results of community involvement.Where appropriate, evidence of consistency with national marine policy as articulated in the UK Marine Policy StatementReports or copies of correspondence as to how representations have been considered and dealt with.	

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Soundness Self-Assessment Checklist (March 2014)

Planning policy for traveller sites

Planning Policy for Traveller Sites was published in 23 March 2012 and came into effect on 27 March 2012. Circular 01/06: Planning for Gypsy and Traveller Caravan Sites and Circular 04/07: Planning for Travelling Showpeople have been cancelled. Planning Policy for Traveller Sites should be read in conjunction with the National Planning Policy Framework, including the implementation policies of that document.

The government's aim in relation to planning for traveller sites is:

'To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic life of travellers whilst respecting the interests of the settled community'.

Government's aims in respect of traveller sites are:

- That local planning authorities (LPAs) make their own assessment of need for the purposes of planning
- That LPAs work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- Plan for sites over a reasonable timescale
- Plan-making should protect green belt land from inappropriate development
- Promote more private traveller site provision whilst recognising that there will always be those travellers who cannot provide their own sites
- Aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.

In addition local planning authorities should:

- Include fair, realistic and inclusive policies
- Increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- Reduce tensions between settled and traveller communities in plan-making and decision-taking
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Have due regard to protection of local amenity and local environment

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Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
Policy A: Using evidence to plan positively and manage development (para 6)		
Early and effective community engagement with both settled and traveller communities.	<ul style="list-style-type: none"> • Early and effective engagement undertaken, including discussing travellers' accommodation needs with travellers themselves, their representative bodies and local support groups. 	
Co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of likely permanent and transit accommodation needs of their areas.	<ul style="list-style-type: none"> • Demonstration of a clear understanding of the needs of the traveller community over the lifespan of your development plan. • Collaborative working with neighbouring local planning authorities. • A robust evidence base to establish accommodation needs to inform the preparation of your local plan and make planning decisions. 	
Policy B: Planning for traveller sites (paras 7-11)		
Set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in your area, working collaboratively with neighbouring LPAs. Set criteria to guide land supply allocations where there is identified need.	<ul style="list-style-type: none"> • Identification, and annual update, of a supply of specific, deliverable sites sufficient to provide 5 years worth of sites against locally set target. Identification of a supply of specific, developable sites or broad locations for growth for years 6-10, and, where possible, for years 11-15. • An assessment of the need for traveller sites, and where an unmet need has been demonstrated a supply of specific, deliverable sites been identified. 	

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Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
Ensure that traveller sites are sustainable economically, socially and environmentally.	<ul style="list-style-type: none"> Policy which takes into account criteria a-h of para 11 	
Policy C: Sites in rural areas and the countryside (para 12)		
When assessing the suitability of sites in rural or semi-rural settings LPAs should ensure that the scale of such sites do not dominate the nearest settled community.		
Policy D: Rural exception sites (para 13)		
If there is a lack of affordable land to meet local traveller needs, LPAs in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable travellers' sites.	<ul style="list-style-type: none"> If a rural exception site policy is used, and if so clarity that such sites shall be used for affordable traveller sites in perpetuity. 	
Policy E: Traveller sites in Green Belt (paras 14-15)		
<p>Traveller sites (both permanent and temporary) in the Green Belt are inappropriate development.</p> <p>Exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site ... should be done only through</p>	<ul style="list-style-type: none"> Green Belt boundary revisions made in response to a specific identified need for a traveller site, undertaken through the plan making process. 	

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Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
the plan-making process.		
Policy F: Mixed planning use traveller sites (paras 16-18)		
Local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents.	<ul style="list-style-type: none">• Consideration of the need for sites for mixed residential and business use (having regard to safety and amenity of the occupants and neighbouring residents), or separate sites in close proximity to one another.• N.B. Mixed use should not be permitted on rural exception sites	
Policy G: Major development projects (para 19)		
Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.	<ul style="list-style-type: none">• Where a major development proposal requires the permanent or temporary relocation of a traveller site, the identification of a site or sites suitable for re-location of the community.	

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Soundness Self-Assessment Checklist (March 2014)

Soundness Self-Assessment Checklist

Integration of marine and terrestrial planning

As the UK marine area and marine plan area boundaries extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides (including estuaries), the marine plan area will physically overlap with that of some terrestrial plan. Local authorities with any tidal frontage, even if far inland and not conventionally regarded as coastal, must therefore take full account of the MMO, the MPS and marine plans under S.58 of the Marine and Coastal Access Act and the Duty to Co-operate in Section 110 of the Localism Act 2011. A full list of the local planning authorities whose areas overlap with the UK marine area appears in Appendix One.

