



Local Development Plan 2030

# Technical Supplement 9 Transportation

September 2019

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**Mid & East  
Antrim**  
Borough Council

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## 1.0 Introduction

### Purpose of this document

- 1.1 This technical supplement brings together the evidence base that has been used to inform the preparation of the Mid and East Antrim Local Development Plan (LDP) 2030 draft Plan Strategy. It is one of a suite of topic based technical supplements that should be read alongside the draft Plan Strategy to understand the rationale and justification for the policies proposed within it.
- 1.2 This technical supplement builds upon and updates LDP Position Paper 14 which provides baseline information on Transportation and formed part of the evidence base for the Preferred Options Paper (POP). It provides an overview of the regional and local policy context and the Transportation profile of Mid and East Antrim. In addition, it demonstrates how the various strands of the evidence base have been considered in the formulation of the Transportation policies in the draft Plan Strategy, including responses to the POP and ongoing consultee and councillor engagement.

### Planning and Transportation

- 1.3 The movement of people and the efficient distribution of goods and services is vital to the functioning of our Borough. Good transport links and communications are central to the local economy in attracting inward investment whilst they also connect people socially and provide links to employment, leisure, recreational and educational opportunities. Whilst transport planning is a function that will remain primarily with the Department for Infrastructure (DfI), it will be important that the new Local Development Plan integrates transportation with land use in a sustainable manner. During the plan making process, the Council will work closely with DfI to integrate transport policy and initiatives into the LDP.
- 1.4 A key element in the preparation of our transport policies is the need to reduce dependence upon the private car and to promote and encourage greater use of more sustainable forms of Transport such as walking, cycling and public transport. The LDP also seeks to facilitate safe and efficient access, movement and parking<sup>1</sup>.

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<sup>1</sup> Off-street car parking is now a local government responsibility, whilst on-street parking remains a central government function.

## 2.0 Policy Context

### Regional Policy Context

#### 2.1 Draft Programme for Government (PfG)

The PfG adopts an outcomes based approach supported by a number of indicators that highlight the NI Executive's desired direction of change to improve wellbeing for all through tackling disadvantage and driving economic growth. There are a number of indicators relating to transportation including: to improve transport connections for people, goods and services: increase the use of public transport and active travel; increase environmental sustainability and improve air quality. The role the LDP can play in delivering of Programme for Government's economic, social and environmental outcomes is recognised.

#### Regional Development Strategy 2035 (RDS)

- 2.2 The RDS sets the context for the sustainable development of Northern Ireland (NI) to 2035 and is a long-term plan to deliver the spatial aspects of the PfG. In particular, the RDS 2035 recognises the need to maximise the potential of the Regional Strategic Transport Network (RSTN) to enhance accessibility to towns; to help build an integrated regional economy; facilitate tourist travel including improving connections to key tourism sites; and reduce where possible, unsuitable traffic into towns.
- 2.3 The RDS 2035 contains a Spatial Framework and Strategic Planning Guidelines based on focusing development in gateways (such as ports and airports), hubs and clusters (such as key towns and cities), and prioritising the improvement of the main transport corridors that form the regional transportation network.
- 2.4 It outlines two types of strategic guidance: Regional Guidance (RG) and Spatial Framework Guidance (SFG). The RDS seeks to focus development in gateways, hubs and clusters, while prioritising connectivity between these centres and beyond Northern Ireland through the main transport corridors that form the regional transportation network. It identifies Ballymena as a hub, with Larne identified as both a main hub and gateway.
- 2.5 RG2 of the RDS aims to 'deliver a balanced approach to transport infrastructure' which will allow the region to remain competitive in the global market in a sustainable manner. The focus of this guidance is on managing the use of road and rail space and how we can use our network in a better, smarter way.
- 2.6 Other transport related guidance in the RDS includes the following:
- RG9 aims to 'reduce our carbon footprint and facilitate mitigation and adaptation to climate change whilst improving air quality';
  - SFG4 relates to managing the movement of people and goods within the Belfast Metropolitan Urban Area (BMUA). It recognises that transport has a key role to play in developing cities and regions, but also in promoting social inclusion with the provision of affordable alternatives to the private car;
  - In relation to the rural area, SFG14 aims to improve accessibility for rural communities. It highlights the need to integrate local transport and promote integrated rural transport initiative which meet the needs of those living in isolated areas, and in particular elderly and disabled people;
  - SFG15 seeks to strengthen the gateways in the interests of regional competitiveness. It is therefore important that Larne, as a regional gateway, has the capacity to manage goods and passenger traffic efficiently, as well as any additional development that may result from its gateway role.

#### Regional Transportation Strategy (RTS) 2002-2012

- 2.7 The RTS covers a 10-year period from 2002 to 2012 and sets out a vision: ***"To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively***

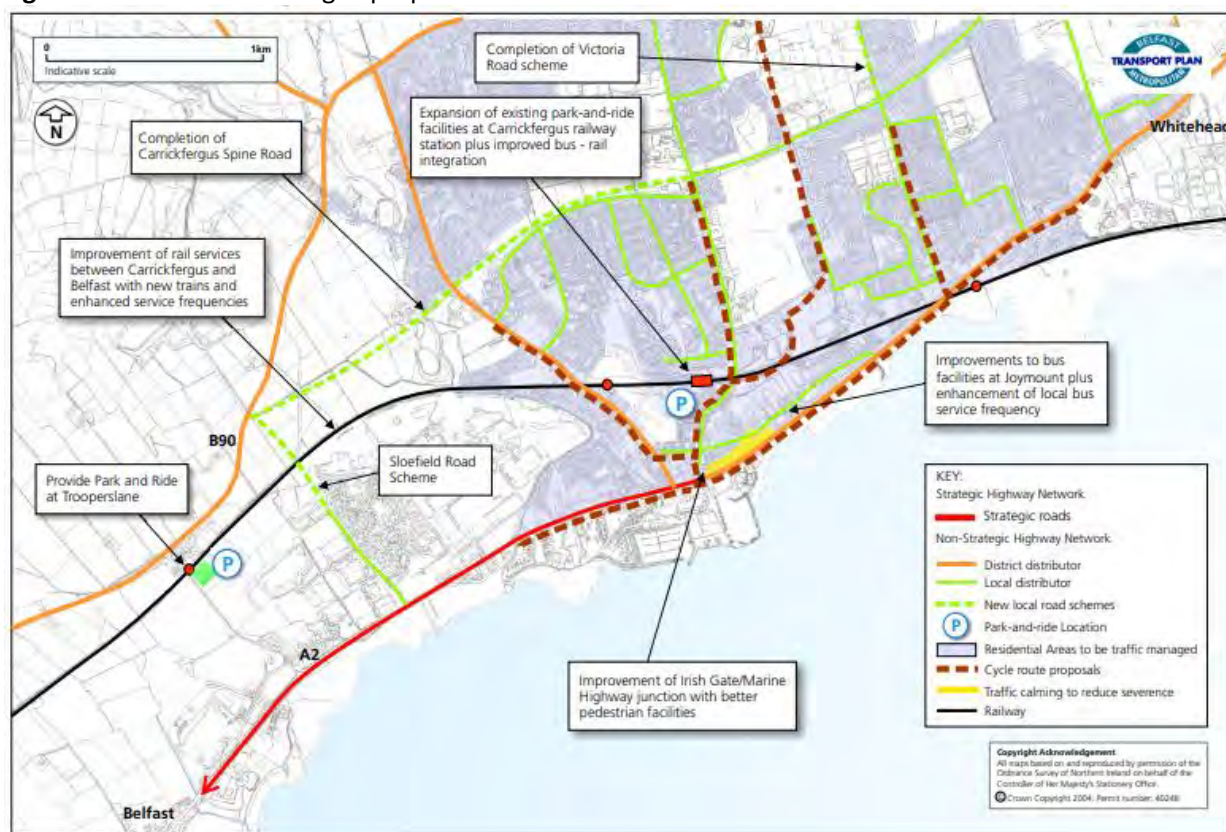


*contributes to social inclusion and everyone's quality of life*". This vision is still appropriate for the DfI's new approach to regional transportation which will refocus and rebalance our transport priorities and present a fresh direction for transportation with sustainability at its core. The RTS was supported by the following 3 transport plans:

- **The Belfast Metropolitan Area Transport Plan 2015 (BMTP)**

This is the local transport plan for the Belfast Metropolitan Area (BMA), and includes the former Carrickfergus District Council area. It will remain a material considerations until replaced by the new suite of transport plans. It was published in 2004 and set out transport proposals for the BMA which were to be implemented by 2015. It acknowledged that the BMA is Northern Ireland's major transport hub and the main transport gateway to the rest of the UK and Europe. The plan includes a number of proposals for Carrickfergus that seek to improve accessibility to Belfast and the rest of the BMA, encourage more sustainable travel methods, directly support the planned expansion of the town and to maintain and enhance the urban environment and economic vitality of Carrickfergus, recognising its special characteristics as a tourist destination. Figure 2.1 below outlines these proposals.

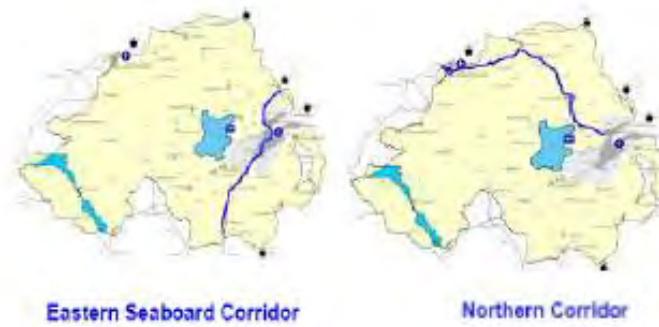
**Figure 2.1** BMTP Carrickfergus proposals



- **Regional Strategic Transport Network Transport Plan 2015 (RSTNTP)**

The RSTNTP covers the complete rail network, and in regard to roads, five Key Transport Corridors (KTC's), four link corridors, the Belfast Metropolitan Transport Corridors and the remainder of the trunk road network. The KTC's are the top tier of the Region's long distance road routes connecting the cities and main towns to the major regional gateways and the Belfast Metropolitan Area. Elements of the strategic road network within Mid & East Antrim include:

- The A2 Shore Road (Belfast Metropolitan Transport Corridor);
- The M2 and A26 Glarryford to Ballymena and towards Antrim (Northern Transport Corridor);
- The A8 Larne Road (Eastern Seaboard Key Transport Corridor) and
- The A36 Ballymena to Larne Road (Trunk Road).



The RSTNTP identified Strategic Road Improvements (SRI's) which are major projects where the scheme cost is estimated to exceed £1.0m. The main objectives of SRI's are to remove bottlenecks on the key network where lack of capacity is causing serious congestion, and to improve the environment by providing bypasses to towns situated on the RSTN, relieving the effects of heavy through traffic.

- **The Sub-Regional Transport Plan 2015 (SRTP)**

The SRTP covers the area outside the Belfast Metropolitan Area and deals with the main transportation issues in rural and other urban areas including Ballymena and Larne. Within the SRTP, area transport conditions in each of the 29 towns and cities were examined by Local Transport Studies, including studies for Ballymena and Larne. A number of common problems were identified such as variability in the standard of provision for pedestrians, limited provision for cyclists, underdeveloped local bus networks, limited provision for people with disabilities or others with reduced mobility and localised traffic congestions at peak periods. The SRTP proposes a number of measures aimed to substantially improve local transport provision in the 29 towns/cities. Whilst the proposals vary according to the individual circumstances, there are a number of features common to the majority, including Ballymena and Larne. The measures largely relate to walking, cycling, highways, parking and public transport, and contain detailed programmes of major schemes and transport initiatives that the Department of Infrastructure (DfI) intended to carry out to achieve the objectives and targets of the former RTS. The Transport Plans are intended to link with the emerging Local Development Plans and thus provide Northern Ireland with an integrated approach to transportation and land use planning.

### **Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation (ESTF)**

2.8 The New Approach, published in April 2012, sets out the Department's approach to regional transportation. It is intended to be used to guide strategic investment decisions on transportation interventions beyond 2015. Unlike the RTS, the ESTF does not include details of schemes or projects. The ESTF complements the RDS 2035 and the draft PfG and contains three high-level aims and twelve strategic objectives to support the growth of the economy, enhance the quality of life for all and reduce the environmental impact of transport. These are outlined below:

**A. Support the Growth of the Economy**

- 1: *Improve connectivity within the region*
- 2: *Use road space and railways more efficiently*
- 3: *Better maintain transport infrastructure*
- 4: *Improve access in our towns and cities*
- 5: *Improve access in rural areas*
- 6: *Improve connections to key tourism sites*

**B. Enhance the quality of life for all**

- 7: *Improve Safety*
- 8: *Enhance Social Inclusion*
- 9: *Develop transport programmes focused on the user*

### **C. Reduce the Environmental Impact of Transport**

*10: Reduce Greenhouse gas emissions from transport*

*11: Protect biodiversity*

*12: Reduce water, noise and air pollution*

- 2.9 The Strategic Planning Policy Statement (SPPS) requires the Council to take account of the ESTF and any subsequent transport plans. The Council will ensure that any future transportation projects affecting the Borough are appropriately reflected in the LDP.

#### **Northern Ireland Changing Gear: A Bicycle Strategy for Northern Ireland**

- 2.10 The bicycle strategy, published by DRD in August 2015, outlines the ambition to transform cycling in Northern Ireland over a 25 year period. The strategy's vision for cycling in Northern Ireland is for *"a community where people have the freedom and confidence to travel by bicycle for every day journeys"*.
- 2.11 The document identifies a number of objectives which have been set to guide the delivery of the bicycle strategy. These are:
- Making urban areas in Northern Ireland more accessible for people using the bicycle – improvements to cycling infrastructure will enable more people to access facilities in our urban centres by bicycle or by multi modal journeys.
  - Improve opportunities for social interaction – 22% of households in Northern Ireland do not have access to a car/van. Improved cycling infrastructure enhances the travel opportunities for those who don't have access to a car/van. Perhaps more importantly, cycling is a social form of transport. It allows people to interact and engage with their surroundings, their community and their neighbours. This can help build a sense of community and contribute to personal well-being and social inclusion.
  - Improvements in public health – increased levels of bicycle use have both direct (personal fitness) and indirect (improvements to air quality) benefits for public health.
  - Increase safety for people using the bicycle – this includes reducing the proportion involved in collisions and increasing the 'feel safe' factor for people riding a bicycle.
- 2.12 The bicycle strategy outlines how a comprehensive network of bicycle facilities should be developed, including a focus on urban networks where detailed proposals for infrastructure should be outlined and delivered alongside specific behaviour change initiatives and campaigns. In the urban areas, radial routes (primary routes) and quiet routes should be developed to form a comprehensive hierarchical network. The bicycle strategy also highlights the role that greenways can play in a comprehensive network and this is developed in the greenway network that was published in 'Exercise – Explore – Enjoy: a Strategic Plan for Greenways' in November 2016.
- 2.13 The Bicycle Strategy outlines a 3 Pillar Approach, based around Build (infrastructure, design, cycle parking and safety), Support (education and training, safety and security, legibility and mapping), and Promote (respect and understanding, marketing and flagship events and schemes).

#### **Exercise Explore Enjoy a Strategic Plan for Greenways**

- 2.14 This document, published by DfI in 2016, sets out the plans for a network of greenways, connecting towns and cities to the villages and countryside from east to west and north to south across all eleven councils. Its objectives include improving health and well-being; increasing access to and use of greenways; improving safety for people walking and cycling; and improving social inclusion and interaction; and promote the development of local economies.

