

Local Development Plan 2030
Evidence Paper
Meeting the Needs of Society

January 2017



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Executive Summary

Population

1. The estimated population of the Borough in mid-2015 was 140,467, which is 7.59% of the total Northern Ireland population of 1,851,621.
2. The Borough's population increased by 6.1% in the decade from 2005-2015 this is a slower rate than the Northern Ireland average of 7.2%.
3. There were 54,035 households recorded in the Borough in the 2011 Census, which is 7.68% of the total Northern Ireland households numbering 703,275.
4. The Borough's average household size in 2011 was 2.51 persons.
5. The Borough's projected average household size in 2030 is 2.41 persons.
6. The projected number of households in the Borough in 2030 is 59,814.
7. The largest increases are projected in households comprising either one adult or two adults with no children.
8. The Northern Ireland Statistics and Research Agency (NISRA) 2014 based population projections suggest that population growth in Antrim and Newtownabbey will be below the Northern Ireland average. The projection suggests the population of the Borough may increase from 140,467 in mid-2015 to 145,401 in mid-2030 amounting to an increase of 3.5% over this period.

Housing

9. The NISRA Northern Ireland Housing Stock publication records 58,270 dwellings in the Borough on 1 April 2016.
10. The 2011 Census recorded that 72.22% of households in the Borough were in owner occupied housing compared to the 66.90% Northern Ireland average.
11. There were 7,875 social housing units in the Borough in 2015.
12. The Northern Ireland Housing Executive (NIHE) received 2,628 applications for social housing in the period 2014/15 but made only 584 allocations.
13. NIHE estimate a social housing need in the Borough of 803 new units in the period 2015-20.
14. NIHE research suggests that 37% of homes sold in the Borough in 2014 were considered to be affordable.
15. Recent build rates have fluctuated significantly having been influenced by recent changes in market conditions. The average annual build rate in the period 1998-2008 was 995 dwellings, for the 2012-2015 period the rate had dropped to 233 dwellings.
16. The Department for Infrastructure has defined a 2012-2025 housing growth indicator (HGI) for the Borough of 7,200 dwellings which equates to an annual average build rate of 554 dwellings.

17. The Borough contained a housing land supply of 570 hectares on 1 April 2015 which could accommodate an estimated 13,903 dwellings.

Community Facilities

18. The Borough's primary schools have an approved enrolment of 16,561 with 4,218 (25%) of these spaces unfilled.
19. The Borough's secondary schools have an approved enrolment of 8,795 with 1,695 (19%) of these spaces unfilled.
20. The Borough contains further and higher education provision in the Northern Regional College Newtownabbey Campus, the College of Agriculture, Food and Rural Enterprise Greenmount Campus and Ulster University Jordanstown Campus.
21. Almost all nursery school places in the Borough are filled.
22. There are 378 registered childcare providers in the Borough.
23. A wide range of hospital services are provided in the Borough at Antrim Area Hospital, Whiteabbey Hospital, Holywell Hospital and Muckamore Abbey Hospital.
24. There are 17 GP practices located in the Borough with a total of 74 GPs.
25. There are 23 dental practices in the Borough with a total of 71 Dentists.
26. The Borough contains 30 pharmacies.
27. The Council provides a wide range of cultural and community facilities spread across the Borough.
28. There are 8 libraries in the Borough supplemented by 20 mobile library stops.
29. The Borough contains 168 places of worship.
30. There are 54 halls in the Borough providing space for a variety of community uses.
31. The Borough contains 2 police stations, 4 fire stations and 4 ambulance stations.
32. There are 23 post offices and 2 jobs and benefits offices in the Borough.

Open Space, Sport and Outdoor Recreation

33. There is extensive open space sport and outdoor recreation provision across the Borough including a number of formal parks in the main urban areas.
34. There are 34 Children's play areas in the Borough.
35. There are a range of opportunities for recreational walking and cycling in the Borough including the Newtownabbey Way and other shorter waymarked routes.

36. Other recreational activities available within the Borough include fishing, golf, paintballing and horseriding among others.

Public Utilities

37. Electricity is available to consumers in all parts of the Borough. However there are some limitations to the ability of the network to receive additional input from renewable energy producers, particularly in the western part of the Borough around Randalstown and Toome.
38. A natural gas supply is available to a number of communities in the Borough including Metropolitan Newtownabbey, Antrim, Ballyclare, Doagh and Templepatrick.
39. Broadband speeds in the Borough are relatively good with only 9% of premises unable to achieve download speeds of ≥ 10 mbps, this compares favourably with other areas of Northern Ireland. There is also comparatively good coverage of mobile telecommunications networks across the Borough.
40. The Borough contains 6 main wastewater treatment works (WWTW), with those in Whitehouse, Antrim, Ballyclare and Roughfort containing some spare capacity, while those in Moneyglass and Cranfield are at capacity. Some wastewater is pumped out of the Borough to WWTW in the Creagh and Greenisland.
41. There are a number of very small WWTW works in some rural areas of the Borough that manage waste water for a few premises.

Transport

42. The Borough is well located in relation to Northern Ireland's strategic transport network.
43. The M2 and A8 from Greencastle to Ballynure are part of the Eastern Seaboard Key Transport Corridor (KTC). The M2/M22 and A6 from Sandyknowes to Toome are part of the North Western KTC and the A26 running north-south through Antrim is part of the Northern KTC.
44. The Borough has rail stations in Antrim and Mossley West on the Belfast to Derry~Londonderry line and in Whiteabbey and Jordanstown on the Belfast to Larne Line. A rail line passes through Crumlin but currently has no passenger services.
45. Metropolitan Newtownabbey is served by Metro bus services connecting the area with Belfast city centre. A network of Ulsterbus services connects many of the towns and villages in the Borough with each other and externally to Belfast and other neighbouring towns.

46. There are a total of 1,357km of road in the Borough which includes 35.3km of motorway, 14km of dual carriageway and 111.5km of single carriageway 'A' road.
47. A network of protected routes is designated across the Borough on to which new accesses are limited in order to maintain their strategic role and function.
48. The Census 2011 recorded that 19.52% of households in the Borough do not have a car or van.
49. The Census 2011 recorded that 6.65% of journeys to work were by bicycle or on foot.
50. There are 1,469 car parking spaces in the Borough's main urban areas including town centres.
51. The Borough contains 1,440 park and ride car parking spaces at our rail stations, bus stations and key bus stops.
52. The Borough contains Belfast International Airport which provides passenger and cargo services to a wide range of domestic and international destinations.

1 Introduction

- 1.1 This evidence paper is one of a number being prepared by the Forward Planning Team to generate discussion and debate around the key planning issues affecting the Borough. These evidence papers have informed the preparation of the Local Development Plan (LDP) Preferred Options Paper (POP).
- 1.2 This paper aims to present evidence and issues around meeting the needs of society. There is an initial section that aims to provide a broad overview of the existing demographics of the Borough and explores projections for the population and household composition that may occur in the future. This is followed by sections that consider some of the other evidence that will inform the preparation of the LDP in relation to housing; community facilities; open space, sport and outdoor recreation; public utilities and transport.
- 1.3 Further evidence papers in the series will include Facilitating Economic Development and Shaping Our Environment.
- 1.4 The data in this paper has been drawn from a number of different sources and relate to varying timescales or points, these are noted accordingly. Information has been updated to the most recent datasets available where possible. Older data may relate to the legacy Antrim Borough Council and Newtownabbey Borough Council areas. Census data is based primarily on the old electoral geography with the Wards sub divided into Super Output Areas (SOA) which are themselves subdivided into Small Areas (SA) for statistical purposes.
- 1.5 In many instances for any given statistic this paper quotes figures for the most significant SOAs in the Borough; further information for each of the other SOAs can be found on the [Northern Ireland Neighbourhood Information Service](#).
- 1.6 Further statistics are based upon other geographical components such as settlements.
- 1.7 The Council is not responsible for the delivery of all services within the Borough, it is therefore important to liaise closely with the various public sector service providers including central government departments and their agencies.
- 1.8 The location of services and range of infrastructure provision is closely related to the size and function of each of our settlements. This is illustrated by the RDS Hierarchy of Settlements and Related Infrastructure Wheel, see Figure 1.1, where larger settlements have a greater range of services and infrastructure.

Figure 1.1: Hierarchy of Settlements and Related Infrastructure Wheel

1.9 The existing settlement hierarchy within the Borough is detailed in Table 1.1 below and is discussed in more detail in the Settlement Patterns section within the evidence paper, Shaping Our Environment.

Table 1.1: Existing Settlement Hierarchy

Settlement Type	Settlement Name	
Metropolitan Urban Area	Metropolitan Newtownabbey ^[a]	
Main Hub	Antrim	
Small / Local Town	Ballyclare	Randalstown
	Crumlin	
Village	Ballyeaston	Parkgate
	Ballynure	Straid
	Ballyrobert	Templepatrick
	Burnside (Cogry / Kilbride)	Toome
	Doagh	
Hamlet / Small Settlement	Ballycor	Killead
	Ballycraigy	Kingsmoss
	Bruslee	Lowtown
	Craigarogan	Millbank
	Creggan- Cranfield	Milltown
	Dunadry	Moneyglass
	Groggan	Roughfort
	Hillhead	Tildarg

^[a] For the purposes of the new LDP, Metropolitan Newtownabbey includes that part of Greenisland transferred to the Borough of Antrim and Newtownabbey in April 2015.

Council Policy Context

- 1.10 The Council's **Corporate Plan 2030** sets out our vision for the Borough and identifies what we need to do between now and 2030 to achieve this. The Vision for the Borough up to 2030 is defined as "a prosperous place inspired by our people driven by ambition". The Corporate Plan sets out a number of objectives in relation to place, people and prosperity. Our Local Development Plan has a key role to play under the objective of "place" and the Corporate Plan states that "the preparation of a Local Development Plan will enable us to plan positively for the future of our Borough. We will ensure that lands are appropriately zoned and that our infrastructure is enhanced to develop the Borough for future generations."
- 1.11 Community Planning is a new power for local Councils within Northern Ireland. Each Council is required to publish a **Community Plan**. Working with a wide range of partners, including representatives from the statutory, business, higher education, community and voluntary sectors, the Council will publish a long-term plan to improve the social, economic and environmental wellbeing of the Borough. The LDP will consider any land based spatial planning aspects of the Community Plan once it has been published.

Regional Policy Context

- 1.12 The **Draft Programme for Government Framework (PfG Framework) 2016-2021** is a new approach which focuses on the major societal outcomes that the Northern Ireland Executive wants to achieve and provides a basis for all sectors to contribute to the development of plans and actions. The draft PfG Framework has 14 strategic outcomes which are supported by 42 indicators. The outcomes show the direction of travel for what the Executive understands are the needs of our society. The indicators show the change that is needed to bring about the outcomes. The delivery of many of the outcomes and indicators will be the responsibility for Central Government; however, the LDP may have a supporting role in this process. Any specific responsibilities for the LDP will be borne out of discussions with Central Government Departments.

2 Population

- 2.1 An understanding of the characteristics of both the existing and possible future population of the Borough is essential to the planning process. It is important to know who we are planning for. Therefore an analysis of past trends and future projections with associated demographic profiles form an important part of the evidence base for the LDP.
- 2.2 This section of the paper collates evidence relating to:
- Population Profile;
 - Households and Household Composition;
 - Section 75 Groups;
 - Deprivation, Economic Activity and Qualifications; and
 - Population Projections.
- 2.3 The Antrim and Newtownabbey Borough Council Corporate Plan 2015-2030 identifies the Council's vision for the Borough as 'A prosperous place. Inspired by our people. Driven by ambition'. It therefore places 'People' as one of the 3 cornerstones.
- 2.4 This section sets out to examine who we are planning for in terms of the population profile for the Council area. It identifies the key demographic statistics and household composition followed by a brief assessment of the groups identified in Section 75 of the Northern Ireland Act 1998. A profile of deprivation, economic activity and qualifications is also set out followed by an overview and analysis of population and household projections.

Population Profile

- 2.5 The 2015 mid-year population estimate (MYE)¹ for the Borough was 140,467. This accounts for 7.6% of the total Northern Ireland population, ranking the Borough eighth highest out of the eleven councils. In comparison Belfast had the highest proportion (18.3%) of NI population and Fermanagh and Omagh the lowest (6.2%).

¹ 2015 Mid-Year Estimates for areas within Northern Ireland were published on 31st August 2016. Population estimates refer to the number of people in the population at 30th June each year. <http://www.nisra.gov.uk/demography/default.asp3.htm>

Table 2.1: ANBC and NI Population (1971-2015)

	NI Population	ANBC Population	ANBC % NI Population
1971	1,536,065	100,913	6.57%
1981	1,481,959	116,015	7.83%
1991	1,577,836	118,551	7.51%
2001	1,685,267	128,361	7.62%
2011	1,810,863	138,567	7.65%
2015	1,851,621	140,467	7.59%

Source: NISRA Census (1971-2011) & 2015 Mid-Year Estimates

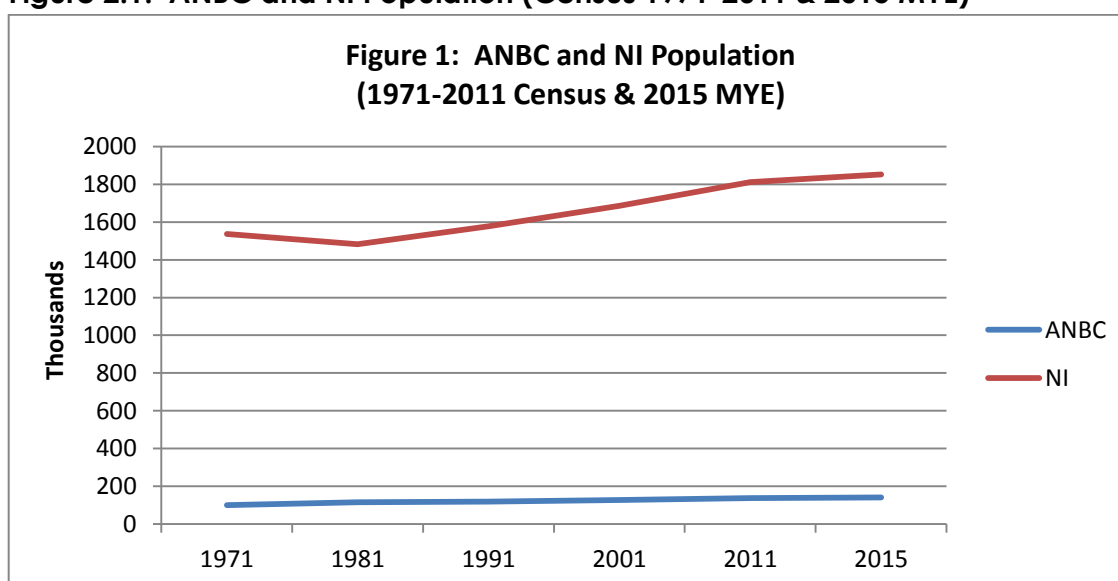
- 2.6 The Borough contained 6.57% of the total Northern Ireland population in 1971; ten years later its share had grown to 7.83%; for the remaining period to 2015 the Borough's share has been within the range of 7.5% to 8% of the NI total.

Table 2.2: ANBC and NI % Population Change Between Census

	NI % Population Change	ANBC % Population Change
1971-1981	-3.5%	15.0%
1981-1991	6.5%	2.2%
1991-2001	6.8%	8.3%
2001-2011	7.5%	8.0%
1971-2011	17.9%	37.3%

Source: NISRA Census (1971-2011)

- 2.7 The population of the Borough has increased from 100,913 in 1971 to 138,567 in 2011 amounting to an increase of 37.3% over that forty year period; this is significantly in excess of the 17.9% population growth experienced in Northern Ireland as a whole.

Figure 2.1: ANBC and NI Population (Census 1971-2011 & 2015 MYE)

Source: NISRA Census (1971-2011) & 2015 Mid-Year Estimates (MYE)

- 2.8 The Borough covers an area of 728km², with a 2015 mid-year population estimate of 140,467, this equates to a population density of 193 persons/km². However, a significant factor in population distribution is the existence of Lough Neagh which accounts for 155km² or 21.3% of the total Council area. Therefore, an adjusted population density excluding Lough Neagh is 245 persons/km². As shown in Figure 2.2 by the darker colours, as would be expected population density is highest in Metropolitan Newtownabbey and the Borough's towns and villages. In the rural area it is marginally higher along the Six Mile Water Valley than it is around Tardree and other hills. The Borough ranks fourth highest in relation to population density, with Belfast consistently having the highest between 2001 and 2015.

Figure 2.2: Population Density in the Borough

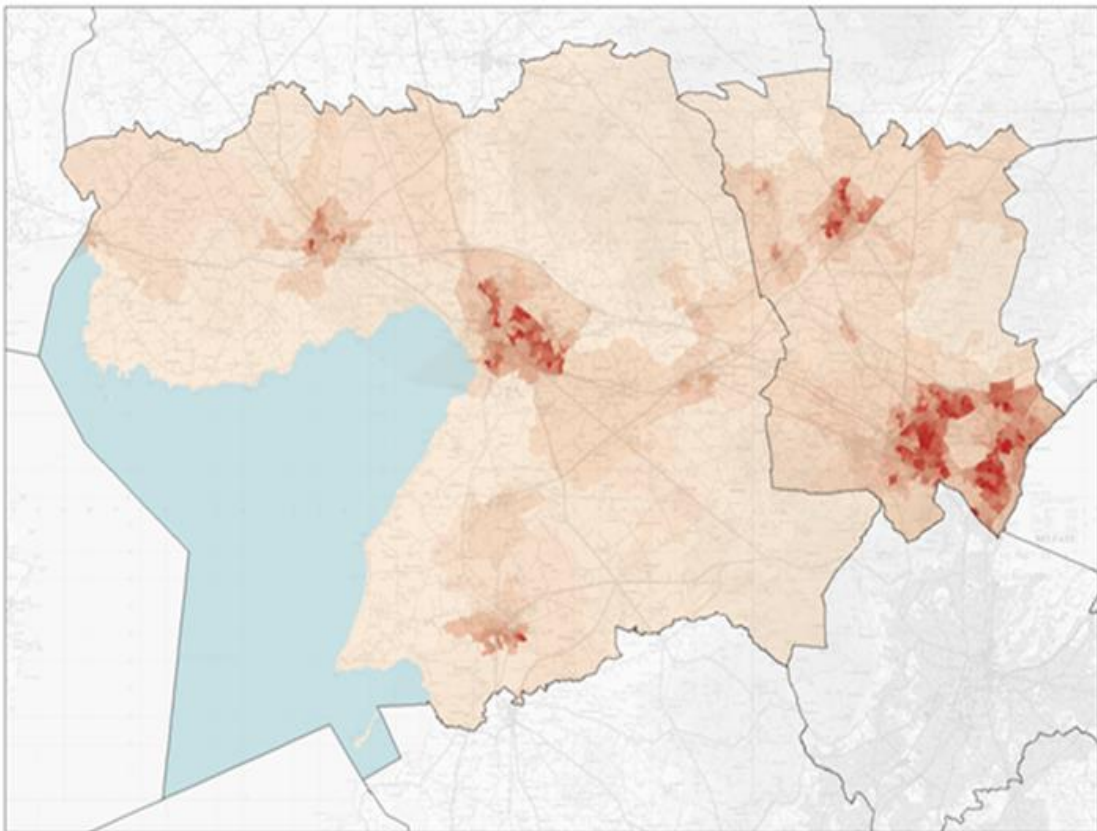
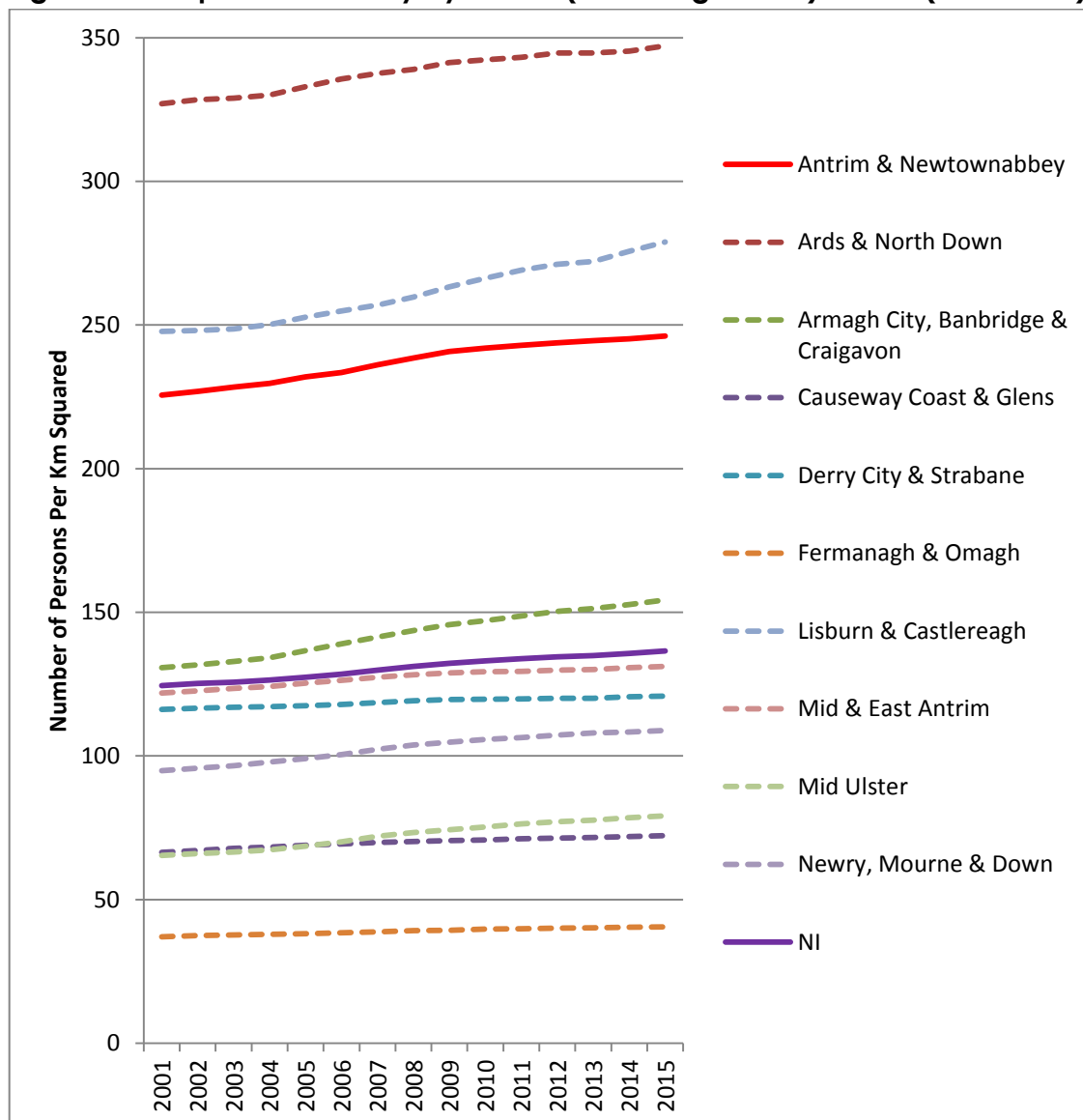
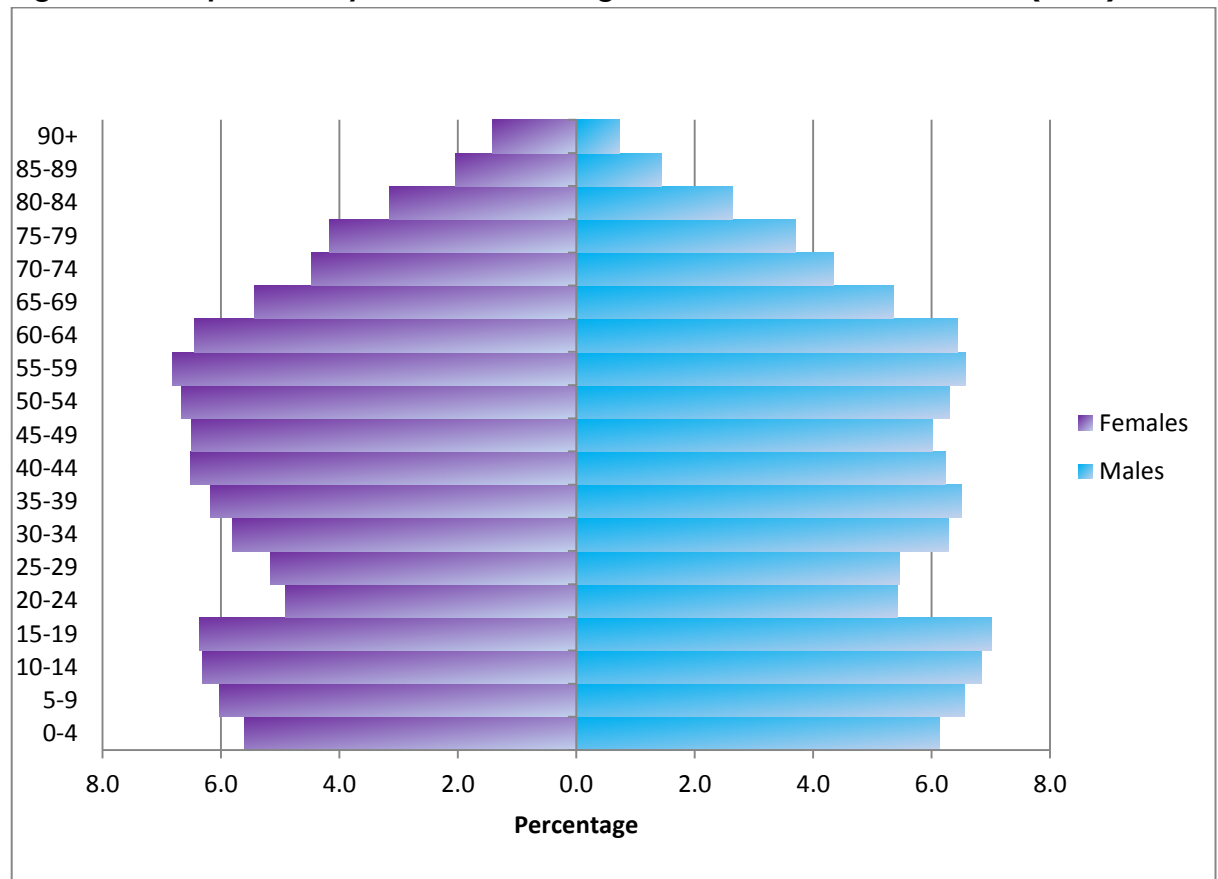


Figure 2.3: Population Density by District (Excluding Belfast) and NI (2001-2015)

Source: NISRA Demography and Methodology Branch

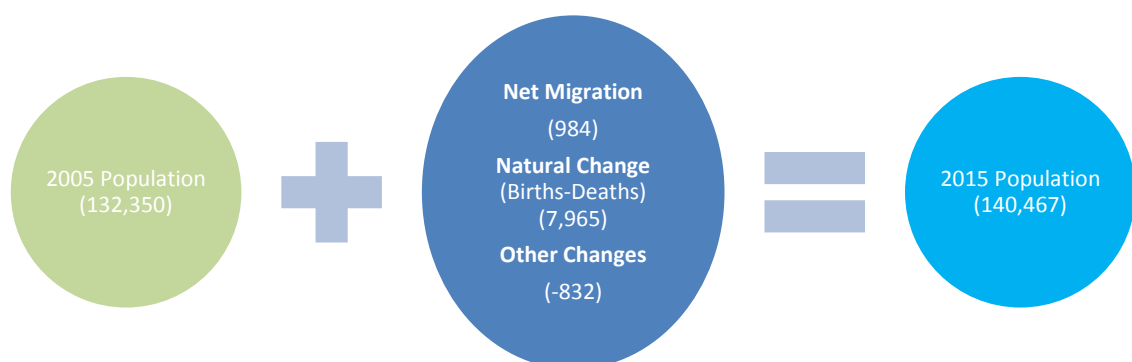
- 2.9 A useful way of depicting the broad structure of a population is in the form of a pyramid that clearly illustrates both the age and gender breakdown of a population. In 2015, just over one in five (21%) of the population in the Borough were aged 0-15 whilst 15.9% were aged 65+. In comparison to other council areas, Mid Ulster had the highest proportion of 0-15 year olds (23.0%) within its population and Ards and North Down had the highest proportion of people aged 65+ (19.9%).

Figure 2.4: Population Pyramid - 5 Year Age Bands, Females and Males (2015)

Source: 2015 Mid-Year Estimates (NISRA)

Over the last decade (2005-2015)

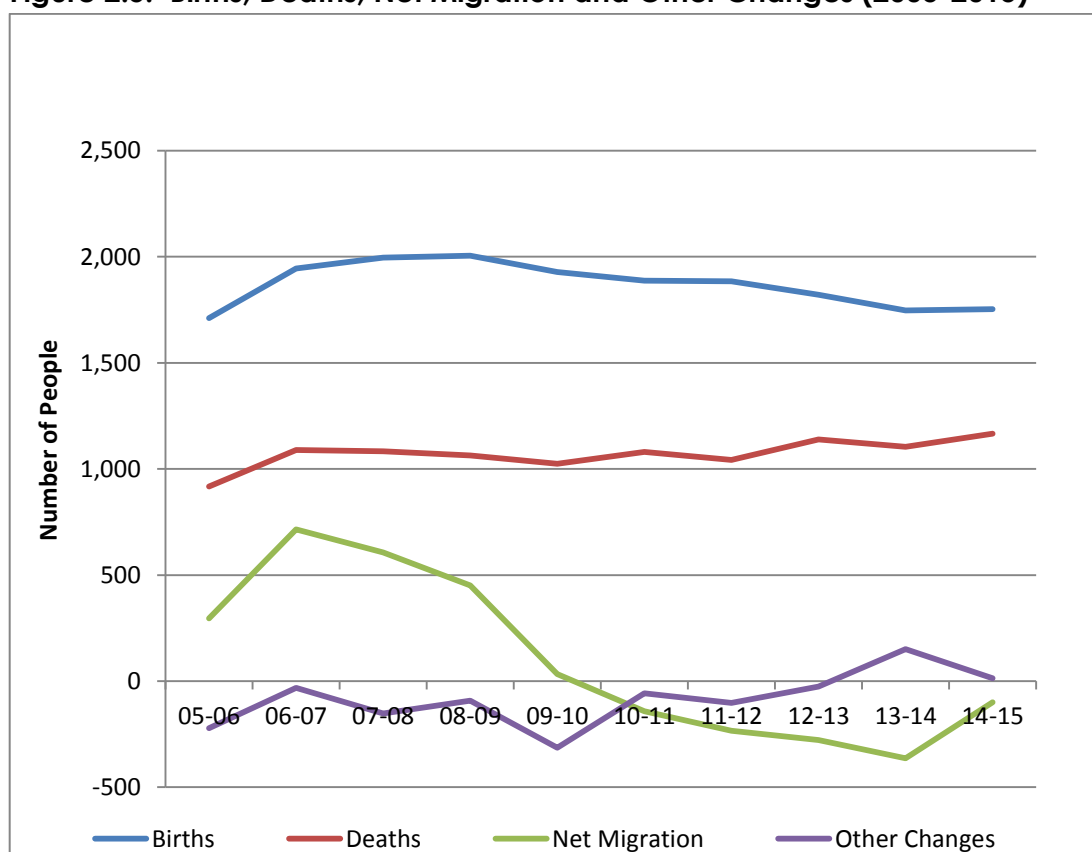
- 2.10 Within this time period population growth within the Borough can be attributed primarily to 'natural growth' (7,965 people) (more births than deaths), in addition there was a net gain of 984 people due to migration and a loss of 832 people due to other changes².

Figure 2.4: Components of Population Change 2005 – 2015

² 'Other Changes' include changes in service personnel stationed within Northern Ireland

- 2.11 Over the decade (mid-2005 to mid-2015) the number of births within the Borough started to decrease from mid-2009 - mid-2010 onwards, with a slight increase from 1,747 births in mid-2013 - mid-2014 to 1,753 in mid-2014 - mid-2015. In 2015, the number of births per 1,000 female population aged 15-44 in the Borough was 63.9 with Mid Ulster having the highest (74.3) and Mid and East Antrim the lowest (59.5). From mid-2010 the Borough experienced negative net migration, with more people leaving the area than moving into the area. The number of deaths within the Borough over the decade (mid-2005 to mid-2015) has been at its highest (1,166 deaths) from mid-2014 - mid-2015.

Figure 2.5: Births, Deaths, Net Migration and Other Changes (2005-2015)



Source: NISRA Demography and Methodology

- 2.12 In 2015, the statistical Super Output Area (SOA) with the largest population (within NI) was in Mallusk 2 where the population almost doubled in a decade from 2,939 in 2005 to 5,551 in 2015. This may be attributed to new housing developments built during that period. Aldergrove 1 SOA within the Borough has experienced a decline in its population over the decade (2005-2015). The population has reduced by 56.6% from 2,368 in 2005 to 1,027 in 2015. This was primarily due to the relocation of service personnel from their accommodation within this SOA.

Table 2.3: Antrim and Newtownabbey and NI Population (2005-2015)

	ANBC	Rank ³	NI	Highest	Lowest
Percentage Population Change All Ages (2005-2015)	6.1%	6 th	7.2%	Mid Ulster (15.3%)	Derry City & Strabane (2.8%)
Percentage Population Change Children (0-15 years) (2005-2015)	3.3%	4 th	1.7%	Mid Ulster (10.4%)	Derry City & Strabane (-7.0%)
Percentage Population Change Older People (65+ years) (2005-2015)	26.8%	10 th	24.2%	Ards & North Down (33.0%)	Belfast (2.5%)
Percentage Population Change Working Age Population (16-64years) (2005-2015)	2.8%	7 th	5.4%	Mid Ulster (14.4%)	Ards & North Down (-1.8%)
Proportion of Children (0-15years) (2015)	21.0%	6 th	20.8%	Mid Ulster (23.0%)	Ards & North Down (18.8%)
Proportion of Older People (65+ years) (2015)	15.9%	5 th	15.8%	Ards & North Down (19.9%)	Mid Ulster (13.6%)
Proportion of Working Age Population (16-64 years) (2015)	63.1%	5 th	63.4%	Belfast (65.8%)	Ards & North Down (61.3%)

Source: NISRA

- 2.13 The population can be grouped and measured in terms of a great number of different characteristics such as age, gender or ethnicity. These are considered further later in this paper under the section on the groups defined in Section 75 of the Northern Ireland Act 1998.

Households and Household Composition

- 2.14 In 2011, there were 135,681 residents in the Borough living in 54,035 households. The number of households has almost doubled (93%) over the forty year period from 27,980 in 1971 to 54,035 in 2011. This is significantly in excess of the 64.5% growth in households experienced in Northern Ireland as a whole. It is also far in excess of the population growth rate of 37.3%. This can be attributed to a significant reduction of mean household size.

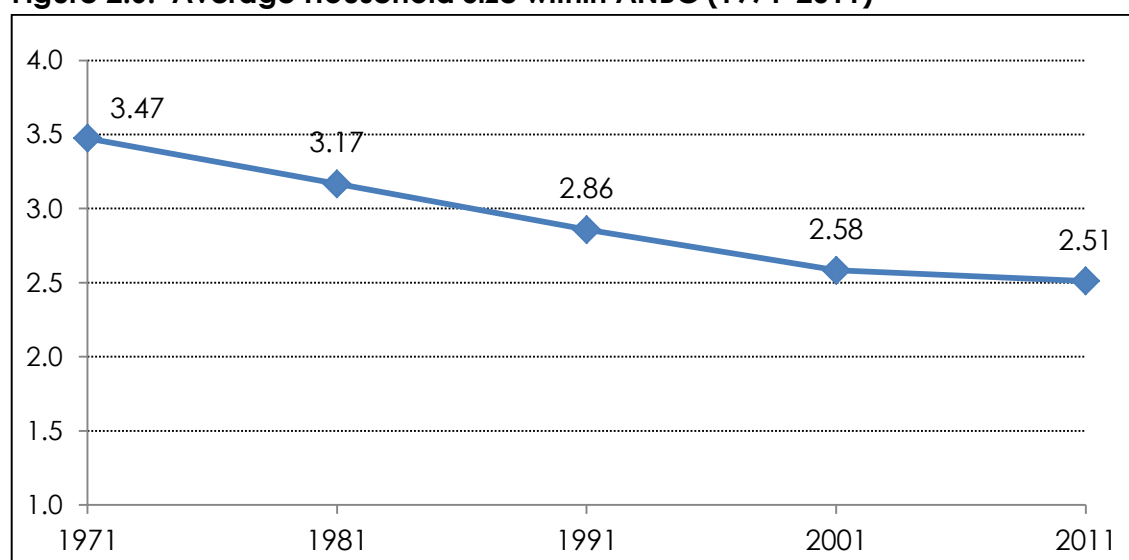
³ Figures are ranked across all eleven councils from highest to lowest.

Table 2.4: Number of Households within ANBC and NI (1971-2011)

	ANBC	NI	% NI Households Within ANBC
1971	27,980	427,434	6.55%
1981	35,844	456,348	7.85%
1991	40,657	530,369	7.67%
2001	48,480	626,718	7.74%
2011	54,035	703,275	7.68%

Source: NISRA Census (1971-2011)

- 2.15 The average household size within the Borough has decreased from 3.47 in 1971 to 2.51 in 2011; this is a reduction of 27.7% over the forty year period. However the rate of reduction slowed from approximately 9% per decade from 1971 to 2001 to a reduction of only 2.8% in the decade from 2001 to 2011.

Figure 2.6: Average Household Size within ANBC (1971-2011)

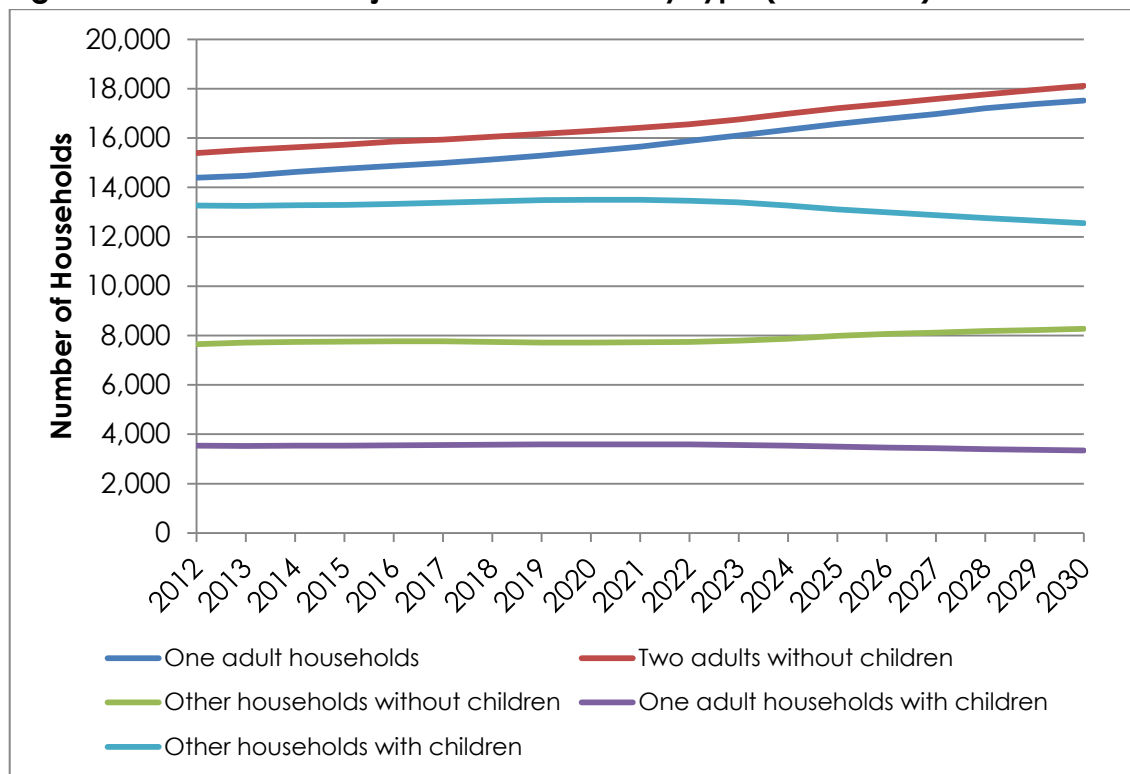
Source: NISRA Census (1971-2011)

- 2.16 Household size is an important planning consideration; it determines the number of homes required to accommodate a given population. For example a reduction in mean household size will require a greater number of dwellings to house the same number of people.
- 2.17 Whilst the total number of houses is projected to increase, the average household size is projected to decrease in the future: from 2.51 in 2012 to 2.41 in 2030. Comparing the average household size projections for 2030 across all eleven councils the Antrim and Newtownabbey ranks eighth highest. Mid Ulster having the highest (2.83) and Belfast the lowest (2.27). In the Borough average household size is below the NI average in each of the years, 2012 and 2030.