Furthermore, the Duty to Co-Operate requires all local planning authorities, even if landlocked, to take account, where relevant, of the MMO's plans and activities when preparing their Local Plans. Finally, the NPPF requires LPAs to take the MPS into account under the tests of soundness (specifically, to test if an emerging DPD is consistent with national policy, which includes the MPS).

The Marine and Coastal Access Act 2009 (the Act) provided for the introduction of a marine planning system for England's inshore and offshore marine area, establishing the Secretary of State as the Marine Planning Authority for these areas. The Act also provided for the establishment of the Marine Management Organisation (MMO) and for the Secretary of State to delegate various planning functions. The planning functions including preparation and review were delegated to the MMO in 2010. The Act also provided for the adoption of the UK Marine Policy Statement (MPS). The MPS was adopted on 18 March 2011 and provides the policy framework for marine planning and for all decisions likely to affect the marine area.

There are eleven plan areas in English waters, for each of which a Marine Plan will be prepared by the MMO and adopted by the Secretary of State for the Environment, Food and Rural Affairs.

In practical terms, all activities undertaken in the marine area require land based infrastructure, without which our ability to benefit economically and socially from activities in the marine area would be extremely limited.

The UK Government's vision for the marine environment, as articulated in the MPS, is:

'clean, healthy, safe, productive and biologically diverse oceans and seas'.

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Soundness Self-Assessment Checklist (March 2014)

In the absence of a marine plan prepared by the MMO and adopted by the Secretary of State the MPS is the relevant marine policy document. Where a marine plan has been adopted both the MPS and the Marine Plan are relevant marine policy documents for the marine plan area.

As articulated in the Marine and Coastal Act and the MPS, the Government aims for the MPS and marine planning systems to sit alongside and interact with existing planning regimes across the UK. Specifically, s.58 of the Marine and Coastal Access Act requires all¹ public bodies to:

- take authorisation or enforcement decisions that affect or might affect the UK marine area in accordance with the MPS and relevant Marine Plans, unless relevant considerations indicate otherwise
- state their reasons where authorisation or enforcement decisions are not taken in accordance with the MPS and relevant Marine Plans
- have regard to the MPS and relevant Marine Plans when taking decisions that affect or might affect the UK marine area which are not authorisation or enforcement decisions²

In addition, the MPS seeks integration of marine planning and the terrestrial planning system through:

- Consistency between marine and terrestrial policy documents and guidance
- Liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages
- Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions

These aims are further supported by footnote 36 in the NPPF.

¹ Like the Duty to Co-Operate, no distinction is made by the Marine and Coastal Access Act between public authorities with a tidal frontage and those without. Emphasis is placed on the likelihood of the decision being made affecting the marine area.

² For example, decisions about what representations they should make as a consultee or about what action they should carry out themselves.

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Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
Key requirements under the Duty to Co-Operate		
Consistency between marine and terrestrial policy documents and guidance	<ul style="list-style-type: none"> Demonstration of consistency of aim between relevant local plan policies and marine policy documents (i.e. the MPS and any relevant adopted marine plans) Proof of collaborative working with the MMO and that the MPS has been taken into account. 	
Liaison between respective authorities responsible for terrestrial and marine planning, including in plan development, implementation and review stages	<ul style="list-style-type: none"> Early and effective policy development engagement undertaken, including discussions with the MMO Evidence of iteration of policies and plans as a result of engagement with the MMO Evidence of engagement with the MMO in relation to monitoring, implementation and throughout the policy cycle Support of integrated coastal management (ICM) in coastal areas in line with the requirements of the MPS 	
Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions	<ul style="list-style-type: none"> Evidence that the LPA has shared or provided relevant data to the MMO that can help inform Marine Plans or MPS review Demonstration that local plan policy has been underpinned by data provided by the MMO or the MPS Explicit cross-referencing in local plan to MPS, the MMO, their roles, and relevant marine plans 	

[type text]

Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
Marine Policy Statement- Chapter 2: General Principles for Decision-Making³		
Sections 2.1 -2.2: The UK vision for the marine environment		
The UK vision for the marine environment ('clean, healthy, safe, productive and biologically diverse oceans and seas') Achieving the vision through marine planning	<ul style="list-style-type: none"> Reference in DPD where appropriate to UK vision for the marine environment Contribution to the vision through local plan policies and supporting text 	
Section 2.4: Considering benefits and adverse effects in marine planning		
Consider benefits and adverse effects of plan policies	<ul style="list-style-type: none"> Consideration of benefits and adverse effects of policy on the marine area as appropriate within the DPD's sustainability appraisal 	
Section 2.5: Economic, social and environmental considerations	<ul style="list-style-type: none"> 	
Contribute to the objectives of relevant EU Directives (Marine Strategy Framework Directive and Water	<ul style="list-style-type: none"> Reference to relevant EU Directives in DPD and sustainability appraisal 	

³ As the Marine Policy Statement was not targeted specifically at terrestrial planning authorities, some of its sections are, in practice, relevant to marine planning authorities only and/or there is already a comprehensive policy framework governing terrestrial development (e.g. energy infrastructure). Where this is considered to be the case, i.e. where it is considered likely that a terrestrial planning DPD would be found sound without referencing that section, the section in question has been omitted from this checklist.