**Emerging Transport Plans**

2.15 A new suite of Transport Plans are currently being prepared by DfI. Mid and East Antrim Council area will be covered by a new Belfast Metropolitan Transport Plan (BMTP) which is being prepared by DfI for the 5 Councils within the Belfast Metropolitan Urban Area. As part of the preparation for the BMTP, DfI has prepared the draft Local Transport Study (LTS) for Mid and East Antrim, which has been taken into consideration by the Council in preparing the draft Plan Strategy. A copy of the draft LTS is contained in Appendix A of this Technical Supplement. Further information and updates on the draft LTS and how it fits in to the draft BMTP can be found on the DfI website at <https://www.infrastructure-ni.gov.uk/>

**Strategic Planning Policy Statement (SPPS)**

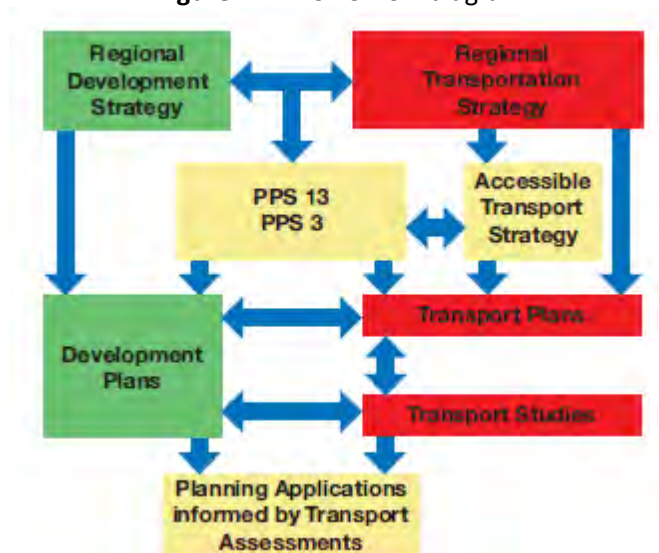
2.16 The SPPS was published by the former Department of Environment (DOE) in September 2015. It recognises the importance of successful integration of transport and land-use planning in delivering sustainable development and sets out seven regional strategic objectives for achieving this, as detailed below:

- Promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car;
- Ensure accessibility for all, with all the needs of people with disabilities and other whose mobility is impaired given particular consideration;
- Promote the provision of adequate facilities for cyclists in new development;
- Promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;
- Protect routes required for new transport schemes including disused transport routes with potential for future reuse;
- Restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes; and
- Promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

**Planning Policy Statement 13 (PPS 13) – Transportation and Land Use**

2.17 Planning Policy Statement 13 was published in February 2005 to assist in the implementation of the transportation vision of the RDS to have a modern, sustainable and safe transportation system. The primary objective of PPS 13 is to integrate land use planning and transport by promoting sustainable transport choices, promoting accessibility for all and reducing the need to travel, especially by private car. The PPS sets out 12 General Principles to support and help deliver its transportation objectives. The relationship between this PPS and other parts of the land use and transportation planning system is illustrated in Figure 2.2 below.

**Figure 2.2** PPS 13 flow diagram



Source: PPS 13



## Planning Policy Statement 3 (PPS 3) – Access, Movement and Parking

- 2.18 PPS 3, published in revised form in 2005, sets out the regional planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It complements PPS 13 in regard to the integration of transport and land use planning. The main objectives of PPS 3 are to:
- Promote road safety, in particular, for pedestrians, cyclists and other vulnerable road users;
  - Restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;
  - Make efficient use of road space within the context of promoting modal shifts to more sustainable forms of transport;
  - Ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
  - Ensure the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;
  - Promote the provision of adequate facilities for cyclists in new development;
  - Promote parking policies that will assist in reducing reliance in the private car and help tackle growing congestion; and
  - Protect routes required for new transport schemes including disused transport routes with potential for future reuse.

### Supplementary Guidance

- 2.19 Supplementary guidance on transportation within the context of new development is also outlined in the following:
- Parking Standards (DOE, DRD, 2005);
  - Creating Places: Achieving Quality in Residential Developments (DOE, DRD, 2000);
  - Building on Tradition: A Sustainable Design Guide for the Northern Ireland Countryside (DOE, 2012);
  - Living Places: An Urban Stewardship and Design Guide for Northern Ireland (DOE, 2014);
  - Transport Assessment: Guideline for Development Proposals in Northern Ireland (DOE, 2006);
  - Design and Access Statements – A guide for Northern Ireland (2012);
  - DCAN 15: Vehicular Access Standards (DOE, 1999); and
  - DCAN 11: Access for People with Disabilities (DOE, 1991)

### Local Policy Context

#### Legacy Area Plans

- 2.20 The existing development or area plans that apply to Mid and East Antrim are:
- **Ballymena Area Plan 1986-2001, adopted in 1989**
  - **Larne Area Plan 2010, adopted in 1998**
  - **Carrickfergus Area Plan 2001, adopted in March 2000**
- 2.21 Whilst the draft Plan Strategy has taken account of the existing Area Plans, it has also been necessary to consider their longevity and the fact that all pre-date the original version of the Regional Development Strategy (published in 2001), PPS 3 and PPS 13. The draft Plan Strategy (para 2.2.3) refers to the somewhat complex situation in regard to the status of the Belfast Metropolitan Area Plan 2015 (BMAP) which included the former Carrickfergus Borough Council area. Whilst the Carrickfergus Area Plan 2001 remains the extant statutory plan for this area, the draft BMAP (2004) as the most recent expression of local planning policy, in combination with the Planning Appeals Commission (PAC) Inquiry Report, has also been taken into account in developing the draft Plan Strategy.

### **Ballymena Area Plan 1986-2001**

- 2.22 The Ballymena Area Plan contains a section relating to transportation. In regards to roads, the plan highlights a number of completed road improvements as well as proposed road schemes, the majority of which were in and around Ballymena town. Several of these works have been completed, however some of the major road schemes shown within the Plan have not yet been delivered, including the Ballymena South West Distributor Road and the Cullybackey by-pass.

### **Larne Area Plan 2010**

- 2.23 The Larne Area Plan 2010 acknowledged that people in the area tend to rely on the car for their day to day transportation needs, and that the main public transport facilities are buses and trains. The plan included five policies and proposals in relation to transportation:
- TR1: The provision of new roads and/or road improvements to facilitate traffic movement;
  - TR2: Restricting new and intensification of accesses onto the four protected routes within the new district;
  - TR3: Traffic impact assessments may be required to accompany applications depending on their nature and scale;
  - TR4: The provision of distributor roads to facilitate housing within the Larne West area;
  - TR5: The provision of full, operational car parking.

### **Carrickfergus Area Plan 2001/draft Belfast Metropolitan Area Plan 2015 (2004) in combination with the Planning Appeals Commission Inquiry report**

- 2.24 The Carrickfergus Area Plan 2001 (CAP) contains a section relating to transportation. In regards to roads, the plan highlights a number of proposed road schemes, all of which were in and around Carrickfergus and Greenisland. The plan also included four policies in relation to transportation:
- TR1: Facilitate increased access to public transport and reduce reliance on the private car;
  - TR2: Not normally permit development proposals which would prejudice the future reuse of that part of the disused Greenisland to Monkstown railway line within Carrickfergus Borough;
  - TR3: Facilitate the appropriate development of the road network by the protection of new road lines, and the provision of roads infrastructure as resources permit or in association with new development proposals as required.
  - TR4: Control access to the Protected Route Network in Carrickfergus Borough.
- 2.25 Draft BMAP was prepared in parallel with the (non-statutory) Belfast Metropolitan Transport Plan (BMTP) to ensure that as far as possible the plans are mutually supportive. In this respect the land use locations in the Plan were closely linked with the priorities and proposed transport investment in BMTP, outlined separately below.
- 2.26 In developing BMTP, attention was paid to improving accessibility to key strategic sites and regeneration areas identified by the RDS and progressed by the draft Plan. In addition the Plan took into account the land use requirements of transportation infrastructure by identifying protection lines for planned transport schemes and abandoning protection for schemes which were no longer to be implemented.
- 2.27 Draft BMAP included the following five Transport Policies:
- TRAN 1 – Public Transport, Walking and Cycling
  - TRAN 2 – Planning Protection for Transportation Schemes
  - TRAN 3 – Road Abandonments
  - TRAN 4 – Parking Standards within Areas of Parking Restraint
  - TRAN 5 – Publicly Owned Off-street Surface Car Parks within City and Town Centres.

- 2.28 Draft BMAP acknowledged that the A2 Shore Road (Marine Highway) and the B90 Upper Road/Old Carrick Road are the principal roads which provide access to Carrickfergus. It also highlighted that part of the A2 at Greenisland was due to be upgraded. This upgrade which created a 4 lane dual carriageway between Ravenhill and Silverstream was completed in 2015. The plan also identifies three non-strategic road schemes to support development proposals within Carrickfergus with developers being responsible for funding the schemes either in full or in a substantial part. They are the Carrickfergus Spine Road, the Victoria Road and the Sloefield Road. Several planning applications have been approved in recent years to deliver parts of some of these roads, but as yet no development of these has commenced.
- 2.29 Draft BMAP also highlighted a number of BMTP proposed transportation initiatives within Mid and East Antrim including improvement of rail services, development of a Quality Bus Corridor, the introduction of Intelligent Transport Systems solutions, a route management system along the A2 Shore Road, and greater use of public transport and more walking and cycling to reduce car dependency. To date there has been little or no progress on these transport initiatives other than an improvement in the rail services.

### **Mid and East Antrim Borough Council Corporate Plan**

- 2.30 Our Corporate Plan sets out the Council's vision, themes and objectives that will shape our work and the services that we provide up until 2023. The aim of the Corporate Plan is to deliver the same long term vision and outcomes for the Borough that are set out in the Community Plan. The key objectives of the Plan are identified under five main themes all of which fall under the wider strategic theme to be a high performing council:
- Sustainable jobs and tourism.
  - Good health and wellbeing.
  - Learning for life.
  - Community safety and cohesion.
  - Our environment.

### **Mid and East Antrim Borough Council Community Plan**

- 2.31 Our Community Plan – ‘Putting People First’ was published in April 2017 and covers the period from 2017 to 2032. The vision of the Community Plan is that: *“Mid and East Antrim will be a strong, safe and inclusive community, where people work together to improve the quality of life for all”*. The strategic priorities set out in the Community Plan have been identified through joint working with 12 statutory partner organisations and informed by extensive consultation with the public and community and stakeholder groups. The strategic priorities are developed around the five key themes that now inform the Corporate Plan.
- 2.32 The Local Government Act (Northern Ireland) 2014 sets out a statutory link between the Community Plan and the LDP, in that the preparation of the LDP must take account of the Community Plan. The strategic priorities of our Community Plan have therefore been taken into consideration in the preparation of the draft Plan Strategy. As work on the LDP progresses, we will seek to deliver on any community planning outcomes where there is an identified spatial land use or local planning policy solution.
- 2.33 The key Community Plan theme of Sustainable Jobs and Tourism highlights our Borough as a place to do business and notes the importance of improving the infrastructure across the Borough, including transport. Under the theme ‘Good Health and Wellbeing’, the Community Plan aims for citizens to be more physically active so as to enjoy longer and healthier lives. Facilitating active transport is considered important in delivering on this. Under the Environment theme, actions to be taken forward include starting car clubs as an alternative to car ownership, expand community transport operations, and explore potential for development of additional cycle infrastructure. We also seek to create safe walking routes to schools and colleges, and connect existing walking and cycling routes to encourage less dependency on cars.

**Cross Boundary Policy Context**

- 2.34 In developing our transportation policies account has been taken of the local policy context as it relates to the emerging LDP’s of our three neighbouring councils:
- **Antrim and Newtownabbey Borough Council;**
  - **Causeway Coast and Glens Borough Council; and**
  - **Mid Ulster District Council.**
- 2.35 Neighbouring Councils’ Preferred Options Papers, supporting evidence base and published draft Plan Strategies have been taken account of, as these are regarded as the most relevant documents when considering cross-boundary issues. Because Carrickfergus falls within the Belfast Metropolitan Area, there has also been engagement with Belfast City Council and other councils within the Metropolitan area.

**Table 2.1** Neighbouring Councils Position on Transportation

Neighbouring Council	Position
Antrim and Newtownabbey Borough Council	ANBC published its draft Plan Strategy in June 2019. ANBC relevant policies: Strategic Policy 3 – Covers Transportation Schemes, Integration of Transportation and Land Use, Active Travel, Transport Assessments & Travel Plans, Access and Parking and Car Parks. Six Transport Priorities are identified for the borough to improve overall connectivity with the aim of creating an integrated transport network that services needs of communities, businesses and visitors.
Causeway Coast and Glens Borough Council	CCGBC published its POP in June 2018. CCGBC relevant preferred options: Key Issue TP1: Encourage Active and Sustainable Travel – Option 3: Identify potential transport hubs and provide policy to ensure active and sustainable modes of transport are accommodated in new development. Key Issue TP2: Parking Provision at Key Tourist Assets – Option 2: Identify areas of parking restraint around the tourism asset and provide policy to facilitate the provision of sustainable and sympathetic provision of off-site parking.
Mid Ulster District Council	Mid Ulster published its draft Plan Strategy in February 2019. Mid Ulster relevant policies: Spatial Planning Framework (SPF) 8 – Encourage improvements to public and private transportation provision including railway lines and upgrading of the road network and SPF 9 – Facilitate improvements to the A29 which acts as the transportation spine and link between Mid Ulster’s hubs and other trunk roads crossing the District.

- 2.36 The Council has responded to neighbouring Councils’ POPs and the draft Plan Strategies for Antrim & Newtownabbey and Mid Ulster as they were published. In addition, the Council is also represented on a number of working groups to discuss cross boundary issues, for example the Metropolitan Area Spatial Working Group. Members of the plan team have also met with officers in the three neighbouring councils during preparation of the draft Plan Strategy (Summer 2019) to discuss any cross boundary issues.
- 2.37 During these discussions, no cross boundary issues in relation to transportation were raised. Also, in consideration of neighbouring Councils’ development plan documents, it is the opinion of this Council that there is no conflict with our draft Plan Strategy, insofar as it relates to transportation. However, an important cross-boundary issue emerging from this engagement is around the creation and protection of greenways that cross council boundaries. For example the cross-boundary Larne/Doagh greenway and the Greenisland to Monkstown route. While no conflicting issues were raised in terms of greenways it was agreed they would be discussed further as work progresses towards the LPP.



### 3.0 Transportation Profile

3.1 Mid and East Antrim has a comprehensive network of transport infrastructure and services. There is an extensive network of roads ranging from major strategic routes to minor rural roads. In addition, there is an extensive footpath system in most designated settlements, with elements of the National Cycle Network also passing through the Borough. Public transport provision consists of a network of urban and rural bus services. The three main towns and several proposed small towns throughout the Borough are served by the NI Railways network.

#### Road Network

3.2 Transportation in the Council area is primarily provided by the road network. The A26 is identified in the RDS as a Link Corridor which connects Ballymena to Coleraine and the north, and with Antrim to the south. It links on to the M2 Ballymena By-Pass. The A36 (Moorfields Road/Shanes Hill Road) also links Ballymena to Larne. The A8 is a Key Transport Corridor extending from the Port of Larne towards Newtownabbey, joining the M2 at Sandyknowles with onward connections to Belfast and beyond. The M2 and M5 also link from Belfast onto the A2 Shore Road which extends from Whiteabbey, through Greenisland & Carrickfergus and onward to Larne. In 2015, major road dualling schemes were completed on both the A8 Belfast-Larne Road, and the A2 Shore Road at Greenisland. As the A8 is the principle route from Belfast to Larne, this dualling has provided a more efficient route to and from the Port of Larne. The widening of the A2 in Greenisland has also alleviated the bottleneck and delays previously experienced along this section of the road on a daily basis. An 8km dualling of the A26 Crankill Road at Glarryford to the A44 Drones Road (Ballycastle junction) was also completed in 2017 which improved connectivity from the Borough north to Coleraine and Derry/Londonderry.