Table 2.5: Projected Number of Households by Type (2012 and 2030)

Household Type	2012		2030	
	Total Households	% Total Households	Total Households	% Total Households
One adult households	14,388	26.5%	17,523	29.3%
Two adults without children ⁴	15,398	28.4%	18,118	30.3%
Other households without children	7,656	14.1%	8,275	13.8%
One adult households with children	3,533	6.5%	3,345	5.6%
Other households with children	13,268	24.5%	12,553	21.0%
Total households	54,243	100.0%	59,814	100.0%
Average Household Size (ANBC)	2.51		2.41	
Average Household Size (NI)	2.54		2.46	

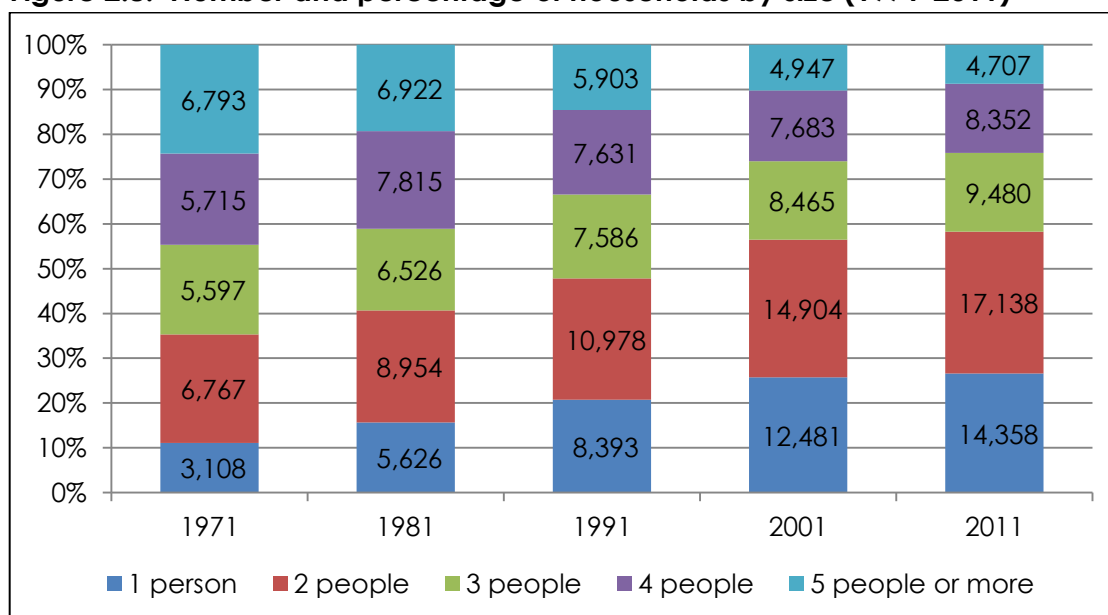
Source: NISRA 2012 Based Household Projections

Figure 2.7: Number of Projected Households by Type (2012-2030)

Source: NISRA 2012 Based Household Projections

2.18 It is important to note that the changes in the actual number of households in each category do not necessarily correlate with changes to the proportion of all households. For example, while four person households reduced from 15.85% of all households in 2001 to 15.46% of all households in 2011, the actual number of such households increased from 7,683 to 8,352.

⁴ Children are defined as being Under 16

Figure 2.8: Number and percentage of households by size (1971-2011)

Source: NISRA, Census (1971-2011)

- 2.19 In relation to household size, projections for the Borough indicate that the biggest increase will be in the number of 'one person households' with an increase of just over a fifth (21% - 3,135 houses) between 2012 and 2030. The largest proportion of households within the Borough in both 2012 and 2030 are '2 person households' which is the same for NI as a whole.

Table 2.6: Projected Number of Households by Size (2012 & 2030)

Household Size	2012		2030	
	Antrim and Newtownabbey	Northern Ireland	Antrim and Newtownabbey	Northern Ireland
1 person	14,388	197,648	17,523	229,416
% of Total Households	26.5%	27.9%	29.3%	29.0%
2 persons	17,283	214,750	19,888	256,886
% of Total Households	31.9%	30.3%	33.2%	32.5%
3 persons	9,465	118,532	9,435	121,448
% of Total Households	17.4%	16.7%	15.8%	15.4%
4 persons	8,372	103,721	8,245	106,486
% of Total Households	15.4%	14.6%	13.8%	13.5%
5+ persons	4,735	73,952	4,723	75,622
% of Total Households	8.7%	10.4%	7.9%	9.6%
Total households	54,243	708,603	59,814	789,858

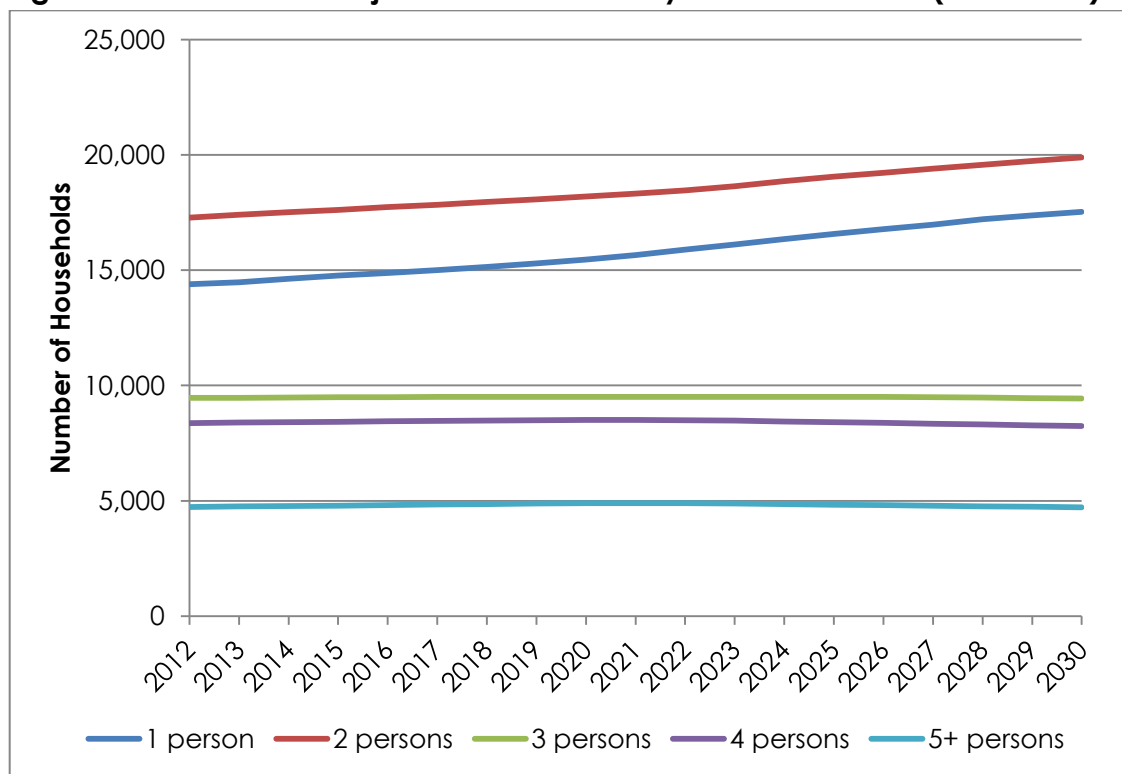
Source: NISRA 2012 Based Household Projections

- 2.20 From the 2011 Census, there were 31,496 one and two person households within the Borough, accounting for 58.3% of all households. These accommodate 48,634 residents which is 35% of the usually resident population. By 2030, projections indicate that that the proportion of the total households

within the Borough containing one or two persons may have increased to 62.5%.

- 2.21 Household projections indicate that within the Borough, the number of households with four or more people may start to decrease from 2022.

Figure 2.9: Number of Projected Households by Size within ANBC (2012-2030)



Source: NISRA 2012 Based Household Projections

- 2.22 The Local Development Plan has a role in facilitating the provision of a range of house types and homes to accommodate households of different sizes and compositions. It can also formulate policy that facilitates those who wish to extend their homes to meet their changing needs. Issues relating to accommodating housing growth within the Borough are considered in Section 3 of this evidence paper.

Section 75 Groups

- 2.23 Section 75 of the Northern Ireland Act 1998 requires a public authority, in carrying out its functions relating to Northern Ireland, to have due regard to the need to promote equality of opportunity:
- between persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation;
 - between men and women generally;

- between persons with a disability and persons without; and
- between persons with dependants and persons without.

2.24 In addition, without prejudice to the above obligations, public authorities are required to have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or race.

2.25 The principle of promoting equality of opportunity and good relations between people must be a key objective behind the plan and will be a central theme of the sustainability assessment. In land use planning terms this means ensuring everyone benefits from quality housing, employment, and access to public services and recreation facilities. Some of these themes are addressed later in this paper or will be considered in the paper on Facilitating Economic Development. However, this Section begins the process of identifying issues and needs facing different groups within the Borough over and above the general population, so that these can be considered at every stage of the plan-making process. If an aim of the plan is to help build a cohesive society then it must be recognised that this can only be achieved by 'sharing space' and 'accessing opportunities'. Therefore, the paper also examines the extent to which segregation occurs and the pattern of multiple deprivation.

Age

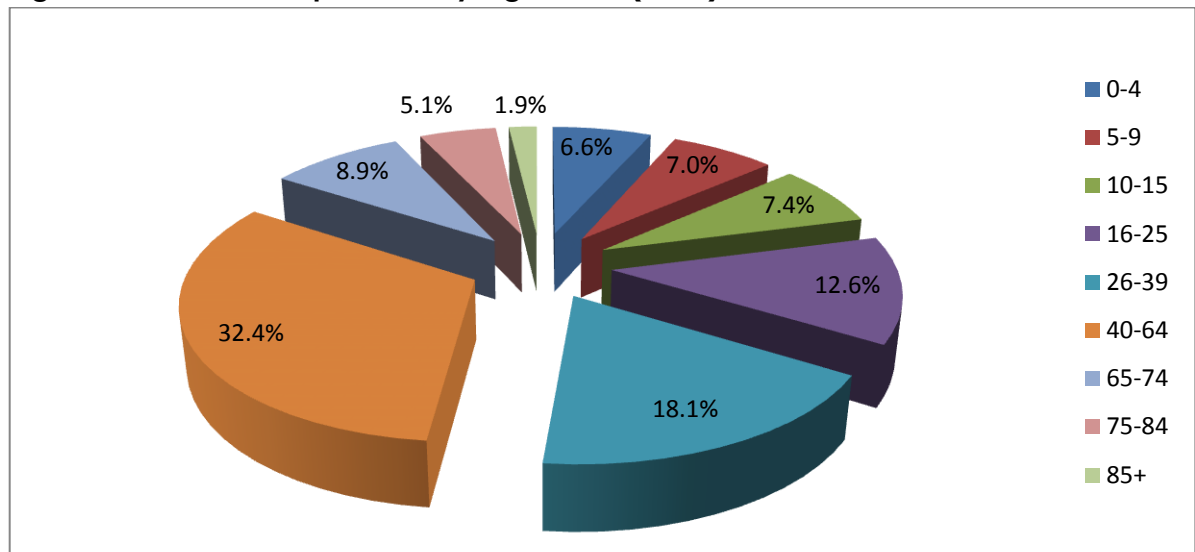
2.26 The age structure of a population has implications for planning. For a growing young population there would be an impact on the demand for and provision of childcare facilities, nursery, primary and secondary schools. A growing working aged population would necessitate that planning provides adequate housing especially for those entering the housing market for the first time and employment opportunities. For a growing elderly population, adequate services and housing to meet their specific needs must also be considered.

Table 2.7: Age Structure of Population within ANBC and NI (2015)

	Total Population	0-15 Years	16-64 Years	65+ Years
ANBC	140,467	29,484	88,604	22,379
% of Total Population (within ANBC)		21.0%	63.1%	15.9%
NI	1,851,621	385,200	1,174,597	291,824
% of Total Population (NI)		20.8%	63.4%	15.8%

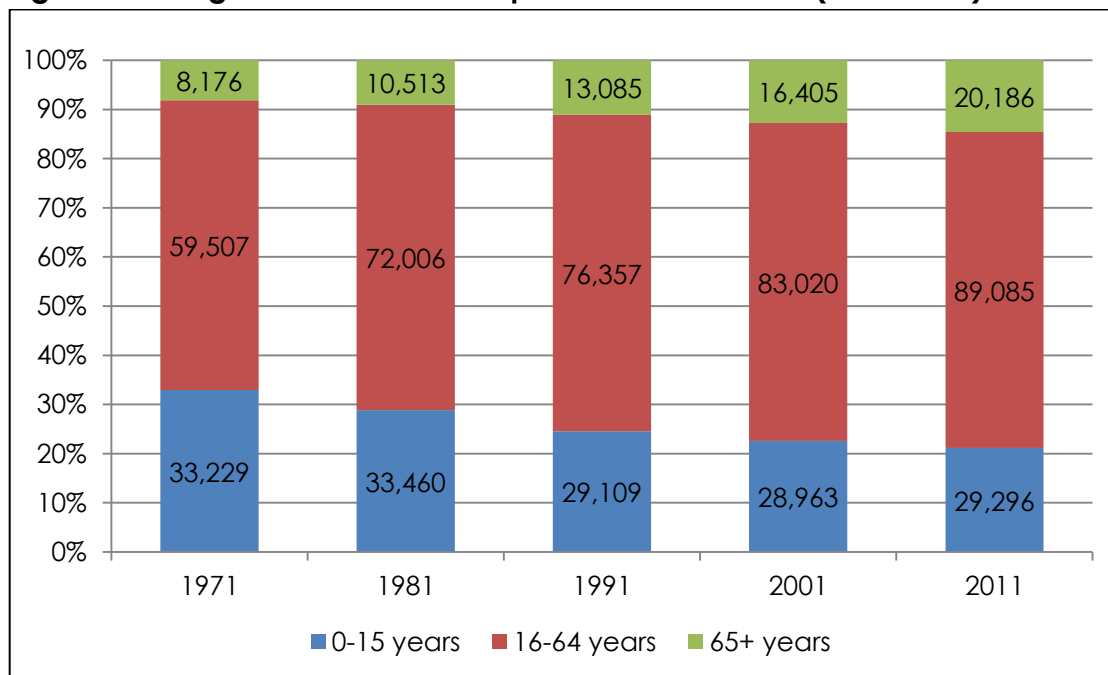
Source: NISRA 2015 Mid-Year Estimates

2.27 In 2015, an estimated 21% of the population within the Borough is aged under 16 years compared to a Northern Ireland average of 20.8%. In 2011, comparing District Electoral Areas (DEA) Airport had the largest proportion (24%) of those people aged under 16 whilst Macedon had the largest proportion of those people aged 65+ (18%). The largest proportion of the population within the Borough in 2015, with almost a third (32.4%) is aged 40-64.

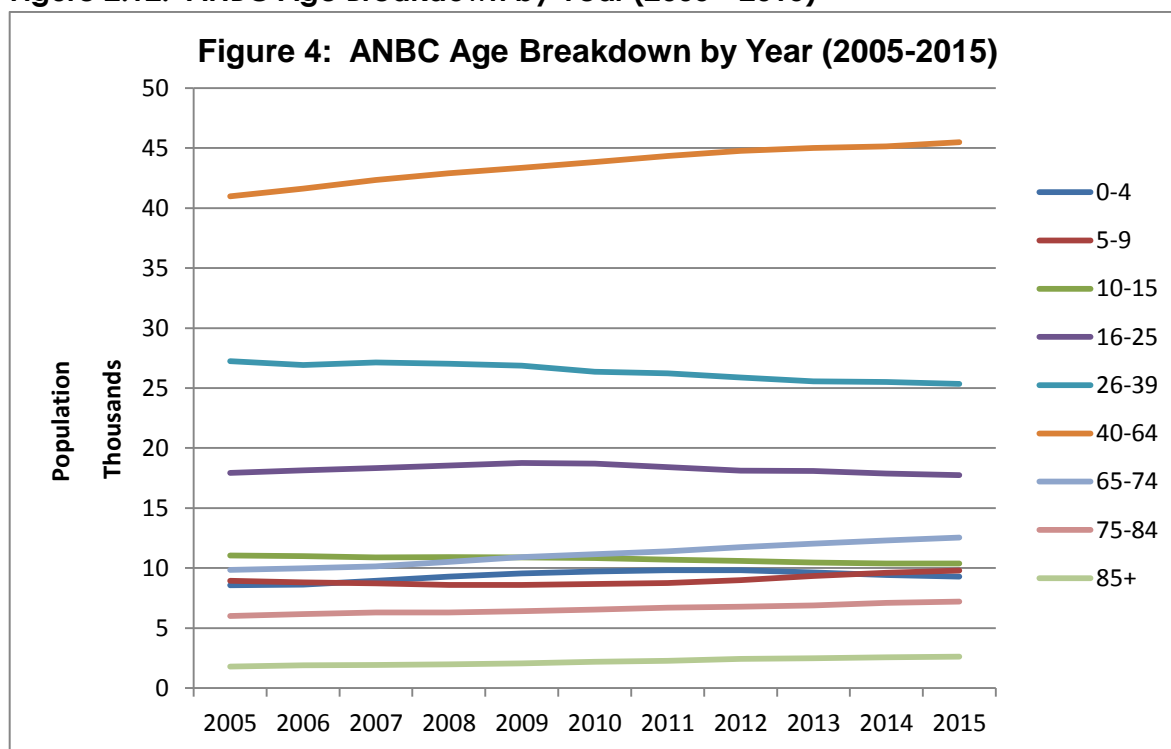
Figure 2.10: ANBC Population by Age Band (2015)

Source: NISRA 2015 Mid-Year Estimates

- 2.28 People under 16 years old make up 21% of the total population within the Borough. The Super Output Areas with the largest proportion of people aged under 16 are Mallusk 2 (28.0%), Springfarm 2 (27.0%) Crumlin 2 (26.7%), Monkstown 2 (26.5%) and Aldergrove 2 (26.4%). Those SOAs with the smallest proportion of people aged under 16 within their population are Templepatrick (15.7%), Burnthill 2 (15.4%), Balloo (14.6%), Abbey 1 (14.3%) and Rostulla 2 (9.7%). The highest number of people aged under 16 years within ANBC live within the Mallusk 2 SOA (1,556) and the lowest number within Burnthill 2 (203).
- 2.29 People aged 65 years old and over make up 15.9% of the total population. The Super Output Areas with the largest proportion of people aged 65 and over are Carnmoney 2 (30.8%), Templepatrick (29.1%), Burnthill 2 (27.8%), Abbey 1 (26.6%) and Ballyhenry (26.3%). Those with the smallest proportion of people aged 65 and over are Aldergrove 1 (0.6%), Mallusk 2 (3.7%), Monkstown 2 (7.9%), Crumlin 2 (9.1%) and Jordanstown 2 (9.1%).
- 2.30 The age structure of the population of the district has changed over the past 40 years. The proportion of the population aged 65 and over has increased from 8.10% in 1971 to 14.57% in 2011, while in terms of actual number of people aged 65 and over it has more than doubled. The number of people aged under 16 has reduced by approximately 4,000, in proportion terms this is a reduction from 32.93% to 21.14% of the total population.

Figure 2.11: Age Structure of the Population within ANBC (1971-2011)

Source: NISRA Census (1971-2011)

Figure 2.12: ANBC Age Breakdown by Year (2005 - 2015)

Source: NISRA Demography and Methodology

2.31 The age structure of the population is significantly influenced by life expectancy; as this has increased, the overall proportion of the population over 65 has grown. Life expectancy continues to improve for both males and females. Over the period 2000-2002 to 2010-2012 at the NI level, life

expectancy for males improved by 2.6 years (75.3 to 77.8 years) and 2.1 years (80.17 to 82.28 years) for females. However, although the gap between the two genders has reduced, females live around 4 years longer than males. In the UK, life expectancy at birth is expected to increase by around five years between 2012 and 2037 (Office of National Statistics) for both men and women and it is therefore anticipated that life expectancy will similarly increase in the Council area. For the period 2011-13, life expectancy for males in the Borough is above the NI level and below for females. In the same period across all the councils, Antrim and Newtownabbey ranks ninth highest for male life expectancy and eighth highest for female life expectancy. Lisburn and Castlereagh had the highest male life expectancy (79.4 years) and Mid Ulster had the highest female life expectancy (83.5 years).

Table 2.8: Life Expectancy at Birth in 2006-2008 and 2011-2013

	Male Life Expectancy	Female Life Expectancy	Male Life Expectancy	Female Life Expectancy
	2006-2008		2011-2013	
ANBC	77.1	81.4	78.4	82.2
NI	76.3	81.2	78.1	82.4

Source: Department for Health

- 2.32 The growing number of elderly is a key factor in the declining average household size. 35% of the population within the Borough live in 1 or 2 person households and the average household size is projected to decrease for Antrim and Newtownabbey from 2.51 in 2012 to 2.41 in 2030 (NISRA Household Projections 2012). This has been taken into account by DRD when formulating the Regional Development Strategy 2035 Housing Growth Indicators.
- 2.33 The LDP has a role in providing development land to meet the needs of an aging population, particularly in relation to facilitating appropriate homes that are accessible to local services and transport. These issues are considered further, later in this paper.

Gender

- 2.34 The population of the Borough in 2015 was estimated at 68,123 males (48.5%) and 72,344 females (51.5%). Across all councils, Fermanagh and Omagh and Mid Ulster had the highest proportions of males within their populations (50.1%) and Belfast had the lowest (48.3%) with Antrim and Newtownabbey ranking ninth highest (48.5%).

Table 2.9: Gender Structure of Population within ANBC and NI (2015)

	Total Population	Males	Females
ANBC	140,467	68,123	72,344
		48.5%	51.5%
NI	1,851,621	909,129	942,492
		49.1%	50.9%

Source: NISRA 2015 Mid-Year Estimates

Racial Group

- 2.35 In 2001, 99% of Northern Ireland's population were predominantly 'white', similar to Antrim and Newtownabbey (Census 2001). By 2011 racial ethnicity remained predominantly 'white' with almost 98% of the Borough described in this category, similar to the Northern Ireland average. Other ethnic groups including, Asian, Black and Mixed comprise very small numbers (Census 2011).

Table 2.10: Ethnicity within ANBC and NI (2011)

	Total Population	White	South Asian	Chinese and Other Asian	Black	Mixed and Other
ANBC	138,567	135,662	980	1,041	255	629
		97.90%	0.71%	0.75%	0.18%	0.45%
NI	1,810,863	1,779,750	7,829	11,301	3,616	8,367
		98.28%	0.43%	0.62%	0.20%	0.46%

Source: NISRA Census 2011 KS201NI (administrative geographies)

- 2.36 Irish Travellers were identified as a distinct ethnic group in the Census. Their needs may be different to that of the general population particularly in relation to providing sites and/or supported housing. The 2011 Census recorded 27 Irish Travellers in the Borough.
- 2.37 Racial group can also be expressed in terms of country of birth. While only 5.29% of the population of the district were born outside of the United Kingdom or Republic of Ireland, this is above the Northern Ireland average of 4.50%.

Table 2.11: Country of Birth

	All usual residents	Northern Ireland	Rest of UK	Republic of Ireland	Rest of EU	Outside EU
ANBC	138,567	124,343	6,805	1,479	2,840	3,100
		89.73%	4.91%	1.07%	2.05%	2.24%
NI	1,810,863	1,608,853	82,724	37,833	45,407	36,046
		88.84%	4.57%	2.09%	2.51%	1.99%

Source: Census 2011 KS204NI (administrative geographies)

2.38 In 2001, 9% of Northern Ireland's population were born outside of the region and this was similar to the Borough. By 2011, this figure increased to just over 11% born outside the region in NI and just over 10% in Antrim and Newtownabbey. In 2015, 575 people living in the Borough were non UK nationals that registered for a medical card, equating to 4.1 people per 1,000 resident population. Ranking Antrim and Newtownabbey seventh highest across all councils with Belfast having the highest (11.7) number of non UK registrations per 1,000 resident population and Ards & North Down the lowest (2.4). The top three countries of birth (for non UK nationals) were Poland, Romania and Lithuania.

Sexual Orientation

- 2.39 There is no reliable current information on the breakdown of the population in terms of sexual orientation. Estimates of the lesbian, gay and bisexual (LGB) population range from 0.3 % to 10 per cent using different measures and sources. None of these estimates correct for the possibility of higher than average rates of non-reporting and misreporting among LGB people. The official estimate in the final regulatory impact assessment for the Civil Partnership Act 2004 was 5-7%. It was based on a wide set of published sources drawn from a range of national settings and using various dimensions of sexual orientation.
- 2.40 In 2015/16, the Continuous Household Survey undertaken by NISRA (Northern Ireland Statistics and Research Agency) found that 97.9% of adult respondents identified themselves as heterosexual/straight; with the remaining adults identifying as gay/lesbian, bisexual, "don't know" or not providing an answer.
- 2.41 Whilst the LDP is unlikely to bring forward specific proposals and policies people in this group, it is anticipated that many of the measures within the Plan aimed at providing a range of house types, creating employment and accessible services as well as improving safety and security will benefit this group.

Disability

- 2.42 A person is described as having a limiting long term health problem if they have a health problem or disability which limits their daily activities and which has lasted, or expected to last, at least 12 months. This includes problems that are due to old age (Census 2011). In 2013/14, 7% of children in Northern Ireland were disabled compared to 16% of adults of working age and 47% of adults over State Pension age (DSD Family Resources Survey). Overall, the health of the area is improving but almost 1 in 5 residents (19.04%) in the Borough suffer from a long-term health problem or disability (Census 2001, 2011).
- 2.43 The Super Output Areas with the lowest proportion of people reporting good or very good general health are Whitehouse (65.14%), Monkstown 1 (67.11%), Dunanney (69.32%), Coole (69.95%) and Valley 1 (70.98%) and those with the highest proportion of people reporting good or very good general health are Aldergrove 1 (96.14%), Jordanstown 2 (91.60%), Jordanstown 3 (90.68%), Mallusk 2 (90.60%) and Rostulla 2 (90.24%).

Table 2.12: Long-Term Health Problem or Disability (2011)

	All usual residents	Long-term health problem or disability	Day-to-day activities limited a lot	Day-to-day activities limited a little
ANBC	138,567	26,386	14,640	11,746
		19.04%	10.57%	8.48%
NI	1,810,863	374,646	215,232	159,414
		20.69%	11.89%	8.80%

Source: NISRA Census 2011 QS303NI (administrative geographies)

- 2.44 The Super Output Areas with the largest proportion of people with a long-term health problem or disability are Whitehouse (33.66%), Monkstown 1 (32.23%), Valley 1 (29.27%), Ballyhenry 2 (29.16%) and Dunanney (28.91%) and those with the smallest proportion of people with a long-term health problem or disability are Aldergrove 1 (3.59%), Jordanstown 2 (9.04%), Mallusk 2 (9.05%), Jordanstown 3 (10.32%) and Rostulla 2 (10.74%).
- 2.45 An alternative measure of the prevalence of disability within the Borough is to assess the number of people claiming disability related benefits. The data from 2015 indicates that 9.6% of residents within the Borough are in receipt of Disability Living Allowance.

Table 2.13: Disability Living Allowance Recipients in ANBC and NI (2015)

	ANBC	% Population Within ANBC	NI	% NI Population
Disability Living Allowance Recipients	13,440	9.6%	204,270*	11.0%
DLA Recipients: (0-15 years)	1,500	5.1%	18,560	4.8%
DLA Recipients: (16-64 years)	7,780	8.8%	122,170	10.4%
DLA Recipients: (65+ years)	4,160	18.6%	63,550	21.8%

Source: Department for Communities & NISRA 2015 Mid-Year Estimates

*Note: Figures may not sum due to rounding

2.46 In 2015, the top five SOA within the Borough that have the highest proportion of their population in receipt of DLA are:

- Monkstown 1 (17.69%)
- Whitehouse (17.61%)
- Dunanney (16.85%)
- Farranshane (16.62%)
- Mossley 2 (16.25%)

2.47 In 2014, 630 people within the Borough claimed Severe Disablement Allowance. 8,630 people claimed in total in NI.

2.48 The link between health and wealth is well rehearsed as is the relationship between mobility and health. Therefore, as with other groups planning has a role in accommodating accessible housing, employment and services. Planning also has a role in helping to improve the health and well-being of people by avoiding development which would result in a deterioration of air or water quality; safeguarding and facilitating open space, sport and outdoor recreation; managing the adverse impacts of noise and nuisance by influencing the location, layout and design of new development. It also has a role in recognising and facilitating development to meet the needs of carers, by facilitating houses for those with special circumstances or extension of homes to include 'granny annexes'.

Marital Status

2.49 The marital status of the population also influences the composition of households and therefore the demand for housing. Since 2001 there has been an increase in the number of divorced people, a decrease in the number of people married and an increase in the proportion of single people in Northern Ireland. However, the number of single people in the Borough continues to be

significantly below the Northern Ireland average whilst the number of married people remains significantly above the Northern Ireland average.

Table 2.14: Marital Status in ANBC and NI (2011)

	All usual residents aged 16+ years	Single	Married (inc in civil partnership or separated)	Divorced	Widowed
ANBC	109,271	36,179	59,782	6,066	7,244
		33.11%	54.71%	5.55%	6.63%
NI	1,431,540	517,393	738,985	78,074	97,088
		36.14%	51.62%	5.45%	6.78%

Source: NISRA Census 2011 KS103NI (a)

Dependants

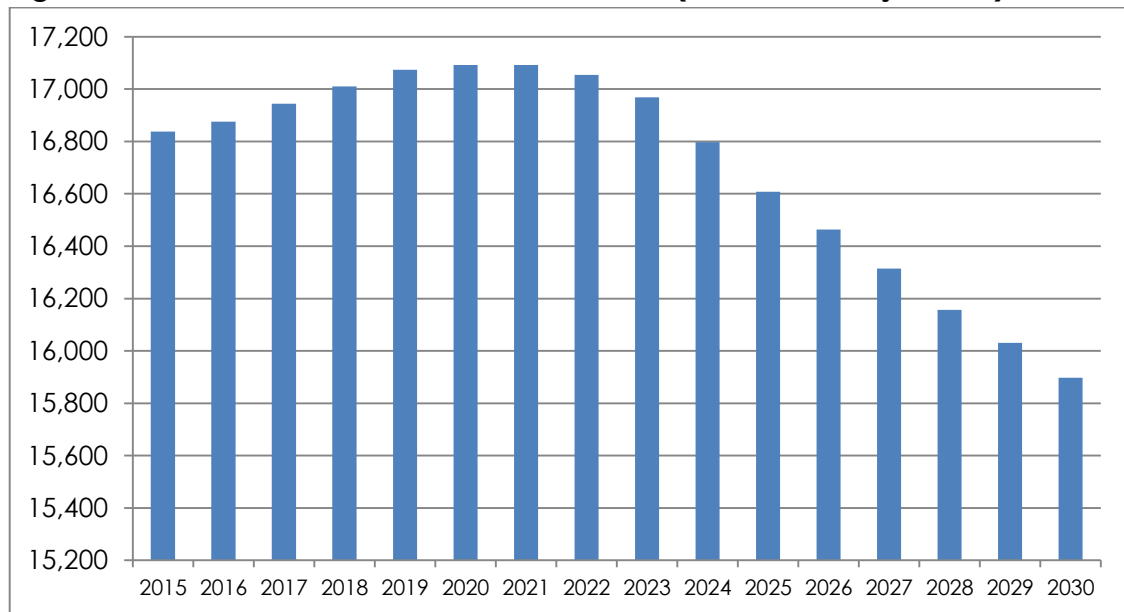
- 2.50 A 'dependent child' is defined as 0-15 or aged 16-18 who is a full-time student and living in a family with his or her parent(s) or grandparent(s) (Census 2011). The proportion of households in the Borough with dependent children has significantly decreased since 1981 dropping from 50.78% of households in 1981 to 34.66% in 2011 (Census 1981, 2011). This decline in the number of households with dependent children is reflected in the decline in the size of the average household with 1 or 2 person households accounting for 59% of households in the Borough.

Table 2.15: Households with Dependent Children in ANBC and NI (2011)

	All households	Number of households with dependent children	Percentage of households with dependent children
ANBC	54,035	18,728	34.66%
NI	703,275	238,071	33.85%

Source: NISRA Census 2011 KS105NI (administrative geographies)

- 2.51 The Super Output Areas with the largest proportion of households with dependent children are Aldergrove 1 (62.58%), Jordanstown 2 (53.56%), Crumlin 2 (51.63%), Mallusk 2 (47.42%) and Toome (46.15%). Those with the smallest proportion of households with dependent children are Abbey 1 (19.50%), Whitehouse (19.79%), Balloo (21.33%), Carnmoney 2 (22.52%) and Ballyclare South 1 (23.86%).

Figure 2.13: Households with Children in ANBC (2015-2030 Projections)

Source: NISRA 2012 Based Household Projections

2.52 The number of households with children is projected to reach its peak around 2020/2021 and then decline from this point onwards. By 2030, the number of households with dependants within the Borough is projected to be 15,898, equating to 26.6% of all households.

2.53 An alternative measure of dependency is to look at the number of people providing unpaid care. The Super Output Areas with the largest proportion of people providing unpaid care are Carnmoney 2 (15.66%), Collinbridge 2 (15.42%), Mossley 1 (14.99%), Mallusk 3 (14.71%) and Cloughfern 1 (14.67%). Those with the smallest proportion of people providing unpaid care are Aldergrove 1 (2.61%), Springfarm 1 (8.86%), Fountain Hill (9.05%), Stiles (9.29%) and Massereene 2 (9.44%). (Census 2011)

Table 2.16: Carers Allowance Claimants in ANBC and NI (2015)

	ANBC	% Population Within ANBC	NI	% NI Population
Carers Allowance (CA) Claimants	4,250*	3.8%	67,870*	4.6%
CA Claimants (16-64 years)	2,760	3.1%	46,630	4.0%
CA Claimants (65+ years)	1,500	6.7%	21,250	7.3%

Source: Department for the Communities & NISRA 2015 Mid-Year Estimates

*Note: Figures may not sum due to rounding

2.54 A further measure of dependency is to look at the number of claimants for carers allowance. In 2015, the top five SOA within ANBC that have the highest proportion of their population in receipt of Carers Allowance are:

- Dunanney (7.44%)
- Farranshane (7.0%)
- Valley 1 (6.48%)
- Whitehouse (6.46%)
- Mossley 2 (6.45%)

Religious Belief

- 2.55 The designation of settlements and provision of development opportunities needs to be carefully considered against the needs and spatial distribution of people of different religion or political opinion to prevent prejudice of any religious or political group and thus meet the requirements of Section 75 of the Northern Ireland Act.
- 2.56 In 2011, the population within the Borough was predominantly from a Protestant background, just over 60% and approximately 30% from a Catholic background. The proportion of people who were brought up in a different religion or with no religion was 9.17%, which was higher than the Northern Ireland average of 6.52%.

Table 2.17: Religion or Religion Brought Up In in ANBC and NI (2011)

	All usual residents	Catholic	Protestant and Other Christian	Other religions	None
ANBC	138,567	41,214	84,658	1,504	11,191
		29.74%	61.10%	1.09%	8.08%
NI	1,810,863	817,385	875,717	16,592	101,169
		45.14%	48.36%	0.92%	5.59%

Source: NISRA Census 2011 KS212NI (administrative geographies)

Table 2.18: Religion or Religion Brought Up In in ANBC by DEA (2011)

District Electoral Area	Catholic (%)	Protestant and Other Christian (%)	Other religions (%)	None (%)
Airport	44.31	47.49	0.90	7.30
Antrim	33.71	55.24	1.32	9.73
Ballyclare	4.71	86.85	0.62	7.82
Dunsilly	47.34	47.70	0.52	4.44
Glengormley Urban	42.35	49.56	1.29	6.81
Macedon	20.79	68.29	1.24	9.68
Three Mile Water	13.46	74.88	1.53	10.13

Source: NISRA Census 2011 KS212NI (administrative geographies)

- 2.57 The 2011 Census indicated that the religion of the population within the Borough mirrored that of religion brought up in. However in the case of each

religious group the actual number was less, with a corresponding increase in the number of people indicating they have no religion.

Table 2.19: Religion in ANBC and NI (2011)

	All usual residents	Catholic	Protestant and Other Christian	Other religions	No religion	Religion not stated
ANBC	138,567	37,018	72,312	1,367	19,501	8,369
		26.71%	52.19%	0.99%	14.07%	6.04%
NI	1,810,863	738,033	752,555	14,859	183,164	122,252
		40.76%	41.56%	0.82%	10.11%	6.75%

Source: NISRA Census 2011 KS211NI (administrative geographies)

Political Opinion

- 2.58 In the local government elections held in 2014, unionist parties garnered more first preference votes overall than nationalist parties. Total votes cast in the election were 44,303 comprising a turnout of approximately 47% of the electorate of 94,225 eligible voters.

Table 2.20: Local Government Election Results in 2014

	Unionist		Nationalist		Other & Ind	
Airport	3,056	49%	2,308	37%	823	13%
Antrim	3,750	63%	1,240	21%	949	16%
Ballyclare	4,605	82%	0	0%	1,008	18%
Dunsilly	2,889	48%	2,607	44%	490	8%
Glengormley Urban	3,741	50%	2,289	31%	1,397	19%
Macedon	4,367	74%	736	12%	830	14%
Threemilewater	5,068	77%	0	0%	1,538	23%
ANBC	27,476	63%	9,180	21%	7035	16%

Source: Antrim and Newtownabbey Borough Council

Deprivation, Economic Activity and Qualifications

- 2.59 An effective way to promote good community relations and equal opportunity is to tackle social deprivation and inequalities in the labour market and public health. The Northern Ireland Multiple Deprivation Measure (NIMDM) 2010 identifies small area concentrations of multiple deprivation across Northern Ireland.

- 2.60 The NIMDM 2010 provides a relative measure of deprivation in small areas across Northern Ireland. The main NIMDM 2010 results are presented at the Super Output Area geography which contain an average of 2,000 people. There are 890 Super Output Areas in Northern Ireland; they are ranked from most deprived (rank 1) to least deprived (rank 890).
- 2.61 The Northern Ireland Multiple Deprivation Measure 2010 looks at seven constituent domains and two stand-alone measures. The Domain Measures (and weights) are Income (25%), Employment (25%), Health Deprivation and Disability (15%), Education, Skills and Training (15%), Proximity to Services (10%), Living Environment (5%) and Crime and Disorder (5%). The stand-alone measures are Income Deprivation Affecting Children and Income Deprivation Affecting Older People. For each variable a rank of 1 denotes the most deprived SOA in Northern Ireland and a rank of 890 denotes the least deprived SOA in Northern Ireland. The advantage of this spatially led approach is that it identifies disparities between different areas.
- 2.62 Full details of the methodology for measuring relative deprivation in the Northern Ireland Multiple Deprivation Measure 2010 can be found on the NISRA website at http://www.nisra.gov.uk/deprivation/nimdm_2010.htm
- 2.63 The Super Output Areas with the highest levels of multiple deprivation in the Borough are Dunanney, Monkstown 1, Valley 2, Farranshane and Coole. While those with the lowest levels of deprivation are Templepatrick, Mallusk 3, Jordanstown 3, Rostulla 2 and Jordanstown 2.
- 2.64 Under the income domain, Dunanney, Valley 2, Monkstown 1, Carnmoney 1 and Mossley 2 were the most deprived Super Output Areas. In terms of the income deprivation affecting children, Carnmoney 1, Dunanney, Mossley 2, Valley 2 and Coole were the most deprived Super Output Areas. Looking at income deprivation affecting older people, the most deprived Super Output Areas were Valley 2, Dunanney, Monkstown 1, Ballyclare South 1, Mossley 2.
- 2.65 In terms of the employment domain, Farranshane, Monkstown 1, Dunanney, Whitehouse, and Valley 2 were the most deprived Super Output Areas.
- 2.66 Almost 70% of residents in the Borough aged 16-74 years were classified as economically active on Census Day (27 March 2011). This is higher than the Northern Ireland average which is just over 66%.

Table 2.21: Economic Activity in ANBC and NI (2011)

	All usual residents: Aged 16-74 years	Economically active	Economically inactive
ANBC	100,388	70,220	30,168
	100%	69.96%	30.04%
NI	1,313,420	869,767	443,653
	100%	66.22%	33.78%

Source: NISRA Census 2011 KS601NI (administrative geographies)

- 2.67 Approximately 89% of the economically active population are in employment; this equates to 62% of all residents aged 16-74 years. Unemployment stood at 5.48% of the economically active population with the remaining 5.86% in full-time study.

Table 2.22: Economically Active Population (16-74) in ANBC and NI (2011)

	Economically active residents	Employee Part-time	Employee Full-time	Self-employed	Unemployed	Full-time student
ANBC	70,220	13,914	40,857	7,486	3,851	4,112
		13.86%	40.70%	7.46%	3.84%	4.10%
NI	869,767	172,138	467,805	116,666	65,196	47,962
		13.11%	35.62%	8.88%	4.96%	3.65%

Percentages indicate proportion of all residents aged 16-74 years.

Source: NISRA Census 2011 KS601NI (administrative geographies)

- 2.68 Approximately 13% of residents aged 16-74 years were retired, while 5.66% were economically inactive due to long-term sickness or disability.

Table 2.23: Economically Inactive Population (16-74) in ANBC and NI (2011)

	Economically inactive residents	Retired	Student (including full-time students)	Looking after home or family	Long-term sick or disabled	Other
ANBC	30,168	13,293	5,464	3,647	5,683	2,081
		13.24%	5.44%	3.63%	5.66%	2.07%
NI	443,653	170,016	81,158	58,398	95,480	38,601
		12.94%	6.18%	4.45%	7.27%	2.94%

Percentages indicate proportion of all residents aged 16-74 years.

