

Local Development Plan | 2030

Draft Plan Strategy

Evidence Paper 3: Economic Growth

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Executive Summary

- The Borough benefits from an active workforce, a high number of well-paid jobs, and high proportion of large businesses. The private sectors accounts for 70% of total employment, and the Borough is home to a number of large global companies.
- In terms of skill and labour, the Borough faces a number of challenges, including a declining working age population. While the Borough has traditionally had a strong skills base comparable to the Northern Ireland average, recent school leaver data for the Borough, indicates that qualifications have taken a dip.
- With the Borough facing external and demographic challenges, there is a need for an integrated and agile response to economic growth, focusing on a range of areas, including employment, skills, entrepreneurship and infrastructure.
- Employment could rise from the current level of 67,000 persons to around 76,000 persons by 2030, under the most favourable economic projections. This is an increase of up to 9,000 new jobs within the Borough.
- Key strengths for the Borough's economy lie in the advanced manufacturing, life and health sciences, and storage and distribution sectors. The agri-food sector is also a key strength and includes the profitable Lough Neagh Eel market.
- The Borough boasts a good supply and range of employment lands. These are strategically located close to well-skilled workforces and within the main transport network, in close proximity to airports and ports.
- The existing global and local businesses operating at Belfast International Airport and Nutts Corner operate as rural employment hubs for the Borough, with both sites benefiting from a substantial workforce catchment due to their position on the highly accessible Key Transport Corridor. The Local Development Plan seeks to formalise these existing employment locations.
- Belfast International Airport is strategically located in the Borough and is identified as a global Gateway. It is the key driver for Foreign Direct Investment into the Borough, and the wider region, and is one of the most important airfreight centres in the UK.

1 Introduction

- 1.1 This is one in a series of background papers and studies being presented as part of the evidence base to inform the preparation of the Antrim and Newtownabbey Local Development Plan 2030 (LDP). This paper draws together the evidence base used in relation to the topic of economic growth. This paper should be read alongside the LDP to understand the rationale for the decisions therein. The evidence in this paper was collated at a point in time. Evidence papers should be read collectively.
- 1.2 In line with Departmental guidance, the Council has updated its evidence base to inform the next stage of the LDP known as the Plan Strategy. This paper updates the 'Facilitating Economic Development' baseline evidence paper, insofar as it relates to Employment and Industry, which accompanied the Preferred Options Paper (POP) published in January 2017.
- 1.3 It should be noted that the evidence base collected to inform the Plan Strategy also forms the basis for additional assessments and appraisals required as part of the plan preparation process, most notably the Sustainability Appraisal.
- 1.4 The role of the LDP at the Plan Strategy stage is to establish the strategic direction in relation to economic development in the Borough and to set out planning policy. This will facilitate continued employment growth that meets the needs of the Borough in a sustainable manner. It will also provide a level of certainty for those investors wishing to conduct business within the Borough. The subsequent stage of the Council's LDP will be the Local Policies Plan, which will designate specific employment sites.
- 1.5 In planning terms, employment land relates to those uses defined under Part B Industrial and Business Uses of the Planning (Use Classes) Order (Northern Ireland) 2015. Office developments include those within B1 Business uses.
- 1.6 Antrim and Newtownabbey is a dynamic, outward and fast-growing Borough of innovation and opportunity, which is attractive to new as well as existing businesses. The Council seeks to promote economic development that has complimentary social and environmental benefits, providing a policy that supports business and entrepreneurial activity. The Borough has a highly educated and skilled workforce, advanced infrastructure, a wealth of state-of-the-art business facilities, competitive operating costs, and a convenient location within the global market. The Borough's digital infrastructure is excellent, alongside a quality yet affordable housing market, and an efficient and well-connected transport system. The Council's LDP builds on this and further advocates sustainable economic growth.
- 1.7 This economic growth paper presents evidence relating to the economy and employment lands. It discusses the Borough's current strong position, with an outlook to the end of the LDP period. From the evidence, it outlines the policy approach and hierarchy of designated employment land.

2 Legislative Context

The Planning Act (Northern Ireland) 2011

- 2.1 The Planning Act (Northern Ireland) 2011 (hereafter referred to as the 2011 Act) is the principal planning legislation in Northern Ireland, which underpins the reformed two-tier planning system that commenced on 1 April 2015. It introduced the plan-led system, where the LDP is the primary consideration for decision making on all new development schemes and proposals will be required to accord with its provisions unless exceptionally other material considerations indicate otherwise.
- 2.2 Under the new Planning System introduced in 2015, the LDP will comprise of two documents, a Plan Strategy and a Local Policies Plan that will be prepared in sequence. It also requires the LDP to be subject to a Sustainability Appraisal.

The Planning (Local Development Plan) Regulations (Northern Ireland) 2015

- 2.3 These Regulations set out the sequence in which the Council's new LDP is to be prepared and provides detail on the content and procedure of each stage in the plan preparation process and independent examination.

The Planning (Statement of Community Involvement) Regulations (NI) 2015

- 2.4 These Regulations set out the sequence in which the Council's Statement of Community Involvement (SCI) is to be prepared and provides detail on the content and procedures required. The Council published its SCI in January 2016 the purpose of which is to define how the Council will engage with the community in the delivery of the LDP. It is set within the context of the Council's Corporate Plan and meets the requirements of the 2011 Act.

Northern Ireland (Miscellaneous Provisions) Act 2006

- 2.5 Section 25 of the Northern Ireland (Miscellaneous Provisions) Act 2006 requires all Northern Ireland Departments and Councils, in exercising their functions, to act in the way they consider best calculated to contribute to the achievement of sustainable development. Section 5 of the 2011 Act copper-fastens this duty by requiring those who exercise any function in relation to LDPs to do so with the objective of furthering sustainable development.

Local Government Act (Northern Ireland) 2014

- 2.6 The Local Government Act (Northern Ireland) 2014 introduced a statutory link between a Council's Community Plan and LDP and requests that the preparation of the LDP must take account of the Community Plan.

Section 75 of the Northern Ireland Act 1998

- 2.7 The Council has a statutory duty under Section 75 of the Northern Ireland Act 1998 as 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 the nine equality categories of persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation; men and women generally; persons with a disability and persons without; and persons with dependants and persons without.

- 2.8 The Council has engaged and will continue to engage with Section 75 groups throughout the LDP process, adhering to the Council's SCI.

Rural Needs Act (Northern Ireland) 2016

- 2.9 The Rural Needs Act (Northern Ireland) 2016 provides a statutory duty on public authorities to have due regard to rural needs when developing, adopting, implementing or revising policies, strategies and plans, and when designing and delivering public services and came into effect for Councils in June 2017.
- 2.10 Rural needs will be an ongoing and integral component of the Council's LDP.

The Environmental Assessment of Plans and Programmes Regulations (Northern Ireland) 2004

- 2.11 It is a statutory requirement that all plans and programmes that are likely to have a significant environmental effect must be subject to a Strategic Environmental Assessment (SEA). The European Union Directive '2001/42/EC' states that an SEA is mandatory and was transposed into local legislation in the form of The Environmental Assessment of Plans and Programmes Regulations (Northern Ireland) 2004 (the EAPP (NI) Regulations). The objective of the SEA directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the Council's LDP, with the view to promoting sustainable development.
- 2.12 The SEA is an ongoing process and must be carried out in conjunction with, and integrated into the LDP process. Under the provisions of the SEA Directive and the Regulations, an Environmental Report is published with the LDP document.

The Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995

- 2.13 The LDP is required to consider its impact on the integrity of Natura 2000 sites (these comprise Special Areas of Conservation, Special Protection Areas and RAMSAR Sites) and will be subject to a Habitats Regulation Assessment (HRA). Similar to the SEA the HRA is an on-going process, which will take place at key stages during the preparation of the LDP. The Regulations contribute to transposing the requirements of the EC Habitats and Birds Directives.

The Planning (General Permitted Development) Order (Northern Ireland) 2015

- 2.14 This General Permitted Development Order clarifies that there are certain permitted development rights where planning permission is not required. This Order is of particular importance to those conducting business within the Borough as it clarifies when permission is required for industrial and warehouse

development (Part 9), for financial and professional services (Part 34), and for office developments (Part 35).

- 2.15 Belfast International Airport can benefit from further permitted development rights under Part 15 (Aviation Development). Such developments must be on operational land and connected with the provision of services and facilities at the Airport.

The Planning (Use Classes) Order (Northern Ireland) 2015

- 2.16 This Use Classes Order categorises development, with the following classes having particular relevance to this paper:

- Class A2: Financial, Professional and other Services;
- Class B1: Business;
- Class B2: Light Industrial;
- Class B3: General Industrial; and
- Class B4: Storage or Distribution.

3 Regional Policy Context

Draft Programme for Government Framework 2016-2021

- 3.1 The key aim of the draft Programme for Government (PfG) is to grow a sustainable economy through investing in the future, tackling disadvantage, improving health and wellbeing, protecting the people and the environment, building a strong and shared community and delivering high quality services.
- 3.2 The delivery of many of the strategic outcomes will be the responsibility of central government, however, the LDP will play a supporting role in helping to deliver many of these. Particularly relevant are Outcome 2, 'We Live and Work Sustainably, Protecting the Environment' and Outcome 12, 'We Have Created a Place Where People Want to Live and Work, to Visit and Invest'.

Sustainable Development Strategy Northern Ireland 2010

- 3.3 One of the key principles outlined in the Everyone's Involved - Sustainable Development Strategy (SDS) relates to 'Living within Environmental Limits'. This promotes the need to protect and improve the environment with emphasis on the limits of the planet's environment, resources and biodiversity and to ensure that finite resources are protected for future generations. One of the key priority areas relates to 'striking an appropriate balance between the responsible use and protection of natural resources in support of a better quality of life and a better quality environment'. This promotes sustainable land and marine management, better planning and management of development in ways which are sustainable and which contribute to creating a better environment.

Regional Development Strategy (RDS) 2035

- 3.4 The Regional Development Strategy (RDS) seeks to ensure an adequate and available supply of accessible land to facilitate economic growth through job creation, located to make the best use of available services (RG 1). It calls for focus to be on larger urban centres and regional gateways, taking advantage of their location on the regional transport network. The RDS also seeks the promotion of urban economic development at key locations throughout the Belfast Metropolitan Urban Area (BMUA) and to ensure that sufficient land is available for jobs (SFG 1).
- 3.5 The RDS recognises that the importance and benefit of Antrim's central geographical location is emphasised by the strong interest shown by potential investors. It couples Antrim with Ballymena and Larne (all Main Hubs) as a Cluster, with potential advantage in attracting business due to their good connections. SFG 11 calls for economic development opportunities to be promoted at Hubs.
- 3.6 In order to assist in the identification of strategic and locally important employment sites in the LDP process, the RDS provides an Employment Land Evaluation Framework. This is a three-stage process involving the consideration of existing lands, understanding anticipated future need, and the identification of a range of new sites based upon an established appraisal criteria. Table 1 summarises the Employment Land Evaluation Framework.
- 3.7 The RDS advises that lands that are currently zoned for economic development purposes should be afforded protection in successive LDPs due to their value as a resource, which attracts local and external investment. The RDS also states that there is the need to ensure that freight transport remains competitive in a sustainable manner and that the movement of goods is undertaken in an efficient way. It further notes that this is essential if businesses are to be competitive in a global market place.
- 3.8 The RDS notes that the spatial distribution of office based employment is expected to remain heavily city focused, with Belfast described as the primary office location in Northern Ireland. It is also noted that the RDS recognises that potential exists in Lisburn to create a high quality office offer through the creation of employment in business services.

Table 1: The Employment Land Evaluation Framework

Stage 1 Taking Stock of the Existing Situation	An initial assessment of the 'fitness for purpose' including the environmental implications of the existing employment land portfolio. This is principally in order to identify the 'best' employment sites to be retained and protected and identifying sites that should clearly be released for other uses.
Stage 2	Quantify the amount of employment land required across the main business sectors during the development plan period. This is

Understanding Future Requirements	achieved by assessing both demand and supply elements and assessing how they can be met in aggregate by the existing stock of business premises and by allocated sites. Account should also be taken of turnover of existing sites due to relocation or closures. Both short/medium term and strategic provision need to be considered in this process.
Stage 3 Identifying a 'New' portfolio of sites	Devise qualitative site appraisal criteria to determine which sites meet the occupier or developer needs. Confirm the existing sites to be retained, replaced or released, and any gaps in the portfolio. In this allocation, consideration should be given to previously used sites, and in the reallocation, the environmental impact of one site relative to others should be included. The results of Stage 2, together with this site-appraisal should provide a robust justification for altering allocations for employment land.

Source: RDS 2035, Department for Regional Development

Regional Transportation Strategy for Northern Ireland 2002-2012

- 3.9 The Regional Transport Strategy (RTS) for Northern Ireland 2002-2012 identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives over the strategy period. The RTS is a 'daughter document' of the Regional Development Strategy for Northern Ireland 2035, which sets out the spatial development framework for Northern Ireland up to 2035.
- 3.10 This Strategy was supported by three initiatives namely Belfast Metropolitan Transport Plan 2004, Regional Strategic Transport Network Transport Plan 2015 and the Sub-Regional Transport Plan 2007.¹

Belfast Metropolitan Transport Plan 2004

- 3.11 The Belfast Metropolitan Transport Plan (BMTP) 2004 is the local transport plan for the Belfast Metropolitan Area (BMA) including Metropolitan Newtownabbey. This plan will deliver a phased and costed implementation programme of transport schemes to 2015. This plan takes forward the strategic initiatives of the RTS 2002-2012.

Regional Strategic Transport Network Transport Plan 2015 (2005)

- 3.12 The former Department for Regional Development (DRD), now the Department for Infrastructure (DfI) prepared the Regional Strategic Transport Network Transport Plan (RSTN TP) 2015. The Plan is based on the guidance set out in the RDS 2035 and the RTS 2002-2012. The Plan presents a range of multi-modal transport initiatives to manage, maintain and develop Northern Ireland's Strategic Transport Network. The Regional Strategic Transport Network of Northern Ireland comprises the complete rail network, five Key Transport

¹ The Department for Infrastructure is currently preparing new Transport Plans which will cover the Borough. The Council is represented on the Project Boards for both plans and is working to ensure that the LDP is aligned with emerging transport plans.

Corridors (KTCs), four Link Corridors, the Belfast Metropolitan Transport Corridors and the remainder of the trunk road network.

Sub-Regional Transport Plan 2007

- 3.13 The Sub-Regional Transport Plan (SRTP) 2007 covers Antrim and takes forward the strategic initiatives of the Regional Transportation Strategy (RTS) for Northern Ireland 2002-2012. The SRTP deals with the transport needs of the whole of Northern Ireland with the exception of the BMA and the rail and trunk road networks, which are covered, in the BMA and RSTN TP.

Ensuring a Sustainable Transport Future – ‘A New Approach to Regional Transportation’ 2011

- 3.14 Ensuring a Sustainable Transport Future (ESTF) was developed to build on the RTS for Northern Ireland 2002-2012 and to refocus and rebalance the investment in the future. Unlike the 2002 Strategy, Ensuring a Sustainable Transport Future (ESTF) does not include details of schemes or projects. Rather, the Department has set three High Level Aims for transportation along with twelve supporting Strategic Objectives, covering the economy, society and the environment. The ESTF complements the RDS 2035 and contains high-level aims and strategic objectives to support the growth of the economy, enhance the quality of life for all and reduce the environmental impact of transport. It sets out the approach to regional transportation and is used to guide strategic investment decisions beyond 2015. Work is progressing on the implementation of the ESTF and the Council will ensure that any future transportation projects affecting the Borough are appropriately reflected in the LDP.

Forthcoming Transport Plans

- 3.15 The Department for Infrastructure is currently preparing new Transport Plans which will cover the Borough. This includes a new Regional Strategic Transport Network Plan for all of Northern Ireland and a new Belfast Metropolitan Transport Plan which will cover Belfast City Council, Lisburn and Castlereagh City Council, Ards and North Down Borough Council, Mid and East Antrim Borough Council as well as Antrim and Newtownabbey Borough Council. Antrim and Newtownabbey Borough Council is represented on the Project Boards for both plans along with other Councils.
- 3.16 As part of the preparation for the Belfast Metropolitan Transport Plan, the Department for Infrastructure is preparing a Transport Study for the greater Belfast area and the Council has taken the emerging study into consideration in the preparation of its draft Plan Strategy. Work will also continue to bring forward the next stage of the LDP, the Local Policies Plan, alongside the Department's Transport Plans.
- 3.17 Further information on the Transport Study and Transport Plans is available on the Department of Infrastructure's website <https://www.infrastructure-ni.gov.uk>.

Sustainable Water – A Long-Term Water Strategy for Northern Ireland 2015-2040

3.18 'Sustainable Water – A Long-Term Water Strategy for Northern Ireland (2015-2040)' sets out a range of initiatives to deliver the Executive's long term goal of a sustainable water sector in Northern Ireland. The Strategy recognises how planning can impact on flood risk and water quality and aims to ensure that existing water and sewerage infrastructure and investment proposals inform future planning decisions and the preparation of LDPs.

3.19 The Strategy sets out a number of matters that the Council's new LDP will need to take into account which are summarised below:

- Ensuring planning decisions are informed by up to date information on the risk from all significant sources of flooding;
- Prevention of inappropriate development in high flood risk areas and ensuring that future development does not increase flood risk;
- Exceptional development within high flood risk areas must make provision for adequate mitigation measures;
- Ensure surface water drainage is adequately addressed; and
- Planning policy should promote sustainable water and sewerage services by making appropriate space for water and sewerage infrastructure including sustainable drainage systems.

Strategic Planning Policy Statement 2015

3.20 The Strategic Planning Policy Statement (SPPS) confirms that the regional strategic objectives for facilitating economic development through the planning system are to:

- promote sustainable economic development in an environmentally sensitive manner;
- tackle disadvantage and facilitate job creation by ensuring the provision of a generous supply of land suitable for economic development, and a choice and range in terms of quality;
- sustain a vibrant rural community by supporting rural economic development of an appropriate nature and scale;
- support the re-use of previously developed economic development sites and buildings where they meet the needs of particular economic sectors;
- promote mixed-use development and improve integration between transport, economic development and other land uses, including housing; and
- ensure a high standard of quality and design for new economic development.

- 3.21 The SPPS provides clarity on the role of economic development within each settlement tier. These details are discussed in Section 10 of this paper.
- 3.22 Additional sections of the SPPS are also relevant to the topic of economy and the provision of employment lands. These sections include Town Centres and Retailing, Development in the Countryside, and Transportation. SPPS paragraph 6.301 reminds us that the efficient movement of freight and storage is of significant economic importance. It states that LDPs should allocate land for distribution and storage facilities at locations that are readily accessible to the Regional Strategic Transport Network.

Other Planning Policy

- 3.23 Whilst the SPPS sets out the strategic direction and core planning principles for economic development for all of Northern Ireland, operational planning policy is currently contained within Planning Policy Statements (PPSs) produced by the former Department of the Environment (DoE).
- 3.24 Current operational planning policy with regard to economic development and office provision is contained within PPS 4: Planning and Economic Development (with its supplementary guidance and advice note), PPS 13: Transportation and Land Use, and PPS 21: Sustainable Development in the Countryside. Planning Strategy for Rural Northern Ireland Policy PSU 2: Major Projects is relevant insofar as it relates to major economic development proposals.
- 3.25 These PPSs, as well as the SPPS, have been considered in the formulation of the detailed management policies that are contained within the Council's Plan Strategy.

Departmental Guidance

- 3.26 The LDP has been prepared taking account of Departmental policy and guidance, which is available by contacting the Department for Infrastructure.
- 3.27 The former Department of the Environment published guidance in 2007 on the control of development within Airport Public Safety Zones – an area of land at the end of a runway within which development is restricted in order to control the number of people on the ground at risk of harm in the event of an aircraft accident on take-off or landing. This document supersedes Policy PSU 3 of the Planning Strategy for Rural Northern Ireland insofar as it relates to Public Safety Zones, and further states that future development plans will take account of, and be consistent with, this document.
- 3.28 There is a general presumption against new or replacement development, or changes of use of existing buildings within the Public Safety Zone. Although this relates to a small portion of the Belfast International Airport Strategic Employment Location, it will be a consideration. The document does clarify a number of development proposals that would be appropriate, including long-stay and employee car parking, open storage and certain types of

warehousing in which there would only be a very small number of people present. More intensive uses, such as distribution centres, sorting depots and retail warehouses that would be likely to entail significant numbers of people being present on a site, will not be permitted. The document states that in granting planning permission for a warehouse, the Department will seek to attach conditions which would prevent the future intensification of the use of the site and limit the number of employees present.

International Trade Plan

- 3.29 This UK wide Plan, published by the Department for International Trade in October 2016, provides the UK focus on driving inward and outward investment as the nation leaves the EU. It notes how the 'GREAT Britain and Northern Ireland' campaign is now active in over 144 countries.

Economy 2030 - draft Northern Ireland Industrial Strategy

- 3.30 This was published in January 2017, with a public consultation running to 25 April 2017. A final version is yet to be published. It sets out the Department for the Economy's proposals to refocus economic priorities up to 2030 as the Region emerges from the deepest downturn in living memory.
- 3.31 This draft Strategy notes that export led growth is a key driver, citing a need to both grow and diversify into new markets. This is particularly important for the Borough, which is home to Belfast International Airport, which is a global Gateway.
- 3.32 The draft Strategy presents five Pillars for Growth:
- Accelerating Innovation and Research;
 - Enhancing Education, Skills and Employability;
 - Driving Inclusive, Sustainable Growth;
 - Succeeding in Global Markets; and
 - Building the Best Economic Infrastructure.
- 3.33 Sitting below this, are a series of Priorities, many of which can be directly enabled by the Council's LDP. For example, providing a choice of employment lands, ranging from those suitable for the small-scale local entrepreneur, to much larger 'clean' sites that are suitable for global life and health science industries. Added to this, the LDP can ensure infrastructure investments are fully integrated with appropriate land uses, allowing full physical and digital connectivity that drives economic growth across both rural and urban areas.
- 3.34 The draft Strategy identifies six broad sectors of the Region's economy where Northern Ireland has world class capabilities. These are:
- Financial, Business and Professional Services;
 - Digital and Creative Technologies;
 - Advanced Manufacturing, Materials and Engineering;
 - Life and Health Sciences;
 - Agri-Food (which this Report discusses in the Agriculture Section); and

- Construction and Materials Handling.

3.35 Notably, this draft Economic Strategy has a section dedicated to monitoring progress and measuring success. This is in line with the Council's commitment to measuring indicators through the implementation of the Community Plan, and also in line with the required monitoring of LDP policies throughout the lifetime of the LDP.

Innovation Strategy 2014-2025

3.36 This Strategy envisages that by 2025, Northern Ireland will be recognised as an innovation hub and will be one of the UKs leading high-growth, knowledge based regions which embraces creativity and innovation at all levels of society. This is in line with the draft Programme for Government commitments.

3.37 This Strategy explains that Northern Ireland is above the UK average in expenditure on Research and Development enterprises, but still at the bottom of the UK Innovation league table. The LDP can support this sector through the safeguarding of existing, and the designation of new employment land, with a wide range of sites available for the sectors specialist requirements.

Invest NI Business Strategy 2017-2021

3.38 Invest Northern Ireland's (Invest NI) stated purpose is to improve the Northern Ireland economy through business development. Its aim is to support new and existing businesses to grow and compete internationally and to attract new inward investment to Northern Ireland.

3.39 This Strategy sets an ambitious path through which Invest NI will deliver outcomes that are aligned with the draft Programme for Government and the associated draft Industrial Strategy – Economy 2030.

3.40 This Strategy realistically notes that as a small economy, we cannot expect to be world class in every sector. Therefore, Invest NI states that they will prioritise and focus on those sectors where we have, or can develop, the capacity and capability to maximise current or emerging global opportunities. These sectors include the following:

Table 2: Regional Growth Sectors

Building on Strengths	Growth Opportunities
<ul style="list-style-type: none"> • Financial, business and professional services • Advanced manufacturing, materials and engineering • Agri-food • Digital and creative technologies • Construction and materials handling • Life and health sciences 	<ul style="list-style-type: none"> • Cybersecurity • Legal services technology • Precision medicine • Big data/Internet of things

Source: Invest NI

- 3.41 The Council's LDP is a key component in supporting this drive, by safeguarding and designating new employment land according to the Borough's needs, with a range of choice and acceptable use classes.

Invest NI Regional Briefing

- 3.42 Invest NI publishes Regional Briefings to help inform and support understanding of sub-regional economic performance. The North Eastern publication relates to the Borough and Mid and East Antrim Borough Council, with the latest version being published in June 2017. In the North Eastern sector, the total employed population is 2% higher than the Northern Ireland rate, however those self-employed are 2% lower than the Northern Ireland rate. Within the area, 77% of jobs are within Services, 17% in manufacturing, and 5% in construction. The report details the size of registered businesses within the North Eastern area, and interestingly, 88% are micro-businesses that employ under 10 employees. It is encouraging to note that productivity is £13,064 per head higher than the Northern Ireland rate.
- 3.43 The report further describes the area's rich heritage of advanced engineering and manufacturing companies, along with growing reputation for producing businesses in the digital and creative technologies sector. This report mentions the area's strong position in the life and health sciences sector, acknowledges Randox as being a major employer, with a wide range of healthcare diagnostic products for global export. Other major investors in the Borough include Sensata, RLC Engineering, Capita, and Mivan. All these identified sectors can be supported by the LDP, through safeguarding existing, and designating new employment lands with a range of choice and acceptable use classes, according to the Borough's needs.
- 3.44 This report describes Economic Development Partners who are active within the North Eastern area. These include Invest NI, Enterprise Agencies, and governmental departments, and notably, the Council itself. The Council now provides a continuum of support to enable local economic development, with programmes focusing primarily on starting businesses, youth and social entrepreneurship, women in business, and neighbourhood renewal.

Investment Strategy for Northern Ireland 2011 – 2021

- 3.45 This Strategy reflects the priorities in the Programme for Government and is in line with the current budget period. It highlights the progress made to date and sets out the next phase of investment in key projects and programmes. While the resolve to invest remains resolute, the scale and focus on investment is updated to reflect the current economic climate, with a shift in focus to protecting jobs, fostering economic recovery and protecting public services. Although there is less money than initially anticipated, the Strategy is focused on prioritising infrastructure programmes that will deliver the best return in the period ahead.

- 3.46 The priorities for the next phase of the Strategy reflect Northern Ireland Executive priorities, which includes growing a sustainable economy and investing in the future.

‘Lifetime Opportunities’ Government’s Anti-Poverty and Social Inclusion Strategy for Northern Ireland

- 3.47 Published in 2010, this Strategy sets out long-term goals and targets in order to eliminate poverty and social exclusion. It discusses how schemes, such as regeneration can alleviate deprivation in both urban neighbourhoods and rural areas.

Aviation Policy Framework 2013

- 3.48 This national Framework will shape the future of the UK aviation industry to 2050. It aims to ‘achieve a safe, secure and sustainable aviation sector that meets the needs of consumers and of a global outward-looking Britain’, while still seeking to ‘make best use of existing capacity at all airports around the country’. It reinforces the importance of aviation in a post-Brexit environment.
- 3.49 The policy framework recognises that Belfast International Airport is delivering additional improvements to airport capacity and facilities. It also calls on airports in Northern Ireland to help accommodate future growth in freight, to take pressure off London's main airports.
- 3.50 It continues from the Future of Air Transport 2003 white paper, which called for each airport to consider their own position and role via an airport master plan, thus Belfast International Airport produced it's 2030 Airport Masterplan.

4 Local Policy Context

Legacy Development Plans

- 4.1 The following is a list of the legacy development plans that apply to the Borough:
- Antrim Area Plan 1984-2001 and it's alterations (AAP);
 - Belfast Urban Area Plan 2001 (BUAP) ;
 - Carrickfergus Area Plan 2001² (CAP);
 - Draft Newtownabbey Area Plan 2005 (dNAP); and
 - Draft Belfast Metropolitan Area Plan 2015 (dBMAP).
- 4.2 It should be noted that the Belfast Metropolitan Area Plan adopted in September 2014 was subsequently quashed as a result of a judgement of the Court of Appeal delivered in May 2017. As a consequence, the BUAP is now

² Insofar as it relates to that part of the legacy Carrickfergus Borough Council area at Greenisland that transferred to Antrim and Newtownabbey Borough in 2015 under Review of Public Administration.

the statutory development plan for the Metropolitan Newtownabbey area of the Borough, with dBMAP remaining a material consideration.

- 4.3 **Antrim Area Plan** acknowledges that while the availability of land will not generate industrial development, it is nevertheless essential that potential development is not constrained by lack of zoned industrial land. The Plan names Antrim town as the main centre for employment and industry, designating land accordingly. Outside of this, appropriate small-scale industrial uses were welcomed in all settlements.
- 4.4 The initial Plan stated that its industrial zonings amounted to 69 hectares in Antrim, and 0.8 hectares in Randalstown. However, with more accurate mapping and digital measuring now, this would be calculated at 54.82 hectares in Antrim (excluding Kilbegs Road site mentioned below) and 1.17 in Randalstown.
- 4.5 In rural areas, the Plan stated that permission would normally be given for small-scale commercial and industrial activities in existing buildings or derelict sites, provided there were no objections such as unsightliness, noise, smell and excessive or dangerous traffic generation. The Plan also designated land for development of uses related to, and dependent on siting close to, Belfast International Airport. This included employment and industry uses. The Plan does not specifically offer guidance or designate office development.
- 4.6 Antrim Area Plan states that it was the Department's policy to react to demand for employment and industrial land as it arises, rather than to apply a rigid zoning policy. Thus, in 1996, the Department commenced a review of industrial land supplies in Antrim town. The findings subsequently resulted in the 1999 adoption of **Antrim Area Plan Alteration No. 3 Industry – Antrim Town**. The Alteration extended the town's development limit to provide a new industrial zoning south of Kilbegs Road. The Alteration states that this zoning amounts to 13.5 hectares, however when this is recalculated using more accurate mapping and digital measuring, it amounts to 14.51 hectares.
- 4.7 While the 2004 and 2014 versions of **Belfast Metropolitan Area Plan** (BMAP) took direction from two different versions of the Regional Development Strategy (RDS) and PPS 4, their Employment Strategies remained principally the same. It sought to sustain balanced economic growth and job creation by:
- Promoting City and Town Centres as the main foci for retail and office functions;
 - Providing a generous and continuous supply of land for employment uses; and
 - Promoting a balanced portfolio of employment sites throughout the Plan Area.
- 4.8 The employment designations ranged from Major Employment Locations (such as Global Point), Mixed Use Sites (such as Hillhead Road, Ballyclare), and zoned

proposed and existing Employment lands (including 189.83 hectares at Mallusk - south). These aimed to provide the balanced portfolio, offering sites of varying size and locations. There was a focus on locating sites close to major roads, the rail network or bus routes in order to promote sustainable development. In total, 434.47 hectares of employment land was zoned in the Newtownabbey District in BMAP 2014 version, with 469.05 hectares in BMAP 2004 version.

- 4.9 Proposals within villages and small settlements were to be assessed in accordance with prevailing regional planning policy. Existing employment land included sites that were zoned in previous plans that remained undeveloped, or partially developed, as well as sites currently in employment use.
- 4.10 The BMAP Belfast Metropolitan Area Office Strategy obviously promoted Belfast City Centre as the primary location for office development in Northern Ireland. Outside this, limited major office development was allocated to Global Point (limited to a maximum of 5,000m² gross floorspace), and those developments of appropriate scale would be permitted in Ballyclare to protect and enhance its vitality and viability, to assist urban renaissance, and to promote jobs in local areas. Finally, office development was permitted within District Centres (Abbey Centre and Northcott) and Local Centres (Glengormley), provided it not exceed 400m² gross floorspace, and falls within Class A2 and B1 (a) of the Planning (Use Classes) Order (NI) 2004.

Community Plan – Love Living Here 2017

- 4.11 The Council's Community Plan, 'Love Living Here', sets out a shared vision and agreed outcomes for the area up to 2030. The successful implementation of the Community Plan will be marked by a demonstrable improvement in how services are delivered across our Borough and the quality of life our citizens experience. As such the Community Plan is an important document and has been taken into account in the preparation of the Council's LDP.
- 4.12 The Community Plan sets out four outcomes which are as follows:
- Our citizens enjoy good health and wellbeing;
 - Our citizens live in connected, safe, clean and vibrant places;
 - Our citizens benefit from economic prosperity; and
 - Our citizens achieve their full potential.
- 4.13 It also sets out one wildly important goal namely that our vulnerable people are supported.

Corporate Plan – Our Borough Your Vision 2019-2030

- 4.14 The Council's Corporate Plan 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 progressive, smart and prosperous Borough. Inspired by our people; Driven by ambition'.

- 4.15 The Corporate Plan sets out a number of objectives in relation to Place, People and Prosperity. The LDP has a key role to play under the objective of 'Place' and the Corporate Plan states;

'We will have succeeded if: People take pride in their surroundings. People feel safe. Our environment, natural habitats and built heritage are protected and enhanced. We have vibrant and welcoming towns, villages, neighbourhoods, and rural areas. We have an efficient planning process that promotes positive development and sustainable growth.'

Council Masterplans/Village Plans

- 4.16 Through the Village Renewal Scheme as supported by the Rural Development Programme 2014-2020 the Council benefited from funding to devise and update plans for the development of villages in the Borough. These plans are non-statutory, however are prepared in close conjunction with local residents and identify a range of potential projects to improve the settlements. These range from short term goals to long-term aspirations. The village plans alongside the masterplans relating to the Borough will be considered in the preparation of the LDP where relevant.

Development Control Advice Notes for Nutts Corner

- 4.17 In response to ongoing development pressure, the former Department of the Environment conducted a non-statutory review of the Antrim Area Plan. They subsequently published a Development Control Advice Note (DCAN) for Nutts Corner in January 1995. Although this was never formally adopted, the Planning Appeals Commission consider that it carries some weight, particularly in view of the absence of specific and relevant policy in published area plans (for instance, PAC Appeal Report 1997/C012). The DCAN incorporates the results of consultations with various governmental agencies and interests, and comprises a study area of 350 hectares. Details on the content of this DCAN will be considered throughout this evidence paper, mainly in Section 11.

2030 Airport Masterplan

- 4.18 The Belfast International Airport produced its 2030 Airport Masterplan in September 2006. This recognises the key strategic role that the Airport has to play in delivering a brighter economic future for the Region. It is a key growth objective of the Airport to play an increasingly intrinsic role in the economic development of the Region, and further development of efficient air cargo options for the benefit of local commerce and industry.
- 4.19 The Airport also publishes five-year rolling Noise Action Plans. The latest Plan outlines the benefits of its rural, yet regionally central location. Domestic properties exposed to ground noise are minimal and this is unlikely to change significantly given restrictive countryside planning policy.

Cross Boundary Policy Context

- 4.20 In considering the local policy context, it is noted that the Borough does not sit in isolation. Accordingly, it will be important to take account of neighbouring local authorities comprising Armagh, Banbridge and Craigavon Borough Council; Belfast City Council; Lisburn and Castlereagh City Council; Mid and East Antrim Borough Council; and Mid Ulster District Council.
- 4.21 Neighbouring Council's Preferred Options Papers (POPs), supporting evidence base and draft Plan Strategies have been taken account of, as these are regarded as the main cross boundary documents to be considered in addition to regional guidance.
- 4.22 The Council has responded to neighbouring Council's POPs and LDP documents as they are published. In addition, the Council is also represented on a number of working groups and Project Boards to discuss cross boundary issues, such as the Metropolitan Area Spatial Working Group.
- 4.23 In terms of growth across the region, it is the Council's view that no neighbouring Council's growth strategy should have a negative impact on the Council's LDP Strategy in terms of resources for infrastructure provision provided for by statutory providers.
- 4.24 In consideration of neighbouring Council's documents as well as regional policy, it is the opinion of the Council that it's draft Plan Strategy is sound and is not in conflict with neighbouring Council's emerging LDPs.
- 4.25 A significant cross boundary consideration is the RDS cluster of Antrim, Ballymena and Larne, which are all considered Main Hubs. The RDS highlights how they are well connected and have a potential advantage in attracting business, and clarifies that when new development is being considered, the relationship and benefits between towns in clusters should be taken into account (RDS SFG 11: Promote economic development opportunities at Hubs).

Belfast City Council

- 4.26 The RDS identifies Belfast as the major Regional City Gateway, and aims that the City is strengthened as the regional economic driver. Policy SFG 3 calls for the role of Belfast City Centre as the regional focus of administration, and specialised services, to be enhanced. It will continue as the primary office location in Northern Ireland. The Council recognises that Antrim and Newtownabbey is considered to be within the extensive Belfast 'travel to work' area.
- 4.27 Belfast City Council's representations to Antrim and Newtownabbey's POP noted the existing and proposed Strategic Employment Locations (SELs), and stated that these were unlikely to impact on the regional economic role of Belfast City, as they were more focused on large-scale industrial development, as opposed to professional services/office-focused development.

- 4.28 The status and designation of the SEL at Belfast International Airport was of particular interest to Belfast City Council, considering its regional resource. Belfast City Council considered that Antrim and Newtownabbey's approach was appropriate and noted potential opportunities to improve the public transport links to Belfast City, especially the provision of a rail link.
- 4.29 Belfast's City Council's 'Assessing Employment Space Requirement' study, September 2016, forecasts a growth of between 25,000 and 45,000 new jobs between 2016 and 2030. Converting these employment projections into an estimate of the demand for employment space suggests that between 54 and 118 hectares could be required by 2030. The greatest demand is projected to come from general offices (other than A2 financial, professional, and other services), and could be up to 37.6 hectares.
- 4.30 On examining the Council's relevant plans, policies and strategies, including their draft Plan Strategy and City Centre Regeneration and Investment Strategy, it is considered that there is no conflict in the approach of the Council's policies for employment land and office development. In contrast, there are opportunities to build on common ground and to provide supplementary roles.

Lisburn and Castlereagh City Council

- 4.31 Similar to Metropolitan Newtownabbey, Lisburn benefits from its close proximity to Belfast and a favourable position on a key transport corridor. The RDS notes Lisburn's potential to create high quality office offer through the creation of employment in business services. The Strategy includes Policy SFG 1, which states that Lisburn should be enhanced as a major employment and commercial centre. Specifically, West Lisburn/Blaris, Maze, and Purdysburn were identified by the RDS as key locations for economic growth.
- 4.32 Lisburn and Castlereagh City Council's (LCCC) Community Plan recognises that *'Everyone benefits from a vibrant economy'*. The Council's POP furthers this with a list of Employment Priorities, and calculates there is a *'generous supply'* of approximately 259 hectares of employment land remaining from legacy development plans. Given the surplus of employment land, the Council is considering the possibility of a Simplified Planning Zone at West Lisburn/Blaris and redesignating the site from its current status as a 'Major Employment Zoning' to mixed use development that would see up to 50% of the site being developed as housing. The POP notes that there is a risk that if West Lisburn/Blaris remains as a Major Employment Zoning, the land could remain vacant.
- 4.33 Also located to the west of Lisburn, is the Maze lands, which the RDS recognises as being of regional significance. The site is partially used by the Royal Ulster Agricultural Society, the Balmoral Show and Eikon Exhibition Centre, and LCCC's POP foresees future uses on the site to include agri-food, life and health

sciences, hi-tech, food & drink sectors, and further potential may exist for strategic leisure/tourism development.