3.3 The Council area accommodates approximately 1,744km of road length, which accounts for approx. 6.8 % of the total road length of Northern Ireland. The table below illustrates the various road types within Mid and East Antrim.

**Table 3.1** Road types within Mid and East Antrim

	Northern Ireland (km)	Mid & East Antrim km (% of NI)
<b>Roads Length</b>	25714.30	1744.4 (6.78%)
<b>Motorway</b>	114.90	7.3 (6.35%)
<b>Dual Carriageway</b>	228.22	37.1 (16.25%)
<b>"A" Road</b>	2090.72	153.1 (7.32%)
<b>"B" Road</b>	2090.40	236.2 (11.29%)
<b>"C" Road</b>	4733.16	309.0 (6.52%)
<b>Unclassified</b>	15645.29	1001.7 (6.40%)

Source: NISRA NINIS, 2018

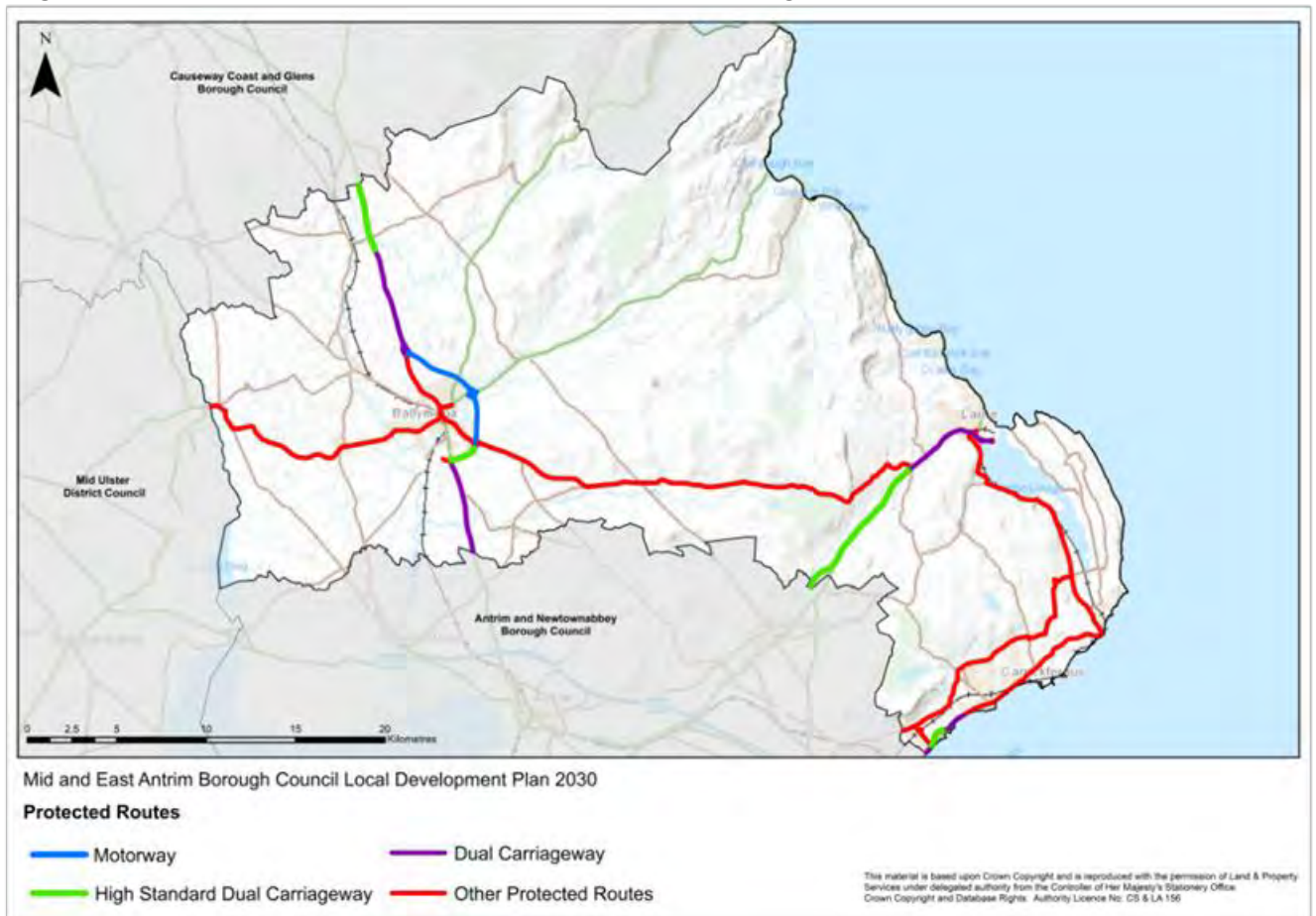
#### Protected Routes

3.4 There are a number of Protected Routes designated within Mid and East Antrim, some of which extend into other Council areas. These are listed in Table 3.2 and also illustrated in Figure 3.1. Protected Routes are identified in the LDP for information only as the designation of protected routes is not within the remit of the LDP.

**Table 3.2** Protected Routes within Mid and East Antrim

Protected Route	Road Details
M2	Crankill Road/M2 Junction - Larne Road Roundabout, Ballymena
A2	Larne - Carrickfergus – Greenisland (and beyond to Newtownabbey)
A8	Larne Harbour - Mallusk (Sandyknowes)
A26	Glarryford (and beyond to Ballymoney & Coleraine) - Ballymena (and beyond to Antrim & Moira)
A36	Ballymena - Larne
A42	Ballymena – Portglenone (and beyond to Maghera)
B90	Whitehead – Greenisland (and beyond to Glengormley)
U2077	Ballymena South West Distributor

**Figure 3.1** Protected Routes within Mid and East Antrim (including classification)



**Proposed Road Schemes**

- 3.5 The three existing Area Plans included a number of proposed road schemes. Some of these road schemes have since been built or partly built, whilst others remain undeveloped. It is acknowledged that some of these road schemes have been unimplemented for almost 30 years, yet the lands required to facilitate them continue to be protected by existing policy from other development which would prejudice their implementation.
- 3.6 The Department for Infrastructure (DfI) has confirmed that all the road schemes yet to be implemented within our Borough are classed as ‘non-strategic’ as none are on Key Transport Corridors nor included in the Department’s Strategic Road Improvement Programme. These road schemes are listed in Table 3.3 below and maps also contained in Appendix B of this Technical Supplement.

**Table 3.3** Proposed Road Schemes in Mid and East Antrim

<b>Ballymena Area Plan 1986 – 2001</b>	A26 Antrim to Ballymena dual carriageway Northern Distributor (North Rd to Broughshane Rd) West Link (Ballymoney Rd to Galgorm Rd & Old Park Rd) South West Ring Rd (Ballee to Galgorm Rd) Woodtown Rd Cullybackey Throughpass
<b>Draft BMAP 2015 (Carrickfergus)</b>	Spine Rd Sloefield Rd Victoria Rd
<b>Larne Area Plan 2010 (proposals taken from the Larne West Study DOE, 1991)</b>	Larne West Distributor Rd

\*The Larne Area Plan 2010 also identified the Glynn bypass as part of the Roads programme, however no proposal or map of road line was produced.

### Modes of Travel

- 3.7 The main modes of travel used within Mid & East Antrim and across NI are private car, public transport, walking and cycling. According to the DfI/NISRA Travel Survey for Northern Ireland 2016-2018 (TSNI), car journeys accounted for 70% of all journeys made, which constituted just over four fifths (82%) of total distance travelled. In 2016-2018, 5% of all journeys in NI were made by public transport (Bus, Rail and Public Taxi), which accounted for 7% of total distance travelled. Walking accounted for 19% of all journeys in 2016-2018 and 3% of total distance travelled. The TSNI is NI wide, so we have to rely on the 2011 Census data for individual Council comparisons.

### Accessibility Analysis for Modes of Travel

- 3.8 The Department for Infrastructure (DfI) has provided the Council with an accessibility analysis toolkit which used software based on existing transport conditions to establish travel times for walking, cycling, public transport and driving to and from a central location within each of the three main towns in our Borough. The following locations were used: Ballymena (Bandstand, Broadway) Carrickfergus (Town Hall, Antrim Street) Larne (Broadway Shopping Centre) These Accessibility Analysis Maps will assist in identifying locations with good accessibility to the town centre and help differentiate between potential development locations in each town to ensure that the most accessible and sustainable locations are considered in the LDP. The Accessibility maps displaying the travel times for walking, cycling, public transport and driving to and from each location are included in Appendix C of this Technical Supplement.

### Private Car

- 3.9 The 2011 Census states that approximately 81% of households in Mid and East Antrim own one or more private vehicles. It is therefore envisaged that car travel will remain the dominant mode of transportation over the Plan period. The Census also shows that almost 76% of residents in employment in the Mid & East Antrim Local Government District (LGD) travelled to work by car/van (this includes 60.23% driving, 5.6% travelling as a passenger, & 10% as part of a carpool. Within Mid and East Antrim, 17% of residents who are

in employment (excluding students) travel less than 2km to work, with 15% travelling between 2km-5km and less than 5% of residents travelling more than 40km.

**Public Transport**

- 3.10 The Department for Infrastructure (DfI) has overall responsibility for public transport policy and transport in Northern Ireland, as well as being responsible for the safety and operating standards of road passenger transport providers. The Northern Ireland Transport Holding Company (NITHC) oversees the provision of public transport in Northern Ireland, under the subsidiary brand name 'Translink', and cover the integrated services of Ulsterbus, Metro and Northern Ireland Railways. Within Mid and East Antrim, there are bus stations in both Larne and Ballymena. Public bus services within the Council area are provided primarily by Translink/Ulsterbus. Detailed information on these are contained within the draft Local Transport Study, attached as Appendix A to the Technical Supplement.
- 3.11 In addition to these bus services, Mid and East Antrim is also served by the NI Railways network. Both Ballymena and Cullybackey have train stations along the Belfast – Londonderry line which also facilitates links to Coleraine and Portrush. More information on public transport timetables can be found at <https://www.translink.co.uk/timetables>.

**Figure 3.2** Train Stations within Mid and East Antrim



Source: [www.translink.co.uk](http://www.translink.co.uk)

- 3.12 There are also several train stations throughout Carrickfergus and Larne districts which provide a key link to Belfast and beyond. Many of these train stations benefit from the provision of free park and ride car parking. As previously mentioned, with nearly one in five households in Mid and East Antrim not owning a private vehicle, the availability of public transport is a key service particularly for those who are elderly or economically or socially disadvantaged. It is also an essential service for children who rely on buses or trains to travel to school. In addition, the Census 2011 shows that of residents in employment within Mid and East Antrim, just under 5% travelled to work using public transport (bus/rail).
- 3.13 These figures highlight that whilst there is a need for public transport, it is underutilised. The TSNI found that 64% of those travelling to work by car said that their journey was not possible by public transport with 25% citing both poor connections and 25% too far/long journey time by public transport as reasons for not using public transport. A number of rural dwellers within Mid and East Antrim are likely to fall into this category.



## Car Parking

- 3.14 Since 1st April 2015, off-street car parking transferred to become the responsibility of local councils. Mid and East Antrim Borough Council is now responsible for 61 off street car parks (including 28 transferred from DfI) - mainly located in the three main towns but with other smaller car parks in in some smaller towns, villages and coastal areas. All of these car parks comprise a mixture of pay and-display and free-parking formats. More information on the location Council's car parks can be found at <https://www.midandeantrim.gov.uk/resident/car-parking>
- 3.15 On-street parking across the Council area is managed by DfI and there is no known plans to introduce on street pay and display parking within the Borough. More information on car parking in the 3 main towns are contained in Tables 3.4 and 3.5 below – both of which are sourced from the DfI evidence base for the draft Mid and East Antrim Local Transport Study (Atkins, February 2018)

**Table 3.4** Off-street Car Park Spaces

Town	Total Number of Car Parking Spaces	% Free Parking	Disabled Spaces	Council Owned / Operated Spaces	% Free Parking
Ballymena	4112	26%	157	2105	7%
Larne	1272	63%	55	695	38%
Carrickfergus	2308	89%	124	776	67%
<b>Total</b>	<b>7692</b>	<b>/</b>	<b>336</b>	<b>3576</b>	<b>/</b>

**Table 3.5** On-street Car Park Spaces

Town	Total Number of Car Parking Spaces	Disabled Spaces	Unrestricted Spaces (excludes limited waiting & loading)
Ballymena	571	40	140
Larne	341	18	186
Carrickfergus	388	21	291
<b>Total</b>	<b>1300</b>	<b>79</b>	<b>617</b>

- 3.16 The Technical Supplements for the Sub Regional Transport Plan for Ballymena and Larne illustrated that on a typical weekday Ballymena had 70% of on and off street parking spaces occupied, and Larne had 64%. The Belfast Metropolitan Transport Plan covered Carrickfergus but did give the same level of information in relation of occupancy levels. Given the vintage of these documents, circa. 2004, and the split of on-street and off-street parking responsibilities it is difficult to get more up-to-date comparison data on this.
- 3.17 The Council commissioned SYSTRA to carry out a Parking Study and conduct a review of Council-operated off-street parking facilities throughout the Borough. This work involved providing technical support and peer review to ensure that Council-operated car parking delivers the optimal impact and efficiency for the Borough.
- 3.18 The study included a detailed assessment of existing off-street parking provision across the Borough, with a focus on the three areas of Ballymena, Carrickfergus and Larne. It also covered car parks in coastal and rural locations and other settlements outwith the main towns.
- 3.19 The assessment incorporated a review of the physical condition of car parks, management and enforcement, use and revenue generation, and perceptions of car parking facilities in the locations. The baseline evidence report for this parking study also estimated the current and predicted future occupancy levels of the car parks within the main towns. It is still considered that occupancy levels across the car parks range from 40-70% with some of the main town centre car parks between 70-95% occupancy, particularly in Ballymena.