Source: NISRA Census 2011 KS601NI (administrative geographies)

Table 2.24: Economically Activity and Qualifications (Aged 16-64) in ANBC and NI (2012-2015)

	Working Age Economic activity rate (%)	Working Age Employment rate (%)	Working Age: Achieved NVQ Level 4 And Above (%)	Working Age: No Qualifications (%)
2015				
ANBC	75.2%	70.7%	29.8%	18.8%
NI	72.9%	68.4%	29.9%	16.5%
2014				
ANBC	74.0%	71.5%	27.1%	16.4%
NI	72.5%	67.7%	29.7%	17.4%
2013				
ANBC	76.1%	72.1%	26.4%	19.7%
NI	72.6%	67.1%	28.5%	17.5%
2012				
ANBC	78.4%	74.2%	27.0%	19.9%
NI	72.3%	66.9%	27.9%	18.7%

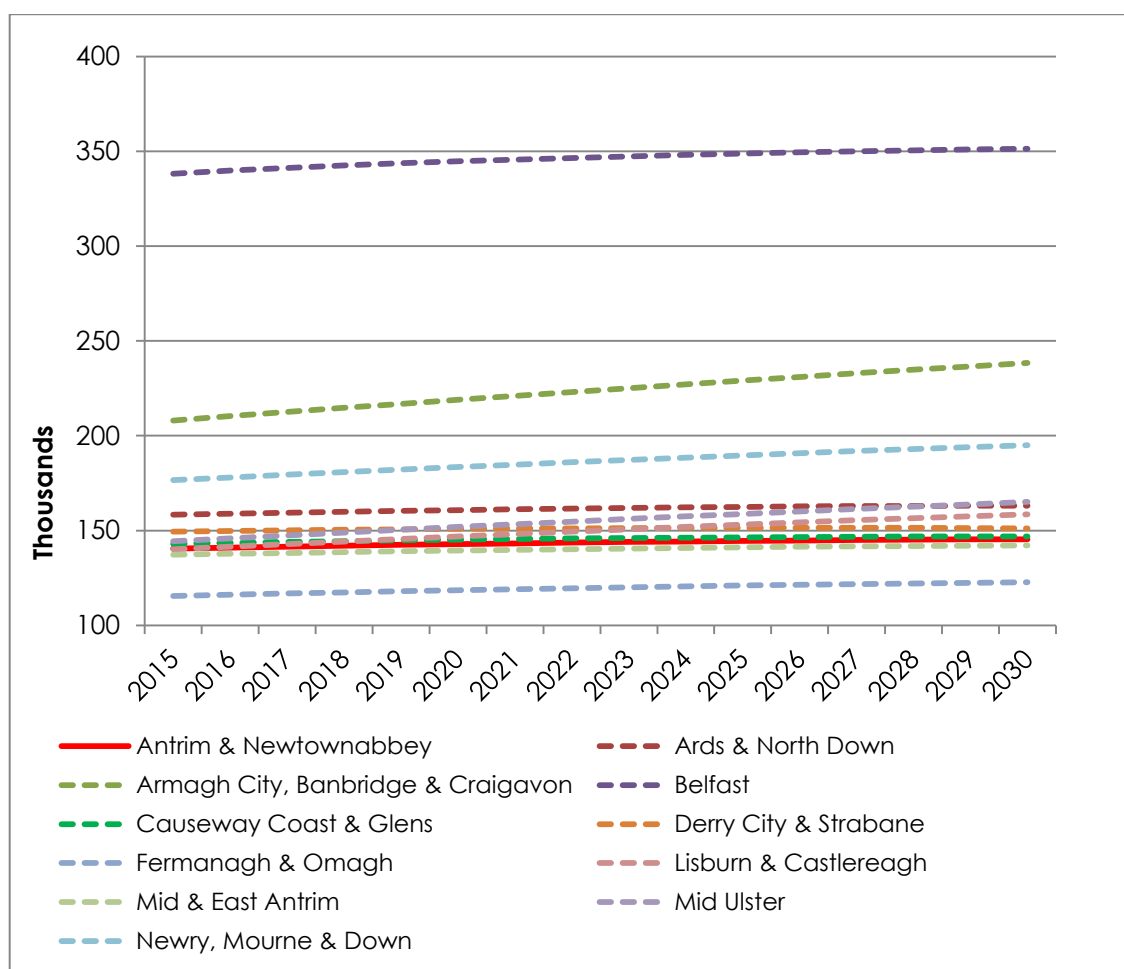
Source: NISRA Labour Force Survey Local Area Database

- 2.69 The working age economic activity rate and employment rate are higher in the Borough than NI overall between 2012 and 2015. However, the proportion of the working age population qualified to level 4 and above was lower in the Borough than NI overall from 2012-2014.
- 2.70 In terms of the education skills and training domain, Dunanney, Monkstown 1, Coole, Carnmoney 1 and Glengormley 2 were the most deprived Super Output Areas (source NIMDM 2010).
- 2.71 The Super Output Areas with the largest proportion of people with no or low qualifications are Monkstown 1 (62.43%), Dunanney (62.26%), Coole (57.51%), Whitehouse (57.13%) and Ballycraigy (53.97%). Those with the smallest proportion of people with no or low qualifications are Rostulla 2 (11.19%), Jordanstown 3 (14.75%), Jordanstown 2 (20.05%), Aldergrove 1 (21.00%) and Mallusk 3 (23.96%) (source Census 2011).
- 2.72 In terms of the health deprivation and disability domain, Dunanney, Coole, Valley 2, Mossley 2, Whitehouse were the most deprived Super Output Areas. In terms of the proximity to services domain, Parkgate, Clady, Aldergrove 2, Toome and Shilvodan were the most deprived Super Output Areas. Looking at the living environment domain, Coole, Ballyclare South 1, Dunanney, Ballycraigy and Whitehouse were the most deprived Super Output Areas. In terms of the crime and disorder domain, Farranshane, Rostulla 1, Ballyclare South 1, Valley 2 and Glengormley 1 were the most deprived Super Output Areas (source NIMDM 2010).

Population Projections

- 2.73 The information in this section referring to mid-2016 onwards is sourced from the NISRA 2014 based population projections. Mid 2015 refers to the 2015 mid-year population estimates (unless otherwise stated). Population does not remain static, and while the Census 2011 provides us with a wealth of data regarding the profile of the Borough at that time, it cannot be used in isolation to determine the future needs of the area. Population change has implications for the provision of housing, employment opportunities and public services including health, education and infrastructure. It is therefore prudent to consider both past growth rates and projections for the future. Despite the fact that growth rates fluctuate, it is useful to have a broad idea of how the population may grow in the future. This will obviously influence the provision of appropriate services and also give a general indication of the possible development land requirements of the population.
- 2.74 The population within each Local Government District (LGD) is projected to increase up to 2030.

Figure 2.14: Projected Populations by LGD (2015-2030) (Mid 2016 to Mid 2030)



Source: NISRA

Table 2.25: Projected LGD Share of the NI Population (2015 & 2030)

LGD	Population Estimate mid-2015	% share of NI	Projected population mid-2030	% share of NI	% Change in share
Antrim & Newtownabbey	140,467	7.6%	145,401	7.3%	-0.2%
Ards & North Down	158,797	8.6%	163,100	8.2%	-0.3%
Armagh City, Banbridge & Craigavon	207,797	11.2%	238,414	12.0%	0.8%
Belfast	338,907	18.3%	351,396	17.7%	-0.6%
Causeway Coast & Glens	143,148	7.7%	146,898	7.4%	-0.3%
Derry City & Strabane	149,473	8.1%	151,169	7.6%	-0.4%
Fermanagh & Omagh	115,311	6.2%	122,800	6.2%	0.0%
Lisburn & Castlereagh	140,205	7.6%	158,618	8.0%	0.4%
Mid & East Antrim	137,145	7.4%	142,164	7.2%	-0.2%
Mid Ulster	144,002	7.8%	165,063	8.3%	0.6%
Newry, Mourne & Down	176,369	9.5%	194,994	9.8%	0.3%
Northern Ireland	1,851,621		1,980,017		

Source: NISRA

- 2.75 Belfast LGD is projected to have the largest percentage share of the NI Population in both 2015 (18.3%) and 2030 (17.7%). However, over the period its proportion is projected to decrease by 0.6 percentage points. The Borough will also see a slight decrease in its overall percentage share of the NI population from 7.6% in 2015 to 7.3% in 2030. The Borough is projected to have the ninth highest population across all the councils in 2030.

Table 2.26: Projected Population by LGD (2015 - 2030)

LGD	mid-2015	mid-2020	mid-2025	mid-2030
Antrim & Newtownabbey	140,467	142,862	144,530	145,401
Ards & North Down	158,797	160,781	162,494	163,100
Armagh City, Banbridge & Craigavon	207,797	218,965	229,115	238,414
Belfast	338,907	344,729	348,800	351,396
Causeway Coast & Glens	143,148	145,189	146,475	146,898
Derry City & Strabane	149,473	150,872	151,443	151,169
Fermanagh & Omagh	115,311	118,569	121,002	122,800
Lisburn & Castlereagh	140,205	146,831	153,139	158,618
Mid & East Antrim	137,145	139,485	141,200	142,164
Mid Ulster	144,002	151,909	158,787	165,063
Newry, Mourne & Down	176,369	183,471	189,643	194,994
Northern Ireland	1,851,621	1,903,663	1,946,628	1,980,017

Source: NISRA

- 2.76 Between 2015 and 2030 the population with the Borough is projected to increase by 4,934 people (3.5%) from 140,467 in 2015 to 145,401 in 2030. The biggest growth occurring between 2015 and 2020 (2,395 people (1.7%)). The

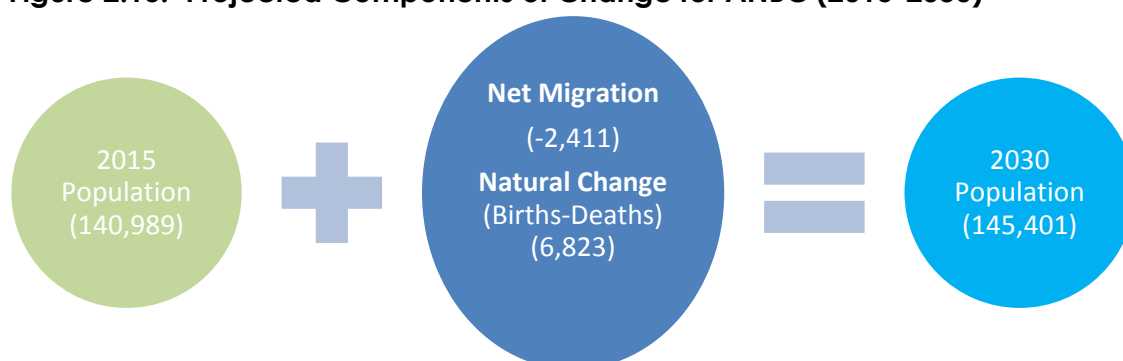
largest population increase over the fifteen years to mid 2030, is projected to occur in Armagh City, Banbridge and Craigavon (30,617 people).

Table 2.27: Projected Population Percentage Growth by LGD (2015 - 2030)

LGD	mid-2015 to mid-2020		mid-2020 to mid-2025		mid-2025 to mid-2030	
	Growth	% Growth	Growth	% Growth	Growth	% Growth
Antrim & Newtownabbey	2,395	1.7%	1,668	1.2%	871	0.6%
Ards & North Down	1,984	1.2%	1,713	1.1%	606	0.4%
Armagh City, Banbridge & Craigavon	11,168	5.4%	10,150	4.6%	9,299	4.1%
Belfast	5,822	1.7%	4,071	1.2%	2,596	0.7%
Causeway Coast & Glens	2,041	1.4%	1,286	0.9%	423	0.3%
Derry City & Strabane	1,399	0.9%	571	0.4%	-274	-0.2%
Fermanagh & Omagh	3,258	2.8%	2,433	2.1%	1,798	1.5%
Lisburn & Castlereagh	6,626	4.7%	6,308	4.3%	5,479	3.6%
Mid & East Antrim	2,340	1.7%	1,715	1.2%	964	0.7%
Mid Ulster	7,907	5.5%	6,878	4.5%	6,276	4.0%
Newry, Mourne & Down	7,102	4.0%	6,172	3.4%	5,351	2.8%
Northern Ireland	52,042	2.8%	42,965	2.3%	33,389	1.7%

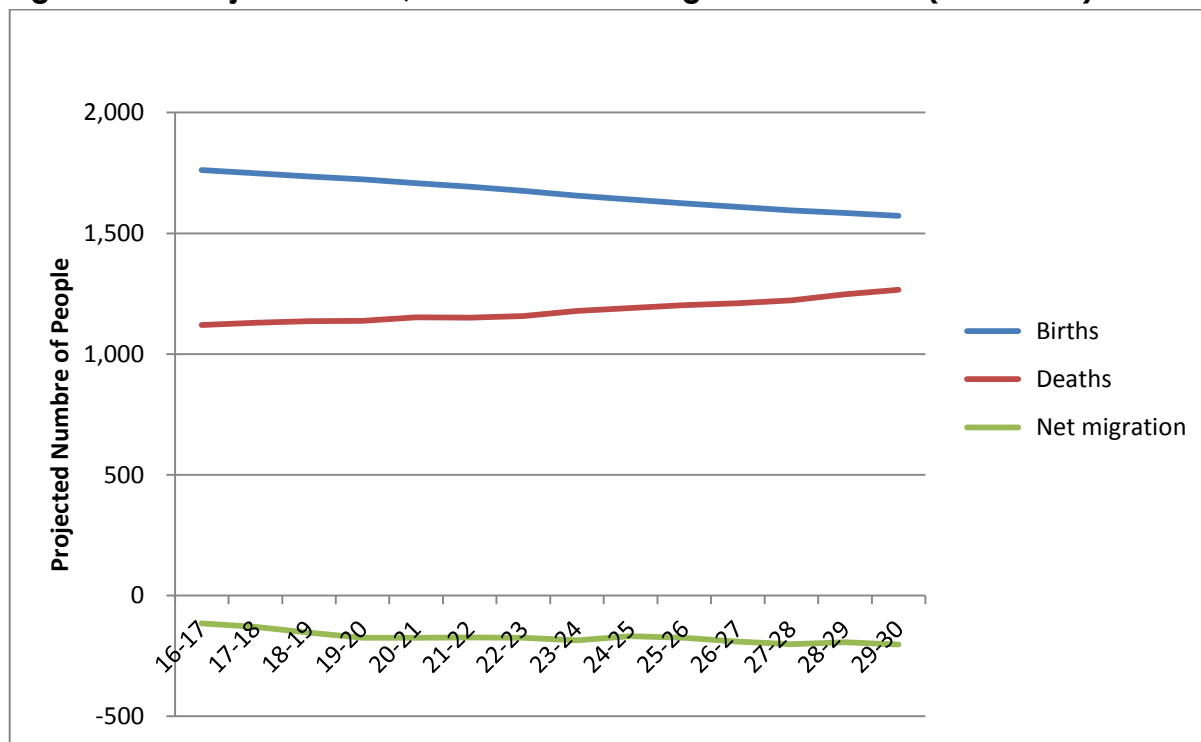
Source: NISRA

Figure 2.15: Projected Components of Change for ANBC (2015-2030)



Source: NISRA

- 2.77 The projected growth of the population in the Borough between 2015 and 2030 is due to 'Natural Change' – more births than deaths. The Natural Change is greater than the Net Migration. It is projected that the Borough will experience a net loss due to migration with more people leaving the area than coming into the area.

Figure 2.16: Projected Births, Deaths and Net Migration for ANBC (2016-2030)

Source: NISRA

2.78 Four out of the eleven council areas are projected to experience a net loss due to migration between 2016 and 2030. Antrim and Newtownabbey (-2,411 people), Belfast (-11,757), Causeway Coast & Glens (-1,039) and Derry City & Strabane (-9,280). In ANBC the number of births is projected to decrease from 1,762 (mid 2016) to 1,572 (mid 2030). Whilst the number of deaths are projected to increase from 1,120 to 1,266 over the same time period.

Table 2.28: Projected Components of Change by LGD (2016 - 2030)

LGD	Projected population mid-2016	mid-2016 to mid-2030			Projected population mid-2030	% Change
		Natural Change (i.e. births - deaths)	Net Migration	Total Change		
Antrim & Newtownabbey	140,989	6,823	-2,411	4,412	145,401	3.1%
Ards & North Down	158,886	515	3,699	4,214	163,100	2.7%
Armagh City, Banbridge & Craigavon	210,318	18,649	9,447	28,096	238,414	13.4%
Belfast	339,796	23,357	-11,757	11,600	351,396	3.4%
Causeway Coast & Glens	143,531	4,406	-1,039	3,367	146,898	2.3%
Derry City & Strabane	149,780	10,669	-9,280	1,389	151,169	0.9%
Fermanagh & Omagh	116,146	6,246	408	6,654	122,800	5.7%
Lisburn & Castlereagh	141,513	7,445	9,660	17,105	158,618	12.1%
Mid & East Antrim	137,732	3,023	1,409	4,432	142,164	3.2%
Mid Ulster	145,930	14,951	4,182	19,133	165,063	13.1%
Newry, Mourne & Down	177,994	14,956	2,044	17,000	194,994	9.6%
Northern Ireland	1,862,615	111,040	6,362	117,402	1,980,017	6.3%

Source: NISRA

Table 2.29: Projected Population Aged 0-15 Years by LGD (2015 - 2030)

LGD	Mid 2015	Mid 2030	Change 2015-30	%
Antrim & Newtownabbey	29,484	27,814	-1,670	-5.7%
Ards & North Down	29,801	27,639	-2,162	-7.3%
Armagh City, Banbridge & Craigavon	46,040	49,835	3,795	8.2%
Belfast	66,581	68,314	1,733	2.6%
Causeway Coast & Glens	28,506	26,400	-2,106	-7.4%
Derry City & Strabane	32,745	30,977	-1,768	-5.4%
Fermanagh & Omagh	24,909	23,931	-978	-3.9%
Lisburn & Castlereagh	28,053	29,792	1,739	6.2%
Mid & East Antrim	26,224	24,984	-1,240	-4.7%
Mid Ulster	33,123	35,357	2,234	6.7%
Newry, Mourne & Down	39,734	41,091	1,357	3.4%
Northern Ireland	385,200	386,134	934	0.2%

Source: NISRA

2.79 In the Borough, the population aged 0-15 years is projected to decrease by - 5.7% between 2015 and 2030. Armagh City, Banbridge and Craigavon are projected to have the biggest growth (8.2%) within this age group over the

same time period, whilst Causeway Coast & Glens will have the largest decline (-7.4%).

Table 2.30: Projected Population Aged 16-64 Years by LGD (2015 - 2030)

LGD	Mid 2015	Mid 2030	Change 2015-30	%
Antrim & Newtownabbey	88,604	85,780	-2,824	-3.2%
Ards & North Down	97,333	91,026	-6,307	-6.5%
Armagh City, Banbridge & Craigavon	130,776	142,337	11,561	8.8%
Belfast	223,018	217,487	-5,531	-2.5%
Causeway Coast & Glens	90,210	84,539	-5,671	-6.3%
Derry City & Strabane	95,793	89,682	-6,111	-6.4%
Fermanagh & Omagh	72,246	71,217	-1,029	-1.4%
Lisburn & Castlereagh	88,513	93,319	4,806	5.4%
Mid & East Antrim	86,063	82,123	-3,940	-4.6%
Mid Ulster	91,267	99,322	8,055	8.8%
Newry, Mourne & Down	110,774	113,958	3,184	2.9%
Northern Ireland	1,174,597	1,170,790	-3,807	-0.3%

Source: NISRA

- 2.80 In the Borough, the population aged 16-64 years is projected to decrease by -3.2% between 2015 and 2030. Armagh City, Banbridge and Craigavon are projected to have the biggest growth (8.8%) within this age group over the same time period, whilst Derry City & Strabane will have the largest decline (-6.5%).

Table 2.31: Projected Population Aged 65+ Years by LGD (2015 - 2030)

LGD	Mid 2015	Mid 2030	Change 2015-30	%
Antrim & Newtownabbey	22,379	31,807	9,428	42.1%
Ards & North Down	31,663	44,435	12,772	40.3%
Armagh City, Banbridge & Craigavon	30,981	46,242	15,261	49.3%
Belfast	49,308	65,595	16,287	33.0%
Causeway Coast & Glens	24,432	35,959	11,527	47.2%
Derry City & Strabane	20,935	30,510	9,575	45.7%
Fermanagh & Omagh	18,156	27,652	9,496	52.3%
Lisburn & Castlereagh	23,639	35,507	11,868	50.2%
Mid & East Antrim	24,858	35,057	10,199	41.0%
Mid Ulster	19,612	30,384	10,772	54.9%
Newry, Mourne & Down	25,861	39,945	14,084	54.5%
Northern Ireland	291,824	423,093	131,269	45.0%

Source: NISRA

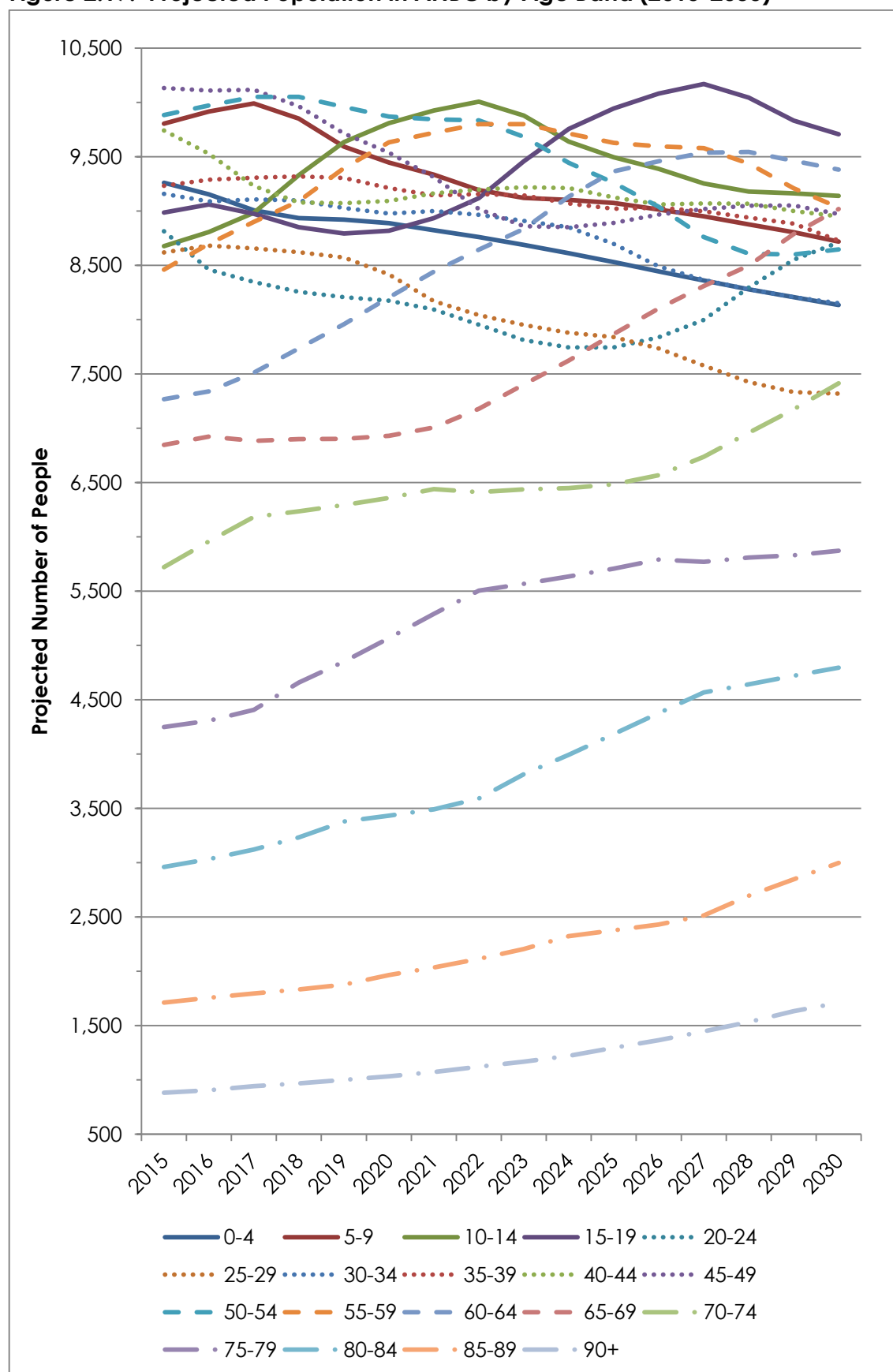
- 2.81 The population aged 65+ is projected to increase across all council areas between 2015 and 2030. The increase in the Borough is projected to be 42.1% within the time period. Mid Ulster is projected to have the largest increase (54.9%) and Belfast the lowest (33.0%). Across all three age bands 0-15, 16-64 and 65+, this age group (65+) is projected to have the largest growth.

Table 2.32: Projected Population by Age Band in ANBC (2015 - 2030)

	Mid-2015	mid-2020	% Change (2015-2020)	mid-2025	% Change (2020-2025)	mid-2030	% Change (2025-2030)	% Change (2015-2030)
0-4	9,278	8,889	-4.2%	8,530	-4.0%	8,136	-4.6%	-12.3%
5-9	9,811	9,447	-3.7%	9,074	-3.9%	8,719	-3.9%	-11.1%
10-14	8,649	9,809	13.4%	9,496	-3.2%	9,139	-3.8%	5.7%
15-19	8,994	8,818	-2.0%	9,945	12.8%	9,708	-2.4%	7.9%
20-24	8,836	8,175	-7.5%	7,744	-5.3%	8,712	12.5%	-1.4%
25-29	8,627	8,416	-2.4%	7,839	-6.9%	7,319	-6.6%	-15.2%
30-34	9,145	8,977	-1.8%	8,698	-3.1%	8,152	-6.3%	-10.9%
35-39	9,253	9,211	-0.5%	9,021	-2.1%	8,727	-3.3%	-5.7%
40-44	9,732	9,093	-6.6%	9,125	0.4%	8,950	-1.9%	-8.0%
45-49	10,151	9,536	-6.1%	8,890	-6.8%	8,973	0.9%	-11.6%
50-54	9,921	9,869	-0.5%	9,261	-6.2%	8,646	-6.6%	-12.9%
55-59	8,447	9,633	14.0%	9,628	-0.1%	9,032	-6.2%	6.9%
60-64	7,244	8,204	13.3%	9,365	14.2%	9,381	0.2%	29.5%
65-69	6,832	6,930	1.4%	7,867	13.5%	9,019	14.6%	32.0%
70-74	5,714	6,358	11.3%	6,483	2.0%	7,413	14.3%	29.7%
75-79	4,267	5,067	18.7%	5,707	12.6%	5,873	2.9%	37.6%
80-84	2,934	3,432	17.0%	4,185	21.9%	4,795	14.6%	63.4%
85-89	1,725	1,966	14.0%	2,376	20.9%	2,998	26.2%	73.8%
90+	907	1,032	13.8%	1,296	25.6%	1,709	31.9%	88.4%
Total	140,467	142,862	1.7%	144,530	1.2%	145,401	0.6%	3.5%
0-15	29,484	29,927	1.5%	29,058	-2.9%	27,814	-4.3%	-5.7%
16-64	88,604	88,150	-0.5%	87,558	-0.7%	85,780	-2.0%	-3.2%
65+	22,379	24,785	10.8%	27,914	12.6%	31,807	13.9%	42.1%

Source: NISRA 2014 based population projections

- 2.82 In the Borough between 2015 and 2030, it is projected that growth will occur in the age groups '10-14' and '15-19' and those people aged 55+. The largest proportion of the population within the Borough will be in the age group '15-19' (9,708) people by mid-2030. The table above highlights the percentage growth and decline in each of the age groups every five years.
- 2.83 It is projected that by 2027 the older population will overtake the young in the Borough with 29,346 people aged 65+ and 28,529 aged 0-15 years.

Figure 2.17: Projected Population in ANBC by Age Band (2015-2030)

Source: NISRA

Table 2.33: Projected Percentage Population Change (2015 - 2030)

	ANBC	Rank	NI	Highest	Lowest
All Ages	3.5%	8th	6.9%	Armagh City, Banbridge & Craigavon (14.7%)	Derry City & Strabane (1.1%)
Children (0-15 years)	-5.7%	9th	0.2%	Armagh City, Banbridge & Craigavon (8.2%)	Causeway Coast & Glens (-7.4%)
Working Age (16-64 years)	-3.2%	7th	-0.3%	Armagh City, Banbridge & Craigavon (8.8%)	Derry City & Strabane (-6.5%)
Older People (65+ years)	42.1%	8th	45.0%	Mid Ulster (54.9%)	Belfast (33.0%)

Source: NISRA

Table 2.34: Projected Proportion of Population by Age Group 2030

	ANBC	Rank	NI	Highest	Lowest
Children (0-15 years)	19.1%	7th	19.5%	Mid Ulster (21.4%)	Ards and North Down (16.9%)
Working Age (16-64 years)	59.0%	5th	59.1%	Belfast (61.9%)	Ards & North Down (55.9%)
Older People (65+ years)	21.9%	6th	21.4%	Ards & North Down (27.2%)	Mid Ulster (18.4%)

Source: NISRA 2014 based population projections

Key Findings

2.84 Following analysis of the population statistics above the key finding relating to the Borough are:

- The estimated population of the Borough in mid-2015 was 140,467, which is 7.59% of the total Northern Ireland population of 1,851,621.
- With Lough Neagh removed, the population density is 245persons/km², the fourth highest in terms of all council areas in NI.
- Population growth over the last 10 years has largely occurred due to natural increase.
- In 2015 the SOA with the highest population in NI, is Mallusk 2, where the population has almost doubled since 2004.
- The number of households in the Borough has doubled in 40 years, this is above the NI average and far above the population growth rate and therefore average household size has decreased from approximately 3.5 in 1971 to 2.5 in 2011.

- Size of the average household is projected to decrease to 2.4 by 2030.
- The biggest increase in will be in 1 person households, with 1 or 2 person households comprising 63% of all households by 2030.
- The number of households with 4 or more persons will decrease by 2022.
- In 2015, under 16's comprised 21% of the population, with Mallusk 2 seeing the highest proportion and Rostulla 2 the lowest.
- From 1971 to 2011, over 65's increased from 8 to 14.5% and under 16's decreased from 33 to 21%. The population of the Borough is getting older and is a key factor in declining household size.
- 48.5% of the population is male and 51.5% female with 98% of the population describing themselves as white.
- In 2011 there were 27 Irish Travellers within the Borough.
- There is no reliable information to identify the number of lesbian, gay and bisexual (LGB) people within the population.
- 19% of residents in the Borough have a long term health problem or disability, with Whitehouse SOA reporting the highest figure of 33%.
- In 2015, 9.6% of residents in the Borough received DLA, with Whitehouse SOA reporting the highest figure of 17.6%.
- In the Borough the amount of married people are above the NI average and single people below the NI average.
- The number of households with dependent children has significantly decreased since 1981, with Aldergrove 1 the highest incidence of dependent children (62.6%) and Abbey 1 the lowest (19.6%).
- In 2011, the population within the Borough was predominantly from a Protestant background, just over 60% and approximately 30% from a Catholic background.
- Those SOAs ranked highest (worst) in the multiple deprivation index are Dunanney, Monkstown 1, Valley 2, Farranshane and Coole. The least deprived SOAs are Templepatrick, Mallusk 3, Rostulla 2, Jordanstown 3 and Jordanstown 2.
- 70% of residents in the Borough aged 16-74 years were economically active. Higher than the NI average of 66%.
- 89% of the economically active population are in employment, unemployment stood at 5.5% and 5.89% were in full time study.

- By 2030 the Borough will see a slight decrease in its overall % share of the NI population.
- By 2030 the population is expected to be 145,401 and increase of nearly 5000, with growth attributed to natural change and a net loss due to migration.
- From 2015 to 2030 the population aged 0-15 and 16 to 64 is expected to decrease by 5.7% and 3.2% respectively.
- From 2015 to 2030 the population aged 65 plus is expected to increase by 42.1%. Within this grouping those 80 -84 are expected to increase by 63%, those aged 85 – 89 by 74% and those aged 90 plus by 88%.
- By 2027 the older population 65 plus will overtake the younger population 0 – 15.

3 Housing

3.1 This section relates to the topic of Housing and collates evidence comprising:

- Existing Housing Stock Characteristics;
- Recent Build Rates; and
- Housing Land Supply.

3.2 Good quality adequate housing is a fundamental need of society and one that can make a significant positive contribution to the character of our built environment. It is the role of the LDP to proactively facilitate the delivery of homes to meet the full range of future housing needs.

Regional Policy Context

3.3 The **Everyone's Involved Sustainable Development Strategy** (SDS) (OFMDFM, 2010) includes *"strengthening society so that it is more tolerant inclusive and stable and permits positive progress in quality of life for everyone"* as a priority area for action. In this context the SDS notes that *"to create the conditions under which people can pursue positive progress in their quality of life, we need to ensure that ... everyone has access to decent housing that enables them to live sustainably"* (SDS, p.13).

3.4 The **Regional Development Strategy 2035** (RDS) sets regional guidance (RG) that aims to *"manage housing growth to achieve sustainable patterns of residential development"* (RG8, p.40). This will be achieved by

- Promoting more sustainable housing development with existing urban areas;
- Ensuring an adequate and available supply of quality housing to meet the needs of everyone; and
- Use of a broad evaluation framework to assist judgements on the allocation of housing growth. (see below for more information).

3.5 The RDS also sets a target that 60% of all new housing should be located on brownfield sites within the urban footprint of settlements which have a population greater than 5,000 (para 3.17, p.40).

3.6 The RDS aims to strengthen community cohesion (RG6, p.38) and in this context encourages mixed housing development. It notes that neighbourhoods with homes in a range of sizes and tenures will allow heterogeneous populations to live together and suggests that diverse populations lead to more stable communities and can help reduce social isolation.

3.7 In addition the RDS aims to support urban and rural renaissance (RG7, p.38) and notes that mixed use development of under-utilised land and buildings can play a very important role in helping to regenerate and revitalise a declining area.

- 3.8 The RDS also provides Spatial Framework Guidance (SFG) relating to the components of the spatial framework. In this regard Metropolitan Newtownabbey is part of the Belfast Metropolitan Urban Area (BMUA), Antrim is a Main Hub and the remaining settlements in the Borough are part of the rural area.
- 3.9 The RDS seeks to grow the population of the City of Belfast (SFG2) and while not explicitly stated, this would appear to imply that population and housing growth in the BMUA should be focussed within the City Council boundary.
- 3.10 The RDS also seeks to grow the population of the Hubs (SFG12, p.72) and sustain rural communities living in smaller towns, villages, hamlets and the open countryside (SFG 13, p.74).
- 3.11 In order to assist Councils in planning for future housing growth the RDS defines Housing Growth Indicators (HGIs). These provide an estimate of new dwelling requirement for the period 2012 to 2025. The Department for Infrastructure published "2012 based Housing Growth Indicators (HGIs)" which set an indicator for the Borough of 7,200 new dwellings which is 7.66% of the Northern Ireland total of 94,000 new dwellings.
- 3.12 The RDS provides a Housing Evaluation Framework (p.42), to allow an assessment of the potential capacity of each settlement and to inform the distribution of housing growth to each settlement. This assessment is based on the resources, environmental capacity, transport links, economic development potential, character, and community services that each settlement possesses.

Table 3.1: Housing Evaluation Framework

Resource Test	Studies should be carried out to assess and detail the existence of community assets and physical infrastructure such as water, waste and sewage, including spare capacity.
Environmental Capacity Test	An assessment of the environmental assets of the settlement, the potential of flooding from rivers, the sea or surface water run-off and its potential to accommodate future outward growth without significant environmental degradation should be made.
Transport Test	Studies should be carried out to assess the potential for integrating land use and public transport and walking and cycling routes to help reduce reliance on the car.
Economic Development Test	The potential to facilitate an appropriate housing and jobs balance and to unlock any major strategic development opportunities should be assessed and detailed.
Urban and Rural Character Test	Assessment should be made of the potential to maintain a sense of place, and to integrate new development in a way that does not detract from the character and identity of the settlement.
Community Services Test	The potential to underpin and, where necessary, reinforce the community service role and function of the settlement should be assessed and detailed.

Source: RDS 2035 p. 42

- 3.13 The **Strategic Planning Policy Statement (SPPS)** notes that the regional strategic objectives for housing in settlements are to:

- *manage housing growth to achieve sustainable patterns of development;*
- *support urban and rural renaissance; and*
- *strengthen community cohesion.*

(SPPS, p69, para 6.135)

3.14 The SPPS states that the policy approach must be to facilitate an adequate and available supply of quality housing to meet the needs of everyone; promote more sustainable housing development within existing urban areas; and the provision of mixed housing development with homes in a range of sizes and tenures. (SPPS, p69, para 6.136)

3.15 The SPPS indicates that our LDP should bring forward a strategy for housing, together with policies and proposals that reflect the policy approach of the SPPS. These should aim to deliver increased housing density without town cramming; sustainable forms of development; good design; and balanced communities. (SPPS, p69, para 6.137)

3.16 It is noted in the SPPS that LDPs will be the main vehicle for assessing future housing land requirements and managing housing growth to achieve sustainable patterns of residential development (SPPS, p69, para 6.138).

3.17 The SPPS indicates that housing allocations in LDPs should be informed by:

- RDS Housing Growth Indicators (HGLs);
- Use of the RDS housing evaluation framework;
- Allowance for existing commitments;
- urban capacity studies;
- Allowance for windfall housing;
- Application of a sequential approach and identification of suitable sites;
- Housing Needs Assessment/Housing Market Analysis; and
- Transport Assessments.

(SPPS, p69, para 6.139)

3.18 The SPPS sets out a list of measures that should be contained within LDPs to achieve these aims and policy directions. These indicate that LDPs should:

- set out the overall housing provision for each settlement over the plan period;
- set development limits for all identified settlements;
- zone sites for housing in larger settlements to meet the full range of identified need. In smaller settlements areas plans may indicate where it is anticipated that most new housing will be located through the use of Housing Policy Areas (HPAs);
- provide for a managed release of housing land, in line a 'plan, monitor and manage' approach;

- identify sites or areas within settlements where the site (or part thereof) is required to meet one or more category of need and clearly state the proportion required;
- identify settlements where the HNA has found there to be an affordability pressure;
- zone land or include policy, as appropriate, to reflect the local need resulting from the demand for second homes;
- where justified, specify those sites or areas where the development of certain house types or a mix of house types will be required;
- set density levels for housing sites appropriate to the location of the site and the character of the surrounding area;
- identify areas within town centres where existing residential development will be protected;
- set requirements for the housing elements of sites identified for a mix of land-uses;
- include, where appropriate, specific policies to protect the distinctive nature and character of settlements;
- identify opportunity sites and specify the level of housing that is either required or is acceptable and any design requirements that should be applied;
- set out any additional plan policies or proposals (including key site requirements) to deliver quality residential environments. For example, plans may set out the main infrastructure requirements that developers will be expected to meet for zoned residential sites, local design requirements, and requirements for local neighbourhood facilities;
- identify sites requiring a development brief to be drawn up;
- include as supplementary planning guidance Concept Master Plans for major development sites; and
- contain specific policy for safeguarding the character of established residential areas.

3.19 The SPPS also identifies that a Housing Needs Assessment, undertaken by Northern Ireland Housing Executive (NIHE) will identify a range of specific housing needs including 'Affordable Housing', 'Travellers Accommodation' and 'Supported Housing'. The LDP will be the primary vehicle to facilitate the range of specific needs.

3.20 The SPPS sets out separate policy for the countryside⁵. For the purposes of the SPPS, the countryside is defined as land lying outside of settlement limits as identified in LDPs. The aim of the SPPS with regard to the countryside is to manage development in a manner which strikes a balance between protection of the environment from inappropriate development, while supporting and sustaining rural communities consistent with the RDS.

⁵ A call for evidence on Strategic planning policy for Development in the Countryside was instigated on 7 March 2016 and remains under review by the Department for Infrastructure.

- 3.21 The LDP is required to formulate a strategy together with policies and proposals based on clustering, consolidating, and grouping new development, particularly new residential development, with existing established buildings and promotes the re-use of previously used land and buildings.
- 3.22 The SPPS sets out strategic policy relating to the following forms of housing in the countryside:
- New dwellings in existing clusters
 - Replacement dwellings
 - Dwellings on farms
 - Dwellings for non-agricultural businesses;
 - Infill development;
 - The conversion and reuse of existing buildings for non-residential use;
 - A dwelling where there are personal and domestic circumstances;
 - A temporary caravan; and
 - Social and affordable housing development.

Existing Development Plans and Operational Planning Policies

- 3.23 The existing development plans, comprising the Antrim Area Plan 1984 – 2001 (as amended) (AAP) and the Belfast Metropolitan Area Plan 2015 (BMAP) identify land for housing and contain local policies for the management of housing development.
- 3.24 The BMA Housing Strategy aims to:
- accommodate delivery of a level of housing growth in accordance with the RDS direction on managing housing growth and distribution;
 - achieve revitalised and compact urban areas by accommodating as much housing as possible within existing urban footprints;
 - secure higher density development within urban areas while protecting the quality of the urban environment, particularly the character, amenity and environmental quality of established residential areas;
 - where necessary, identify locations for urban extensions elsewhere, avoiding significant environmental constraints, achieving compact urban forms and respecting well defined physical boundaries;
 - create the development of balanced local communities and provide housing choice by achieving a mix of tenures and meeting identified needs for social housing;
 - support the network of service centres based on towns, villages and small settlements in the Metropolitan Rural Area; and protect the rural areas surrounding the Metropolitan Urban Area from development pressures; and
 - Protect the rural areas surrounding the Metropolitan Urban Area from development pressures.

(BMAP, Vol 1, p. 34)

- 3.25 The BMA Countryside and Coast Strategy focuses on accommodating more housing in the main towns and villages in order to meet local need, maintain a strong network of settlements in the rural area, and sustain the rural community (BMAP, Vol 1 p.76).
- 3.26 The BMAP identified a total of 488ha of land for housing in Metropolitan Newtownabbey, Ballyclare and each of the villages to be developed over the 15 year plan period from 2000-2015. The Plan did not identify specific land for housing in the small settlements (hamlets).
- 3.27 The Antrim Area Plan does not explicitly define a housing strategy but sets out the following matters:-
- Allow for the trend towards smaller average household size;
 - Identify sufficient land inside development limits of towns to accommodate identified levels of residential development;
 - Encourage the orderly growth of the residential sectors of each settlement;
 - Give particular attention to environmental considerations and design details concerning the size, siting and layout of proposed residential developments;
 - Look sympathetically on higher density residential developments within the town centres of Antrim, Crumlin and Randalstown.
 - Take account of the densities of adjoining developments. Over a given area a grading of densities is to be preferred to a sudden increase
- 3.28 The AAP identified land for housing in Antrim, Crumlin and Randalstown to be developed over the 17-year plan period from 1984-2001. The Plan did not identify specific land for housing in the villages or hamlets.
- 3.29 Existing operational planning policies for assessing planning applications for various different types and scales of residential development are found in the following planning policy statements.
- PPS12 – Housing in Settlements
 - Policy HS 1: Living over the Shop
 - Policy HS 2: Social Housing
 - Policy HS 3: Travellers Accommodation
 - Policy HS 4: House Types and Size
 - PPS 7 – Quality Residential Environments
 - Policy QD 1: Quality in New Residential Development
 - Policy QD 2: Design Concept Statements, Concept Master Plans and Comprehensive Planning

- PPS 7 Addendum – Safeguarding the Character of Established Residential Areas
 - Policy LC 1: Protecting Local Character, Environmental Quality and Residential Amenity
 - Policy LC 2: The Conversion or Change of Use of Existing Buildings to Flats or Apartments
 - Policy LC 3: Permeable Paving in New Residential Developments
- PPS 7 Addendum – Residential Extensions and Alterations.
 - Policy EXT 1: Residential Extensions and Alterations
- PPS 8 – Open Space, Sport and Outdoor Recreation
 - Policy OS 2: Public Open Space in New Residential Development
- PPS21 – Sustainable Development in the Countryside
 - Policy CTY 2a: New Dwellings in Existing Clusters
 - Policy CTY 3: Replacement Dwellings
 - Policy CTY 4: The Conversion and Reuse of Existing Buildings
 - Policy CTY 5: Social and Affordable Housing
 - Policy CTY 6: Personal and Domestic Circumstances
 - Policy CTY 7: Dwellings for Non-Agricultural Business Enterprises
 - Policy CTY 8: Ribbon Development
 - Policy CTY 9: Residential Caravans and Mobile Homes
 - Policy CTY 10: Dwellings on Farms

3.30 Further details of the policies contained in these PPSs will be set out in the paper, Interim Review of Planning Policy.