- 4.34 In rural areas, it is LCCC's Preferred Option to facilitate a sustainable rural economy through retention of the exiting policy-led approach. In relation to offices, it is the Preferred Option to promote this development within the City, Town, District and Local Centres. The POP prescribes a floorspace limit of 400m² within District and Local Centres to respect the strategic policy of directing office development to city and town centre locations.
- 4.35 In LCCC's response to Antrim and Newtownabbey's POP, they initially considered that, depending on the scale of the zoning, the proposed SELs at BIA and Nutts Corner might have a potential impact on their employment lands at West Lisburn (which lies approximately 10-12 miles south of BIA and Nutts Corner). However, subsequent to these comments, LCCC have published their POP and it has become clear that they have a surplus of employment land. It is apparent that any potential impact is no longer a consideration as the zoning in West Lisburn has been largely redesignated for mixed-use development, with a reduction of 50% less employment land. In addition, this zoning will fulfil a differing function to that of BIA and Nutts Corner, with it reflecting a smaller scaled local employment need, in contrast to BIA and Nutts Corner being attractive to large national and international companies wishing to locate at the global gateway.

Mid Ulster District Council

- 4.36 Mid Ulster District Council (MUDC) shares a land boundary with Antrim and Newtownabbey immediately west of the village of Toome. This location is of particular note due to the close proximity of the settlement to employment land at Creagh, which is located only 1.5 km west of the Council's boundary.
- 4.37 Despite remaining unzoned in MUDC's draft Plan Strategy (February 2019) due to flooding constraints and thereby a presumption against future growth, there exists an approximate 65 hectares of existing employment development that is occupied by a number of regionally and locally significant companies, anchored by the large Creagh Concrete products processing plant. These businesses are significant employers for the wider hinterland, including those living in and around the wider Toome area.
- 4.38 With the ANBC policy approach not to zone existing or proposed employment land within the adjacent settlement of Toome, and the nearest employment land zoning being in Antrim, there is no perceived cross boundary conflict in this regard.
- 4.39 In response to Antrim and Newtownabbey's POP, MUDC noted the Council's approach to the provision of employment lands and did not foresee any cross boundary concerns. The Council is in agreement with this position.

Mid and East Antrim Borough Council

- 4.40 Mid and East Antrim Borough Council (MEABC) shares the longest neighbouring Council boundary with Antrim and Newtownabbey.
- 4.41 A significant cross boundary consideration is the RDS clustering of Antrim, Ballymena and Larne towns, which are all considered Main Hubs. The RDS highlights how they are well connected and have a potential advantage in attracting business, and clarifies that when new development is being considered, the relationship and benefits between towns in clusters should be taken into account (RDS, SFG 11: *Promote economic development opportunities at Hubs*).
- 4.42 In responding to Antrim and Newtownabbey's POP, MEABC identifies this clustering of Hubs and looks forward to further engagement as the Councils work together.
- 4.43 MEABC POP refers to the Borough benefiting from sufficient supplies of employment land, with a c.100 hectare surplus supply being carried from legacy development plans. They recognise that recent road infrastructure improvements make their Borough more accessible, and they wish to take advantage of Ballymena's location on a Key Transport Corridor and its close proximity to Belfast International Airport. This Corridor runs through Antrim and Newtownabbey, and on into Belfast.
- 4.44 The POP, and MEABCs supplementary papers confirm their approach for delivering sustainable economic growth and the Council considers that cross boundary matters are not restrictive, but rather opportunities exist to support each other with a shared vision. Antrim and Newtownabbey Borough Council welcomes this approach and likewise does not anticipate any restrictive cross boundary matters regarding the provision of employment lands.

Armagh, Banbridge and Craigavon Borough Council

- 4.45 Armagh, Banbridge and Craigavon Borough Council (ABCBC) does not have a land-based boundary with Antrim and Newtownabbey, meeting only within Lough Neagh. Any economic development cross boundary issues will therefore be focused on the minerals industry, which is considered in a separate evidence paper. In correspondence, ABCBC has noted that cross boundary issue would revolve around environmental designations, the protection of natural heritage, and flood risk.

Council Strategies

- 4.46 The Council has published and commissioned a number of strategies which the LDP has taken into account. In relation to employment lands, the most relevant has been the Economic Strategy, which the Council commissioned in 2018.
- 4.47 The Economic Strategy and Action Plan has been prepared by Webb Advisory and embraces a broad version of economic development that understands

the needs of the businesses in the Borough and supports their position for long-term growth.

4.48 The Strategy has been developed through extensive research and engagement (with key stakeholders including neighbouring councils) and is rooted in a goal to create new jobs, investment and improve the wealth of individuals and the community. The evidence that underpins this Strategy and Action Plan includes:

- A detailed socio-economic profile of the Borough;
- Economic forecasts for the Borough to 2030 and reporting on global 'mega trends' that could impact on the Borough's growth;
- A benchmarking of key economic performance metrics against other locations;
- A comprehensive series of conversations and opinion gathering;
- Cognisance of strategic policy drivers such as the draft Northern Ireland Industrial Strategy and Belfast Region City Deal; and
- An assessment of current employment sites in the Borough and consideration of how the future needs for new and/or additional employment land could be delivered in a sustainable and rational manner through the LDP.

4.49 The Strategy was prepared alongside the Council's emerging LDP and provides a robust evidence base to inform employment decisions. Evidence from this Strategy is referred to within this paper.

Belfast Region City Deal

4.50 The City Deal is a 10-15 year investment plan to improve infrastructure in the region, develop innovation, skills and attract more, and better, jobs.

4.51 The Council partnered with Belfast City Council, Ards and North Down, Lisburn and Castlereagh, Mid and East Antrim, and Newry, Mourne and Down to develop the City Deal preposition. The Treasury announced in October 2018 that the Autumn Budget awarded £350 million to the Belfast Region City Deal, with the NI Executive expected to add at least a further £350 million. The Councils involved have committed to contributing over £100 million, whilst Queen's University and Ulster University have committed a further £50 million.

4.52 The City Deal focuses on an ambitious set of projects, spanning life and health sciences, creative industries, advanced manufacturing, tourism-led regeneration, the digital and innovation sector (which includes agri-food). Currently full business plans are being prepared for the proposed projects, after which, investment will be released.

4.53 Projects being developed through the City Deal are consistent with the challenges and opportunities that have been identified in developing the Council's Economic Strategy and Action Plan, 2018. The City Deal also includes a proposed extension of Belfast's Rapid Transit System, which would

strengthen a connection between Metropolitan Newtownabbey and Belfast, boosting further economic growth.

5 Preferred Options Paper

- 5.1 The Council's Preferred Options Paper (POP) was published in 2017 and was the first formal stage in the preparation of the LDP for the Borough and was designed to promote debate in relation to key strategic planning issues arising in the area. The POP set out a range of strategic options in relation to how and where development should be located within the Borough. It included options for our settlements, our centres, employment land and housing locations, as well as a number of other key planning issues.
- 5.2 In addition, the Council asked the public for their views on a range of planning topics and issues. A total of 148 representations were received which were considered during the development of the Plan Strategy document and, where relevant, these will also be considered during the preparation of the Local Policies Plan. Details are set out in the Council's published 'Preferred Options Paper Public Consultation Report 2019'.

6 Soundness

- 6.1 The LDP is prepared to meet the tests of soundness as set out in the Department for Infrastructure's Development Plan Practice Note 6: Soundness (Version 2, May 2017).

7 Socio-Economic Profile

- 7.1 This section provides an overview of the employment and economic base of the Borough. The population growth and net migration of the Borough is estimated to follow the Northern Ireland average, however the demographic is expected to have a higher proportion of residents aged 65+ years. These trends impact on a range of issues, including the availability of labour and consumption patterns within the Borough. According to the 2011 Census, the proportion of the Borough's population that describe themselves as healthy is higher than the Northern Ireland average. In terms of deprivation, only one ward in the Borough (Dunanney) falls within the top 10% of the most deprived areas in Northern Ireland.
- 7.2 The Council's Economic Strategy, 2018 provides the most recent examination of the Borough's economic and business base. It describes that between 2009 and 2012 during the recession, the Borough's economy shrunk marginally (0.9% of Northern Ireland's Gross Added Value), while the Northern Ireland economy grew marginally (1.2%). However, post-recession, the Borough's growth has largely tracked with Northern Ireland's growth rate. In terms of productivity, the

Borough is largely on a par with the Northern Ireland average but marginally higher in terms of Gross Domestic Product (GDP) per capita, which is a key indicator of prosperity.

- 7.3 Unemployment was forecast to reach a 10-year low in 2018, before increasing over the period to 2022, and then declining to the period to 2030. This is consistent with Northern Ireland trends, with a slowing growth rate and implications of Brexit the key drivers behind the rise to 2022.
- 7.4 The Strategy explains the Borough has lately been less entrepreneurial than other Northern Ireland Council areas, although this has not always been the case. The study has also found that the Borough has an active workforce, high number of jobs that pay well, and a high proportion of larger businesses.
- 7.5 In 2017, there were a total of 4,020 registered companies in the Borough. This represents 6% of the Northern Ireland total. 84% of these registered companies are described as micro, with 9 or less employees.
- 7.6 It further highlights the contribution Invest NI client companies make to the Borough, accounting for 8,753 employees, which is 13% of total employment in the area. The sectoral mix of supported companies in the Borough is mainly engineering and manufacturing, representing 41% of the total supported companies. The biggest investments in the Borough over the past five years have been with Capita, CDE Global, Mivan, Randox, RLC Engineering, and Sensata. In the *Evaluation of Invest NI's Suite of Property Interventions* report, December 2018, SQW outlines that Invest NI's landholding in the Borough amounts to 158 hectares. Around 40 hectares of this is described as 'available land', where infrastructure is already in place, with land therefore immediately available for ownership transfer and development. Their current remit are in respect of accommodation falling within Use Classes B1, B2, and B3.
- 7.7 In terms of numbers of people employed, this reached 67,000 in 2017, which is 7.5% of the Northern Ireland total. The Borough out-performs Northern Ireland in terms of employment and during the early years of the recession, showed a level of resilience. The Economic Strategy forecasts that between 2017 and 2030, the Borough's employment will be 4,100 higher than the current level of 67,000. The Upper Scenario would result in considerably stronger job creation, adding a further 4,000 to 5,000 jobs above the baseline scenario, resulting in a total employment of around 76,000 persons, 9,000 over the current level.
- 7.8 The Council's Economic Strategy highlights that the Borough outperforms Northern Ireland in terms of employment. Gross full-time median weekly wages in the Borough was 9% higher than the Northern Ireland average. Being second only to Belfast in terms of the highest average wages of all the Northern Ireland Council areas.
- 7.9 Analysis within the Council's Economic Strategy, 2018, shows that employment within the Borough is primarily clustered around the main settlements or major employers such as Belfast International Airport. The Strategy details how this

employment is distributed across the Borough. It explains that 43.3% of all employment is located in Metropolitan Newtownabbey. Almost a third (32.3%) is located in Antrim and its surrounds. The remaining jobs are spread between the Airport/Templepatrick (13.6%), Ballyclare and surrounds (7.3%) and Randalstown/Toome (3.6%). With over three quarters of employment, the wider Metropolitan Newtownabbey and Antrim areas are the primary employment hubs within the Borough.

- 7.10 According to the 2011 Census, the number of people who left the Borough to travel to their usual place of work, matched the number of people who came into the Borough, resulting in a net impact of zero.
- 7.11 There is a high concentration of larger businesses and an indicator of agglomeration benefits occurring around Metropolitan Newtownabbey, in particular at Mallusk. The Borough continues to boast a strong manufacturing base, with access to Belfast, the Port of Larne and Belfast International Airport making the area an ideal location for transport, logistics and wholesale firms. With major employers such as Randox, the life and health sciences sector is also a leading sector locally. A strong retail offer across a number of the main settlements within the Borough, also places retail as a major employer. Whilst the Borough's tourism offer is still underleveraged, investment in infrastructure and hotel rooms is seeing tourism emerge as a significant employer, and growing service industries such as professional services and digital technology present opportunities for high value employment in the area. With a notable concentration of large farms, agriculture is a small but significant contributor to the local economy that requires nurturing along with major employment sectors such as retail and construction.
- 7.12 The Borough faces a range of challenges in the medium to long term. In terms of skills and labour a declining working age population, net negative migration trends and growing 65+ years population places a number of challenges on future supply of labour. While the Borough has traditionally had a strong skills base comparable to the Northern Ireland average, recent school leaver data indicates that school leavers in Antrim and Newtownabbey are amongst the least qualified in Northern Ireland.
- 7.13 While there is a strong large business base, this is counteracted with a lower concentration of small businesses within the Borough and entrepreneurship levels are the second lowest in Northern Ireland.
- 7.14 Despite generally higher levels of prosperity, pockets of deprivation exist across the Borough, concentrated around the main settlements. In particular, out of the Borough's seventy-two Super Output Areas (SOAs), there are eight urban SOAs with employment and skills challenges, and six rural SOAs considered deprived in terms of access to services.
- 7.15 The Antrim and Newtownabbey area has a strong economic base to build on. However, with external challenges ahead and the above structural and

demographic challenges there is a need for an integrated and agile response focusing on a range of areas including employment, skills, entrepreneurship and infrastructure

- 7.16 The Council's Economic Strategy has identified that the Borough's employment is currently heavily weighted towards private sector office/retail type employment, as well as storage and distribution. Private sector jobs account for 70% of total employment, with 30% in the public sector. Across all sectors, retail is the largest sector, accounting for close to one in five of all jobs in the Borough. In terms of future jobs growth, the Strategy indicates that administration services, construction, and health and social work will be key growth sectors in the Borough. Retail, storage and distribution, accommodation, and professional and scientific sectors will also continue to grow.
- 7.17 The Strategy also identifies a list of sectors where Antrim and Newtownabbey could gain economically. These include Advanced Manufacturing, Materials and Engineering (AMME). Manufacturing is a major employer with a huge concentration of employment in Antrim and Newtownabbey, contributing significantly to the local economy and generating significant export revenue. It is a sector in transition, given many of the global and technological trends and as such requires a significant focus to retain employment and support future growth. This sector is also a Northern Ireland wide priority, with an opportunity for Antrim and Newtownabbey Council to leverage Invest Northern Ireland and other's investment in the AMME sector. The 2016 Matrix NI report on Advanced Manufacturing, Materials and Engineering, describes a positive outlook for the sector, with a regional growth rate nearly three times that of the UK.
- 7.18 Transport and Logistics is also a major employer within the Borough and contributor to the local economy. The Borough has the highest concentration of Transport and Logistics employment in Northern Ireland, with Antrim and Newtownabbey's strategic location close to the main ports and with strong infrastructure making it a natural location for firms in this sector.
- 7.19 Life and health sciences is a significant employer with a concentration of sector and anchor institutions in the Antrim and Newtownabbey area, contributing significantly to the local economy and generating export revenue. This sector is also a Northern Ireland wide priority, with an opportunity for the Council to leverage Invest Northern Ireland and other's investment in the life and health sciences. The Invest NI Business Strategy 2017-2021 identifies that the life and health science sector has strengths that should be built on. Invest NI's Regional Briefing for the Borough notes the Council's strong position in this sector, with Randox being a major employer in this field. Other sectors identified where the Borough could gain economically include professional services, tourism, digital and ICT, construction, and agri-food.

Social Enterprises

7.20 Businesses operating in the Borough can benefit from a strong foundation of social enterprise organisations and projects. The primary purpose of these social enterprises is based on social objectives, and any surplus profits generated are principally reinvested in the business to further advance that purpose, or in the wider community, rather than being driven by the need to maximise profit for shareholders and owners. Social enterprises do have business focus and operate as a commercial enterprise. Organisations currently operating within the Borough include:

- Antrim Enterprise Agency – stimulating social and economic regeneration in the Antrim area since 1991, by providing office and workspace accommodation to small start-up and developing businesses, training and mentoring events, along with conferencing facilities, and book-keeping services.
- Bryson Charitable Group – comprised of six individual business functions, Bryson operates across Northern Ireland, including Antrim and Newtownabbey, offering services that deliver social and economic value.
- NOW Group – offering employment support and training for people with learning difficulties and autism across the Borough, Ards and North Down, and Belfast.
- Mallusk Enterprise Park – provides business support, a variety of workspace options, meeting spaces, training programmes, business advice, and networking opportunities.

8 Employment Lands Evaluation Report

8.1 This section provides a summary of the Council's Employment Land Evaluation Report (ELER), which was produced in 2018 as part of the Council's Economic Strategy and Action Plan. The ELER has been included as Appendix 2 of this evidence paper. It assessed the current provision and future demand for land across the Borough, and how this can be delivered in a sustainable manner. This approach is in line with the Regional Development Strategy 2035 (RDS) Employment Land Evaluation Framework.

8.2 The ELER has provided the Council with a robust piece of evidence for the LDP. It clarifies that approximately 504 hectares of employment land was zoned in the legacy development plans, which are Antrim Area Plan 1984 – 2001 and its Alterations, and BMAP. This calculation (Appendix 3) was based on the 2014 version of BMAP in order to consider the most up-to-date land uses and designations. Of the approximate 504 hectares, it is estimated that approximately 155 hectares of zoned employment land remains to be developed. Key recommendations of the ELER include:

- The safeguarding of existing employment lands within settlements, with sites around 10 hectares or greater in size being designated as Strategic Employment Locations (SELs);
- SELs are taken forward in the top three tier settlements – Metropolitan Newtownabbey, Antrim and Ballyclare;
- The identification of two new SELs, one in Antrim and one in Ballyclare to meet the long-term industrial and business needs of these places, undertaking a 'call for sites' at the appropriate stage of the LDP process;
- Designate two existing rural SELs at Nutts Corner and Belfast International Airport, to recognise the existing employment land, and their strategic infrastructure connections;
- Prepare specific planning policy to guide and direct appropriate and suitable employment development within settlements and the countryside; and
- Monitoring the uptake and development of economic designations.

8.3 The Council has taken these recommendations into consideration during the development of its planning policy and designations contained within its Plan Strategy.

Employment Space Demand

8.4 The Council's Economic Lands Evaluation Report (ELER) converted future employment forecasts by sector into the amount of land required³.

8.5 This indicated that a total of 7.6 to 31.8 hectares was required across a range of sectors, with the biggest demands coming from storage and distribution (Class B4) and accommodation sectors, along with offices. The general and light industrial sectors (Classes B2 and B3) will have limited growth. However, as a note of caution, the ELER clarifies that while companies shed employee numbers, they do not always shed commercial space. These figures are also based on floorspace only and do not account for actual land required to accommodate development, such as car parking and circulation. The ELER states that it would not be unreasonable to assume that overall development site requirements could increase land need by 25-50% of the above land requirement. On this basis, the overall development land required in the Borough over the LDP period could realistically be between 9.5 hectares and 47.7 hectares.

8.6 The ELER advises that as one of the Borough's strengths lies in the storage and distribution sector, which requires larger development sites to accommodate heavy goods vehicles, the Council should designate proposed employment consistent with the larger forecast. Related to this, the Strategic Planning Policy Statement (SPPS) states that LDPs should allocate land for distribution and

³ Agricultural land not included

storage facilities at locations that are readily accessible to the Regional Strategic Transport Network.

- 8.7 When this projected need for employment land (up to 48 hectares) is compared to the overall employment land remaining in legacy development plans (c.155 hectares), there appears to be an oversupply of land, by approximately 107 hectares. However, the ELER advises that the Council's LDP actually requires a greater surplus of employment land to provide *the 'adequate and available' supply of accessible land as required by the RDS and the 'generous supply' required by the SPPS*. The SPPS states that this supply of land should ensure a range and choice of sites in terms of size and location, in order to promote flexibility and provide for the varying needs of different types of economic activity. Considering the fact that approximately 82 hectares of the remaining employment land in the Borough is restricted to Global Point alone (which is largely covered by planning approvals that are considered implemented), there is a distinct need for the LDP to provide further choice of proposed sites within the Borough. Furthermore, a generous supply of employment land will ensure the potential to readily accommodate unexpected future economic growth.
- 8.8 In terms of the location of employment land that is remaining and proposed, the LDP ensures this is allocated appropriately throughout Antrim and Newtownabbey, taking account of the role and function of the Borough's settlements; the remaining supply of employment land within these settlements; and the RDS 2030's Spatial Framework. This is further considered in the sections below.

9 Employment Land in Settlements

- 9.1 Regional policy clarifies direction and priorities for the provision of employment land and office provision. Primarily, it is sustainable to locate sites in settlements where it can readily take advantage of infrastructure provision, digital connections, appropriate surrounding land uses, and a large resident employee base. Following this, there is a call to provide a generous choice of site, with a wide range of specifications to cater for the varying needs from the local small-scale start up business, youth and social enterprises, to the large international companies. These priorities will ensure the Borough has the capacity and capability to maximise current or emerging global opportunities.
- 9.2 The Regional Development Strategy (RDS) notes the strategic and regionally accessible location of the Borough, with Antrim being identified as a Main Hub within a cluster that goes beyond the Council boundary to Ballymena and Larne, and Belfast International Airport being identified as a global Gateway.
- 9.3 In line with the RDS, the Strategic Planning Policy Statement (SPPS) promotes the zoning of sites for economic development in larger settlements, such as Metropolitan Newtownabbey, Antrim, and Ballyclare. It clarifies that within

towns, appropriate proposals for Class B1 Business uses (such as offices and call centres) should be permitted if located within the town centre, and in other locations that may be specified for such use in the LDP, such as district or local centres. Elsewhere, such proposals should be determined on their individual merits, taking account of the potential impact and the likely economic benefit, both local and regional.

- 9.4 It is considered that Metropolitan Newtownabbey has adequate supplies of employment land yet to be developed. However, the ELER recommends that two further Strategic Employment Locations (SEL); one in Antrim and one in Ballyclare should be designated. In addition to this, the ELER also recommends the designation of existing rural employment lands at both Nutts Corner and Belfast International Airport, by identifying them as SELs. This is considered in detail as this paper progresses.
- 9.5 The Council acknowledges that regional policy directs the spatial distribution of office-based employment to remain heavily city focused, and with the Borough being located within easy access of Belfast, which the RDS describes as the primary office location in Northern Ireland, it is expected that there will be significant draw from the Borough. The Council therefore anticipates that the Borough will play a complementary role in office provision, and that while major office development would be welcomed, realistically it will more than likely be drawn towards Belfast. Office development in the Borough is forecasted to be small-scale and largely ancillary to other enterprises. The Council also acknowledges that the RDS recognises that potential exists in Lisburn to create high quality office offer through the creation of employment in business services.
- 9.6 In relation to villages and small settlements, the Council considers it appropriate not to zone employment land in the interests of flexibility. Proposals for industrial and business development will be considered in accordance with planning policy, provided they are appropriate in scale, nature, and design to their location. This approach is in line with the SPSS.

ANBC Plan Strategy Employment Land Hierarchy

- 9.7 Following the above regional direction, and the recommendations presented in the Council's Economic Strategy, and its supplementary Employment Land Evaluation Report, the Council considers it appropriate that employment land designations be presented in two tiers. Strategic Employment Locations (SELs) are Tier 1, with Local Employment Sites sitting below this in Tier 2. The Council considers this approach, supported with robust LDP planning policy, will provide flexibility in the range and choice of sites for the Borough's needs up to 2030, while safeguarding employment land.
- 9.8 The Council has determined that Tier 1 SELs should be areas of employment land that are generally 10 hectares or above in size, and have links to key infrastructure, such as the strategic transportation network. These areas will be

the focus for large-scale industrial development, business uses, call centres, research and development facilities, logistics, and storage and distribution proposals. The Council will protect these strategic sites and resist proposals for alternative uses except where the development is ancillary to an existing use of the site, or comprises a sui generis employment use that will not lead to a significant diminution of the role of the SEL.

- 9.9 Positioned at Tier 2, below SELs, are Local Employment Sites. The Council's Economic Strategy and Action Plan, 2018, explains the Borough has recently been less entrepreneurial than other Northern Ireland Council areas and calls for a focus on improving this. By designating Local Employment Sites, the Council can facilitate the provision of accommodation needed for entrepreneurial start-ups and encourage growth in this field.
- 9.10 The Council will support proposals for the expansion of businesses at these sites, or their redevelopment with more modern facilities for employment use subject to normal planning and environmental considerations. To safeguard these local sites, the Council proposes to only permit alternative uses where the site or building has been disused and marketed for at least 12 months, and where the alternative use would not create problems for the remaining businesses at the site or be materially detrimental to the specific character and amenity of the immediate area.
- 9.11 Proposals for businesses and employment related development within settlements that are located outside of the employment land hierarchy will be supported through planning policy. This includes homeworking, which is particularly important for small businesses and start-ups. Proposals for the redevelopment of individual business premises that are not zoned for employment use will be assessed on their individual merit against planning policy.

Allocation and Distribution of Employment Land

- 9.12 The largest settlement in the Borough is **Metropolitan Newtownabbey**. It currently has the largest supply of large-scale employment lands and a high level of remaining capacity. It benefits from a strategic location in the Belfast Metropolitan Urban Area, on the M2/M5 and A8 Key Transport Corridor, and has access to a large and skilled labour force.
- 9.13 In this settlement, all existing large-scale employment locations, generally around 10 hectares in size, will be identified and protected as existing SELs. Sitting below the SEL tier is a number of established Local Employment Sites. Metropolitan Newtownabbey benefits from approximately 130 hectares of undeveloped employment land that remains from zonings in the legacy BMAP (2014 version). It is therefore considered that this settlement does not require any additional employment lands during this LDP period.
- 9.14 The second largest settlement in the Borough is **Antrim** town. It is described by the RDS as a Main Hub. It's important central geographic location is

emphasised by the strong interest shown by potential and existing investors. The RDS also clusters the town with the neighbouring hubs of Larne and Ballymena. It notes this hub cluster has a potential advantage in attracting business. The area's principal strength revolves around a well-developed transport infrastructure that provides easy access to all the main external gateways for Northern Ireland. Antrim town lies on two of the main transport corridors, the Belfast – Londonderry corridor and the Southern corridor.

- 9.15 Antrim currently has a generous supply of large-scale employment land and these sites will be designated as existing SELs to safeguard their contribution to the employment land supply. However, the Council's Employment Land Evaluation Report ELER (2018) identifies Antrim as having a limited remaining capacity of approximately 12 hectares of employment land that was zoned in the legacy Antrim Area Plan. This c.12 hectares exists as small pockets of land within existing developed employment lands. In order to overcome this restriction and provide an ample supply and choice of site for investors, in line with the RDS and SPPS, the LDP proposes a new SEL in Antrim that will ensure land is available for future economic growth. This site will be identified in the Local Policies Plan.
- 9.16 It is proposed that the existing and new SELs identified in Antrim will support the surrounding towns of Randalstown and Crumlin, as well as the wider rural population living in the surrounding rural area.
- 9.17 Below Antrim in the Settlement Hierarchy, sits the large town of **Ballyclare**. It serves a large population, surrounding villages and rural hinterland. While it has an existing supply of large-scale employment lands (c.30 hectares) that was zoned in legacy BMAP (2014 version), they have a limited remaining capacity (c.12 hectares). The town will also benefit from the development of a substantial long-term housing land supply throughout the LDP period, and subsequent population growth will lead to a demand for additional employment opportunities. With these considerations, it is the Council's approach to safeguard all existing large-scale employment land as SELs. The Council also proposes a new SEL in Ballyclare that will ensure land is available for future economic growth. This site will be identified in the Local Policies Plan.
- 9.18 The SELs within Metropolitan Newtownabbey, Antrim, Ballyclare, Nutts Corner and Belfast International Airport will provide a supporting role to the Borough's remaining settlements. This takes account of the employment forecast for the amount of employment land required to support the Council's LDP Growth Strategy. This approach is also in line with the RDS, which directs the allocation of growth to larger settlements, where services and infrastructure already exists, and the Regional Strategic Transport Network.
- 9.19 Existing Local Employment Lands within **towns and villages** will, where appropriate, be safeguarded and supported through the application of the Council's LDP planning policy. Development proposals for alternative uses may be acceptable in certain circumstances, which will allow vacant or underused

land to return to productive use, and to create a more attractive environment. The Council considers it appropriate that economic proposals will be encouraged provided they are appropriate in scale, nature, and design to their location and satisfy planning policy requirements.

- 9.20 The allocation and distribution of employment land is summarised in Table 3, with the permitted use classes and approach to be included within the Plan Strategy's Strategic and Detailed Management policies.

Table 3: Allocation and Distribution of Employment Land

Tier	Designation	Locations
1	Strategic Employment Locations (Existing)	<p>Metropolitan Newtownabbey</p> <ul style="list-style-type: none"> • Global Point • Monkstown Industrial Estate • Church Road • Mallusk • South of Antrim Road (Mallusk) • North of Antrim Road (Mallusk) <p>Antrim</p> <ul style="list-style-type: none"> • Rathenraw Industrial Estate • Newpark Industrial Estate • Antrim Technology Park • Steeple Industrial Estate • Randox Science Park • Enkalon Industrial Estate • Kilbegs Business Park • Springfarm Industrial Estate <p>Ballyclare</p> <ul style="list-style-type: none"> • Avondale Business Park / Dennison Industrial Estate • Hillhead Road <p>Other Locations</p> <ul style="list-style-type: none"> • Belfast International Airport • Nutts Corner
	Strategic Employment Locations (New)	<p>Antrim</p> <ul style="list-style-type: none"> • Site to be identified in Local Policies Plan <p>Ballyclare</p> <ul style="list-style-type: none"> • Site to be identified in Local Policies Plan
2	Local Employment Sites	The location and precise boundaries of these sites will be brought forward in the Local Policies Plan.

10 Rural Employment Land

- 10.1 Economic development is not restricted to urban areas and the Council is committed to supporting a range of employment uses in the countryside where the proposed development's nature, scale and design respects the rural character and meets the requirements of planning policy.
- 10.2 A regional strategic objective for facilitating economic development through the planning system is to sustain a vibrant rural community by supporting rural economic development of an appropriate nature and scale. This is within a background of protecting existing employment land and focusing on integration of infrastructure, including the transportation network.
- 10.3 The SPPS clarifies that in rural areas, proposals will be considered particularly where they are likely to provide benefit to the rural economy and support for rural communities.
- 10.4 In response to ongoing large-scale development pressure, the Council has recognised the extensive employment growth already in existence at Nutts Corner and Belfast International Airport through designating them as SELs. Both sites are already home to a number of large-scale businesses including storage and distribution, which require accessible and central locations. The sites currently operate as key rural employment hubs in the Borough and have evolved over time due to their highly accessible locations and direct access onto the Regional Strategic Transport Network. The justification for designating both these sites as SELs is outlined in Sections 11 and 12 of this paper.
- 10.5 Employment land in the countryside, outside of Nutts Corner and Belfast International Airport, will be supported through planning policy contained within the LDP. The Council recognises that there are a wide range of other rural employment sites. These include existing employment uses at Largy Road, Old Ballyrobin Road, Templepatrick Road, Kilbride Road, Craigstown Road, and a number of other locations. The Council recognises they are all valuable contributors to rural employment opportunities and support the Borough's rural communities.

11 Nutts Corner Strategic Employment Location

- 11.1 As previously mentioned the Council has recognised the ongoing development pressures and extensive employment growth already in existence at Nutts Corner by designating a Strategic Employment Location (SEL). The site is already home to a number of large-scale businesses that are focused on storage and distribution, which require accessible and central locations. This is in line with Regional Development Strategy 2035 RG 1, which states that employment land should be accessible and should focus on regional gateways, taking advantage of their locations on the regional transport network.

11.2 The site currently operates as a key employment hub in the Borough and has evolved over time due to its highly accessible location and direct access onto the Regional Strategic Transport Network. Safeguarding this key storage and distribution hub is underpinned by evidence from the Council's Economic Strategy 2018, which forecasts continued future growth in the storage and distribution sector.

Established Employment Land

11.3 The majority of land at Nutts Corner was initially developed as civil airstrip and later it was temporarily used by the RAF as a hub during the Second World War. All civil and commercial flights from the airfield ceased during the 1960s and the site was subsequently considered by the Planning Authority as brownfield land within the countryside. A large section of the main former runway became part of the A26 Moira Road.

11.4 While it is located within the countryside, it's long history of industrial activity has established a substantial business presence. It's continual active planning activity is detailed within the Council's Employment Lands Evaluation Report, 2018. Formal records of planning approvals date back to when the Planning Authority, the 'Town and Country Planning Service', was established in 1973.

11.5 In response to ongoing development pressures, the former Department of the Environment conducted a non-statutory review of the Antrim Area Plan. Their conclusions were published in a Development Control Advice Note (DCAN) for Nutts Corner in January 1995.

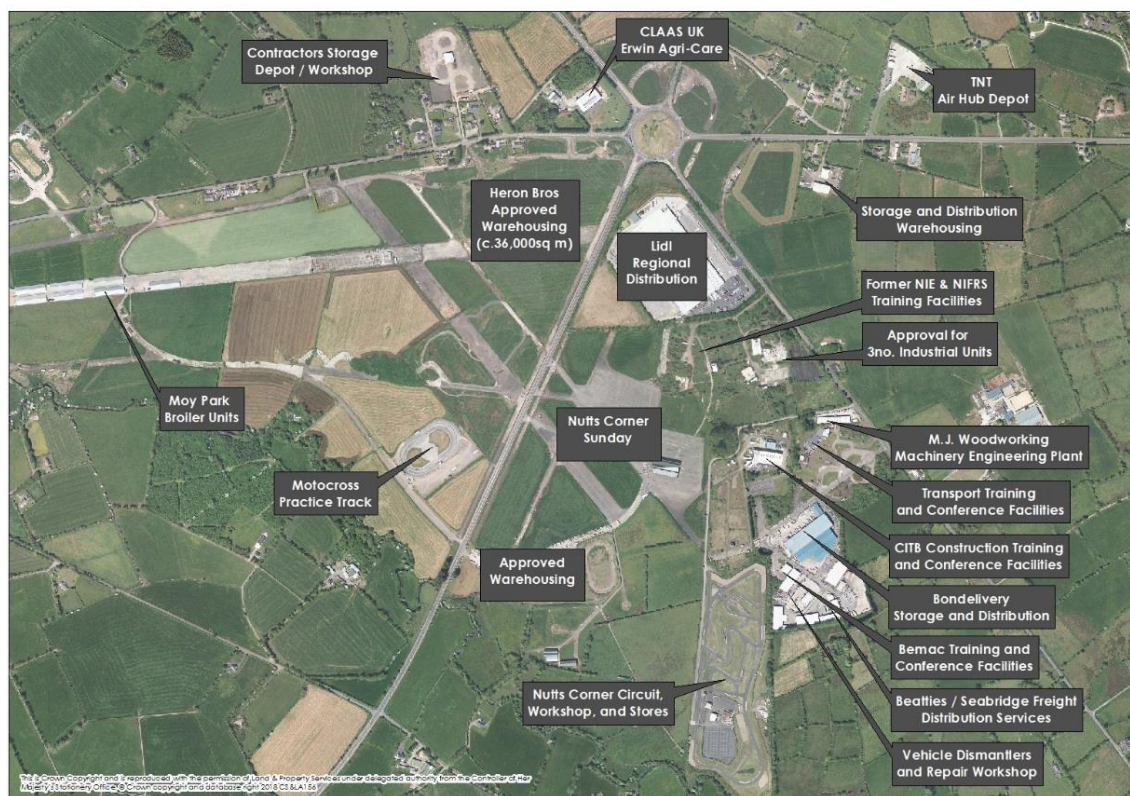
11.6 Although the DCAN was not formally adopted, planning history shows this review of the Antrim Area Plan 1984-2001 encouraged a further rush of confidence, along with national and international investment at Nutts Corner. Post-publication in 1995, there has been extensive growth and existing employment at Nutts Corner now includes the following:

- A c.32,000sq m Lidl Regional Headquarters and Distribution Centre;
- Nutts Corner Business Park, whose occupants currently include Bondelivery, who operate a Next Day Delivery Service for Next plc from this location;
- Beatties Distribution Services Ltd, and Seabridge, who both operate international freight delivery services and warehousing facilities;
- TNT Belfast Air Hub/Depot for parcel/mail sorting facility and distribution warehouse;
- CLAAS UK/Erwin Agri-Care operating a 2,000sq m agricultural showroom and service workshop;
- M.J. Woodworking Machinery Ltd, who manufacture and service specialist machinery;
- RMD Kwikform international engineering firm supporting the global construction industry;
- Solmatix Renewables, bespoke renewable designs and installations;

- ConveyorTek, international conveyor belt system engineering and manufacturing specialist;
- Signstik Ltd., who have manufactured and supplied signage and display products regionally from this location for over 20 years;
- Training facilities, including Construction Industry Training Board NI (including conferencing facilities), Transport Training Services (including conferencing facilities), and Bemac Training Ltd. (including conference facilities and rentable office space);
- Vehicle maintenance (including tyre servicing), dismantlers and bodywork repair services, including Morelli, and GMG; and
- Recent approvals include further warehouse developments (including a 35,999sq m development that is under construction), and industrial units for Classes B1 (c), B2, and B3 uses.

11.7 Other current uses at the location include Nutts Corner Sunday Market, Ireland's largest variety market, which has operated since 1977 and attracts over 200 traders each week; Moy Park broiler houses; motor racing facilities, with Nutts Corner Circuit and a Motocross Practice Track; as well as smaller businesses, including crèche facilities, boarding kennels, and a petrol filling station. A golf driving range was also approved, although never developed. The map at Figure 1 illustrates these existing businesses.

Figure 1: Existing Development at Nutts Corner, October 2018

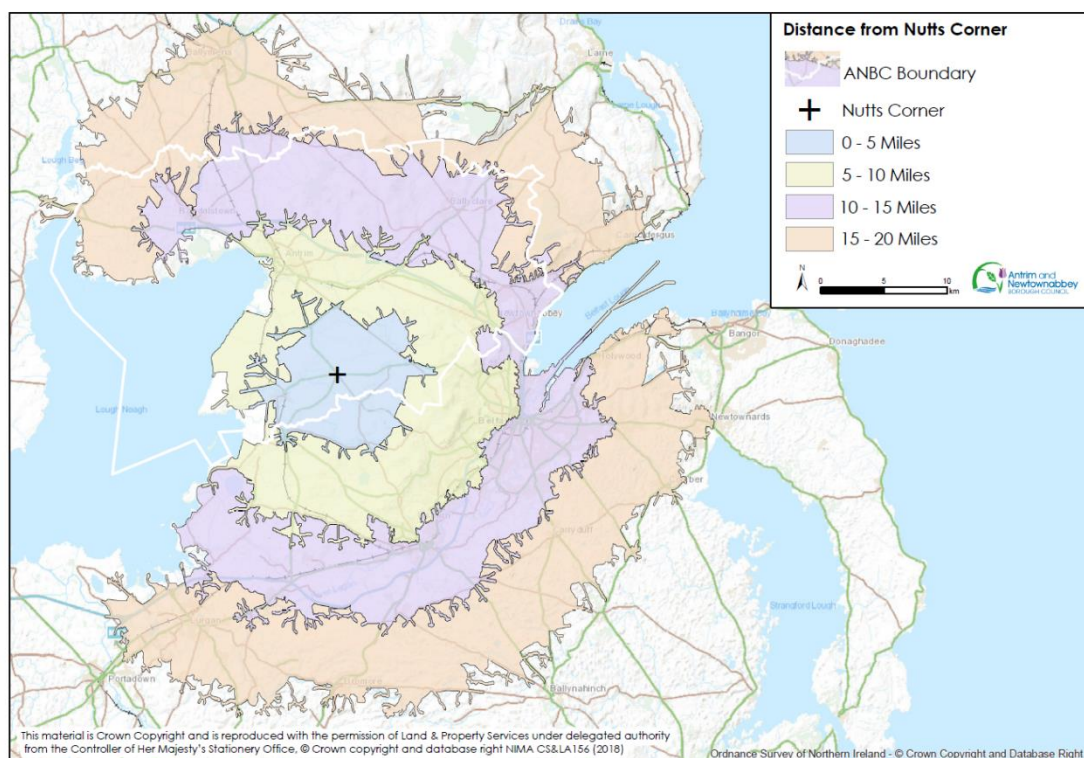


- 11.8 The level of business interest in this strategic location continues to the present day, as evident from the wide support from stakeholders for the SEL designation during the Council's POP public consultations. These representations called, not only for formal recognition of the existing development, but also for additional growth.