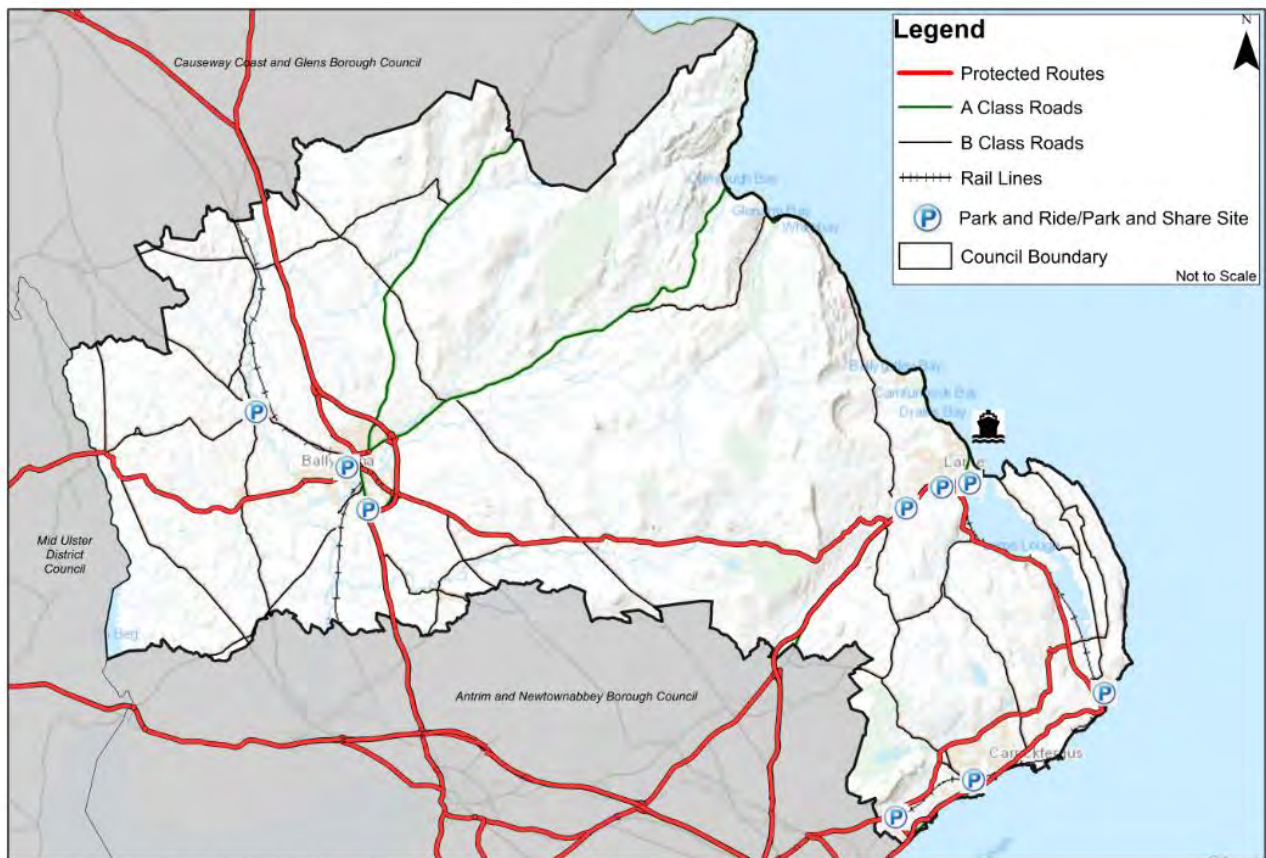
3.20 A copy of the Council’s car parking study can be found on the Council’s website at <https://www.midandeantrim.gov.uk/resident/car-parking>

3.21 There are also an increasing number of electric vehicle charging points available in the Borough. Up to date details of these and their locations can be accessed on the ecarni website at <http://www.ecarni.com/>

**Park & Ride/Park & Share**

3.22 There are currently 9 Park & Ride and Park & Share car parks located throughout the Borough, mainly at train stations or at junctions on Key Transport Corridors as shown in Figure 3.3 below. These include sites at Ballymena, Cullybackey, Larne, Whitehead, Carrickfergus and Greenisland.

**Figure 3.3** Park & Ride/Park & Share sites within Mid and East Antrim (including classification)



Based upon Ordnance Survey of Northern Ireland's data with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright and database rights NIMA CS&LA156. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings

**Walking and Cycling**

3.23 Walking is facilitated throughout the Borough’s urban areas by the footways along the road network. Some of these are designated as ‘Highways to Health’ schemes established by the Department of Health across Northern Ireland. Additionally several dedicated recreational walkways, mainly along the river corridors, also facilitate pedestrian movement within the towns and villages. There are also several sections of the Ulster Way within the Borough. The 2011 census (the more recent breakdown for the Council area) indicates that just under 4,000 people (excluding students) in Mid and East Antrim walk to work which equates to 6.63%. The TSNi also estimates that 36% of households in Northern Ireland owned at least one bicycle. Despite this, less than 1% of journeys per person per year were by bicycle.

3.24 The Cycling Unit in DfI was established in 2013 and provides a focus and co-ordinating role for cycling issues and cycling related activities. The Unit works towards making cycling an integral part of network planning and development and ensures that cycling provision is a key element in both strategy and delivery.

- 3.25 In August 2015 the 'Bicycle Strategy for Northern Ireland' was launched, with its vision as "A community where people have the freedom and confidence to travel by bicycle for every day journeys". The strategy promotes the development of a three pillar approach for the development of cycling which includes building a comprehensive cycle network, supporting those who wish to cycle, and promoting the bike as a mode of everyday transport. The Bicycle Strategy, along with the Active Travel Strategy, will assist with the aim of making it easier to walk and cycle and will encourage a modal shift.
- 3.26 The Cycling Unit (DfI) plans to develop a number of Bicycle Network Plans for the urban areas within Northern Ireland which is focused on developing convenient access to safe cycling facilities, however to date only the draft Belfast Bicycle Network Plan has been published.
- 3.27 In the absence of a Bicycle Network Plan covering Mid and East Antrim, the Council commissioned Sustrans to produce our own Cycling Routes Masterplan for the Borough.
- 3.28 The Council's goal is to create a cycle-friendly borough that encourages and supports active travel including:
- A safe routes to school programme looking at how parents and children access local schools, identifying improvements to make the journey safe and achievable on a bike, walking or scooting.
  - Better links to public transport hubs, encouraging longer distance commuting by public transport.
  - Safe routes to public transport centres initiative enabling people to walk or cycle safely to bus and rail stations.
  - Safe routes to community and leisure facilities allowing active travel to these destinations.
  - Planning for the future programme ensuring active travel provision is included as part of all major planning applications.
- 3.29 The document presents a series of masterplans that illustrate both the existing and the future potential cycling network within the Borough of Mid and East Antrim. Individual plans have been prepared for the towns of Ballymena, Larne and Carrickfergus, including proposals for a coastal greenway between Carrickfergus and Jordanstown. In Ballymena the potential for joining up of existing paths to deliver a more comprehensive network. In Larne potential is identified for a link from A8 corridor to the Antrim Coast Road, connecting to the Port of Larne and a route around the lagoon. In addition, Borough wide plans illustrate the existing and potential wider area network, including strategic greenways and links into neighbouring local authority areas.
- 3.30 Further information and the latest version of the masterplan can be viewed on the Council website at: <https://www.midandeantrim.gov.uk/tourism/things-to-do/sports-leisure/cycling/cycling-routes-masterplan>

### **Greenways**

- 3.31 'Greenways' are linear open spaces, often focused on a walking trail or bicycle path which has utilised a disused railway, canal towpath, or utility right of way. In November 2016, DfI published "Exercise Explore Enjoy" – A Strategic Plan for Greenways which set out a high level plan for the region to enable people to link to places locally, regionally and nationally by encouraging a substantial increase in the number of people using active modes of travel. In support of this, DfI has developed a Small Grants Programme for the development of greenway schemes. This competitive scheme is aimed at providing support for councils to work up projects that will contribute to a step change in greenway provision.
- 3.32 The development of a comprehensive greenway network is seen as an important feature within Mid and East Antrim is a key priority of the draft Plan Strategy. Within the Council area, there are potential routes between Larne and Ballymena, between Ballymena and Cargan (and beyond) and also from Ballymena towards Kilrea (refer to Technical Supplement 4 for further details on greenways).

### **Disused Transport Routes**

- 3.33 The Greenisland Development Framework, a non-statutory masterplan, highlights the disused railway line linking Greenisland and Monkstown as an opportunity to develop as a car free, cycling and walking route linking these urban areas. However, it does acknowledge that the re-use of the line must be achieved without prejudice to the long term aspiration of Translink to re-instate the rail line if ever needed. In addition there is also a disused narrow gauge railway between Ballymena and Larne. This travelled *via* Kilwaughter, Headwood, Ballyboley, Ballynashee, Collin, Moorfields, Kells and Harryville, with a branch line operated from Ballyboley to Doagh via Ballynure and Ballyclare. Whilst the railway track has been lifted, there remains a range of visible infrastructure and this disused transport route offers the potential for future transport or recreational opportunities.

### **Community and Disability Transport**

- 3.34 Community Transport is a term covering a wide range of solutions usually developed to cover a specifically identified transport need, typically run by the local community for local neighbourhoods on a not-for-profit basis. Community Transport across Mid and East Antrim Borough is provided by both North Coast Community Transport and South Antrim Community Transport. North Coast Community Transport provides operational coverage across the Ballymena area with over 500 registered groups and approx. 3,000 individual registered members using their services. South Antrim Community Transport covers the Carrickfergus and Larne areas and currently has over 480 individual members using their dial-a-lift services, and approximately 80 community groups using their group travel services.
- 3.35 The Disability Action Transport Scheme (DATS) is a specialist local urban transport service operated by Disability Action for elderly people or those with disabilities who may find it difficult using mainstream public transport. It enables people to get about the operational area of the town for purposes including shopping, visiting and attending health appointments. In addition, Shop mobility schemes exist in Ballymena and Carrickfergus to lend manual and powered wheelchairs and powered scooters to members of the public with limited mobility to shop and use leisure and commercial facilities, and can be seen as the final link in the accessible transport chain.



## 4.0 Preferred Options Paper

- 4.1 Council published its Preferred Options Paper (POP) in June 2017. The main purpose of the POP was to inform the next stage in the LDP process, the draft Plan Strategy.
- 4.2 Building on the emerging evidence base<sup>2</sup>, the POP identified some 36 key strategic planning issues relevant to Mid and East Antrim, set out alternative options for addressing most of these key issues, and highlighted Council's Preferred Option. The POP also included an initial policy review of the operational policies contained in the suite of Planning Policy Statements (PPSs) published by the former Department of Environment (now DfI), also taking account of the Strategic Planning Policy Statement (SPPS).
- 4.3 The POP was subject to 12 weeks public consultation which resulted in 132 responses from members of the public and statutory consultees. A public consultation report on the POP was published by Council in November 2017.
- 4.4 Key Issue 20 of the POP put forward a Preferred Option to introduce a new proactive policy for sustainable transport in new development and encourage the provision of more park and ride facilities to reduce the reliance on the private car and promote public transport.
- Alternative option (b) proposed to retain the existing policy approach supporting sustainable transport and active travel.
  - Alternative option (c) proposed to only introduce a new proactive general policy requiring all new development within urban areas to incorporate sustainable transport and active travel modes, where it must be demonstrated that sustainable transport and active travel has been promoted in the development unless specific circumstances indicate otherwise. This would mean that all new zonings in urban areas, irrespective of development type, would need to demonstrate sustainability in regard to transport arrangements and active travel.
  - Alternative option (d) proposed to only encourage the provision of more park and ride facilities to reduce the reliance on the private car and promote public transport.
- 4.5 The majority (88%) of public responses strongly supported the preferred option and most of the statutory consultees also welcomed the approach for sustainable travel. Comments also suggested the approach needs to even more ambitious and that if the preferred option is developed into appropriate policy it can potentially make the single greatest contribution to securing sustainable transport and active travel.
- DfI stated that they would welcome widening the focus of the preferred option to ensure all aspects of sustainable transport would be promoted.
  - NI Housing Executive supported the preferred option highlighting the importance of ensuring new development includes sustainable travel patterns at the earliest stages of design and planning.
- 4.6 Key Issue 21 of the POP addressed areas of Car Parking Restraint and put forward two options for consideration with no preferred option:
- Alternative option (a) proposed to introduce areas of car parking restraint in the main towns.
  - Alternative option (b) proposed no intervention by the LDP through the introduction of car parking restraint areas in the main towns
- 4.7 Responses were evenly split on this issue (45% supportive & 45% unsupportive). Comments indicated that the public transport network is simply not strong to justify a reduction in parking provisions while others felt that thought town centres were already suffering from parking restrictions and this was not a matter for Planning.

<sup>2</sup> A series of 14 topic based position papers informing the POP, plus our annual housing monitor and bi-annual industrial monitor are available on the Council website.

- DfI highlighted the requirement for Council to promote parking policies as a proactive measure towards bringing about successful place making, reducing private car usage and encouraging more sustainable forms of transportation, in line with the SPPS.
  - Statutory consultees were more supportive of designating areas of parking restraint as a proactive measure towards bringing about successful place making, reducing private car usage and encouraging more sustainable forms of transportation such as walking and cycling in the Borough.
- 4.8 Due to lack of clear support for either option, coupled with Councillors' desire not to have them, the Council has decided not to bring forward a strategic policy to enable the designation of Areas of Parking Restraint in the draft Plan Strategy.
- 4.9 Key Issue 22 of the POP put forward a Preferred Option to only include non-strategic road schemes<sup>3</sup> in the LDP which have been justified by DfI through a Local Transport Strategy.
- Alternative option (b) proposed to protect land for Non-Strategic Road Schemes in the LDP
  - Alternative option (c) proposed to remove Non-Strategic Road Schemes from the LDP.
- 4.10 Some 68% of respondents supported the preferred option with various comments that expressed concern about the time scale over by which the proposed road schemes have remained unimplemented, the continued sterilising of land, and the lack of zoned land remaining for private sector impetus to deliver these road schemes. Statutory consultees were also in favour of the preferred option, however both HED and NIEA advised caution given that some of the non-strategic road schemes were designated some 20+ years ago and therefore were not considered in the policy context of PPS 6, PPS 2 or the SPPS.
- 4.11 DfI contend that these non-strategic schemes are not just for vehicles but also provide potential for connectivity between developments, public transport networks and active travel routes. Suitable cycle, pedestrian and public transport facilities could be incorporated into the design for these routes, in the event that they are retained in the LDP.
- 4.12 In addition to these key issues, the POP included a review of the existing PPS 3 and PPS 13 policies and made recommendation as to whether to bring these policies forward with or without amendments (see Appendix D). The public/consultees were also asked for their opinion about these.
- 4.13 For details of the main issues raised by respondents to the POP and the Council's consideration, refer to the POP Public Consultation Report November 2017 on the Council's LDP website.

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<sup>3</sup> as referred to in para 3.5 of this document

## 5.0 Consultee and Councillor Engagement

- 5.1 In order to meet the requirements set out in the Planning Act relating to the need for the Plan Strategy to take account of the RDS, other policy and guidance issued by the Department and other relevant government strategies and plans; Council has engaged key consultees representing relevant central government departments and agencies. Representatives from relevant Council departments have also been engaged to ensure that due account has been taken of Council's Community Plan, as well as other Council strategies and initiatives. This engagement was undertaken by way of a series of eight 'Project Management Team' meetings held between April 2018 and April 2019 and has had a significant influence on the development of the strategic policies and proposals.
- 5.2 The Planning Act requires the Plan Strategy to be adopted by resolution of the Council, following approval by the Department for Infrastructure (DfI). Accordingly, Elected Members have also been engaged in the development of draft Plan Strategy, to ensure that the document is generally aligned with Council's strategic priorities. This engagement was facilitated through a series of six councillor workshops held between November 2018 and March 2019.
- 5.3 The Strategic Transport policies were presented at the Councillor workshop held on 26 February 2019 and the Project management team meeting held on 18 April 2019. Following the Councillor workshop, there were no concerns expressed by members. Following comments from DfI Transport Planning & Modelling Unit, DfI Roads and Invest NI at the Project Management Team meeting, minor amendments were made to the strategic subject policy wording and Justification & Amplification text.

## 6.0 Draft Plan Strategy Policy Approach

- 6.1 The draft Plan Strategy has addressed the issues in regards to transportation identified in the POP and more generally through DfI consultation, regional direction and policy context. The LDP Transport Strategy within the draft Plan Strategy is essentially the draft Local Transport Study (LTS) carried out by DfI for Mid and East Antrim. Where relevant to the LDP, we have ensured that the nine measures in the LTS assessed against the seven objectives of the LTS have been embedded within our strategic subject policies TR1 to TR7. It should be noted that the identification and details of individual proposals will now only emerge through the DfI Local Transport Plan which will be developed concurrently alongside the LDP Local Policies Plan.
- 6.2 The overall aim of the transportation policies is to deliver sustainable patterns of development which reduce the need for the private car and promote the use of public transport and active travel modes; to facilitate safe and efficient access, movement and parking; and to protect land for new transport schemes and the re-use of disused transport routes; all of which are in accordance with the SPPS. The preferred options and recommendations from the POP have generally been brought forward to the draft Plan Strategy, with some amendments.