Existing Housing Stock Characteristics

- 3.31 An assessment of the Borough's existing housing stock characteristics provides an important baseline upon which to plan for future housing growth. These characteristics include spatial distribution, house type, tenure, affordability and vacancy, each of which is considered in detail below.
- 3.32 The Northern Ireland Housing Stock Statistics (published jointly by NISRA and LPS in Jun 2016) recorded a total of 58,270 dwellings in the Borough on 1 April 2016.

Housing Type

- 3.33 Housing type categorises dwellings as apartments, detached, semi-detached or terraced. The Borough's total number and percentage of dwellings by type on 1 April 2016 is illustrated in Table 3.2. This indicates that the percentage of dwellings in the Borough that are apartments and terraced homes is broadly similar to the Northern Ireland average, but the proportion of semi-detached dwellings is above the NI average and the proportion of detached dwellings is below the Northern Ireland average.

Table 3.2: Number and Percentage of Dwellings by Type on 1 April 2016

	Apartment	Detached	Semi-Detached	Terrace	Total Housing Stock
Antrim and Newtownabbey	6,382 10.95%	19,570 33.59%	15,308 26.27%	17,010 29.19%	58,270 100%
Northern Ireland	82,548 10.63%	276,816 35.65%	192,216 24.75%	224,946 28.97%	776,526 100%

Source: NISRA/LPS Northern Ireland Housing Stock, Jun 2016

Tenure

- 3.34 Housing tenure categorises dwellings as owner-occupied, shared ownership, social rented, private rented, other rented or rent free. The social rented sector comprises dwellings provided by the NIHE and registered housing associations.
- 3.35 The 2011 Census recorded the tenure type of the homes each household occupied. Almost three quarters of the households in the Borough comprise owner occupied homes and almost one quarter are in rented accommodation with a small remainder in shared ownership or rent free accommodation.
- 3.36 Notably the rate of owner occupation is 72% which is over 5% higher than the Northern Ireland average of 67%. Shared ownership tenure at 0.76% also forms a higher percentage in the Borough than the Northern Ireland average of 0.6%. The remaining social rented (12.5%), private rented (10.5%), other rented (1.8%) and rent free (2.1%) categories all contribute a lower percentage and one which is lower than the Northern Ireland average in each case.

Table 3.3: Percentage of Households by Tenure Census 2011

	Owner Occupied	Shared Ownership	Social Rented	Private rented	Other Rented	Rent Free
Antrim and Newtownabbey	72.22%	0.76%	12.54%	10.54%	1.80%	2.13%
Northern Ireland	66.90%	0.60%	14.91%	13.54%	1.54%	2.51%

Source: Census 2011

Social Housing

- 3.37 There are 6,583 NIHE dwellings and 1,292 housing association dwellings, providing a total of 7875 social housing dwellings in the Borough. Table 3.4 identifies the distribution of existing NIHE housing stock throughout the Borough, with the distribution roughly in accordance with each settlement's position within the hierarchy.

Table 3.4: Housing Executive Stock at March 2015

	Number of Homes
Metropolitan Newtownabbey	3,640
Antrim	1,915
Ballyclare	505
Crumlin	104
Randalstown	188

Ballynure	14
Doagh	80
Parkgate/Templepatrick	33
Toome	99
Roughfort	5
Antrim and Newtownabbey	6,583

Source: Antrim and Newtownabbey Housing Investment Plan 2015-2019.

- 3.38 The NIHE has published its Antrim and Newtownabbey Housing Investment Plan 2015 – 2019, which sets out the main issues for the housing sector in the Borough, with the intention to initiate discussion. One element of the report details the housing waiting list situation at March 2015.
- 3.39 The waiting list can be used to help assess the overall pressure for social housing in the Borough, as well as identifying those settlements where pressure is greatest. Table 3.5 identifies that overall there were 2628 waiting list applications at March 2015. Of these, 1519 or 58% were deemed to be in a situation of 'housing stress' (applicants with a points total greater than 30). There were 584 housing allocations made, which was 22% of applications. The report identifies that the areas in greatest need are Antrim Town, Crumlin, along with Rushpark and Glengormley in Metropolitan Newtownabbey. It also identifies that single elderly and small adult households comprise approximately 70% of those under housing stress on the waiting list. It states that future housing mix in new build developments will have to cater for these groups.

Table 3.5: Housing Applicants at March 2015

	Applicants	Applicants in Housing Stress	Allocations Made
Metropolitan Newtownabbey	1,506	910	275
Antrim	560	284	172
Ballyclare	177	94	51
Crumlin	178	116	54
Randalstown	127	70	20
Ballynure	6	3	0
Doagh	21	12	6
Parkgate/Templepatrick	31	17	4
Toome	20	11	2
Roughfort	2	2	0
Antrim and Newtownabbey	2,628	1,519	584

Source: Antrim and Newtownabbey Housing Investment Plan 2015-2019.

- 3.40 Further information on social and affordable housing is identified in the Annual Housing Needs Assessment publication prepared by NIHE. These assist in the

preparation of LDPs, through an annual update of the housing need assessment for Social, Supported and Traveller housing. This is carried out to identify the social housing need requirement for additional housing units based on the number of general needs applicants on the common waiting list.

- 3.41 The Annual Housing Needs Assessment for Antrim and Newtownabbey, published in January 2016, indicates that there is a requirement for 803 new social housing units between 2015 and 2020 in the Borough. Additionally there is a requirement for 59 supported housing units in the Borough for the period 2015/16 – 2017/18 and also a requirement for a range of accommodation for 9 Traveller families identified for the Borough. Table 3.6 indicates that greatest need is concentrated in Antrim town (126 units), Glengormley (107 units) and Crumlin (94 units).

Table 3.6: Social Housing Need Assessment by Settlement

Settlement	Social Housing Need (Units) 5 Year (2015-20)
Metropolitan Newtownabbey	456
Antrim Town	126
Ballyclare	56
Crumlin	94
Randalstown	47
Parkgate/Templepatrick	13
Toomebridge	0
Ballynure	3
Doagh/Kelburn Park	7
Oakview/Roughfort	1
Total social new build requirement	803

Source: Annual Housing Needs Assessment, NIHE, Jan 2016

Affordable Housing

- 3.42 A gap in market provision can occur if house prices rise beyond that which is affordable. Affordability is determined by price, average incomes and access to borrowing which can be a particularly difficult issue for first time buyers.
- 3.43 Since 2001, the Northern Ireland Housing Executive (NIHE) has published an affordability index developed in partnership with the University of Ulster to provide an evidence base for how changes in the housing market affect first-time buyers' ability to enter the market. Following a review in 2013, this affordability index has been refined and now uses the concept of an Affordable Limit to capture the ratio of the maximum allowable loan to income and assumes that the maximum monthly income which can be dedicated to repaying the mortgage is 35 per cent.
- 3.44 The research paper Affordability in the Private Market, (NIHE/UU, September 2014), indicates that affordability over the period 2010-2013 has improved greatly. The ratio of homes sold in Antrim and Newtownabbey that were

affordable was 27% in 2010, rising to 37% in 2013. This reflects the drop in average house price over this period and affordability is significantly greater than that at the height housing market in 2006/2007.

- 3.45 Northern Ireland is the only region of the United Kingdom that does not have a contribution scheme to provide affordable housing in mixed tenure developments, delivered through the planning system. The Department of Social Development commissioned the **'Developer Contributions for Affordable Housing in Northern Ireland' (2015)** report which looked at this situation. Research was undertaken against a backdrop of a fragile housing market, low levels of house building and significant need for new affordable housing. Not surprisingly the subject led to significant difference of opinion as outlined below in table 3.7.

Table 3.7: Arguments in relation to Developer Contribution Schemes in NI

Strongly in Favour	Strongly Against
<ul style="list-style-type: none"> • Meet need for affordable housing • Access land for affordable housing • Complement grant investment • Tackle monotenure development 	<ul style="list-style-type: none"> • Undermine recovery • Damage values / scheme viability • Unfair tax • Social impacts strongly negative • Developers and landowners may disengage

Source: Developer Contributions for Affordable Housing in NI, DSD, 2015

- 3.46 The report concluded that introducing a developer contribution scheme with a single percentage of affordable housing across Northern Ireland will not work given current market conditions. In Belfast and its environs a scheme could be considered but the timing, percentage target and form of provision (e.g. units on site versus land) is best left to local decision makers working through the local development plan process. Outside of Belfast and its immediate environs there is no capacity in viability terms to introduce affordable housing, as values will need to increase substantially to allow this.

Vacancy and Unfitness Levels

- 3.47 In considering the need for new housing units, account needs to be taken of vacancy levels and unfitness rates. The housing stock of an area includes both occupied and vacant homes. Some of this accommodation may be unfit and some may become unfit in the future. These factors will all influence the need for additional housing stock and consequently the area of land required for such development.
- 3.48 Apart from new-builds not yet occupied, properties may be empty for a number of reasons. With recent fluctuations in the housing market, some may be pending re-sale or re-letting. Some may be unfit for habitation or are pending repair or improvement, whilst others may be second homes not

permanently occupied. These properties are currently out of use and therefore reduce the supply of available housing. In order to address this, the Department for Social Development in partnership with NIHE launched a new five year Empty Homes Strategy and Action Plan in September 2013 aimed at bringing empty homes back into use. It is estimated that there are around 32,000 empty homes across Northern Ireland.

- 3.49 As indicated in Antrim and Newtownabbey Housing Investment Plan 2015-2019, research undertaken by NIHE following the 2011 House Condition Survey estimates that between 2001 and 2011 unfit dwellings in legacy Antrim and Newtownabbey Districts rose from 2.9% to 4% and 1.3% to 3% respectively. The main causes of this are identified as reductions in grant funding for maintenance schemes and decreased consumer spending on housing maintenance.
- 3.50 In terms of 'decent homes' which considers a range of factors beyond unfitness including one that meets modern standards, the 2011 Housing Condition survey found that 10% of dwellings in the former Antrim Borough and 7% in the former Newtownabbey Borough were recorded as failing decent homes standards.

Recent Build Rates

- 3.51 Before considering the level of future housing growth that should be accommodated, it is useful to consider build rates in recent years. These are not constant but fluctuate each year as they react to changing market circumstances.
- 3.52 As has been outlined above, DRD has reviewed the HGIs for the period 2012-2025 based on the most up-to-date statistical information and has identified a figure of 7200 dwelling units for the Borough.
- 3.53 This is a very significant reduction from the previous HGI for the period 2008-2025, even though this related to a slightly longer timeframe. The former Antrim Borough HGI was 7300 units in itself. The former Newtownabbey Borough did not have a specific indicator because it was part of the Belfast Metropolitan Area which had an overall indicator of 60,800 dwellings. However, based on its share of the Metropolitan Area population (just over 12.5%), it would suggest a HGI of at least 7,700.
- 3.54 A useful way to forecast potential future housing growth is to look at past development trends and in particular average annual build rates. Since 1st April 2012 is the start of the HGI period, it is useful to examine housebuilding in the period since, as built units are also a component of the overall housing land supply.
- 3.55 However given market conditions and the acknowledged lower level of housebuilding that has taken place in recent years, recent build rates may be

artificially low and it may be useful to also look at build rates over a longer period. The annual Housing Land Availability Summary Reports (DOE) provide figures for various years which can be used for comparison purposes.

Table 3.8: Housing Build Rates within Settlements

	Completion Dec 98 to Jul 2008	Average Build Rate per annum Dec 1998 to Jul 2008	Completion Dec 1998 to Mar 2015	Average Build Rate per annum Dec 1998 to Mar 2015	Completion Apr 2012 to Mar 2015	Average Build Rate per annum Apr 2012 to Mar 2015
Metropolitan Newtownabbey	4128	476.6	4,819	296.5	284	95
Antrim	2040	235.5	2,369	145.7	172	57
Ballyclare	862	99.5	1,018	62.6	75	25
Crumlin	384	44.3	469	28.8	72	24
Randalstown	324	37.4	369	22.7	35	12
Other Settlements	873	30.2	1,141	17.6	60	20
Total	8611	995	10,185	627	698	233

Source: Derived from DOE Annual Housing Monitor figures

- 3.56 As can be seen in Table 3.8, the build rate for the Borough has been 233 units per year, in the 3 year period, 2012 to 2015. For the period Dec 98 to end July 2008, which takes in the boom house building years the build rate is very significantly higher at 995 units per annum. For the longer 16.25 year period, the average annual build rate for the Borough is 627 units per annum.
- 3.57 The RDS and SPPS policy direction is to apply a sequential approach to site selection, whereby in the first instance, previously developed and undeveloped land within the urban footprints⁶ of settlements over 5000 population should be zoned for housing before any extensions to towns or cities. It is therefore useful to look at the locations of built dwellings within those settlements close to or over 5000 population, as shown below.

Table 3.9: % of Units Built within Urban Footprints by Year

	06	07	08	09	10	11	12	13	14	15
Newtownabbey	85	49	36	63	36	45	60	60	76	70
Antrim	31	19	55	38	33	28	12	22	46	42
Ballyclare	27	60	88	100	100	71	82	40	33	35
Crumlin	100	100	100	n/a	70	100	0	94	100	98
Randalstown	100	100	100	100	100	100	100	100	100	100

Source : Annual Housing Monitor

⁶ A continuous built-up area of the settlement. The boundary will be represented by an uninterrupted line, often lying inside the planned settlement limit. The urban footprint contains land which has a formal urban use including land on the edge of the settlement where it forms part of the curtilage of a building. However, this does not necessarily imply that gardens are acceptable for housing development. Undeveloped zoned land at the edge of the settlement will be excluded. Urban footprints have been identified and set as a baseline as of January 2001. (RDS 2035)

3.58 As indicated in table 3.9, the percentage of housing units built within the urban footprint varies across the Borough. In general those settlements which have large amounts of land remaining for housing tend to have a higher percentage of dwellings built outside of the urban footprint on 'greenfield sites', for example Antrim and Ballyclare. This can be compared against settlements which have been 'built out' more generally, with smaller amounts of remaining housing land on 'greenfield sites', for example Crumlin and Randalstown. In these locations new dwellings tend to be built within the existing urban area.

Housing Land Supply

Uptake of existing zoned housing land

- 3.59 The Borough's housing land supply comprises undeveloped land identified for housing in existing development plans (BMAP and AAP) plus other land with an unimplemented planning permission for residential development.
- 3.60 Within BMAP, over the plan period approximately 257ha of land is zoned for housing within the existing settlement development limit of Metropolitan Newtownabbey, 183ha of land for zoned for housing within the existing settlement development limit of Ballyclare and 12ha of land zoned within that part of Greenisland now within the Borough, due to boundary changes.
- 3.61 In the AAP, within the existing settlement development limit of Antrim around 177ha of land was zoned for housing both through phase 1 and 2 zoning, with all the phase 2 zoned housing land released for development in 2013. Within the existing settlement development limits of Crumlin and Randalstown approximately 45ha of land was zoned for housing in each settlement.

Table 3.10: Uptake of Zoned Housing Land at March 2015

	Zoned through the extant plan (ha)	Area Remaining on zoned land (ha)	Remaining potential on zoned land (units)	% of zoned land remaining
Newtownabbey	269.4	124.22	3,169	46.2
Antrim Town	177	77.18	2,164	43.6
Ballyclare	183	149.17	3,082	81.5
Crumlin	45	6.24	168	13.8
Randalstown	45	10.65	269	23.6
Total	719.4	367.46	8,852	51

Source: Derived from Annual Housing Monitor 2015 figures

- 3.62 As can be seen in table 3.10, in the Borough as a whole, approximately 368ha or 51% of housing land originally zoned in the existing area plans, remains undeveloped. This land has a remaining potential for 8852 dwellings.
- 3.63 There is however significant spatial variation amongst the settlements. Crumlin and Randalstown have quite limited amounts of zoned housing land remaining, with Ballyclare showing very significant remaining potential.
- 3.64 This can be explained by the fact that the AAP is significantly beyond its replacement date and consequently the vast majority of zoned housing land has been developed as the settlements have grown over the plan period. There does however appear to be significant remaining potential within Antrim Town, as 43% of the original housing zoning or potential for over 2100 dwellings remains. There would appear to have been very generous zoning of housing land in Antrim Town in the AAP.
- 3.65 The more recent adoption of BMAP 2015, results in more zoned housing land remaining. There is however notable potential in Ballyclare, with zoned housing land for nearly 3100 dwellings remaining. This can be attributed in large part to the significant housing zonings located to the North and West of Ballyclare associated with the proposed Ballyclare Relief Road.
- 3.66 BMAP 2015 also identifies Housing Land Use Policy Areas in the villages which are outlined below in table 3.11.

Table 3.11: Uptake of Housing Land Use Policy Areas at March 2015

	Designated through extant plan (ha)	Remaining potential on HLUPA (units)	Area Remaining on HLUPA (ha)	% of HLUPA remaining
Ballyeaston	0.28	4	0.28	100
Ballynure	9	4	0.13	1.4
Ballyrobert	7.7	26	1.33	17.2
Cogry	4.67	58	2.6	55.6
Doagh	19.57	250	10.07	51.4
Straid	3	0	0	0
Total	44.22	342	14.41	32.5

Source: Derived from Annual Housing Monitor 2015 figures

- 3.67 Again there is significant spatial variation in the figures, with some settlements with all the housing land remaining and others with none or very little. However in overall terms, the HLUPA element of the overall land identified for housing in BMAP is a small component.
- 3.68 When 'land zoned for housing' and identified for 'housing land use policy areas' are combined, there are 9194 units of remaining potential within the Borough. This figure does not take into account the potential on un-zoned land, where planning approvals, whether extant or expired also contribute

significantly to the overall housing land supply. This component of a settlements housing land supply is known as the 'windfall'⁷ figure.

3.69 Table 3.12 below indicates that in total (zoned housing land with or without approval and on un-zoned land with planning approval either extant or expired) there is a remaining potential for 13903 dwellings, on 570ha of land within the settlements in the Borough. Details of individual sites and associated maps for each settlement are set out in the Annual Housing Monitor 2015 for the Borough which is published on the Council's website.

3.70 The Annual Housing Monitor figures as detailed below include:

- all approvals (outline, full and Reserved Matters) for housing on un-zoned land (whether extant or expired applications);
- all housing zonings (with or without planning approvals); and
- all housing approved through the planning appeals process.

3.71 The Housing Monitor thus includes all areas identified as potentially suitable for residential development in current Development Plans and any other area within settlements which has been granted planning permission for residential development and where circumstances have not changed such that the potential for this development no longer exists.

3.72 Following the transfer of planning powers to the Council in April 2015, the Planning Section has been working closely with Building Control colleagues to ensure that the information provided is as accurate as possible. This is an ongoing process and refinements to the methodology involved in future Housing Monitors will potentially mean that variations may occur in the figures for individual sites. However this is unlikely to be significant in the overall housing land context of the Borough.

3.73 These figures therefore give a broad indication of housing land supply within each settlement. A full and detailed housing land supply analysis for each settlement in the Borough will be carried out as the LDP progresses in accordance with the requirements of the SPPS.

3.74 For example this will involve Urban Capacity studies, which will help identify the level of underutilised land within the urban footprint of the larger settlements in the Borough, which has the potential to be ultimately brought forward as housing zoning in the new LDP.

⁷ Housing sites that were neither zoned nor anticipated during the formulation of the development plan but which have become available during the lifetime of the plan.

Table 3.12: Housing Land Supply at 1 April 2015

Settlement	Housing Land Supply (in hectares)	Estimated Number of Dwellings
Metropolitan Newtownabbey	170.3	4,434
Antrim	126.1	3,509
Ballyclare	165.8	3,503
Crumlin	15.3	404
Randalstown	26	560
Ballyeaston	0.37	8
Ballynure	0.8	27
Ballyrobert	3.89	82
Burnside (Cogry / Kilbride)	4.9	152
Doagh	11.2	278
Dunadry	5.6	82
Parkgate	0.5	12
Straid	0.1	4
Templepatrick	9.7	220
Toome	14.4	362
Ballycor	0.9	6
Ballycraigy	0.1	1
Bruslee	0.2	2
Craigarogan	0.5	3
Creggan	5.1	128
Groggan	0.59	21
Hillhead	1.3	10
Killead	0.6	13
Kingsmoss	0	0
Lowtown	0	0
Millbank	2.2	18
Milltown	2.7	46
Moneyglass	0.5	13
Roughfort	0.5	5
Tildarg	0	0
Total	570.2	13,903

Source: Annual Housing Monitor 2015

- 3.75 Since the HGI for the Borough for the period 2012-2025 is 7200 dwellings, house completions in the period from 2012-2015 amounted to 698 and the Annual Housing Monitor 2015 indicates there is existing potential for 13,903 dwellings. Consequently this equates to a potential excess of 7401 dwellings in the period to 2025 over and above the RDS 2035 new build housing requirement. Obviously this is very substantially over the indicated requirement to 2025.
- 3.76 As the LDP period runs to 2030, 5 years beyond the HGI period, on a pro rata basis, it is estimated that a further 2,770 dwellings would be required ($7,200 \text{ units} \div 13 \text{ years} \times 18 \text{ years}$) bringing the total dwelling requirement to 9,970

dwelling to the end of the LDP period. Again total remaining potential housing yield within settlements is significantly in excess of this figure.

- 3.77 The average annual build rates identified in Table 3.8 above, over the short, medium and longer terms, can give us an indication of how many years land supply is available based on current remaining potential.

Table 3.13: Years of Housing Supply

	Build Rate per annum within settlements	Years supply (based on 13903 remaining potential within settlements)
Short (April 2012 to March 2015)	233	(13903÷233=) 59
Medium (December 1998 to July 2008)	995	(13903÷995=) 14
Long (December 1998 to March 2015)	627	(13903÷627=) 22

- 3.78 As table 3.13 above indicates the average annual build rates, calculated over the short, medium and long terms, result in a highly variable range of years supply of housing land.
- 3.79 Over the short term 3 year period (taking in the period of reduced housing completions), there would hypothetically be 59 years of housing land supply available within current settlement limits. Over the medium terms 8.66 year period (which takes in the 'boom' years of increased housing completions) there would be 14 years of housing land supply available. Over the longer 16.25 year period (which averages out the peaks and troughs of housing completions) there would be 22 years of housing land supply available. It is considered that the longer period represents a more accurate reflection of the level of housing completion in the Borough.

Rural Housing

- 3.80 Within the overall HGI figure for Antrim and Newtownabbey of 7200 dwelling units, allowance also has to be made for dwellings outside of settlements in the rural area. Since 2010, applications for dwellings within the rural area have been considered in relation to Planning Policy Statement 21, with the aim to manage development in the countryside in a sustainable manner that meets the needs of the rural community. As a consequence, area plan policies have had little influence on the approval of dwellings within the countryside since greenbelt and countryside policy area designations were removed from area plans. However with the recent publication of the SPPS, LDPs will be able to formulate their own strategy for development in the countryside, although within the confines of the approach outlined in the SPPS.

Table 3.14: Planning Approvals for Rural New Single Dwellings (Full & Reserved Matters) from 2007 to 2015

	Antrim	Newtownabbey	Total
	No. of Approved Applications	No. of Approved Applications	No. of Approved Applications
2007-2008	215	2	217
2008-2009	138	2	140
2009-2010	101	7	108
2010-2011	59	21	80
2011-2012	54	23	77
2012-2013	41	18	59
2013-2014	37	18	55
2014-2015	38	23	61

Source: DOE Planning Statistics

- 3.81 As can be seen in table 3.14, which details rural new single dwelling approvals (Full and Reserved Matters) in the Borough from 2007 to 2015, there has been a significant decline in the number of approvals overall. From 217 approvals in 2007-2008, falling to just 61 approvals in 2014-2015. The actual numbers of approvals are also relatively low within the overall context of other council areas in Northern Ireland.
- 3.82 There is also a significant spatial variation in the Borough, with fewer numbers of approvals in the former Newtownabbey Council area. These low numbers are attributable to the much smaller rural area of the former Newtownabbey area and may also be a function of the historic restrictive policy regime, through total greenbelt coverage outside of settlement limits. It is also notable that the number of approvals in the former Newtownabbey area has actually risen since 2010.
- 3.83 In the former Antrim Council area, approvals have been significantly higher, due to a larger rural component and historically a more relaxed policy regime through the large amount of rural remainder which existed under the AAP. Approvals however have declined significantly in proportional and absolute terms since 2010.
- 3.84 It is difficult to say whether the overall decline occurred as a consequence of the publication of PPS21 in 2010 or is a function of the overall significant decline in housebuilding as witnessed in the urban area due to prevailing economic conditions. The unusually high levels of applications in the 2007-2008 period may also have occurred as a result of speculative applications in anticipation of the publication of the restrictive draft PPS14 policy regime.
- 3.85 In terms of housing completions in the rural area, as table 3.15 illustrates, this component is relatively small in comparison with housing completions in the urban area.

Table 3.15: Dwelling completions within the rural area Apr 2012 to Mar 15

	Rural Completions Apr 2012 to Mar 2015	Ave Annual Rural Build rate Apr 12 to Mar 15
Former Antrim	161	54
Former Newtownabbey	22	7
Total	183	61

Source: ANBC Building Control Completions figures

- 3.86 In the 3 year period April 2012 to March 2015, a total of 183 dwellings were completed within the rural area. The vast majority of these (161) were within the former Antrim area compared to the former Newtownabbey area (22) and together equate for a build rate over the period of 61 dwellings per annum. The above figures are derived from building control information for new dwelling completions in the rural area, which were *not* described as 'replacement' in the description. A full and detailed assessment of rural dwelling numbers and locations will be undertaken as part of the countryside assessment in the LDP and therefore it is anticipated that some variation may occur in these figures.
- 3.87 Generally these figures reflect the number of approved applications in the former Antrim and Newtownabbey areas. It is however anticipated that completions will reduce in the near future to reflect the significant lower numbers of approvals in the former Antrim area as shown in table 3.14. It is considered that an estimate of a build rate of 50 dwellings per annum would be at the upper end of the spectrum and thus result in a rural housing yield of 750 dwellings over the life time of the plan.

Key Findings

- There are currently 30 settlements defined in the Borough.
- The total housing stock in the Borough is 58,270 dwellings.
- Three quarters of all dwelling are owner occupied.
- There is a greater proportion of semi-detached dwellings and a lesser proportion of detached dwellings than the Northern Ireland average.
- There are 7875 social housing dwellings in total. 6583 Housing Executive and 1292 housing association.
- At present it is considered that given the level of house prices, 'developer contributions' for Affordable Housing would not be viable in Antrim and Newtownabbey.
- There were 2628 general social housing waiting list applications at March 2015. 70% of these applications are in housing stress.
- Single elderly and small adult households comprise approximately 70% of those under housing stress on the waiting list.
- There is a requirement for 803 new social housing units between 2015 and 2020.

- NIHE have indicated that the greatest social housing need is concentrated in Antrim town, Glengormley and Crumlin.
- The level of unfit dwellings in Antrim and Newtownabbey Districts rose from 2.9% to 4% and 1.3% to 3% respectively in the years 2001 to 2011.
- The Housing Growth Indicator figure is 7200 dwelling units from 2012 to 2025.
- From 2012 to 2015, 698 dwellings were built within the 30 settlements, with a build rate of 233 per annum.
- The percentage of dwellings built within the urban footprint of settlements, is higher in those settlements with lower amounts of remaining potential.
- 51% of the land zoned for housing in the existing area plans remains undeveloped, with a potential for 8852 dwellings. There is significant variation between settlements in terms of housing zoning remaining.
- 32% of land designated as Housing Land Use Policy Areas within villages remains undeveloped with a potential for 342 dwellings. There is significant variation between settlements in terms of housing land use policy areas remaining.
- Overall (zoned housing land, housing land use policy areas and un-zoned land with extant or expired residential approvals) there is remaining potential within the 30 settlements for 13903 dwellings, on 570ha of land.
- There has been a substantial decrease in the number of dwelling approvals in the rural area since 2010.
- From 2012 to 2015, 183 dwellings were built within the rural area, equating to a build rate of 61 per annum.
- It is considered that the rural build rate is on a downward trend as reflected in approval rates and an estimate of 50 dwelling completions per annum would be at the upper end of the spectrum. This would result in a rural housing supply of 750 units over lifetime of the plan 2015 to 2030.

Next Steps

- 3.88 As directed by the SPPS a number of detailed assessments will be undertaken in relation to housing as the LDP progresses. This will include a full and detailed assessment of both urban and rural existing housing patterns to help identify and plan the location and extent of future housing growth within the Borough.
- 3.89 Urban Capacity Studies are examples of such studies, which identify underutilised land within settlements which may potentially be brought forward as new housing zonings.

4 Community Facilities

- 4.1 Community facilities can be defined as those undertakings which provide necessary services for the wellbeing of society. These include educational facilities, libraries, health and social services, cultural and arts facilities and other essential public services.
- 4.2 This section of the evidence paper aims to provide a strategic overview of community facilities in the Borough and collates evidence on the following:
- Education and Childcare Provision;
 - Health and Social Care Provision;
 - Community, Cultural and Leisure Facilities; and
 - Other Essential Public Services.
- 4.3 It is important to note that community facilities are provided by a wide range of public and voluntary sector organisations and that identification of the need and future provision for these services does not lie directly with the LDP. However, the LDP will have a role in facilitating the provision of community facilities through policy provision for the management of such development and the zoning of land specifically for this use.
- 4.4 The formulation of the LDP requires consultation with the relevant bodies with statutory responsibility for service provision in order to identify sufficient land to meet their requirements within the Borough and also engagement with the community to identify local issues which they see as critical in terms of providing adequate community facilities.

Regional Policy Context

- 4.5 One of the overarching principles of Everyone's Involved **Sustainable Development Strategy** (SDS) for Northern Ireland (2010) is to ensure a strong, healthy, just and equal society, which it states can be achieved by meeting the diverse needs of all people in existing and future communities, promoting personal well-being, social cohesion and inclusion and creating equal opportunity for all. The provision of appropriate community facilities can contribute to meeting these aims.
- 4.6 The **Regional Development Strategy** (RDS) states that *"improved health and well-being is in part derived from easy access to appropriate services and facilities."* Central to the implementation of the RDS, a spatial framework is required to enable strategic choices to be made in relation to development and infrastructural investment. The guiding principle of the Spatial Framework is to put the person at the centre, through an understanding of how different places are influenced by the range of services and functions required by individuals, where they are located, how frequently they are used and by whom. The 'Hierarchy of Settlements and Related Infrastructure Wheel' (RDS p. 24) and Figure 1.1 of this evidence paper, illustrates the range of public and

private services needed to ensure citizens have access to the necessary economic, social and cultural opportunities and the most appropriate locations for these.

- 4.7 The **Strategic Planning Policy Statement** (SPPS) states that LDP's should allocate sufficient land to meet the anticipated needs of the community, in terms of health, education and other public services (Page 95). It also states that town centres are important hubs for a range of uses which in part include community facilities. Among its strategic objectives for town centres and retailing, the SPPS states that town centres should be the first preference for locating other main town centre uses, which include cultural facilities and that the diversity of town centres should be protected and enhanced through the range of town centre uses. A strategy, policies and proposals for town centres and retailing within the LDP must promote a town centre first approach for retailing and other town centre uses (which include community facilities).
- 4.8 The SPPS advises that the plan making process may involve liaison with bodies and agencies to understand and take account of health issues and the needs of local communities where appropriate. It also directs that where appropriate the council may bring forward local policies that contribute to improving health and well-being as well as those which promote social cohesion and the development of social capital, the provision of health, security, community, and cultural infrastructure and other local facilities.

Existing Development Plans and Operational Planning Policies

- 4.9 The Antrim Area Plan 1984 – 2001 (AAP) clarifies the responsibility for educational facilities stating the number of controlled and maintained primary and secondary schools and the number of existing and proposed libraries in the area. It also specifies who is responsible for Health and Social Services and the medical facilities currently available within the area. It also provides some background information on the development of community associations and community halls, particularly within Antrim Town.
- 4.10 Belfast Metropolitan Area Plan 2015 (BMAP) contains an Education, Health, Community and Cultural Facilities Strategy comprising the following elements:
- to facilitate the delivery of service provision within the Plan throughout the plan period; and
 - to highlight as appropriate requirements for new service provision through key site requirements.
- 4.11 This strategy is facilitated through the Education, Health, Community and Cultural Facilities Policy, CF 1; Protection of land for Education, Health, Community and Cultural Facilities, which states that:
- planning permission will not be granted for alternative uses on lands identified for the provision of education, health, community uses or cultural facilities.

- Lands proposed for education, health, community or cultural uses by the relevant providers or District Councils are identified in the relevant District Proposals. Exceptionally, where lands identified for community uses become surplus to requirements alternative uses may be acceptable.
- 4.12 Current planning policies for community needs are set out in the **Planning Strategy for Rural Northern Ireland (PSRNI)**, Policy PSU 1. The aim of which is to allocate sufficient land to meet the anticipated needs of the community, in terms of health, education and other public facilities.
- 4.13 **PPS 21**, policy CTY1 also states that a necessary community facility to serve the local rural population is acceptable in principle subject to usual citing and design criteria. **PPS 7**, policy QD1 also states that for all proposals for residential development, that adequate provision is made for local neighbourhood facilities, to be provided by the developer as an integral part of the development.
- 4.14 Supplementary planning guidance is contained in DCAN 9: Residential and Nursing Homes and DCAN 13: Crèches, Day Nurseries and Pre-School Playgroups

Education and Childcare Provision

- 4.15 The Department of Education (DE) has overall responsibility for education policy up to higher and further education level, where responsibility then falls to the Department for Employment and Learning (DEL). Since April 2015, the five former education and library boards have been replaced by a single Education Authority (EA) with 5 sub-regional office locations. The education facilities in the Borough are shown in Figure 4.3
- 4.16 Responsibility for the provision of primary and post primary education in the Borough rests mainly with the following providers:
- Education Authority (North East Region);
 - Northern Ireland Council for Integrated Education NICIE;
 - Council for Catholic Maintained Schools (CCMS); and
 - Comhairle na Gaelscolaíochta (Council for Irish Medium Education).

Primary School Provision

- 4.17 As indicated in table 4.1 within the Borough there are a total of 53 primary schools, with 12350 pupils enrolled. The controlled sector is the largest provider with 33 schools and 7654 pupils. Catholic Maintained primary schools amount to 13 schools and 3499 pupils, Controlled Integrated amount to 4 schools and 845 pupils, Other Maintained have 2 schools and 231 pupils and 1 School is Grant Maintained Integrated with 121 pupils.

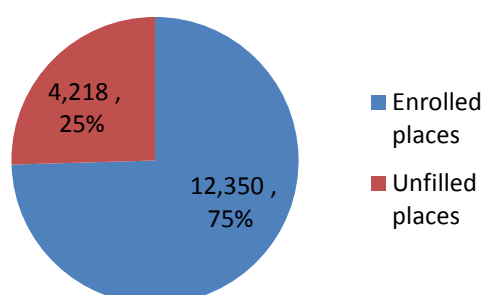
Table 4.1: Primary Schools enrolments 2014/15

School	Approved Enrolment	Total Enrolment	Unfilled Spaces	Percentage unfilled
Abbots Cross Primary School	523	291	232	44%
Ashgrove Primary	374	376	-	0%
Ballyhenry Primary School	317	146	171	54%
Carnmoney Primary School	448	395	53	12%
Earlview Primary	221	163	58	26%
Gaelscoil Eanna	174	152	22	13%
Glengormley Integrated Primary School	446	332	114	26%
Hollybank Primary School	440	143	297	68%
Kings Park Primary School	425	392	33	8%
Mallusk Primary School	132	10	122	92%
Mossgrove Primary School	330	219	111	34%
Mossley Primary School	610	621	-	0%
Rathcoole Primary School	488	79	409	84%
St Bernard's Primary School	535	531	4	1%
St James' Primary School	387	240	147	38%
St Macnissi's Primary School	210	193	17	8%
St Mary's-on-The-Hill Primary School	430	350	80	19%
Whiteabbey Primary School	414	420	-	0%
Whitehouse Primary School	406	405	1	0%
Metropolitan Newtownabbey sub-total	7,310	5,458	1,871	26%
Antrim Primary School	600	606	-	0%
Ballycraig Primary School	326	148	178	55%
Greystone Primary School	394	184	210	53%
Parkhall Primary School	443	217	226	51%
Rathenraw Integrated Primary School	223	87	136	61%
Round Tower Integrated Primary School	276	278	-	0%
St Comgall's Primary School	536	504	32	6%
St Joseph's Primary School	762	249	513	67%
Antrim sub-total	3,560	2,273	1,295	36%
Ballyclare Primary School	572	491	81	14%
Fairview Primary School	525	529	-	0%
Tir-na-Nog Primary School	77	27	50	65%
Ballyclare sub-total	1,174	1,047	131	11%
Crumlin Controlled Integrated Primary School	286	148	138	48%
Gaelscoil Ghleann Darach	79	79	-	0%
St Joseph's Primary School, Crumlin	745	594	151	20%
Crumlin sub-total	1,110	821	289	26%

School	Approved Enrolment	Total Enrolment	Unfilled Spaces	Percentage unfilled
Maine Integrated Primary School	131	121	10	8%
Mount St Michael's Primary School	444	412	32	7%
Randalstown Central Primary School	379	198	181	48%
Randalstown sub-total	954	731	223	23%
Ballynure Primary School	154	121		0%
Creavery Primary School	76	81	-	0%
Creggan Primary School	116	118	-	0%
Doagh Primary School	138	84	54	39%
Duneane Primary School	80	39	41	51%
Groggan Primary School	137	107	30	22%
Kilbride Primary School	135	137	-	0%
Loanends Primary School	203	195	8	4%
Moneynick Primary School	69	60	9	13%
Parkgate Primary School	86	78	8	9%
St Macnisius' Primary School	108	31	77	71%
St Oliver Plunkett Primary School	227	190	37	16%
Straid Primary School	119	81	38	32%
Straidhaven Primary School	125	50	75	60%
Templepatrick Primary School	406	397	9	2%
Thompson Primary School	194	177	17	9%
Tildarg Primary School	80	74	6	8%
Villages, hamlets and countryside sub-total	2,453	2,020	409	17%
Borough total	16,561	12,350	4,218	25%

Source: Education Authority North Eastern Region Primary Schools Annual Area Profile June 2015

Figure 4.1: Enrolled and Unfilled Primary School Places 2014/15



Source: Education Authority North Eastern Region Primary Schools Annual Area Profile June 2015

4.18 Significant spare capacity exists within primary schools in the Borough through unfilled places as illustrated in Figure 4.1. In total there were 4,218 unfilled places in primary schools in the Borough in 2014/15.

- 4.19 If these filled and unfilled spaces are attributed spatially by each DEA, Antrim DEA has the largest percentage of unfilled spaces, with 36% of total enrolment. Ballyclare DEA has the least amount of unfilled spaces, with 13% of total enrolment. The remainder of the DEAs exhibit similar levels of unfilled spaces.
- 4.20 The Primary Area Plan 2014 to 2018 (NEELB) noted that 16 of the 53 primary schools within the Borough are below the minimum enrolment threshold as detailed in the Sustainable Schools policy, which identifies stable enrolment trends as one of six key criteria. These schools are:
- Creavery;
 - Doagh;
 - Duneane;
 - Gaelscoil Eanna;
 - Gaelscoil Ghleann Darach;
 - Groggan;
 - Mallusk;
 - Moneynick;
 - Parkgate;
 - Rathcoole;
 - Rathenraw;
 - St Macnisiuis;
 - Straid;
 - Straidhavern;
 - Tildarg; and
 - Tir-na-Nog.

Post Primary School Provision

- 4.21 As set out in table 4.2, within the 11 post primary schools in the Borough there were a total of 7196 enrolled pupils in the 2014-2015 school year. The majority of these were in the 6 schools in the Controlled sector (4506), with roughly equal, lesser amounts within the Catholic Maintained, Controlled Integrated and Voluntary Grammar sectors, with 988, 774 and 928 respectively.