Strategic Location

- 11.9 The flat and open land at Nutts Corner strategically links Belfast, Antrim, Lisburn and beyond. It is almost midway between the M1 and M2 motorways. It is only 4km southeast of Belfast International Airport. The map at Figure 2 illustrates how this strategic road network links Nutts Corner to the wider region.
- 11.10 The RDS reminds us that to compete globally, Northern Ireland needs to be well connected both internally and with the rest of the world. The SPPS further notes that the efficient movement of freight and storage is of significant economic importance. The Northern Ireland Rail Network Statement 2019, confirms that there are currently no rail freight services at present. This results in more pressure to deliver efficient movement of freight along the region's road network.
- 11.11 Nutts Corner is located in close proximity to the Belfast International Airport Gateway, on an Economic Corridor, namely a Key Transport Corridor. The network of Economic Corridors has a fundamental role to play in regional growth. Key Transport Corridors are essential for providing access to Gateways.

Figure 2: Distance radius from strategically located Nutts Corner, based on ESRI World Transport data, Feb 2018

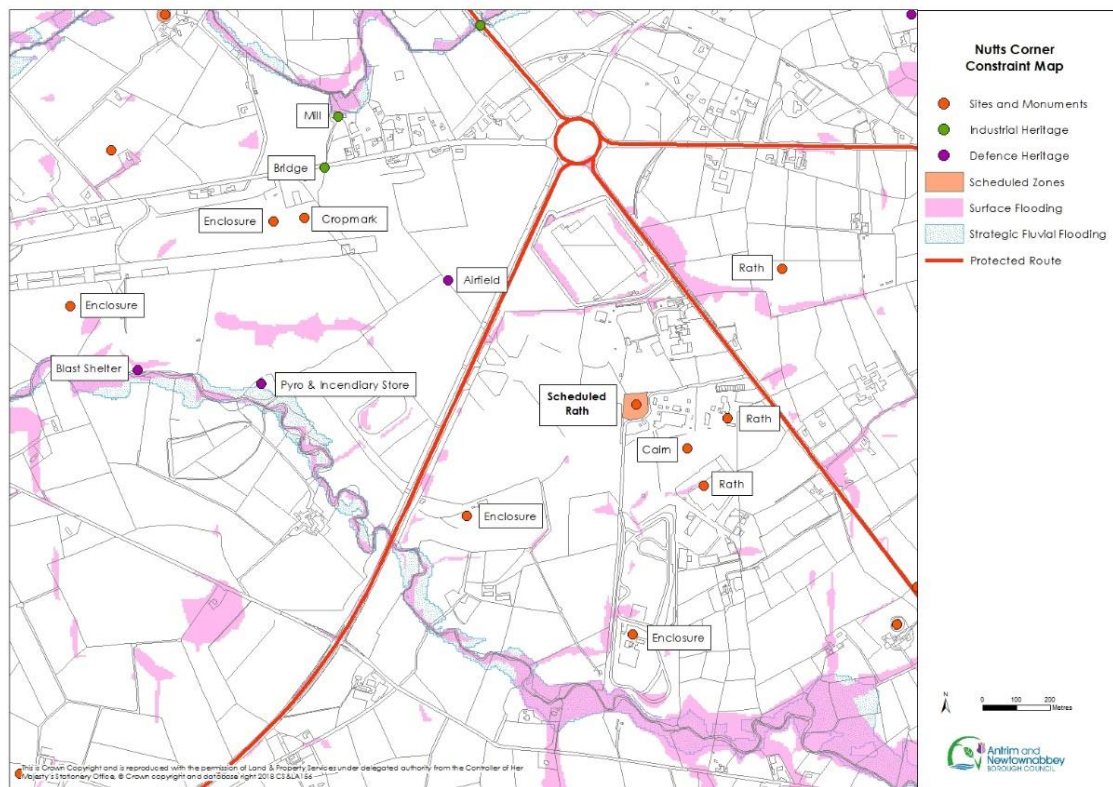


- 11.12 It is acknowledged that Protected Routes cover four of the six roads that lead to Nutts Corner roundabout. The 1995 DCAN recognised the Protected Routes and suggested that the major opportunity for future growth therefore relates to the former airfield. This area was considered by the Planning Authority as brownfield land within the countryside. The Council is agreeable with this position. The DCAN identifies Nutts Corner's central location as a main factor in favour of developing on the former airfield. Additionally, it notes that the good existing road network provides easy access to all parts of the province.
- 11.13 During initial development of the Antrim, Ballymena, Larne Area Plan 2016, consultations with the former Roads Service were held. They acknowledged that the option to identify a policy area at Nutts Corner seemed to be the best way forward. It was considered that access could be provided to the former airfield via spine roads taken off Dundrod Road (B 101). The standard of junction arrangements at the access locations would depend on traffic flows generated by the approved activities. A further option for traffic management was to create a roundabout on the Moira Road (A 26).
- 11.14 In their submission to the Council's POP public consultation (2017), the Department for Infrastructure Transport Planning and Modelling Unit stated that careful consideration would need to be given to:
- the accessibility of the SEL at Nutts Corner by modes other than the private car;
 - to the overall impact of the designation; and
 - the impact of any future development on the surrounding highway network.
- 11.15 They also stated that consideration should be given to the opportunity to complement future transport improvements such as Moira Road (A 26). This future road scheme is detailed on the Department for Infrastructure's website. It aims to provide a number of 2+1 single carriageway widening schemes along the Moira Road between Nutts Corner and the M1.
- 11.16 In 2018, the Council commissioned AECOM to undertake a Strategic Transport Assessment in order to assess traffic issues as a result of Nutts Corner SEL designation. The Assessment notes the strategic importance of Nutts Corner, its location on the Regional Strategic Transportation Network, with access to regional gateways such as Belfast International Airport and major ports, along with its proximity to Antrim, the major hub town as identified in the RDS. The Assessment recommends enhanced public transport stops and services, and states that this could be developer led, as recommended by Translink.
- 11.17 The AECOM Assessment further notes that traffic growth in the locality is rising by around 1% per annum, which is not significant. Three SEL growth scenarios were applied to the traffic growth rate and each scenario did not generate enough additional traffic to merit mitigation measures. The information in the Assessment will influence the size of the SEL, which will be determined at Local Policies Plan stage. However, the Assessment did recommend that mitigation

measures could be applied in order to gain additional access to the Protected Routes. One suggestion was for a developer-led spine road, and again, these details can be addressed at Local Policies Plan stage. This Assessment is also discussed within Evidence Paper 10 – Transportation.

- 11.18 As an important consultee, the Council notified Translink regarding the publication of the POP and invited comments during the public consultation period. Translink did not take the opportunity to respond. The Council will contact Translink during the preparation of the Local Policies Plan to discuss opportunities where key site requirements can be utilised to improve public transport links to Nutts Corner.
- 11.19 The Council consulted NI Water, who confirmed they currently do not have a public sewerage network or wastewater treatment facilities at Nutts Corner. They advise that should the SEL result in significant future development, it may be feasible to install a foul and storm sewerage network and associated wastewater treatment works to serve the designation (Appendix 1). Further information can be found within Evidence Paper 11 – Public Utilities.
- 11.20 Flooding constraints, along with built, industrial, and defence heritage assets are illustrated in the map at Figure 3. There are no known natural heritage assets, Tree Preservation Orders, or priority habitats or species in this locality.

Figure 3: Constraints on Future Development at Nutts Corner



Catchment

- 11.21 Regional and global employers alike have realised and benefited from the location's extensive labour force catchment. Those who provided representations to the Council's POP public consultation, remarked how the site's catchment can attract a wide audience of employees, calling for the LDP to formally recognise the location as a SEL designation.
- 11.22 The catchment potential of this strategic location is particularly significant. In 1995, the Nutts Corner DCAN calculated that 50% of Northern Ireland's population live within 20 miles of the site. The Council has accurately updated this figure using 2016 Pointer, NISRA household data, and ESRI World Transportation data (Feb 2018) to calculate that an extensive 47% of Northern Ireland's population live within a 20 mile drive of the site (refer back to the map illustrated at Figure 2 to see extent of this catchment).

Demand

- 11.23 The large proportion of representations made during the Council's POP public consultation that supported a formal SEL designation at Nutts Corner gives a clear indication of the demand and interest from those wishing to invest at this location. These representations are considered in the Council's POP Public Consultation Report. In summary, they state that among other benefits, such a SEL designation would provide certainty to operators and investors, and redevelopment will enhance the area.
- 11.24 Local residents and business owners who know the location well, also agree with the SEL designation, remarking on the advantage that the site is relatively free from constraints and has a flat topography, making construction practical and less costly.
- 11.25 Another notable indication of demand for employment enterprises being located at Nutts Corner, is the sheer number of planning applications that have been submitted over the years, despite applicants being aware that the site is currently located within the open countryside, with its restrictive rural planning policies.

Aesthetic Improvement

- 11.26 The 1995 DCAN describes the Nutts Corner area as '*largely devoid of tree cover and looks rather run down and visually unattractive*'. The Advice Note acknowledges that existing development has considerably eroded the rural character. It identifies the former airfield as a major planning opportunity and describes this portion as being largely derelict in nature and generally very poor environmentally.
- 11.27 The Northern Ireland Landscape Character Assessment Series (1999) identifies the disused airfield at Nutts Corner as an Area of Degraded Landscape, which has potential for landscape enhancement and development. The Council updated this 1999 Landscape Character Assessment in 2018, and found the

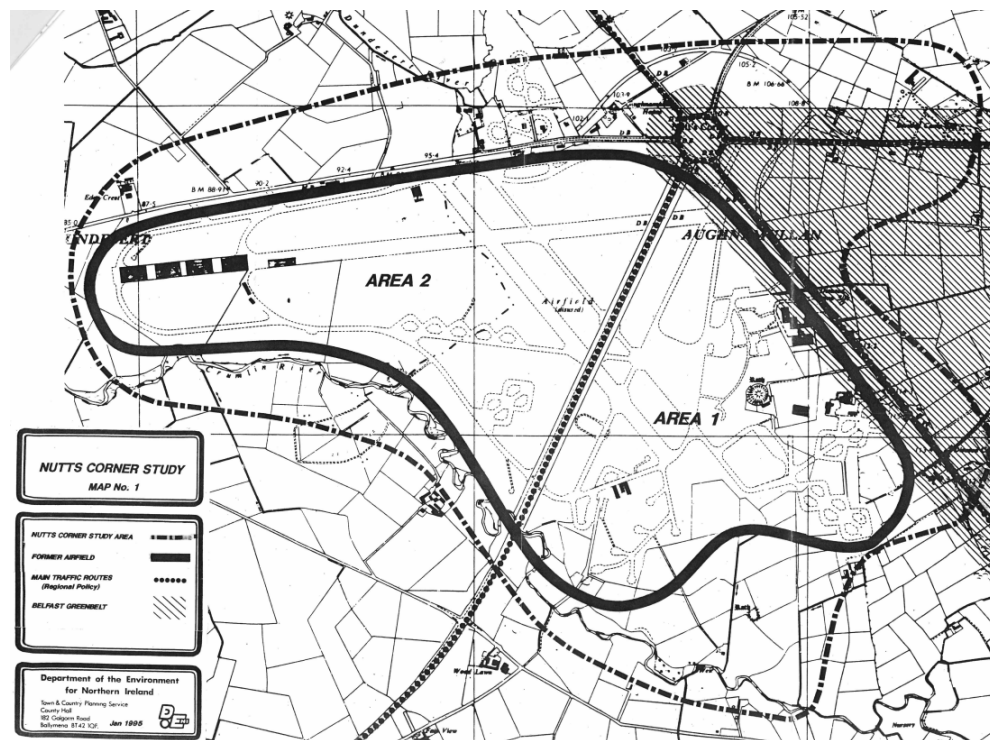
landscape largely remained in a degraded state with much opportunity for improved integration with the surrounding countryside.

- 11.28 Nutts Corner is one of the first main intersections that visitors to Northern Ireland experience. With Belfast International Airport identified in the RDS as a Gateway, visitors travel via Nutts Corner as they journey south and east of the Province. The areas current degraded landscape is surely no desirable first impression of the Borough and wider region.
- 11.29 The application of a tailored planning policy for this SEL, along with supplementary key site requirements is considered the best way to secure the area's potential for landscape enhancement as identified by both the 1999 and 2018 Landscape Character Assessments, and the Departmental Nutts Corner DCAN.

Next Steps for Nutts Corner Strategic Employment Location

- 11.30 The Nutts Corner DCAN identifies two distinct Policy Areas that are suitable for development, as illustrated in the DCAN extract map at Figure 4.

Figure 4: Nutts Corner DCAN Extract Illustrating Policy Areas



Source: DoE DCAN, 1995

- 11.31 The DCAN clarifies that Policy Area 1 is suitable for road haulage and distribution industries and similar uses. Within Policy Area 2, the DCAN recommended that proposals be considered on their merits against the general policy advice given (i.e. '*...acceptable uses are those which exploit the unique assets of the former airfield area while not compromising or*

undermining the general development strategy as outlined in the Antrim Area Plan', DCAN para. 6.2). It further clarifies that uses such as manufacturing and retailing will be unacceptable.

- 11.32 Building on the 1995 DCAN, the LDP presents an opportunity to ensure future development is appropriate and conditional upon key site requirements to ensure supporting long-term transport, utility infrastructure and digital connections and landscape enhancement works are secured. This is a valuable opportunity that would be missed, should the site remain unzoned and simply be controlled by rural planning policy.
- 11.33 With these considerations and evidence, the Council's Plan Strategy has designated a SEL at Nutts Corner. The Council considers that uses appropriate to this location would consist of industrial development, transport and logistics, and storage and distribution. Through this, the Council aims to safeguard this strategic site and will resist proposals for alternative uses, except where the development is ancillary to an existing use of the site, or comprises a suitable sui generis employment use that will not lead to a significant diminution of the role of this SEL.

12 Belfast International Airport Strategic Employment Location

- 12.1 Antrim and Newtownabbey benefits from Belfast International Airport being strategically located within the Borough. In August 2018, the Airport was bought by VINCI Airports, who have a network of 44 international airports and offer global expertise.
- 12.2 The Airport is located just 8.5 miles from Belfast, 2.5 miles from Antrim, and 9.3 miles from Lisburn. It is easily accessed via the region's major road and motorway network, including regular and reliable bus shuttle services, which link the Airport to surrounding settlements and beyond. Notably, it is not yet linked via the railway network, however, the Department of Regional Development (now Department for Infrastructure) had previously stated that a rail link would be viable when passenger numbers increase to 8 million per annum. The passenger throughput in 2018 was 6.4 million passengers.
- 12.3 The Airport is supplemented with a range of airport related development, including car parking facilities and a variety of car hire providers. The map at Figure 5 details some of the development that exists within the immediate locality.
- 12.4 Annual statistics published by the UK Civil Aviation Authority (known as aircraft and passenger traffic data from UK airports) shows the Airport is Northern Ireland's principal airport, with a 6.4 million passenger throughput in 2018. This passenger throughput continues to steadily increase, year on year, and now stands above pre-recession levels. This pattern is mirrored in the number of

aircraft movements, which has increased to 60,541 in 2018. It is currently the tenth largest UK airport in terms of passenger traffic.

- 12.5 In 2018, the annual level of freight handled by the Airport also increased by a significant 55% from the previous year, to 27,672 tonnes. In a similar fashion, the tonnage of mail flowing through the Airport in 2018 increased by 53% from the previous year. The levels of freight and mail is expected to continue to rise considerably in the future. The Airport offers significant scope for commercial and industrial development.

Figure 5: Existing Development at Belfast International Airport, October 2018



Global Connection

- 12.6 The draft Economy 2030 Strategy notes that in Northern Ireland, more companies have an international outlook, exporting their goods, products, and services outside of our region. The RDS reminds us that to compete globally, Northern Ireland needs to be well connected both internally and with the rest of the world. Belfast International Airport is identified as a Gateway, which is described as a strategically important transport interchange that is important for economic development, freight distribution activities, and additional employment generation.
- 12.7 The Airport is a key driver of Foreign Direct Investment (FDI) in the Borough and more widely in Northern Ireland. Invest NI has stated that over the past five years, Northern Ireland has attracted more FDI jobs per head than any region

in the UK. However, the uncertainties surrounding the impact of Brexit is becoming apparent, with overseas investments taking a recent dip.

- 12.8 The Airport is one of the most important regional airfreight centres in the UK. The Airport's Master Plan forecasts cargo handling to rise to 109,000 tonnes per annum by 2030, with high growth forecasts. It indicates that additional dedicated facilities will be constructed to accommodate the growth. Due to Northern Ireland's relative isolation from both mainland UK and Europe, superior airfreight services are vital to enable local business to access both domestic and international markets.
- 12.9 Airfreight is a key element in supporting export-led growth for the Borough and Northern Ireland as a whole, where the goods are of high value or time critical. Transporting freight by air allows smaller inventory holdings, and quicker deliveries. This results in Belfast International Airport acting as a focal point for business development and employment, by providing rapid delivery of products by air and convenient access to international markets.
- 12.10 Freight services are provided both on regular scheduled passenger aircraft and through year-round dedicated freighter services. These are offered predominantly by TNT (a FedEx company), DHL International, UPS Freight, Campbell McCleave and Co. Ltd., UTi Worldwide Inc., Parcelex, and WFS. These companies have dramatically grown their business from the Airport via their UK and European hubs in recent years and were envisaged by the former Aviation White Paper to account for over 50% of the air freight market by 2030. In addition, the Airport plays host to a long-established nightly Royal Mail operation, and a number of other regular charter operations for which air service capacity is vital.

Existing Employment Base

- 12.11 According to Belfast International Airport, there are presently in excess of 4,700 employees on the site, making it Northern Ireland's second largest employment site. In order to offer businesses, the full benefit of the long runways and unconstrained year-round, 24-hour operations, the Airport has already been investing significantly in the provision of modern cargo facilities at the airport. Existing cargo facilities include warehousing and office space, allied to a dedicated airfreight apron.
- 12.12 The Airport also indirectly supports ancillary employment on lands outside the airport boundary, such as car hire provision, car parking, petrol filling stations and restaurants, and businesses within the tourism sector. Relevant planning history for employment land at the Airport is detailed within the 2018 Employment Lands Evaluation Report, which supplements the Council's Economic Strategy.
- 12.13 As previously mentioned, the Airport is strategically placed on a Key Transport Corridor and within easy access of a significantly wide employee base, similar to that of Nutts Corner. While a rail connection is presently absent, there are

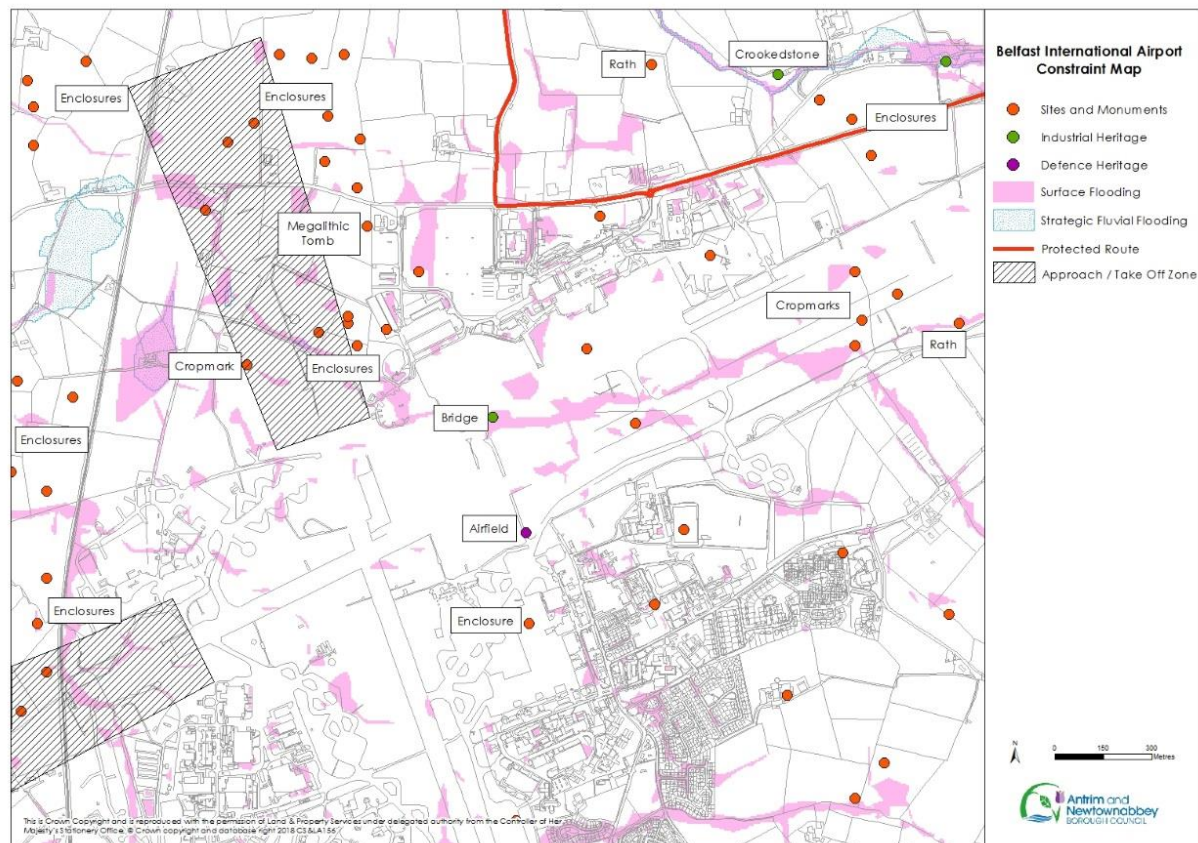
frequent public shuttle bus links to neighbouring settlements, and the wider region. The Council has engaged with the Department for Infrastructure Roads Section, who have stated they foresee no unsurmountable problems with the expansion of this Strategic Employment Location (SEL) as it benefits from good access to the trunk road network. The Council supports the Departmental upgrading of the Borough's road network, with any network improvements being addressed at Local Policies Plan stage. Further information on this transport corridor is presented in Evidence paper 10 – Transportation.

Next Steps for Belfast International Airport Strategic Employment Location

- 12.14 The SPPS reminds us that the efficient movement of freight and storage is of significant economic importance, and as a strategically important transport interchange, Belfast International Airport will remain an important driver for economic development, freight distribution activities, and generating additional employment over the LDP period. The Council's LDP will therefore have a key role to play in facilitating ongoing development of this strategic gateway.
- 12.15 The Airport Masterplan 2030 recognises the key strategic role that the Airport has to play in delivering a brighter economic future for the region. It is a key growth objective of the Airport to play an increasingly intrinsic role in the economic development of the region, and further development of efficient air cargo options for the benefit of local commerce and industry.
- 12.16 In their response to the Council's Preferred Options Paper, January 2017, the Airport management agreed with the Council's Preferred Option to facilitate growth through planning policy, and to consider a SEL at the Airport. It was proposed that this existing SEL could widen the potential scope of employment uses permitted at the Airport, beyond the airport related uses indicated within Antrim Area Plan.
- 12.17 The Council considers the designation of a SEL at the Airport to be a sustainable and appropriate approach for the requirements of the Borough and wider region up to 2030. This position will be outlined in the Plan Strategy, with further detail in the Local Policies Plan, which can offer a tailored planning policy to acknowledge the unique assets of the location and the existing development, and what it can bring to the Borough and wider region.
- 12.18 Future development within the existing SEL will also have to adhere to the Airport Safety Zones at the end of each runway, within which planning restrictions control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing. Flooding constraints, along with built, industrial, and defence heritage assets are illustrated on the map at Figure 6. There are no known natural heritage assets, Tree Preservation Orders, or priority habitats or species in this locality.

- 12.19 The Council recognises that retail uses within the terminus are desirable for travellers and employees, and the LDP will provide policy to clarify where retail uses at the Airport are acceptable.
- 12.20 The Council's Local Policies Plan will provide the detail on how the Plan Strategy's policies will be achieved. It will define the specific boundary of the existing SEL, along with any key site requirements to tailor the development to reflect the site's unique opportunities.

Figure 6: Constraints on Future Development at Belfast International Airport



13 Key Findings

- Antrim and Newtownabbey Borough is young, dynamic, fast-growing, and the Council seeks to promote economic development that has complimentary social and environmental benefits.
- This paper provides a robust evidence base on the economic position of the Borough and its role within the wider Northern Ireland context. It considers this position against planning considerations and the role of the Council's new LDP in encouraging economic growth. It has examined the legislative context, along with regional and local policies and strategies. It discussed the socio-economic profile of the Borough and highlighted key strengths and growth opportunities, and demonstrated the appropriate LDP approach to meet the needs of the Borough up to 2030.
- In summary, the Borough out-performs Northern Ireland in terms of residents in employment, and showed a level of resilience during the early years of the recession. The Council's Economic Strategy (2018) forecasts that during the LDP period up to 2030, the Borough's employment could grow from its current level of 67,000 to around 76,000 persons. The Borough currently has an active workforce, a high number of well-paid jobs, and a high proportion of larger businesses. Private sector jobs account for 70% of total employment, and the Borough is home to many large global companies.
- Future key strengths for the Borough's economy and employment lands lie in the advanced manufacturing, life and health sciences, and storage and distribution sectors. The Employment Lands Evaluation Report, which supplements the Council's Economic Strategy, concludes that the Borough benefits from a good supply and range of employment lands, and these are strategically located within the main transport network. This land is well distributed throughout the Borough's settlements, although a recommendation for additional employment lands within Antrim will ensure this remains the case. Belfast International Airport provides a global gateway within the Borough and provides a choice of freight services for the export of goods.
- This evidence paper notes the importance of rural employment lands, and identifies two existing major employment hubs at Belfast International Airport and Nutts Corner. The designation of these locations as Strategic Employment Locations within the LDP will ensure development is appropriate, sensitive to the surrounding countryside, and that infrastructural improvements can be delivered through key site requirements within the LDP.
- The main challenge for economic development and the uptake of employment lands within the Borough, and the wider region, is the uncertain impact of Brexit and the ease of which European trade can continue. However, the Council's LDP aims to support the Borough's businesses, particularly through sound and sustainable planning policies and annual

monitoring of employment lands. This informs and provides certainty for those wishing to conduct business and invest within Antrim and Newtownabbey.

- Moving forward, the evidence base presented in this paper has assisted in the preparation of the Council's Plan Strategy, in that it establishes the strategic direction for economic growth during the LDP period. It has aided the formulation of the employment land hierarchy, along with the provision of strategic planning policies that will support local business, entrepreneurial activity and social enterprises. The next stage of the Council's LDP, the Local Policies Plan, will designate specific employment sites.

Appendices

Appendix 1: NI Water Statement Regarding Nutts Corner

High Level summary of water and wastewater service provision at Nutts Corner area for Antrim & Newtownabbey Borough Council Plan Strategy for new Local Development Plan.

Waste Water

NI Water currently has no public sewerage network or wastewater treatment facilities at Nutts Corner. Existing properties connect to private septic tanks or private treatment plants, which are the responsibility of the respective property owners. NI Water has no current plans to install a public sewerage network or wastewater treatment works at Nutts Corner.

It is noted that Antrim & Newtownabbey Borough Council's preferred option is to designate Nutts Corner as a Strategic Employment Location. It is therefore highly likely this may result in significant future development within a designated Industrial Park. In such a case, it may be feasible to install a foul and storm sewerage network and associated wastewater treatment works to serve the Industrial Park.

Under current legislation, if there are two or more privately owned premises within the Industrial Park, the foul and sewerage infrastructure can be offered to NI Water for adoption in accordance with normal NI Water adoption procedures. If the Industrial Park remains as a single curtilage site (i.e. site owned by Council /Invest NI or other body and industrial units rented to tenants), the sewerage infrastructure cannot be offered to NI Water for adoption and responsibility for the infrastructure would remain with the site owner. This adoption principle would also apply to a wastewater pumping station if the preferred option was to pump sewage away to nearest public sewerage network rather than treat on site. (Note: the nearest suitable public sewer is 6.3km from Nutts Corner roundabout at junction of Ballyrobin Road and Antrim Road at Belfast International Airport).

Public Water Supply

The vast majority of Nutts Corner area is fed from Lylehill South West District Meter Area, which is supplied from Lylehill Service Reservoir. The Belfast Road area extending from Nutts Corner Roundabout towards Belfast is fed from Umgall District Meter Area, which is supplied from Boghill Service Reservoir. The existing public water main network within Nutts Corner consists of 80 & 125mm diameter water mains. A schematic map indicating the DMA's is attached and should be read in conjunction with this document.

I can confirm NI Water Network Distribution Staff are experiencing some operational capacity issues within Nutts Corner area. It has been noted on a number of occasions, when one of our customers is filling storage tanks for firefighting purposes, a number of customers in the Nutts Corner Business Park are encountering interruptions to their supply. Although this has only occurred in a few occasions, it does highlight existing capacity issues that would need to be addressed prior to approving new connections from future industrial development.

These capacity issues can be addressed with water mains reinforcement, which would include increasing the diameter of the supply water main to Nutts Corner area. Lylehill SR which supplies this area would appear to have adequate headroom capacity to cater for increased demand from Nutts Corner. This service reservoir has a capacity of 3Ml and a current daily demand of approximately 2Ml. However, in order to determine the required increase in capacity it will be necessary to know estimated future industrial demand. This demand data would be input into our water distribution network model to determine a recommended solution.

Comment

If Nutts Corner is to be designated as a Strategic Employment Location, infrastructure upgrades will be required. Council/Developers should contact NI Water at an early design stage in order to discuss options and agree solutions that will address development needs throughout the life of the Local Development Plan.

Recommended solutions will prioritised for delivery within our Capital Works Programme and will be subject to available funding.

Alan Moore**25 July 2018**

Appendix 2: Gravis Employment Land Evaluation Report

Employment Land Evaluation Report

**ANTRIM & NEWTOWNABBEY
BOROUGH COUNCIL**

March 2019

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Executive Summary

This Employment Land Evaluation Report (ELER) provides an assessment of current employment land in the Antrim & Newtownabbey Council area and considers how the future needs for new and/or additional employment land could be delivered in a sustainable and rational manner through the Local Development Plan (LDP) process.

The ELER follows the Employment Land Evaluation Framework (ELEF) approach as set out in the *'Regional Development Strategy 2035 – Building a Better Future'* (the RDS). It considers the current provision of zoned and existing employment land within the Borough and undertakes a qualitative and quantitative assessment of these lands to establish their suitability to assist in providing an ample supply of land for economic development use over the lifetime of the emerging LDP. Consideration is also given to potential brownfield sites within the main settlements in the Borough, to assess whether these lands are suitable to accommodate economic development in the future.

The above exercise identified that there is sufficient lands currently existing to accommodate actual projected need. However, there is a need to ensure an ample supply of land and a need to ensure that there is a range and choice of land across the Borough to accommodate economic development.

This paper identifies and makes recommendations in relation to urban Strategic Employment Locations (SELs), both existing and new, and also identifies existing rural SELs. It also sets out proposals for other/non-strategic employment sites along with economic development in the countryside. Key recommendations include:

- The designation as 'existing SELs' those sites that comply with the definition as per the Preferred Options Paper in Metropolitan Newtownabbey, Antrim and Ballyclare;
- The preparation of policy that protects these designations and encourages development where capacity exists to do so;
- Undertake a 'call for sites' at the appropriate stage of the Local Development Plan process for the new SELs at Antrim and Ballyclare;
- Consideration given to de-zoning small-scale existing zoned employment land that has not been developed;
- Retention of all other existing employment zonings within settlements, with policy prepared that guards against the introduction of inappropriate development; and
- Prepare specific planning policy to guide and direct appropriate and suitable employment development in the rural area.

It is envisaged that this ELER will assist in the preparation of the Plan Strategy and Local Policies Plan stages of the Local Development Plan.

1 Introduction

- 1.1 Antrim and Newtownabbey Borough Council (hereafter the Council) covers 274 sq. miles from the shores of Lough Neagh in the west to the shores of Belfast Lough in the east. Its northern boundary with Mid and East Antrim Borough Council leads to Ballymena and the port of Larne, while to the south it borders Lisburn and Castlereagh City Council, with Belfast City Council to the southeast. The Council's boundary with Mid Ulster District Council meets to the west, with Armagh, Banbridge and Craigavon Borough Council sharing a boundary in Lough Neagh.

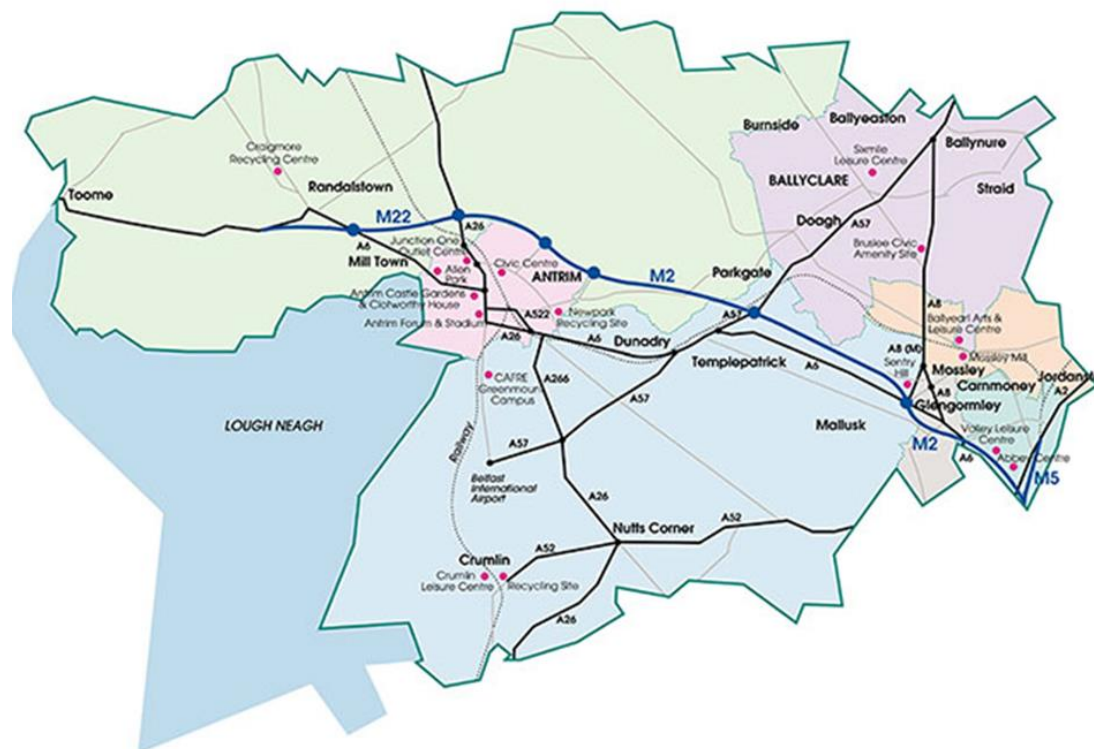


Figure 1: Antrim and Newtownabbey Borough Council Area

- 1.2 This Employment Land Evaluation Report (ELER) provides an assessment of current employment land in the Council area and considers how the future needs for new and/or additional employment land could be delivered in a sustainable and rational manner through the Local Development Plan (LDP).
- 1.3 It is based upon the Employment Land Evaluation Framework (ELEF) approach as set out in the 'Regional Development Strategy 2035 – Building a Better Future' (the RDS) and as summarised in Table 1.

TABLE 3.1: The Employment Land Evaluation Framework	
Stage 1 Taking Stock of the Existing Situation	An initial assessment of the 'fitness for purpose' including the environmental implications of the existing employment land portfolio. This is principally in order to identify the 'best' employment sites to be retained and protected and identifying sites that should clearly be released for other uses.
Stage 2 Understanding Future Requirements	Quantify the amount of employment land required across the main business sectors during the development plan period. This is achieved by assessing both demand and supply elements and assessing how they can be met in aggregate by the existing stock of business premises and by allocated sites. Account should also be taken of turnover of existing sites due to relocation or closures. Both short/medium term and strategic provision need to be considered in this process.
Stage 3 Identifying a 'New' portfolio of sites	Devise qualitative site appraisal criteria to determine which sites meet the occupier or developer needs. Confirm the existing sites to be retained, replaced or released, and any gaps in the portfolio. In this allocation, consideration should be given to previously used sites, and in the reallocation, the environmental impact of one site relative to others should be included. The results of Stage 2, together with this site-appraisal should provide a robust justification for altering allocations for employment land.

Table 1: Regional guidance for economic growth in the RDS is contained in RG 1.

RG1: Ensure adequate supply of land to facilitate sustainable economic growth

- 1.4 The RDS states that this adequate supply of land should be accessible and located to make best use of available services. The focus for such land will be larger urban centres and regional gateways, taking advantage of locations on transport networks. The RDS goes onto encourage the following:
- Assessment of the quality and viability of sites zoned for economic development uses in the area plans;
 - Protection of zoned land (in development plans);
 - Promote economic development opportunities across the region, focusing on Belfast Metropolitan Urban Area, Londonderry and Hubs as the main centres for employment and services; and
 - Provide a network of economic development opportunities.
- 1.5 This ELER follows each stage of the ELEF approach in order to comply with RG 1 of the RDS. The bullet points of RG 1 have also been taken into consideration and informed this ELER.

2 Methodology

- 2.1 This section provides an overview of the methodology used to prepare this ELER. It follows a broadly sequential approach to identify and assess suitable lands for employment development, whether currently zoned for employment use or not. It concludes with recommendations in relation to future potential employment lands based on the foregoing assessments. The following are key stages in this ELER:

Review of published documents

- 2.2 Including regional strategies/policies; statutory/legislative documents; best practice and guidance; other Council plans/programmes; and neighbouring council's Preferred Options Papers/Economic Strategies.
- 2.3 These documents will be reviewed as they relate to economic development and taken into consideration as part of the ELER. It is envisaged that key findings will inform subsequent stages of this ELER.

Review of Preferred Options Paper responses

- 2.4 Antrim & Newtownabbey Borough Council published their Preferred Options Paper (POP) in January 2017 for consultation, as the first stage in the Local Development Plan process. Consultation responses received from third parties will be reviewed and considered in relation to the assessment of future economic development needs and employment land provision.