### Strategic Subject Policies

#### Policies relating to access to Public Roads and Protected Routes

- 6.3 The draft Plan Strategy contains strategic subject policies to control the standard and quantity of accesses on to the road network, primarily for reasons of safety and to ensure the efficient flow of traffic, people and goods. The evidence informing policies TR1 and TR2 are largely derived from the regional direction set out in the SPPS and PPS 3 as referred to in Section 2 of this document. Amendments to these policies have taken account of points raised through the POP consultation responses, as well as consultee and councillor engagement

#### Policy relating to Protection of Transport Schemes

- 6.4 The draft Plan Strategy contains a strategic subject policy to protect land required to facilitate new transport schemes and, where a new development relies on a developer-led transport scheme, ensure that the transport scheme is delivered in whole or in part.
- 6.5 The evidence informing Policy TR3 is largely derived from the regional direction set out in the SPPS and PPS 3, as referred to in Section 2 of this document.
- 6.6 The POP also raised this under Key issue 22. Since the POP, the Local Transport Strategy and the identification of specific transport schemes has not been forthcoming from DfI. Instead, DfI has provided Council with a Local Transport Study which has not gone into the detail of identifying specific schemes. It is envisage details of these will now be provided in the Local Transport Plan prepared by DfI to accompany the Council's LDP Local Policies Plan.
- 6.7 Amendments to this policy have taken account of points raised through the POP consultation responses, as well as engagement with Consultees and Elected Members.

#### Policy relating to Protection of Disused Transport Routes

- 6.8 The draft Plan Strategy contains a strategic subject policy to protect disused transport routes. The evidence informing Policy TR4 is largely derived from the regional direction set out in the SPPS and PPS 3, as referred to in Section 2 of this document.



- 6.9 This issue was not addressed in the POP and the policy has been reworded to align with the SPPS wording in relation to recreational, nature conservation or tourism related uses.

#### **Policy relating to Active Travel**

- 6.10 The draft Plan Strategy contains a strategic subject policy on Active Travel. Policy TR5 is proactive in encouraging more sustainable transport/travel in new developments.
- 6.11 The evidence informing this policy is largely derived from DfI's and Council's desire to promote active travel. Key Issue 20 of the POP (referenced in paras 4.4 and 4.5 of this document) also addressed this as a key issue. Amendments to this policy have taken account of points raised through the POP consultation responses, as well as engagement with Consultees and Elected Members.

#### **Policies relating to Car Parking**

- 6.12 The draft Plan Strategy contains a strategic subject policies in relation to both Parking and Servicing, and Provision of Car Parks. The evidence informing this policy is largely derived from the regional direction set out in the SPPS and PPS 3, as referred to in Section 2 of this document.
- 6.13 Through Key Issue 21 in the POP, the issue of Areas of Parking Restraint was raised, although no preferred option was identified. Policies TR6 and TR7 have been written without reference to designation of areas of parking restraint. Other wording amendments to this policy have taken account of points raised through the POP consultation responses, as well as engagement with Consultees and Elected Members.
- 6.14 Appendix D illustrates how the transportation policies and relevant GP1 General Policy have evolved through the outworking of the LDP process to date, including Sustainable Appraisal. It provides the rationale where amendments have been made to the POP Preferred Options and to existing planning policies. The Council will continue to work with DfI, neighbouring councils and other key stakeholders to deliver a safe and sustainable transportation vision for the Borough for the plan period and beyond.

## 7.0 Soundness

7.1 The draft Plan Strategy has been prepared so as to take due regard to meeting the tests of soundness as set out in the DfI Development Plan Practice Note 6: Soundness (Version 2, May 2017). The draft Plan Strategy approach insofar as it relates to the designation of the settlement hierarchy is regarded as sound, because it meets the various tests of soundness as summarised below:

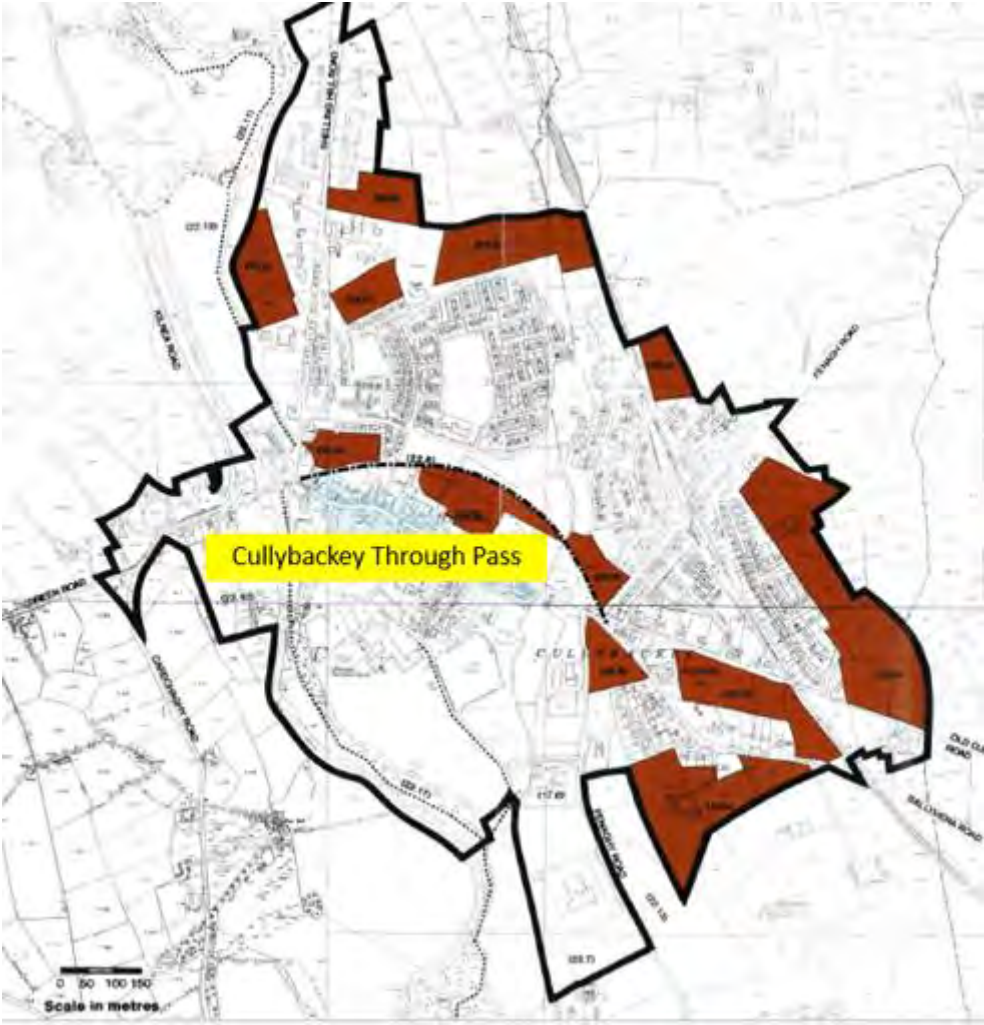
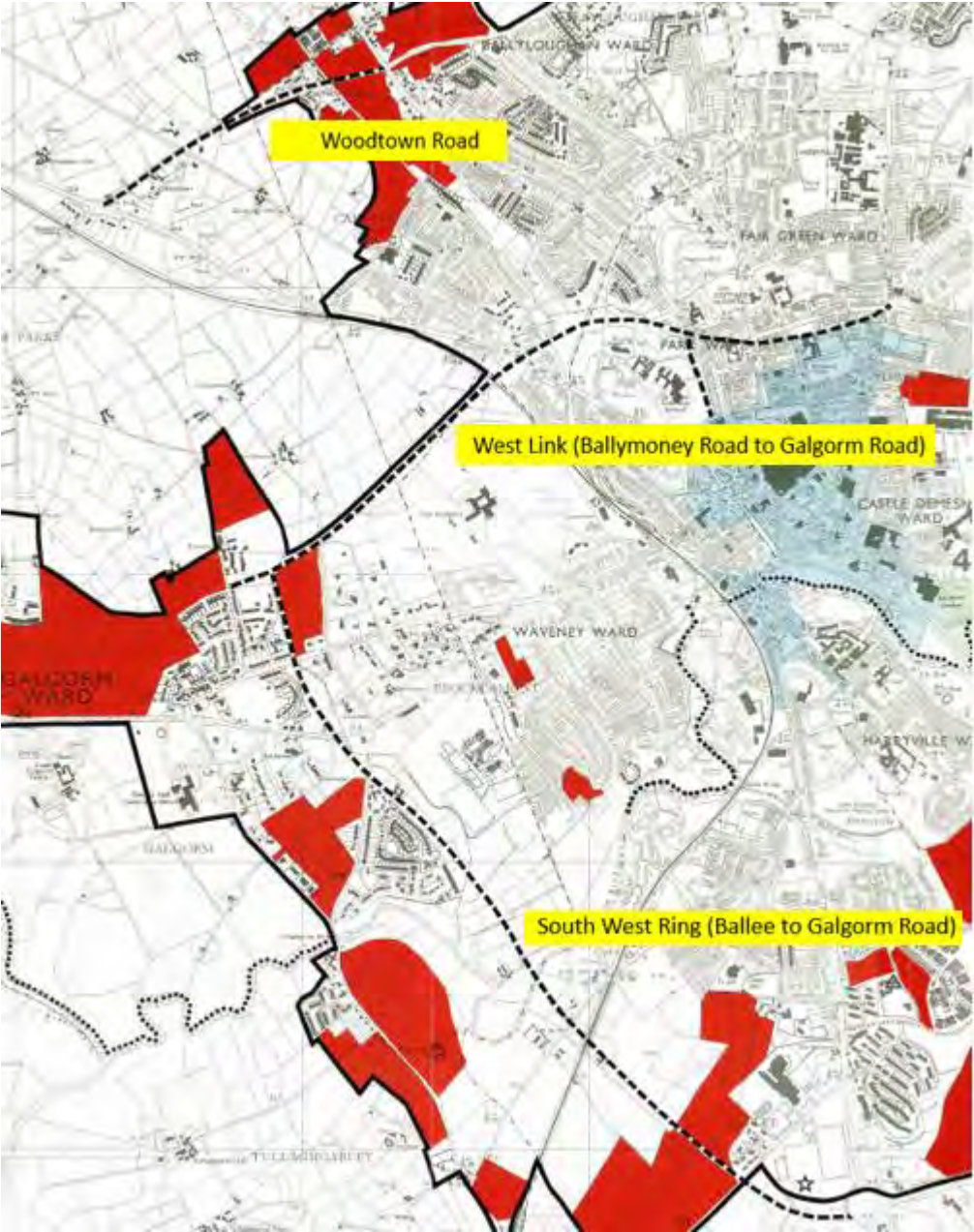
**Table 7.1** Consideration of Soundness

<b>Procedural Tests</b>	
P2	The transportation policies as proposed in TR1 to TR7 have evolved from the POP and POP Public Consultation Report as described in Chapter 4 of this document.
P3	The transportation policies have been subject to Sustainability Appraisal. Further details are included in the Sustainability Appraisal Report.
<b>Consistency Test</b>	
C1	The transportation policies have taken account of the RDS, in particular, RG2: To Deliver a balanced approach to transport infrastructure. (refer to paras 2.5 and 2.6 of this document)
C2	The transportation policies have taken account of our Community Plan, particularly in relation to the themes of Sustainable Jobs and Tourism, and also Protecting Our Environment. (refer to paras 2.31 - 2.33 of this document)
C3	The transportation policies have taken account of the SPPS, particularly paragraphs 6.293 – 6.305 relating to transportation. Regards has also been had to the strategic transport plans and strategies issued by DfI and DRD, as referred to in paras 2.7 – 2.15 of this document. Finally, account has been taken of PPS 3 and PPS 13, and supplementary planning guidance as detailed in paras. 2.10 - 2.12 of this document.
C4	The transportation policies have taken appropriate account of the existing development plans relevant to Mid and East Antrim, whilst noting the longevity of these plans. Refer to paras 2.20 – 2.29 of this document.
<b>Coherence and the effectiveness tests</b>	
CE1	The LDP Transport Strategy is essentially the Local Transport Study (LTS) carried out by DfI for Mid and East Antrim and included as Appendix A to this Technical Supplement. The robustness of the evidence base to support this LTS is a matter for DfI. The draft Plan Strategy has taken account of all the Development Plan documents of our three neighbouring Councils, who have also been consulted in their capacity as statutory consultees.
CE2	The LDP Transport Strategy and policies are founded on a robust evidence base including DfI’s draft Local Transport Study, and has taken account of comments from the POP consultation and subsequent engagement with statutory consultees, particularly DfI Transport Planning and Modelling Unit and DfI Roads.
CE3	The Monitoring Framework within Technical Supplement 1 (indicators 11, 15 & 16) detail how transportation will be protected and enhanced throughout the borough.
CE4	Transportation policies can be reviewed at Plan Review stage. There will be flexibility for the Local Policies Plan to take account of the forthcoming local Transport Plan.