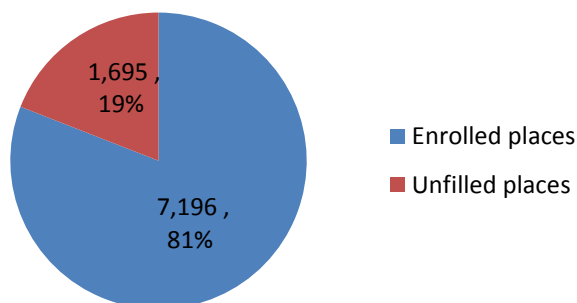
Table 4.2: Post Primary Schools within the Borough 2014/15

School	Approved Enrolment	Total Enrolment	Unfilled Spaces	Percentage unfilled
Belfast High School, Newtownabbey	930	928	-	0%
Edmund Rice College, Newtownabbey	600	605	-	0%
Glengormley High School,	1,250	838	412	33%
Monkstown Community School*	820	478	342	42%
Newtownabbey Community High School*	650	187	463	71%
Metropolitan Newtownabbey sub-total				
Antrim Grammar School	740	743	-	0%
Parkhall Integrated College, Antrim	735	667	68	9%
Antrim sub-total				
Ballyclare High School	1,210	1,233	-	0%
Ballyclare Secondary School	960	1,027	-	0%
Ballyclare sub-total				
Crumlin Integrated College	400	107	293	73%
St Benedict's College, Randalstown	500	383	117	23%
Borough total	8,795	7,196	1,695	19%

* From September 2015 these schools amalgamated to form Abbey Community College

Source: Education Authority North Eastern Region Post Primary Schools Annual Area Profile June 2015

Figure 4.2: Pupils in Post-Primary Schools by Sector 2014-2015



Source: Education Authority North Eastern Region Post-Primary Schools Annual Area Profile June 2015

- 4.22 In terms of spare capacity within the Borough, as shown in Figure 4.2, there were 1695 unfilled places in post primary schools in the Borough in 2014/15. Controlled schools have by far the greatest proportion of unfilled spaces with 1217, followed by Controlled Integrated and Catholic Maintained with 361 and 117 respectively. Indeed as Table 4.2 indicates, there are a number of schools operating with pupil numbers in excess of the approved enrolment, particularly Ballyclare High School and Ballyclare Secondary School.

Further and Higher Education

- 4.23 The Northern Regional College has one campus in the Borough at Shore Road, Newtownabbey, providing courses for approximately 3,400 students. It offers a range of courses for people aged 16+ through to adults, these include day and evening courses on a full and part-time basis.
- 4.24 University of Ulster at present has a campus at Jordanstown, with a full and part-time enrolment of 13,073 students in the 2014-15 year. The Jordanstown campus is also home to the Sports Institute of Northern Ireland. It is anticipated however that the enrolment at the Jordanstown campus will fall significantly with the opening of the new Belfast campus and subsequent relocation of courses, which is due by mid-2018.
- 4.25 The College of Agriculture, Food and Rural Enterprise has a 200ha campus at Greenmount just to the south of Antrim which provides for a range of further and higher education courses in the agricultural, horticultural and environmental fields. The facilities at Greenmount include a state of the art dairy unit incorporating the latest technologies.

Special Educational Needs

- 4.26 There are 5 special schools in the Borough with an enrolment of 465 pupils, which cater specifically for children with special educational needs. These are located at: Hill Croft School, Newtownabbey; Jordanstown School, Newtownabbey; Riverside School, Antrim; Rostulla School, Newtownabbey; and Thornfield School, Newtownabbey.
- 4.27 Many children with special educational needs are educated in mainstream schools. Within primary schools there are 250 statemented⁸ pupils and 2,505 pupils with special educational needs in groups 1 to 4⁹ and within post primary schools 290 statemented pupils and 1,715 pupils with special educational needs in groups 1 to 4.

Nursery Schools and Childcare Provision

- 4.28 There are 7 stand-alone nursery schools in the Borough with an enrolment of 677 pupils. 6 of these nursery schools are in the Controlled sector, providing for 599 pupils and the remaining nursery school is within the Maintained sector with 78 pupils. There are only 5 unfilled spaces within nursery schools in the Borough.

Table 4.3: Nursery Schools

Nursery	Enrolment	Unfilled Spaces
Mossley Nursery School	78	1
Ballyhenry Nursery School	52	2
Steeple Nursery School	156	1
Ashgrove Nursery, Newtownabbey	79	0
Monkstown Nursery School	78	0
Ballyclare Nursery School	156	1
St Joseph's Nursery School	78	0

- 4.29 There are also 10 nursery units within primary schools in the Borough. These are located at: Earview; Mossgrove; Rathcoole; Templepatrick; Whitehouse; Mount St Michael's; St Bernard's; St James'; St Joseph's, Crumlin; and St Oliver Plunkett's.
- 4.30 There are 378 registered private/voluntary sector childcare providers operating within the Borough. The registered services include:

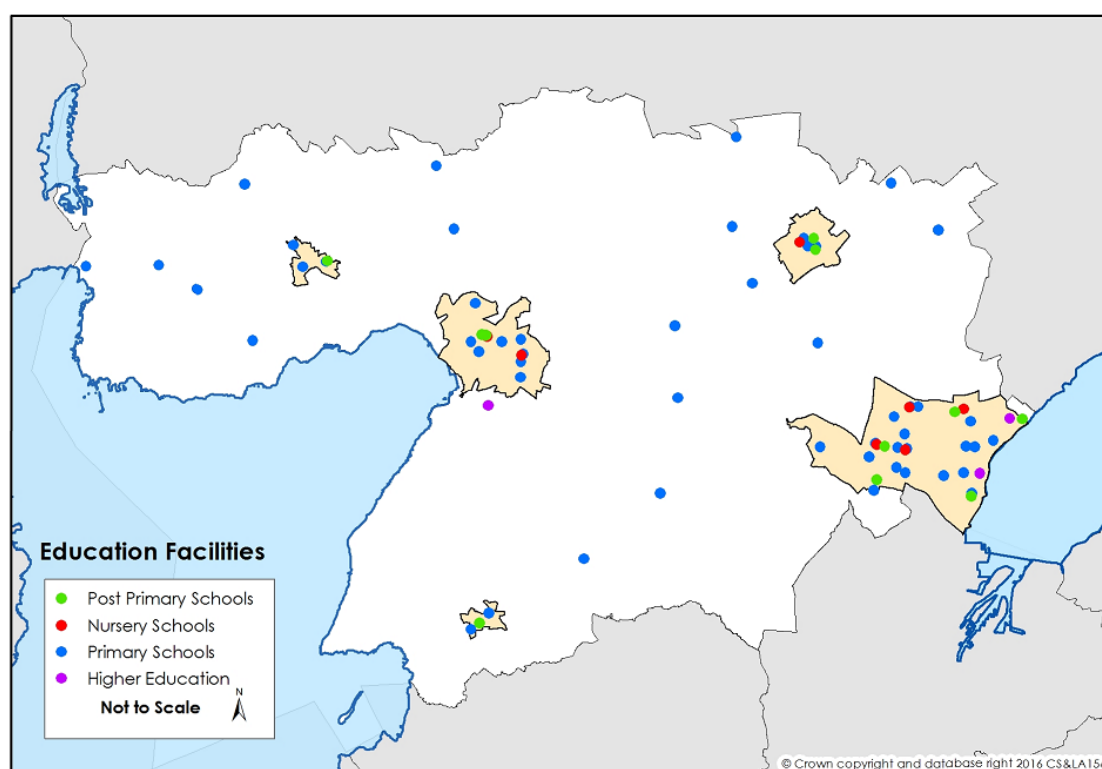
⁸ Pupils with a formal assessment of Special Educational Needs, ie. pupils at stage 5 on the Special Educational Needs Code of Practice.

⁹ Pupils deemed to be in stages 1 – 4 of the Special Educational Needs Code of Practice.

Table 4.4: Registered Childcare Provision in the Borough

Type of Provision	Number of Providers
Approved Home Care	29
Childminders	258
Crèche	9
Day Nursery	25
Out of School	29
Parent and Toddler	10
Playgroup	30

Source: www.familysupportni.gov.uk

Figure 4.3: Education Facilities

Health and Social Care

4.31 The Department of Health has overall responsibility for health and social care services, with the overall aim to improve the health and social well-being of the people of Northern Ireland. These services are then commissioned by the Health and Social Care Board and provided by Health and Social Care Trusts. The Borough is covered by the Northern Health and Social Care Trust, which provides a range of services at locations distributed throughout the Borough. The Health and Social Care facilities in the Borough are shown in Figure 4.4

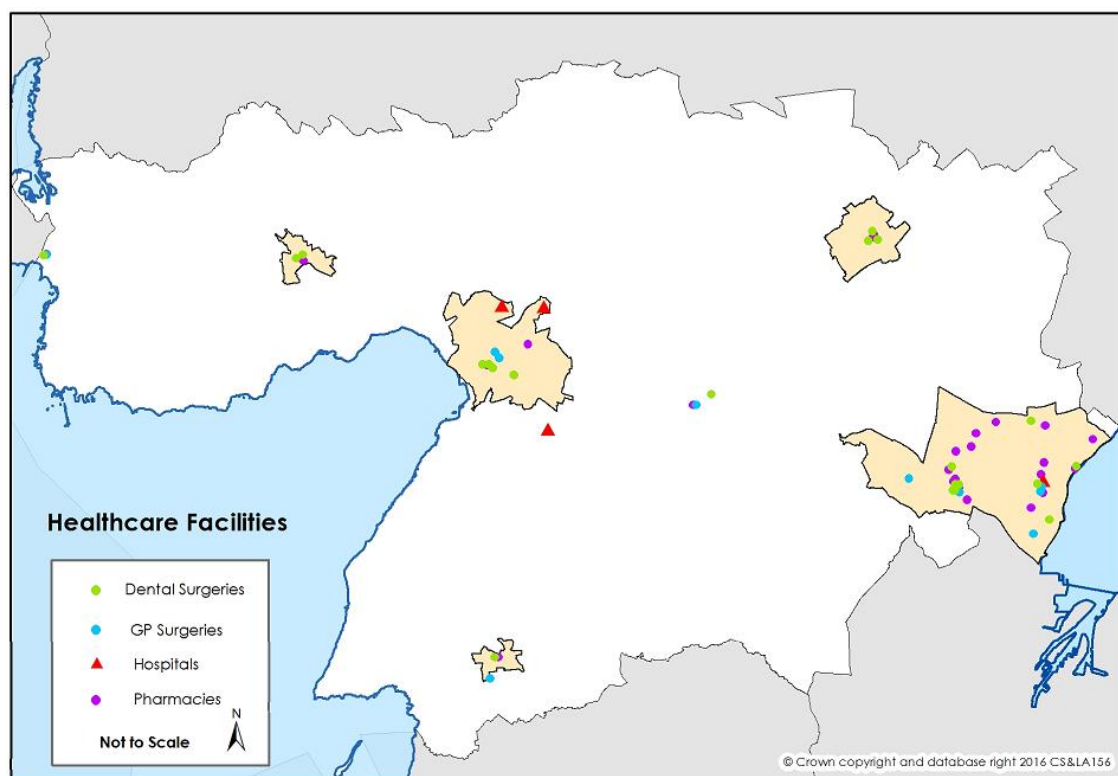
4.32 Within the Borough hospital services are provided at:

- Antrim Area Hospital which provides acute inpatient and hospital maternity services along with outpatients, day surgery, endoscopy and radiology;

- Whiteabbey Hospital which provides outpatients, day surgery, sub-acute rehabilitation, endoscopy and radiology;
- Holywell Hospital which provides a 121 bedded psychiatric hospital that is the base for a wide range of mental health and addiction services; and
- Muckamore Abbey Hospital which provides inpatient, assessment and treatment facilities for people with severe learning disabilities and mental health needs, forensic needs or challenging behaviour.

4.33 According to the DHSSPS in 2015, there were 17 GP surgeries located within the Borough. These were comprised of 10 practices in the former Antrim Council area with 37 GPs working within them and 7 in the former Newtownabbey Council area, again with 37 GPs working within them. The average practice list size was 5673 in Antrim and 9982 in Newtownabbey. In terms of dentists, there are 23 practices in Antrim and Newtownabbey, with a total of 71 dentists within them. There are 30 Pharmacies located within the Borough.

Figure 4.4: Healthcare Facilities

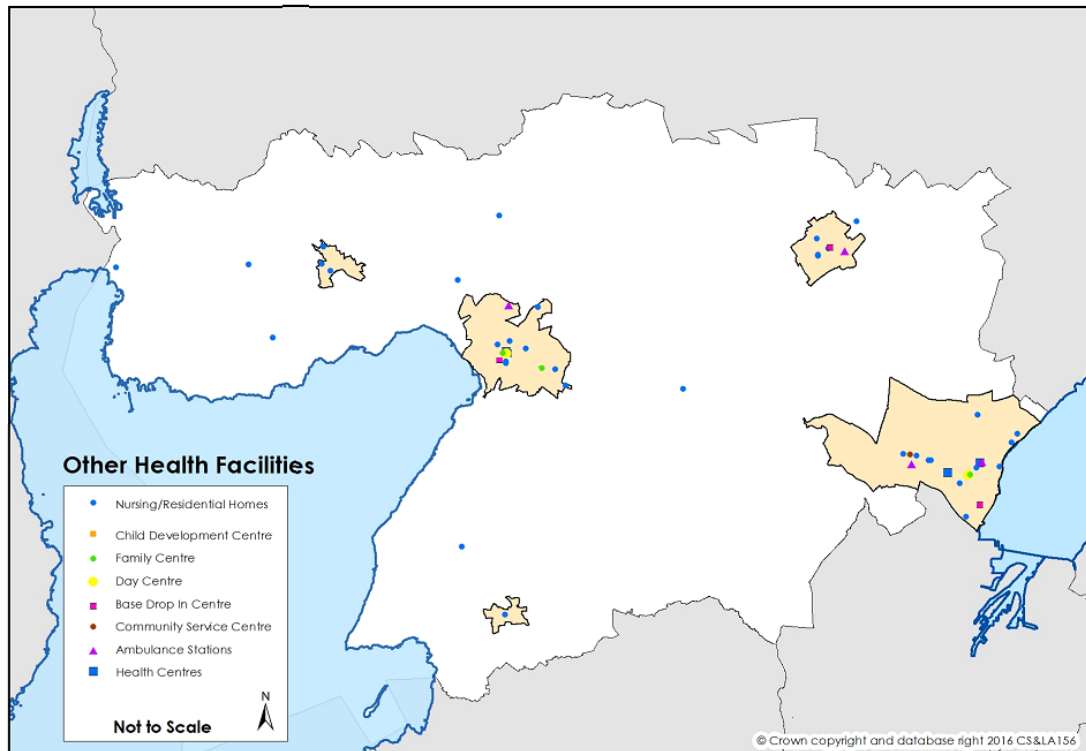


4.34 Other than clinical based facilities there are a range of other services located within health, day and other centres in the Borough as shown in Figure 4.5:

- 2 Health Centres - Antrim and Newtownabbey;
- 2 Adult Centres – Antrim and Drumross;
- 3 Base 'Drop in' Centres – Antrim, Ballyclare and Merville;
- 1 Child Development Centre – Antrim;
- 1 Community Service Centre – Glengormley;
- 2 Day Centres – Antrim and Iniscoole

- 3 Family Centres - Antrim (2) and Newtownabbey;
- Ambulance stations at Antrim, Whiteabbey, Ballyclare (outpost) and Glengormley (outpost);
- 35 Residential and Nursing homes.

Figure 4.5: Other Health Facilities



Community, Cultural and Leisure Facilities

- 4.35 The Council has civic offices at the Civic Centre in Antrim and Mossley Mill in Metropolitan Newtownabbey which provide a range of services to the public including, Building Control, Planning, and Registrar services, as well as providing the locations for the general administration of services for the Borough.
- 4.36 The Council is responsible for the provision and maintenance of most community centres in the Borough, with both the Council and Community groups responsible for their operation. They offer a range of facilities and are the location for many activities including meetings, arts, dance and drama, rehearsal space, sports, activity classes and are also available for birthday hire.
- 4.37 Within the Borough there are 10 community centres which are located at:
- Newtownabbey (Ballyduff, Monkstown, Rathfern, Whiteabbey)
 - Antrim (Stiles, Greystone, Muckamore, Parkmore and Rathenraw)
 - Randalstown (Neilsbrook).
- 4.38 There are also 2 pavilions in the Borough which again offer a range of activities for both children and adults. They are also available to hire in formats ranging from 20 seat spaces to 220 seat spaces. They are located at:

- Mossley (Main Hall, Minor Hall and Meeting Room)
- Lillian Bland, Glengormley (Main Hall, Games Room)

4.39 In addition to the provision of Community Centres and Pavilions, the Council is also responsible for a range of cultural facilities. These include:

- Antrim Castle Gardens – visitor attraction heritage gardens;
- Clotworthy House – Arts Centre and Meeting facilities;
- The Oriel Gallery Exhibition Space and Coffee Shop;
- Eyre Studio – Music Facility;
- Museum at The Mill including The Flax Gallery Exhibition Space;
- Theatre At The Mill;
- The Courtyard Theatre;
- The Old Courthouse Theatre;
- Sentry Hill History House and Visitor Centre;
- Pogues' Entry;
- The White House;
- Ballyclare Town Hall;
- Ballyearl Arts Centre;
- Antrim Forum;
- Ballyearl Arts & Leisure Centre;
- Crumlin Leisure Centre;
- Sixmile Leisure Centre; and
- Valley Leisure Centre.

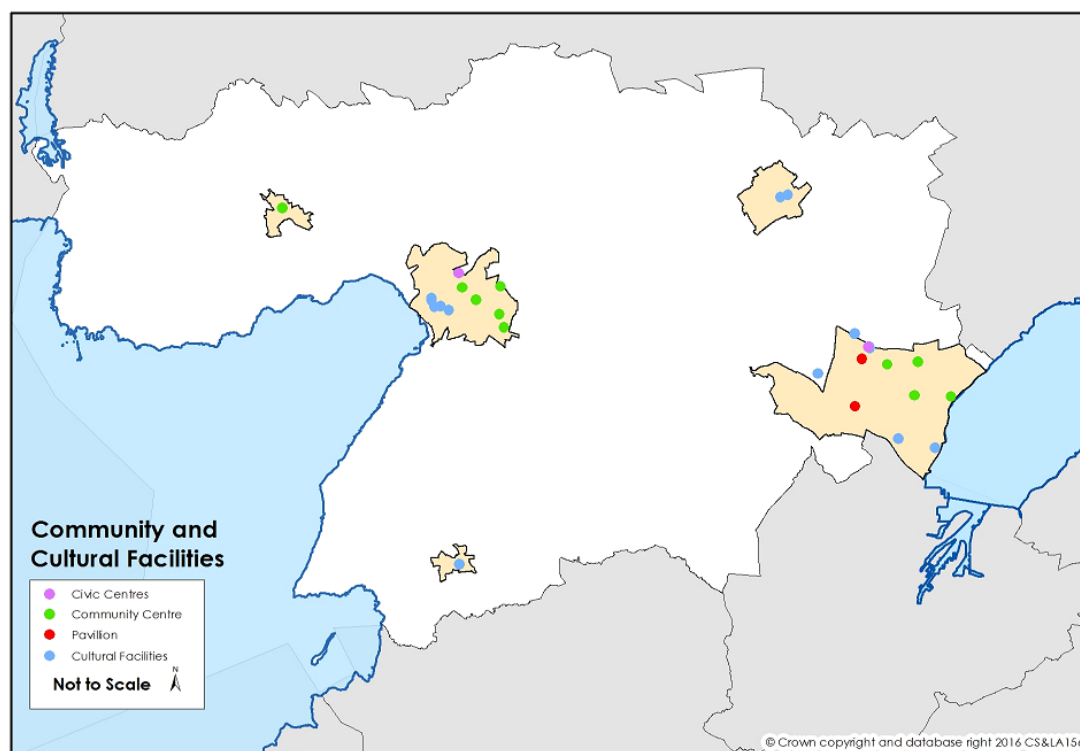
4.40 Libraries NI has the statutory responsibility for the provision of public libraries across Northern Ireland. In recent years it has conducted a review of library branches and services with a view to creating a modern, fit for purpose library service. The result has been a significant rationalisation of library services. There are 8 libraries in the Borough located at:

- Newtownabbey (Cloughfern, Glengormley, Rathcoole);
- Antrim (Railway St and Greystone);
- Ballyclare;
- Crumlin; and
- Randalstown.

4.41 These static libraries are supplemented by 20 mobile library stops within the Borough.

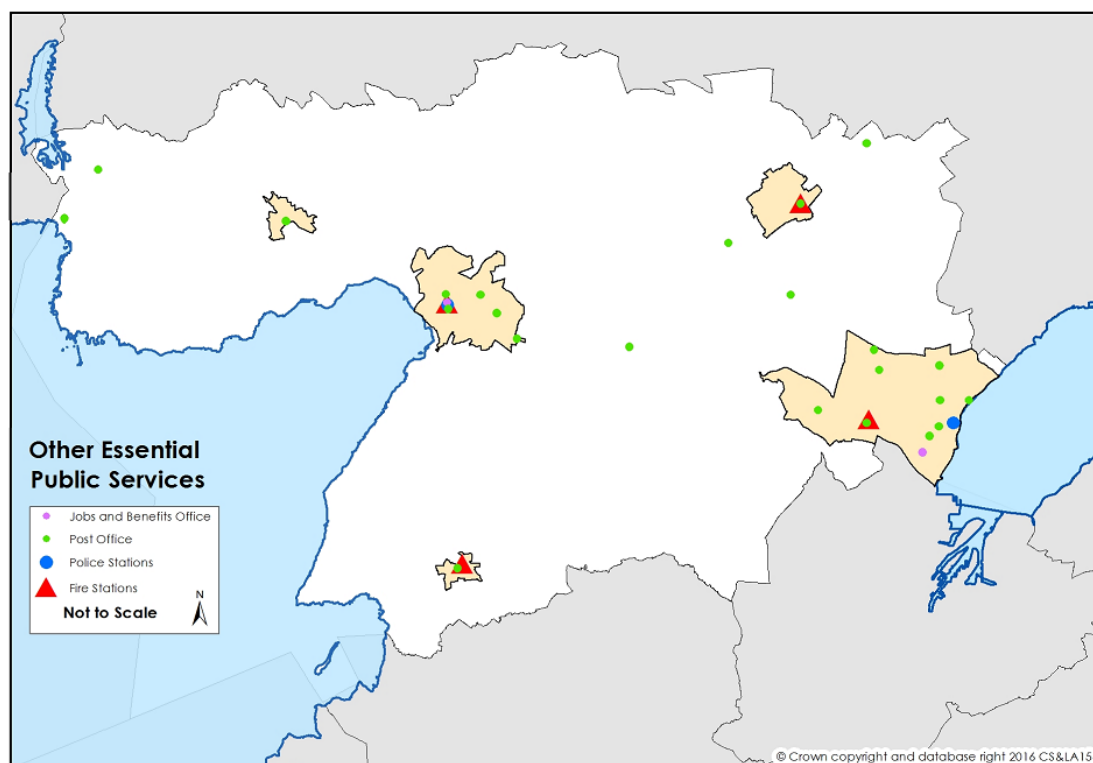
4.42 There are 168 places of worship for a broad range of religious denominations within the Borough. These include churches and religious meeting halls (Land and Property Services, Property Data).

4.43 There are 54 halls within the Borough including Scout halls, Orange Halls, Masonic Halls and Army Cadet Halls etc. (Land and Property Services, Property Data).

Figure 4.6: Community and Cultural Facilities

Other Essential Public Services

- 4.44 There are 2 police stations in the Borough, located at Antrim and Newtownabbey. They are the base for Local Policing Teams, providing 24 hour coverage and are supported by Neighbourhood Policing Teams in each location.
- 4.45 There are 4 fire stations in the Borough, located at Antrim, Ballyclare, Crumlin and Glengormley.
- 4.46 There are 2 Jobs and Benefits Offices located within the Borough at, Castle Street, Antrim and Glenmount Road, Newtownabbey.
- 4.47 There are 23 **post offices** within the Borough which are located at:
- Parkhall, Antrim; Ballymena Road; Antrim; Castle Centre, Antrim; Greystone Road, Antrim; Muckamore, Antrim; Templepatrick; Randalstown; Doagh; Crumlin; Toomebridge; Ballyclare; Ballyrobert; Ballynure; Mossley, Newtownabbey; Mallusk, Newtownabbey; Carnmoney, Newtownabbey; Monkstown, Newtownabbey; Cloughfern, Newtownabbey; Carnmoney, Newtownabbey; Whiteabbey, Newtownabbey; Abbots Cross, Newtownabbey; Rathcoole, Newtownabbey; and Glengormley, Newtownabbey.

Figure 4.7: Other Essential Public Services**Key Findings:**

- There are 3 Further and Higher Education campus in the Borough.
- There are 11 Post Primary Schools in the Borough, with 1695 unfilled spaces among them.
- Ballyclare has no spare capacity at Post Primary School Level.
- There are 53 primary schools within the Borough, with 4218 unfilled spaces.
- Again Ballyclare is an area with the smallest number of unfilled spaces at primary schools.
- 16 of the 53 primary schools within the Borough are considered to be below the minimum enrolment threshold as detailed in the Sustainable Schools policy.
- There are 7 stand-alone nursery schools in the Borough, with 10 nursery units within existing primary schools.
- There are 5 special schools in the Borough.
- There are 378 registered childcare providers offering a range of childcare facilities in the Borough.
- The Northern Health Trust offers a full range of healthcare facilities in the Borough.

- There are 17 GP surgeries, 23 dental surgeries and 30 pharmacies in the Borough.
- There are 10 community centres, 2 pavilions and a range of other cultural facilities provided by the Council within the Borough.
- There are 168 places of worship and 54 halls in the Borough.
- The 2 main civic buildings are Antrim Civic Centre and Mossley Mill.
- There are 8 libraries and 20 mobile library stops in the Borough.
- There are 2 police stations and 4 fire stations within the Borough.
- There are 2 Jobs and Benefits Officers within the Borough.
- There are 23 post offices within the Borough.

Next Steps

4.48 As the LDP progresses, the Plan Team will liaise closely with those bodies with the statutory responsibility for delivery of community facilities in the Borough. This process will help to identify critical local issues and to aid the provision of any future community facilities.

5 Open Space, Sport and Outdoor Recreation

5.1 This section relates to Open Space, Sport and Outdoor Recreation and collates evidence around the themes of:

- Public Open Space Provision;
- Sports Facilities; and
- Other Outdoor Recreation Facilities.

5.2 The importance which the Council places upon open space and recreation is reflected in the Council's corporate branding which shows a body of water linked to a flax flower, reflective of its location which spans both Belfast Lough and Lough Neagh.

5.3 The cultural, social, economic and environmental benefits that recreational activities generate are widely recognised. Open space provides an important contribution to the quality of urban life, can enhance the buildings around it and can also aid regeneration. It can be defined as all open space of public value, including outdoor sports facilities, parks, gardens, children's playgrounds, amenity greenspace, natural and semi-natural urban green spaces, allotments, cemeteries, green corridors and civic spaces. It can also include inland bodies of water where opportunities for recreation exist.

5.4 Sport has been identified by the Council of Europe 1992 as,

'All forms of physical activity which, through casual or organised participation, aim at expressing or improving physical fitness and mental well-being, forming social relationships, or obtaining results in competitions at all levels'

Regional Policy Context

5.5 The 'Everyone's Involved' **Sustainable Development Strategy** (SDS) identifies that recreation and sports have a role to play in ensuring a strong society through, promoting and improving the health and well-being of the population and improving the quality life through experiencing and participating in and accessing cultural and sporting pursuits. Similarly open space provision can contribute to the creation of a better quality environment and way of life for the population.

5.6 The **Regional Development Strategy** (RDS) provides the following Regional Guidance (RG) that is relevant to open space, sport and outdoor recreation.

- Support urban and rural renaissance by ensuring that environmental quality in urban areas is improved and maintained particularly with adequate provision of green infrastructure. Part of the process of urban and rural renaissance requires even greater significance being given to the design and management of the public realm. It is important to promote recreational space within cities, towns and neighbourhoods, and new developments or plans should make provision for adequate

green and blue infrastructure. This is particularly important near designated nature-conservation sites as it will help reduce recreational pressure on these sites. (RG 7)

- Conserve, protect and where possible, enhance our built heritage and our natural environment as they are key tourism and recreational assets that can make a valuable contribution to the environment, economy and society. (RG 11)

5.7 In terms of the Spatial Framework Guidance (SFG) the RDS aims to:

- protect and enhance the quality of the setting of the Belfast Metropolitan Urban Area (BMUA) and its environmental assets. This can be achieved by protecting and enhancing the network of open spaces in the BMUA. (SFG 5)

5.8 The **Strategic Planning Policy Statement (SPPS)** states that the regional strategic objectives for open space, sport and outdoor recreation are to:

- safeguard existing open space and sites identified for future such provision;
- ensure that areas of open space are provided as an integral part of new residential development and that appropriate arrangements are made for their management and maintenance in perpetuity;
- facilitate appropriate outdoor recreational activities in the countryside that do not negatively impact on the amenity of existing residents;
- ensure that new open space areas and sporting facilities are convenient and accessible for all sections of society, particularly children, older people and those with disabilities;
- achieve high standards of siting, design and landscaping for all new open space areas and sporting facilities; and
- ensure that the provision of new open space areas and sporting facilities is in keeping with the principles of environmental conservation and helps sustain and enhance biodiversity.

5.9 In terms of strategic policy the SPPS indicates that the LDP:

- should bring forward an Open Space Strategy (OSS) that should reflect the aim, objectives and policy approach of the SPPS, tailored to the specific circumstances of our Borough;
- should be informed by a survey of existing open space provision and future needs and by liaising with other interested bodies such as Sport NI and neighbouring councils (such as in the case of the open countryside);
- should include a policy presumption against the loss of open space to competing land uses irrespective of its physical condition and appearance;
- should bring forward policy to require new residential development of an appropriate scale (generally 25 or more units, or on sites of one

hectare and above) to provide adequate and well-designed open space as an integral part of the development;

- 5.10 The SPPS notes that the precise location of intensive sports facilities can be contentious and by their very nature and scale can give rise to complex planning considerations such as impact on amenity and sustainability issues. Such facilities shall be located within settlement in order to maximise the use of existing infrastructure. As an exception a sports stadium may be allowed outside of a settlement but only where clear criteria is established, which can justify a departure from this approach; and
- 5.11 The SPPS also notes that particular attention should be paid to those development proposals which generate high levels of noise such as motorsports, shooting, water skiing and paintball adventure games. These developments must only be permitted where there is no unacceptable level of disturbance.
- 5.12 In order to be responsive to these strategic policies, the SPPS sets out a number of directions which councils must undertake in the development of their LDP, which are to:
- assess existing provision against the Fields in Trust/National Playing Fields Association (NPFA) recommended minimum standard of 2.4 hectares of outdoor playing space per 1000 population (6 acre standard.) This is comprised of 1.6ha/1000 for outdoors sports provision (1.2ha/1000 specifically related to pitches) and 0.8ha/1000 for children's playing space. Within the assessment consider the level of outdoor playing space provision in the plan area, and the distribution and accessibility of such land use;
 - Zonings for future needs should take into account the following:
 - Accessibility to and from existing and proposed housing areas;
 - The potential for any detrimental impact on biodiversity or on sensitive environmental areas and features;
 - The contribution that open space can make to the quality of the environment and community life;
 - 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;
 - Promoting and protecting public access to and along the coast;
 - Making adequate provision of green and blue infrastructure; and
 - Identifying and designating areas of open space which perform a strategic function, such as landscape wedges in urban areas.
 - Key site requirements for zoned residential land should include guidance on the provision of areas of public open space (including formal and informal area) as an integral part of the development. Where residential zonings occur in close proximity to existing or zoned open space, plans

- will normally provide guidance on the need for linkages between the development and these areas in order to facilitate ease of access;
- LDPs should contain policy for the consideration of development proposals for outdoor recreation in the countryside. In doing so councils should have regard to a range of issues including:
 - Visual and residential amenity;
 - Public safety, including road safety;
 - Impact on nature conservation, landscape character, archaeology or built heritage; and
 - Accessibility.
 - Local planning policy should carefully consider development proposals for all sport and outdoor recreational activities, including facilities ancillary to water sports. Relevant planning considerations will include: location, design, hours of operation, noise, impact upon visual and residential amenity, access and links to public transport, floodlighting, public safety (including road safety); nature conservation, biodiversity, archaeology or built heritage.

Existing Development Plans and Operational Planning Policies

- 5.13 Given the age of the Antrim Area Plan 1984 – 2001 (AAP), it is not particularly detailed in regard to sport and recreation. It states that Antrim in general is well catered for as major outdoor facilities have been provided at Allen Park and both indoor and outdoor facilities have been provided at the Forum complex. In addition a number of local facilities have been provided at Randalstown and Crumlin. AAP noted that additional land will be required for recreational purposes over the Plan period. In Antrim, land was identified at Caulside which, it states when developed by the Council would more than meet the expected increase in demand. In Randalstown, land for recreational purposes was identified at Dunmore Park. It also identified Lough Neagh as a major area of open space and Shanes Castle as an important recreation feature.
- 5.14 The Belfast Metropolitan Area Plan 2015 (BMAP) contains an Open Space, Sport and Outdoor Recreation Strategy which comprises the following elements:
- Facilitating the development of a network of Community Greenways; and
 - Facilitating the provision of new open space.
- 5.15 The BMAP strategy is supported by a policy to prevent development that would prejudice the retention, enhancement or further development of a designated Community Greenway (Policy OS 1) and a policy to facilitate the development of new open space subject to defined criteria (Policy OS 2).

- 5.16 Within the BMAP District proposals and relevant settlement maps, land is zoned where appropriate for open space and major areas of existing open space over 1ha are shown for information purposes only, (however it is important to note that all areas of existing open space are subject to the provisions of PPS 8, even though they may not be shown as open space within BMAP). In the Newtownabbey District proposals, the only land zoned for open space was in the villages of Ballyeaston, amounting to 0.1ha and Straid amounting to 1ha. To date neither of these sites have been developed.
- 5.17 BMAP also considers Carnmoney Hill and the potential to enhance the existing recreational opportunities and make the most of the unique asset which it presents within the settlement development limit of Metropolitan Newtownabbey. Accordingly, 2 low density housing sites are zoned on the lower slopes, with key site requirements to facilitate the transfer of adjacent agricultural land to the Council, creating the potential for a large country park.
- 5.18 BMAP also designates a number of Community Greenway routes and Belfast Hills Access Points which contribute to the open space and recreation provision in Metropolitan Newtownabbey.
- 5.19 Existing operational planning policies for the management of open space, sport and outdoor recreation development are primarily contained in PPS 8 – Open Space, Sport and Outdoor Recreation. Other relevant policies are contained within PPS 7 Quality Residential Environments which seeks to ensure adequate provision be made for public and private open space and landscaped areas as an integral part of housing development.

Other Strategies

- 5.20 **Sport Matters** - The NI Strategy for Sport and Physical Recreation 2009-2019, published by Sport NI and DCAL. This is the overall strategy for sport in NI and sets out Governments commitment to sporting matters and is based around the themes of, Participation, Performance and Places. It sets out a new shared sporting vision of a culture of lifetime enjoyment and success in sport, as well as the key strategic priorities for sport and physical recreation, and informs the direction of future investment.
- 5.21 **Active Places Bridging the Gap** Research Report 2009 and its 2014 update. Sport NI has compiled a report on the provision of sports facilities in each council area in Northern Ireland. It also identifies unmet demand and shortfalls for a range of sports facilities. In 2014 this report was updated and the figures aligned to the new council areas.
- 5.22 **Sports Facility Strategy for Northern Ireland** - Sport NI has undertaken work in partnership with the Districts Councils to develop a Sports Facilities Strategy for Northern Ireland. This strategy will identify sports facility needs across Northern Ireland as a whole, and will also prioritise need within the 11 new District Council areas. Work on this project is ongoing, with publication due shortly. It is

anticipated that this report will be central to the consideration of open space, sports and recreation within the LDP once published.

- 5.23 **Play and Leisure Policy Statement for Northern Ireland** - This policy statement produced by the office of the First Minister and Deputy First Minister in 2011, aims to improve current play and leisure provision for all children and young people aged between 0-18 years.
- 5.24 **Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland** was published by the Department for Regional Development in August 2015. The Strategy outlines how Northern Ireland can become a cycling community over the next 25 years. It promotes cycling as a viable and attractive form of transport.
- 5.25 **Exercise, Explore, Enjoy – A Strategic Plan for Greenways** was published by the Department for Infrastructure in November 2016. Its aim is to encourage a substantial increase in the number of people walking and cycling as a regular part of everyday life through the building of a connected and accessible regional Greenway Network.
- 5.26 **Community Use of Schools** - DCAL, Sport NI, the Department of Education together with other educational and non-educational stakeholders, produced this document providing practical guidance to achieving community use of schools sport facilities in January 2014. These can make a significant contribution to overall facilities provision within council areas for the community as a whole.
- 5.27 **Active School Travel Initiative** - Sustrans in partnership with the Public Health Agency and DRD have developed the Active School Travel Programme to assist in meeting the Executive's Programme for Government targets to increase active school travel. The programme started in 2013 and by 2015, 126 schools were involved in Northern Ireland. In the 66 schools which joined in 2014, the percentage of pupils walking and cycling to school rose from 38% to 50%.
- 5.28 **Antrim Town Centre Masterplan** (2010) - The masterplan identified a number of regeneration objectives which included the restoration of Antrim Castle Gardens and improved linkages to important town centre locations and the riverside.
- 5.29 **Crumlin Town Centre Masterplan** (2007) - The masterplan focused on possible improvements to Crumlin Glen including extending the park along the river.
- 5.30 **Randalstown Town Centre Masterplan** (2007) - The masterplan has identified a series of distinct spaces along the embankment of the river Maine each with a different character and variable quality. The river itself is imposing and attractive, but much could be done to create more consistency along the river corridor and develop its potential as a key amenity resource and landmark for the town.

- 5.31 **Toome Village Masterplan (2011)** - This masterplan identified the potential for an urban waterfront and marina development along the River Bann and Lough Neagh. The potential for a new village park and green corridors were also identified.
- 5.32 **Lough Neagh Shoreline Management Plan in 2016** - A Shoreline Management Plan is currently being drafted by Department of Agriculture, Environment and Rural Affairs in association with Lough Neagh Partnership Board. Once published, any LDP issues will be considered.

Public Open Space Provision

- 5.33 Open space encompasses a variety of spaces that are readily and freely accessible to the wider community, primarily for amenity and recreational purposes. Within the Borough there is a considerable amount of existing open space provision composed mainly of, public parks, amenity green spaces within housing areas and woodlands. Table 5.1 describes the categories and characteristics of open space within the Borough.

Table 5.1: Categories of Open Space

Type	Description	Purpose
Public Parks	Areas of land normally enclosed, designed, constructed, managed and maintained as a public park or garden.	Accessible, high quality opportunities for informal recreation and community events.
Amenity Greenspaces	Landscaped areas providing visual amenity or separating different buildings or land uses. Also areas of grass within housing areas that are used for a variety of leisure and recreational activities.	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.

- 5.34 The main public parks in the Borough tend to be more formal spaces, which are highly recognisable to the community and are often destinations to which people will travel. The main parks in the Borough are shown in the table 5.2 below and on figure 5.1.

Table 5.2: Parks

Name	Location	
Glen Park	Shore Road	Newtownabbey
Hazelbank Park and Gideons Green	Shore Road	Newtownabbey
Jordanstown Loughshore Park	Shore Road	Newtownabbey
Lilian Bland Community Park	Carnmoney Rd	Newtownabbey
Mossley Park	Carnmoney Rd North	Newtownabbey
Rathcoole Leisure Park	Derrycoole Way	Newtownabbey
Glas-Na-Bradán	Church Rd	Newtownabbey
Sandyknowes Park	Antrim Rd	Newtownabbey
Three Mile Water	Doagh Rd.	Newtownabbey
Valley Park and V36	O'Neill Rd/Church Rd	Newtownabbey

Name	Location	
Burney's Lane Parkland	Antrim Road	Glengormley
Antrim Castle Gardens	Castle Rd	Antrim
Antrim Lough Shore Park	Lough Rd	Antrim
Steeple Park	Steeple Rd	Antrim
Alexander Irvine Park	Church Rd	Antrim
Ballyclare War Memorial Park	Ballynure Rd	Ballyclare
Sixmilewater River Park	Ballynure Road	Ballyclare
Wallace Park	Lylehill Rd	Ballyclare
Ballynure War Memorial Park	Lismenary Rd	Ballynure
Burnside River Park	Burnside Rd	Burnside

Source: ANBC

- 5.35 As well as formal parks there are many other more informal amenity greenspaces, ranging in size and mostly found in residential areas, office locations or areas of employment. These contribute to the softening of the urban fabric and to local visual amenity and are often of local high value in environmental terms. Examples of such areas include amenity space at Abbots Cross, Newtownabbey and at Fountainhill/Donegore Drive, Antrim.
- 5.36 A full detailed assessment of the public open space provision within the Borough, including an analysis of facilities and size, will be carried out as the LDP progresses.

Sports Facilities

- 5.37 Sports facilities include public, private sports and recreation grounds, playing pitches and children's play space, as described in table 5.3 and offer the potential for more organised forms of activity within the Borough.

Table 5.3: Categories of Sports Facilities

Type	Description	Purpose
Childrens Play Areas	Places for children to participate in outdoor play or recreation. Three types of play areas; <i>Local Area for Play (LAP)</i> - unsupervised small open spaces specifically designed for young children for play activities close to where they live. <i>A Local Equipped Area for Play (LEAP)</i> - unsupervised play areas that are equipped. <i>A Neighbourhood Equipped Area for Play (NEAP)</i> – unsupervised play areas that are equipped to serve a substantial residential area.	Play areas help children develop physical coordination, strength and flexibility as well as providing recreation and enjoyment.
Playing Pitches	Natural or synthetic outdoor open-air spaces used for playing various sport activities i.e. football, hockey, Gaelic football.	Playing Pitches offer a valuable resource for sport
Public Recreation Grounds	Public designated outdoor grounds used for various sporting activities.	A valuable resource for sport and leisure opportunities

Private Recreation Grounds	Privately owned recreation areas within the education sector and those belonging to private clubs and organisations.	A valuable resource for sport and leisure opportunities
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- 5.38 The Sport NI Active Places Bridging the Gap 2014 update, has audited sports pitch provision in the Borough. As indicated in table 5.4, figures for existing pitch provision, but excluding education grass pitches, show approximately 183 acres or 74ha within the Borough. It is important to note that Sport NI considers that synthetic pitches to be of 4 times the value of a grass pitch.
- 5.39 When applied against the 2011 population projection of 132,389 for the Borough and NPFA standard, it was estimated that there was a shortfall of 214 acres or 86 ha within the Borough. This equates to 86 pitches, as the average pitch size in NI is estimated by Sport NI to be 1ha.