[Type text]

Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
Framework Directive)	<ul style="list-style-type: none"> Consideration of contribution of DPD policies to the objectives of relevant EU Directives 	
Marine Policy Statement- Chapter 3: Policy Objectives for Key Activities		
3.1 Marine Protected Areas		
<p>Incorporate identified areas and features of importance for nature conservation</p> <p>Activities or developments that may result in adverse impacts on biodiversity should be designed or located to avoid such impacts</p>	<ul style="list-style-type: none"> Identification of relevant areas and features of importance for nature conservation within relevant marine plan area(s) Consideration of impacts of policy and/or terrestrial development on those areas and features of importance Measures to mitigate, monitor and manage negative impacts on those areas and features of importance 	
3.4 Ports and shipping		
<p>Take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety</p> <p>Protect the efficiency and resilience of continuing port operations</p>	<ul style="list-style-type: none"> Evidence that policy with potential impact on ports and shipping minimises negative impacts on sector Where relevant, evidence that economic, employment and transport policies are protective of ports and shipping sector 	
3.8 Fisheries		
<p>Consider potential economic, social and environmental impacts of other developments on fishing activity</p>	<ul style="list-style-type: none"> Where relevant, evidence that other policies minimise negative impacts on fishing activity and/or aquaculture 	

[type text]

Soundness Self-Assessment Checklist (March 2014)

Policy Expectations	Possible Evidence	Evidence Provided
3.9 Aquaculture		
Consider the benefits of encouraging the development of efficient, competitive and sustainable aquaculture industries	<ul style="list-style-type: none">Where relevant, evidence that the benefits of aquaculture industry development have been considered	
3.10 Surface water management and waste water treatment and disposal		
Maximise opportunities for co-existence of waste water infrastructure with other activities in the marine environment	<ul style="list-style-type: none">Reference to and consideration of the co-existence of waste water infrastructure with other marine activities, including the potential for waste water infrastructure to mitigate marine impacts through design or location	
3.11 Tourism and recreation		
Consider the potential for tourism and recreation in the marine environment and the benefits this will bring to the economy and local communities	<ul style="list-style-type: none">Where relevant, reference to marine tourism and recreationEvidence that the potential for marine tourism and recreation has been recognised in plan-making	

Appendix One

This is an alphabetical list of all local planning authorities in England whose area overlaps with the UK marine area.

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Soundness Self-Assessment Checklist (March 2014)

Adur	Cornwall	Isle of Wight	Richmond upon Thames
Allerdale	County Durham	Isles of Scilly	Rochford
Arun	Dartford	Kensington and Chelsea	Rother
Babergh	Doncaster	King's Lynn and West Norfolk	Scarborough
Barking and Dagenham	Dover	Lake District National Park	Sedgemoor
Barrow-in-Furness	East Cambridgeshire	Lambeth	Sefton
Basildon	East Devon	Lancaster	Selby
Bassetlaw	East Lindsey	Lewes	Shepway
Bexley	East Riding of Yorkshire	Lewisham	South Cambridgeshire
Blackpool	Eastbourne	Liverpool	South Downs National Park
Boston	Eastleigh	Maidstone	South Gloucestershire
Bournemouth	Exeter	Maldon	South Hams
Broadland	Exmoor National Park	Medway	South Holland
Broads Authority	Fareham	Middlesbrough	South Lakeland
Canterbury	Fenland	New Forest	South Norfolk
Carlisle	Fylde	New Forest National Park	South Ribble
Castle Point	Gateshead	Newark and Sherwood	South Somerset
Chelmsford	Gloucester	Newcastle upon Tyne	South Tyneside
Cheshire West and Chester	Gosport	Newham	Southend-on-Sea
Chichester	Gravesham	North Devon	Southwark
Chorley	Great Yarmouth	North East Lincolnshire	Stockton-on-Tees
Christchurch	Greenwich	North Lincolnshire	Stroud
City of London	Halton	North Norfolk	Suffolk Coastal
City of Brighton and Hove	Hambleton	North Somerset	Sunderland
City of Bristol	Hammersmith and Fulham	North Tyneside	Swale
City of Kingston upon Hull	Hartlepool	North York Moors National Park	Taunton Deane
City of Peterborough	Hastings	Northumberland	Teignbridge
City of Plymouth	Havant	Norwich	Tendring
City of Portsmouth	Havering	Poole	Test Valley
City of Southampton	Horsham	Preston	Thanet
City of Westminster	Hounslow	Purbeck	Thurrock
Colchester	Huntingdonshire	Redcar and Cleveland	Tonbridge and Malling
Copeland	Ipswich		Torbay