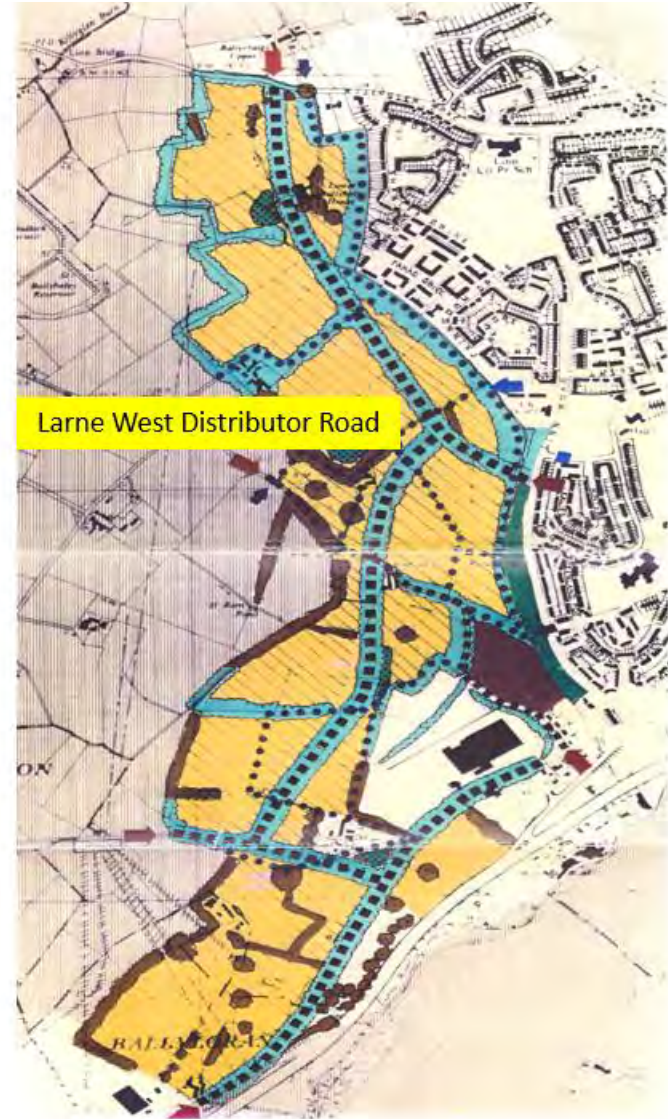
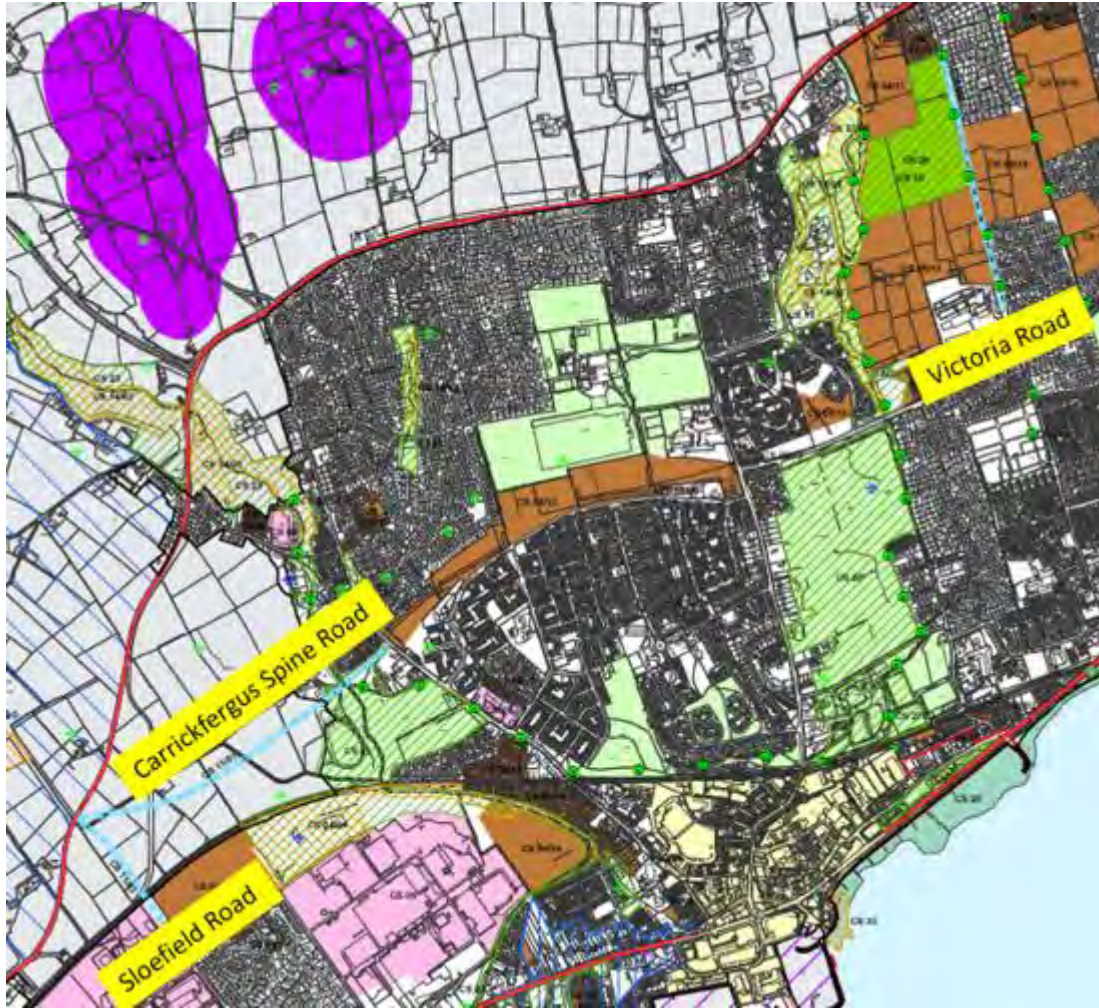