Table 5.4: All Pitches (including Education Synthetic and excluding Education Grass)

District Council	2011 Population Projection	Acres Recommended by SAS	EXISTING PROVISION				SHORTFALLS	
			Grass	Synthetic		Total Acres SNI	SNI Standard	
			Total Grass Acres	Existing Acres	SNI by 4		Perceived Acres Shortfall	Pitches Required
Ards/North Down	155882	468	141	17	69	209	258	103
Lisburn City/Castlereagh	178544	535.632	168.97	19.03	76.12	245.09	290.54	116
Antrim/Newtownabbey	132389	397.167	121.05	15.44	61.76	182.81	214.36	86
Mid Antrim	132378	397.134	162.1	10.83	43.32	205.42	191.71	77
Derry City/Strabane	150592	451.776	206.22	11.41	45.64	251.86	199.92	80
Belfast	263313	789.939	377.41	49.07	196.3	573.69	216.25	86
Armagh City/Bann	190559	571.677	331.79	23.38	93.52	425.31	146.37	59
Causeway Coast	140436	421.308	316.46	14.6	58.4	374.86	46.448	19
Newry City/Down	164514	493.542	370.5	15.15	60.6	431.1	62.442	25
Fermanagh/Omagh	112400	337.2	260.36	6.61	26.44	286.8	50.4	20
Mid Ulster District Council	129915	389.745	316.93	21.97	87.88	404.81	-15.07	-6
Totals	1750922	5252.77	2772.49	204.65	818.6	3591.09	1661.7	665

Source: Sport NI Bridging the Gap 2014 update

*Six Acre Standard (SAS) - calculates the value of a synthetic surface to be twice that of a grass surface.

**Sport Northern Ireland (SNI) - calculates the value of a synthetic surface to be four times that of a grass surface.

- 5.40 As these figures were based on 2011 population projections, the actual population figure in 2011 was 138,567, an additional 6,178 population. This means an additional 7.4ha of pitches ($6178 \div 1000 \times 1.2\text{ha}$), on top of the 86ha already required, resulting in a total shortfall of 93.4ha or 93 pitches.
- 5.41 When figures are included for all pitches (including education synthetic and grass pitches), see table 5.5, the shortfall in pitches is reduced to 121 acres or 48ha, which equates to 48 pitches.
- 5.42 Again based on the actual population in 2011, the total shortfall for all pitches was 48ha+7.4ha, equating to 55.4ha or 55 pitches.

Table 5.5: All Pitches (including Education Synthetic and Education Grass)

District Council	2011 Population Projection	Acres Recommende d by SAS	EXISTING PROVISION			SHORTFALLS		
			Grass	Synthetic		Total Acres SNI	SNI Standard	
			Total Grass Acres	Existing Acres	SNI by 4		Perceived Acres Shortfall	Pitches Required
Ards/North Down	155882	468	180	17	69	249	219	88
Lisburn City/Castlereagh	178544	535.632	241.57	19.03	76.12	317.69	217.94	87
Antrim/Newtownabbey	132389	397.167	214.25	15.44	61.76	276.01	121.16	48
Mid Antrim	132378	397.134	257.79	10.83	43.32	301.11	96.024	38
Derry City/Strabane	150592	451.776	293.51	11.41	45.64	339.15	112.63	45
Belfast	263313	789.939	520.21	49.07	196.3	716.49	73.449	29
Armagh City/Bann	190559	571.677	460.27	23.38	93.52	553.79	17.887	7
Causeway Coast	140436	421.308	498.64	14.6	58.4	557.04	-135.7	-54
Newry City/Down	164514	493.542	546.55	15.15	60.6	607.15	-113.6	-45
Fermanagh/Omagh	112400	337.2	352.45	6.61	26.44	378.89	-41.69	-17
Mid Ulster District Council	129915	389.745	456.19	21.97	87.88	544.07	-154.3	-62
Totals	1750922	5252.77	4021.35	204.65	818.6	4839.95	412.82	165

Source: Sport NI Bridging the Gap 2014 update

*Six Acre Standard (SAS) - calculates the value of a synthetic surface to be twice that of a grass surface.

**Sport Northern Ireland (SNI) - calculates the value of a synthetic surface to be four times that of a grass surface.

Future Sports Facilities Provision

- 5.43 By 2030 the population of the Borough is projected to be 145,401, an additional 6834 over the 2011 census population. This equates to a further requirement for 8.2ha ($6834 \div 1000 \times 1.2$ ha).
- 5.44 This results in a shortfall by 2030 for all pitches including education synthetic but excluding education grass of 101.6ha. For all pitches including education grass and synthetic, the shortfall is 63.6ha by 2030.
- 5.45 Work is currently ongoing on the preparation of a Sports Facility Strategy for the Borough in association with Sport NI. This will further refine these figures and will be a key document to the consideration of open space, sports and recreation within the LDP.
- 5.46 In addition the Council has recently brought forward a number of important sythethic pitch developments at Crumlin, Valley Park and Allen Park. As these equate to 4 times the value of conventional pitches they thus significantly decrease the suggested deficit in pitch provision.

Children's play space

- 5.47 Safe and enjoyable children's play spaces are increasingly important in encouraging a more active lifestyle from an early age. Children's play areas can be divided into a 3 tier hierarchy, ranging from Local Areas for Play (LAP) for the smallest children close to where they live, through to Local Equipped Areas for Play (LEAP) aimed at children who can go out independently, to Neighbourhood Areas for Play (NEAP) aimed at older children. The associated recommended walking distances for these areas are 100m, 400m and 1km

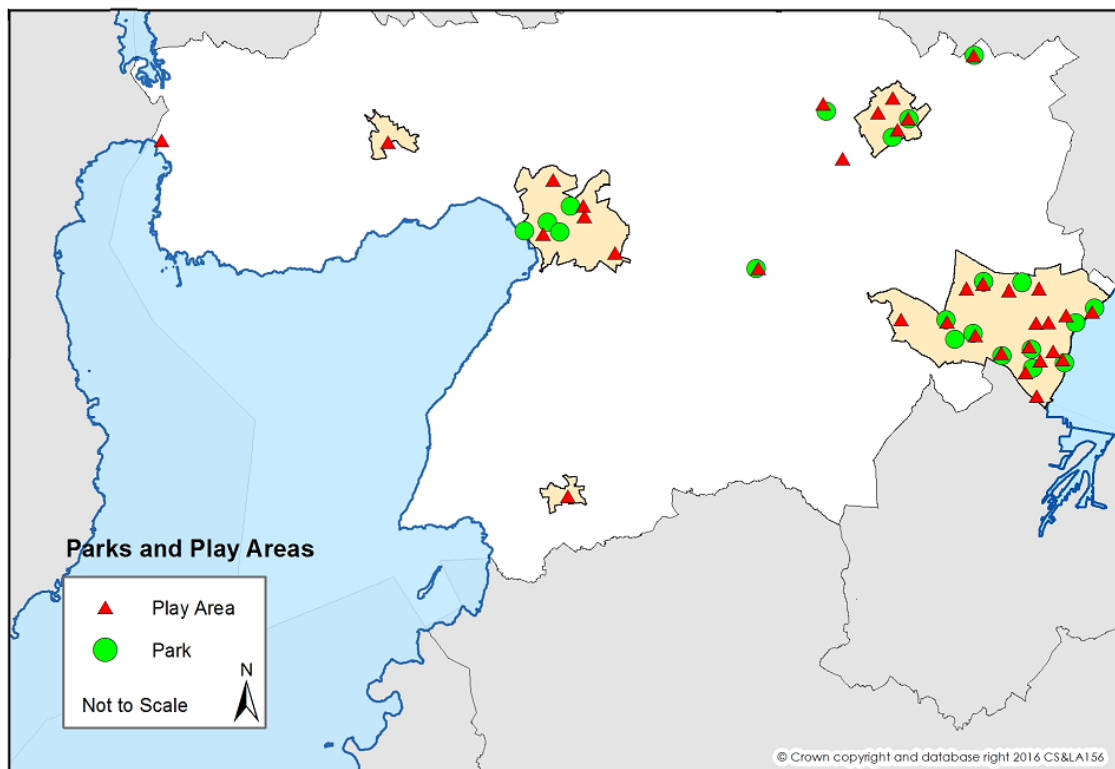
respectively. Throughout the Borough there are a number of children's outdoor play areas, which are shown in the table 5.6 below and on Figure 5.1.

Table 5.6: Children's Play Areas

Name	Location	
Abbeyglen Play Area	Abbeyglen Dr	Newtownabbey
Ballyduff Play Area	Forthill Dr	Newtownabbey
Bawnmore Play Area	Bawnmore	Newtownabbey
Derrycoole Way Playground	Derrycoole Way	Newtownabbey
Hazlebank Park Playground	Shore Rd	Newtownabbey
Kings Park Playground	Fernagh Rd	Newtownabbey
Loughshore Park	Shore Rd	Newtownabbey
Mallusk Play Area	Mallusk Road	Newtownabbey
Monsktown Playground	Cashel Dr	Newtownabbey
New Mossley Playground	Ballyearl Dr	Newtownabbey
Lilian Bland Community Park Play Area	Carnmoney Rd	Newtownabbey
Rathfern Playground	Knockenagh Avenue	Newtownabbey
Rushpark Play Area	Beechwood Avenue	Newtownabbey
Sandyknowes Park Play Area	Antrim Road	Newtownabbey
The Diamond Playground	Rathmore Drive	Newtownabbey
Valley Park Play Area	O'Neill Rd	Newtownabbey
V36 Adventure Playground	Church Rd	Newtownabbey
Mossley Play Area	Carnmoney Rd North	Newtownabbey
Antrim Forum Peace Park	Lough Rd	Antrim
Parkhall Play Park	Queens Road	Antrim
Steeple Playground	Stiles Way	Antrim
Springfarm Play Area	Springfarm	Antrim
Dunlop Park	Ballycraig Road	Antrim
Ballyclare Memorial Park Play Area	Ballynure Road	Ballyclare
Erskine and Rashee Playground	Rashee Park	Ballyclare
Grange Play Area	Thornhill Parade	Ballyclare
Sixmilewater Park Play Area	Ballynure Road	Ballyclare
Burns Play Park	Main Street	Crumlin
John Street Playground	John Street	Randalstown
Ballynure War Memorial Park Play Area	Lismenary Rd	Ballynure
Burnside River Park Play Area	Burnside Road	Burnside
Anderson Park Play Area	Anderson Court	Doagh
Toome Playground & MUGA	McCorley Rd	Toome
Wallace Park Play Area	Lylehill Road	Templepatrick

Source: ANBC

Figure 5.1: Parks and Play Areas



Other Outdoor Recreation Facilities

- 5.48 The location and attributes of the Borough make it a popular destination for a range of outdoor recreational activities other than those characterised as open space or sporting facilities. Examples of other outdoor recreation activities are included in the sections below and their location shown on Figure 5.2.

Allotments

- 5.49 Allotment gardening provides opportunities for members of the public and communities within the Borough to grow their own produce while supporting health, sustainability and social inclusion. They also provide an opportunity for residents to enjoy green spaces away from the pressures of modern urban living. As indicated in Table 5.7 within the Borough there are a number of allotments at the following locations. Further allotment facilities may exist elsewhere within the Borough as a result of private provision.

Table 5.7: Allotments

Allotment	Location	
Ballyearl	Doagh Rd	Newtownabbey
Dunadry	Burnside Road	Dunadry
Greystone	Ballycraig Rd	Antrim
Lisglass	Lisglass Rd	Ballyclare
New Mossley	Ballyearl Rise	Newtownabbey
Sentry Hill	Ballycraig Road	Newtownabbey
Duneane	Duneane Pastoral Centre	Toome
Merville	Merville Garden Village	Newtownabbey
Grange	Thornhill Gardens	Ballyclare

Source: ANBC

- 5.50 The most recent allotment development has been the Duneane Community Gardens in Toome, with funding secured from Groundwork NI by the TIDAL community group. Although significant work has taken place to address demand, there still remain a significant number of people on waiting lists for allotment plots across the Borough.

Cemeteries/Churchyards

- 5.51 It is important to recognise the contribution that cemeteries and churchyards can make to the urban and rural open space provision. These sites are havens for biodiversity often containing large trees and grassland areas relatively untouched by people supported by a diverse variety of wildlife. Table 5.8 below shows the location of those cemeteries which the Council either owns and operates or maintains. Further cemeteries are located throughout the Borough, generally associated and adjacent to churches.

Table 5.8: Cemeteries

Name	Location	
Carnmoney East Cemetery	Prince Charles Way	Newtownabbey
Carnmoney Main Cemetery	Prince Charles Way	Newtownabbey
Carnmoney Church Yard Cemetery	Church Road	Newtownabbey
Mallusk Cemetery	Park Road	Newtownabbey
Antrim Cemetery	Moylena Road	Antrim
Belmont Sixmile Cemetery	Belmont Road	Antrim
Milltown Cemetery	Milltown Road	Antrim
Antrim Non- Subscribing Presbyterian Church	Castle Way	Antrim
Muckamore Cemetery	Oldstone Road	Antrim
Ballyclare Cemetery	Doagh Road	Ballyclare
Crumlin Cemetery	Crumlin Road	Crumlin
Cranfield Cemetery	Cranfield Road	Randalstown
Drummaul Cemetery	Caddy Road	Randalstown

Ballynure Cemetery	Church Road	Ballynure
Kilbride Cemetery	Moyra Road	Burnside
Rashee Cemetery (New)	Springvale Rd	Burnside
Rashee Cemetery (Old)	Springvale Rd	Burnside
Doagh Cemetery	Station Road	Doagh
Umgall Cemetery	Umgall Road	Templepatrick
Templepatrick Cemetery	Antrim Rd	Templepatrick
Carmavy Parish Cemetery	Carmavy Rd	Loanends

Source: ANBC

Walking and Cycling

- 5.52 Walking and cycling within the Borough can be facilitated along the formally designated routes, like Community Greenways or where other more informal opportunities present themselves.
- 5.53 Community Greenways are corridors within the urban fabric that link parks and natural areas together to create urban open spaces. The showpiece 'Newtownabbey Way' provides an excellent example of such green infrastructure within the Council area.
- 5.54 There are currently 3 Community Greenways within the Borough formally designated through BMAP. Further information on them can be access through the link below.
- http://www.planningni.gov.uk/index/policy/development_plans/devplans_az/community_greenway_clarification_booklet.pdf.
- 5.55 The 3 Community Greenways are identified as:
- Monkstown (Cashel Drive) to Cavehill (Belfast Zoo);
 - Loughshore Park (Jordanstown) to Belfast (Dargan Cresecent); and
 - Valley Park (O'Neill Road) to Carrickfergus Escarpment (Carntall Road)
- 5.56 The recently published '[Exercise, Explore, Enjoy – A Strategic Plan for Greenways](#)' identifies the potential to expand the existing network of Community Greenways in Northern Ireland. A number of these potential routes traverse the Borough.
- 5.57 At present the feasibility of creating a new greenway from Monkstown to Greenisland to offer opportunities for cycling and walking along the disused rail bed, is being considered by the Council in conjunction with Mid and East Antrim Borough Council. Any outcome of this process and any further development of greenway infrastructure elsewhere in the Borough is expected to be reflected in the new LDP.
- 5.58 In addition to the Community Greenways, BMAP also designates a number of Belfast Hills Access Points, included to encourage formal access into the countryside at Cavehill and Carnmoney Hill. These are located at:

- Collinbridge Drive (CaveHill);
- Carnmoney Cemetery (Carnmoney Hill);
- O'Neill Road (Carnmoney Hill);
- Knockenagh Avenue (Carnmoney Hill);
- Fernlea Lane (Carnmoney Hill);
- The Brackens (Carnmoney Hill); and
- Rockview Lane (Carnmoney Hill).

- 5.59 A section of the Ulster Way also runs through the Borough from Ballynure to Belfast. The Ulster Way is no longer a continuous walking route, with walkers encouraged to use public transport along the busiest sections, although the Newtownabbey Way and Loughshore Park to Belfast Docks section provides a traffic free environment to be enjoyed by walkers.
- 5.60 With specific regard to cycling, the National Cycle Network (NCN) traverses the Borough in a number of locations in relation to Routes 93, 94 and 96. These routes are described in greater detail in the 'Transport' section of this paper.
- 5.61 While lacking formal designation through the existing area plans, there are a number of other routes, woodlands and heritage trails within the Council area, which adds to the range of walking and cycling opportunities, as described in table 5.9.

Table 5.9: Walks, Woods and Trails in the Council Area

Opportunity	Location
Antrim Castle Gardens	Antrim
Carnmoney Hill	Newtownabbey
Glas-na-Bradán Glen	Newtownabbey
Highway to Health, Antrim Loughshore	Antrim
Highway to Health and Riverside Walk, Neilsbrook Randalstown	Randalstown
Highway to Health, Six Mile Water - Antrim/ Muckamore (Mill Race Trail)	Antrim
Highway to Health, Valley Park	Newtownabbey
Mill Race Trail	Antrim
Newtownabbey Way	Newtownabbey
Randalstown Viaduct	Randalstown
Randalstown Forest	Randalstown
Crumlin Glen	Crumlin
Tardree Forest	Tardree
Monkstown Wood	Newtownabbey
Red's Wood	Antrim

Source: ANBC

Public Rights of Way

- 5.62 Public Rights of Way (PROW) are important countryside facilities for encouraging and promoting various forms of sport and physical recreation eg. walking, cycling and horse riding. In Great Britain there have been significant developments and improvements to PROW since the enactment of the Countryside and Rights of Way Act 2000 and consequently the PROW network is much more extensive.
- 5.63 In Northern Ireland however, PROW are much more restricted due to a lack of equivalent legislation. As Sport NI in 2009 indicated, the length of PROW per m² is 0.02 miles per square mile in Northern Ireland, compared to over 2 miles in both England and Wales, see table 5.10 below. There were only 123 miles or 198 kms of PROW in Northern Ireland in total.

Table 5.10: Comparison of Public Rights of Way

Nation	Total Size in SQM	Miles of PROW	Length of PROW per SQM
England	50,000	118,000	2.36
Wales	8,000	20,625	2.58
Northern Ireland	5,500	123	0.02

Source: Sport NI Bridging the Gap 2009

- 5.64 According to Spatial NI, the Borough has 11 PROW with a total length of 6.5 km. This is reflective of the small contribution that PROW as a whole contributes to recreation and open space in Northern Ireland.

Water based activities

- 5.65 The geographic location of the Council area, results in an ease of access to 2 significant bodies of water in terms of Lough Neagh and Belfast Lough for a significant proportion of the population of the Council area. Of the Councils that directly border Lough Neagh (Mid and East Antrim Council, Antrim and Newtownabbey Borough Council, Lisburn and Castlereagh Council, Armagh City, Banbridge and Craigavon Borough Council and Mid Ulster Council), Antrim and Newtownabbey has the highest number of wards bordering the Lough. In addition, access is also available to Lough Beg.

There are also four rivers within the Borough providing coarse, game and trout fishing, which are the: Six Mile Water, River Maine, Crumlin River and the River Bann. The Borough also has a short coastline on Belfast Lough which offers its own opportunities for sea fishing. In addition there are also a number of fisheries located at:

Table 5.11: Fisheries in the Council Area

Craigmore Fishery	Randalstown
Creeve Trout Fishery	Randalstown
Mossley Mill Dam	Newtownabbey

Straid Fishery	Ballynure
Tildarg Fishery	Ballyclare
Toome Canal	Toome

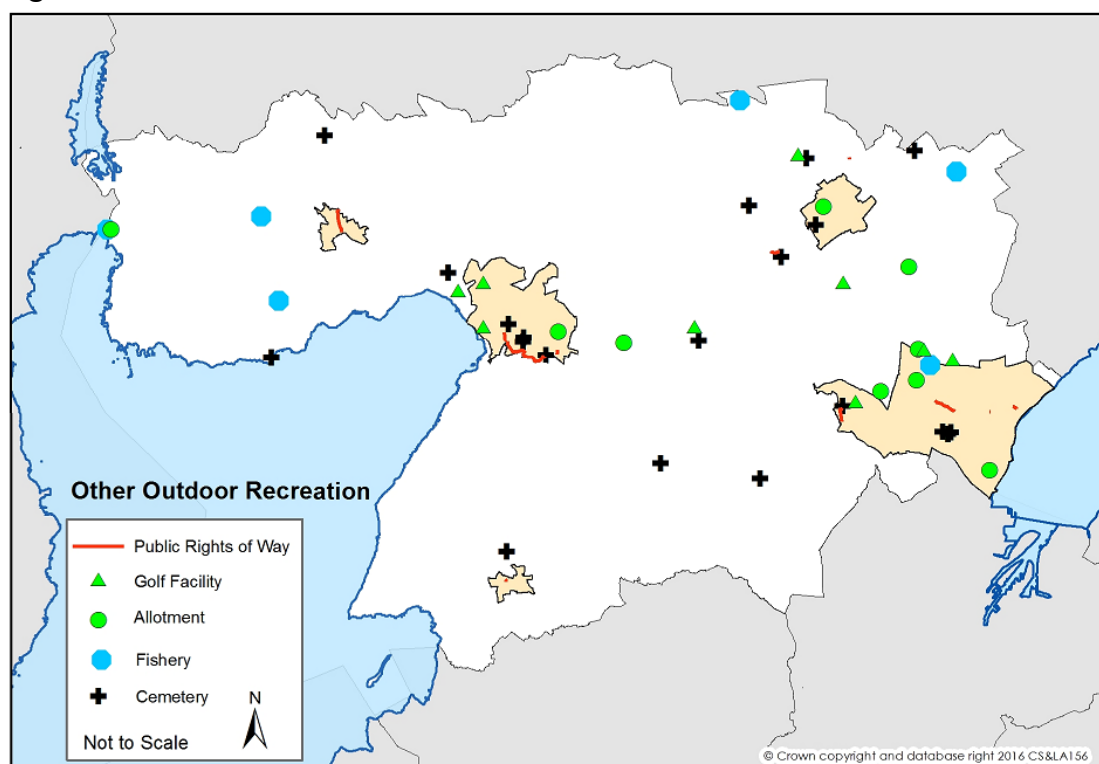
- 5.66 Other water based recreational activities include including sailing, windsurfing and jet skiing, with Antrim Boat Club situated on the shores of Lough Neagh involved in hosting and promoting a range of activities.
- 5.67 The Heritage Lottery Fund has recently made a grant of £2.49m to aid the management and conservation of the cultural, natural and built heritage of the Lough. To this end, the Lough Neagh Partnership has been set up for a 5 year period, to deliver 27 projects around the lough shore area, which will use natural and cultural heritage aspects of the Lough to bring the benefits of regeneration to its communities. It is anticipated that recreation opportunities will be enhanced through these projects.

Golf

- 5.68 The Borough is home to 9 golfing facilities, including driving ranges and courses, as set out in Table 5.12 below. Golf courses are important not just from a recreation perspective but also provide substantial ecological and environmental benefits. Golfing facilities in the Borough include:

Table 5.12: Golf Facilities in the Council Area

Allen Park Golf Centre	Antrim
Ballyearl Golf Course & Driving Range	Newtownabbey
Ballyclare Golf Club	Ballyclare
Burnfield House Golf Course	Newtownabbey
City of Belfast Golf Course and Mallusk Golf Club	Newtownabbey
Greenacres Golf Centre	Ballyrobert
Hilton Templepatrick Golf Club	Templepatrick
Massereene Golf Club	Antrim
Jacks Mini Golf	Antrim

Figure 5.2: Other Outdoor Recreation**Other Recreation Facilities**

5.69 There are also a range of other recreation facilities offered in the Council area, either as a function of the natural environment or provided by private companies. These include:

Table 5.13: Other Recreation in the Council Area

Escarmouche Activities	Paintballing	Randalstown
Belfast Harley Davidson	Motorcycle Hire & Sightseeing	Antrim
Breckenhill	Weddings, events and outdoor activities	Doagh
Antrim Marina/ Rea's Wood	Bird Watching	Antrim
Belfast Lough	Bird Watching	Newtownabbey
Gideon's Green / Whitehouse Lagoon	Bird Watching	Newtownabbey
Hazelbank Park	Bird Watching	Newtownabbey
Lough Beg	Bird Watching	Toome
Lough Neagh	Bird Watching	Eastern shore
Loughshore Park	Bird Watching	Antrim
Loughshore Park	Bird Watching	Newtownabbey
Belfast Flying Club Ltd	Flying	Belfast Inter. Airport
Nutts Corner Motorsports Centre	Karting and Motorsport Events	Nutts Corner
Beeches Equestrian Centre	Horse Riding	Ballyclare
Ballyclare Equestrian Centre	Horse Riding	Ballyclare
Connell Hill Riding Centre	Horse Riding	Antrim
Laurel View Equestrian Centre	Horse Riding	Templepatrick
MacKenzie's Riding School	Horse Riding	Antrim

Key Findings

- Recreation and Open Space is an important part of the Councils vision and branding.
- Recreation and sport is promoted in the SDS as a means to create a strong healthy society.
- Importance of recreation and blue and green infrastructure are recognised in the RDS.
- The SPPS sets of a number of strategic objectives and policy directions that the LDP must address in relation to open space, sport and outdoor recreation.
- The AAP is limited in its consideration of open space, sport and outdoor recreation.
- BMAP zones 1.1ha of new open space, designates 3 community greenways and a range of Belfast Hill Access Points.
- The Northern Ireland Sports Strategy with Sport NI in conjunction with the Councils will provide a significant new evidence base to inform the LDP.
- There is a significant number of quality public parks in the Council area.
- Carnmoney Hill is a unique and important recreation asset, with the potential to further enhancement.
- Based on the population in 2011, when all existing sports pitches (excluding educational grass) are taken into account, Sport NI estimates that there is a shortfall of 93ha or 93 pitches.
- Based on the population in 2011, when all existing sports pitches (including educational grass) are taken into account, Sport NI estimates that there is a shortfall of 55ha or 55 pitches.
- When the projected population in 2030 is considered, this estimated shortfall will rise to 102ha and 64ha respectively based on existing facilities.
- The Council has made significant recent investment into sythethic sports pitches in a number of locations.
- The majority of play parks are provided in towns and villages.
- There are significant opportunities for cycling and walking in the Council area.
- The Newtownabbey Way runs through the Three Mile Water valley and forms a greenway connecting Corr's Corner to Belfast Lough at Whiteabbey.
- A new Greenway is being considered between Monkstown and Greenisland.
- Public Rights of Way make a very small contribution to the open space and recreation provision.
- The role of Lough Neagh will be enhanced through the work of the Lough Neagh Partnership.
- Jordanstown Loughshore Park, Hazelbank Park and the lough shore path which connects them provide excellent recreational access adjacent to Belfast Lough.

Next Steps

- 5.70 A full and detailed assessment of open space, sport and outdoor recreation provision within the Borough will be undertaken as the LDP progresses. This will be informed from the outworkings of forthcoming settlement appraisals and open space studies. Also consideration will be given to the findings of the latest study being prepared by SportNI in conjunction with Councils.

6 Public Utilities

- 6.1 Public Utilities are those undertakings which provide necessary services to society, which include electricity, gas, telecommunications, clean water and waste water infrastructure. They are important not only because they provide the basic infrastructure for the proper function of society, but also contribute to the economic competitiveness of Northern Ireland.
- 6.2 This section relates to Public Utilities and collates evidence relating to:
- Electricity Network Extent and Characteristics;
 - Gas Network Extent and Characteristics;
 - Telecommunications Network Extent and Characteristics; and
 - Water Network Extent and Charactersitics.

Regional Policy Context

- 6.3 The 'Everyones Involved' - **Sustainable Development Strategy** recognises the role that public utilities have to play by driving sustainable, long term investment in key infrastructure to support economic and social development. This priority recognises the importance of infrastructure and telecommunications in achieving sustainable development.
- 6.4 The **Regional Development Strategy** (RDS) provides the following Regional Guidance (RG) that is relevant to public utilities:
- Implement a balanced approach to telecommunications infrastructure that will give a competitive advantage. (RG 3) This can be achieved by:
 - Investing in infrastructure for higher broadband speeds;
 - Improve telecom services in smaller rural areas to minimise the urban/rural divide;
 - Increase the usage of broadband; and
 - Capitalise on direct international connectivity.
 - Deliver a sustainable and secure energy supply. (RG5) This can be achieved by:
 - Increasing the contribution that renewable energy can make to the overall energy mix;
 - Strengthen the grid;
 - Provide new gas infrastructure;
 - Work with neighbours; and
 - Develop "Smart Grid" Initiatives.
 - Reduce our carbon footprint and facilitate mitigation and adaptation to climate change whilst improving air quality. (RG9) This can be achieved by:
 - Increasing the use of renewable energies;

- Utilise local production of heat and/or electricity from low or zero carbon energy sources;
 - Protect Air Quality Management Areas; and
 - Adopt grey water recycling.
- Manage our waste sustainably. (RG10) This can be achieved by:
 - Applying the Waste Hierarchy Principles.
- Promote a more sustainable approach to the provision of water and sewerage services and flood risk management (RG12) This can be achieved by :
 - Integrating water and land-use planning;
 - Manage future water demand; and
 - Encourage sustainable surface water management.
- In terms of the spatial framework guidance (SFG) the RDS recognises the need to identify and consolidate the roles and functions of settlements within the clusters (SFG10). This can be achieved by:
 - Assessing the roles and function of settlements;
 - Build and strengthen existing cluster settlements; and
 - Use the Hierarchy of Settlements and related infrastructure diagram to help identify the level of appropriate services and facilities.
- Recognise the need to sustain rural communities living in smaller settlements and the open countryside, by consolidating and revitalising small towns and villages in their role as local service centres (SFG 13). This can be achieved by:
 - Establishing the role of multi-functional town centres;
 - Connecting rural and urban areas;
 - Revitalise small towns and villages ;
 - Facilitate the development of rural industries, businesses and enterprises in appropriate locations; and
 - Encourage sustainable and sensitive development.
- Improve accessibility for rural communities (SFG14). This can be achieved by:
 - Improving the overall connectivity of rural communities to services and other parts of the Region by exploring innovative ways of bringing these services to the communities; and
 - Integrate local transport.

6.5 The **Strategic Planning Policy Statement** (SPPS), regional strategic objectives in respect to the provision of telecommunications and other utilities are to:

- ensure that where appropriate new telecommunications development is accommodated by mast and site sharing;

- ensure that the visual and environmental impact of telecommunications and other utility development is kept to a minimum;
- minimise, as far as practicable, undue interference that may be caused to radio spectrum users (for example mobile phone services, media broadcasting and wireless broadband services) by new telecommunications development; and
- encourage appropriate provision for telecommunications systems in the design of other forms of development.

6.6 The SPSS regional strategic policy requires councils to bring forward policies and proposals to set out the detailed criteria for consideration of new telecommunications development, addressing issues such as siting, design and impact upon visual amenity. To inform plan preparation, councils may consult with telecommunications operators, and other relevant stakeholders, in relation to the anticipated extent of the network coverage required over the plan period.

6.7 In certain circumstances the LDP may also identify specific sites for major new telecommunications development. The LDP may also set out requirements on operators, for example to demonstrate the need for new development and existing network constraints.

6.8 The Department for the Economy (formerly Department for Energy Trade and Investment) is responsible for policy and strategy on energy including electricity, gas, renewables and energy efficiency. In 2010 it published, 'Energy – A Strategic Framework for Northern Ireland, which aims to decarbonise energy generation in Northern Ireland, while seeking to expand the natural gas network in Northern Ireland. In order to achieve this it sets out 4 main goals:

- building competitive markets;
- ensuring security of supply;
- enhancing sustainability; and
- developing our energy infrastructure.

6.9 In relation to telecommunications, in November 2015, DETI also published 'Telecoms 2015-2017 – Continuing to Connect' which analyses the telecoms market in Northern Ireland and how it can be further enhanced.

6.10 In March 2016, 'Sustainable Water - A Long-Term Water Strategy for Northern Ireland' (2015 – 2040) was published by the Department for Regional Development, setting out a range of initiatives aimed at meeting the Executives long term goal of a sustainable water sector. To help achieve this vision the Strategy focuses on 5 key principles:

- Economic development and growth;
- Affordability

- Environmental Improvement and Compliance;
- Flood Risk Management; and
- Sustainable Service Delivery.

Existing Development Plans and Operational Planning Policy

- 6.11 The Antrim Area Plan 1984-2001 (AAP) does not offer any specific policies for public utilities, instead gives a broad overview around the headings of sewerage, water supply, telecommunications, electricity, refuse disposal, cemeteries and drainage.
- 6.12 The more recent Belfast Metropolitan Area Plan 2015 (BMAP) is wide ranging in its definition of public services and utilities and contains an overview around the headings of water and sewerage, drainage and flood risk management, waste management, cemeteries, telecommunications and energy. It also includes a specific Public Utilities Strategy which aims to:
- facilitate the delivery of the infrastructure requirements of the Plan Area throughout the Plan period; and
 - highlight infrastructure constraints and requirements as appropriate within key site requirements.
- 6.13 Until the adoption of the LDP Plan Strategy document, current operational planning policy is contained within the suite of Planning Policy Statements (PPSs).
- 6.14 PPS 7 'Quality Residential Environments', it states that development plans will set out the main infrastructure requirements that developers will be expected to meet for zoned residential sites, including roads and footways, water, sewerage and land drainage, and other services such as electricity, gas or telecommunications. The specific requirements for each site will depend on local circumstances.
- 6.15 PPS 10 'Telecommunications', sets out planning policies for telecommunications development. It seeks to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum. It also addresses health issues associated with telecommunications development.
- 6.16 Within PPS 12 - Housing in Settlements, it states that development plans must consider the capacity of existing infrastructure when identifying sites for zoning, including public transport, water, sewerage, other utilities, social and community facilities to absorb development without adding further financial burden. The Rural Strategy also contains current regional planning policy (PSU 11) on overhead electricity cables. The siting of electricity power lines and other overhead cables will be controlled in terms of the visual impact on the environment with particular reference being given to designated areas of landscape or townscape value.

- 6.17 In addition to regional policy, supplementary planning guidance for various public utilities are also available. Development Control Advice Note 14 Siting and Design of Radio Telecommunication Equipment is material to the determination of planning applications for telecommunication structure. Within Creating places achieving quality in residential developments, a plan will be needed to show the locations of existing statutory and other utility services. These will normally follow the routes provided by the existing roads, but there may be major service routes in other locations that would influence the overall form of the layout.

Electricity Network Extent and Characteristics

- 6.18 As set out in Figure 6.1, the electricity network in Northern Ireland consists of a number of distinct areas, which are generation, transmission, distribution and supply.
- 6.19 There are power stations at Ballylumford and Coolkeeragh which are gas fuelled and Kilroot which is dual coal and oil fuelled. These sources are supplemented by a growing number of renewable energy sources which are mainly wind based (dealt with in Evidence Report 2). There are also 2 interconnectors, the Moyle and the North-South, which allow access to a large generation network.

Figure 6.1: Electricity Supply Network in Northern Ireland in 2015



Source: Energy in NI 2016, DETI 2016.

- 6.20 Electricity is transmitted at very high voltage to substations along the transmission network which is owned by NIE Networks and operated by the Systems Operator for NI.
- 6.21 Electricity is then distributed at lower voltage to some 854,000 local domestic and non-domestic consumers along a network of overhead lines. The 33kv network is characterised largely by poles in the urban area where large loads

occur and the 11kv network, mainly seen in the rural area where lower loads occur. Overall, according to NIE Networks, Northern Ireland has 3 times as many overhead lines per head than GB.

- 6.22 Since 2007 electricity supply has been subject to the Single Electricity Market, with a number of competing suppliers operating in the market since 2010 buying energy from a single wholesale pool. This has provided an element of choice to retail consumers and increased competition in the marketplace.
- 6.23 The Utility Regulator is responsible for regulating the electricity industry (as well as gas, water and sewerage industries) in Northern Ireland, promoting the short and long-term interests of consumers. While not a policy making part of government, the Regulator assumes responsibility for making sure that the industry is regulated in line with ministerial policy.
- 6.24 While energy generation will be dealt with in Evidence Paper Facilitating Economic Development, it is important to highlight the issue of network saturation in Northern Ireland. Since the introduction of increased Renewable Obligation Certificate incentives for small scale generation in April 2010, there has been a large increase in the amount of small scale generation either connected to, or committed to connect to, the 11kV network. This is leading to increased connection costs and the requirement for 33kV reinforcement work to facilitate generation from the 11kV network to the 33kV network.
- 6.25 To identify the areas where potential constraints to connection exist, NIE networks have created 'heat maps' and an online map viewer, giving indicative information on these problem areas. The main purpose of the network heat map is to provide guidance on the capability of the 11kV network to accept further small scale generation, see <http://www.nienetworks.co.uk/Connections/Generation-connections/Small-scale-generation/11kV-Network-Heat-Map>.
- 6.26 While it is to be used as a guide online and will change as new connections are made, the heat map indicates that the majority of the Borough would tend to be at the lower end of the saturation scale and therefore the greater potential for connection for additional generating capacity. This is illustrated by the lighter coloured shading. A significant pocket of network saturation, does however exist between Toome and Randalstown, where significant generation has been committed, as indicated by the red shading. NIE Networks should however be contacted to ascertain the latest situation with regards to connection availability.
- 6.27 In terms of energy consumption the Department of Energy and Climate Change has produced data at Council level, which shows some interesting trends. These are shown in Table 6.1 at legacy (26) council level and in figure 6.2 at new (11) council level.
- 6.28 In terms of domestic consumption in the legacy Antrim Council area, average consumption per meter was higher than the NI average, while in

Newtownabbey average consumption per meter was lower than the NI average. The Energy in NI 2016 paper attributes the wider availability of gas in the greater Belfast area for heating of homes, as a reason for the lower electricity consumption figures in such areas.

- 6.29 However in the non-domestic sector the greatest differences occur, with Antrim average consumption being significantly above NI average and amongst the largest in NI. This indicates individual large consumers operating within the area. In Newtownabbey although still above the NI average, the average consumption per meter is much lower. These trends point to a more residential bias in terms of Newtownabbey and more business bias in terms of Antrim.