Future Employment Land Need

- 2.5 A socio-economic analysis and review of the Borough will be undertaken to establish key sectors and project employment growth to inform the level of employment land required for the Borough.

Assessment of Brownfield Land

- 2.6 Suitable brownfield lands within the Borough that could be used for employment will be identified and assessed in terms of their suitability. This process will follow a number of steps.

- Step 1:** Identify quantum of existing brownfield lands available for redevelopment.
- Step 2:** Qualitative assessment of suitability of identified brownfield lands for employment uses.

Assessment of Employment Land

- 2.7 Similar to the above, the identification and assessment of currently zoned employment lands as per the relevant area plans and lands that were previously and/or are currently used for employment development will be undertaken, as summarised below.
- Step 1:** Identify quantum of zoned employment land still available for development in the extant and draft area plans.
- Step 2:** Qualitative assessment of remaining available zoned land to inform whether zoned land should remain so or re-zoned for alternative uses.
- 2.8 The identified steps for each assessment can be undertaken in parallel.
- 2.9 Step 1 of both assessments equates to Stage 1 of the RDS's 'Employment Land Evaluation Framework' and will establish how much brownfield land and zoned employment land is available within settlement limits that have the potential to be used for employment uses.
- 2.10 Input from the Council's Economic Strategy, 2018, (equating to Stage 2 of the RDS's 'Employment Land Evaluation Framework') will establish the level of future requirements for the Borough. This allows Step 2, the qualitative assessments (Stage 3 of the RDS's 'Employment Land Evaluation Framework') to be undertaken.
- 2.11 Before the qualitative assessment is commenced, there will be an initial 'sieve' of the long list of sites that is the output of Step 1 of both assessments. Sites that are below a certain size threshold or are deemed committed for alternative uses will be discarded before moving onto the qualitative assessment.
- 2.12 The qualitative assessment of brownfield land and existing zoned lands will be based on a scoring process and result in a short list of sites suitable for employment use to fulfil requirements as identified by the Council's Economic Strategy, 2018. These sites will be ranked according to the score received during the qualitative assessment process.
- 2.13 The rationale and justification for sites included in a final short list of suitable sites and sites being deemed unsuitable for employment use will be set out in an accompanying narrative. The highest ranked sites will be taken forward and allocated as employment lands to fulfil the requirement for the Borough, as identified.

Strategic Employment Locations

- 2.14 The POP refers to the potential for employment lands over 10 hectares to be designated as existing Strategic Employment Locations (SELs). The POP goes onto specifically reference the potential for two rural existing SELs in the Borough at areas of existing employment; namely Belfast International Airport (BIA) and Nutts Corner. The identification of SELs and the rationale for these designations are set out in this section.

Economic Development in the Countryside

- 2.15 The focus for economic development in the Borough will be within the urban footprint and directed to the main settlements, in line with the RDS. The narrative in RDS paragraph 3.3 states that the focus (for economic development) will be on larger urban centres. However, there is scope to encourage suitable, appropriate and sustainable smaller-scale development in the countryside to provide for the rural economy.

Monitoring

- 2.16 The databases established through the brownfield land and employment land assessments, as detailed in foregoing sections, will be the basis for a monitoring regime for identified brownfield lands and existing employment lands.

3 Document Review

- 3.1 A review of regional strategies/policies; statutory/legislative documents; best practice and guidance; other Council plans/programmes and neighbouring Council's Preferred Options Papers/Economic Strategies and how they respond to economic development has been carried out. This review has informed this ELER.

Regional Strategies, Plans and Policies

Regional Development Strategy 2035 – Building a Better Future

- 3.2 The Regional Development Strategy (RDS) has eight aims, the first of which is to support strong, sustainable growth for the benefit of all parts of Northern Ireland. Importance is placed on identified 'hubs' in the Spatial Framework to deliver economic growth and achieve the first aim of the RDS. Figure 2, replicates RDS Diagram 2.3, which identifies these hubs and clusters.

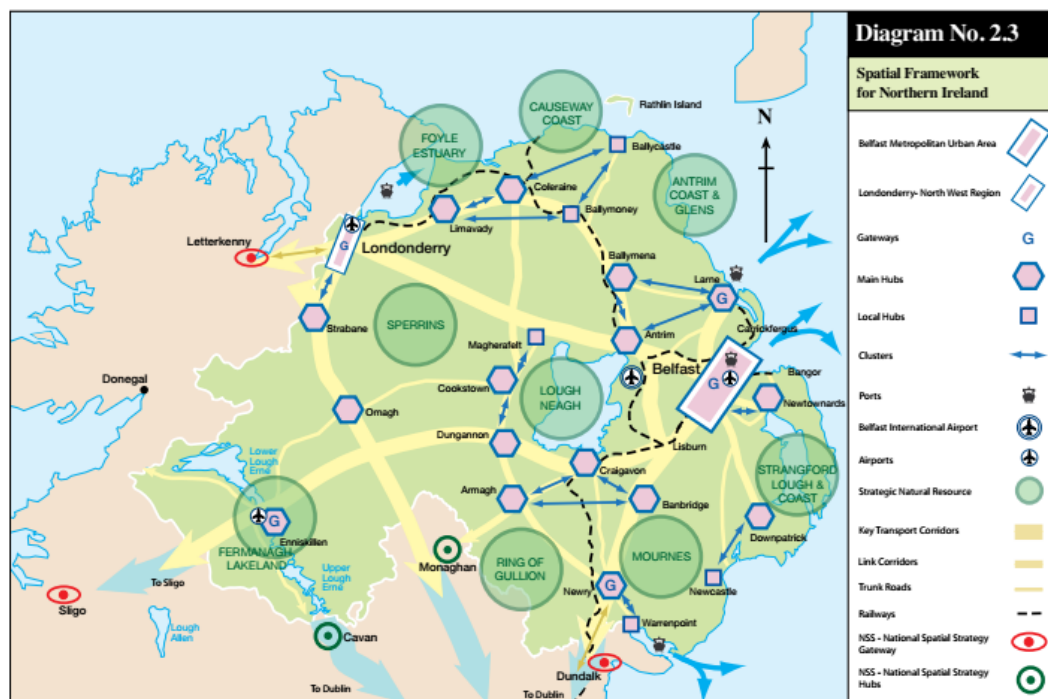


Figure 2: RDS Spatial Framework

- 3.3 It is worth noting that Antrim is identified in the RDS as a Main Hub, with key transport corridors running north, south, east and west from Antrim. Metropolitan Newtownabbey forms part of the Belfast Metropolitan Urban Area (BMUA). The Council is placing

Metropolitan Newtownabbey in the highest tier in the Council's settlement hierarchy, whilst remaining within the BMUA – as per the preferred option in the Council's POP.

- 3.4 There are two types of Strategic Guidance in the RDS that provides long term policy direction for the whole of Northern Ireland:
- Regional Guidance (RG) – applies to all parts of the region; and
 - Spatial Framework Guidance (SFG) – tailored to each element of the Spatial Framework.
- 3.5 RG 1 is summarised in Section 1 of this document. Guidance provided under this heading has informed this ELER.
- 3.6 SFG 1 promotes urban economic development at key locations throughout the BMUA and ensure sufficient land is available for jobs. Global Point is specifically mentioned in the RDS as one of these key locations for economic growth.
- 3.7 SFG 11 promotes economic development opportunities at identified Hubs. The Hubs should be considered first in the decision process. Antrim is the only Hub in the Council area and also forms part of a Cluster with Ballymena and Larne. However, it is proposed that Metropolitan Newtownabbey (whilst remaining part of the Belfast Metropolitan Urban Area) will effectively become a large Hub due to its metropolitan status.
- 3.8 SFG 13 aims to sustain rural communities. Part of this aim involves facilitating the development of rural industries, businesses and enterprises in appropriate locations.
- 3.9 Belfast International Airport (BIA) is identified as a 'Gateway' and SFG 15 aims to strengthen the gateways for regional competitiveness.

Implications for ELER

- RG 1 provides the framework and guidance for this ELER.
- Global Point is identified in the RDS as a 'key location' for urban economic development, as per SFG 1, and should be reflected in this ELER.
- As the only 'Hub' in the Council area, as identified in the RDS, consideration should be given to economic development opportunities at Antrim.
- Consideration should be given to sustaining rural communities by facilitating appropriate economic development in such areas.
- As a regional Gateway, there should be economic development opportunities at BIA.

Department of the Economy – Economy 2030

(A consultation on an Industrial Strategy for Northern Ireland)

- 3.10 The Economy 2030 Strategy consultation document sets out proposals to refocus regional economic priorities up to 2030 and invites views on those proposals. The long term Vision for the Strategy is to '*establish a globally competitive economy that works for everyone*'.
- 3.11 To support the delivery of the Strategy's vision, five Pillars for Growth are proposed, these are;

1. Accelerating Innovation and Research - an economy where, entrepreneurship and enterprise is endemic and reflected in a growing status as a start-up region. Innovation is embedded in the DNA of every company. We build industries on the back of where we are genuinely world class in academic research.
2. Driving Inclusive, Sustainable Growth - an economy that delivers for people across all parts of Northern Ireland with more people in employment, more companies being established and more inward investment being attracted.
3. Enhancing Education, Skills and Employability - an economy built on talent, which delivers excellence and relevance in education and skills and where everyone is supported to achieve their full potential.
4. Succeeding in Global Markets - Northern Ireland will be viewed across the world as the location of choice within the United Kingdom to do business from, and to do business with.
5. Building the Best Economic Infrastructure - Northern Ireland will be recognised as having world class economic infrastructure supporting the growth of a modern, dynamic, connected and competitive economy.

Implications for ELER

- 3.12 This ELER should ensure sustainable economic growth is promoted by identifying appropriate areas for such development.

Northern Ireland Executive: Everyone's Involved – Sustainable Development Strategy

- 3.13 This Strategy aims to put in place economic, social and environmental measures to ensure that the regional economy can continue to grow, improve society and communities and utilise natural resources in an environmentally sustainable manner.
- 3.14 The Strategy sets six priority areas for action, which includes building a dynamic, innovative economy that delivers the prosperity required to tackle disadvantage and lift communities out of poverty and driving sustainable, long-term investment in key infrastructure to support economic and social development.

Implications for ELER

- 3.15 This ELER should ensure sustainable economic growth is promoted by identifying appropriate areas for such development.

Strategic Planning Policy Statement for Northern Ireland

- 3.16 The Strategic Planning Policy Statement (SPPS) sets out core principles for the formulation of local planning policy, the preparation of Local Development Plans (LDPs), and the exercise of development management functions. It also incorporates most of the existing operational Planning Policy Statement's (PPS's).

- 3.17 Growing a sustainable economy and investing in the future is a key strategic priority in the SPPS. The SPPS sets six Regional Strategic Objectives for facilitating economic development through the planning system, these include:
- Promote sustainable economic development in an environmentally sensitive manner;
 - Tackle disadvantage and facilitate job creation by ensuring the provision of a generous supply of land suitable for economic development and a choice and range in terms of quality;
 - Sustain a vibrant rural community by supporting rural economic development of an appropriate nature and scale;
 - Support the re-use of previously developed economic development sites and buildings where they meet the needs of particular economic sectors;
 - Promote mixed use development and improve integration between transport, economic development and other land uses, including housing; and
 - Ensure a high standard of quality and design for new economic development.
- 3.18 The SPPS also sets out a number of Regional Strategic Policies that it states must be taken into account in the preparation of LDPs and in determining planning applications. In larger settlements, the SPPS states that planning decisions must to a large extent be informed by the provisions made for economic development through the LDP process.
- 3.19 The SPPS states that a fundamental role for the LDPs is to ensure that there is an ample supply of suitable land available to meet economic development needs within the plan area. LDPs should therefore zone sufficient land for economic development over the plan period.
- 3.20 A range of choice of sites in terms of size and location to promote flexibility and provide for the varying needs of different types of economic activity should also be taken into account with regards to the community, connectivity with the transportation system, availability of adequate infrastructure, the specialised needs of specific economic activities, potential environmental impacts and compatibility with nearby uses. The SPPS suggests that a system to monitor the take up and loss of land allocated for economic development, as well as ongoing assessment of future requirements and trends will help to identify any shortfalls that may arise or highlight the need to reconsider the proposed use of sites.
- 3.21 LDPs should also identify previously developed land within settlements for potential economic development use, which will help to return vacant or underused land to productive use and to create environments that are more attractive. This will also help to promote sustainable development through reducing the need for Greenfield development as a whole and may assist in economic regeneration and physical renewal, stimulating enterprise in disadvantaged areas.
- 3.22 Finally, the SPPS states that a number of supporting actions to assist in meeting the needs of business enterprises should be contained within the LDP; this should include Key Site Requirements to ensure for example that the developer provides necessary infrastructure such as road access, access for pedestrians and cyclists, water supply, sewerage and land drainage. The SPPS also directs ‘town centre uses’ to primary retail cores and town centres

first, before considering other potential locations. The LDP should also provide guidance in relation to key design, layout and landscaping requirements.

Implications for ELER

- 3.23 The SPPS requires the LDP to provide an ample supply of land for economic development over the plan period and this ELER should consider the quantum of required economic development land. The ELER should also consider the suitability of using previously developed land (i.e. brownfield land) for economic development.

Planning Policy Statement 4 – Planning and Economic Development

- 3.24 Guidance is provided in PPS 4 Section 4.19 in relation to the preparation of Local Development Plans. It sets out matters to be assessed whilst preparing plans, including:
- An estimate of the amount and location of land required to measure an ample supply of suitable land is available to meet economic development needs. A list of various factors to be considered is provided;
 - A range of acceptable for employment uses within designated areas for economic development, taking into account the listed factors;
 - Identification of supporting actions to assist with the delivery of economic development, including design guidance, environmental improvements, infrastructure provision, concept masterplans and planning agreements;
 - Constrain development of land within vicinity of establishments where hazardous substances are or may be present; and
 - Establish new baseline to allow for further monitoring and review of opportunities for economic development.
- 3.25 In order to achieve the objectives of PPS 4, Local Development Plan proposals will consider those measures considered appropriate from the following list provided, as provided in PPS 4 Section 4.21:

Meeting Economic Development Needs

- (a) Designate/zone an ample supply of land available to meet identified economic development needs in a range of sites offering a choice of size and location, to accommodate a wide range of development opportunities;
- (b) Include, as part of this land supply, the safeguarding of existing economic development land where it remains suitable for continuation or expansion of this use;
- (c) Designate/zone where appropriate areas for mixed use development, to include residential and economic development use that also forms part of the land supply;
- (d) Identify areas where Business Use Class B1(a) - office use – is acceptable;
- (e) Reallocate for alternative use existing economic development sites, either developed or undeveloped, where the potential future use for economic development purposes is not considered realistic;

Acceptable Employment Uses

- (f) Restrict, as appropriate the particular types of economic development use permissible within any designated/zoned site;
- (g) Specify, as appropriate, the range of economic development uses acceptable in mixed use areas;
- (h) Identify locations where either or both Business Use Class B1(a) and B1(c) is to be restricted;
- (i) Where necessary, identify and safeguard sites specifically for storage and distribution;
- (j) Identify locations for clusters of high technology type industry/businesses such as those found in ICT and biotechnology;
- (k) Provide specifically for types of industry which although necessary may be detrimental to amenity or a potential source of pollution, and ensure that development by such industries is separated from land uses which may be sensitive to their effects;
- (l) Specify, as may be appropriate, where any particular type of economic development use is to be subject to size restriction;
- (m) Take into account the siting of establishments where the hazardous substances are used or stored, and provide appropriate controls as may be necessary for the development of land within the vicinity of establishments where hazardous substances are, or may be, present;

Supporting Actions

- (n) Provide guidance in terms of key design, layout and landscaping requirements of new or existing economic development sites through an appropriate combination of, design policies, key site requirements and supplementary guidance such as development briefs for larger sites;
- (o) Specify key site requirements with regard to the main, but not necessarily all the infrastructure requirements that developers will be expected to meet on economic development sites. These may include access points, servicing arrangements and known physical and infrastructural constraints that need to be overcome. Infrastructure works may include roads, public and transport provision, cycle routes and footways, water sewerage and land drainage, and other services such as electricity, gas or telecommunications. Developers may be required to provide or contribute to the capital cost of works needed to facilitate their development proposals;
- (p) Stipulate, where appropriate, the requirement for concept master plan to facilitate comprehensive development; and
- (q) Stipulate where planning agreements may be necessary to ensure quality development or to secure an appropriate mixture of uses.

Implications for ELER

- 3.26 The guidance listed in PPS 4 Section 4.19 replicates some of the RDS requirements. An estimate of the amount of economic development land required is provided in this ELER but some of the other matters listed in PPS 4 Section 4.19 will be taken forward at

subsequent stages of the LDP (i.e. detailed supporting actions such as key site requirements and guidance for development are likely to be addressed at Local Policies Plan stage).

- 3.27 The measures detailed in PPS 4 Section 4.21 have informed this ELER, where appropriate. Items (a) to (e) have been considered in this ELER. Items (f) to (q) are broadly more detailed aspects that should be considered at the Local Policies Plan stage of the LDP process.

Development Plan Practice Note 1 – Introduction: Context for Local Development Plans

- 3.28 This Development Plan Practice Note was designed to guide planning officers and relevant users through the key requirements for the preparation of a Local Development Plan and deals primarily with procedures as well as good practice. The Plan Strategy stage is envisaged to provide broad strategies and allocations, whilst the Local Policies Plan stage is likely to include designations and zonings.
- 3.29 It details how the LDP is intrinsically linked to the aims and aspirations of the RDS, the SPPS and the Council's Community Plan. The LDP is also linked to other Council plans and strategies, such as the Council's Economic Strategy.

Implications for ELER

- 3.30 This ELER should be prepared to help inform the LDP process, as set out in the practice note.

Development Plan Practice Note 6 - Soundness

- 3.31 This Development Plan Practice Note provides guidance in relation to the test of 'soundness' that all Local Development Plans must meet before being adopted. There are three main types of test:

1. Procedural;
2. Consistency; and
3. Coherence and effectiveness.

- 3.32 Whilst these tests apply to the entire suite of Local Development Plan documents, it is important that each component part is sound. It is considered good practice to use a checklist to provide a comprehensive audit of the soundness test.

Implications for ELER

- 3.33 This ELER is accompanied by a Soundness Report that assesses the soundness of the ELER against the listed criteria of the Practice Note, using guidance contained therein.

Local Plans/Policies**Antrim Area Plan 1984-2001**

- 3.34 Antrim Area Plan (AAP) was adopted in 1989, and despite being beyond its notional end-date, is the extant Plan for the Antrim area. The three main settlements identified in AAP are Antrim, Randalstown and Crumlin.
- 3.35 The Plan states that total of 69 hectares was zoned for industrial use in Antrim (37 hectares at Rathenraw and Newpark, and 32 hectares at the Technology Park). The Plan further states that 0.8 hectares is zoned in Randalstown and that while no industrial land was zoned in Crumlin, consideration will be given to proposals within the town provided they are compatible with existing adjoining land uses or propose land uses. In fact, wider policy in AAP allowed appropriate industrial development to all settlements where such proposals are compatible with existing uses.
- 3.36 It is worth noting that a Policy Guidance Note for Nutts Corner was published by the Department of the Environment in 1995, for discussion with the legacy Antrim Borough Council, which considered the potential for development in this area.

Implications for ELER

- 3.37 The zoned industrial lands will be reviewed and considered regarding the availability and suitability of remain lands to accommodate future industrial/employment development – in line with RDS requirements.

Belfast Metropolitan Area Plan 2015 (2014 Version)

- 3.38 Although recently ruled as being unlawfully adopted, this 2014 version of the Belfast Metropolitan Area Plan (BMAP) remains a material consideration in the planning process. It zones a total of 434.47 hectares in the Newtownabbey District, as follows:
- 404.13 hectares in Metropolitan Newtownabbey (which included approximately 143 hectares of newly zoned employment land); and
 - 30.34 hectares in Ballyclare (which included approximately 5 hectares of newly zoned employment land).
- 3.39 The Plan states that development proposals within these zonings will be considered against regional policy (PPS 4).

Further Extant Local Plans

- 3.40 It should be noted that the 2004 version of BMAP, and the Belfast Urban Area Plan 2001 (BUAP) remain material considerations; despite being beyond their notional end date. A small portion of land to the west of Greenisland was brought into the new Antrim & Newtownabbey Borough Council area and consequently Carrickfergus Area Plan (CAP) is also a material consideration (insofar as it relates to the relevant lands).
- 3.41 In addition, the Newtownabbey Area Plan 2005 (NAP) is also a material consideration despite having not been adopted. The historic Newtownabbey Rural Area Planning Statement (1980) can also be considered a material consideration. This Statement included

lands zoned for proposed industry/commerce in Ballyclare, which were brought forward and informed subsequent zonings in later plans.

Implications for ELER

- 3.42 Zoned employment lands will be reviewed and considered with regard to the availability and suitability of remaining lands to accommodate future employment development. This is in line with RDS requirements.

'Love Living Here' Antrim and Newtownabbey Community Plan

- 3.43 Love Living Here is the new Community Plan for Antrim and Newtownabbey Borough. It sets out a shared vision and agreed outcomes for the area up to 2030.
- 3.44 This Plan sits within a framework of regional strategies and priorities for action. The Plan has four outcomes it aims to achieve, and the one which is of particular relevance is that Antrim and Newtownabbey citizens benefit from economic prosperity.
- 3.45 The Plan states that in order to ensure an economically prosperous area, it is necessary to ensure business activity within the area, but also an appropriate skills match of potential employees for the nature of work available.
- 3.46 The Council aims to achieve economic prosperity through:
1. Developing an integrated support structure for business and enterprise (including social) which facilitates the integration of the Council's business support functions such as environmental health, planning, building control, economic development and rural business support;
 2. Providing first class infrastructure for business development and growth including support for enterprise parks, development of digital connectivity and supporting the development of the skills base of the local population;
 3. Establishing an Employability and Skills/Economic Think Tank Forum which will bring together education and skills providers and local employers and which will initially undertake an employment and skills audit to inform the development of future initiatives; and
 4. Creating a portfolio of investment locations within the Borough in conjunction with the private sector.

Implications for ELER

- 3.47 This ELER needs to align with the Council's Community Plan outcomes and the identification of suitable locations for future economic development will directly respond to point 4 above. The availability of good infrastructure to encourage economic development (point 3 above) could be a consideration when assessing availability of economic development land in the Council area.

Antrim and Newtownabbey Borough Council Corporate Plan 2015-2030

- 3.48 The Council's Corporate Plan sets out the Council's Vision for the Borough and identifies what the Council needs to do between now and 2030 to achieve this. The Council's Vision is to make Antrim and Newtownabbey Borough a prosperous place, inspired by its people, driven by ambition.
- 3.49 In terms of economic development, the Council is committed through the community planning process and the preparation of the Local Development Plan to encourage and support economic growth in the Borough, to create a vibrant and prosperous economy that is attractive to new and existing businesses. The Council is also committed to encouraging innovation and supporting skills development to meet the future needs of local businesses. In addition to this, the Council is also committed to supporting the physical regeneration of the Borough to make it attractive for residents, investors and visitors, and aims to build on the strengths of the area to maximise tourism opportunities.
- 3.50 The Corporate Plan states that by 2030, the Council want to achieve the following:
- Identify and support entrepreneurship, have a strong competitive business advantage and become a centre of excellence for leading edge companies;
 - Have a world class infrastructure which attracts inward investment and supports productivity, exports and business growth;
 - Stimulate business activity to sustain existing jobs and create new employment opportunities; and
 - Maximise tourism opportunities and have a strong arts and cultural economy.
- 3.51 The Council plans to measure these achievements through a number of ways, for example from tracking the number of unemployed people assisted into work from Council operated/funded employability programmes, to monitoring the number of properties vacant in town centres. A full list of measures can be found on page 21 of the Corporate Plan.

Implications for ELER

- 3.52 This ELER should identify suitable economic development sites that will align with the Council's corporate objective of making the area more attractive to future investors and businesses.

Belfast City Council – Preferred Options Paper

- 3.53 Belfast City Council's (BCC) Preferred Options Paper (POP) was published in January 2017. There is a section on 'Creating a vibrant economy' that includes a number of preferred options, including:
1. Identify and maintain a supply of employment land sufficient to accommodate an additional 46,000 jobs;
 2. Review Strategic Employment Locations (SELs) as identified in the POP – these include Belfast City Centre, the Harbour Estate, land at Monagh Bypass, land at Crumlin Road/Girdwood Barracks, land at Springfield Road, Castlereagh Industrial Estate, Queen's Office Area and the Stormont Office Node;
 3. Protection of existing employment land from other uses; and

4. Supportive of a range of development associated with Belfast's Higher Education Institutions.

Implications for ELER

- 3.54 None of the identified SELs are close to the Council's boundary or have the potential to conflict with existing employment lands within the Council area. The ambitious growth plans regarding the increase in jobs in the BCC area may necessitate more employment land in the BCC area, however, as the RDS directs significant economic growth to Belfast in the first instance, the ambitious BCC growth plans will not necessarily impact upon Antrim and Newtownabbey Council's own economic growth strategy.

Belfast City Council – Draft Plan Strategy

- 3.55 This Plan Strategy was published at the end of August 2018, with the formal consultation period running from 20th September 2018 to 15th November 2018. It sets out draft strategic policies that relate to a whole range of development types. It should be noted that none of those policies will be formally adopted until after an Independent Examination and approval by the Department for Infrastructure.
- 3.56 Section 8 of the Draft Plan Strategy is entitled 'Creating a vibrant economy' and contains seven policies, as below:
 - **Policy EC1: Delivering inclusive economic growth.** This policy lists economic sectors that will be supported for growth.
 - **Policy EC2: Employment land supply.** Sets an overall target of 550,000 m² to be developed for employment use.
 - **Policy EC3: Major Employment and Strategic Employment Locations.** This section sets out policies for development within Major Employment Locations (MELs) and SELs but does not identify where these MELs/SELs should be located.
 - **Policy EC4: Loss of zoned employment land.** This policy sets out criteria to be met for alternative types of development on zoned employment land.
 - **Policy EC5: Industry and storage and distribution uses.** This policy encourages development of these types of uses within zoned employment areas.
 - **Policy EC6: Office development.** This policy allows office development within the city centre and sets out criteria to be met for proposals outside the city centre.
 - **Policy EC7: Higher education institutions.** This policy promotes the growth and expansion of higher educational institutions.

Implications for ELER

- 3.57 Belfast City Council's draft policy for MELs/SELs could be used to inform Antrim and Newtownabbey Council's own policies on this issue. Similarly, draft policy EC4 provides an indication on how other Councils are protecting existing zoned employment lands. Given the close proximity of Antrim and Newtownabbey Council area to BCC, there is the potential for certain synergies between the two Councils in relation to growing certain economic sectors. Antrim and Newtownabbey Council should review the full Plan Strategy and make representation to BCC on draft policies of interest.

Lisburn & Castlereagh City Council – Preferred Options Paper

3.58 Lisburn & Castlereagh City Council's (LCCC) Preferred Options Paper (POP) was published in March 2017. Their 'Economic Development Action Plan' has the following objectives:

- Expand and diversify employment opportunities;
- Retain talent and invest in skills;
- Establish the Council area as a premiere investment location; and
- Enhance EU connections.

3.59 The POP identifies two Major Employment Locations (MELs) – West Lisburn/Blaris, and Purdysburn (including Knockbracken Healthcare Park). The Maze lands are identified as a 'Strategic Land Reserve of Regional Importance'.

3.60 The preferred options include:

1. Existing employment land is retained for employment uses;
2. Re-zone the Blaris lands for mixed-use, split between economic and residential land uses;
3. Retain Purdysburn as a mixed-use site; and
4. Retain the Maze lands as a Strategic Land Reserve of Regional Importance.

Implications for ELER

3.61 The Maze lands are protected in the RDS and therefore the potential for economic development at this location is to be expected and will not affect the delivery of Antrim and Newtownabbey Council's Economic Strategy. It is noted that the Blaris lands are zoned in the extant area plan as wholly for employment use. The re-designation of these lands for mixed-use has the potential to reduce any potential conflict between LCCC's MELs and Antrim and Newtownabbey Council's SELs.

Mid & East Antrim Borough Council – Preferred Options Paper

3.62 Mid & East Antrim Borough Council's (MEABC) Preferred Options Paper (POP) was published in June 2017. There is a section in the POP relating to Sustainable Economic Growth and includes a number of preferred options:

1. Adopt a sequential approach to economic development with town centres first, then district & local centres and then economic development zones;
2. Provide specific accommodation for start-ups and grow-on businesses within economic development zones; and
3. Allow alternative compatible uses within economic development zones.

Implications for ELER

3.63 Given the specific nature of the preferred options, there are limited implications for the delivery of Antrim and Newtownabbey Council's Economic Strategy and this ELER resulting from the MEABC POP.

Great Britain Practice

- 3.64 A review of planning practice and guidance within Great Britain in relation to ELERs has been undertaken. This review has also helped to inform how this report was prepared and topics for consideration.

National Planning Policy Framework

- 3.65 The National Planning Policy Framework (NPPF), which was revised in July 2018, sets out the government's planning policies for England and how these are expected to be applied.
- 3.66 In terms of the economy, the NPPF aims to build a strong, competitive economy. The NPPF states that the government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and a low carbon future.
- 3.67 To help achieve this strong, competitive economy, the NPPF states that planning policies should:
- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;
 - b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
 - d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.
- 3.68 It further states that planning policy and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or network of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 3.69 It is notable that this version of the NPPF now discusses the rural economy in this section, where previously it was separate. The Framework states that to support a prosperous rural economy, planning policies and decisions should enable:
- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
 - b) the development and diversification of agricultural and other land-based rural businesses;
 - c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Implications for ELER

- 3.70 The Council's Plan Strategy documents will set out a clear vision for economic development. This ELER should help the Local Development Plan to guide economic development and regeneration in areas most suitable to accommodate such development.

Housing and Economic Land Availability Assessment

(Ministry of Housing, Communities & Local Government – September 2018)

- 3.71 This guidance supports local planning authorities in objectively assessing and evidencing development needs for housing (both market and affordable); and economic development (which includes main town centre uses). The primary objective of identifying the need in relation to economic development is to:
- Identify the future quantity of land or floorspace required for economic development uses including both the quantitative and qualitative needs for new development; and
 - Provide a breakdown of that analysis in terms of quality and location, and to provide an indication of gaps in current land supply.
- 3.72 An assessment of land availability identifies a future supply of land that is suitable, available and achievable for housing and economic development uses over the plan period. The assessment of land availability is an important step in the preparation of Local Plans.

Implications for ELER

- 3.73 This ELER should identify the projected quantity of required land to accommodate future economic development and also undertake a qualitative review of these lands.

Recommendations

- 3.74 It is recommended that the ELER takes cognisance of the plans/policies and documents reviewed in this section. The 'implications for ELER' will be incorporated into and inform the document.

4 Preferred Options Paper Responses

- 4.1 Antrim & Newtownabbey Borough Council published their Preferred Options Paper (POP) in January 2017 for consultation, as the first stage in the Local Development Plan (LDP) process.
- 4.2 The POP proposes a Plan Vision and Objectives and relate to the economy, as follows:
- To provide an adequate range and quality of land and premises for business and industry; and
 - To protect strategically important business and employment opportunities.

- 4.3 The preferred option for Strategic Employment Locations (SELs) is that existing employment sites of over 10 hectares are identified as SELs and consideration is given to the designation of new SELs.
- 4.4 The POP identifies a number of existing SELs across the Council area, including two existing rural SELs at Belfast International Airport (BIA) and at the Nutts Corner. The rationale for designating these as existing SELs is to acknowledge the existing employment uses, the strategically important locations of both areas in terms of transport hubs and connectivity and to expand their function in terms of potential employment and economic growth.
- 4.5 All POP responses that related to economic development were reviewed, along with preliminary considerations given to site-specific representations that requested lands be considered for designation as employment lands. These will be considered further at Local Policies Plan stage.

Implications for ELER

- 4.6 The comments received from stakeholders, including statutory agencies and central government departments in relation to the POP will help to inform the assessment of potentially suitable lands to accommodate economic development, as set out in Section 6 of this report.

5 Future Employment Land Need

Uncertain times

- 5.1 The current economic environment is more uncertain than at any time in decades. Political flux, the uncertainty around the terms of trade between the UK and the EU following the UK vote to leave the European Union, protracted slow wage growth and continued public spending tightening are all contributing to a likely continuing of growth rates that are below long-term trends. Amidst the headline uncertainties, there are some positives to draw upon – employment in Northern Ireland has reached record levels and growth is expected to continue, albeit at a slower rate than was previous.

	2017	2018	2019	2020	2021
GVA Growth Rate	1.4%	1.2%	1.1%	1.2%	1.5%
Unemployment Rate	5.0%	4.5%	4.6%	5.0%	5.2%
Employment (000s)	874	882	883	881	879

Table 2: Key Forecast Metrics, Northern Ireland. Source: UU Economic Policy Centre

- 5.2 Forecasts from the Ulster University Economic Policy Centre (UUEPC) suggest that a slowdown in growth in the near term is caused by a continued over-reliance on consumer spending for economic growth. Low wage growth and increasing levels of consumer debt are acting to limit the extent to which consumers can continue driving economic performance. On the potential upsides, the depreciation of Sterling since the vote to leave the EU has driven an increase in export sales and supplemented already strong performance in hotel and tourism performance. The forecast suggests that between 2018

and 2012, GVA will grow at between 1.1% and 1.5%, with employment increasing to 879,000.

- 5.3 The Economic Policy Centre has developed a Local Economic Forecasting model which presents baseline, upper and lower scenario economic prospects to 2030 at a Council level. The 'upper' scenario models an optimistic scenario where Northern Ireland converges with UK levels of growth while the lower scenario models a fall in business and consumer confidence alongside a squeeze in real incomes. In the Council's Economic Strategy, 2018, Webb Advisory has subscribed to these forecasts to support the development of Antrim & Newtownabbey Council's economic development strategy and future employment land requirements.

Labour Market Context

- 5.4 There are currently 67,000 people employed in Antrim and Newtownabbey, 7.5% of the Northern Irish total. This is c.4,000 more than in 2001 but since 2001 there have been several instances of sharp employment declines.

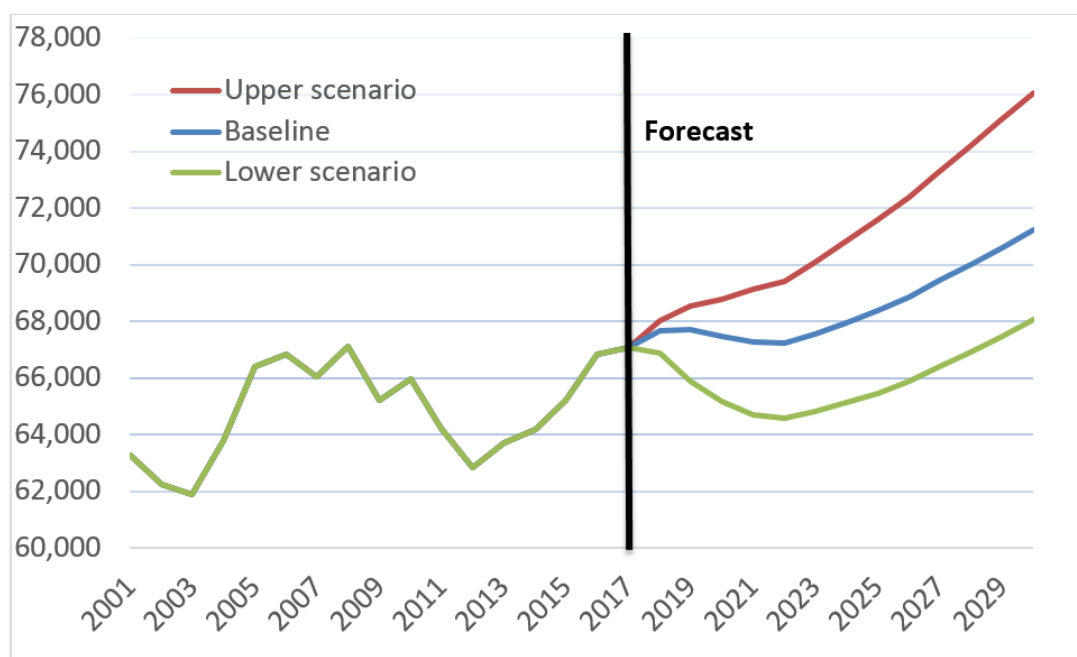


Figure 3: Total Employment in Antrim & Newtownabbey 2001-2030. Source: NISRA, UUEPC

- 5.5 The expected path for future employment growth is broadly positive. The baseline scenario, UUEPC's estimation of the most likely economic outcomes for the Northern Ireland economy and Antrim & Newtownabbey over the period to 2030, would result in a period of slight employment declines from 2020 before returning to growth from 2023 onwards. By 2030, UUEPC's forecasts suggest that Antrim & Newtownabbey employment will be c.4,000 higher than current levels. The upper scenario, as illustrated in Figure 3, would result in considerably stronger job creation, adding a further c.5,000 above the baseline scenario and resulting in total employment of c.76,000.

Labour market: sectoral analysis

- 5.6 The sectoral mix in Antrim & Newtownabbey is heavily weighted towards private sector office/retail type employment, and storage & distribution. Private sector jobs account for 70% of total employment, with 30% in the public sector. Across all sectors, retail is the largest, accounting for close to one in five of all jobs in the Borough. The contribution to Antrim & Newtownabbey's growth from each sector in the baseline scenario is presented in Figure 4. In this scenario, Administration Services, Construction, and Health and Social Work will contribute more jobs by 2030 than any other, adding 800 each. At the other end of the spectrum, Manufacturing is expected to shed 600 jobs by 2030, not far off 10% of current employment levels.

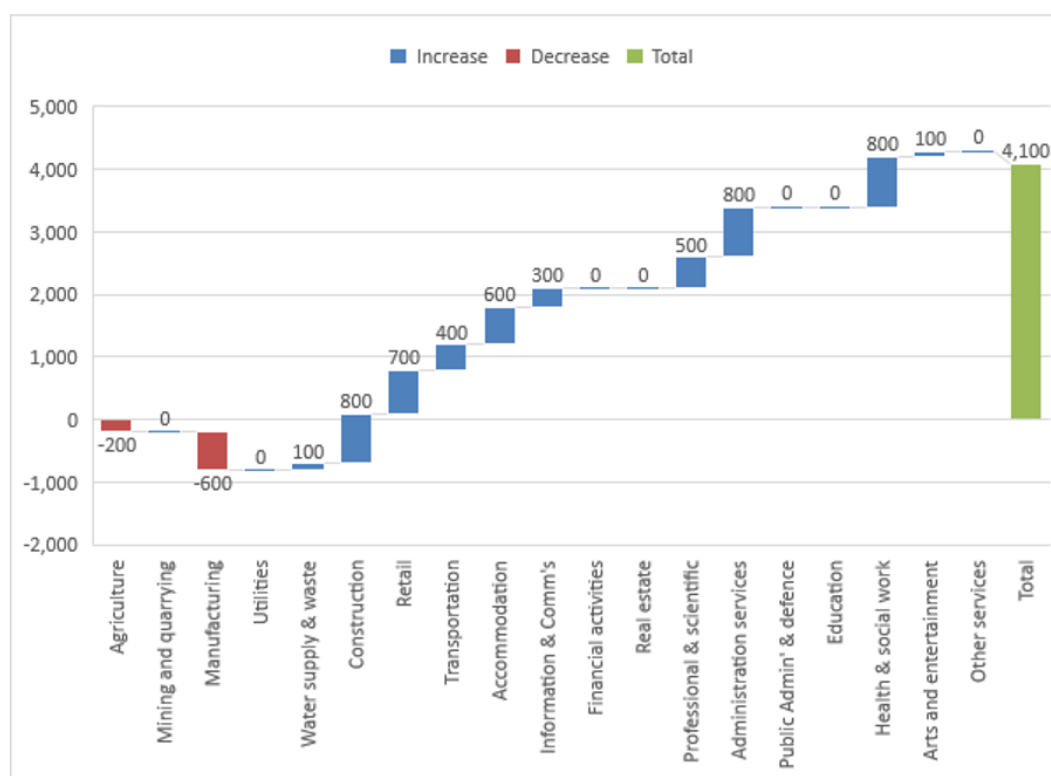


Figure 4: Employment change 2016-2030 (Baseline Scenario). Source: UUEPC, Webb Advisory

Employment Space Demand

- 5.7 The approach Webb Advisory has taken within the Council's Economic Strategy, 2018, to converting employment by sector into square metre requirements is:
- The Employment Density Guidance from the Home and Communities Agency provides a range of square meter guides by Business Use Class and sub sector (Table 3). Webb Advisory has applied a mid-point for each use class.
 - Webb Advisory calculated a matrix of use class by sector. For example, the Manufacturing sector is classified as 30% R&D space, 50% light industrial and 20% 'industrial and manufacturing' space.
 - For each sector, employment from 2017 to 2030 is applied to the Use Class by sector matrix to calculate square meter demand by year.