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Soundness Self-Assessment Checklist (March 2014)

Torridge
Tower Hamlets
Wandsworth
Warrington
Waveney
Wealden
West Devon
West Dorset
West Lancashire
West Lindsey
West Somerset
Weymouth and Portland
Winchester
Wirral
Worthing
Wyre
York

Appendix 4 – Carryduff Land Availability Assessment Table

Appendix 4 – Carryduff Land Availability Assessment Table

Technical supplement Ref.	Location	Comment/status	Likely Development Yield
1	Meadowvale/Killynure Lands	This site is subject to an application for the development of 110 dwellings.	110
2 (including 5)	Low lands on Ballynahinch Road	Permission granted.	108
3	Loughmoss Park	This site is zoned for development in BMAP, it is approximately 0.58 hectares, surrounded by low density development.	9
4	McMaster lands, Comber Road	Outline planning permission granted; Reserved Matters consent submitted	79
5	See 2 above		
6	The Demesne	This site has largely been developed under a series of permissions, 27 units remaining	27
7	Land within Loughmoss open space	This site is zoned for development in BMAP, it is 1.01 hectares but is landlocked and inaccessible	0
8	Former Tesco site, Saintfield Road	Permission has been granted for a convenience store on this land	0
9	Queensfort	Permission was granted in 2005 for 4 dwellings	4
10	Thorndale	Permission granted for a single dwelling	1
11	Danesfort	10 dwellings have been constructed on this site	0
12	Baronsgrange, Comber Road	Permission for 380 dwellings has been approved, development is ongoing with 40 units complete	340
13	Mealough Road	Permission has been granted for 350 dwellings	350
14	Hillsborough Road (1)	A single dwelling has been constructed on this site	0

Appendix 4 – Carryduff Land Availability Assessment Table

Technical supplement Ref.	Location	Comment/status	Likely Development Yield
15	Thorndale Road North	Permission has been granted for a single dwelling	1
16	Killynure Road	A social housing development has been granted two approvals and is complete with 89 dwellings finished	0
17	Unable to identify the site number on the map		0
18	Car park at Carryduff Congregational Church	This land is operational car parking	0
19	Unable to identify the site number on the map		0
20	Knockbracken Crescent	Permission granted for 4 dwellings	4
21	Hillsborough Road (2)	Planning permission could not be identified on the Planning Portal, assumed pre 2010 and lapsed	1
22	Thorndale (southern land)	Two dwellings have been completed on this land	0
23	Ballynahinch Road (1)	This land is occupied by two detached bungalows, there is no record of planning permission shown on the Planning Portal	10
24	Ballynahinch Road (2)	Planning permission granted for 6 apartments in May 2015, no commencement	6
25	Unable to identify the site number on the map		0
26	Ballynahinch Road (3)	This site has been developed for 11 apartments	0
27	14 Ballynahinch Road	Application withdrawn	0

Appendix 4 – Carryduff Land Availability Assessment Table

Technical supplement Ref.	Location	Comment/status	Likely Development Yield
28	Thompson's Grange	A single dwelling has been completed on this site	0
29	642 Sainfield Road	12 apartments have been constructed on this site	0
30	Hillsborough Road (3)	A single dwelling has been constructed on this site	0
31	44 Hillsborough Road	Application to replace 1 dwelling with three withdrawn	0
32	51 Hillsborough Road	Permission granted to replace 1 dwelling with 3 dwellings in 2013 (lapsed).	2
33	Carryduff Shopping Centre	Multiple permissions granted for development in the region of 25 units	25
34	39 Hillsborough Road	10 dwellings have been constructed on this site	0
35	23-27 Loughmoss Park	10 dwellings have been constructed on this site	0
36	57 Ballynahinch Road	Development replacing 1 dwelling with 2 completed	0
37	Unable to identify the site number on the map		0
38	Former Ascot bar, Hillsborough Road	Development of 12 dwellings completed	0
39	Lough Brin Park	This land is open space	0
40, 41, 42, 44, 45	Land around 615 Saintfield Road	This land is in a combination of private and NI Water ownership, is steeply sloping, subject to flooding and not accessible from Saintfield Road, which is a protected route	45

Appendix 4 – Carryduff Land Availability Assessment Table

Technical supplement Ref.	Location	Comment/status	Likely Development Yield
43	Land adjacent to Elkana Christian Fellowship Church	Access is only achievable through either Elkana CF and or Carryduff Baptist Church or directly from the protected Saintfield Road. As such this site appears to be landlocked unless it is owned by Elkana CF. Assuming it is owned by Elkana CF and access is achievable from Comber Road then development would be possible.	9
46	Eastbank Road	This land is landlocked	0
Total			1,126