Table 6.1: Energy Consumption Statistics for 2013-14 for 26 Council Areas

District Council	Domestic			Non-domestic		
	Total consumption (kWh)	Total number of meters	Average consumption per meter (kWh)	Total consumption (kWh)	Total number of meters	Average consumption per meter (kWh)
Antrim	92,083,813	21,719	4,240	172,382,164	1,621	106,343
Ards	143,946,222	34,495	4,173	107,629,541	2,179	49,394
Armagh	104,626,551	23,724	4,410	116,766,347	2,100	55,603
Ballymena	114,994,802	26,689	4,309	209,545,628	2,185	95,902
Ballymoney	54,648,379	12,275	4,452	35,650,060	921	38,708
Banbridge	84,558,416	19,918	4,245	70,709,242	1,416	49,936
Belfast	471,633,699	136,360	3,459	1,047,058,574	11,340	92,333
Carrickfergus	69,095,483	17,401	3,971	69,438,438	809	85,832
Castlereagh	117,019,182	29,451	3,973	118,808,726	1,326	89,599
Coleraine	114,126,185	29,363	3,887	151,342,197	2,097	72,171
Cookstown	63,382,581	13,882	4,566	139,076,832	1,375	101,147
Craigavon	160,205,807	39,033	4,104	367,135,490	2,780	132,063
Derry	169,988,498	44,325	3,835	368,456,413	3,399	108,401
Down	126,323,087	29,561	4,273	117,767,308	2,284	51,562
Dungannon	97,836,695	22,088	4,429	200,113,906	2,327	85,997
Fermanagh	102,581,185	26,708	3,841	247,073,873	2,410	102,520
Larne	57,607,716	14,563	3,956	59,789,687	987	60,577
Limavady	52,759,667	13,104	4,026	46,400,819	982	47,251
Lisburn	204,760,500	49,883	4,105	241,288,062	3,252	74,197
Magherafelt	71,053,483	16,257	4,371	78,595,172	1,570	50,061
Moyle	31,666,364	8,486	3,732	22,056,550	672	32,822
Newry & Mourne	164,761,966	38,621	4,266	186,220,954	3,487	53,404
Newtownabbey	144,440,743	36,857	3,919	193,826,396	1,982	97,793
North Down	145,062,155	35,645	4,070	128,111,805	1,945	65,867
Omagh	82,989,512	20,294	4,089	102,367,362	1,871	54,713
Strabane	66,209,751	16,177	4,093	66,912,701	1,250	53,530
Unallocated	6,007,132	2,056	2,922	27,712,862	205	135,185
Total	3,114,369,574	778,935	3,998	4,692,237,107	58,772	79,838

Source: DECC

Table 6.2: Energy Consumption Statistics for 2013-14 for 11 Council Areas

Council name	Domestic			Non-domestic		
	Total consumption (kWh)	Total number of meters	Average consumption per meter (kWh)	Total consumption (kWh)	Total number of meters	Average consumption per meter (kWh)
Antrim & Newtownabbey	236,524,556	58,576	4,038	366,208,560	3,603	101,640
Ards & North Down	289,008,377	70,140	4,120	235,741,346	4,124	57,163
Armagh City, Banbridge & Craigavon	349,390,774	82,675	4,226	554,611,079	6,296	88,089
Belfast	471,633,699	136,360	3,459	1,047,058,574	11,340	92,333
Causeway Coast & Glens	253,200,595	63,228	4,005	255,449,626	4,672	54,677
Derry City & Strabane	236,198,249	60,502	3,904	435,369,114	4,649	93,648
Fermanagh & Omagh	185,570,697	47,002	3,948	349,441,235	4,281	81,626
Mid & East Antrim	241,698,001	58,653	4,121	338,773,753	3,981	85,098
Mid Ulster	232,272,759	52,227	4,447	417,785,910	5,272	79,246
Newry, Mourne & Down	291,085,053	68,182	4,269	303,988,262	5,771	52,675
Lisburn & Castlereagh	321,779,682	79,334	4,056	360,096,788	4,578	78,658
Unallocated	6,007,132	2,056	2,922	27,712,862	205	135,185
NI Total	3,114,369,574	778,935	3,998	4,692,237,109	58,772	79,838

Source: DECC

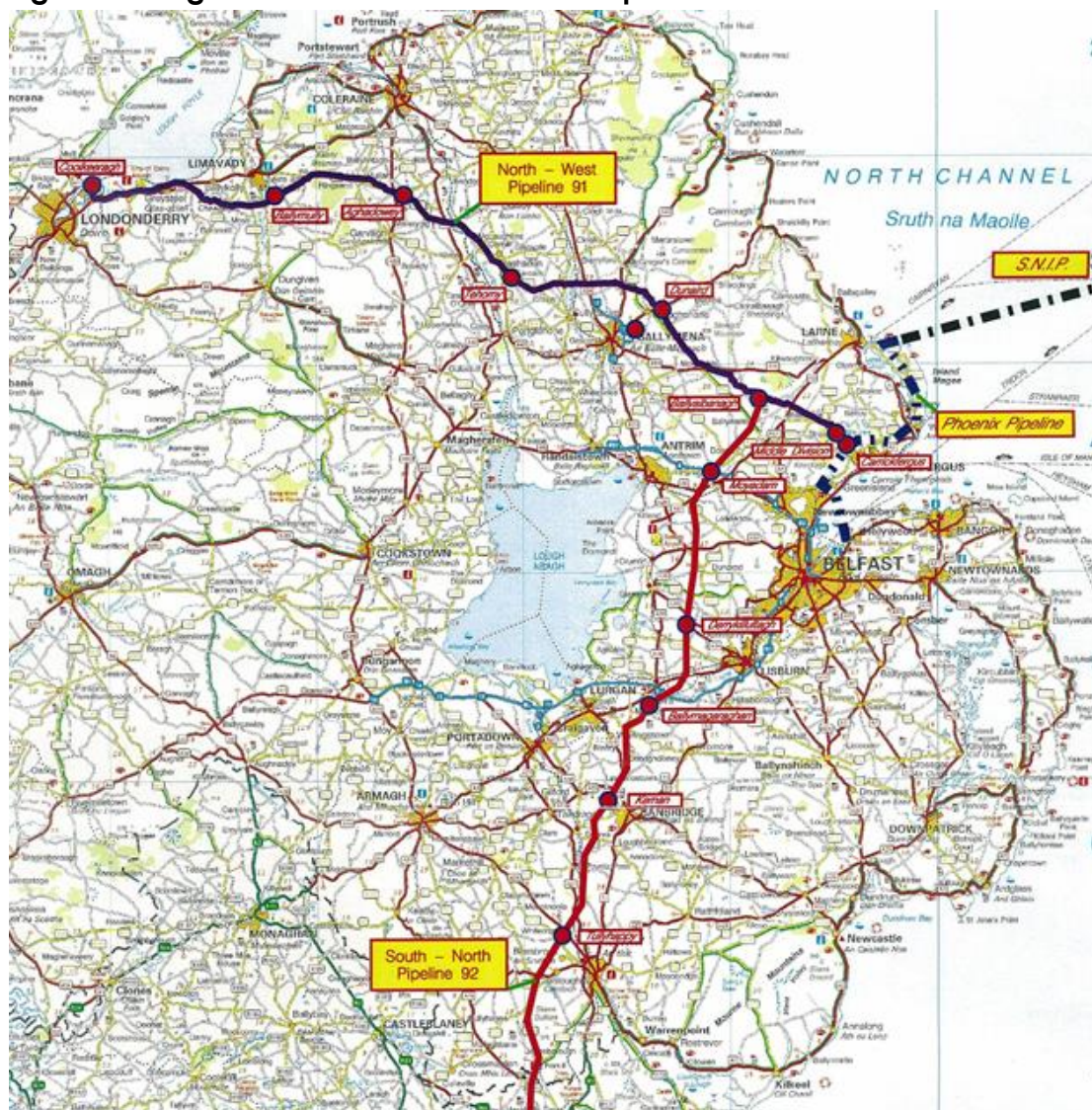
Gas Network Extent and Characteristics

6.30 The natural gas network is similar to the electricity network, in that it can be divided into transmission, distribution and supply sectors. Natural gas was introduced to Northern Ireland in 1996 via the Scotland to Northern Ireland gas pipeline.

6.31 Transmission is via the high pressure pipelines, of which there are 4 in Northern Ireland, enabling a network which stretches as far as Northern Germany. The pipelines are shown in Figure 6.2 and are:

- Scotland to Northern Ireland Pipeline (SNIP) is 135 kilometres long and runs from Twynholm in Scotland to Ballylumford.
- Belfast Gas Transmission Pipeline (BGTP) is 26 kilometres long and is connected to the SNIP and to the North West Pipeline. It also supplies gas to the Belfast distribution network.
- North West Pipeline (NWP) is 112 kilometres long and runs from Carrickfergus to Coolkeeragh power station.
- South North Pipeline (SNP) is 156 kilometres long and runs from County Antrim where it links into the NWP to Gormanstown in County Meath, Ireland.

6.32 As Figure 6.2 shows, the Borough is primarily affected by the South North pipeline running parallel with the eastern shore of Lough Neagh, east of Nutts Corner, north east past Antrim to a hub north of Ballyeaston at Ballyalbanagh.

Figure 6.2: High Pressure Gas Transmission Pipelines in Northern Ireland

Source: Utility Regulator for Northern Ireland

- 6.33 At present there are 2 distribution systems which deal with the medium and low pressure gas mains that convey gas to 2 main geographical areas of Northern Ireland, and both of which supply to settlements in the Council area.
- 6.34 Initially, natural gas was made available by Phoenix Natural Gas to customers in Greater Belfast and the immediate surrounding area (including Newtownabbey). By the end of 2015, natural gas was available to circa 313,000 properties in this area, with around 187,000 actually connected to natural gas. Outside of Greater Belfast, Firmus Energy developed the 'Ten Towns' network along the routes of the North-West gas transmission pipeline, where Firmus has connected around 28,000 customers in the 10 towns area and its hinterland, which includes our settlements of Antrim, Ballyclare, Doagh and Templepatrick.

- 6.35 In terms of gas supply currently there are ten suppliers holding gas supply licences for supply in the Greater Belfast market and the Ten Towns market. In the Greater Belfast market, two of these suppliers are active in supplying gas to domestic and industrial & commercial customers: SSE Airtricity Gas Supply and firmus energy, and another four of these suppliers are active in supplying gas only to industrial & commercial customers: Electric Ireland, Vayu, Go Power and Flogas. In the Ten Towns market, the large industrial & commercial market opened to competition from 1 October 2012 and the small industrial & commercial and domestic markets opened to competition from 1 April 2015. There are currently four active suppliers in the industrial and commercial market in the Ten Towns: Firmus Energy, SSE Airtricity Gas Supply, Go Power and Flogas. Firmus Energy is the only active supplier in the domestic market in the Ten Towns at present.
- 6.36 Again the Utility Regulator is responsible for the regulation of gas market in Northern Ireland.

Telecommunications Network Extent and Characteristics

- 6.37 Telecommunications can be divided into the broadband and mobile sectors and whilst the development of high quality telecommunications infrastructure is essential for continued economic growth, it is necessary to minimise the impact on the environment. The market is fully privatised and regulated on a national basis by Ofcom, however the Department for the Economy has the power to improve the network where the market has determined it would not be financially viable to do so.

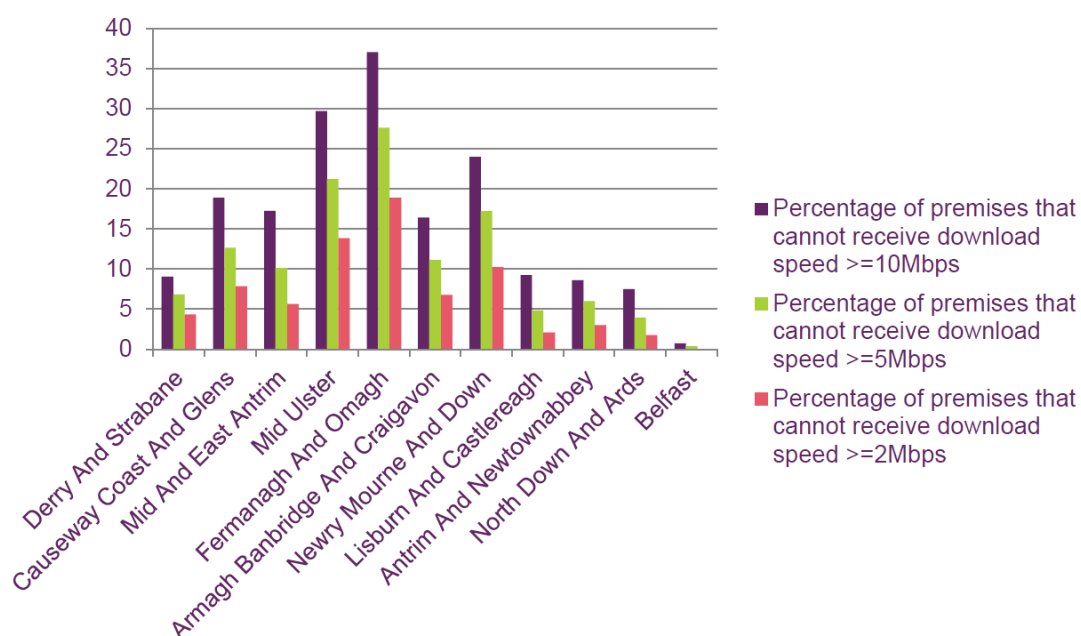
Broadband

- 6.38 Broadband can be delivered in a number of ways in Northern Ireland, which are fixed line, satellite, fixed wireless or mobile wireless. Mobile connectivity can be provided by 2g, 3g and 4g data. Through this mix of technologies, broadband is available everywhere in Northern Ireland, with around 99% of properties able to access fixed line broadband and 94% of properties able to achieve speeds of 2 Mbps or more. There has been a take up of 38% of properties with access to Superfast Broadband of 24Mbps or more. Overall broadband speeds are amongst the highest in the UK.
- 6.39 In recent years there have been great improvements in broadband coverage and speeds assisted by a number of projects. The Northern Ireland Broadband Improvement Project brought more choice and improved speeds to over 45,000 premises in Northern Ireland with the roll out of superfast broadband. From February 2014 to March 2016, a Satellite Broadband Support Scheme was introduced to cover the cost and installation for those residents and businesses unable to access fixed fibre optic lines. This scheme has been trialled in counties Antrim and Fermanagh, with Antrim and Newtownabbey Borough

Council taking an active role in promoting the subsidies available under the Better Rural Broadband Antrim banner. The scheme is aimed at improving broadband speeds for homes and businesses based in rural areas, or in areas of poor connectivity.

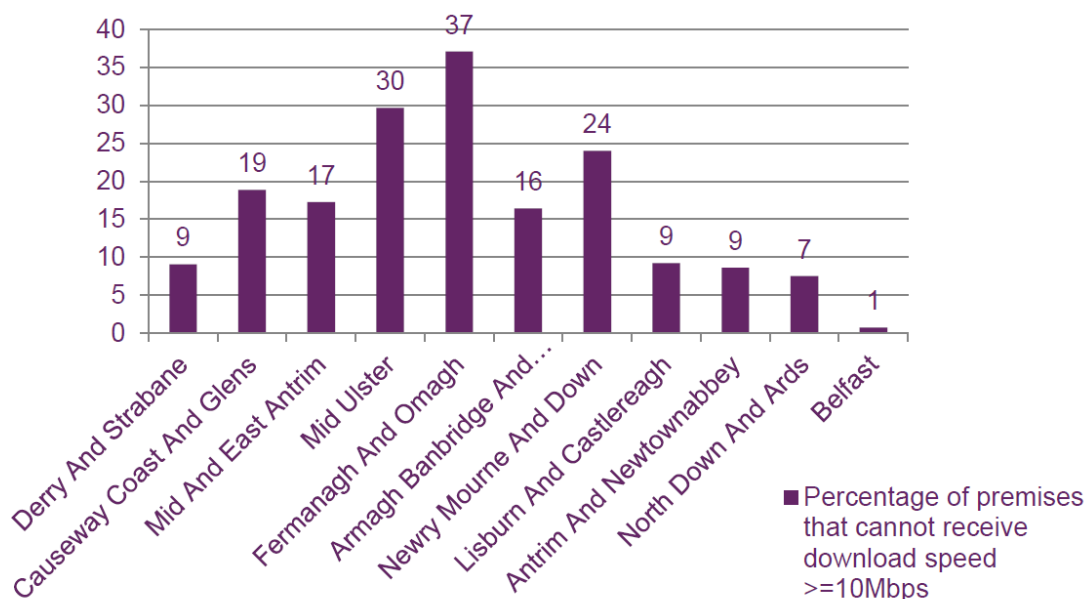
- 6.40 Ofcom has published data at council level in its 'Connected Nations Report 2015' and the picture for broadband coverage would appear to be quite positive for Antrim and Newtownabbey. As indicated in Figure 6.3, the Borough is one of the best performing in Northern Ireland, with low percentages of premises unable to download at speeds greater than 2, 5 and 10Mbps.
- 6.41 The information indicates that it is the more 'urban' areas which are better performing than the 'rural' council areas. This can be attributed to the fact that people in rural areas see a greater deterioration in speeds due to longer line lengths, which is a function of the low density, even spread of population. Due to the rural nature of much of Northern Ireland, it has the longest average line lengths and four times the UK average number of telegraph poles per capita.

Figure 6.3: Broadband Speeds by Council in Northern Ireland



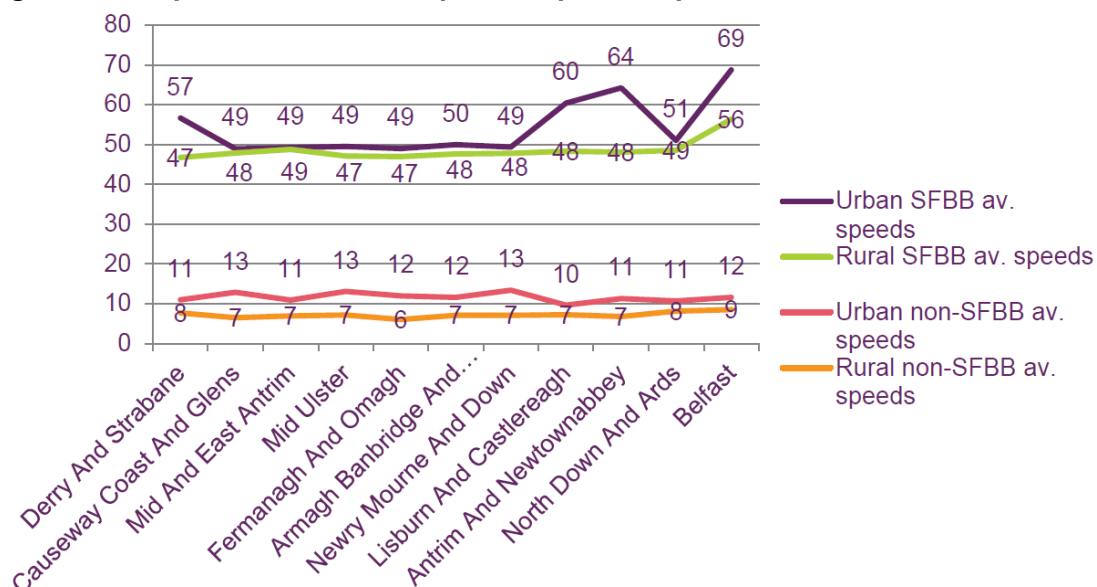
Source: Ofcom analysis of operator data

- 6.42 UK Government has recently identified a 10Mbps universal service obligation, as it deems this constitutes an acceptable broadband speed to meet the needs of customers. As Figure 6.4 identifies, only 9% of premises in the Borough cannot download at speeds greater than 10Mbps. This compares favourably to the majority of council areas in Northern Ireland.

Figure 6.4: % of premises that cannot download at speeds greater than 10Mbps

Source: Ofcom analysis of operator data

6.43 The difference in broadband speeds between urban and rural areas for superfast and non-superfast networks is illustrated in Figure 6.5. In Antrim and Newtownabbey non-superfast urban and rural speeds and superfast rural speeds tend to be very similar to those in the other council areas. However the Borough has excellent superfast broadband speeds within urban areas, indeed only second to Belfast and considerably higher than the other council areas in Northern Ireland.

Figure 6.5: Superfast and non-superfast speeds by urban and rural area

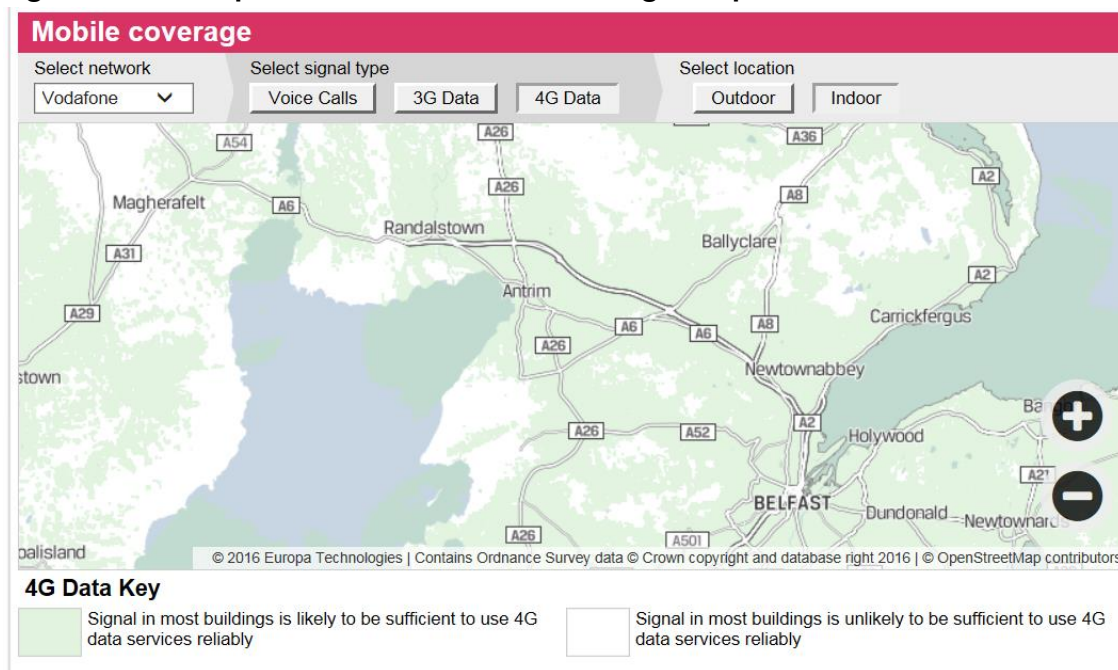
Source: Ofcom analysis of operator data

- 6.44 Information on broadband speeds can be viewed at a more local level based on postcode information, at the following website,
<http://maps.ofcom.org.uk/check-coverage>.

Mobile Data Coverage

- 6.45 Mobile coverage in Northern Ireland is provided by the operators, O₂, EE, 3 and Vodafone, using 2g, 3g, 4g data services and voice services. While 99% of properties in NI have 2g mobile coverage from at least 1 operator, there is significant variation in signal reliability across the 4 networks. Ofcom has created an interactive mobile coverage map at the following web address, <http://maps.ofcom.org.uk/check-coverage>. This map can be viewed for each of the 4 providers, with the variables of voice, 3g and 4g data and whether the service is accessible indoors or outdoors. An example of the map is shown in Figure 6.6 below.

Figure 6.6: Example of Ofcom Mobile Coverage Map



Source: Ofcom

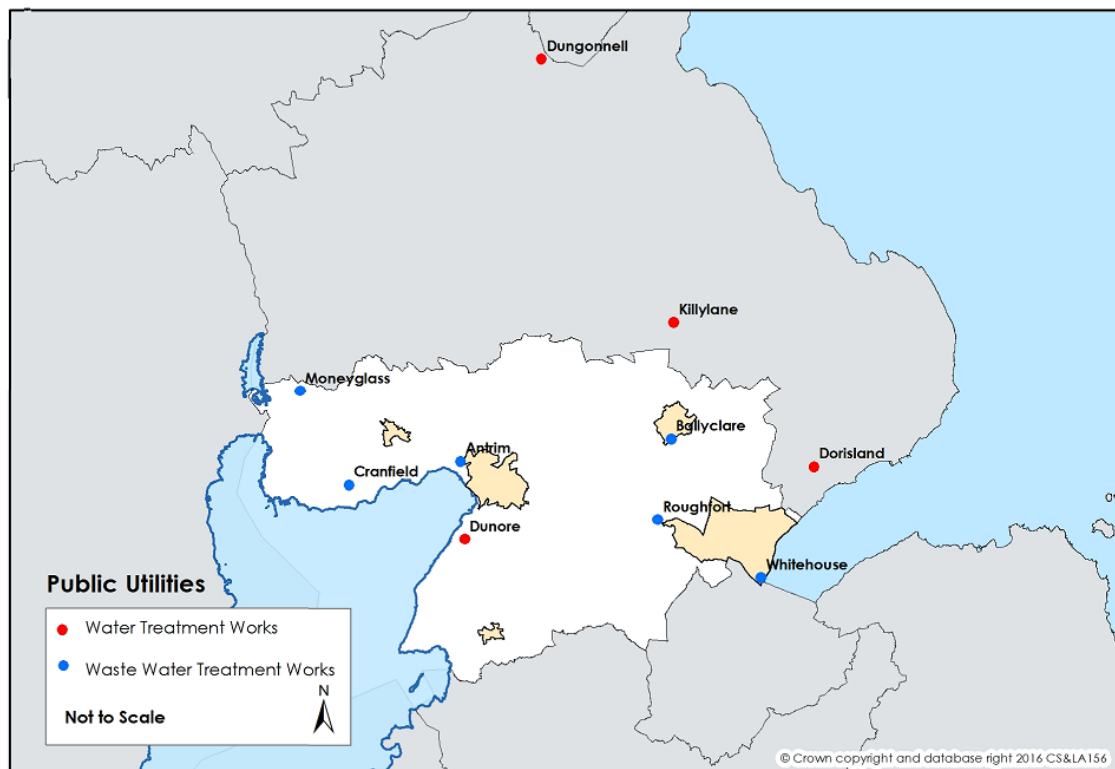
- 6.46 While every variation of the map is unrealistic to present here, in general, outdoor coverage in the Borough across Vodafone, EE and O₂ for voice, 3g and 4g data appears to be more or less complete. Outdoor coverage for 4g on the 3 network would appear to be less reliable in the area to the southwest of Randalstown and south of Templepatrick in the vicinity of Loanends. In terms of indoor reception, there are considerable pockets of unreliable signal on Vodafone, EE and O₂ for voice, 3g and 4g, in the area southwest of Randalstown, west of Crumlin and south of Templepatrick. On the 3 network, indoor reception for voice, 3g and 4g tends to be quite restricted in the Council area.

- 6.47 According to the Ofcom 'Connected Nations Report 2015', historically Northern Ireland has had lower levels of 3g coverage than GB, due to initial opposition to mobile phone masts and tighter planning restrictions, however the number of premises covered by all 4 3g operators has increased by 10% since 2014.

Water Network Extent and Characteristics

- 6.48 The water network in Northern Ireland can be split into the water supply network and the waste water network. They are both the responsibility of Northern Ireland Water (NIW) which is a Government Owned Company, set up in April 2007. It delivers water to 99% of the population through a system of pipes, pumping stations, water and wastewater treatment works and reservoirs, and collects the waste water from households and organisations connected to the sewerage system and transfers it to a works where it is treated and disposed of safely. There are 26,700 kilometres of watermains and 15,200 kilometres of sewers in Northern Ireland. By 2020 NIW is planning to invest £3 billion that will reduce leakage levels, lower the threats of flooding and improve water and wastewater quality. The location of the main water network facilities are shown on Figure 6.7.

Figure 6.7: Water Supply and Waste Water Network



Water Supply

6.49 The Borough receives its potable water from four Water Supply Zones which are provided by the following four Water Treatment Works (WTW):

- Killylane WTW;
- Dunore Point WTW;
- Dungonnell WTW; and
- Dorisland WTW

6.50 NI Water is satisfied with the sufficiency of the water supply and the distribution network capacity to the Borough over the plan period. A multi-million pound investment is currently nearing completion at Dorisland WTW to ensure the adequacy of water quality. Further to this, treatability studies will be undertaken at both Dorisland WTW and Killylane WTW within the current NI Water Business Plan period (2015-2021) to ensure water quality in distribution is maintained.










Waste water

6.51 Wastewater or sewage is water that has previously been used and is carried by a network of sewers, pipes and pumps from where it is produced to the wastewater treatment works (Wwtw), where it is treated and cleaned.

6.52 In the Borough there are 6 Wwtw located at Antrim, Ballyclare, Cranfield, Moneyglass, Roughfort and Whitehouse. NIW has provided information relating to the capacity of these Wwtw which is shown in Table 6.3.

6.53 The informative presents two sets of indicators; one relating to current capacity and the associated impact on availability of new sewerage connections; the second is an estimated projection of treatment capacity were prescribed growth factors to be applied to the existing drainage catchment flows. The indicators are a combination of Red, Amber, Green traffic lights for current capacity and a variety of tick box symbols for future capacity.

Table 6.3: Capacities of Waste Water Treatment Works serving the Council Area

Wastewater Treatment Works	Current Planning Status	Estimation of Capacity based on Growth Factor			Map	Comment
		10%	20%	30%		
Antrim		✓	✓	×	1a & 1b	
Ballyclare		✓	✓	✓	2	
Cranfield(Antrim)		×	×	×	3	
Moneyglass		×	×	×	4	
Roughfort		✓	⊗	×	5	
Whitehouse		⊗	×	×	6	
<div> <div> Key to Current Planning Status  New connections permitted - Capacity Available  Restriction on new connections - Capacity Limited  New connections refused - No Capacity </div> <div> Key to Local Development Planning ✓ Works has 'Reasonable Capacity' ⊗ Works is 'At or reaching Capacity' × Works has 'Insufficient Capacity' </div> </div>						

Source: NIW

- 6.54 As the table indicates, currently the Antrim, Ballyclare, Roughfort and Whitehouse Wwtw have enough spare capacity to enable new connections to the network. When an element of growth is added in the future, the Antrim and Ballyclare Wwtw have enough spare capacity to enable new connection and to a lesser extent so does Roughfort Wwtw. The Whitehouse Wwtw would however be 'at or reaching capacity' with a 10% growth rate. At present problems exist at the Cranfield and Moneyglass Wwtw where there is no capacity currently available to enable new connections to the network.
- 6.55 The levels of spare capacity in Antrim and Ballyclare Wwtw are attributable to the fact that both facilities are recent new constructions, designed to treat wastewater from a growing population to 2035 in the case of Antrim and 2030 in the case of Ballyclare.
- 6.56 There are some settlements in the Borough with no sewer network, instead waste water is processed via individual septic tanks. These are Ballycraigy, Kingsmoss, Lowtown, Millbank and Tildarg, as well as parts of Ballycor and Hillhead.
- 6.57 It is also notable that waste water from Toome is pumped across the council boundary at Creagh Wwtw in Mid Ulster. Similarly sewage from the area north of the disused railway at Monkstown is dealt with at Greenisland Wwtw.
- 6.58 There are also a number of small waste facilities located outside of settlement limits in the rural area. These collect waste on a very localised scale, often from small groups of houses, in many cases 2 or 3 dwellings.

Key Findings:

- There is an extensive network of 33kv and 11kv lines in the Council area.
- The majority of the network is free from connection saturation in the Council area, except for a pocket of saturation in the Toome/Randalstown area.
- There are a number of suppliers selling electricity from a Single Electricity Market pool.
- Average energy consumption per meter is higher in the legacy Antrim Council area, than the legacy Newtownabbey Council area.
- The legacy Newtownabbey area tends to be more residential focused than the legacy Antrim area which is more business focused.
- The availability of gas for heating plays a part in reducing electricity consumption.
- The South North pipeline runs through the Council area, parallel with the eastern shore of Lough Neagh, to east of Nutts Corner, north east past Antrim, to a hub north of Ballyeaston.
- There are 2 distribution networks supplying gas in the Council area, Greater Belfast operated by Phoenix (Newtownabbey) and Ten Towns operated by Firmus. (Antrim, Ballyclare, Doagh and Templepatrick)
- Overall broadband speeds in NI are amongst the highest in the UK.

- Antrim and Newtownabbey Borough Council took an active role in promoting the subsidies available under the Better Rural Broadband Antrim banner.
- The Borough performs well in terms of broadband coverage compared to other councils in NI, with only 9% of premises not able to download at speeds greater than 10Mbps.
- The Borough has excellent 'superfast broadband' speeds within urban areas, only second to Belfast City Council.
- Ofcom has created a broadband checker resource at <http://maps.ofcom.org.uk/check-coverage>.
- There is significant variation in mobile reception among the 4 providers operating in the Council area.
- There are reception problems, especially indoors, in areas southwest of Randalstown, around Loanends and west of Crumlin.
- Ofcom has created an interactive mobile coverage map at <http://maps.ofcom.org.uk/check-coverage>.
- There is adequate clean water supply and network capacity from the 4 WTW to accommodate population growth within the Council area.
- Dorisland WTW is currently undergoing upgrade to ensure adequacy of water quality.
- Antrim and Ballyclare Wwtw have significant spare capacity.
- The Wwtw at Cranfield and Moneyglass have no existing capacity, and no new connections to the network allowed.
- Whitehouse Wwtw will reach its capacity with a 10% growth rate.
- Ballycraigy, Kingsmoss, Lowtown, Millbank and Tildarg do not have a sewer network, as well as parts of Ballycor and Hillhead.

Next Steps

6.59 As the LDP progresses the Council will liaise closely with public utilities providers to ensure that the essential needs of the Borough are met in an effective and sustainable fashion.

7 Transport

7.1 The purpose of this paper is to provide evidence in relation to the topic of transportation, which informs the Preferred Options Paper (POP) for the Antrim and Newtownabbey Local Development Plan 2030.

7.2 This section collates evidence around 3 main themes of:

- Existing Transportation Network;
- Future Transport Proposals; and
- Key Findings/Issues.

Regional Policy Context

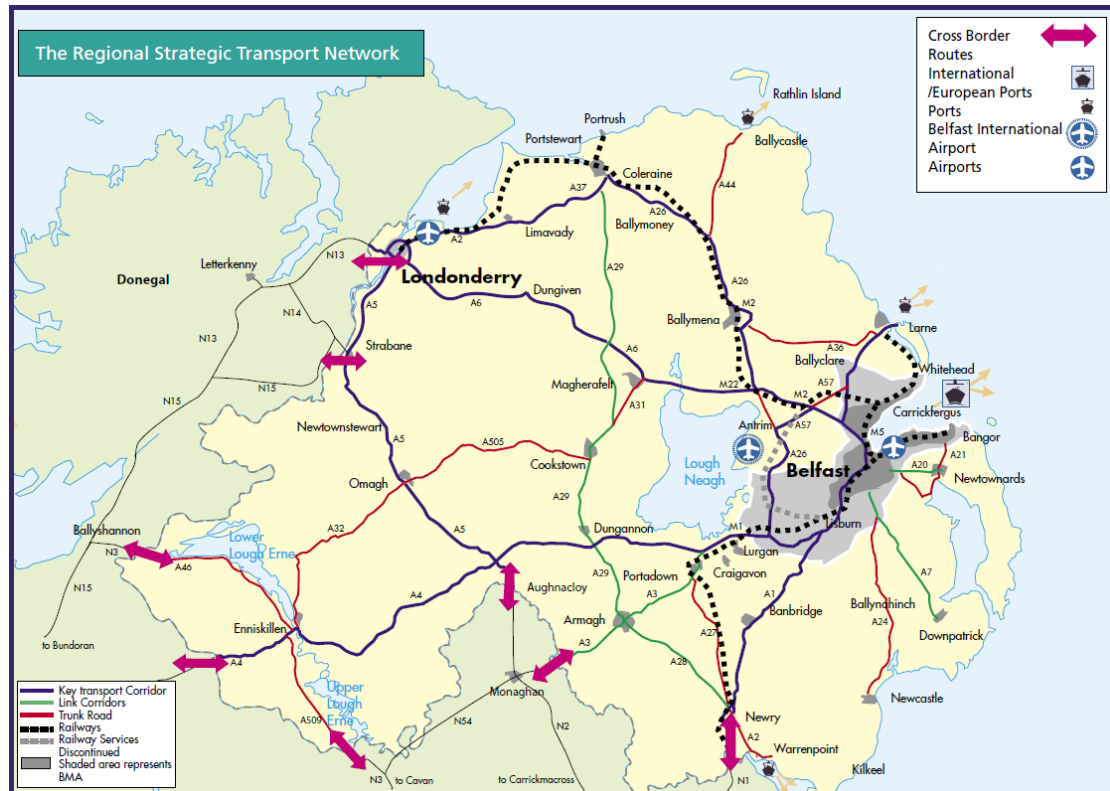
7.3 The Everyone's Involved - **Sustainable Development Strategy** contains a range of Priority Areas, of most relevance to transport is that relating to sustainable and long term investment in infrastructure in order to support economic and social development. This advises that the physical infrastructure of society influences human behaviour. It acknowledges that the provision of infrastructure based on sustainability and equality will enable high quality services and sustainable transport. It promotes the provision of integrated and accessible transport infrastructure in order to facilitate economic growth and social inclusion whilst reducing emissions and other adverse impacts.

7.4 The **Regional Development Strategy** (RDS) sets Regional Guidance, identified in RG2 that aims to deliver a balanced approach to transport infrastructure in order to remain competitive in the global market by promoting transport which balances the needs of the environment, society and economy. It focusses on managing the use of road and rail space and how the existing network can be used in a better, smarter way. This approach will be developed through the improvement of connectivity; maximising the potential of the Regional Strategic Transport Network; ensuring that road space and railways are used more efficiently; improving social inclusion through the provision of public transport services; managing the movement of freight; improving access to cities and towns; and improving road safety.

7.5 The **Regional Transportation Strategy** (RTS) establishes the 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".

7.6 The RTS covers the 10 year period between 2002 and 2012 and identifies priorities for investment in strategic transportation, and considers potential funding sources and the affordability of planned initiatives. It aims to support the RDS and make a significant contribution to the long term vision for transportation in Northern Ireland.

- 7.7 The Strategy is being implemented through three transport plans which cover the Regional Strategic Transportation Network:
- The Belfast Metropolitan Transport Plan 2004;
 - The Regional Strategic Transport Network Transport Plan 2015; and
 - The Sub-Regional Transport Plan 2015.
- 7.8 The **Belfast Metropolitan Transport Plan** (BMTP) is a local transport plan for the Belfast Metropolitan Area, which incorporates Metropolitan Newtownabbey. The BMTP identifies a number of proposals designed to enhance the accessibility of the area. Most of these schemes, such as the widening of the M2 southbound between Sandyknowes and Greencastle, have been implemented. However, the construction of the Ballyclare Relief Road and the completion of the Hightown Road link still remain to be realised.
- 7.9 The purpose of the **Regional Strategic Transport Network Transport Plan** (RSTN TP) is to plan the maintenance, management and development of Northern Ireland's Strategic Transport Network in accordance with the RTS and the RDS. The RSTN TP provides an overview of the Regional Strategic Transport Network, and outlines how it is likely to be developed to improve accessibility; encourage use by pedestrians and cyclists; promote the use of public transport; and maintain and enhance the quality of the highway network.
- 7.10 The Transport Plan advises that the road element of the Regional Strategic Transport Network, identified in Figure 7.1, is made up of:
- 5 Key Transport Corridors (KTCs);
 - 4 Link Corridors;
 - The Belfast Metropolitan Transport Corridors; and
 - The remainder of the trunk road network.

Figure 7.1: The Regional Strategic Transport Network

Source: Regional Strategic Transport Network Transport Plan 2015, DRDNI, 2004

- 7.11 The purpose of the **Sub-Regional Transport Plan (SRTP)** is to study, in detail, the needs of 29 towns and cities across Northern Ireland (Other Urban Areas), and smaller settlements and dispersed population living in the countryside (Rural Areas), and to present a range of transport schemes in accordance with the RTS. This Plan is relevant to the Borough due to its consideration of Antrim within Other Urban Areas (OUA), and the pertinence of Rural Areas (RA). Transport schemes outlined in the Plan are aimed at walking and cycling; bus; rail; and highways.
- 7.12 The **Ensuring a Sustainable Transport Future – A New Approach to Transportation** sets out how regional transportation will be developed beyond 2015 following the conclusion of the current transport plans. Rather than identify detailed schemes or projects, this document outlines the high level aims and strategic objectives for transportation in Northern Ireland. These provide the basis by which strategic transportation interventions can be assessed, developed, and progressed towards adoption and implementation.
- 7.13 It complements the RDS, and aims to achieve its 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”. The new approach seeks to facilitate the provision of infrastructure and services to ensure that travel and transport are as sustainable as possible.

- 7.14 The **Newtownabbey Transport Assessment** consists of two distinct parts – the **Ballyclare Transport Study** (February 2014) and the **Glengormley Transport Study** (January 2014). It was commissioned by the Department for Social Development (DSD) to assess the existing transport conditions and determine the impact of traffic on Ballyclare and Glengormley.
- 7.15 With regard to Ballyclare, the Transport Study seeks to identify measures to mitigate against additional traffic volumes and to facilitate the regeneration of Ballyclare by making the area more attractive, accessible and safer for pedestrians and other road users.
- 7.16 The Study makes a number of conclusions, including:
- traffic congestion has a significant impact on the town during peak periods. This has been exacerbated by the substantial increase in population of Ballyclare, particularly to the north of the town;
 - the construction of the Ballyclare Relief Road, would significantly reduce the number of cars travelling through the town centre during peak periods; and
 - the reduction in the number of cars within the town centre would facilitate regeneration proposals designed to increase the attractiveness of the town centre, and increase pedestrian accessibility.
- 7.17 With regard to Glengormley, the Transport Study seeks to identify options to mitigate against current and future levels of traffic.
- 7.18 The study makes a number of conclusions, including:
- the location of Glengormley on the northern periphery of the Belfast Metropolitan Area means that the transport links that run through the town form a critical link to Belfast City Centre and outlying areas;
 - Glengormley experiences a high volume of traffic, particularly at peak times.
 - a scheme to improve the junction of the Carnmoney Road and Farmley Road with the Antrim Road could assist with the movement of traffic within Glengormley, whilst also facilitating safety and townscape improvements; and
 - a scheme to improve the junction of the Hightown Road and Ballyclare Road with the Antrim Road would provide significant improvements in capacity.
- 7.19 The **Strategic Planning Policy Statement for Northern Ireland (SPPS)** provides regional planning policies in order to support the implementation of the RDS and the SDS. When preparing LDPs, these policies must be taken into account. In addition, the policies detailed within the SPPS are material to all decisions with regard to individual planning applications and planning appeals.

7.20 Recognising that the successful integration of transport and land use is fundamental to the delivery of sustainable development, the SPPS aims to secure improved integration with land use planning that is consistent with the RDS and other existing strategies, and to facilitate safe and efficient access, movement and parking.

7.21 The seven regional strategic objectives for transportation and land use are to:

- 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 the needs of people with disabilities and others 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.

7.22 The SPPS recognises that the preparation of a LDP provides the opportunity to assess the transport needs, problems and opportunities within the Plan area, and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future land use.

7.23 In order to identify transportation and land use planning issues to be addressed in a LDP, it indicates that a local transport study should be undertaken by councils. Whilst identified issues will vary between council areas, the SPPS advises that these should include:

- land use allocations and associated infrastructure;
- new transport schemes, walking and cycling;
- disused transport routes;
- car parking; and
- protected routes.

Existing Operational Planning Policy

- 7.24 Whilst the SPPS sets out the strategic direction and core planning principles for transportation and land use for all of Northern Ireland, operational planning policy is currently contained within Planning Policy Statements (PPSs).
- 7.25 **Planning Policy Statement 3: Access, Movement and Parking** (PPS 3) sets out operational planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. Together with PPS 13, it forms an important element in the integration of transport and land use planning, seeking to improve mobility for all and to promote healthier living and improved road safety.
- 7.26 Operational planning policies within PPS 3 relate to:
- The creation of an accessible environment taking into account the specific needs of all people, particularly those with disabilities or whose mobility is impaired (Policy AMP 1);
 - Ensuring access to public roads provided such provision does not prejudice road safety or significantly inconvenience the flow of traffic (Policy AMP 2);
 - Restricting the number of new accesses and controlling the level of use of existing accesses onto Protected Routes in order to facilitate the efficient movement of traffic on routes which make a significant contribution to economic prosperity by providing vital links between main towns, airports, seaports, and the Republic of Ireland (Policy AMP 3);
 - The protection of lands required to facilitate new transport schemes from development that would be prejudicial to its implementation (Policy AMP 4);
 - The protection of disused transport routes where there is potential for re-use for transportation purposes, or for recreation, leisure or tourism (Policy AMP 5);
 - The requirement for developers to submit Transport Assessment (where considered appropriate) to review the potential impacts of a development proposal (Policy AMP 6);
 - The adequate provision of car parking and appropriate servicing arrangements within development proposals (Policy AMP 7);
 - The requirement to consider the needs of cyclists within certain development proposals to provide safe, secure and convenient access, parking, and linkages to existing cycle networks where available (policy AMP 8);
 - Ensuring a high standard of design, layout and landscaping with regard to car parking proposals (Policy AMP 9);

- The provision of public and private car parks that do not increase congestion or reduce local environmental quality (Policy AMP 10); and
- Ensuring that temporary car parks are only permitted where there is a need which cannot be met by existing provision (Policy AMP 11).