- Agriculture has been omitted from the assessment due to an absence of data on employment density in that sector.

Use Class*	Sub category	Sub sector	Density (m2)
A1	Retail	High Street	15-20
		Food Store	15-20
		Retail Warehouse	90
A2	Finance and professional services		16
B1	Business and offices	Corporate	13
		Consultancy	12
		Public Sector	12
		TMT (tech., media & telecoms)	11
		Insurance	10
		Call Centre	8
		Research & Development	40-60
B2	Light Industrial		47
B3	General Industrial		36
B4	Storage and Distribution	National Distribution Centre	95
		Regional Distribution Centre	77
		'Final Mile' Distribution Centre	70
Mixed-class B	Small Business Workspace	Incubator	30-60
		Maker Spaces	15-40
		Studio	20-40
		Co-working	10-15
		Managed Workspace	12-47
D1/D2	Fitness Centre	Budget	100
		Mid-Market	65
		Family	65
	Cinema		200
	Visitor and Cultural Attractions		30-300
Sui Generis	Restaurants & Cafes		15-20
	Amusement and Entertainment Centres		70
	Hotels	Limited service/budget	1 per 5 beds
		Mid-scale	1 per 3 beds
		Upscale	1 per 2 beds
		Luxury	1 per 1 bed
	Data Centres	Wholesale	200-950
		Wholesale Dark Site	440-1400
		Co-location Facilities	180-540

Table 3: Employment Densities – Square Metres per job. Source: Home and Communities Agency

*As per The Planning (Use Classes) Order (NI) 2015

- 5.8 The results of the employment space demand are presented below for sectors and Use Classes. In the base scenario, Webb Advisory estimates suggest that Antrim & Newtownabbey will require a total of 88,000 additional square meters by 2030 for employment. In the upper scenario, 317,000 m² is forecast to be required.
- 5.9 The largest demand will come from the Storage and Distribution, and Accommodation sectors, which will each require 27,000 m² by 2030. Sectors with projected declines in employment will, based on this model require fewer square meters, although a note of caution is required around this assessment as companies that shed employment do not always shed commercial space.

Sector	Base Scenario m ²	Average m ² per annum	Upper Scenario m ²	Average m ² per annum
Agriculture	0	0	0	0
Mining and quarrying	0	0	0	0
Manufacturing	-29,000	-1,900	57,000	3,800
Utilities	0	0	0	0
Water supply & waste	0	0	0	0
Construction	0	0	0	0
Retail	17,000	1,100	35,000	2,400
Storage & Distribution	27,000	1,800	101,000	6,700
Accommodation and Restaurants	27,000	1,800	34,000	2,200
Information & Communications	4,000	300	19,000	1,300
Financial activities	0	0	2,000	100
Real estate	0	0	1,000	100
Professional & scientific	12,000	800	19,000	1,300
Administration services	11,000	700	15,000	1,000
Public Admin' & defence	0	0	-2,000	-100
Education	1,000	0	1,000	100
Health & social work	10,000	600	11,000	700
Arts and entertainment	5,000	400	15,000	1,000
Other services	3,000	200	10,000	600
Total	88,000	5,800	318,000	21,200

Table 4: Demand for employment space, sectors, 2017-2030. Source: Webb Advisory

- 5.10 With respect to Use Class, the most significant demand will be in Use Class B1, General Offices. This Class will require over a third of the total requirement. Hotels, and Storage and Distribution are also estimated to require relatively high demand by 2030.

Use Class	Sub Category	Base Scenario m ²	Average m ² per annum	Upper Scenario m ²	Average m ² per annum
A1	Retail	12,000	900	26,000	1,800
A2	Finance & Professional Services	3,000	200	6,000	400
B1	General Offices	33,000	2,400	65,000	4,600
B1	R&D Space	- 3,000	- 200	12,000	900
B2	Light Industrial	- 11,000	- 800	25,000	1,800
B3	Industrial & Manufacturing	- 9,000	- 600	18,000	1,300
B4	Storage & Distribution	23,000	1,600	86,000	6,200
B (Mixed Class)	Small Business Workspace	7,000	500	31,000	2,200
D1/D2	Fitness Centres/Leisure/Cultural	2,000	100	7,000	500
Sui Generis	Restaurants & Cafes	3,000	200	8,000	500
	Hotels	27,000	1,900	34,000	2,400
	Total	87,000	6,200	318,000	22,600

Table 5: Demand for employment space, use class, 2017-2030. Source: Webb Advisory

Sensitivity Analysis

- 5.11 Of course, not all future demand will require new buildings. Many businesses will expand within their current footprint and vacant property will also be absorbed, if fit for purpose. It was beyond the scope of this exercise to audit current provision to the extent to which a view on how employment growth in Antrim & Newtownabbey could be absorbed by current provision could be formed. Rather, sensitivity analysis has been applied to the numbers above on the basis that a) 10% and b) 20% of employment growth can be absorbed by current provision.
- 5.12 The results of the sensitivity analysis are presented in Table 6. In summary, the range of employment space demand ranges from 76,000 m² for the base scenario with the assumption that 20% of demand is met from current provision to 318,000 m² in the Upper scenario with no assumption on current capacity.

	No Sensitivity Applied		Capacity of 10%		Capacity of 20%	
	Base Scenario	Upper Scenario	Base Scenario	Upper Scenario	Base Scenario	Upper Scenario
A1	12,000	26,000	10,800	23,400	9,600	20,800
A2	3,000	6,000	2,700	5,400	2,400	4,800
B1	33,000	65,000	29,700	58,500	26,400	52,000
B1	-3,000	12,000	-3,000	10,800	-3,000	9,600
B2	-11,000	25,000	-11,000	22,500	-11,000	20,000
B3	-9,000	18,000	-9,000	16,200	-9,000	14,400
B4	23,000	86,000	20,700	77,400	18,400	68,800
B (Mixed Class)	7,000	31,000	6,300	27,900	5,600	24,800
D1/D2	2,000	7,000	1,800	6,300	1,600	5,600
Sui Generis	30,000	42,000	27,000	37,800	24,000	33,600
Total	87,000	318,000	76,000	286,200	65,000	254,400

Table 6: Demand for Employment Space, 2017-2030, sensitivity analysis. Source: Webb Advisory

Conclusions

- Antrim and Newtownabbey's employment forecasts suggest growth of between 4,000 and 9,000 jobs between 2017 and 2030 across the base and upper scenario.
- Converting these employment projections into an estimate of the demand for employment space suggests that between **76,000 m² and 318,000 m² (7.6 hectares and 31.8 hectares)** could be required by 2030.
- The above figures are for floorspace only and do not account for actual land requirement to accommodate development (i.e. circulation and car parking provision). It is not possible to accurately predict overall development land requirement, as each use will have differing needs in terms of parking and circulation. However, it would not be unreasonable to assume that overall development site requirements could increase land need by 25-50% of the above references space requirements.

- On the basis of above, the overall development site land requirement could be between **9.5 hectares and 47.7 hectares**.
- In the upper scenario, the greatest demand is projected to come from Use Class B4, storage and distribution, consistent with where Antrim and Newtownabbey's sector strengths lie. These uses are also likely to demand larger development sites, in order to accommodate heavy goods vehicles.
- While employment forecasts suggest that the demand for new employment space will be comfortably within currently available lands, a proactive inward investment lead generation/marketing campaign for specific sites could 'shift the demand curve', over and above that which has been considered in current employment forecasts.

Recommendations

- 5.13 Although the projected land requirement for future economic development in the Council area is relatively low, with more lands currently zoned for employment use than required based on the above figures, it is recommended that a review of existing zoned employment land and potential sites (in the form of suitable brownfield land) is undertaken before any decision is made regarding future zoning of lands.
- 5.14 There is currently **504.96 hectares** of land zoned in the Council area for employment use in the relevant extant area plans (for both existing and new employment land); this is broken down as follows:
- 404.13 hectares in Metropolitan Newtownabbey;
 - 69.33 hectares in Antrim;
 - 30.34 hectares in Ballyclare; and
 - 1.16 hectares in Randalstown.
- 5.15 However, when one considers the remaining available development land within the existing zonings in settlements, there is around **155.58 hectares** of employment land still available; this is broken down as follows:
- c.130.75 hectares in Metropolitan Newtownabbey;
 - c.11.95 hectares in Antrim;
 - c.12.19 hectares in Ballyclare; and
 - c.0.69 hectares in Randalstown.

6 Assessment of Brownfield Land

Step 1 – Identify quantum of existing brownfield lands available for redevelopment

- 6.1 The Regional Development Strategy 2035 (RDS) defines brownfield land as:

'...land that is, or was occupied by a permanent structure within a defined settlement limit. The term may encompass vacant or derelict lands, infill sites, land occupied by redundant or underused buildings, a piece of industrial or commercial property that is abandoned or underused and often environmentally contaminated.'

- 6.2 Excluded from the definition of brownfield land are open spaces of public value (as defined in Planning Policy Statement 8) and gardens of dwellings. The above definition is very broad and, taken literally, can include large areas of a settlement that contain existing buildings and active land-uses that are unlikely to be suitable for redevelopment or are not readily identifiable as brownfield land.
- 6.3 The above definition and exclusions was used as a starting point for identifying brownfield land, but the following lands were excluded from being considered within this assessment:
1. Lands zoned for alternative or specific uses in the extant and draft area plans (i.e. zoned residential lands that remain undeveloped). There was a reasonable expectation that alternative development would take place on these lands. In addition, these lands may be subject to separate assessments relating to their zoned proposed uses as part of the Local Development Plan process. As such, they were discounted from the brownfield assessment.
 2. Lands currently in active use (even if ‘underused’). The RDS definition includes the term ‘underused’ buildings and properties. The term ‘underused’ is not further defined and, as such, is open to interpretation. For example, what constitutes ‘underuse’? Is it a site or property operating at 50%, 60% or 70% of potential capacity? In any event, land currently in active use, whether operating at full capacity or not, are not readily available for redevelopment for economic purposes. If such lands are perceived as ‘underused’, the reasonable expectation is that the current use on site will be enhanced or expanded to bring it up to an optimum use. In this way, any existing employment land uses that are being ‘underused’ and consequently extend or expand could be considered as ‘economic windfall’ sites, similar to how housing development on un-zoned lands within a settlement limit are considered. As there is no way to qualify or quantify what an ‘underused’ property is, any building or site currently in active use has been discounted.
- 6.4 The brownfield assessment only considers lands that are within main settlements as identified in the extant and draft area plans and as proposed in the Council’s POP. The rationale for this approach is that such settlements are of such size and capacity that they could support employment land uses in a sustainable manner (i.e. close to existing large residential areas with supporting services and infrastructure).
- 6.5 Previously or currently used employment sites within rural areas have been considered separately, where they are of significant scale and importance to the local economy and population.
- 6.6 This approach is in line with the hierarchy of settlements in the RDS (Diagram 2.2, p. 24 RDS) and the Preferred Option in the Council’s POP identifies the following settlements that fall within the above categories:
- Metropolitan Newtownabbey;
 - Antrim;
 - Ballyclare;
 - Crumlin; and
 - Randalstown.

- 6.7 In addition to the above settlements, Toome was highlighted as containing an unusually high proportion of employment uses and therefore was considered in the brownfield assessment.
- 6.8 In order to quantify the amount of brownfield land within each settlement, a two-stage information gathering process was undertaken:

Step 1: Desktop Review – using online mapping and aerial imagery, land within each settlement limit was reviewed and considered whether they constitute brownfield land as per the definition. Each potential identified site was cross-referenced against extant and draft area plans to ascertain whether they are zoned for any particular use or are within any environment designation that may preclude employment development. All brownfield lands are shown in ELER Appendix A, along with accompanying maps for each of the main settlements.

Step 2: Site Visit – Once an initial list of brownfield land was established, each site was visited to ascertain whether there are any site-specific issues or restrictions that may affect whether they are viable brownfield sites. Site conditions were recorded in the tables in ELER Appendix A. The site visit was also used for the qualitative assessment for the next stage of the assessment process.

Step 2 - Qualitative assessment of suitability of identified brownfield lands for employment uses.

- 6.9 Once an overall quantum of available brownfield lands was identified, as per Step 1, an assessment of their suitability to accommodate employment development was undertaken.
- 6.10 As a first stage of assessment, identified brownfield sites below a certain size were removed from any further assessment. In order to accommodate any reasonable employment development, there will be a minimum site size requirement, regardless of end-user. Sites will have to accommodate a building and associated car parking and circulation.
- 6.11 Following a review of existing industrial units in the Borough (primarily existing and recently approved 'light industrial' developments in the Mallusk area), it was concluded that a minimum site size requirement is 0.1 hectares. Such a site is of sufficient size to accommodate a building of between 300-600 m², which assumes employment uses that do not require significant floorspace (i.e. Use Class B1 or B2) and associated car parking.
- 6.12 At this stage of assessment, a screening of all sites also took place to establish if development has commenced on site or if sites have extant permissions for alternative uses that are capable of being implemented. Any such site was considered as committed for that development, and discounted from the subsequent assessment stage. Those sites with planning histories and/or expired permissions will be taken forward to the qualitative assessment stage where the planning history will affect the assessment of those sites.
- 6.13 Additional columns were added to the tables and the initial screening of identified brownfield sites can be found in ELER Appendix B.

6.14 Once the above initial assessment stage is complete, a qualitative assessment was undertaken to consider the suitability of each site to accommodate economic development. A range of categories have been identified against which each site will be 'scored' according to each site's assets or constraints. The main categories for consideration include:

- Environmental Considerations;
- Infrastructure & Connections Considerations;
- Physical Consideration; and
- Planning & Policy Considerations.

6.15 There are a number of factors that will be considered within each category, as detailed below:

a. Environmental Considerations

6.16 All specific environmental protection designations, ranging from international (such as Special Protection Areas; Special Areas of Conservation and Ramsar sites), national (such as Areas of Special Scientific Interest; Nature reserves & National Nature Reserves and Areas of Outstanding Natural Beauty) and local (such as Local Nature reserves & Wildlife Refuges) were assessed when considering the suitability of sites for economic development.

6.17 Any flora and/or fauna features of significance on site was considered, along with any built heritage features (including listed buildings/structures and archaeological features). The general landscape quality of each site was considered, in terms of boundary treatments and means of enclosure to assist with screening or integration of any future potential development on site.

6.18 Whether a site is within a floodplain, or is affected by flooding, was considered as part of this category review. Online Rivers Agency mapping will be the primary source of information for this consideration.

b. Infrastructure & Connections Considerations

6.19 The proximity of brownfield lands to existing services and infrastructure is an important consideration to establish whether a site is suitable or not for economic development. The ease of access to a main traffic route (such as a motorway or 'A' class road); the proximity of the site to public transport connections (whether bus and/or rail) and the availability of services (such as water supply, sewers, electricity and internet connections) was assessed for each site.

c. Physical Considerations

6.20 The physical characteristics of each site were considered. The primary consideration was the topography of a site and whether it can be readily developed without major cut and fill or retaining being required. The existing neighbouring land uses were also considered, as this could affect the viability of developing employment uses on a site. The potential impact of developing a site for employment use upon residential amenity was also considered.

d. Planning & Policy Considerations

- 6.21 The planning history of each identified site was considered. Any site with an extant planning permission for an alternative use was discounted at the initial assessment stage. However, the planning history of a site without any extant permission can still help to inform the suitability or otherwise of identified sites. Sites with an extant permission for an employment use were more favourably considered. Recent planning applications and approvals in the immediate area for each site were also be considered. Applications and approvals for employment uses nearby could suggest that the immediate area is suitable for such uses.
- 6.22 Nearby or adjacent zonings as per the extant Local Development Plans were considered and helped to inform whether an employment use on a site is appropriate or not. Whether a site is capable of complying with relevant regional planning policies (such as the SPPS and PPS 4) was also considered.
- 6.23 The deliverability of sites for development was also considered. Those that are 'development ready' (i.e. currently available and/or with no need for significant pre-commencement work), were considered more favourably than sites that require significant site preparation works (i.e. remediation work, demolition).

Scoring Matrix

- 6.24 Each site was considered in relation to the identified categories, as above. A score was determined for each consideration and category using the scoring matrix in ELER Appendix C. This scoring matrix set out the rationale and justification for allocating scores, ranging from 3 (maximum) to 1 (minimum). Once each of the identified sites was scored, a total score informed a ranking of each site to reflect its suitability (or otherwise) for accommodating employment development. This final scoring matrix and ranking can be found in ELER Appendix D.
- 6.25 It was determined that a threshold should be set that any brownfield site would have to exceed before being considered suitable for zoning for employment use. The rationale for setting a threshold is based on the very low future projections for employment land as per Section 5 of this report. As there are likely to be enough land available within existing zone lands to deliver the projected land requirement; there should be a 'higher bar' for brownfield sites to be zoned for employment use in the Local Development Plan.
- 6.26 It was decided that only lands that score 85% (41) or more in the qualitative assessment should be considered for zoning as employment sites. Furthermore, these sites should only be considered for zoning if existing zoned sites are considered to be unsuitable following the qualitative assessment of these sites as per Section 7 of this report.

Findings

- 6.27 Based on the scoring matrix, the following sites achieve a score of 41 or higher (maps contained in the appendices):

Newtownabbey

- Lands between 15 and 19 Ballyhenry Road (Site 1);
- Lands located along the Antrim Road, west of Chimney Corner (Site 3);
- Lands south-east of 186-196 Shore Road (Site 9);

Antrim

- Lands to the east of Plaskets Burn (Plaskets Close) (Site 1);
- Lands to the south-west of The Junction (Site 2);
- Lands to the south-west of The Junction (Funky Monkeys) (Site 3);
- Lands to the south-west of The Junction (Funky Monkeys) (Site 4);
- Former Enkalon Sports and Social Centre (Site 14);
- Lands at the corner of Orchard Way and Greystone Road (Site 20);
- Lands north of 60 Greystone Road (Site 21);
- Lands within Newpark Industrial Estate (Site 26); and

Crumlin

- Lands south of Burn Bank House (Site 3).

Recommendations

- 6.28 It is recommended that the above sites, and any other sites that come forward during the later stages of the Local Development Plan process that go through the same scoring matrix and achieve a score of 41 or higher, are considered for employment zonings; subject to any existing zoned sites failing the qualitative assessment, as set out in Section 7 of this report.

7 Assessment of Employment Land

Step 1 – Identify quantum of zoned employment land still available for development in the extant and draft area plans

- 7.1 The extant and draft area plans were reviewed to consider what amount of zoned employment land remains undeveloped and available for future development. The following plans were included in this review:
- Belfast Urban Area Plan 2001 (BUAP);
 - Draft BMAP (2004);
 - Previously adopted BMAP (2014);
 - Antrim Area Plan 2001;
 - Carrickfergus Area Plan 2001; and
 - Draft Newtownabbey Area Plan 2005.
- 7.2 Consideration was given to the zonings as contained in the historic Newtownabbey Rural Area Planning Statement (1980). The proposed industry/commerce zonings for Ballyclare in that Statement formed the basis for zoned lands in BUAP and both versions of BMAP.

- 7.3 A similar approach to the brownfield land assessment was taken, with the first step being the review of online mapping and aerial imagery to establish what lands have been developed and which remain available for development. This was followed by a site visit to establish whether the sites are fully occupied or have further capacity for development. ELER Appendix E identifies all available zoned employment lands within the Council area.

Step 2 – Qualitative assessment of remaining available zoned land to inform whether zoned land should remain so or be de-zoned/re-zoned for alternative uses.

- 7.4 The remaining available zoned employment land went through the same qualitative assessment as that used for the brownfield land assessment. In this way, the suitability (or otherwise) of remaining zoned employment lands to continue to be zoned for such development was established. The outcome of this initial review is contained in ELER Appendix E.
- 7.5 Reference for this Qualitative Assessment should be made to the methodology as it relates to the Assessment of Brownfield Lands.

Scoring Matrix

- 7.6 The same scoring approach that as used for the brownfield assessment was used to consider existing zoned employment lands.
- 7.7 Once each of the identified sites was scored, a total score informed a ranking of each site to reflect its suitability (or otherwise) for accommodating employment development. This final scoring matrix and ranking can be found in ELER Appendix F.
- 7.8 It was determined that a threshold should be set that any zoned employment land would have to score below before being considered for de-zoning. The rationale for setting a threshold is based on these lands having already gone through a development plan process and having previously been scrutinised, were found to be suitable for employment development. Therefore, unless there have been significant on-site changes, there is a presumption that such lands remain suitable for employment use.
- 7.9 It was decided that only lands that score less than 60% (29) in the qualitative assessment should be considered for de-zoning. This above average score reflects the need for significant on-site changes to existing zoned sites before they can be considered for de-zoning. Such an approach aligns with regional policy as per the SPPS and RDS that requires an ample supply of economic development land.

Findings

- 7.10 No existing zoned site scored less than the threshold of 60%.

Recommendations

- 7.11 It is recommended that the existing zoned employment sites are retained. On this basis, there is no need for the consideration of zoning high scoring brownfield sites.
- 7.12 Although there appears to be an over-supply of land (when considered against projected need); the retention of these lands in the new Local Development Plan will ensure there is an ample supply of employment land in accordance with the requirements of the RDS and

SPPS to meet future needs and demand. Furthermore, an ample supply of employment land will ensure the potential to accommodate unexpected future economic growth.

8 Strategic Employment Locations

- 8.1 In the POP, the Council's preferred option for Strategic Employment Locations (SELs) was to designate all existing employment sites over 10 hectares as SELs and to consider identifying new SELs in the urban settlements of Antrim, Ballyclare, Crumlin and Randalstown. The POP also considered designating two rural SELs at the existing employment lands at Belfast International Airport (BIA) and Nutts Corner.
- 8.2 The rationale for setting 10 hectares as a threshold for SELs is based on such lands being of a sufficient size to be 'strategically important' when considered in the context of the Council area, with the potential to provide a high level of jobs and economic activity. However, some flexibility should be applied to this threshold, and sites that are close to 10 hectares should also be considered for designation, as they provide a similar opportunity for jobs and economic activity.
- 8.3 The main thrust of the POP in relation to SELs is to protect such areas from competing land uses and to provide a range of land to accommodate different types of economic development. Therefore, the purpose of SELs is two-fold and covers:
1. Existing areas of economic development that are fully or substantially developed, i.e. **existing SELs** (such as Mallusk and Nutts Corner), in order to protect these areas from future inappropriate development; and
 2. Proposed new sites to provide a choice and range of economic development sites to meet future needs and to assist in the provision of a choice and range of sites, i.e. **new SELs**.
- 8.4 The POP identifies a total of 21 SELs across the Council area. These can be broken down as follows:
- Metropolitan Newtownabbey – 7 existing SELs;
 - Antrim – 6 existing SELs and 1 new SEL;
 - Ballyclare – 2 existing SELs and 1 new SEL;
 - Randalstown – 1 new SEL;
 - Crumlin – 1 new SEL; and
 - Rural locations – Belfast International Airport (BIA) and Nutts Corner (both existing SELs).

Urban SELs

- 8.5 It is noted that 17 of the 21 SELs identified in the POP are within the top three tiers of the settlement hierarchy, Metropolitan Newtownabbey, Antrim and Ballyclare. Such an approach aligns with the RDS, where major employment centres should be located and focused on urban centres; and acknowledges the relationship between settlement size and levels of services that can be supported (section 2.15 of the RDS).

- 8.6 Tier 4 settlements (i.e. Crumlin and Randalstown) are akin to the RDS ‘urban centres/smaller towns’ as per the Hierarchy of Settlements and Related Infrastructure Wheel diagram (reproduced in Figure 5). The RDS suggests that appropriate services in terms of ‘productiveness’ includes enterprise centres and workshops/business units. These should be of a scale relevant to the settlement and, as such, are unlikely to be considered of ‘strategic importance’ when considered in the Council-wide context.

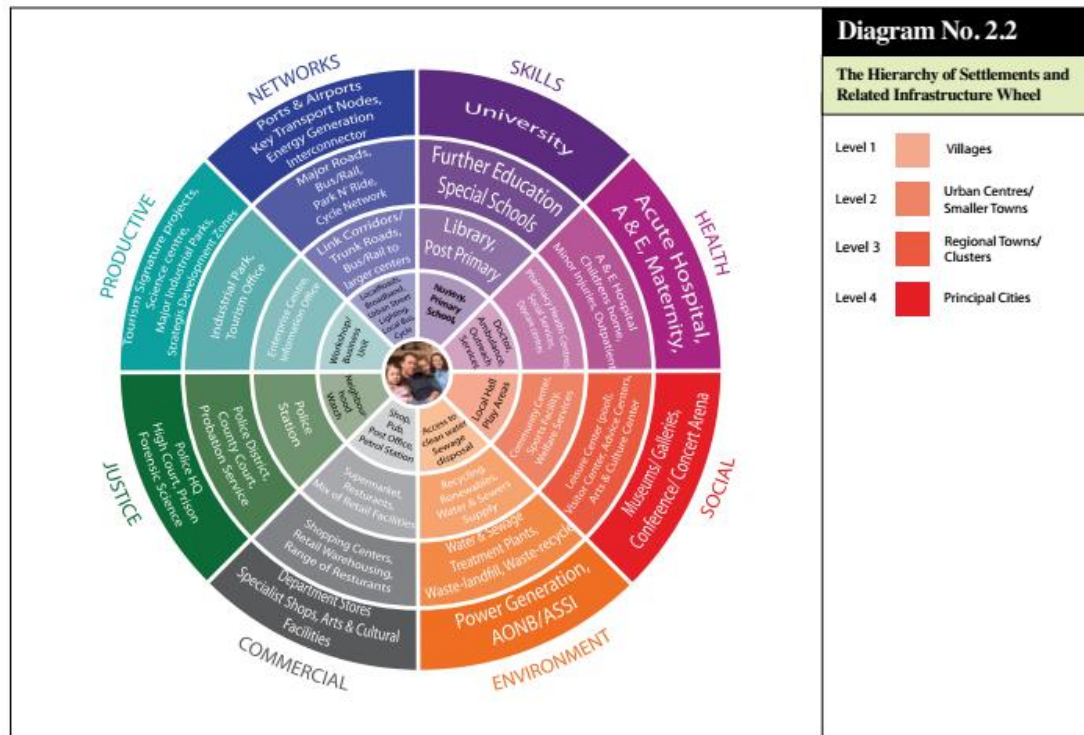


Figure 5: Extract from RDS, Infrastructure Wheel.

- 8.7 On this basis, it is now proposed that there are no SEL designated in Crumlin and Randalstown. The rationale for this is as follows:
- Both settlements are in a lower tier than other, larger settlements that are capable of accommodating SELs – where better infrastructure exists to support and service future economic development;
 - Neither settlement is of sufficient scale to warrant or support a (at least) 10 hectare zoning for employment use and neither settlement has existing capacity to accommodate additional or new development sites of this scale without encroachment into the countryside;
 - Randalstown is less than 5 miles from Antrim and designating a SEL at Randalstown may detract from the growth of Antrim, which a larger settlement. There is an identified need for additional employment lands in Antrim, and as it is the only designated Tier 2 settlement, there is a need to prioritise economic development at this hub above nearby lower-tier settlements;
 - Randalstown can complement and support the economic activity of the larger nearby Tier 2 town of Antrim;

- Crumlin is less than 3 miles from both Nutts Corner and Belfast International Airport (BIA) – two existing rural SELs identified in the Council’s POP. Given this close proximity, it is unlikely that there is sufficient demand and/or capacity in Crumlin to support a further SEL if both the Nutts Corner and Belfast International Airport (BIA) SELs are confirmed;
- Crumlin can complement and support the economic activity of the two nearby existing SELs at Nutts Corner and Belfast International Airport (BIA).

Urban SELs Recommendation

- 8.8 It is recommended that SELs are taken forward for the top three tier settlements only, those being Metropolitan Newtownabbey, Antrim and Ballyclare.

Existing SELs

- 8.9 Existing SELs can include existing zoned employment lands (as per the extant area plans) and un-zoned lands currently used for employment uses that comply with the definition of SELs.
- 8.10 Based on the assessment of employment land undertaken in Section 7 of this report, it is possible to identify the existing SELs within each settlement that comply with the definition of an SEL as provided in the Council’s POP. Each of the existing SELs has been reviewed to consider whether there is existing capacity to accommodate further economic development.

Metropolitan Newtownabbey

- 8.11 The map contained in ELER Appendix G corresponds with Table 7 and identifies all zoned and un-zoned existing employment lands in Metropolitan Newtownabbey.

MAP REFERENCE (ELER Appendix G)	SITE NAME	AREA PLAN REF	SIZE OF SITE (Ha.)	REMAINING AVAILABLE LAND WITHIN SITE (Ha)
A	Global Point	MNY 05 (BMAP, 2014)	90.71	c.82.28
B	Ormonde Avenue Business Park	Unzoned	1.14	0.00
C	Ferguson Centre, Manse Road	Unzoned	1.20	0.00
D	F.G Wilsons, Doagh Road	MNY 13 (BMAP, 2014)	7.20	0.00
E	Monkstown Industrial Estate	MNY 11 (BMAP, 2014)	22.09	0.00
F	Glenville Road	MNY 12 (BMAP, 2014)	1.79	0.00
G	Church Road	MNY 10 (BMAP, 2014)	18.09	c.2.10
H	Longlands	MNY 13 (BMAP, 2004)	2.32	0.00
I	Abbey Business Park	MNY 08 (BMAP, 2014)	1.63	0.00
J	Quay Road	MNY 09 (BMAP, 2014)	4.68	c.0.70
K	Glenwell Road	MNY 14 (BMAP, 2014)	1.88	0.00
L	Mallusk Industrial Estate (south)	MNY 15 (BMAP, 2014)	189.83	c.4.68
M	Sealstown Road, Mallusk	MNY 17 (BMAP, 2014)	2.10	0.00
N	South of Antrim Road (Mallusk)	MNY 07 (BMAP, 2014)	32.66	c.22.79
O	North of Antrim Road (Mallusk)	MNY 06 (BMAP, 2014)	20.01	c.17.49
P	Mallusk Industrial Estate (north)	MNY 16 (BMAP, 2014)	11.46	0.71
TOTAL			408.21	c.130.75

Table 7: Sites that align with the definition of an SEL

- 8.12 The sites highlighted in the table are those that align with the definition of a SEL. Those not highlighted do not align with the definition of a SEL and reference to these are made in Section 9 of this report. The remaining capacity of these sites have also been calculated to highlight whether there is any capacity to accommodate future economic development.
- 8.13 Based on the above and the employment land assessment, there is a considerable amount of remaining available land totalling approximately 130.75 hectares. On this basis, there is no need to consider any SELs in Metropolitan Newtownabbey as sufficient spare capacity on existing zoned land remains to service future demand. It is worth noting that Global Point is specifically mentioned in the RDS (paragraph 3.41, RDS) as a key location of economic growth. Special regard should therefore be had to protecting and promoting these lands for future economic growth considering its regional importance.
- 8.14 Whilst around 82 hectares is currently available for development at Global Point, there is extensive extant planning history with previous approvals and pending applications for employment uses (see ELER Appendix H).

Antrim

- 8.15 The map contained in ELER Appendix G corresponds with Table 8 and identifies all zoned and un-zoned existing employment lands in Antrim. The sites highlighted in the table are those that align with the definition of a SEL. Those not highlighted do not align with the definition of a SEL and reference to these are made in Section 9 of this report. The remaining capacity of these sites have also been calculated to highlight whether there is any capacity to accommodate future economic development.

MAP REFERENCE (ELER Appendix G)	SITE NAME	AREA PLAN REF	SIZE OF SITE (Ha.)	REMAINING AVAILABLE LAND WITHIN SITE (Ha)
A	Rathenraw Industrial Estate	Part within 16.5 (AAP, 1989)	19.72	c.3.55
B	Newpark Industrial Estate	Part within 16.5 (AAP, 1989)	30.05	c.3.83
C	The Old Mill Business Park	Un-zoned (mentioned in Alteration No.3) (AAP, 1989)	1.70	0.00
D	Muckamore Industrial Estate	Unzoned	2.19	0.00
E	Antrim Technology Park	Part within 16.5 (AAP, 1989)	25.96	c.2.20
F	Steeple Industrial Estate	Part within 16.5 (AAP, 1989)	19.75	0.00
G	Randox Science Park	Unzoned	15.59	0.00
H	Enkalon Industrial Estate	Un-zoned (mentioned 16.5) (AAP, 1989)	18.46	c.2.61
I	Springfarm Industrial Estate	Part within 16.5 (AAP, 1989)	9.12*	0.00
J	Kilbegs Business Park	Zoned in Alteration No. 3 (AAP, 1989)	14.50	c.3.30
K	Tesco Distribution Warehouse	Unzoned	14.54	c.3.70
L	Antrim Industrial Estate	Unzoned	1.42	0.00
TOTAL			173.00	c.19.19

Table 8: Sites that align with the definition of an SEL

* While Springfarm Industrial Estate is just below the threshold of an SEL, the Council will consider it as one to afford strategic protection to this large-scale, fully developed employment site.

- 8.16 As can be seen in the above table, there is limited spare capacity at the existing SEL sites and although some of the above sites could be redeveloped, there are likely to be certain limitations the viability of reusing some of these historic employment sites. For example, there is known to be significant levels of ground contamination at the former Enkalon site and whilst small-scale redevelopment/expansion may be viable; it is assumed that total redevelopment of the entire site could be costly, based on remediation requirements.
- 8.17 As Antrim is a Tier 2 settlement (second only to Metropolitan Newtownabbey in the settlement hierarchy), and given its RDS regional designation as a Main Hub, there is a need to protect the existing strategically important land in Antrim from inappropriate uses. This will permit it to continue to perform its function of a Main Hub town. Furthermore, it is clear that the addition of further employment land is required.

Ballyclare

- 8.18 The map contained in ELER Appendix G corresponds with Table 9 and identifies all zoned and unzoned existing employment lands in Ballyclare. The sites highlighted in the table are those that align with the definition of a SEL. Those not highlighted do not align with the definition of a SEL and reference to these are made in Section 9 of this report. The remaining capacity of these sites have also been calculated to highlight whether there is any capacity to accommodate future economic development.

MAP REFERENCE (ELER Appendix G)	SITE NAME	AREA PLAN REF	SIZE OF SITE (Ha)	REMAINING AVAILABLE LAND WITHIN SITE (Ha)
A	Ballynure Road	BE 09 (BMAP, 2014)	0.31	0.00
B, C, D, E combination	Hillhead Road	BE 05/BE 08/ BE 10/BE 11 (BMAP, 2014) Including 2 areas of unzoned land	29.38	c.11.13
F	Mill Road	BE 07 (BMAP, 2014)	2.63	0.00
G	Avondale Drive/ Dennison Industrial Estate	BE 06 (BMAP, 2014)	11.49	c.1.06
TOTAL			43.81	c.12.19

Table 9: Sites that align with the definition of an SEL

**This figure comprises a combination of employment and mixed use sites within BMAP 2014. The figure has been calculated using the minimum 30% of the zoning as employment use, as stipulated in Key Site Requirements.*

- 8.19 The Council's POP proposes two existing SELs within Ballyclare, as detailed in Table 9. While the combination of former employment zonings at Hillhead Road includes two mixed-use sites, the extant Key Site Requirements stipulate that a minimum of 30% of each zoning shall be developed for light industrial uses. This has been implemented in site D (BE 11, BMAP 2014), and it is proposed that this existing SEL will exclude the recently constructed housing within this site.

Existing SELs – Recommendations

8.20 The following recommendations are made for existing SELs:

Metropolitan Newtownabbey

- Zone as ‘existing SELs’ sites that comply with the definition of an SEL as per the POP, as listed in Table 7.
- Prepare policy that guards against the introduction of unsuitable or inappropriate development into existing SELs whilst also encouraging economic development where capacity exists to do so.
- Acknowledge, whether through specific designation and/or policies, the regional importance of Global Point and set out Key Site Requirements to realise economic potential at this site.
- Set out Key Site Requirements that direct suitable uses for both Antrim Road sites that have spare capacity.

Antrim

- Zone existing SEL sites that comply with the definition of an SEL as per the POP, as listed in Table 8.
- Consider including Springfarm Industrial Estate as an existing SEL, although below the 10 hectares threshold.
- Prepare policy that guards against the introduction of unsuitable or inappropriate development into existing SELs whilst also encouraging economic development where capacity exists to do so.

Ballyclare

- Zone existing SELs at sites that comply with the definition of an SEL as per the POP, as listed in Table 9.
- Prepare policy that guards against the introduction of unsuitable or inappropriate development into existing SELs whilst also encouraging suitable development where capacity exists to do so.

New SELs

- 8.21 New SELs are identified in the POP for Antrim, Ballyclare, Randalstown, and Crumlin. There are no new SELs identified for Newtownabbey in the POP. As explained earlier in this report, whilst new SELs for Randalstown and Crumlin were identified in the POP, these settlements have been deemed unsuitable to accommodate new SELs for the reasons set out in para. 8.7 of this report.
- 8.22 New SELs can be defined as sites of around 10 hectares (or more) that are capable of accommodating a significant scale of job creation and economic activity when considered in the context of the Council area.
- 8.23 The need for new SELs in Antrim and Ballyclare has been justified following a review of the existing SEL locations in the previous section. It has been demonstrated that these settlements are in need of additional employment lands to ensure sustainable development during the lifetime of the LDP.

Antrim

- 8.24 The lack of existing capacity of employment land at Antrim has already been highlighted and as this settlement is the only proposed main hub town in the Council area, there is a need for additional employment land at Antrim.

Ballyclare

- 8.25 There are two existing SELs in Ballyclare and remaining potential is limited to one main location.
- 8.26 Given the level of residential expansion to the north and west of Ballyclare as currently planned for in BMAP, there is a reasonable expectation that a significant growth in population in Ballyclare will occur over the lifetime of the Local Development Plan.
- 8.27 Furthermore, the POP Preferred Option is to designate this settlement as the only large town in the Council area. Based on all these factors, one can expect some further growth at Ballyclare and there is a need to ensure that suitable and appropriate levels of economic development accompany the expansion of the settlement.