**APPENDIX A** draft Mid and East Antrim Local Transport Study (DfI, 2019) (see separate document)

APPENDIX B Proposed Road Schemes in Mid and East Antrim

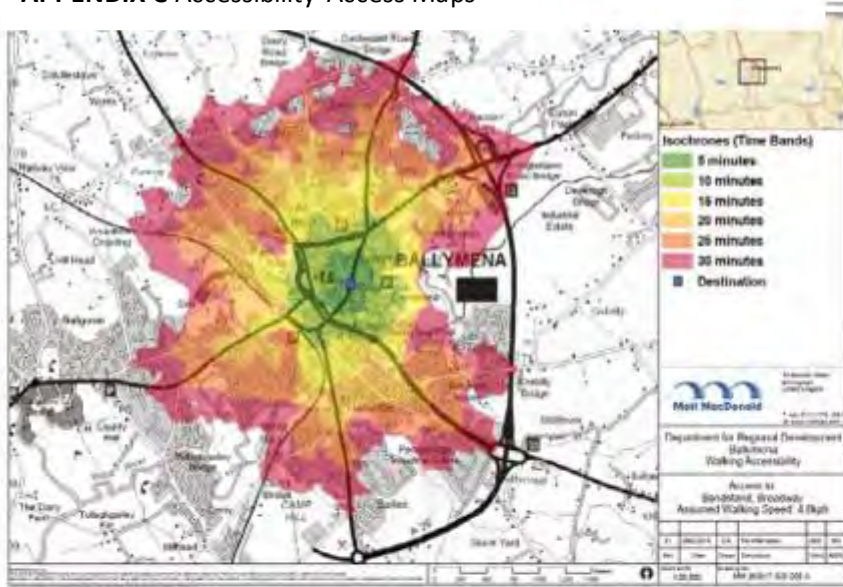




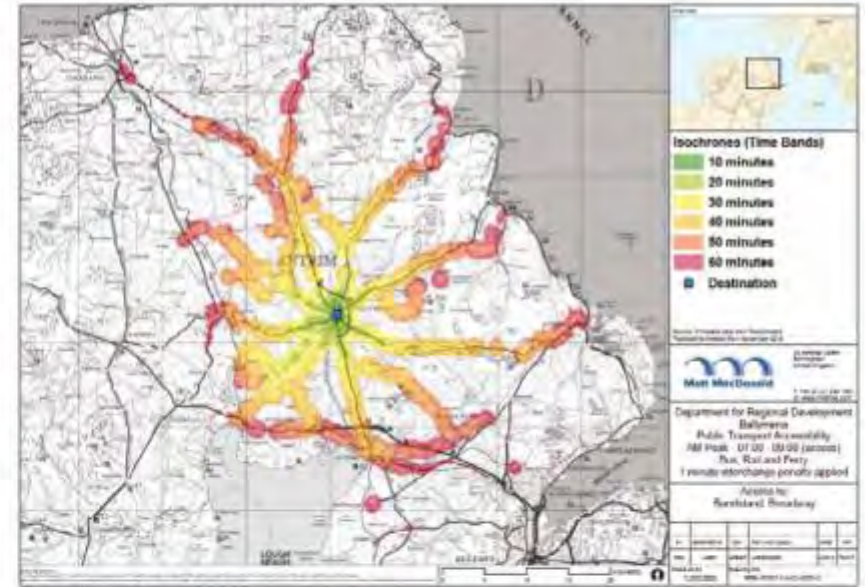




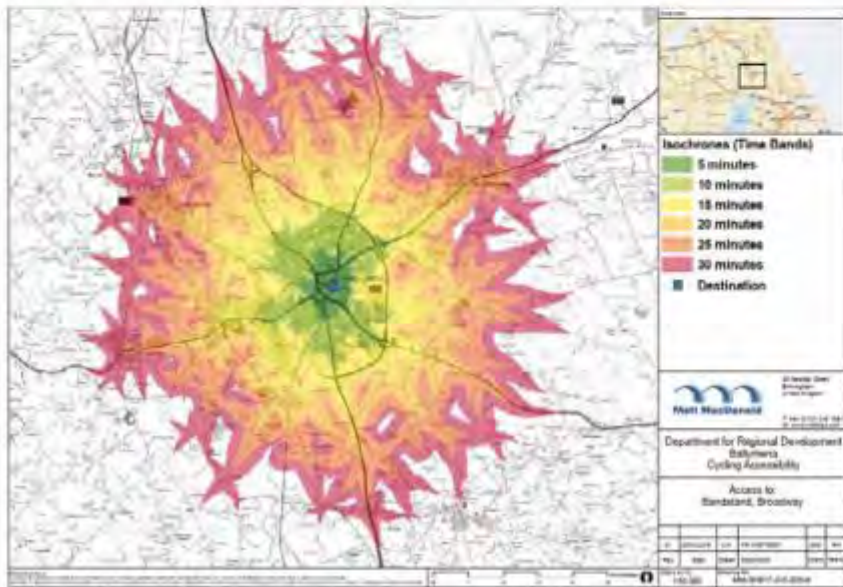
## APPENDIX C Accessibility Access Maps



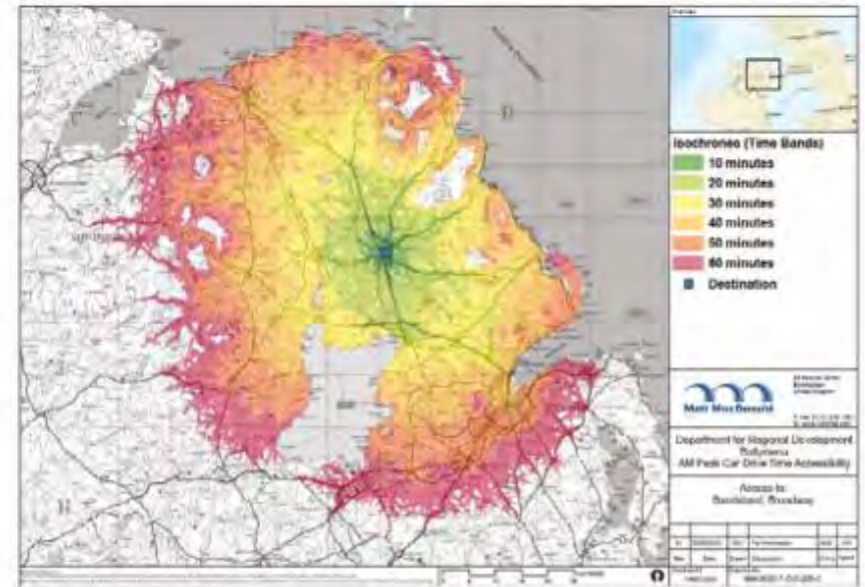
Ballymena Walking



Ballymena Public Transport

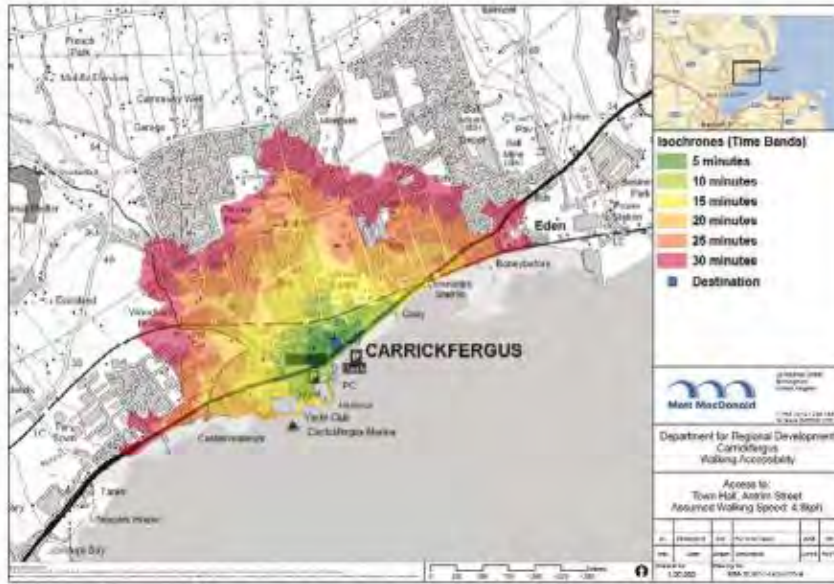


Ballymena Cycling

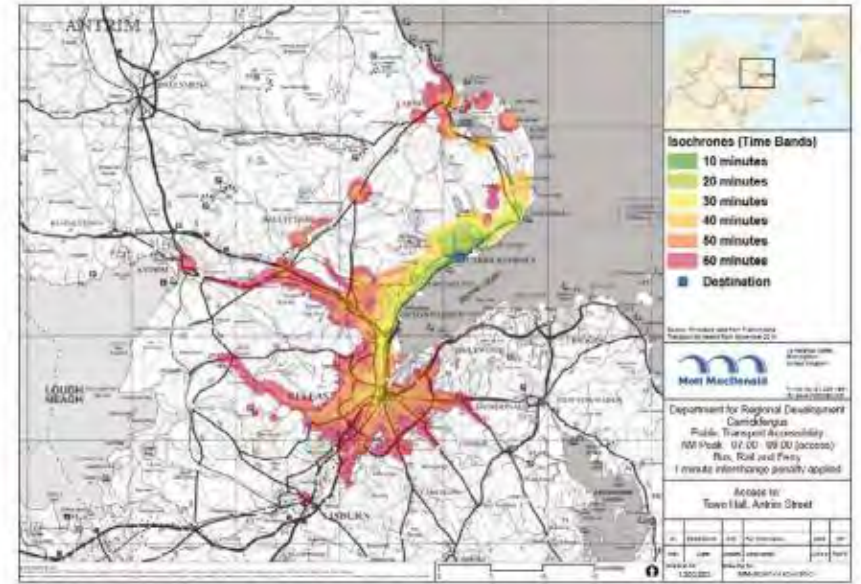


Ballymena Drive time

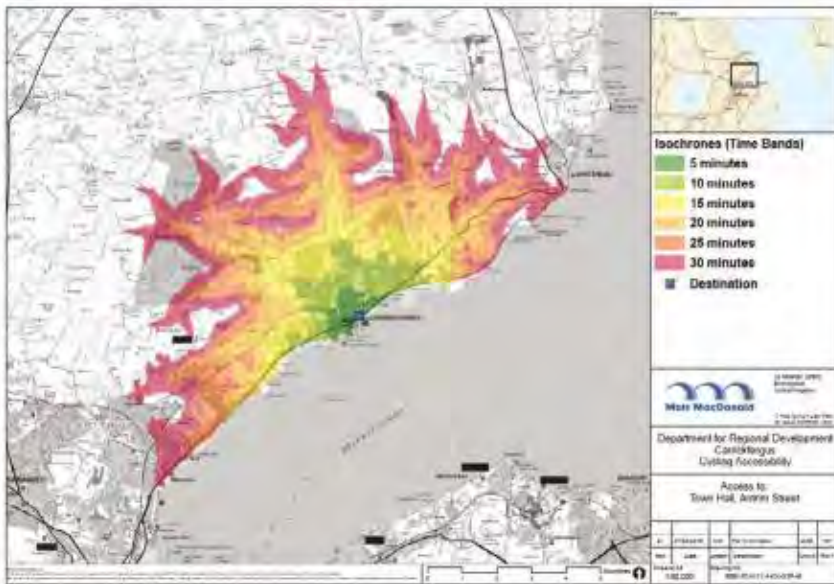




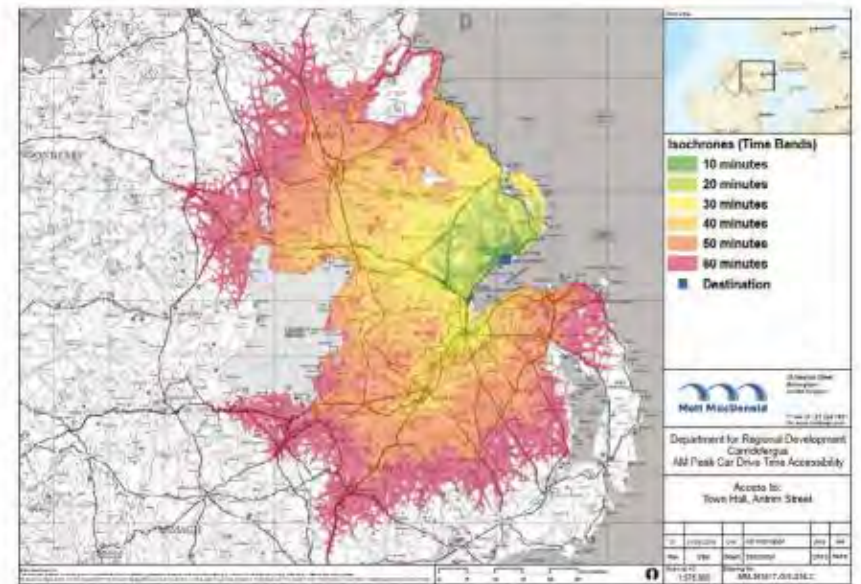
Carrickfergus Walking



Carrickfergus Public Transport

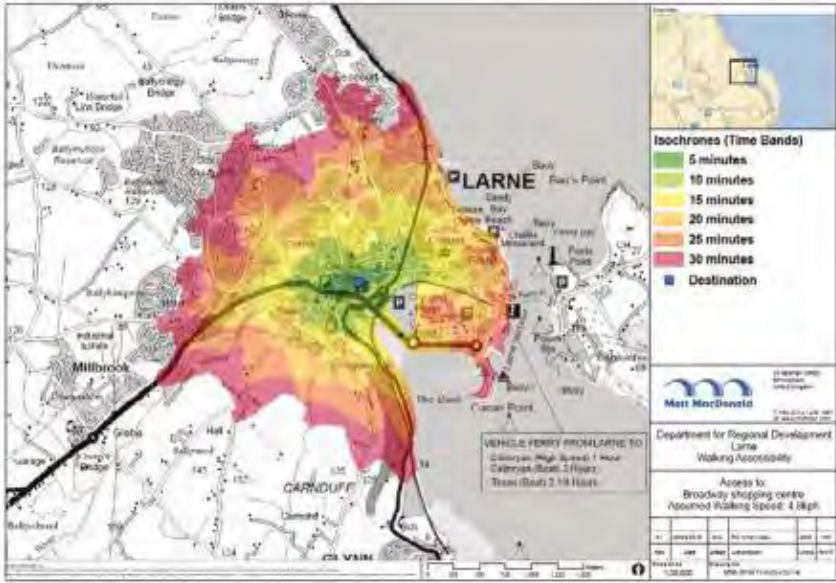


Carrickfergus Cycling

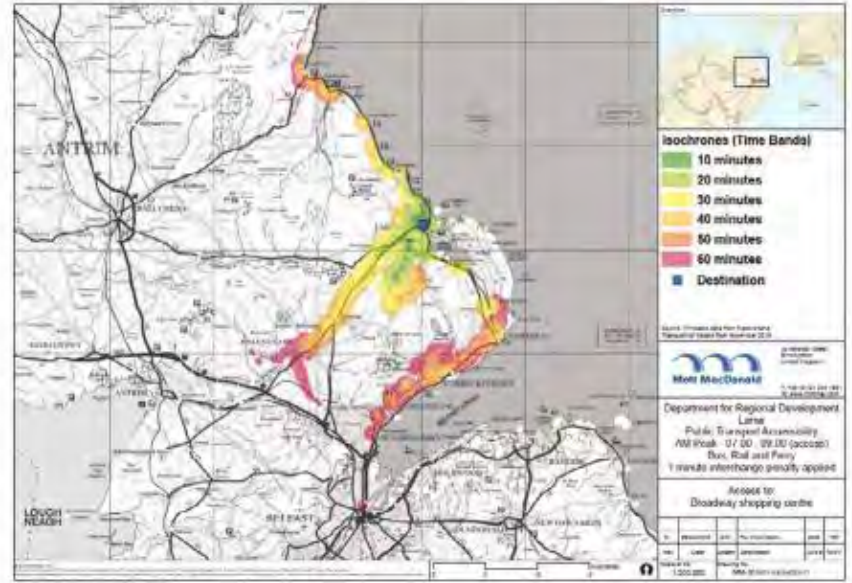


Carrickfergus Drive time

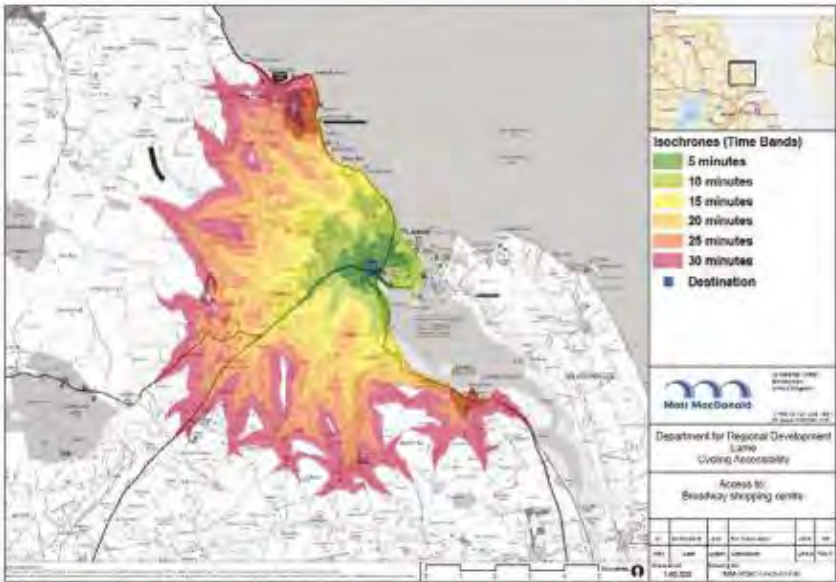




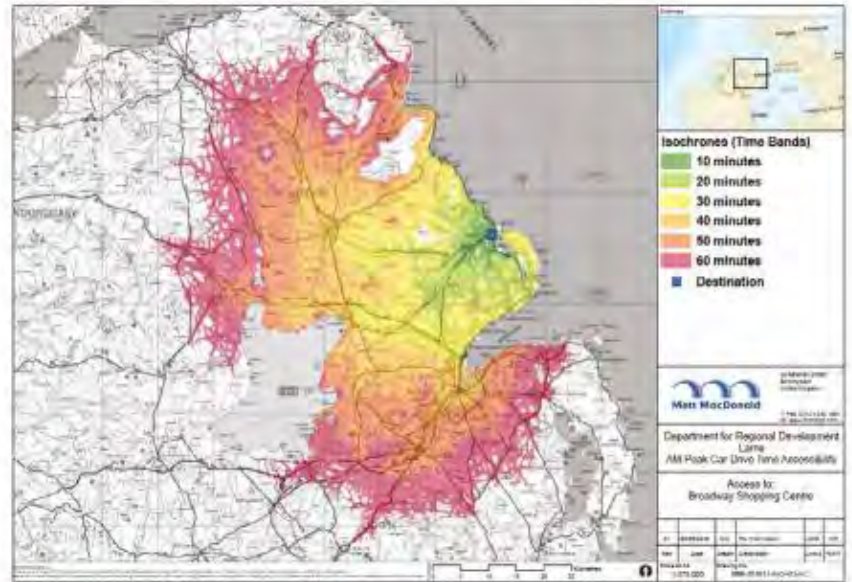
Larne Walking



Larne Public Transport



Larne Cycling



Larne Drive time

**APPENDIX D** Evolution of relevant draft Plan Strategy Policy (General Policy and Transportation policies TR1-TR7)

Current Operational Policy	Strategic Planning Policy Statement			
PPS 1: General Principles	SPPS	POP Recommendation/Comment	POP Responses and Post Consultation Consideration	Final Wording for Draft Plan Strategy
<p><b>Paragraph 3</b> - The public interest requires that all development is carried out in a way that would not cause demonstrable harm to interests of acknowledged importance.</p>	<p>Under the SPPS, the guiding principle for planning authorities in determining planning applications is that sustainable development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause demonstrable harm to interests of acknowledged importance.</p> <p>The SPPS provides five core planning principles as well as strategic policy under 16 overarching subject matters. Across these principles and policies there are a number objectives such as good design and protecting amenity that apply to all development types.</p>	<p>It was recognised in the POP that there were a number of overlapping criteria across the various policies therefore it was suggested that these may be included within a General Policy in order to prevent duplication.</p> <p>It is recommended that consideration is given to bringing forward a General Policy in the LDP Plan Strategy.</p>	<p>No definitive comments received either for or against the inclusion of a General Policy.</p> <p><b>Post consultation consideration</b> It is recommended that consideration is given to bringing forward a General Policy in the LDP Plan Strategy.</p>	<p><b>Policy GP1: General Policy for all Development</b></p> <p>New policy wording developed following the amalgamation of general policy criteria from across a number of existing policies such as PPS 3 AMP 1 and AMP 6, PPS 4 PED 9, PPS 7 QD1, PPS 16 TSM 7, PPS21 CTY 13, 14 &amp;15, PPS 18 RE 2 as well as policies DES 2 and DES 10 in the PSRNI. The policy also takes account of planning principles included within PPS 12 and PPS 13.</p> <p>The proposed General Policy seeks to ensure that all development (except minor proposals) is sustainable, accords with the LDP and will not result in demonstrable harm to interests of acknowledged importance. This policy also provides operational policy for specific forms of development e.g. schools, which are not specifically catered for through other subject policies.</p> <p>The General policy sets out criteria under five headings that all development (except minor proposals) must meet, where relevant. Development within the countryside must also meet a number of additional criteria which are particularly relevant to the rural context.</p> <p><b>Councillor &amp; PMT Comments</b> Some of the original policy criteria have been amended to take account of comments raised through Councillor workshops and meetings with consultees. However, this engagement did not change the overall shape or thrust of the General Policy.</p>



PPS 3: Access, Movement and Parking	SPPS		POP Responses and Consultation Consideration (see Chapter 8)	Final Wording for Draft Plan Strategy
<p><b>Policy AMP 1: Creating an Accessible Environment</b></p> <p>Aims to create a more accessible environment for everyone. It outlines criteria for the external layout of development proposals required to ensure the specific needs of people with disabilities or impaired mobility are met.</p>	<p>SPPS is less detailed than Policy AMP 1. However one of its regional strategic objectives (para 6.297) for transportation and land use planning directly addresses the thrust of Policy AMP 1.</p>	<p>Policy AMP 1 appears to be working well and there is no evidence to suggest that it needs to be amended.</p> <p>It is recommended that the wording of Policy AMP 1 is brought forward in the LDP Plan Strategy.</p>	<p>No comments received from statutory consultees or public respondents to this policy.</p> <p><b>Post consultation consideration</b> Bring forward POP recommendation.</p>	<p>Policy AMP1 is now covered by Policy GP1: General Policy for all Development criteria (c) (see above).</p>
<p><b>Policy AMP 2: Access to Public Roads</b></p> <p>States that permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access, onto a public road where it does not prejudice road safety or significantly inconvenience the flow of traffic, or conflict with Policy AMP 3.</p> <p>It also outlines factors that will be considered in relation to the accessibility of access arrangements, including the number of access points onto the public road.</p>	<p>SPPS, although less detailed than Policy AMP 2, accords with it.</p>	<p>Policy AMP 2 appears to be working well and there is no evidence to suggest that it needs to be amended.</p> <p>It is recommended that the wording of Policy AMP 2 is brought forward in the LDP Plan Strategy.</p>	<p>No comments received from statutory consultees or public respondents to this policy.</p> <p><b>Post consultation consideration</b> Bring forward POP recommendation</p>	<p><b>Policy TR1: Access to Public Roads</b></p> <p>Policy wording of AMP2 has been brought forward with minor wording changes. Criteria has been retained and J&amp;A shortened.</p> <p><b>Councillor &amp; PMT Comments</b> No changes further to above consultations. PMT suggested changes to wording of J&amp;A noted, but retained as per PPS3.</p>

<p><b>Policy AMP 3: Access to Protected Routes</b></p> <p>Superseded by PPS 3 Access Movement and Parking clarification of Policy AMP 3: Access to Protected Routes (October 2006)</p> <p><b>Clarification on AMP 3 Access to Protected Routes</b></p> <p>This policy restricts the number of new accesses and controls the level of use of existing accesses onto Protected Routes.</p> <p>The policy is broken into three sections dealing with protected routes, protected routes outside settlement limits and protected routes within settlement limits and outlines exceptional circumstances within each section.</p> <p><b>Annex 1 of PPS 21 also includes a consequential revision to Policy AMP 3 of PPS 3.</b></p> <p>This revision removed the word 'direct' from proposals involving access on to a Protected Route and clarified that where access could not reasonably be obtained from an adjacent minor road, then proposals will be required to make use of an existing access on to the Protected Route.</p>	<p>N/A</p> <p>SPPS (para 6.301) accords with Policy AMP 3.</p> <p>SPPS also states that LDPs may contain additional local policies in order to apply further restrictions, usually for road safety or traffic flow reasons.</p> <p>SPPS (para 6.301) reiterates the wording of this consequential revision to Policy AMP 3 of PPS 3.</p>	<p>N/A</p> <p>Policy AMP 3 appears to be generally working well. However evidence suggests consideration should be given to amending the wording of Policy AMP 3 in the LDP Plan Strategy.</p> <p>The following points have been raised:</p> <ul style="list-style-type: none"> <li>- Consideration be given to adding to the list of exceptional circumstances to include direct access on to a protected route for major economic development zonings where there is no reasonable alternative access, or for facilities that would reduce congestion (e.g. Park and Rides sites).</li> <li>- That the wording of (b) 'Other Protected Routes - within Settlement Limits' should be amended to remove the wording 'or resulting in an unacceptable proliferation of access points', so as to afford more weight for design and regeneration considerations.</li> </ul> <p>It is recommended that amended wording of Policy AMP 3 is brought forward in the LDP Plan Strategy.</p>	<p>N/A</p> <p>Broad support for the Council's approach to Policy AMP 3.</p> <p>DfI Roads expressed opposition to any additions to the list of exceptions provided in AMP 3 and requested further discussions with LDP team on this and any amendments to wording of (b).</p> <p>A public respondent also suggested additional criteria that may be beneficial in specific cases.</p> <p><b>Post consultation consideration</b> Discuss further with DfI Roads before considering whether to bring forward POP recommendation or not.</p>	<p>N/A</p> <p><b>Policy TR2: Access to Protected Routes</b></p> <p>Policy wording of AMP3 largely brought forward with minor wording amendments. Updated wording for roadside services. Greenbelt/ CPA wording removed throughout and respective policies for various types of development outside settlement limits referenced instead. Additional circumstance added for Park &amp; Ride/Share.</p> <p>Two additional circumstances also added within settlement limits for Park &amp; Ride/Share &amp; major economic development zonings.</p> <p>Wording re unacceptable proliferation of access points removed.</p> <p><b>Councillor &amp; PMT Comments</b> No changes further to above consultations. Further to DfI comments at PMT, changes made to wording for other dual carriageways, ring roads etc – only exception now where proposal is of regional significance.</p>
<p><b>Policy AMP 4: Protection for New Transport Schemes</b></p> <p>Policy AMP 4 does not permit development that would prejudice the implementation of transport schemes identified in a development plan. This policy offers protection for land needed to facilitate new transport schemes such as road schemes, improvements to pedestrian or cycle networks or a public</p>	<p>SPPS (para 6.301) accords with Policy AMP 4 and states that LDPs should identify and safeguard land required to facilitate new transport schemes or planned improvements to the transport network.</p>	<p>Policy AMP 4 appears to be working well and there is no evidence to suggest that it needs to be amended.</p> <p>It is recommended that the wording of Policy AMP 4 is brought forward in the LDP Plan Strategy.</p>	<p>No comments received from statutory consultees or public respondents to this policy.</p> <p><b>Post consultation consideration</b> Bring forward POP recommendation</p>	<p><b>Policy TR3: New Transport Schemes</b></p> <p>Protection element of Policy is based on AMP4 with slightly amended wording. Takes account of General principles 5 &amp; 8 of PPS 13.</p> <p>Additional element relating to Delivery of Transport Schemes includes several circumstances where a developer will be required to either deliver or</p>