Planning Policy Statement 13: Transportation and Land Use (PPS 13)

7.27 PPS 13 aims to guide the integration of transportation and land use, particularly through the preparation of development plans and transport plans by promoting sustainable transport choices; promoting accessibility for all; and reducing the need to travel, especially by private car. The General Principles promote:

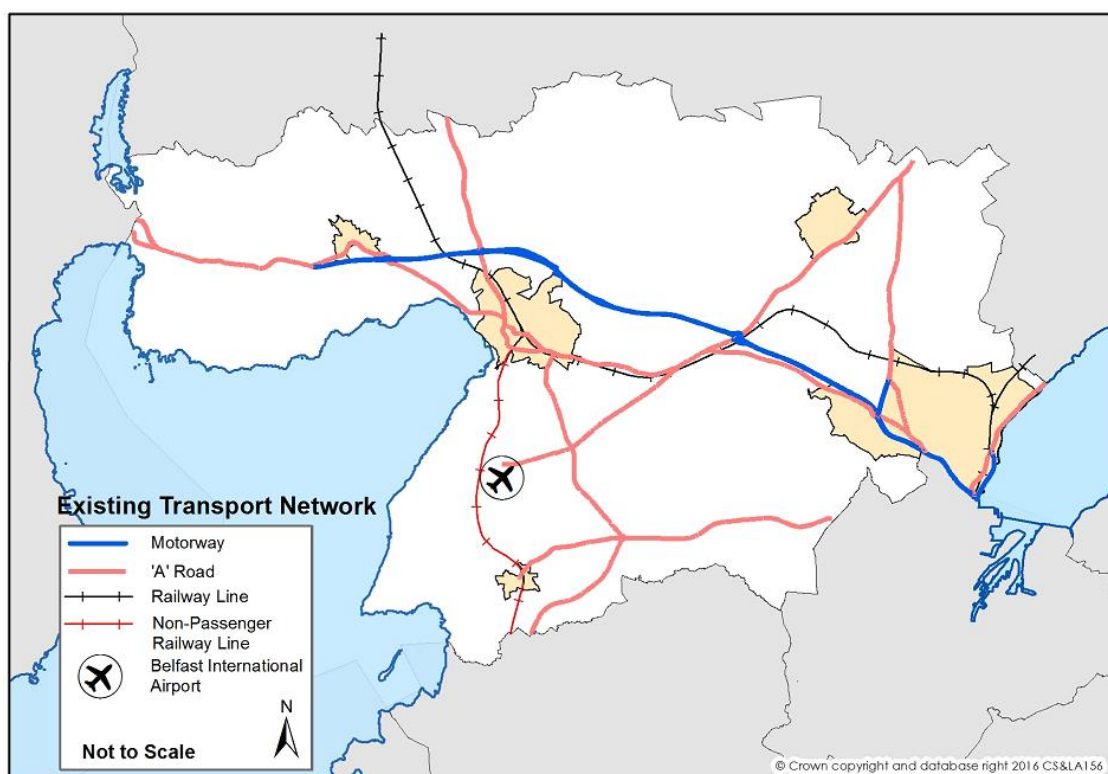
- the use of development plans and transport plans to facilitate the integration of transportation policy and land use planning;
- accessibility by modes of transport other than the private car;
- the use of Transport Assessment (TA) to review the potential transport impacts of a development proposal;
- the development of Travel Plans for all uses that may result in significant trip generation;
- where transport infrastructure is required by a proposed development, associated costs of construction should be borne by developers;
- the use of parking controls to encourage more responsible use of the private car, and to affect a change in travel behaviour;
- the development of park and ride and park and share sites to reduce the need to travel by car, and to encourage public transport usage;
- the protection of land required to facilitate improvements in the transport network;
- a shift towards walking, cycling and the use of public transport in order to reduce the reliance on the private car;
- the development of rural public transport schemes to ensure access to essential facilities and larger settlements;
- enhanced safety through the delivery of innovative measures to manage traffic more effectively; and
- the creation of a more accessible environment for all through the integration of transport and land use planning.

7.28 A strategic level review of operational planning policy is examined further in the separate paper entitled, 'Review of Operational Planning Policy – Transportation'.

Existing Transportation Network

7.29 This section provides an outline of the Borough's transportation network as it currently exists. Consideration will be given to main transport linkages currently available, particularly with regard to road and rail. Given the presence of Belfast International Airport in the Borough, consideration will also be given to air transport. Figure 7.2 details the current transportation network in the Borough, consisting of road and rail infrastructure, and Belfast International Airport.

Figure 7.2: Existing Transportation Network



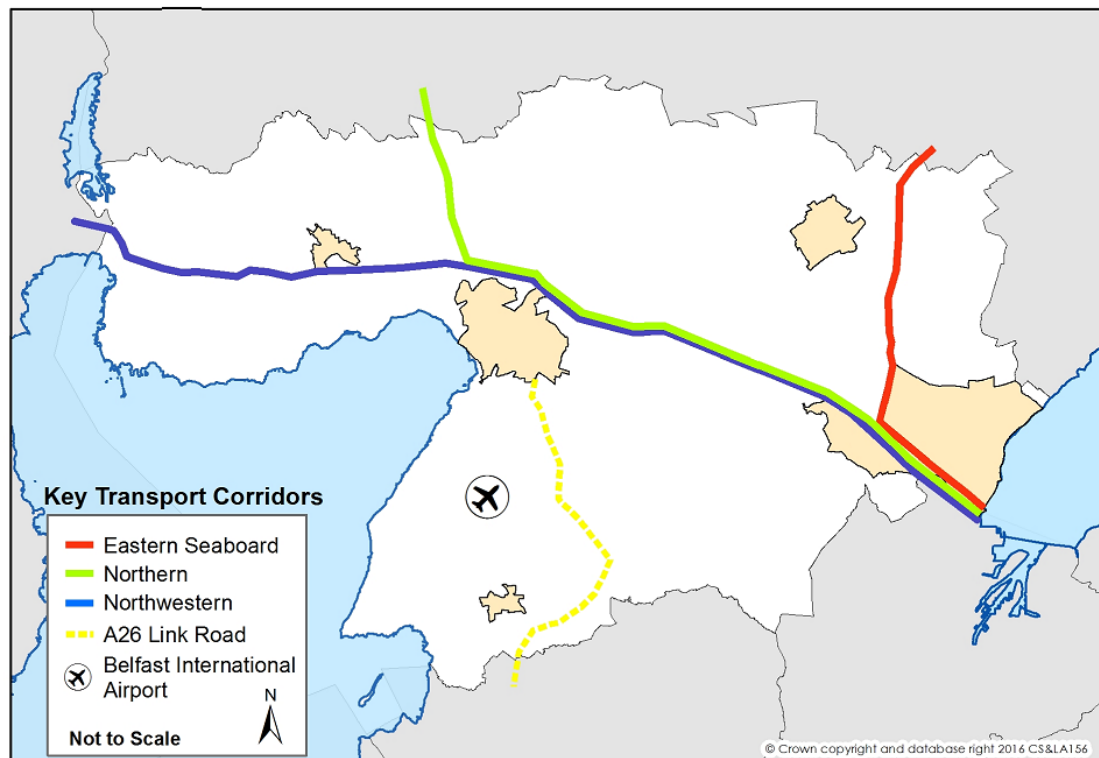
7.30 Antrim and Newtownabbey Borough benefits from its strategic position on and connecting to the Belfast Metropolitan Area's transport network, with major road and rail links provide easy access to regional gateways via the Key Transport Corridors, Link Corridors, and the trunk road network. This ensures that the Borough has a high quality transport network linking to the rest of Northern Ireland and the Republic of Ireland, but also to the rest of the United Kingdom and mainland Europe.

Road Network

7.31 In terms of the highway network, Antrim and Newtownabbey Borough Council benefits from its ease of access to the Eastern Seaboard, Northern, and North Western Key Transport Corridors (KTCs) for further travel towards Larne and connections to the rest of the United Kingdom and mainland Europe.

7.32 The M2/M22 motorway forms the backbone of the Borough's transportation infrastructure, providing no less than 7 junctions ensuring easy access for residents, visitors, and businesses. The route connects the Borough to Belfast and Belfast Harbour, and onward to Lisburn, with access to Banbridge, Newry and to the east of the Republic of Ireland through County Louth via the Southern KTC, and to Dungannon, Enniskillen, and the west of the Republic of Ireland through Counties Cavan and Leitrim via the South Western KTC. Figure 7.3 outlines the Key Transport Corridors which are located in the Borough.

Figure 7.3: Key Transport Corridors



7.33 The A8 forms part of the Eastern Seaboard KTC, providing the Borough with a strategic link to Larne – one of Northern Ireland's major seaports with onward connections to the rest of the United Kingdom and mainland Europe.

7.34 The M22, forming part of the North Western KTC, provides a vital transportation route towards Londonderry and into the north west of the Republic of Ireland via County Donegal.

7.35 The A26 (north) provides a link to Ballymena via the Northern KTC, and onward to Coleraine and the North Coast. Considering the value of the North Coast to the economy, the A26 therefore provide a critical connection for the tourism industry.

7.36 The A26 (south) provides an alternative connection to the Southern and South Western KTCs without the need to travel through Belfast.

- 7.37 The Borough benefits from a diverse range of route classifications from motorways and single and dual carriageway A-classified routes, to single carriageway B-class roads, and minor roads. The motorway network in Antrim and Newtownabbey Borough accounts for a significant proportion of Northern Ireland's motorway provision, which underlines the strategic location of the Borough in the context of transportation as shown in Table 7.1 below.

Table 7.1: Road Network Distances (2015)

Route Classification	Northern Ireland	Antrim & Newtownabbey Borough Council
Motorway	114.90 km	35.30 km (30.72% of NI)
'A' Road: Dual Carriageway	209.10 km	14.00 km (6.70% of NI)
'A' Road: Single Carriageway	2,096.10 km	111.50 km (5.32% of NI)
'B' Road	2,885.50 km	150.30 km (5.21% of NI)
'C' Road	4,723.90 km	239.20 km (5.06% of NI)
Unclassified	15,527.00 km	806.90 km (5.20% of NI)
Total Road Length	25,556.60 km	1,357.10 km (5.31% of NI)

Source: NISRA (NINIS)/Department for Regional Development – TransportNI

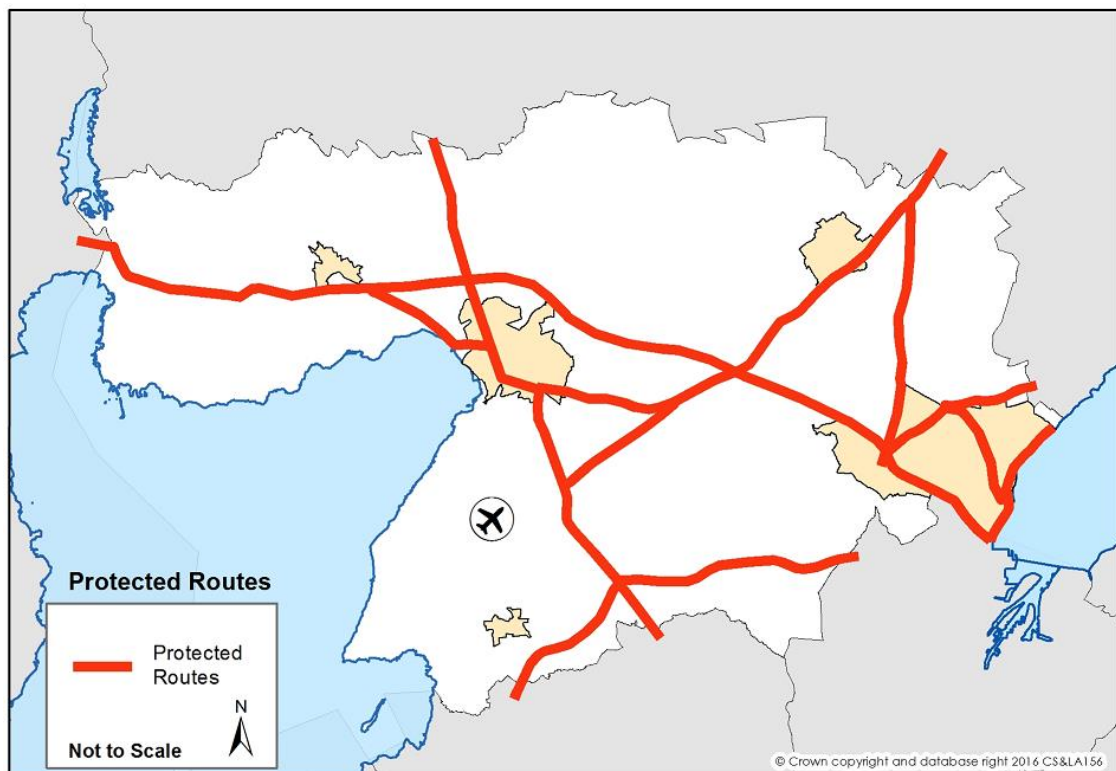
Protected Routes

- 7.38 The network of Protected Routes includes motorways, 'A' Roads and selected 'B' Roads which contribute significantly to economic prosperity by providing efficient links between all the main towns, airports and seaports in Northern Ireland, and those which provide a transport connection with the Republic of Ireland. Protected Routes are designated by TransportNI (Department for Infrastructure) and will be identified in the LDP for information only. An overview of Protected Routes within the Borough is provided in Table 7.2 and illustrated in Figure 7.4.

Table 7.2: Protected Routes

Protected Route	Route Details
M2	Belfast – Ballymena
M5	Greencastle – Rush Park
M22	Antrim – Randalstown
A8(M)	Sandyknowes – Corr's Corner
A2	Newry – Londonderry Route via Bangor, Belfast, Larne, Coleraine and Limavady (Coastal Route)
A6	Belfast – Londonderry via Antrim
A8	Corr's Corner – Larne via Ballynure
A26	Coleraine – Banbridge via Antrim, Crumlin and Lurgan
A52	Belfast – Crumlin via Nutts Corner
A57	Antrim – Ballynure via Belfast International Airport and Templepatrick
B90	Sandyknowes – Belttoy Road, Carrickfergus (via Monkstown and Greenisland)
B101	Lisburn – Nutt's Corner

Source: PPS 3: Access, Movement & Parking, DOE, 2005 & Planning Section Research

Figure 7.4: Protected Routes

Modes of Travel

7.39 The main modes of travel are by private car, public transport, walking and cycling. According to the DRD/NISRA Travel Survey of Northern Ireland (TSNI) 2012 – 2014, travelling by car accounted for 72% of all journeys, and 81% of the total distance travelled. Public transport constituted 5% of all journeys, and 8% of the total distance travelled.

Private Car

- 7.40 Between 2008 and 2013, cars, cars & trailers and light vans accounted for almost 90% of all vehicle kilometres travelled on Northern Ireland's roads with 17.6 billion vehicle kilometres travelled in 2013, Table 7.3. This provides a clear indication of the dominance of the private car with regard to preferred mode of travel in Northern Ireland.

Table 7.3: Vehicle Kilometres Travelled by Vehicle Type (2008 – 2013)

Vehicle Type	Kilometres Travelled					
	2009	2010	2011	2012	2013	2014
Car	17.0	17.6	17.4	17.2	17.1	17.6
Medium Commercial	1.4	1.5	1.3	1.2	1.2	1.2
Heavy Goods Vehicle	0.6	0.6	0.6	0.6	0.6	0.6
Articulated Lorries	0.5	0.5	0.4	0.4	0.4	0.4
Bus	0.1	0.1	0.1	0.1	0.1	0.1
All Vehicles	19.6	20.2	19.8	19.5	19.4	19.8

Source: Annual Road Traffic Estimates: Vehicle Kilometres Travelled in Northern Ireland (2008 – 2013), DRD

- 7.41 The 2011 Census of Northern Ireland identifies that one-fifth of all households in the Borough do not have access to a private vehicle, Table 7.4. This therefore means that public transport provision is likely to be an important service for residents.

Table 7.4: Percentage of Households Owning One or More Private Vehicles

Car Ownership	Antrim & Newtownabbey		Northern Ireland	
	No. of Households	% of Households in Borough	No. of Households	% of Households in NI
No Car / Van	10,549	19.52	159,659	22.70
1 Car / Van	23,127	42.80	291,016	41.38
2 Cars / Vans	15,817	29.27	190,196	27.04
3 Cars / Vans	3,316	6.14	44,227	6.29
4+ Cars / Vans	1,226	2.27	18,177	2.58

Source: 2011 Census of Northern Ireland

- 7.42 The TSNi reports that of those people who travel to work or place of study by private car, 62% advised that their main reason for choosing this mode of transport was due to the opinion that the journey would not be possible by public transport. This underlines the likelihood that therefore likely that public transport is likely to be an important service for residents in the Borough.
- 7.43 Furthermore, the Census also shows that of the 60,988 residents in employment in Antrim and Newtownabbey Borough, 74.9% travelled to work by car or van. This includes those driving (59.9%), travelling as a passenger (5.4%), and as part of a car pool (9.6%).

Public Transport

- 7.44 The vast majority of public transport services in the Borough are provided by Translink through its Metro, Ulsterbus and Northern Ireland Railways services.
- 7.45 The 2011 Census shows that 7.31% of the Borough's population (aged between 16 and 74) travelled to their place of work by public transport (bus/rail). When student numbers (and their mode of travel to place of study) are included, public transport patronage in the Borough increases to 13.62% , Table 7.5. This compares favourably with the Northern Ireland average for public transport usage (13.54%). However, it also ties in to previously identified trends relating to the dominance of the private car as a mode of transport.

Table 7.5: Mode of Travel to Work or Place of Study (2011)

Mode of Travel	Antrim and Newtownabbey Borough Council		Northern Ireland	
	16 – 74 (Excluding Students)	16 – 74 (Including Students)	16 – 74 (Excluding Students)	16 – 74 (Including Students)
Work at Home	8.54%	9.71%	10.32%	11.18%
Train	1.07%	1.30%	1.31%	1.32%
Bus	6.25%	12.31%	4.77%	12.22%
Motorcycle	0.50%	0.38%	0.39%	0.29%
Car/Van Driver	59.90%	42.17%	57.70%	39.53%
Car/Van Passenger	5.38%	14.88%	4.92%	14.47%
Car Pool	9.62%	7.07%	9.83%	7.03%
Taxi	1.44%	1.29%	1.35%	1.38%
Bicycle	0.87%	0.69%	0.85%	0.67%
On Foot	5.78%	9.66%	7.74%	11.26%
Other	0.66%	0.54%	0.82%	0.63%

Source: 2011 Census of Northern Ireland

- 7.46 In terms of overall public transport services provided by Translink, the Borough's main towns and primary settlements benefit, not only from connections with Belfast, but also linkage with each other. Metro Services provide a frequent and direct public transport link between Metropolitan Newtownabbey and Belfast City Centre via the Antrim and Shore Roads. Ulsterbus services provide a link to and between the other main towns in the Borough. Antrim Town and Newtownabbey both benefit from "Town Service" routes which facilitate easy access to various locations in each of the towns.
- 7.47 Public transport infrastructure and connecting services allows onward travel to other parts of Northern Ireland including Londonderry, Coleraine, Ballymena, Larne, and Lisburn. There are also frequent bus services between Belfast City Centre and Belfast International Airport (BIA), and an adequate service between Lisburn and BIA via Crumlin.

- 7.48 With regard to rail-based public transport, Northern Ireland Railways operates an hourly service via Mossley West and Antrim that connects the Borough to Belfast, Ballymena, Coleraine and Londonderry. Half-hourly Carrickfergus, Whitehead and Larne services connect the Borough to Belfast via Whiteabbey and Jordanstown.
- 7.49 In April 2015, following an announcement of a significant reduction in public funding, Translink engaged with customers and stakeholders to identify how existing services were being used. In late August and early September a series of changes to services were implemented which reduced services and resulted in new schedules.

Walking and Cycling

- 7.50 Walking and cycling are facilitated by a variety of means, ranging from existing road and pavement based infrastructure, to formal cycle paths and community greenways. Further details of community greenways in the Borough are provided in the separate paper entitled, 'Open Space, Sport and Outdoor Recreation'.
- 7.51 The Belfast Metropolitan Area Plan 2015 identified three community greenways in the Borough. Whilst the intention of community greenways is to create a network of corridors of urban open space through the linkage of parks and other natural areas, these routes can be used by pedestrians and cyclists for the purposes of transportation. The Borough's three community greenways are:
- MNY 48/01 – Monkstown to Cavehill;
 - MNY 48/02 – Loughshore to Belfast; and
 - MNY 48/03 – Valley Park to Carrickfergus Escarpment.
- 7.52 For further details of these routes, please refer to are contained within the 'Open Space, Sport and Outdoor Recreation' section of this paper.
- 7.53 With specific regard to cycling, the National Cycle Network (NCN) traverses the Borough. The NCN is a series of safe, traffic-free paths and quiet on-road cycling and walking routes which form a transportation link between most towns and cities. Given the distances covered by the National Cycle Network these routes are more likely to be used for recreation purposes rather than for transportation. However, the routes possess the potential for use as a means of bicycle-based travel between towns in the Borough and from Metropolitan Newtownabbey to Belfast city centre.
- 7.54 The NCN Route 93 runs from Londonderry to Bangor via Belfast. In the Borough, it connects from the A8 Belfast to Larne Road, through Mossley to Whiteabbey (via the Newtownabbey Way) and southward into Belfast. Aside from the Antrim Coast Road and the Causeway Coast, it enables access via connecting routes to Ballymena, Lisburn, Newtownards and Downpatrick.

- 7.55 The NCN Route 94, referred to as the Loughshore Trail, is a 182km circuit around Lough Neagh which travels through or near to Crumlin, Antrim, Randalstown and Toome. It forms a direct connection to Portadown and Craigavon, and allows onward travel via other NCN Routes to other towns and cities such as Londonderry, Cookstown, Coleraine, and Newry.
- 7.56 The NCN Route 96, known as the Lower Bann Route, links Toome with Coleraine, along mainly flat traffic free sections. It follows leaves Toome following the banks of Lough Neagh and Lough Beagh, out of the Borough and onto Portglenone.

Car Parking

- 7.57 The Council is currently responsible for 11 car parks consisting of both paid and free facilities. There are 5 car parks where tariffs are applicable, accounting for 60% of the total car parking spaces available in the Borough. The 6 remaining car parks, which are free of charge, offer a total of 574 car parking spaces. Of the 1,469 spaces available in the Borough, only 40 (2.7%) are 'disabled' parking spaces (i.e. for use by those who are entitled to concessions under the 'blue badge scheme'). The locations of the Borough's public car parking facilities are detailed in Table 7.6.

Table 7.6: Public Car Parking Facilities in Borough

	Location of Public Car Parks	'Standard' Car Parking Spaces	'Disabled' Car Parking Spaces	Electric Car Charging Points	Total Car Parking Spaces
PAID	Castle Way, Antrim	452	15	0	467
	Railway Street, Antrim	186	5	0	191
	Shore Road, Whiteabbey	38	2	0	40
	Harrier Way, Ballyclare	126	2	1	129
	Market Square, Ballyclare	52	2	0	54
	Sub-Total	855	26	1	881
FREE	Castle Street, Antrim	116	1	1	118
	Bridge Street-Dublin Road, Antrim	194	0	1	195
	John Street, Randalstown	102	3	0	105
	Portglenone Road, Randalstown	22	0	1	23
	Farmley Road, Glengormley	118	8	1	127
	A2 Shore Road, Whiteabbey	18	2	0	20
	Sub-Total	574	14	4	588
Total		1,424	40	5	1,469

Source: Antrim and Newtownabbey Borough Council – Operations Directorate (Leisure Section) and ecarNI [<https://www.ecarni.com/charge-point-map>]

- 7.58 The Council assumed responsibility for these off-street car parking facilities on 1 April 2015. On-street parking still rests within the remit of the Department for Infrastructure – TransportNI.
- 7.59 There are a number of Park and Ride car parks (P&R) in the Borough. These facilities are purpose built car parks conveniently located on the transportation network which are serviced by public transport, providing easy access to

nearby towns and cities. They present an opportunity to choose a means of transport where at least part of the trip can be completed without using the private car, which assists in reducing congestion in town and city centres. Table 7.7 provides details of these facilities including capacity and connection to public transport.

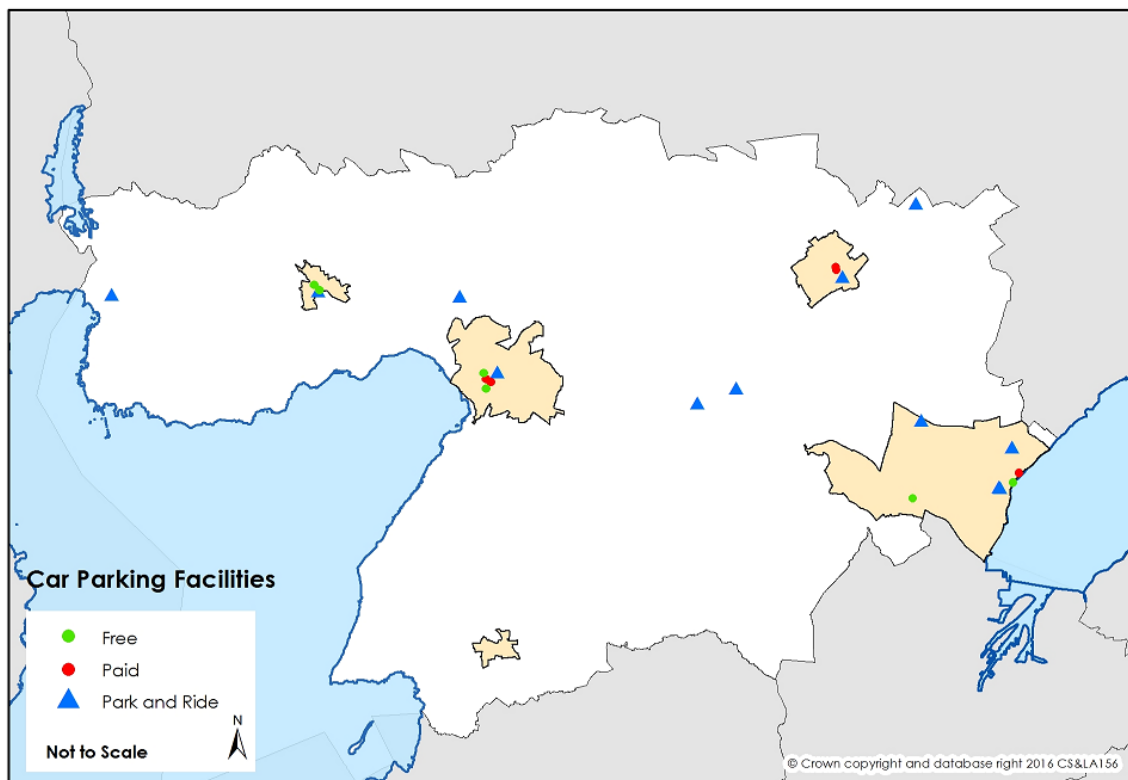
Table 7.7: Park and Ride Car Parks

Location	Capacity	No. of Disabled Spaces	No. of Electric Charging Points	No. of Bicycle Spaces	Public Transport Connection
Antrim Park & Ride, Station Road, Antrim	248	11	0	20	ULB NIR
Ballyclare Bus Station	25	1	0	0	ULB
Ballymartin Park and Ride	428	20	0	16	ULB
Dunsilly, Antrim	257	0	2	0	ULB
Jordanstown	62	4	2	10	ULB NIR
Mossley West	59	4	0	0	MET NIR
Templepatrick Village	67	2	1	0	ULB
Toome Bypass, Toome	99	0	1	0	ULB
Whiteabbey	75	4	0	10	NIR
Whiteabbey Overflow Site	64	1	0	0	NIR
Randalstown (New Street)	44	N/A	N/A	N/A	ULB
Ballynure Village	12	N/A	N/A	N/A	ULB
Total	1,440	47	6	56	

Source: Translink

TransportNI Northern Division Annual Report 2016/17 to Antrim and Newtownabbey Borough Council, Department for Infrastructure, June 2016

- 7.60 Car parking facilities throughout the Borough, including those operated by Council and Park and Ride provision managed by Translink amount to approximately 2,906 spaces including 87 'disabled' spaces, and 6 electric car charging points. Figure 7.5 shows the location of car parks operated by Antrim and Newtownabbey Borough Council, and Park and Ride sites (operated by Translink).

Figure 7.5: Car Parks and Park and Ride Sites

- 7.61 There are also a number of privately owned car parks associated with the Borough's existing retail and commercial leisure provision – particularly the larger food stores and retail parks. These facilities are however normally for customer use, and not intended for long term (i.e. commuter) use.

Taxi Services

- 7.62 Private taxi services provide an important and expanding transport service throughout most areas of Antrim and Newtownabbey Borough, particularly in the main towns and settlements.

Disused Transport Routes

- 7.63 The Knockmore line, a 20 mile (32 km) length of track links Lisburn and Antrim previously formed part of the main route between Belfast and Londonderry. In June 2003, following the reopening of the Bleach Green Line between Whiteabbey and Antrim via Mossley West in 2001, the Knockmore Line closed to passenger services. The single track line is still maintained and used by Northern Ireland Railways for crew training and for train diversions when required.
- 7.64 Another disused railway line exists between Monkstown and Greenisland. The 'Back Line' formed part of the main line of the London, Midland and Scottish Railway (Northern Counties Committee) route between Belfast and Ballymena. Following the construction of the Bleach Green Viaducts in the 1930s, the need for the 'Back Line' reduced, and services stopped in the 1960s. Whilst a part of this infrastructure has been lost to development at The Brambles, a large

section of the track bed still remains, and possesses potential for future development for transportation or recreation uses.

Community Transport

- 7.65 The term Community Transport covers a wide range of solutions usually developed to cover a specifically identified transport need.
- 7.66 Within the Borough, South Antrim Community Transport (SACT) is a non-profit making organisation and registered charity that provides community transport services. Seeking to reduce social isolation within its area of operation, SACT offers services on a membership basis aimed at providing low-cost accessible transport for community and voluntary groups, and individuals who experience mobility problems.
- 7.67 SACT offers three types of transport services:
- Individual Travel via Dial-A-Lift;
 - Individual Travel – Non RTF; and
 - Group Travel.
- 7.68 Dial-A-Lift services are aimed at individuals living in rural areas that are unable to, or have difficulty accessing local, basic services due to unconventional transport. This service is funded by the Department for Regional Development (now Department for Infrastructure) through the Rural Transport Fund (RTF), and by the Department for Agriculture and Rural Development (now Department for Agriculture, Environment and Rural Affairs). This allows SACT members to use Translink smart passes to travel free or for half-fare.
- 7.69 Similar to the Dial-A-Lift service, “Individual Transport – Non RTF” are by definition, not supported by the Rural Transport Fund. The costs of transport must therefore be borne by the individual member. The purpose of this service is to assist individuals who need to make trips outside the SACT’s area of operation, and have no other way to complete these trips.
- 7.70 The option of “Group Travel” is offered to member groups to travel to a range of community based activities in wheelchair accessible minibuses.
- 7.71 SACT currently has over 325 individual members, who make use of “Dial-A-Lift” services, and approximately 100 community groups using “Group Travel” services.

Belfast International Airport

- 7.72 Belfast International Airport (BIA) occupies a key strategic location within the Borough, situated approximately 18 miles to the North West of Belfast City Centre.
- 7.73 The airport is easily accessed by private car via the Key Transportation Corridors, Link Corridors and connecting trunk road network. There are a

number of airport car parks, both on-site and off-site that are managed by the airport itself and also a number of other private operators. The short, main and long stay car parks are located on-site, and provide pedestrian access to the main terminal building within 6 minutes. The 'Park & Fly' car park operated during the high season and whilst off-site, is connected to the main terminal via a regular shuttle bus service.

- 7.74 Bus services delivered by Translink and Airporter connect the airport to Londonderry and the North West, as well as Belfast, Lisburn and Antrim and beyond. The nearest train station to BIA is located in Antrim town, from where a connection is provided by Translink.
- 7.75 BIA offers both year round and seasonal scheduled and charter passenger flights through several operators to a variety of domestic and international destinations. The Civil Aviation Authority (CAA) advises approximately 4.4 million passengers travelled through BIA during the period April 2015 – March 2016, representing an increase of over 12% from 4.04 million during the preceding year. It is the busiest airport in Northern Ireland, and, in terms of passenger numbers, is second only to Dublin on the island of Ireland.
- 7.76 According to Belfast International Airport, 10 airlines currently offer approximately 68 routes throughout the year to 18 different countries. Easyjet is the largest airline in terms of the number of routes offered, with 27 in total, 10 of which are to domestic destinations. Other operators include Ryanair, Jet2, United Airlines, Virgin Atlantic, Thomas Cook, Thomson, and Wizz Air.
- 7.77 BIA is also used for cargo/freight purposes by operators such as Royal Mail, DHL, Star Air (Maersk), FedEx, and TNT. BIA states that the airport handled over 40,000 tonnes of cargo in 2013, thus ensuring its position as one of the most important regional airfreight centres in the United Kingdom.
- 7.78 Current cargo facilities at the airport currently amount to almost 55,000 square metres of warehousing and office space alongside a dedicated flight apron. In addition, BIA advises that there is a significant landbank within the boundary of the airport, for the purposes of further cargo related facilities.
- 7.79 The CAA advises that in March 2016 alone, approximately 2,665 tonnes of cargo (excluding mail) were processed at the airport. The majority of cargo was processed by UK operators, with 1,660 tonnes inward and 982 tonnes travelling in an outward direction. Operators based in the European Union processed 52 tonnes of cargo deliveries, and a further 6 tonnes were delivered via other international operators.
- 7.80 In terms of mail handling, processing was dominated by UK-based operators (1,233 tonnes), with a further 122 tonnes being processed by EU-based operators. No international mail was processed through the airport in March 2016.

Future Transport Proposals

- 7.81 The Regional Strategic Transport Network Transport Plan (RSTNTP) identifies a variety of **strategic road improvement schemes** (SRI) in order to remove bottlenecks from the key road network where lack of capacity results in significant congestion and to improve the environment by providing bypasses of towns, thus relieving the effects of heavy through traffic. The schemes in the Borough are detailed in table 7.8.
- 7.82 Since the publication of the RSTNTP, the majority of these schemes have been implemented. Table 7.8 provides details of these proposals, together with those of additional SRIs identified by the Department for Infrastructure.

Table 7.8: Strategic Road Improvement Schemes

Scheme	Description	Estimated Cost	Status
A6 Toome Bypass	Provision of 3.5km of dual carriageway to create A6 Toome Bypass	£20.6m	Complete
M2 between Junction 2 (Greencastle) and Junction 4 (Sandyknowes)	Widening both northbound and southbound carriageways to 3 lanes each on 5km length between Sandyknowes and Greencastle, and demolition/reconstruction of 3 bridges and strengthening of a fourth.	£20m - £29m	Complete
M2 Junction 7 Crosskennan Slip Roads	Construction of motorway slip roads beside Antrim Area Hospital	£2.5m	Complete
A2 Shore Road Greenisland	Widening of 3.5km of single carriageway to four lane carriageway between Jordanstown and Seapark.	£50m	Complete
A8 Belfast to Larne Road	Provision of 2.2km of dual carriageway from Doagh Road to Coleman's Corner	£6.9m	Complete
A8 Belfast to Larne Road	Provision of roundabout at A8/A57 junction with 0.9km link road to Carrickfergus Road	£3.4m	Complete
A8 Belfast to Larne Dualling	Upgrading the existing 14km route of the A8 between the B95 Coleman's Corner junction and the B100 Ballyrickard Road junction to dual carriageway standard	£133m	Complete
A6 Randalstown Castledawson Dualling	High standard dual carriageway between Randalstown and Toome, and Toome and the Castledawson Roundabout	£120m - £140m	In Planning
A26 Nutts Corner to M1 Moira	Provision of a number of 2+1 single carriageway widening schemes (i.e. consisting of two lanes of travel in one direction and a single lane in the opposite direction)	No Indication	Preliminary Development†
M2 to A8(M) Sandyknowes junction	Provision of a link road for Belfast to Larne traffic at the M2 to A8(M) Sandyknowes junction	No Indication	Preliminary Development†

Source: Department for Infrastructure – TransportNI

[‡]Department for Infrastructure advises that progression of these schemes is subject to future budgetary settlements

- 7.83 The preparation of the new LDP provides an opportunity for the Council to work with Transport NI to identify any further improvements that may be carried out to the Borough's strategic road network in the period to 2030. This may include a review of the strategic road access to Belfast International Airport.
- 7.84 The Belfast Metropolitan Transport Plan 2015 identifies a number of **non-strategic road improvement schemes** that aim to further enhance accessibility within the Borough. These include the Ballyclare Relief Road & Hightown Road Link which are envisaged to be developer led schemes that are implemented as part of adjacent housing developments.
- 7.85 The TransportNI Annual Report 2016/2017 to the Council was published in June 2016. This report deals with works completed in the Borough during the previous financial year, and outlines initial proposals for schemes to be undertaken in the 2016/17 financial year. It provides an update in relation to completed and forthcoming Strategic Road Improvement and Minor Improvement Schemes, and details other areas of work undertaken by TransportNI.
- 7.86 With regard to Minor Improvement Schemes, this report advises that, subject to the availability of finance, the junction visibility improvement at Staffordstown Road and Gallagher Road is likely to progress to construction during this financial year.

Walking and Cycling

- 7.87 **Exercise, Explore, Enjoy – A Strategic Plan for Greenways** was published by the Department for Infrastructure in November 2016. Its aim is to encourage a substantial increase in the number of people walking and cycling as a regular part of everyday life through the building of a connected and accessible regional Greenway Network. It identifies a number of potential routes in the Borough.
- 7.88 The Council, together with Mid and East Antrim Borough Council, is currently investigating the feasibility of creating a new greenway between Monkstown to Greenisland using the disused 'Back Line' railway bed.
- 7.89 This 2.7km corridor will offer opportunities for walking and cycling, linking the communities at Monkstown and Greenisland, and providing easy access to the existing greenway Mossley, Monkstown and Loughshore. Should this greenway be considered feasible, it is likely to be reflected in the new LDP.
- 7.90 **Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland** was published by the Department for Regional Development in August 2015. The Strategy outlines how Northern Ireland can become a cycling community over the next 25 years. It promotes cycling as a viable and attractive form of transport through:

- the provision of high quality infrastructure;
- ensuring parking for cyclists, where necessary;
- the development of cycling hubs;
- promoting of the 'Cycle to Work' scheme;
- the promotion of e-bikes; and
- the encouragement for public bike-share schemes.

7.91 The Strategy aims to educate all road users with regard to the fundamental purpose of transportation infrastructure is to enable the movement of people and goods, and that everyone has an equal right to use the network regardless of their chosen mode of transport.

Public Transport

7.92 There are no specific proposals for public transport services in addition to that already in operation. In August/September 2015, following a period of consultation, Translink implemented changes to services which introduced new schedules and reduced public transport services. As these changes were made in the context of a significant reduction in public funding, it is likely that the provision of additional services will not be implemented for the foreseeable future.

Car Parking

7.93 From 1 April 2015, off-street parking became the responsibility of Antrim and Newtownabbey Borough Council, whilst on-street parking still remains within the remit of the Department for Infrastructure and TransportNI.

7.94 As the Council is now responsible for public car parks, the introduction or waiving of fees can be applied as appropriate, and hours of operation can be restricted.

7.95 Currently, there are no major or strategic proposals relating to parking provision in the Borough, however Council may wish to improve the condition of existing off-street car parking, or enhance accessibility and provision of disabled car parking.

Belfast International Airport

7.96 Belfast International Airport advises that there are significant landbanks available within the boundary of the airport that could be developed in the future for the enhancement of cargo/freight services. Safeguarding lands in the vicinity of BIA for airport related uses, similar to that detailed in the Antrim Area Plan, may help to facilitate such development.

7.97 There may be potential to improve upon the existing transport infrastructure links with Belfast International Airport. However, this is likely to be dependent upon priorities within the Department for Infrastructure with regard to Strategic Road Improvement schemes.

Key Findings

- transportation and its integration with land use is an important component within the Council's vision, particularly with regard to social cohesion and economic development.
- Antrim and Newtownabbey Borough Council occupies a strategic position on and connecting to the Belfast Metropolitan Area's transport network, with major road and rail links providing easy access to regional gateways via the Key Transport Corridors, Link Corridors, and the trunk road network;
- the ease of access to the Eastern Seaboard, Northern, and North Western Key Transport Corridors;
- the existing motorway network (M2/M22/M5) forms the backbone of the Borough's transportation infrastructure. This accounts for over 30% of the motorway network in Northern Ireland;
- the use of the private car dominates modal choice in the Borough – almost 75% of all residents of the Borough travel to work by car;
- 20% of all residents in the Borough do not own a car – highlighting the importance of public transport provision;
- 7.3% of all residents of the Borough use public transport (i.e. bus and train) to travel to work. When students are included, this increases to 13.6% of residents travelling to work or place of study via public transport;
- whilst public transport patronage is relatively low, there is a need to ensure that these people (and other patrons of public transport) can access their intended destinations as easily as possible – i.e. for employment purposes, etc.;
- sustainable public transport service provision is increasingly important in the context of reductions in funding. This may increase the need for community transport options;
- Belfast International Airport occupies a key strategic location within the Borough, with easy access by a range of modes via the existing transportation network;
- sustainable public transport services are even more important in the light of a reduction in funding;
- following the completion of the Strategic Road Improvement schemes at A2 Shore Road, and A8 Belfast to Larne Road, there are no new schemes forthcoming in the short-term;
- the construction of the Ballyclare Relief Road and the completion of the Hightown Road Link are considered to be Non-Strategic Road Improvement schemes. The Department for Infrastructure's priority for

funding will be concentrated on the construction of SRIs, therefore the implementation of these schemes, and associated costs are likely to be the responsibility of developers; and

- the establishment of a new greenway is currently under consideration by the Council and Mid and East Antrim Borough Council. If implemented, this new route will provide a link for pedestrians and cyclists between Monkstown and Greenisland.

Next Steps

7.98 In the formulation of the LDP, the Council will carry out an assessment of the particular transport needs of the Borough through the completion of local Transport Studies and the identification of transport related issues. Transport issues will also be considered when allocating land for development in the future.

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