New SELs – Recommendations

- 8.28 It is recommended that there should be two new SELs; 1 in Antrim and 1 in Ballyclare. The following recommendations are made for both Antrim and Ballyclare:
- Undertake a ‘call for sites’ to identify the location of potential sites at the appropriate stage of the Local Development Plan process that could accommodate economic development to a scale akin to an SEL;
 - All forth-coming sites should be scored against the scoring matrix as per Appendix C of this ELER; and
 - Consider the designation of high-scoring brownfield sites (as per Section 6 of this report), if no suitable sites are forth-coming and/or if insufficient lands are identified for future economic development use.

Existing Rural SELs

- 8.29 There are only two rural SELs in the POP, namely Belfast International Airport (BIA) and Nutts Corner. Considering the existing employment development at these locations and the scale of these sites, both can be considered to be existing SELs, in line with the previously established definition.
- 8.30 Whilst it is important that SELs are located within large settlements where there is the population to sustain economic uses and existing infrastructure that can service such designations; the Council acknowledges that these are locations of existing employment development and there is a risk of encroachment into the countryside and inappropriate uses should there be no formal designation limit. The two rural SELs are considered unique in nature and further justification for their designation as SELs is provided as follows.
- 8.31 In response to ongoing large-scale development pressure, the Council must recognise the extensive employment growth already in existence at Nutts Corner and Belfast International Airport (BIA). Both sites are already home to a number of large-scale

businesses including storage and distribution, which require accessible and central locations. The sites currently operate as key employment hubs in the Borough and have evolved over time over time due to their highly accessible locations and direct access onto the Regional Strategic Transport Network.

- 8.32 Regional and international employers alike have realised and benefited from both locations' extensive catchment, with approximately 50% of Northern Ireland's population living within a 20 miles radius of both locations. Both sites continue to attract investment and are considered prime locations for employment, particularly storage and distribution.
- 8.33 The Council's Preferred Option is to designate these key locations as rural SELs within the new Local Development Plan to protect them from inappropriate uses and to accommodate them as strategic rural employment centres for future expansion.

Belfast International Airport

- 8.34 The preferred option in the POP for a SEL at Belfast International Airport (BIA) is to have specific planning policy relating to development at BIA and designate a SEL that will allow development of a range of complementary uses at the location. This will ensure that BIA will remain an important driver for economic development, freight distribution activities and generate future employment.
- 8.35 The designation of a SEL here can be justified due to:
- Regional Importance as a Gateway;
 - Infrastructure Connections;
 - Planning and Development History;
 - Regional Policy; and
 - Local Plan Policy.

Regional Importance as a Gateway

- 8.36 BIA is a major land use and employer within the Council area, particularly in its rural hinterland. It is one of Northern Ireland's largest transportation and storage hubs, providing approximately 5,000 jobs within the Borough. In addition, BIA is an important regional airfreight centre that addresses the relative isolation of Northern Ireland from Mainland UK and Europe, thus providing critical access for local businesses to domestic and international markets.

Infrastructure Connections

- 8.37 The Department for Infrastructure Roads section have confirmed to the Council that BIA has good access within the trunk road network.
- 8.38 In terms of public transport regular bus and coach services are available from the front of the airport terminal building to Antrim, Crumlin, and beyond to Belfast, Lisburn and Londonderry. All three of these bus terminals provide access to the rest of Northern Ireland and related public transport networks.
- 8.39 The Antrim to Lisburn (Knockmore) single-track railway runs along the western boundary of the Airport. While a rail network connection is presently absent, the Department of

Regional Development (now Department for Infrastructure) has previously stated that a rail link would be viable when passenger numbers increase to 8 million per annum. The passenger throughput in 2017 was 5.8 million. The BIA Masterplan forecasts that passenger throughput could reach 8 million by 2020.

- 8.40 By designating BIA as a rural SEL, there is the potential to improve these infrastructure connections in order to enhance connectivity to this regionally significant Gateway.

Planning and Development History

- 8.41 The table and accompanying map in ELER Appendix I summarises how the area has developed over a number of years. The more recent approvals indicate that there is continued growth of supporting and associated economic activity around BIA that should be nurtured.

Regional Policy

- 8.42 The RDS states that in order to compete globally, Northern Ireland needs to be well connected both internally and with the rest of the world. It identifies gateways as strategically important transport interchanges that are important for economic development, freight distribution activities and additional employment generation.
- 8.43 BIA is defined by the RDS as a Gateway to Northern Ireland. SFG 15 of the RDS states that identified gateways need to be strengthened for regional competitiveness and in order to strengthen these identified gateways, higher quality connections to and from them should be provided and the environmental image should be enhanced.
- 8.44 In addition to this, the SPPS states that Local Development Plans should also zone land for known requirements for future expansion of seaports and airports, where appropriate. Development proposals adjacent to such facilities that would seriously jeopardise their future expansion should not be permitted. Therefore, by establishing BIA as a rural SEL, the economic potential of this important gateway will be protected. This would also provide certainty for both existing occupiers and prospective developers at Belfast International Airport (BIA).

Local Plan Policy

- 8.45 At the time the Antrim Area Plan (AAP) was written, BIA was described as a 'significant employer' with the potential for continued expansion that could involve a range of businesses (Sections 7.1-7.5, AAP). Proposals Map No.2 in the Antrim Area Plan identifies BIA boundary and includes development areas for airport related development (Figure 6).
- 8.46 The local importance of BIA is recognised in the extant Area Plan and further expansion and development was always envisaged.
- 8.47 Considering the site's regional importance as a Gateway, planning history, and reference in regional and local plan policy, there is sound rationale for these lands to be a rural SEL.

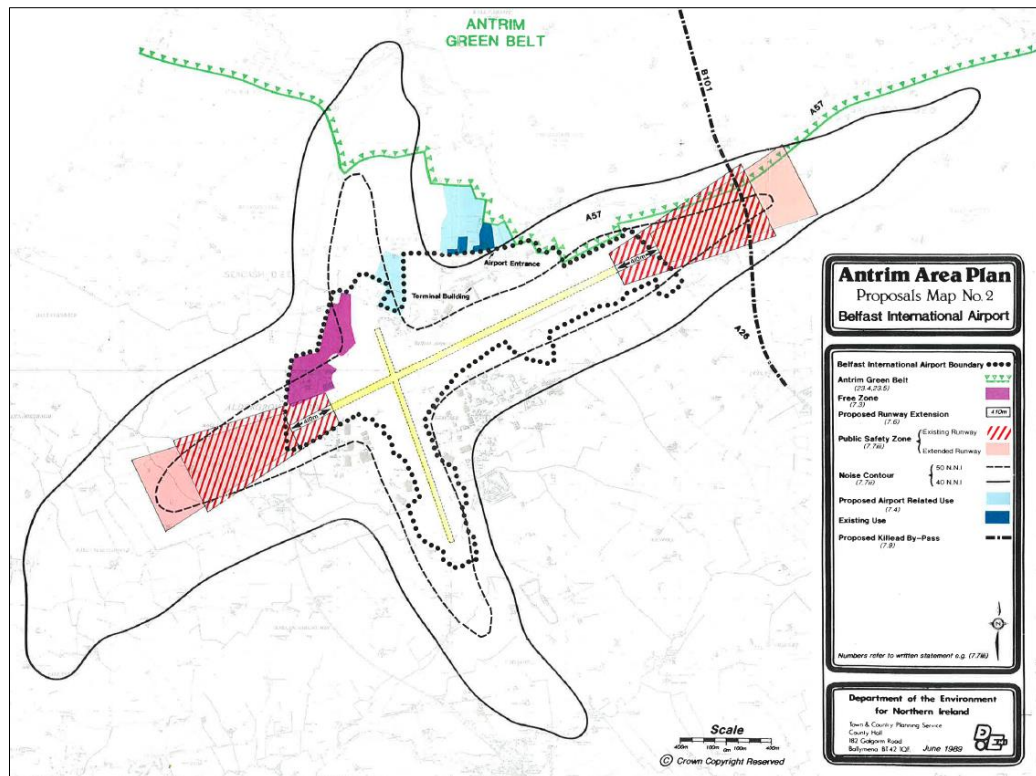


Figure 6: Belfast International lands currently zoned within the Antrim Area Plan.

Nutts Corner

8.48 Nutts Corner is centred in and around the former airfield, and includes a significant c.90 hectares of developed land that has become a rural employment location. The designation of a SEL here can be justified due to:

- Extensive Planning History And Existing Development;
- Significant Location and Infrastructure Connections; And
- Local Policy.

Planning History and existing development

8.49 The table in ELER Appendix J and accompanying map summarises the planning history for these lands. The history includes a significant scale of development, such as 36,000 m² of storage and distribution floor-space approved in October 2013 (ref. T/2013/0080/RM) and a subsequent approval on part of these lands for a 2,800 m² storage and distribution facility in March 2018 (ref. LA03/2017/1090/F). Construction on this approval has recently commenced.

8.50 The recent permissions and pending applications at Nutts Corner indicate an acknowledgement of its development over recent years, primarily as a key storage and distribution, and industrial hub.

8.51 Existing development at Nutts Corner includes the regional headquarters and distribution centre for Lidl, highlighting the strategically important location of Nutts Corner. Erwin Agri-Care now operates a 2,000 m² agricultural showroom and service workshop on the Nutts

Corner Road. Other operations currently include TNT, Solmatix Renewables and Conveyortek.

Location and Infrastructure Connections

- 8.52 Nutts Corner is conveniently located c.6 miles south of Antrim Town, c.9 miles west of Belfast City Centre and c.8 miles north of Lisburn. Significantly, it is also located almost midway between the M1 and M2 Motorways, which makes Nutts Corner a key local interchange for traffic travelling along the south/north and east/west distributor roads. It is also located on the Regional Transport Network (as identified in the RDS), with good connections to all regional ports.
- 8.53 As already identified, this location provides an ideal area for transport associated economic activity.

Local policy – Antrim Area Plan

- 8.54 While the Antrim Plan has been largely restrictive of development in the rural area, and the land is not zoned for any particular use, over the years Nutts Corner has largely been developed for employment uses.
- 8.55 In 1995, the former Department of the Environment (DoE) prepared for discussion with Antrim Borough Council a Policy Guidance Note for Nutts Corner to reflect the development taking place at Nutts Corner and its strategically important location. This report identifies two areas that are suitable for development at Nutts Corner – see following extract at Figure 7. The DoE Guidance Note suggests that Area 1 is suitable for road haulage and distribution industries and similar uses, alongside agricultural-based uses, were deemed suitable for Area 2.
- 8.56 In the Policy Guidance Note, Area 1 was considered the more appropriate area for development, with Area 2 described in the document as ‘much less developed’. This conclusion could be used as a starting point for the consideration and designation of a SEL at Nutts Corner. This, combined with recent planning history and development, would suggest that the most appropriate area for inclusion within a SEL at Nutts Corner are those lands closest to the roundabout.
- 8.57 Given the extensive development that has taken place at Nutts Corner to date, its recognition as a unique rural site through previous local policy documents and its strategically important location; there is sound rationale for these lands to be a designated a rural SEL.

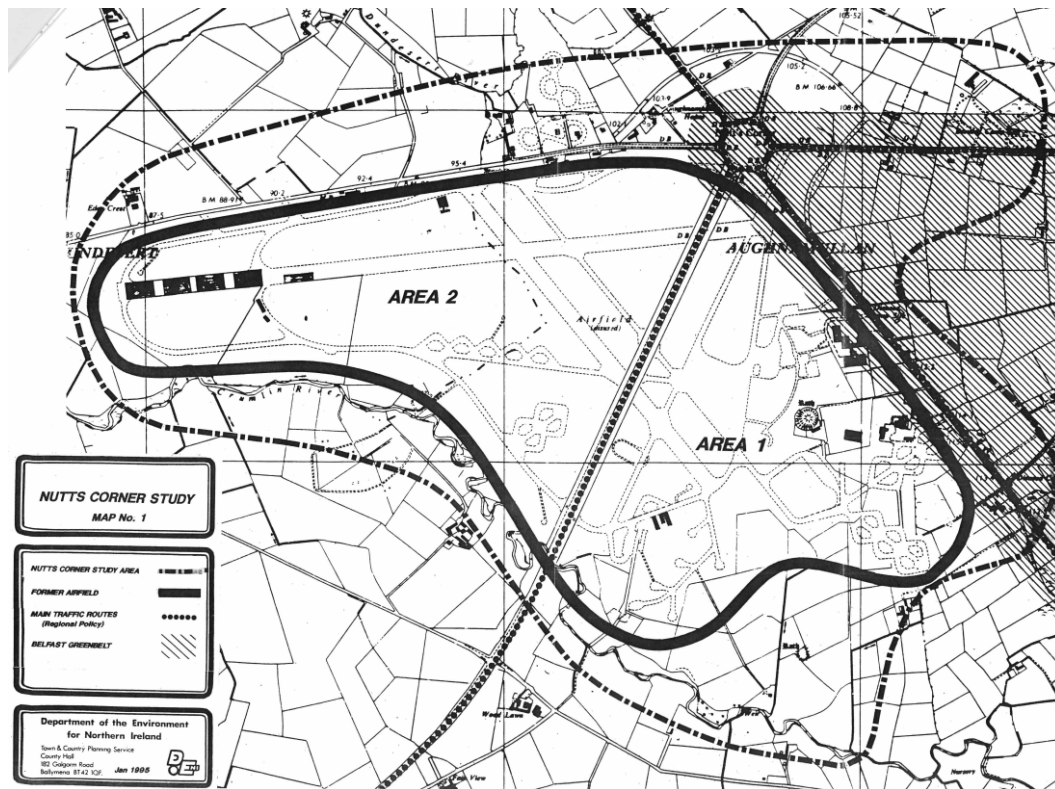


Figure 7: Extract from Nutts Corner Policy Guidance Note (1995 – DoE)

Rural SELs – Recommendations

- It is recommended that both BIA and Nutts Corner be designated as rural SELs.

BIA

- The main thrust of the BIA SEL should be linked to its role as a Regional Gateway.
- Careful consideration should be given to infrastructure and other connectivity improvement measures that may be required with future development at this SEL.
- Key Site Requirements should be considered to deliver any requirement environmental and/or infrastructure improvement requirements.
- There is the potential to widen the scope of economic development beyond airport related uses.

Nutts Corner

- It is not envisaged that any further significant development will occur at Nutts Corner at this stage and the designation is based on an acknowledgement of existing and approved development at this location.
- Appropriate and moderate expansion of existing operations and infilling of development (where appropriate) should be permitted.
- The SEL designation could be broadly based on the areas deemed suitable for development in the DoE Nutts Corner Guidance Note, recent planning history, and existing development.
- Careful consideration should be given to necessary infrastructure improvements at Nutts Corner; with the potential to use Key Site Requirements to deliver such improvements.

9 Non-Strategic Economic Development Sites

- 9.1 Sitting below the Council's portfolio of SELs, is a collection of existing smaller zoned employment sites (as illustrated on the maps in ELER Appendix E). Retaining these sites in the new Local Development Plan can assist with supporting future economic development and the identified SELs for each settlement.
- 9.2 It was considered that some of these smaller zoned sites may have remained undeveloped for a number of years and may be unlikely to be developed for employment uses in the future. Section 7 of this ELER details how each of these smaller zoned sites were assessed against a matrix. Although none fell below the threshold for re-zoning, consideration could be given to the release of some of these smaller zoned sites for alternative uses. This is especially the case for settlements where a 'call for sites' will take place and more suitable or preferable sites come forward that could deliver more sustainable economic development sites.
- 9.3 When considering potentially suitable brownfield sites that could be capable of accommodating employment uses (Section 6 of this ELER), a minimum size of site was identified – 0.1 hectares. However, this minimum size is based on a single 'light industrial' unit and there is no need to zone every single existing industrial unit as being an employment designation. Rather, greater flexibility should be introduced for small-scale industrial areas where their viability is uncertain and justification can be provided for redevelopment for alternative uses. For the purposes of considering the de-zoning of existing designated employment land, sites of 1 hectare or less are considered 'small-scale'.
- 9.4 Specific policy may be required for development proposals that come forward for economic development on lands not zoned for employment use. Such policy should encourage appropriate and suitable development, taking into consideration adjoining land uses and other environmental considerations.

Recommendations

- Consideration should be given to de-zoning small-scale existing zoned employment land that either has not been development or benefits from previous or extant planning permission.
- All other existing employment zonings within settlements should be retained, with policy prepared that guards against the introduction of unsuitable or inappropriate development, whilst also encouraging economic development where capacity exists to do so, in line with SPPS direction.
- The redevelopment for alternative uses of retained employment/industrial zonings should only be allowed in exceptional circumstance and subject to criteria similar to that contained in PPS 4.
- Prepare policy to consider development proposals that come forward for economic development on lands not zoned for employment uses, based on existing policy as per PPS 4.

10 Economic Development in the Countryside

- 10.1 It is acknowledged that there are a number of existing rural employment sites of varying scale within the Antrim and Newtownabbey Council area.
- 10.2 Supporting strong, sustainable growth for the benefit of all parts of Northern Ireland is one of the main eight aims of the RDS. The RDS states that a growing regional economy will benefit from both strong urban and rural areas.
- 10.3 This needs a co-ordinated approach to the provision of services, jobs and infrastructure and a focus on co-operation between service providers. It is acknowledged that pre-existing rural enterprises could be reasonably expanded but this should not be to the extent that they impact upon nearby settlements, hubs or SELs.
- 10.4 Further to this, the RDS states that rural areas including towns and villages have a key role in supporting economic growth. They offer opportunities in terms of their potential for growth in new sectors, the provision of rural recreation and tourism, and their attractiveness as places to invest, live and work, and their role as a reservoir of natural resources and highly valued landscapes.

Recommendations

- 10.5 Apart from the two identified rural existing SELs, it is recommended that there is no need for specific zoning of employment land within rural areas and outside settlement limits. However, specific planning policy can be prepared to guide and direct appropriate and suitable economic development in the rural area and could be based on existing policies as contained in PPS 4 and PPS 21.

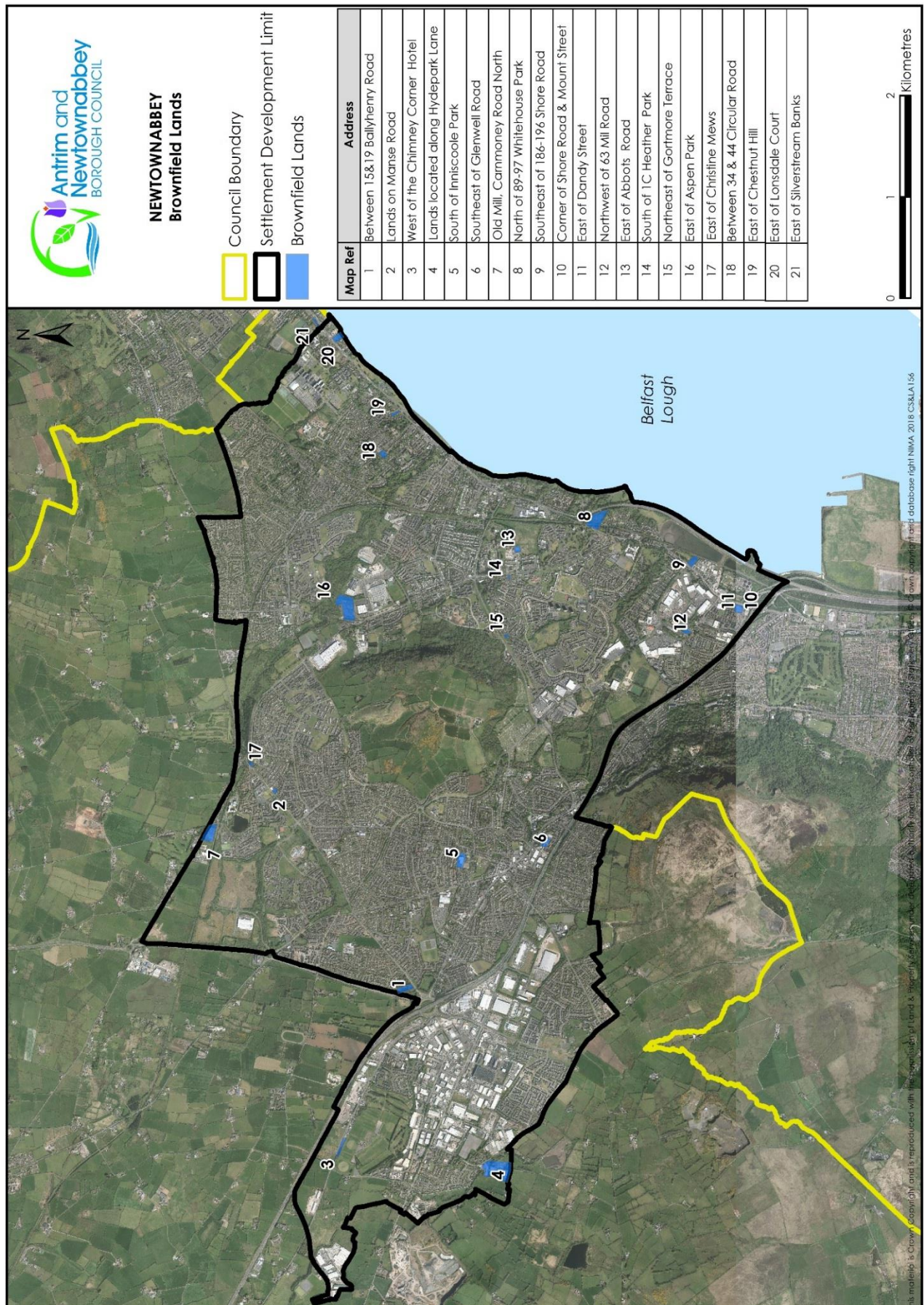
11 Monitoring

- 11.1 The tables and maps prepared for Sections 6 and 7 of this report provide a database that can be updated as the Local Development Plan progresses. A record should be kept of all economic development proposals that come forward and are approved, and the relevant tables and mapping updated to reflect changes to the uptake and development of zoned employment sites.
- 11.2 Similarly, identified brownfield sites may be developed for alternative uses, this table can be updated, and sites removed, should alternative forms of development be approved on these sites. New brownfield sites could be added to this table when/if they become available for development during the lifetime of the Local Development Plan. Considering that (quantitatively) there is no need for the zoning of brownfield sites, there may be no need to undertake a qualitative assessment for any new brownfield sites identified. There would only be a need for such an exercise should zoned economic development lands become exhausted through development (this, however, is unlikely).

ELER Appendix A: Record of Brownfield Lands and Accompanying Maps

Metropolitan Newtownabbey

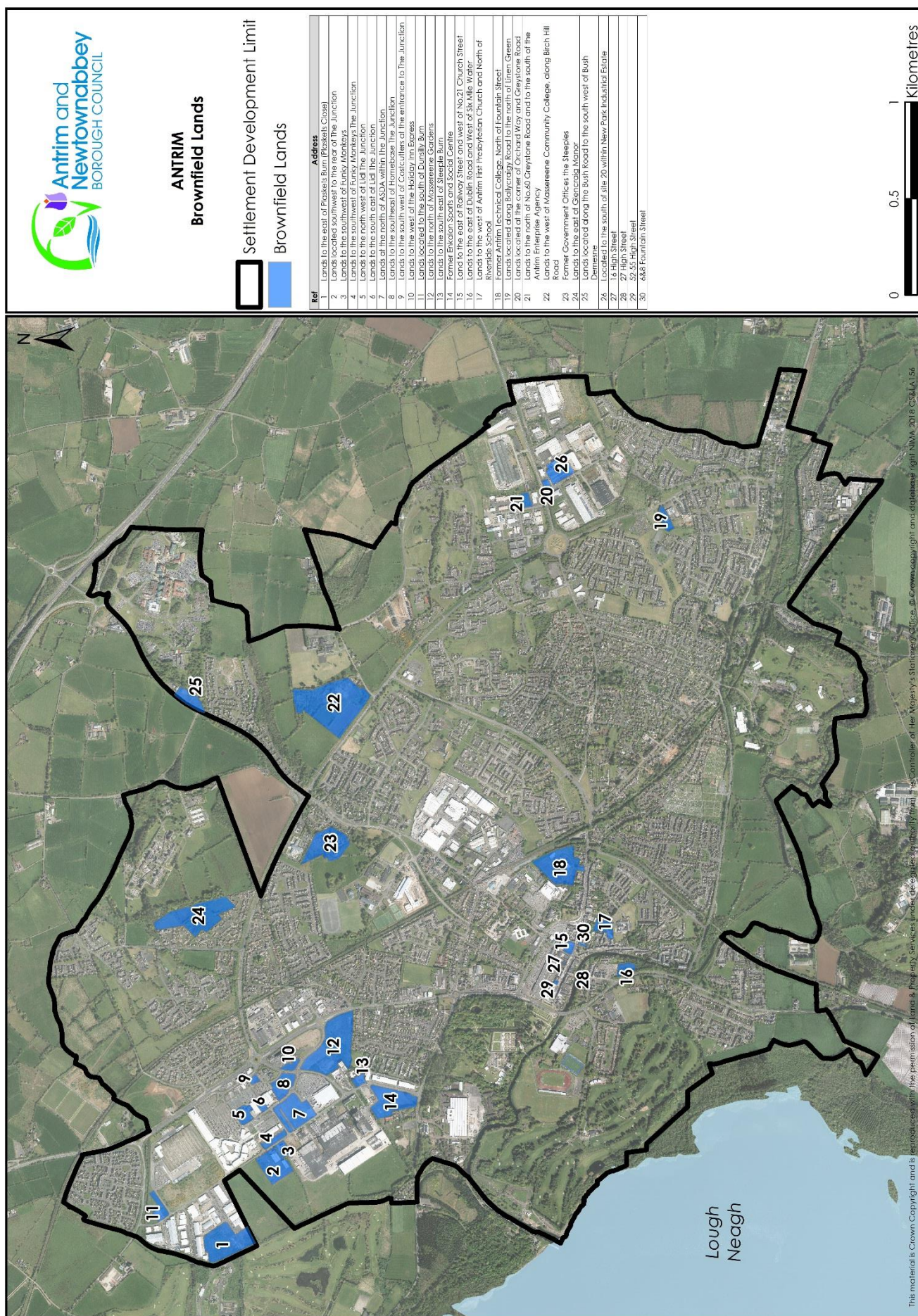
Map Ref	Address	Area (Ha)	Site Features/Comment
1	Lands located between No.15 and No.19 Ballyhenry Road	0.79	Dense vegetation throughout site with signs that a building has been demolished. Accessed via the Ballyhenry Road.
2	Lands located along the Manse Road located between 119 Christine Gardens and 113a Glenkyle Park	0.20	Former site of two dwellings which have since been demolished. Accessed from the Manse Road.
3	Lands located along the Antrim Road, to the west of the Chimney Corner Hotel	0.55	Area of hardstanding located to the west of the Chimney Corner Hotel, bounded by metal fencing and trees to the south. Accessed of the Antrim Road. Outside settlement limit in BMAP 2004, within settlement limit of BMAP 2014.
4	Lands located along Hydepark Lane to the west of Mallusk	4.49	A number of derelict buildings on site. Unzoned in BMAP 2004 but zoned for housing in BMAP 2014.
5	Derelict building located to the south of Inniscoole Park, Carnmoney Road	1.03	Former Tesco Unit currently vacant. Accessed via the Carnmoney Road. Health Centre located the south but predominately residential area.
6	Lands located to the south east of Glenwell Road	0.73	Adjacent to industrial area MNY14 but zoned for housing MNY 03/04.
7	Old Mill, Carnmoney Road North	1.62	Derelict old mill still located on the lands currently on the market. Not zoned in BMAP 2004 (zoned for housing in BMAP 2014).
8	Lands to the north of No.89 to No.97 Whitehouse Park	2.41	Lands accessed from the Shore Road. Unable to gain access, dense vegetation around all boundaries of the site.
9	Lands to the south east of No.186 to No.196 Shore Road	0.65	Site accessed via the Shore Road. Site has been cleared with areas of hardstanding remaining and trees/hedges bounding the site.
10	Vacant building located at the corner of the Shore Road and Mount Street	0.04	Vacant Building on site fronting onto the Shore Road with a side elevation onto Mount St.
11	Lands located between Dandy Street, Newtown Gardens and Mount Street	0.61	Large area of hardstanding bounded by metal fencing with two vacant buildings on site Land rises slightly to the west along Dandy Street.
12	Lands located to the north west of No.63 Mil Road	0.37	Large scrub area with hardstanding, bounded by steel fence. Access Via Mill Road.
13	Lands located to the east of Abbots Road	0.35	Large area of hardstanding accessed via Abbots Road. Former school lands which have been demolished, although one building remains which appears to be in use.
14	Lands to the south of 1c Heather Park	0.11	Former dwelling located on site, which has since been cleared. Access via Heather Park via Doagh Road.
15	Lands to the north east of Gortmore Terrace	0.15	Former site of a block of flats, which have since been demolished. Largely a residential area.
16	Lands to the east of Aspen Park located of the Monkstown Road	3.36	Lands located to the north of Cloughfern Avenue industrial area.
17	Lands east of Christine Mews	0.19	Mainly residential area. Small overgrown site, accessed from Manse Road.
18	Lands located between No.34 and No.44 Circular Road	0.39	Former of a dwelling, which has been demolished. Accessed via Circular Road. Predominately a residential area.
19	Lands to the east of Chestnut Hill	0.25	Former site of a dwelling which has since been demolished. Accessed via Shore Road Predominately residential area .
20	Lands to the east of Lonsdale Court and south west of No.749 Shore Road	0.63	Large cleared area of hardstanding with access onto the Shore Road. Brick wall bounding front of the site with a steel wire fence. Trees bounding the east and west boundaries.
21	Lands to the east of Silverstream Banks	0.22	Part of the site has been cleared, with a derelict property remaining. Trees located to along north-western boundary. Access onto Shore Road.
TOTAL		19.14	



Antrim

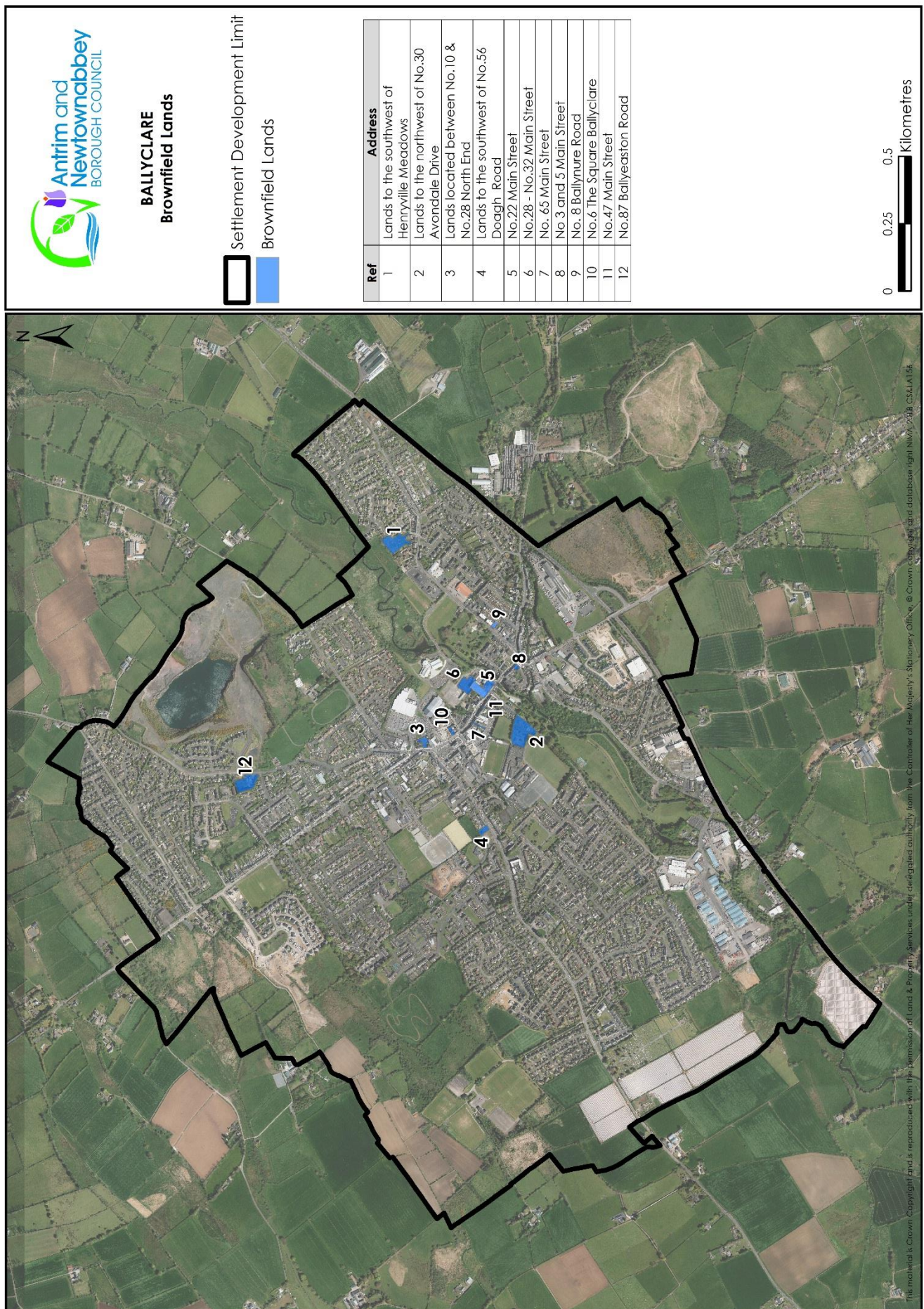
Map Ref	Address	Area (Ha)	Site Features/Comment
1	Lands to the east of Plaskets Burn (Plaskets Close)	3.35	Large area of hardstanding and rough vegetation. Gated access. Accessed of Ferguson's Way, Kilbegs Business Park. Dense vegetation and Plaskets burn runs along the western boundary
2	Lands located southwest to the rear of The Junction	2.03	Large area of hardstanding. Remains of a derelict unit to the west of the site. Gated access onto Randalstown Road and bounded by wire fence. Site currently on the market
3	Lands to the southwest of Funky Monkeys The Junction	0.45	Level site, with areas of rubble throughout, gated and surrounded by post wire fence, accessed of the Enkalon Road. Building on site is also currently for sale.
4	Lands to the southwest of Funky Monkeys The Junction	0.49	Large level site grassed with areas of hardstanding, access onto the Enkalon Road
5	Lands to the north west of Lidl The Junction	0.73	Large area of hardstanding located with The Junction estate
6	Lands to the south east of Lidl The Junction	0.28	Large area of hardstanding located with The Junction estate
7	Lands at the north of Asda within The Junction	2.5	Large area of hardstanding located with The Junction estate
8	Lands to the southeast of Homebase The Junction	1.13	Large area of hardstanding located with The Junction estate
9	Lands to the south west of Costcutters at the entrance to The Junction	0.19	Large area of hardstanding located with The Junction estate. Gated access surrounded by post wire fence Surrounded by car parking of The Junction
10	Lands to the west of the Holiday Inn Express	0.36	Large area of hardstanding located with The Junction estate
11	Lands located to the south of Dunsilly Burn	0.68	Area of hardstanding, fenced with access onto Enkalon Industrial Estate, currently utilised for storing storage containers
12	Lands to the north of Massereene Gardens	5.07	Large area of hardstanding located with The Junction estate
13	Lands to the south east of Steeple Burn	0.32	Area of hardstanding currently utilised as a car park for neighbouring businesses
14	Former Enkalon Sports and Social Centre	2.61	Large area of hardstanding, accessed via Castle Road. Sloping masonry to north of site. Nursing home located to the west and a large number of derelict outbuildings
15	Land to the east of Railway Street and west of No.21 Church Street	0.27	Large level area of hardstanding located at the corner of High Street and Railway Street. Currently bounded by a mesh wire fence, accessed via High Street. Mainly retail uses surrounding the site
16	Lands to the east of Dublin Road and West of Six Mile Water	0.48	Large area of hardstanding bounded by dense vegetation, former location of garage which has been demolished, accessed of Bridge Street
17	Lands to the west of Antrim First Presbyterian Church and North of Riverside School	0.73	Large grassed area with foundations evident along the western boundary. Accessed via Riverside Road.
18	Former Antrim Technical College, North of Fountain Street	3.28	Former Antrim Technical College and grounds. Derelict Building still located on site, a few trees scattered throughout the site. Fenced site accessed via Church Street and bounded by the railway line to the east.
19	Lands located along Ballycraig Road to the north of Linen Green	0.52	Former factory site which has been demolished. Accessed of the Ballycraig Road. Bounded by dense vegetation. Another Factory/business located adjacent to the south of the site
20	Lands located at the corner of Orchard Way and Greystone Road	0.18	Small area of hardstanding located at the entrance of New Park Industrial Estate. Currently bounded by mesh wire fence.
21	Lands to the north of No.60 Greystone Road and to the south of the Antrim Enterprise Agency	0.34	Large grassed area located within Rathenraw Industrial Estate

22	Lands to the west of Massereene Community College, along Birch Hill Road	7.24	Vacant lands were former Massereene Community College was located but has since been demolished. Unable to gain access to lands as gated and fenced. Access via Birchhill Road
23	Former Government Offices the Steeples	2.83	Lands accessed of Steeple Road. Unable to gain access. Vacant buildings appear to still be in situ within the grounds.
24	Lands to the east of Glencraig Manor	4.27	Lands accessed via the Holywell Hospital grounds, evidence of a former building previously on site. Lands may belong to hospital
25	Lands located along the Bush Road to the south west of Bush Demesne	0.95	Rubble scattered throughout lands. Bounded by trees to the southeast. Access via Bush Road or a private lane leading to Bush House.; Area predominately residential
26	Located to the south of site 20 within New Park Industrial Estate	1.28	Derelict warehouse located within New Park Industrial Estate
27	16 High Street	0.02	Vacant building fronting onto High Street, currently on the market
28	27 High Street	0.01	Former Bank - currently vacant and on the market. Fronting onto High Street
29	52-55 High Street	0.05	Former First Trust Bank - currently vacant and on the market
30	6&8 Fountain Street	0.07	Vacant buildings fronting onto Fountain Street with lands to the rear with a number of outbuildings, currently on the market
TOTAL		42.71	