<p>transport scheme and associated facilities.</p>				<p>contribute to cost of a transport scheme.</p> <p><b>Councillor &amp; PMT Comments</b> Councillors expressed desire to protect land required for new transport schemes. DfI noted that a formal developer contribution framework is required.</p>
<p><b>Policy AMP 5: Disused Transport Routes</b></p> <p>Policy AMP 5 does not permit development that would prejudice the future re-use of a disused transport route identified in a Development Plan for transport or recreational purposes.</p>	<p>SPPS (para 6.301) accords with Policy AMP 5 and states that LDPs should identify and safeguard disused transport routes where there is reasonable prospect of re-use for future transport purposes, or protect them in the Plan for alternative purposes such as a recreational, nature conservation or tourism related use.</p> <p>SPPS also highlights (para 6.210) the importance of protecting linear open spaces such as pedestrian and cycle routes, community greenways, former railway lines and river and canal corridors many of which are valuable in linking larger areas of open space and providing important wildlife corridors/ecological networks.</p>	<p>Policy AMP 5 appears to be generally working well, however evidence suggests consideration should be given to amending the wording of Policy AMP5 in the LDP Plan Strategy to take into consideration the SPPS particularly in reference to Greenways.</p> <p>Key Issue 17 considers the issue of Greenways, it is proposed to add wording to Policy AMP 5 to allow for the protection of designated community greenways/pathways, including those designated by other bodies.</p> <p><i>It is recommended that the wording of Policy AMP 5 is expanded upon to reflect Greenways as well as the wider purposes stated in the SPPS.</i></p>	<p>Strong support for the Councils approach to expand wording of AMP 5 to take into consideration Greenways.</p> <p>NIEA supported the amendments.</p> <p>DfI TPMU supported expanding the wording of AMP 5, suggested additional wording and offered to hold further discussion with the LDP team.</p> <p>DfI Planning advised that the LDP should take into account the importance of protecting linear open spaces such as pedestrian and cycle routes, community greenways and amongst others, former railway lines.</p> <p><b>Post consultation consideration</b> Discuss further with DfI TPMU before bringing forward POP recommendation.</p>	<p><b>Policy TR4: Disused Transport Routes</b></p> <p>Policy wording of Policy AMP5 brought forward with amended wording to reflect the SPPS in relation to nature conservation or tourism related issues.</p> <p><b>Councillor &amp; PMT Comments</b> No changes further to above consultations.</p>
<p><b>Policy AMP 6: Transport Assessment</b></p> <p>Policy AMP 6 requires, where appropriate, developers to submit a Transport Assessment in order to evaluate the transport implications of a development proposal.</p>	<p>SPPS (para 6.303) accords with Policy AMP 6 and requires developers to submit a Transport Assessment for development proposals likely to generate a significant volume of traffic.</p>	<p>Policy AMP 6 appears to be working well and there is no evidence to suggest that it needs to be amended.</p> <p><i>It is recommended that the wording of Policy AMP 6 is brought forward in the LDP Plan Strategy.</i></p>	<p>No comments received from statutory consultees or public respondents to this policy.</p> <p><b>Post consultation consideration</b> Bring forward POP recommendation.</p>	<p>Policy AMP6 is now covered by Policy GP1: General Policy for all Development criteria (c) (see above).</p>
<p><b>Policy AMP 7: Car Parking and Servicing Arrangements</b></p> <p>Requires development proposals to provide adequate car parking and appropriate servicing arrangements. The precise amount of car parking will depend on the characteristics of the development and its location, having regard to the Departments published standards.</p> <p>The policy details circumstances where a reduced level of parking in all new developments may be acceptable within an area designated in a development plan. These areas are referred to as</p>	<p>SPPS is less detailed than Policy AMP 7, but accords with it.</p>	<p>Policy AMP 7 appears to be working well and there is no evidence to suggest that it needs to be amended. However, it may be prudent to consider combining this policy with other car parking policies in bringing forward the LDP.</p> <p>Further, Key Issue 21 considers whether or not Areas of Parking Restraint should be designated in main towns through the LDP.</p> <p><i>Accordingly, it is recommended that the wording of this aspect of the policy is reviewed at LDP Plan</i></p>	<p>DfI Roads offer to discuss any potential amendments with the Council prior to the Plan Strategy.</p> <p>No other comments received from statutory consultees or public respondents to this policy.</p> <p><b>Post consultation consideration</b> Discuss further with DfI Roads before bringing forward POP recommendation.</p>	<p><b>Policy TR6: Parking &amp; Servicing</b></p> <p>Policy wording of AMP7 brought forward and also takes into account PPS 13 General Principle 6. Reference to 'areas of parking restraint' removed from policy wording while circumstances for a reduced level of parking are retained. Final paragraph of AMP7 is removed and dealt with under accessibility arrangements in the Policy GP1: General Policy for all Development criteria.</p> <p><b>Councillor &amp; PMT Comments</b> No changes further to Councillor Workshop. Following feedback from</p>



<p>'areas of parking restraint'.</p> <p>Policy AMP 7 also states that a proportion of the required spaces are to be for people with disabilities in accordance with best practice. Where a reduced level of parking is applied, this will not normally apply to the number of reserved spaces to be provided.</p>		<p>Strategy stage, pending the outcome of public consultation on the POP.</p>		<p>DfI, changes made to policy wording – movement of 'people and goods' changed from 'traffic'. Wording also changed with regards to the exercise of flexibility with rural regeneration.</p>
<p><b>Policy AMP 8: Cycle Provision</b></p> <p>Policy AMP 8 seeks to ensure that development proposals providing jobs, shopping, leisure and services, including educational and community uses will only be granted planning permission where the needs of cyclists are taken into account.</p>	<p>SPPS (para 6.297) promotes the provision of adequate facilities for cyclists in new development. It is less detailed in the criteria to be adhered to, however, it generally accords with Policy AMP 8.</p>	<p>Policy AMP 8 appears to be working well, however evidence suggests consideration should be given to amending the wording of Policy AMP 8 in the LDP Plan Strategy to include all new development (not only development providing jobs, shopping, leisure and services, educational and community uses) and to also add criteria in relation to Greenways.</p> <p>It is recommended that updated wording of Policy AMP 8 is brought forward in the LDP Plan Strategy.</p>	<p>Strong support for the Council's approach to expand wording of AMP 8 to include all new development and to also add criteria in relation to Greenways.</p> <p>NIEA supported the amendments.</p> <p>DfI TPMU supported expanding the wording of AMP 8 and suggested additional wording and offered to hold further discussion with the Plan team.</p> <p><b>Post consultation consideration</b> Discuss further with DfI TPMU before bringing forward POP recommendation.</p>	<p><b>Policy TR5: Active Travel</b></p> <p>Policy wording has largely been carried forward from AMP8 and expanded upon to reflect active travel terminology rather than just cycling. Threshold for developments which have to take active travel into account changed from AMP8 so as to place onus on developers of most urban developments to deliver.</p> <p><b>Councillor &amp; PMT Comments</b> No changes further to Councillor feedback. Concern raised by DfI in relation to previous draft wording of 'significant travel movements' and 'reasonable proximity' – wording since amended &amp; clarification now included.</p>
<p><b>Policy AMP 9: Design of Car Parking</b></p> <p>Policy AMP 9 outlines criteria required to secure a high standard of design layout and landscaping for car parking proposals. These include respecting the character of the local townscape/landscape, visual amenity and providing security including direct and safe access for pedestrians and cyclists.</p>	<p>SPPS does not specifically refer to the design of car parking.</p>	<p>Policy AMP 9 appears to be working well and there is no evidence to suggest that it needs to be amended.</p> <p>It is recommended that the wording of Policy AMP 9 is brought forward in the LDP Plan Strategy. It may be prudent to consider combining this policy with other car parking policies in bringing forward the LDP.</p>	<p>No comments received from statutory consultees or public respondents to this policy.</p> <p><b>Post consultation consideration</b> Bring forward POP recommendation.</p>	<p>Policy subsumed under new policy <b>TR7: Provision of Car Parks.</b></p>
<p><b>Policy AMP 10: Provision of Public and Private Car Parks</b></p> <p>Policy AMP 10 outlines criteria that must be demonstrated to gain planning permission for development or extension of public or private car parks, including park and ride and park and share.</p> <p>Criteria include impact on congestion and local environmental quality, meets an identified need, and is compatible with adjoining land uses.</p>	<p>SPPS generally accords with AMP 10, although it adds (para 6.305) that the planning authority should be supported by a need for the development by reference to the council's overall car parking strategy, following a robust analysis by the applicant, and in consultation with the Department for Infrastructure.</p> <p>In addition, the SPPS recommends a Plan-led approach to the identification and protection of existing and proposed town centre car parks (para 6.301).</p>	<p>Policy AMP 10 appears to be working well and there is no evidence to suggest that it needs to be substantially amended.</p> <p>It is recommended to bring forward the wording of Policy AMP 10 in the LDP but updated to align with the SPPS in relation to the Council's car parking strategy and the recommended Plan-led approach in regard to town centre car parking. It may be prudent to consider combining this policy with other car parking policies in</p>	<p>Strong support for the Council's approach to AMP 10 to ensure the protection and provision of car parks.</p> <p>Translink await the outcome of Council's Car Parking Strategy and the impact it will have on general traffic demand as well as future edge of town P&amp;R Facilities.</p> <p>DfI Roads offer to discuss any potential amendments with the Council prior to the Plan Strategy.</p> <p><b>Post consultation consideration</b> Discuss further with DfI Roads and review Council's Car Parking Strategy before</p>	<p><b>Policy TR7: Provision of Car Parks</b></p> <p>Amalgamation of 3 existing PPS 3 policies: AMP 9, AMP 10 &amp; AMP 11. Criteria relating to 'local environmental quality' and 'compatibility for adjoining land uses' now covered under Policy GP1: General Policy for all Development criteria. New criteria on need for accessible parking bays and <u>SuDS</u>. Criteria relating to areas of parking restraint removed. Design criteria</p>

		bringing forward the LDP.	bringing forward POP recommendation.	previously in AMP9 now included in this policy. Temporary car parks from AMP 11 also added to Policy wording with a change in time limit from one to two years with no renewal.  <b>Councillor &amp; PMT Comments</b> No changes further to Councillor feedback. Minor changes to J&A in relation to use of permeable materials in criteria (f) following concerns raised by Dfl Roads.
<b>Policy AMP 11: Temporary Car Parks</b> States that planning permission for a temporary car park will not be granted unless it complies with Policy AMP 10 and the developer can show that a need exists which cannot be met in the short term by the Planning Authority or the private sector.  Applications will also have to be submitted in conjunction with programmed proposals to develop/redevelop the site in question. Planning permission will be subject to a time-limited condition for a period of 1 year.	There is no provision for temporary car parks in SPPS.	Policy AMP 11 appears to be working well and there is no evidence to suggest that it needs to be substantially amended.  It is recommended extending the time limit from a period of 1 year (which will not normally be renewed) to 'a maximum period of 2 years which will not be renewed'. It is considered this would be more realistic in enabling the use of the site as a car park for the temporary period, whilst providing more certainty for the longer term use of the site.  It is recommended that the updated wording of Policy AMP 11 is brought forward in the LDP Plan Strategy. It may also be prudent to consider combining this policy with Policy AMP 10 in bringing forward the LDP Plan Strategy.	Strong support for the Council's approach to AMP 11 to ensure the protection and provision of car parks.  <u>Translink</u> await the outcome of Council's Car Parking Strategy and the impact it will have on general traffic demand as well as future edge of town P&R Facilities.  Dfl Roads offer to discuss any potential amendments with the Council prior to the Plan Strategy.  <b>Post consultation consideration</b> Discuss further with Dfl Roads before bringing forward POP recommendation.	Policy subsumed under new policy TR7: Provision of Car Parks

PPS 13: Transportation and Land Use	SPPS	POP Recommendation/Comment	POP Responses and Post Consultation Consideration	Final Wording for Draft Plan Strategy
<p><b>General Principle 1: The integration of transportation policy and land use planning should be taken forward through the preparation of development plans and transport plans informed by transport studies</b></p> <p><b>General Principle 2: Accessibility by modes of transport other than the private car should be a key</b></p>	SPPS incorporates most of these principles within it.	PPS 13 was prepared to assist in the implementation of the RDS and is intended to guide the integration of transportation and land use through the application of 12 General Principles. PPS 13 has, to a degree, been superseded by the RDS 2035 and the SPPS.	<p>Dfl advised that Council should clearly demonstrate how the general principles in PPS 13 have been incorporated into the transportation policies in the LDP.</p> <p><b>Post consultation consideration</b> Bring forward POP recommendation.</p>	<b>Covered by Policy GP1: General Policy for all Development criteria (c) and Policies TR1 – TR7.</b>



consideration in the location and design of development

General Principle 3: The process of Transport Assessment (TA) should be employed to review the potential transport impacts of a development proposal

General Principle 4: Travel Plans should be developed for all significant travel generated uses

General Principle 5: Developers should bear the costs of transport infrastructure necessitated by their development

General Principle 6: Controls on parking should be employed to encourage more responsible use of the private car and to bring about a change in travel behaviour

General Principle 7: Park and ride and park and share sites should be developed in appropriate locations to reduce the need to travel by car and encourage use of public transport

General Principle 8: Land required to facilitate improvements in the transport network should be afforded protection

General Principle 9: Reliance on the private car should be reduced through a modal shift to walking, cycling and public transport

General Principle 10: Rural public transport schemes should be developed to link rural dwellers to essential facilities and larger settlements

General Principle 11: Innovative measures should be developed for the safe and effective management of traffic

General Principle 12: The integration of transport and land use planning should seek to create a more accessible environment for all

As PPS 13 does not contain operational planning policy, it is not considered appropriate to replicate the individual General Principles in the LDP. These will instead be incorporated into the Transportation policies in the LDP.

**Policy PSU 3: Transport Facilities**

This policy relates to proposals necessary for the improvement of strategic transportation facilities such as regional ports and airports.

It states that development plans will zone adequate land for the known requirements of such a facility, and adds that development proposals adjacent to such facilities which would seriously jeopardise their future expansion should not be permitted.

SPPS (para 6.247) accords with Policy PSU 3.

It also adds that 'the developed coast' includes existing major developments such as ports.

Superseded by 'Control of Development in Airport Public Safety Zones' (insofar as it relates to Public Safety Zones).

In relation to the remaining aspect of 'Ports', it is recommended Policy PSU 3 is brought forward in the LDP Plan Strategy or a new bespoke policy for Larne Port brought forward to replace Policy PSU 3. This also needs to take into consideration any update to Policy CO 2 – Developed Coast.

DfI highlighted the importance of promoting Larne Port as a Gateway and ensuring there is sufficient land zoned for its expansion.

DfI also noted that Chapter 10 of the POP did not include information relating to the Port of Larne. They stated that sea ports present both major economic and environmental issues which should be addressed through the LDP.

**Post consultation consideration**  
Bring forward POP recommendation.

**Policy PSU 3 is now covered by Policy GP1 General Policy for all Development (see above).**

Lands for such facilities may be identified at LPP stage.



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