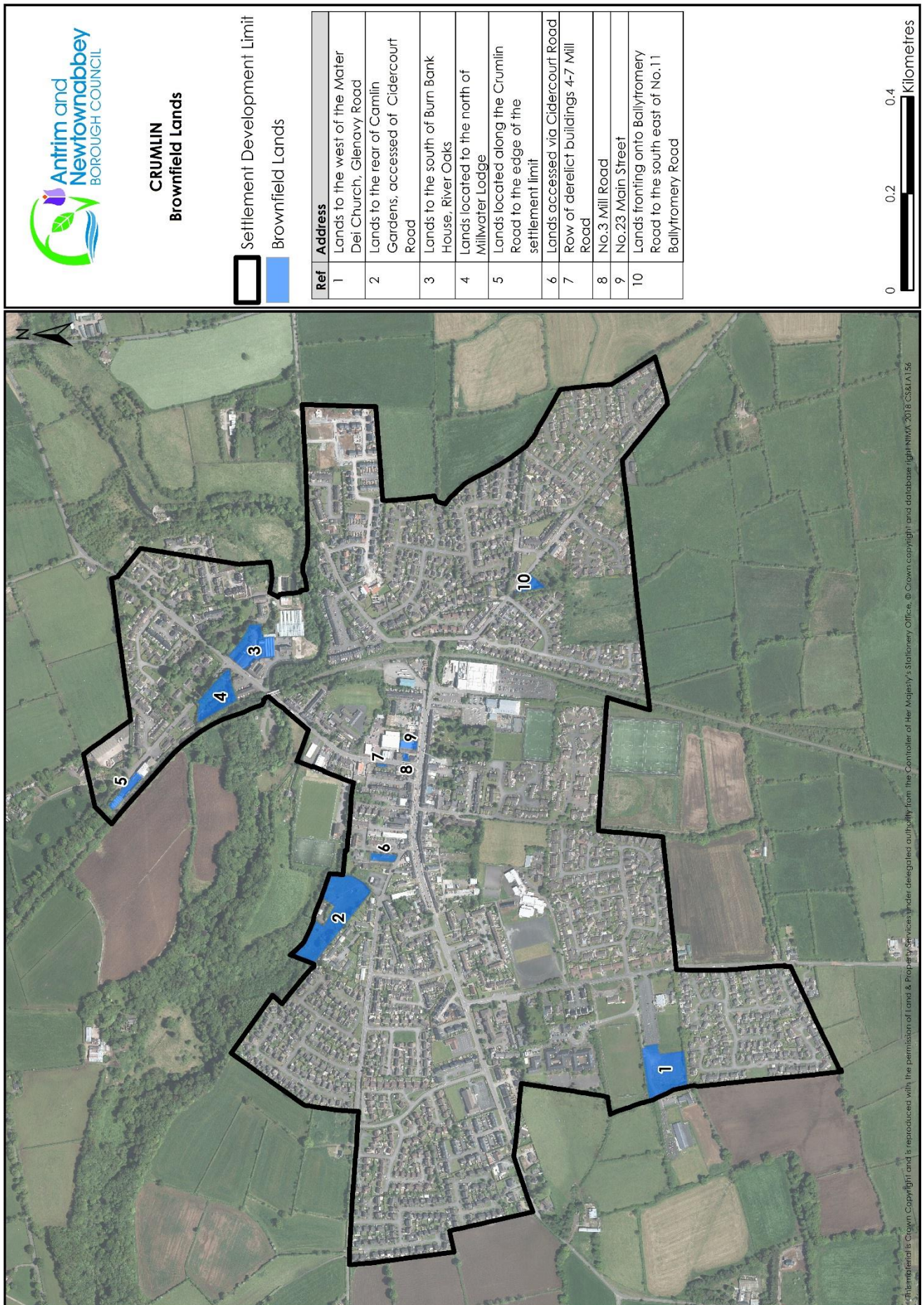
Ballyclare

Map Ref	Address	Area (Ha)	Site Features/Comment
1	Lands to the southwest of Henryville Meadows	0.44	Area of rubble/rough scrub accessed of Henryville Meadows. Fenced off. Predominately a residential area.
2	Lands to the northwest of No.30 Avondale Drive	0.66	Large densely vegetated site with derelict dwelling. Accessed via Avondale Drive.
3	Lands located between No.10 and No.28 North End	0.09	Derelict building on the site. Accessed via Park Street, partially fronting onto Rashee Road.
4	Lands to the southwest of No.56 Doagh Road	0.08	Lands partially zoned for housing. Large area of hardstanding bounded to the front with brick wall fronting onto Doagh Road but currently accessed from Fairview Farm Road.
5	No.22 Main Street	0.30	Land currently for sale on property pal
6	No.28 - No.32 Main Street	0.26	Former Retail Unit for Sale
7	No. 65 Main Street	0.03	Former Retail Unit for Sale
8	No 3 and 5 Main Street	0.04	Vacant dwellings
9	No. 8 Ballynure Road	0.04	Vacant unit located next to Fire Station
10	6 The Square Ballyclare	0.04	Former Boots unit currently for sale fronts onto The Square, main commercial area
11	47 Main Street	0.01	Unit currently for sale
12	No.87 Ballyeaston Road	0.38	Derelict dwelling and outbuildings with 1 acre of land currently for sale
TOTAL		2.37	



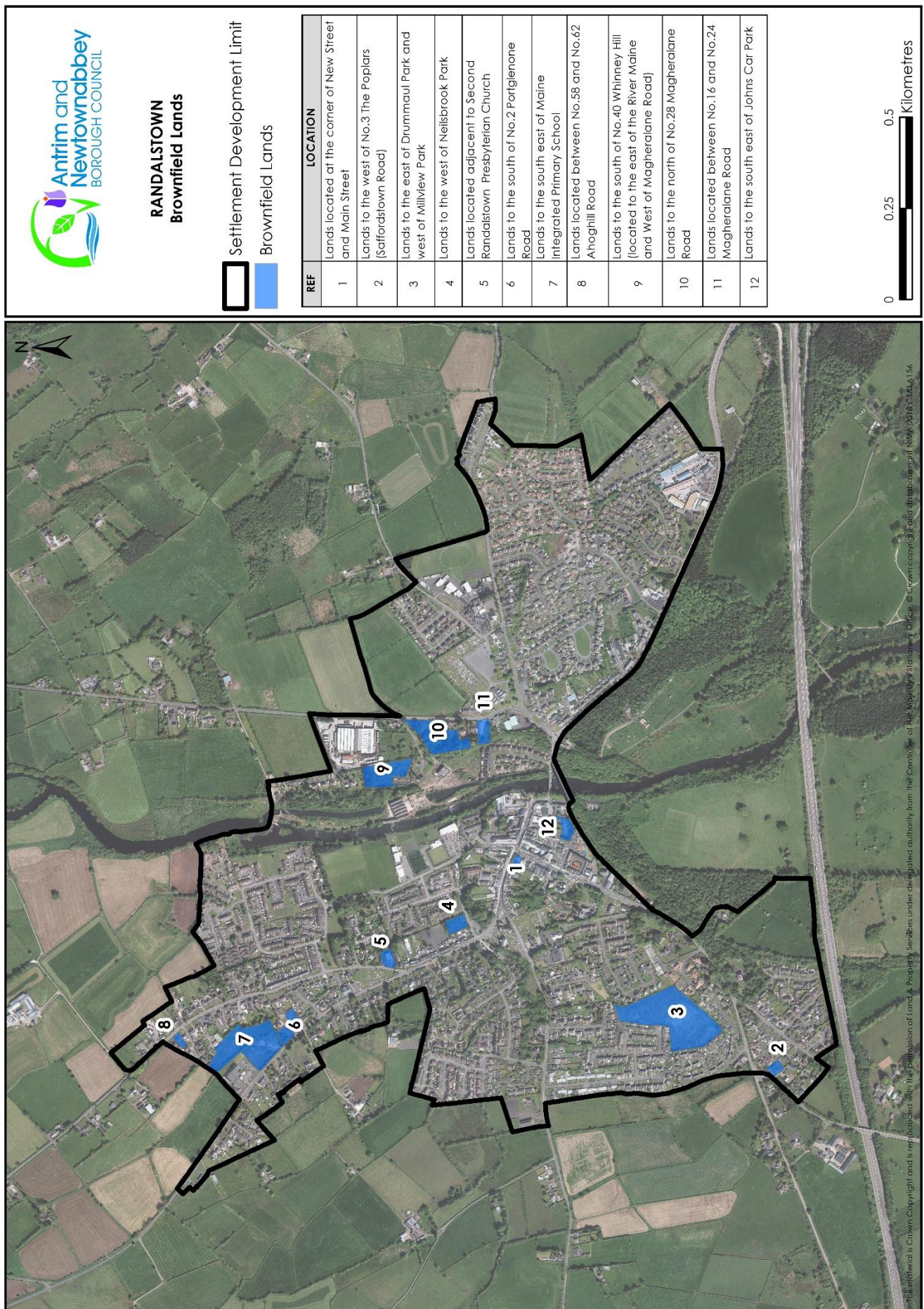
Crumlin

Map Ref	Address	Area (Ha)	Site Features/Comment
1	Lands to the west of the Mater Dei Church, Glenavy Road	0.77	Area of hardstanding accessed via entrance to Mater Dei Church via the Glenavy Road. Bounded by dense vegetation to the south and west
2	Lands to the rear of Camlin Gardens, accessed of Cidercourt Road	1.15	Unable to gain access
3	Lands to the south of Burn Bank House, River Oaks	0.51	Former mill site currently for sale, derelict buildings fronting onto Nutts Corner Road
4	Lands located to the north of Millwater Lodge	0.46	Lands accessed via Crumlin Road, Heavily vegetated with a derelict building on site
5	Lands located along the Crumlin Road to the edge of the settlement limit	0.15	Large vacant warehouse accessed via the Crumlin Road
6	Lands accessed via Cidercourt Road	0.08	Vacant building located to the rear of Main Street
7	Row of derelict buildings 4-7 Mill Road	0.01	Located opposite Euro Spar filling station and fronting onto Mill Road
8	No.3 Mill Road	0.02	Derelict Building fronting onto Mill Road
9	No.23 Main Street	0.06	Derelict Building fronting onto Main Street
10	Lands fronting onto Ballytromery Road to the south east of No.11 Ballytromery Road	0.11	Lands of former dwelling, demolished, bounded by a brick wall and dense vegetation to the rear of the site.
TOTAL		3.32	



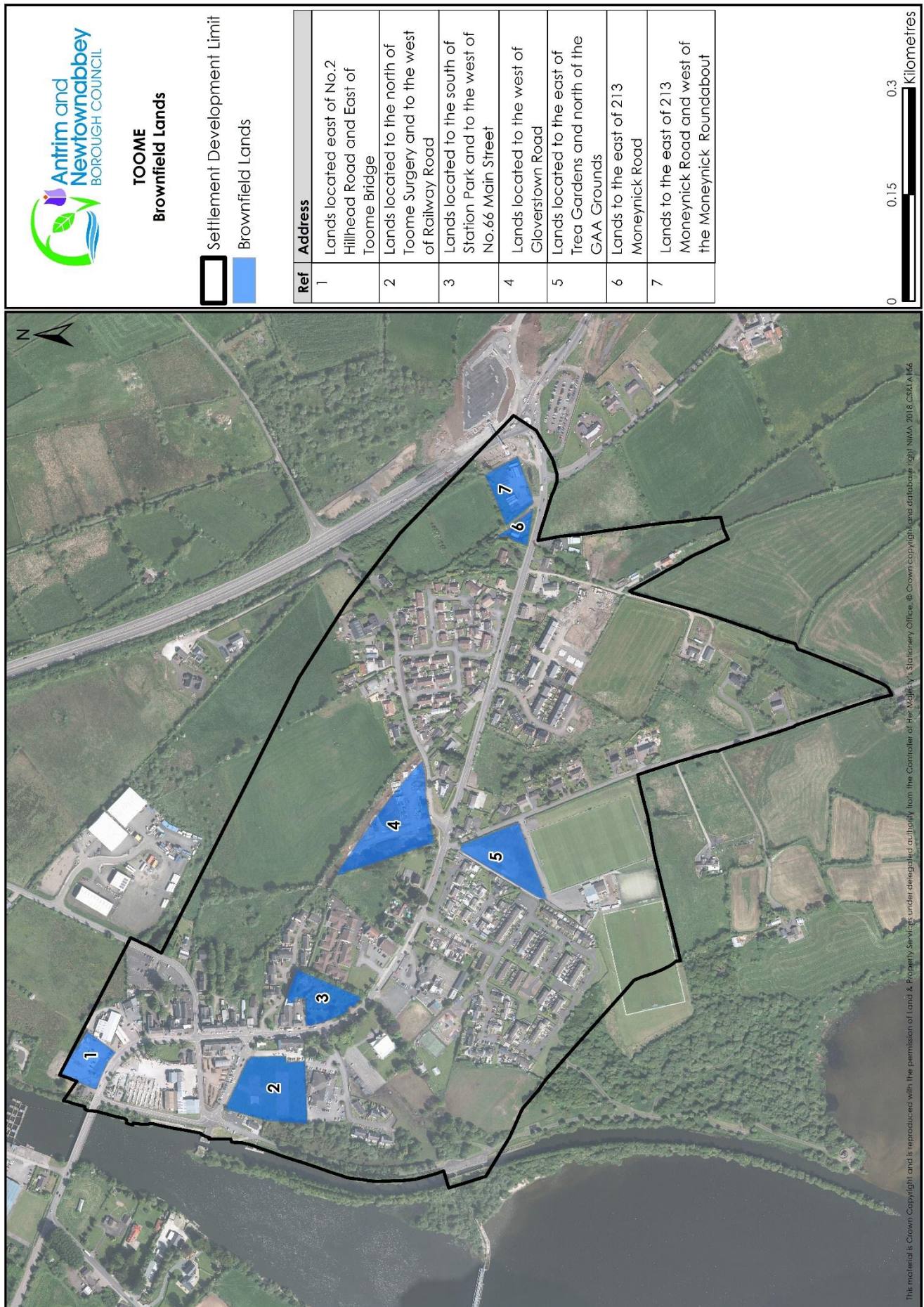
Randalstown

Map Ref	Address	Area (Ha)	Site Features/Comment
1	Lands located at the corner of New Street and Main Street	0.05	Two adjacent derelict buildings fronting onto both New street and Main Street at the roundabout
2	Lands to the west of No.3 The Poplars (Saffordstown Road)	0.12	Grassed area accessed of the Saffordstown Road via the Moneynick Road. Mainly residential area.
3	Lands to the east of Drummaul Park and west of Millview Park	2.67	Large grassed area formerly utilised as all-weather field and playing fields. Bounded by residential developments on all sides.
4	Lands to the west of Neilsbrook Park	0.22	Lands bounded by dense vegetation and accessed via Neilsbrook Park.
5	Lands located adjacent to Second Randalstown Presbyterian Church	0.17	Derelict Building on site. Accessed via Ahoghill Road
6	Lands to the south of No.2 Portglenone Road	0.33	Predominately residential area, lands accessed via Portglenone Road and bounded by hedgerows
7	Lands to the south east of Maine Integrated Primary School	1.64	Large grassed area to the rear and side of Main Integrated Primary School, predominately a residential area
8	Lands located between No.58 and No.62 Ahoghill Road	0.08	Small site located between two residential dwellings. Bounded by wooden fencing and a hedgerow along the Ahoghill Road
9	Lands to the south of No.40 Whinney Hill (located to the east of the River Maine and West of Magheralane Road)	0.72	Former Mill/Factory with derelict buildings unable to access lands. Surrounded by dense vegetation
10	Lands to the north of No.28 Magheralane Road	0.98	Former Mill/Factory with derelict buildings unable to access lands. Surrounded by dense vegetation
11	Lands located between No.16 and No.24 Magheralane Road	0.24	Lands accessed via Magheralane Road, bounded by steel wire fence
12	Lands to the south east of Johns Car Park	0.20	Unable to access landed bounded by wall and dense vegetation
TOTAL		7.42	



Toome

Map Ref	Address	Area (Ha)	Site Features/Comment
1	Lands located east of No.2 Hillhead Road and East of Toome Bridge	0.33	Large area of hard standing located along the Main road and accessed via the Hillhead Road leading on to Main Street. Bounded by mesh wire fencing. Housing to the west and a PFS to the east.
2	Lands located to the north of Toome Surgery and to the west of Railway Road	0.85	Located to the rear of the main street within Toome, the site is accessed via a one way street via the Hillhead Road. River Ban runs along the west of the site. Bounded by mesh wire fencing and located attached to steel works.
3	Lands located to the south of Station Park and to the west of No.66 Main Street	0.43	Site of a former dwelling, which has been demolished, accessed via Main Street. Dense vegetation and hedgerows bound the site.
4	Lands located to the west of Gloverstown Road	0.9	Triangular shaped site of a derelict dwelling. Lands are bounded by dense vegetation and accessed via the Gloverstown Road
5	Lands located to the east of Trea Gardens and north of the GAA Grounds	0.58	Large Triangular shaped area of hardstanding located to the north of the GAA grounds and used for parking. Residential dwellings located to the west and east. Bounding by a stone wall to the south and vegetation to the east.
6	Lands to the east of 213 Moneynick Road	0.11	Small triangular site accessed via a small lane way the Moneynick Road that leads onto Gloverstown Road. Bounded by dense vegetation to the west and steel wire fencing along the remaining boundaries.
7	Lands to the east of 213 Moneynick Road and west of the Moneynick Roundabout	0.37	Lands to the west of brownfield site 7. Large area of hard standing currently utilised for storage containers. Accessed via the Moneynick road. Bounded by post wire fencing.
TOTAL		3.57	



ELER Appendix B: Initial Qualitative Assessment of Brownfield Lands

Metropolitan Newtownabbey

Map Ref	Address	Area (Ha)	Site Features/Comment	Planning History
1	Lands located between No.15 and No.19 Ballyhenry Road	0.79	Dense vegetation throughout site with signs that a building has been demolished. Accessed via the Ballyhenry Road	U/2014/0090/F - Proposed residential development previously approved under U/2007/0585/F. Revised development reduced from 27no houses to 24no houses including associated car parking and landscaping. PERMISSION GRANTED 18.12.14
2	Lands located along the Manse Road located between 119 Christine Gardens and 113a Glenkyle Park	0.20	Former site of two dwellings, which have since been demolished. Accessed from the Manse Road	LA03/2017/0478/F - Housing development consisting of 4 detached dwellings and 2 semi detached dwellings with associated hard and soft landscaping (Amended Plans received) PERMISSION GRANTED 17/09/2018
3	Lands located along the Antrim Road, to the west of the Chimney Corner Hotel	0.55	Area of hardstanding located to the west of the Chimney Corner Hotel, bounded by metal fencing and trees to the south. Accessed of the Antrim Road. Outside settlement limit in BMAP 2004, within settlement limit of BMAP 2014	LA03/2017/0595/F - Proposed residential development of 40 no. apartments in 3 no. blocks with associated car parking and landscaping (amended proposal) PERMISSION GRANTED 18/06/2018
4	Lands located along Hyde Park Lane to the west of Mallusk	4.49	A number of derelict buildings on site. Unzoned in BMAP 2004 but zoned for housing in BMAP 2014	U/2011/0356/O - Outline application for housing development (approx. 300 units) and associated community facilities to include small retail unit, open space, internal road layout, landscaping and associated site works. WITHDRAWN LA03/16/1089/F – Residential Development (45units) PERMISSION GRANTED 13/12/2017
5	Derelict building located to the south of Inniscoole Park, Carnmoney Road	1.03	Former Tesco Unit currently vacant. Accessed via the Carnmoney Road. Health Centre located the south but predominately residential area	LA03/2016/0747/F - Proposed erection of 26 apartments and 22 dwellings with open space, landscaping, associated site works, car parking and access arrangements from Carnmoney Road (48 residential units in total) (revised plans and amended description) PERMISSION GRANTED 15.05.17 (minor amendment)
6	Lands located to the south east of Glenwell Road	0.73	Adjacent to industrial area MNY14 but zoned for housing MNY 03/04.	U/2012/0146/F - Erection of 35 no units consisting of townhouses, semi - detached and detached units and associated siteworks. PERMISSION GRANTED 04.06.13
7	Old Mill, Carnmoney Road North	1.62	Derelict old mill still located on the lands currently on the market. Not zoned in BMAP 2004 (zoned for housing in BMAP 2014).	U/09/0314/F – Demolition of existing building & construction of business units PERMISSION GRANTED 08/05/2012 U/2008/0509/F - Residential development of 44 No. dwellings. PERMISSION GRANTED 24.03.14
8	Lands to the north of No.89 to No.97 Whitehouse Park	2.41	Lands accessed from the Shore Road. Unable to gain access, dense vegetation around all boundaries of the site .	U/2014/0167/F - Proposed residential development of 58 No. units comprising 10 No. townhouses, 36 No. semi-detached dwellings, 8 detached dwellings and 4 No. apartments with associated landscaping, parking, site and access works (reduction in density from extant permission U/2005/0049/F) PERMISSION GRANTED 27.01.15
9	Lands to the south east of No.186 to No.196 Shore Road	0.65	Site accessed via the Shore Road. Site has been cleared with areas of hardstanding remaining and trees/hedges bounding the site.	No Planning History
10	Vacant building located at the corner of the Shore Road and Mount Street	0.04	Vacant Building on site fronting onto the Shore Road with a side elevation onto Mount St.	N/A
11	Lands located between Dandy Street, Newtown Gardens and Mount Street	0.61	Large area of hardstanding bounded by metal fencing with two vacant buildings on site Land rises slightly to the west along Dandy Street.	U/2011/0259/F - Erection of 38 no. 3 bed dwellings, landscaping and associated car parking. PERMISSION GRANTED 09.08.12
12	Lands located to the north west of No.63 Mill Road	0.37	Large scrub area with hardstanding, bounded by steel fence. Access Via Mill Road.	No Planning History

13		0.35	Large area of hardstanding accessed via Abbots Road. Former school lands which have been demolished, although one building still remains which appears to be in use.	U/2015/0027/F - Supported Housing comprising 22 one bedroom apartments, 2 two bed apartments, 1no staff bedroom, associated staff facilities, alteration to existing access, provision of carparking and associated site works. PERMISSION GRANTED 07.08.15
14		0.11	Former dwelling located on site which has since been cleared. Access via Heather Park via Doagh Road.	U/2008/0460/F - Demolition of existing dwelling and erection of 1 detached dwelling and 4no apartments. Granted 17.08.09
15		0.15	Former site of a block of flats which have since been demolished. Largely a residential area.	LA03/2016/0552/F - Proposed new-build residential development on existing land and property, consisting of 12no 3P2B and 6no 5P3B semi-detached dwellings - PERMISSION GRANTED 25.02.17
16	Lands to the east of Aspen Park located of the Monkstown Road	3.36	Lands located to the north of Cloughfern Avenue industrial area.	LA03/2017/0061/F - Proposed residential development of 92 dwellings (comprising 28 no. detached dwellings, 58 no. semi-detached dwellings and 6 no. apartments) and garages, open space, landscaping, proposed right hand turning lane and all associated site works (Amended description) PERMISSION GRANTED 23.01.18
17	East of Christine Mews	0.19	Mainly residential area. Small over grown site. Access from Manse Road.	LA03/2017/0237/F - Proposed 3 No Detached Dwellings and associated Site Works. PERMISSION GRANTED 14.09.17
18	Lands located between No.34 and No.44 Circular Road	0.39	Former of a dwelling which has since been demolished. Accessed via Circular Road. Predominately residential area.	U/2010/0011/O - Erection of 30 bed nursing home with associated car parking and landscaping. (Additional information included) PERMISSION GRANTED 30.07.15
19	Lands to the east of Chestnut Hill	0.25	Former site of a dwelling which has since been demolished. Accessed via Shore Road Predominately residential area	LA03/2015/0034/F - 2 No. New Dwellings & Garages including siteworks (Amended plans) PERMISSION GRANTED 01.12.16
20	Lands to the east of Lonsdale Court and south west of No.749 Shore Road	0.63	large cleared area of hardstanding with access onto the Shore Road. Brickwall bounding front of the site with a steel wire fence. Trees bounding the east and west boundaries.	LA03/2016/0317/O - Residential Development PERMISSION GRANTED 16.01.17
21	Lands to the east of Silverstream Banks	0.22	Part of the site has been cleared, with a derelict property still remaining. Trees located to along north western boundary. Access onto Shore Road.	No Planning History
TOTAL		19.14		

Area - Lands less than 0.1 Ha and/or live permission for alternative use discounted

Antrim

Map Ref	Address	Area (Ha)	Site Features/Comment	Planning History
1	Lands to the east of Plaskets Burn (Plaskets Close)	3.35	Large area of hardstanding and rough vegetation. Gated access. Accessed of Ferguson's Way, Kilbegs Business Park. Dense vegetation and Plaskets burn runs along the western boundary	T/2007/0960/F Erection of large logistics warehouse with two-storey office accommodation. Permission Granted 31.03.08
2	Lands located southwest to the rear of The Junction	2.03	Large area of hardstanding. Remains of a derelict unit to the west of the site. Gated access onto Randalstown Road and bounded by wire fence. Site currently on the market	LA03/2016/0510/F - Construction of tyre depot, ancillary offices, associated site works and formation of new access road onto existing public road - PERMISSION GRANTED 06.10.16
3	Lands to the southwest of Funky Monkeys The Junction	0.45	Level site, with areas of rubble throughout, gated and surrounded by post wire fence, accessed of the Enkalon Road. Building on site is also currently for sale.	No Planning History
4	Lands to the southwest of Funky Monkeys The Junction	0.49	Large level site grassed with areas of hardstanding, access onto the Enkalon Road	LA03/2017/0234/O Outline masterplan to facilitate the comprehensive regeneration of Junction One, including the Factory Outlet Centre, Retail and Leisure Park, and vacant lands. Proposals include demolition and reconfiguration of existing buildings; erection of new buildings to include provision of restaurants/coffee shops, bulky goods retail warehousing, retail kiosks, indoor leisure and factory outlet units; creation of new children's play area, outdoor multi-purpose recreational facility, new gateway entrance road and re-configuration of internal road network; reconfiguration of car parking; provision of environmental improvement scheme featuring hard/soft landscaping and all associated site works (Proposed Master Plan layout to also incorporate the re-configuration of existing car park and 2 No drive thru restaurants/cafes, 1 No ancillary external seating area and 1 No ancillary children's play area granted planning permission by LA03/2017/0014/F) - PERMISSION GRANTED 14.12.17 Vacant lands included within this application
5	Lands to the north west of Lidl The Junction	0.73	Large area of hardstanding located with The Junction estate	LA03/2017/0234/O Outline masterplan to facilitate the comprehensive regeneration of Junction One, including the Factory Outlet Centre, Retail and Leisure Park, and vacant lands. Proposals include demolition and reconfiguration of existing buildings; erection of new buildings to include provision of restaurants/coffee shops, bulky goods retail warehousing, retail kiosks, indoor leisure and factory outlet units; creation of new children's play area, outdoor multi-purpose recreational facility, new gateway entrance road and re-configuration of internal road network; reconfiguration of car parking; provision of environmental improvement scheme featuring hard/soft landscaping and all associated site works (Proposed Master Plan layout to also

				incorporate the re-configuration of existing car park and 2 No drive thru restaurants/cafes, 1 No ancillary external seating area and 1 No ancillary children's play area granted planning permission by LA03/2017/0014/F) - PERMISSION GRANTED 14.12.17 Vacant lands included within this application T/2014/0508/F - The construction of 1000m ² of the 2200m ² factory outlet centre/retail warehousing floorspace permitted under T/2010/0002/F; 1000 of retail warehousing floor space previously permitted under T/2002/0222/RM and T/1999/0340/O and the restaurant previously permitted under T/2010/0048/F (at Junction 1) on land immediately adjacent to the Lidl supermarket - PERMISSION GRANTED 24.03.16 T/2010/0048/F Relocation and construction of a unit for leisure (10-pin bowling, family entertainment area, and children's adventure play area) and restaurant use with associated site works and car parking permitted under T/2007/1031/F (excluding outdoor recreation area (miniature golf). Lands adjacent to Lidl food store and service yard, Junction One and approx. 250m north west of Stilesway Roundabout, Ballymena Road, Antrim PERMISSION GRANTED 26.03.10
6	Lands to the south east of Lidl The Junction	0.28	Large area of hardstanding located with The Junction estate	LA03/2017/0234/O Outline masterplan to facilitate the comprehensive regeneration of Junction One, including the Factory Outlet Centre, Retail and Leisure Park, and vacant lands. Proposals include demolition and reconfiguration of existing buildings; erection of new buildings to include provision of restaurants/coffee shops, bulky goods retail warehousing, retail kiosks, indoor leisure and factory outlet units; creation of new children's play area, outdoor multi-purpose recreational facility, new gateway entrance road and re-configuration of internal road network; reconfiguration of car parking; provision of environmental improvement scheme featuring hard/soft landscaping and all associated site works (Proposed Master Plan layout to also incorporate the re-configuration of existing car park and 2 No drive thru restaurants/cafes, 1 No ancillary external seating area and 1 No ancillary children's play area granted planning permission by LA03/2017/0014/F) - PERMISSION GRANTED 14.12.17 Vacant lands included within this application
7	Lands at the north of Asda within The Junction	2.50	Large area of hardstanding located with The Junction estate	LA03/2017/0234/O Outline masterplan to facilitate the comprehensive regeneration of Junction One, including the Factory Outlet Centre, Retail and Leisure Park, and vacant lands. Proposals include demolition and reconfiguration of existing buildings; erection of new buildings to include provision of restaurants/coffee shops, bulky goods retail warehousing, retail kiosks, indoor leisure and factory outlet units; creation of new children's play area, outdoor multi-purpose recreational facility, new gateway entrance road and re-configuration of internal road network; reconfiguration of car parking; provision of environmental improvement scheme featuring hard/soft landscaping and all associated site works (Proposed Master Plan layout to also incorporate the re-configuration of existing car park and 2 No drive thru restaurants/cafes, 1 No ancillary external seating area and 1 No ancillary

				children's play area granted planning permission by LA03/2017/0014/F) - PERMISSION GRANTED 14.12.17 Vacant lands included within this application LA03/2015/0017/O - Retail warehouse/retail warehouse club floorspace with associated landscaping, access and infrastructure (renewal of previous approval T/2007/0251/O) PERMISSION GRANTED 20.09.16
8	Lands to the southeast of Homebase The Junction	1.13	Large area of hardstanding located with The Junction estate	LA03/2018/0087/F - Construction of discount food store, provision of car parking, landscaping and associated site works (relocation of existing Lidl supermarket at Unit 8 - supermarket building to be retained but the food store use to be extinguished and transferred to application site). PERMISSION GRANTED 23/07/2018 LA03/2017/0234/O Outline masterplan to facilitate the comprehensive regeneration of Junction One, including the Factory Outlet Centre, Retail and Leisure Park, and vacant lands. Proposals include demolition and reconfiguration of existing buildings; erection of new buildings to include provision of restaurants/coffee shops, bulky goods retail warehousing, retail kiosks, indoor leisure and factory outlet units; creation of new children's play area, outdoor multi-purpose recreational facility, new gateway entrance road and re- configuration of internal road network; reconfiguration of car parking; provision of environmental improvement scheme featuring hard/soft landscaping and all associated site works (Proposed Master Plan layout to also incorporate the re-configuration of existing car park and 2 No drive thru restaurants/cafes, 1 No ancillary external seating area and 1 No ancillary children's play area granted planning permission by LA03/2017/0014/F) - PERMISSION GRANTED 14.12.17 Vacant lands included within this application
9	Lands to the south west of Costcutters at the entrance to The Junction	0.19	Large area of hardstanding located with The Junction estate. Gated access surrounded by post wire fence Surrounded by car parking of The Junction	LA03/2017/0234/O Outline masterplan to facilitate the comprehensive regeneration of Junction One, including the Factory Outlet Centre, Retail and Leisure Park, and vacant lands. Proposals include demolition and reconfiguration of existing buildings; erection of new buildings to include provision of restaurants/coffee shops, bulky goods retail warehousing, retail kiosks, indoor leisure and factory outlet units; creation of new children's play area, outdoor multi-purpose recreational facility, new gateway entrance road and re- configuration of internal road network; reconfiguration of car parking; provision of environmental improvement scheme featuring hard/soft landscaping and all associated site works (Proposed Master Plan layout to also incorporate the re-configuration of existing car park and 2 No drive thru restaurants/cafes, 1 No ancillary external seating area and 1 No ancillary children's play area granted planning permission by LA03/2017/0014/F) - PERMISSION GRANTED 14.12.17 Vacant lands included within this application
10	Lands to the west of the Holiday Inn Express	0.36	Large area of hardstanding located with The Junction estate	LA03/2016/0877/F - Proposed residential development to include 9 no. units (1 no. detached, 2 no. apartments and 6 no. townhouses), associated private driveways, internal road layout and associated site works (reduction in density of that previously

				approved under T/2010/0166/F) - PERMISSION GRANTED 19.09.17
11	Lands located to the south of Dunsilly Burn	0.68	Area of hardstanding, fenced with access onto Enkalon Industrial Estate, currently utilised for storing storage containers	No Planning History
12	Lands to the north of Massereene Gardens	5.07	Large area of hardstanding located with The Junction estate	LA03/2016/0878/f – Residential development to include 45 units PERMISSION GRANTED 19.09.2018 T/2008/0458/F - Construction of residential development comprising 175 apartments & 45 townhouses, associated car parking, (including underground parking) landscaped open amenity space, children's play area associated site works and a pumping station. PERMISSION GRANTED 25.02.11 (some foundations in place and access constructed)
13	Lands to the south east of Steeple Burn	0.32	Area of hardstanding currently utilised as a car park for neighbouring businesses	No Planning History
14	Former Enkalon Sports and Social Centre	2.61	Large area of hardstanding, accessed via Castle Road. Sloping masonry to north of site. Nursing home located to the west and a large number of derelict outbuildings	No Planning History
15	Land to the east of Railway Street and west of No.21 Church Street	0.27	Large level area of hardstanding located at the corner of High Street and Railway Street. Currently bounded by a mesh wire fence, accessed via High Street. Mainly retail uses surrounding the site	No Planning History
16	Lands to the east of Dublin Road and West of Six Mile Water	0.48	Large area of hardstanding bounded by dense vegetation, former location of garage which has been demolished, accessed of Bridge Street	No Planning History
17	Lands to the west of Antrim First Presbyterian Church and North of Riverside School	0.73	Large grassed area with foundations evident along the western boundary. Accessed via Riverside Road.	T/2006/0841/F - Housing development of 20. no. townhouse units, 7 no. three storey residential units, 10 no. single level apartment units in a 3 storey block and 1 no. shop unit (Amended plans received) APPLICATION REFUSED 21.09.12
18	Former Antrim Technical College, North of Fountain Street	3.28	Former Antrim Technical College and grounds. Derelict Building still located on site, a few trees scattered throughout the site. Fenced site accessed via Church Street and bounded by the railway line to the east.	LA03/2016/0266/F - Residential development of 33 dwellings (Comprising of 1 single storey gate lodge dwelling 10 semi-detached dwellings 6 bungalows 12 terraced dwellings and 4 apartments) (Additional Information - Junction Modelling) PERMISSION GRANTED 09/02/2018
19	Lands located along Ballycraigy Road to the north of Linen Green	0.52	Former factory site which has been demolished. Accessed of the Ballycraigy Road. Bounded by dense vegetation. Another Factory/business located adjacent to the south of the site	T/2008/0711/O - Proposed Site of residential development (townhouses and apartments) Granted 28.05.10 (EXPIRED) LA03/2018/0497/F – Residential development (13 Units) PENDING

20	Lands located at the corner of Orchard Way and Greystone Road	0.18	Small area of hardstanding located at the entrance of New Park Industrial Estate. Currently bounded by mesh wire fence.	LA03/2017/1084/F - Alterations to office building granted under planning reference T/2008/0383/F and associated development (Retrospective) PERMISSION GRANTED 05/04/2018
21	Lands to the north of No.60 Greystone Road and to the south of the Antrim Enterprise Agency	0.34	Large grassed area located within Rathenraw Industrial Estate	No Planning History
22	Lands to the west of Massereene Community College, along Birch Hill Road	7.24	Vacant lands were former Massereene Community College was located but has since been demolished. Unable to gain access to lands as gated and fenced. Access via Birchhill Road	No Planning History
23	Former Government Offices the Steeples	2.83	Lands accessed of Steeple Road. Unable to gain access. Vacant buildings appear to still be in situ within the grounds.	T/12/0382/F – Surface level overflow car park PERMISSION GRANTED 04/01/2013 T/2014/0386/O - Proposed housing development (Renewal of existing outline permission T/2008/0471/O) PENDING
24	Lands to the east of Glenraig Manor	4.27	Lands accessed via the Holywell Hospital grounds, evidence of a former building previously on site. Lands may belong to hospital	No Planning History
25	Lands located along the Bush Road to the south west of Bush Demesne	0.95	Rubble scattered throughout lands. Bounded by trees to the southeast. Access via Bush Road or a private lane leading to Bush House.; Area predominately residential	T/2011/0155/F - Residential development of 21 dwellings comprising detached houses, garages, access road, landscaping, car parking and associated works (amendment to previous approval T/2006/0490/F) PERMISSION GRANTED 29.03.12 T/2011/0369/F - Additional 364 parking spaces, access roadways and associated lighting standards and cctv poles. PERMISSION GRANTED 24.10.11
26	Located to the south of site 20 within New Park Industrial Estate	1.28	Derelict warehouse located within New Park Industrial Estate	T/2014/0525/F - New warehouse building for the storage, management and processing of archives and documents (Additional Info - Contamination Survey) PERMISSION GRANTED 09.06.15
27	16 High Street	0.02	Vacant building fronting onto High Street, currently on the market	N/A
28	27 High Street	0.01	Former Bank - currently vacant and on the market. Fronting onto High Street	N/A
29	52-55 High Street	0.05	Former First Trust Bank - currently vacant and on the market	N/A
30	6&8 Fountain Street	0.07	Vacant buildings fronting onto Fountain Street with lands to the rear with a number of outbuildings, currently on the market	N/A
TOTAL		42.71		

Area - Lands less than 0.1 Ha and/or live permission for alternative use discounted

Ballyclare

Map Ref	Address	Area (Ha)	Site Features/Comment	Planning History
1	Lands to the southwest of Henryville Meadows	0.44	Area of rubble/rough scrub accessed of Henryville Meadows. Fenced off. Predominately a residential area.	LA03/2016/0972/F - Housing development of 9no dwellings in total, comprising 8no semi-detached and 1no detached dwelling and associated road and site works (Amended and Reduced Proposal) PERMISSION GRANTED 21.08.17
2	Lands to the northwest of No.30 Avondale Drive	0.66	Large densely vegetated site with derelict dwelling. Accessed via Avondale Drive.	LA03/2015/0371/F - Residential development of 20 dwellings (3 detached, 14 semi-detached, 3 terraced) (Revised location description) GRANTED 04.01.18
3	Lands located between No10 and No28 North End	0.09	Derelict building on the site. Accessed via Park Street, partially fronting onto Rashee Road.	U/2013/0329/F - Proposed demolition of nos 2-12 North End, Ballyclare to provide temporary open space. PERMISSION GRANTED 26.02.14
4	Lands to the southwest of No.56 Doagh Road	0.08	Lands partially zoned for housing. Large area of hardstanding bounded to the front with brick wall fronting onto Doagh Road but currently accessed from Fairview Farm Road.	No Planning History
5	No.22 Main Street	0.30	Land currently for sale	LA03/2017/0228/F - Continuance of the use of the land as temporary car wash facility PERMISSION GRANTED 31.08.17 U/2011/0164/F - Temporary change of use from petrol station with ancillary car wash facilities to car wash. This permission is sought for a period not exceeding 5 years PERMISSION GRANTED 17.08.11 U/2011/0152/F - Erection of mixed use development comprising 12no apartments, 2no retail units and 2no office units. PERMISSION GRANTED 13.02.13
6	No.28 - No.32 Main Street	0.26	Former Retail Unit for Sale	U/2012/0130/F - Proposed demolition of existing derelict building and proposed replacement with a new 2 storey building, intended to provide subsidiary support to existing after schools club. PERMISSION GRANTED 04.03.13
7	No. 65 Main Street	0.03	Former Retail Unit for Sale	N/A
8	No 3 and 5 Main Street	0.04	Vacant dwellings	N/A
9	No. 8 Ballynure Road	0.04	Vacant unit located next to Fire Station	N/A
10	6 The Square Ballyclare	0.04	Former Boots unit currently for sale fronts onto The Square, main commercial area	N/A
11	47 Main Street	0.01	Unit currently for sale	N/A
12	No.87 Ballyeaston Road	0.38	Derelict dwelling and outbuildings with 1 acre of land currently for sale	No Planning History
TOTAL		2.37		

Area Lands less than 0.1 Ha and/or live permission for alternative use discounted

Crumlin

Map Ref	Address	Area (Ha)	Site Features/Comment	Planning History
1	Lands to the west of the Mater Dei Church, Glenavy Road	0.77	Area of hardstanding accessed via entrance to Mater Dei Church via the Glenavy Road. Bounded by dense vegetation to the south and west	No Planning History
2	Lands to the rear of Camlin Gardens, accessed of Cidercourt Road	1.15	Unable to gain access	No Planning History
3	Lands to the south of Burn Bank House, River Oaks	0.51	Former mill site currently for sale, derelict buildings fronting onto Nutts Corner Road	LA03/2015/0601/F - Proposed new residential development comprising 11 no. 3 bedroom townhouses together with associated car parking and landscaping (renewal of extant permission) PERMISSION GRANTED 21.09.17
4	Lands located to the north of Millwater Lodge	0.46	Lands accessed via Crumlin Road, Heavily vegetated with a derelict building on site	No Planning History
5	Lands located along the Crumlin Road to the edge of the settlement limit	0.15	Large vacant warehouse accessed via the Crumlin Road	T/2015/0012/O - Site for residential development (1 Detached dwelling and 6 semi-detached dwellings) (Revised Address) - WITHDRAWN
6	Lands accessed via Cidercourt Road	0.08	Vacant building located to the rear of Main Street	No Planning History
7	Row of derelict buildings 4-7 Mill Road	0.01	Located opposite Euro Spar filling station and fronting onto Mill Road	N/A
8	No.3 Mill Road	0.02	Derelict Building fronting onto Mill Road	N/A
9	No.23 Main Street	0.06	Derelict Building fronting onto Main Street	N/A
10	Lands fronting onto Ballytromery Road to the south east of No.11 Ballytromery Road	0.11	Lands of former dwelling, demolished, bounded by a brick wall and dense vegetation to the rear of the site.	No Planning History
TOTAL		3.32		

Area Lands less than 0.1 Ha and/or live permission for alternative use discounted

Randalstown

Map Ref	Address	Area (Ha)	Site Features/Comment	Planning History
1	Lands located at the corner of New Street and Main Street	0.05	Two adjacent derelict buildings fronting onto both New street and Main Street at the roundabout	N/A
2	Lands to the west of No.3 The Poplars (Saffordstown Road)	0.12	Grassed area accessed of the Saffordstown Road via the Moneynick Road. Mainly residential area.	LA03/2016/0282/RM - One dwelling and garage PERMISSION GRANTED 23.06.16
3	Lands to the east of Drummaul Park and west of Millview Park	2.67	Large grassed area formerly utilised as all-weather field and playing fields. Bounded by residential developments on all sides.	No Planning History
4	Lands to the west of Neilsbrook Park	0.22	Lands bounded by dense vegetation and accessed via Neilsbrook Park.	LA03/2016/0803/F - The construction of 14 no. dwellings with associated car parking and landscaping. The mix consists of 6no. 3P2B houses, 4no. 3P2B Cat1 apartments and 4no. 2P1B apartments (REVISED SCHEME received July 2017) PERMISSION REFUSED 24.10.17
5	Lands located adjacent to Second Randalstown Presbyterian Church	0.17	Derelict Building on site. Accessed via Ahoghill Road	No Planning History
6	Lands to the south of No.2 Portglenone Road	0.33	Predominately residential area, lands accessed via Portglenone Road and bounded by hedgerows	No Planning History
7	Lands to the south east of Maine Integrated Primary School	1.64	Large grassed area to the rear and side of Main Integrated Primary School, predominately a residential area	T/2007/0357/F - Proposed housing development comprising a mix of 16 no. semi- detached dwellings, 1 no. detached dwelling, 17 no. townhouses and 4 no. apartments - PERMISSION GRANTED 28.10.08 EXPIRED
8	Lands located between No.58 and No.62 Ahoghill Road	0.08	Small site located between two residential dwellings. Bounded by wooden fencing and a hedgerow along the Ahoghill Road	N/A
9	Lands to the south of No.40 Whinney Hill (located to the east of the River Maine and West of Magheralane Road)	0.72	Former Mill/Factory with derelict buildings unable to access lands. Surrounded by dense vegetation	No Planning History
10	Lands to the north of No.28 Magheralane Road	0.98	Former Mill/Factory with derelict buildings unable to access lands. Surrounded by dense vegetation	No Planning History
11	Lands located between No.16 and No.24 Magheralane Road	0.24	Lands accessed via Magheralane Road, bounded by steel wire fence	LA03/2015/0580/F - Redevelopment of derelict site to provide 7 no townhouses in two blocks of four and three PERMISSION GRANTED 13.06.16
12	Lands to the south east of Johns Car Park	0.20	Unable to access landed bounded by wall and dense vegetation	T/2008/0206/F - Proposed residential development of 13 No. apartments (Amended plans received and amended description) PERMISSION GRANTED 09.03.09
TOTAL		7.42		

Area Lands less than 0.1 Ha and/or live permission for alternative use discounted

Toome

Map Ref	Address	Area (Ha)	Site Features/Comment	
1	Lands located east of No.2 Hillhead Road and East of Toome Bridge	0.33	Large area of hard standing located along the Main road and accessed via the Hillhead Road leading on to Main Street. Bounded by mesh wire fencing. Housing to the west and a PFS to the east.	N/A
2	Lands located to the north of Toome Surgery and to the west of Railway Road	0.85	Located to the rear of the main street within Toome, the site is accessed via a one way street via the Hillhead Road. River Ban runs along the west of the site. Bounded by mesh wire fencing and located attached to steel works.	T/2013/0270/F - Amendment to housing development approved under T/2007/0696/F (change of house types, sites 24 - 27 from 4 no. apartments to 3 no. terraced dwellings) PERMISSION GRANTED 08.01.14
3	Lands located to the south of Station Park and to the west of No.66 Main Street	0.43	Site of a former dwelling, which has been demolished, accessed via Main Street. Dense vegetation and hedgerows bound the site.	No Planning History
4	Lands located to the west of Gloverstown Road	0.9	Triangular shaped site of a derelict dwelling. Lands are bounded by dense vegetation and accessed via the Gloverstown Road	LA03/2016/0253/F - Residential development 29 dwellings (Change of house type and minor road amendments to previously approved application T/2007/0344/F) (ADDITIONAL INFO RECEIVED) PENDING T/2013/0265/F - Proposed change of house type on site no 24 from a single detached dwelling to 2 no. semi-detached dwellings. PERMISSION GRANTED 15.10.13
5	Lands located to the east of Trea Gardens and north of the GAA Grounds	0.58	Large Triangular shaped area of hardstanding located to the north of the GAA grounds and used for parking. Residential dwellings located to the west and east. Bounding by a stone wall to the south and vegetation to the east.	T/2009/0226/O - Site of housing development PERMISSION GRANTED 25.09.09
6	Lands to the east of 213 Moneynick Road	0.11	Small triangular site accessed via a small lane way the Moneynick Road that leads onto Gloverstown Road. Bounded by dense vegetation to the west and steel wire fencing along the remaining boundaries.	T/2001/0454/O - Site of Residential Development PERMISSION GRANTED 04.01.02
7	Lands to the east of 213 Moneynick Road and west of the Moneynick Roundabout	0.37	Lands to the west of brownfield site 7. Large area of hard standing currently utilised for storage containers. Accessed via the Moneynick road. Bounded by post wire fencing.	T/2004/0505/F - 4 No Semi- Detached Dwellings PERMISSION GRANTED 02.11.04
TOTAL		3.57		

Area Lands less than 0.1 Ha and/or live permission for alternative use discounted

ELER Appendix C: Scoring Matrix Rationale

	CONSIDERATI	RATIONALE FOR SCORING 3	RATIONALE FOR SCORING 2	RATIONAL FOR SCORING 1
Environmental	Specific protective designation	No protective designations on site or adjacent to site	No designations on site but adjoining designated area	Protective designation affects site
	Flora/fauna features	No significant floral features and/or evidence of fauna	Some level of floral features and/or evidence of fauna	Significant level of flora features and/or evidence of fauna
	Built Heritage features	No listed buildings or records of archaeological features on site	Adjoining/nearby listed buildings and/or archaeological features	Listed buildings or archaeological features on site
	Landscape features	Good natural boundaries or means of enclosure	Limited natural boundary treatment or mean of enclosure	No natural boundary treatments or means of enclosure
	Flooding	Site outside floodplain and/or unaffected by flooding	Site outside floodplain but evidence of localise drainage/flooding issues	Site within a floodplain and/or affected
Infrastructure & Connections	Proximity to main traffic route	Site located on main road or arterial route and/or nearby A class road or motorway	Site located on secondary road but within close proximity to A class road and/or motorway	Site detached from main road, A class and/or motorway
	Proximity to public	Site located on main bus route and/or within walking distance of bus stop and/or	Site within walking distance of bus stop and/or train halt	Site detached from public transport routes
	Availability of services	Water supply, electricity and sewer connections in place to service site	No direct electricity and/or sewer connections or water supply to site but nearby provision	No direct electricity and/or sewer connections or water supply and none nearby
Physical	Topography	Relatively flat site and/or minor undulations with no significant level	Minor undulations on site but no significant level differences	Significant level differences that would require retention and/or significant cut and fill
	Neighbouring land-uses	Adjoining land uses are industrial/employment/economic and/or non- sensitive uses.	Adjoining land uses are not industrial/employment/economic but are non-sensitive uses.	Adjoining land uses are sensitive
	Potential residential amenity	No nearby residential areas and/or sufficient separation distance to mitigate potential impacts	Nearby residential area but sufficient separation distance to mitigate potential impacts	Nearby or adjoining residential area and significant potential for impacts
Planning & Policy	Planning history	Previous or extant permissions/applications on site for industrial/employment/economic use	No previous permissions/applications for any development on site	Previous permissions/applications for alternative uses on site
	Applications/ approvals in area	Previous and/or extant permission on adjoining lands and/or nearby for industrial/employment/economic use	No previous and/or extant permissions for any development on adjoining lands and/or nearby	Previous and/or extant permission for sensitive use on adjoining lands and/or nearby
	Nearby zonings	Site directly adjoins or is in close proximity to zoned employment/economic/industrial lands (as per extant area plan)	No adjoining or nearby sensitive zonings	Adjoining lands are zoned for uses that could be adversely affected by industrial /employment /economic development on subject site
	Compliant with SPPS/PPS 4	Economic/employment/industrial development on site complies fully with SPPS and PPS 4 policy requirements	Economic/employment/industrial development on site is capable of complying with SPPS and PPS 4 policy requirements within minimal intervention required	Economic/employment/industrial development on site would be contrary to SPPS and PPS 4 policy requirements
	Deliverability	Site is 'development ready' or requires minimal preparation works	Site can be made 'development ready' with a reasonable level of preparation works	Site requires significant preparation works and/or major interventions before being development ready

ELER Appendix D: Final Scores and Rankings for Brownfield Lands

SETTLEMENT	SITE No. (on Appendix 1)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
		Specific protective designations	Flora/fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Approvals in area	Nearby zonings	Compliance with SPPS/PPS4	Deliverability		
METROPOLITAN NEWTOWN ABBEY	1	3	2	3	3	3	3	3	2	3	1	1	1	1	2	2	1	34	9=
	2	3	2	3	2	3	2	3	2	3	1	1	1	1	2	1	2	32	14=
	3	3	3	3	1	3	3	3	2	3	2	3	1	3	3	3	2	41	2=
	4	3	3	2	2	3	2	2	2	3	3	3	1	3	1	2	2	37	6=
	5	3	3	3	1	2	2	3	3	3	1	1	1	1	2	2	1	32	14=
	6	3	3	3	1	3	3	3	3	3	1	1	1	3	1	3	2	37	6=
	7	3	3	3	1	3	3	3	3	3	2	3	1	3	3	3	2	42	1
	8	2	2	3	2	2	3	3	2	3	1	3	1	1	1	2	2	33	11=
	9	2	2	3	2	3	3	3	2	3	2	3	2	3	3	3	2	41	2=
	10	3	3	3	1	2	3	3	3	3	1	1	2	3	3	2	2	38	5
	11	3	3	3	1	2	3	3	3	3	1	1	1	3	3	2	2	37	6=
	12	3	2	3	1	2	3	3	2	3	2	2	1	3	1	1	2	34	9=
	13	3	3	3	1	3	2	3	2	3	1	1	2	1	1	2	2	33	11=
	14	3	3	3	1	3	2	3	3	3	1	1	1	1	2	1	2	33	11=
	15	3	2	3	1	3	2	3	2	3	1	1	1	1	2	1	2	31	18
	16	2	3	3	2	2	2	3	3	3	3	3	1	3	3	3	1	40	4
	17	1	2	3	2	2	2	3	2	3	1	1	1	1	1	1	2	28	21
	18	3	2	3	2	3	3	3	2	3	1	1	1	1	1	1	2	32	14=
	19	3	2	3	1	3	3	3	2	2	1	1	1	1	1	1	2	30	19
	20	2	2	3	1	2	3	3	2	3	1	1	1	1	1	1	2	29	20
	21	3	2	3	1	3	3	3	2	3	1	1	2	1	1	1	2	32	14=

SETTLEMENT	SITE No. (on Appendix 1)	ENVIRONMENTAL CONSIDERATIONS				INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK	
		Specific protective	Flora/ fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Approvals in area /approvals in area	Nearby zonings	Compliance with SPPS/ PPS4			Deliverability
ANTRIM	1	3	2	3	2	2	3	3	2	3	3	3	3	3	3	3	3	44	1=
	2	3	3	1	1	2	3	3	3	3	3	3	3	3	2	3	3	42	4=
	3	3	3	2	1	2	3	3	3	3	3	3	2	3	2	3	3	42	4=
	4	3	3	3	1	3	3	3	2	3	3	3	1	3	2	2	3	41	7=
	5	3	3	3	1	2	3	3	2	3	2	3	1	2	2	2	3	38	12=
	6	3	3	3	1	3	3	3	2	3	2	3	1	2	2	2	3	39	11
	7	3	3	3	1	2	3	3	2	3	3	3	1	3	2	2	3	40	9=
	8	3	3	3	1	2	3	3	2	3	2	3	1	2	2	2	3	38	12=
	9	3	3	3	1	2	3	3	2	3	2	3	1	2	2	2	3	38	12=
	10	3	3	3	1	2	3	3	2	3	2	3	1	2	2	2	3	38	12=
	11	3	2	3	1	1	3	3	2	3	3	2	2	3	1	3	3	38	12=
	12	3	2	3	1	2	3	3	2	3	2	2	2	2	2	2	3	37	17
	13	3	2	3	1	2	3	3	2	3	3	3	2	3	2	2	3	40	9=
	14	3	3	3	1	2	3	3	2	3	3	3	2	3	2	2	3	41	7=
	15	3	3	3	1	3	3	3	2	3	2	2	2	1	1	1	2	35	19
	16	3	2	3	2	1	3	3	2	3	1	2	2	1	1	1	1	31	23=
	17	3	2	2	1	3	2	3	2	3	1	1	1	1	1	1	1	28	29
	18	3	3	3	2	2	3	3	3	3	2	2	1	2	1	2	1	36	18
	19	3	2	3	1	2	3	3	2	3	1	1	1	1	2	2	3	33	22
	20	3	3	3	1	2	3	3	2	3	3	3	3	3	3	3	3	44	1=
	21	3	2	3	1	2	3	3	2	3	3	3	2	3	3	3	3	42	4=
	22	1	2	3	2	2	2	3	2	2	2	3	2	2	2	2	2	34	20=
	23	3	2	1	2	2	2	3	3	3	1	2	1	1	2	1	2	31	23=
	24	3	1	3	2	2	2	3	2	2	2	2	2	1	1	1	2	31	23=
	25	1	2	1	1	3	3	3	2	2	1	1	1	1	1	1	2	26	30
	26	3	3	3	1	2	3	3	3	3	3	3	3	3	3	3	2	44	1=
	27	3	3	1	1	2	3	3	3	3	2	2	1	1	1	1	1	31	23=
	28	3	3	3	1	1	3	3	3	3	2	1	1	1	1	1	1	31	23=
	29	3	3	3	1	3	3	3	3	3	2	2	1	1	1	1	1	34	20=
	30	3	3	1	1	3	3	3	3	3	1	2	1	1	1	1	1	31	23=

SETTLEMENT	SITE No. (on Appendix 1)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
		Specific protective designations	Flora/ fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Applications /approvals in area	Nearby zonings	Compliance with SPS/ PPS4	Deliverability		
BALLYCLARE	1	3	2	3	2	3	2	3	2	3	1	1	1	1	1	2	2	32	4=
	2	3	2	3	2	3	1	3	2	3	2	2	1	2	1	2	2	34	2
	3	3	3	1	1	3	1	3	2	3	1	1	1	2	1	2	1	29	11=
	4	3	2	3	1	3	1	3	2	3	1	1	2	1	1	2	2	31	7
	5	3	3	1	1	3	1	3	3	3	2	2	1	2	1	2	1	32	4=
	6	3	3	3	1	2	1	3	2	3	2	2	1	2	1	2	1	32	4=
	7	3	3	1	1	3	1	3	3	3	1	1	1	2	1	2	1	30	8=
	8	3	3	1	1	3	1	3	3	3	1	1	1	1	1	2	1	29	11=
	9	3	3	3	1	3	1	3	3	3	2	2	1	1	1	2	1	33	3
	10	3	3	1	1	2	1	3	3	3	1	1	1	2	1	2	2	30	8=
	11	3	3	1	1	3	1	3	3	3	1	1	1	2	1	2	1	30	8=
	12	3	2	3	2	3	1	3	3	3	2	2	1	2	2	2	1	35	1

SETTLEMENT	SITE No. (on Appendix 1)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
		Specific protective designations	Flora/ fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Applications /approvals in area	Nearby zonings	Compliance with SPPS/ PPS4	Deliverability		
CRUMLIN	1	3	2	3	1	3	1	2	2	3	2	3	2	2	1	2	2	34	9
	2	2	1	2	2	2	1	2	2	3	3	2	2	2	2	2	2	32	10
	3	3	3	2	2	3	3	3	3	3	3	1	3	2	2	2	3	42	1
	4	3	1	2	3	2	3	3	2	3	2	2	2	2	2	2	2	35	7=
	5	3	3	2	1	2	2	2	3	3	3	1	3	2	2	3	3	38	5
	6	3	2	3	1	3	1	3	3	3	1	2	2	2	2	3	2	36	6
	7	3	3	3	1	3	3	3	3	3	1	2	2	2	2	3	2	39	2=
	8	3	3	3	1	3	3	3	3	3	1	2	2	2	2	3	2	39	2=
	9	3	3	3	1	3	3	3	3	3	1	2	2	2	2	3	2	39	2=
	10	3	2	3	2	2	1	2	3	3	2	2	2	2	2	2	2	35	7=

SETTLEMENT	SITE No. (on Appendix 1)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
		Specific protective designations	Flora/ fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Applications /approvals in area	Nearby zonings	Compliance with SPPS/ PPS4	Deliverability		
RANDALSTOWN	1	3	1	3	1	3	3	3	3	3	2	3	2	2	1	2	1	36	4=
	2	3	2	3	1	3	3	3	2	3	1	1	1	1	2	2	2	33	10=
	3	3	2	1	2	3	1	2	2	3	2	2	2	2	1	2	2	32	12
	4	3	2	3	2	3	2	3	2	3	2	2	1	2	2	2	2	36	4=
	5	3	2	3	2	2	2	3	3	3	2	2	2	2	2	3	1	37	3
	6	3	3	3	1	1	2	3	2	3	2	2	2	2	2	2	2	35	6=
	7	3	2	3	2	1	2	3	2	3	2	3	1	2	2	2	2	35	6=
	8	3	2	3	1	3	2	3	2	3	2	1	2	1	2	1	2	33	10=
	9	3	2	3	2	3	2	2	2	3	2	3	2	3	3	3	2	40	1
	10	3	2	3	2	3	2	3	2	3	2	2	2	2	3	3	2	39	2
	11	3	2	3	2	3	2	3	2	3	2	2	1	2	1	2	2	35	6=
	12	3	2	3	3	3	2	2	2	3	2	2	1	2	1	2	2	35	6=

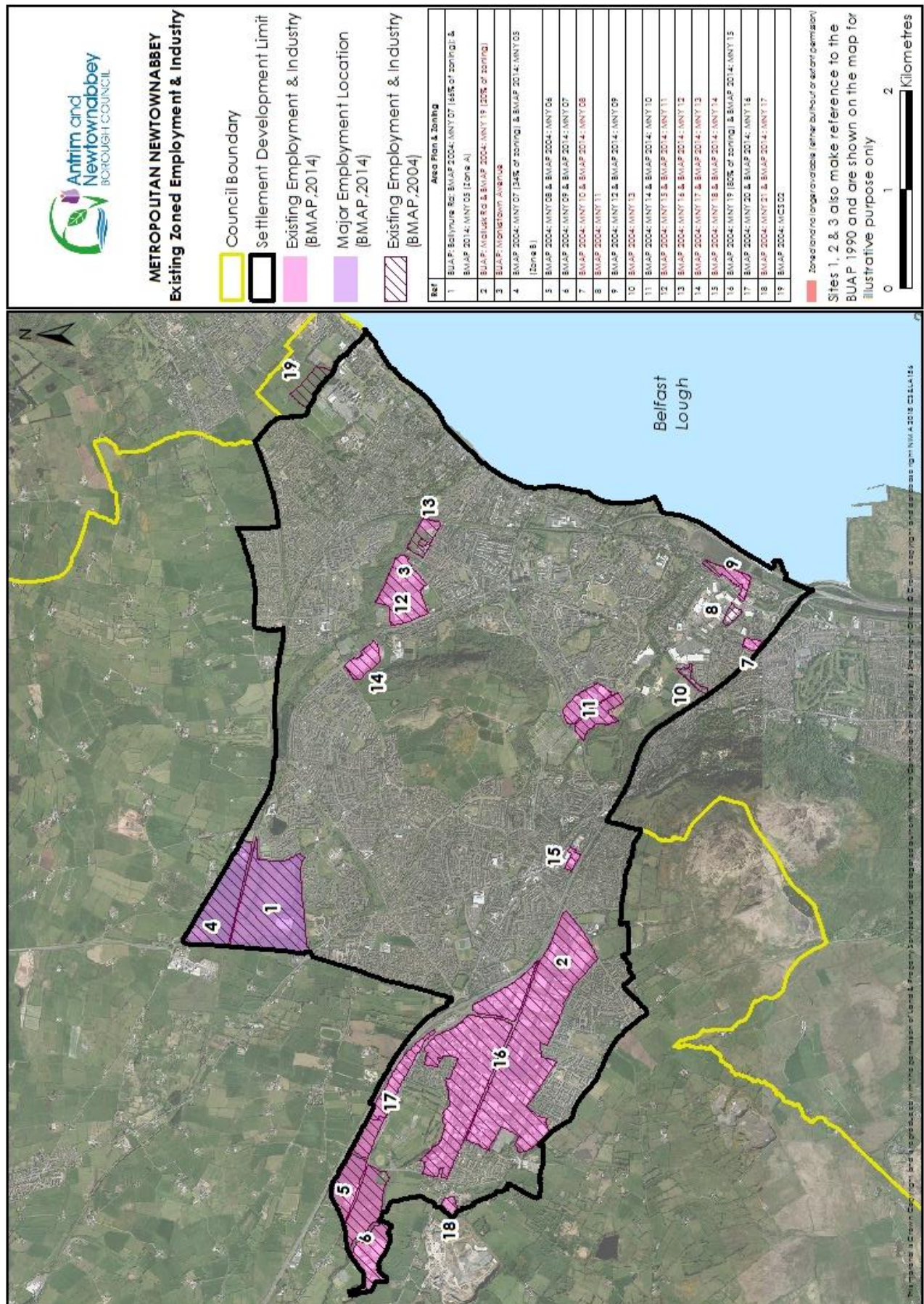
SETTLEMENT	SITE No. (on Appendix 1)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL out of 48)	RANK
		Specific protective designations	Flora/ fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Applications /approvals in area	Nearby zonings	Compliance with SPPS/ PPS4	Deliverability		
TOOME	1	1	3	2	1	3	2	3	3	3	3	3	2	3	2	3	3	40	1
	2	1	2	2	1	2	2	3	2	3	2	3	1	2	2	3	2	33	6=
	3	1	2	3	3	2	2	3	2	3	2	2	2	2	2	2	2	35	4=
	4	1	3	3	2	2	2	3	3	3	2	3	1	2	2	2	2	36	3
	5	1	3	3	1	2	2	3	2	3	2	2	1	2	2	2	2	33	6=
	6	1	2	3	2	3	3	3	2	3	2	2	1	2	2	2	2	35	4=
	7	1	2	3	2	3	3	3	2	3	2	3	1	2	2	2	3	37	2

SETTLEMENT	SITE No.	SITE AREA (Ha)	TOTAL SCORE (out of 48)	RANK
METROPOLITAN NEWTOWNABBEY	7	1.62	42	1
	3	0.55	41	2=
	9	0.65	41	2=
	16	3.36	40	4
	10	0.04	38	5
	4	4.49	37	6=
	6	0.73	37	6=
	11	0.61	37	6=
	1	0.79	34	9=
	12	0.37	34	9=
	8	2.41	33	11=
	13	0.35	33	11=
	14	0.11	33	11=
	2	0.20	32	14=
	5	1.03	32	14=
	18	0.39	32	14=
	21	0.22	32	14=
	15	0.15	31	18
	19	0.25	30	19
	20	0.63	29	20
	17	0.19	28	21
ANTRIM	1	3.35	44	1=
	20	0.18	44	1=
	26	1.28	44	1=
	2	2.03	42	4=
	3	0.45	42	4=
	21	0.34	42	4=
	4	0.49	41	7=
	14	2.61	41	7=
	7	2.50	40	9=
	13	0.32	40	9=
	6	0.28	39	11
	5	0.73	38	12=
	8	1.13	38	12=
	9	0.19	38	12=
	10	0.36	38	12=
	11	0.68	38	12=
	12	5.07	37	17
	18	3.28	36	18
	15	0.27	35	19

	22	7.24	34	20=
	29	0.05	34	20=
	19	0.52	33	22
	16	0.48	31	23=
	23	2.83	31	23=
	24	4.27	31	23=
	27	0.02	31	23=
	28	0.01	31	23=
	30	0.07	31	23=
	17	0.73	28	29
	25	0.95	26	30
BALLY CLARE	12	0.38	35	1
	2	0.66	34	2
	9	0.04	33	3
	1	0.44	32	4=
	5	0.30	32	4=
	6	0.26	32	4=
	4	0.08	31	7
	7	0.03	30	8=
	10	0.01	30	8=
	11	0.01	30	8=
	3	0.09	29	11=
	8	0.04	29	11=
CRUMLIN	3	0.51	42	1
	7	0.01	39	2=
	8	0.02	39	2=
	9	0.06	39	2=
	5	0.15	38	5
	6	0.08	36	6
	4	0.46	35	7=
	10	0.11	35	7=
	1	0.77	34	9
	2	1.15	32	10
RANDALSTOWN	9	0.72	40	1
	10	0.98	39	2
	5	0.17	37	3
	1	0.06	36	4=
	4	0.22	36	4=
	6	0.17	35	6=
	7	1.64	35	6=
	11	0.24	35	6=
	12	0.20	35	6=

	2	0.12	33	10=
	8	0.08	33	10=
	3	2.67	32	12
TOOME	1	0.33	40	1
	7	0.37	37	2
	4	0.90	36	3
	3	0.43	35	4=
	6	0.11	35	4=
	2	0.85	33	6=
	5	0.58	33	6=

ELER Appendix E: Record and Assessment of Zoned Employment Lands Still Available

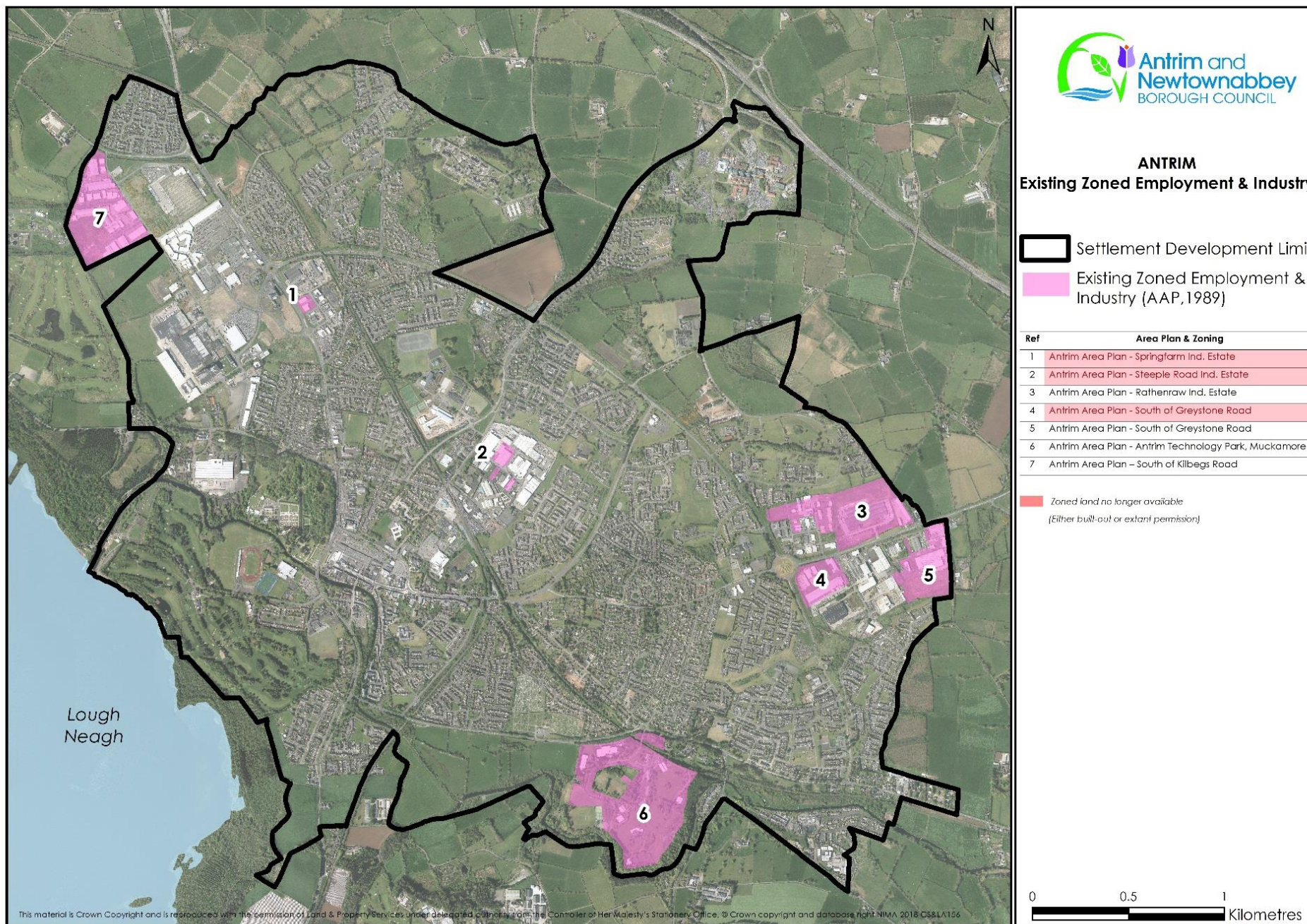


SETTLEMENT	AREA PLAN & ZONING REF.	MAP REF.	TOTAL LAND ZONED (ha)	REMAINING AVAILABLE (Ha)	SITE FEATURES/COMMENT	PLANNING HISTORY
METROPOLITAN NEWTOWNABBEY	BUAP: Ballynure Rd BMAP 2004: MNY 07 (66% of zoning) BMAP 2014: MNY 05 (zone A)	1	BUAP: 60.00 BMAP 2004: 59.50 BMAP 2014: 59.50	BUAP: 56.70 BMAP 2004: 56.70 BMAP 2014: 56.70	Largely undeveloped greenfield lands. Access road exists from A8 to west to and extends into part of site. Railway line forms northern boundary. Boundary vegetation exists to help screen site from critical viewpoints. Lands reserved for Landscape Amenity or Recreation Use to the east.	U/2014/0385/RM – 27 No. Buildings and associated infrastructure for Invest NI Industrial Park comprising Class B1 Business, Class B2 Light Industrial and Class B3 General Industrial - Permission Granted 26.04.16
	BUAP: Mallusk Rd BMAP 2004: MNY 19 (20% of zoning) BMAP 2014: MNY 15 (20% of zoning)	2	BUAP: 38.00 BMAP 2004: 37.97 BMAP 2014: 37.97	BUAP: 0.00 BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
	BUAP - Monkstown Avenue	3	BUAP: 4.50	BUAP: 0.00	N/A	N/A
	BMAP 2004: MNY 07 (34% of zoning) BMAP 2014: MNY 05 (zone B)	4	BMAP 2004: 31.78 BMAP 2014: 31.21	BMAP 2004: 25.58 BMAP 2014: 25.58	Largely undeveloped greenfield lands, generally flat rising gently towards the centre at certain points. Existing road runs north/south through centre of site. Intermittent vegetation/tree screening along northern boundary with M2 and lands generally open to view from the Antrim Rd to the south.	LA03/2017/0135/F - Erection of Warehousing/Distribution Unit with Associated Offices and Car Parking - Permission Granted 18.07.17 (western portion of vacant lands) LA03/2018/0091/RM - Proposed crematorium facility and ancillary development - Pending (eastern portion of vacant lands) U/2014/0215/O - Proposed crematorium facility and ancillary development - Permission Granted 03.02.15 (eastern portion of vacant lands).
	BMAP 2004: MNY 08 BMAP 2014: MNY 06	5	BMAP 2004: 19.44 BMAP 2014: 20.01	BMAP 2004: 17.49 BMAP 2014: 17.49	Largely undeveloped greenfield lands, bounded to south by Antrim Road and to north by M2.	LA03/2017/0553/F - Change of use of vacant industrial unit to a sui generis gymnasium, including demolition of single storey office area, demolition of rear lean to structure, re-cladding of retained structure and associated parking area. Permission Granted 11.08.17 (existing unit within zoned lands) U/2012/0103/F - Development of a 250kw Anaerobic Digestion Plant with external silage storage area and small office/canteen, to replace buildings 4 & 5 of previously approved application U/2008/0367/F - Permission Granted 14.05.13 (eastern portion of lands)
	BMAP 2004: MNY 09 BMAP 2014: MNY 07	6	BMAP 2004: 33.97 BMAP 2014: 32.66	BMAP 2004: 21.64 BMAP 2014: 22.79	Largely undeveloped lands located north and south of an existing Watercourse (Ballymartin Water). Lands are flat and generally open to view from the Antrim Road adjacent the site to the north.	U/2013/0232/RM - Proposed Industrial/Business Park (Implementation of right hand turning lane access on to Antrim Road and associated service road as approved under planning approval (U/2009/0024/O) - Permission Granted 02.12.14

BMAP 2004: MNY 10 BMAP 2014: MNY 08	7	BMAP 2004: 1.64 BMAP 2014: 1.63	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
BMAP 2004: MNY 11	8	BMAP 2004: 2.15	BMAP 2004: 0.00	N/A	N/A
BMAP 2004: MNY 12 BMAP 2014: MNY 09	9	BMAP 2004: 5.76 BMAP 2014: 4.68	BMAP 2004: 1.74 BMAP 2014: 0.70	Undeveloped portion heavily landscaped around perimeter. Existing open space adjacent to north.	No Planning History
BMAP 2004: MNY 13	10	BMAP 2004: 2.32 BMAP 2014: 0.00	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
BMAP 2004: MNY 14 BMAP 2014: MNY 10	11	BMAP 2004: 18.13 BMAP 2014: 18.09	BMAP 2004: 2.10 BMAP 2014: 2.10	Undeveloped portion on western side of Church Road, rising gently westwards, from front to rear. Heavily landscaped to north and west with open views from Church Road, adjacent the site to the east. Large areas of existing open space to southeast.	LA03/2017/0925/O - Hotel, office and cinema - Pending NB. There is an application on the existing warehouse units U/2014/0339/O - Mixed use development comprising a food store (gross floor space 5531m ²)(Class 1), petrol filling station, business enterprise/incubator units (gross floor space 2928m ²) and associated highway, footpath, landscape and other works including car parking and pedestrian link to Valley Park (Readvertisement) (amended layout and additional information)
BMAP 2004: MNY 15 BMAP 2014: MNY 11	12	BMAP 2004: 22.09 BMAP 2014: 22.09	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
BMAP 2004: MNY 16 BMAP 2014: MNY 12	13	BMAP 2004: 6.50 BMAP 2014: 1.79	BMAP 2004: 2.40 BMAP 2014: 0.00	N/A	LA03/2016/0178/F - Erection of 2 dwellings (change of house type from previously approved U/2012/0064/F at site 15 and 16 to include single storey rear extension), (on BMAP 2004 zoned lands which are unzoned in BMAP 2014) Granted 10.05.16 U/2012/0064/F - Development of 30No. semi-detached dwellings (on BMAP 2004 zoned lands which are unzoned in BMAP 2014). Granted 28.06.13
BMAP 2004: MNY 17 BMAP 2014: MNY 13	14	BMAP 2004: 7.22 BMAP 2014: 7.20	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
BMAP 2004: MNY 18 BMAP 2014: MNY 14	15	BMAP 2004: 1.88 BMAP 2014: 1.88	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A

	BMAP 2004: MNY 19 (80% of zoning) BMAP 2014: MNY 15	16	BMAP 2004: 151.86 BMAP 2014: 151.86	BMAP 2004: 4.68 BMAP 2014: 4.68	Undeveloped portion bordered by public road, to north and surrounded by commercial uses. Open views of site from the public road.	No Planning History
	BMAP 2004: MNY 20 BMAP 2014: MNY 16	17	BMAP 2004: 11.68 BMAP 2014: 11.46	BMAP 2004: 0.71 BMAP 2014: 0.71	Undeveloped portion bordered by public road, to south and elsewhere by commercial uses. Open views of site from the public road.	No Planning History for vacant land. Planning applications on existing units for uses other than industry/employment include LA03/2017/0114/F - Mixed use development comprising 8no light industrial units, petrol filling station and associated shop and creation of new vehicular access point onto Mallusk Drive (Amended Proposal) Granted 27.06.17.
	BMAP 2004: MNY 21 BMAP 2014: MNY 17	18	BMAP 2004: 2.26 BMAP 2014: 2.10	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
	BMAP 2004: MCS 02	19	BMAP 2004: 7.73 BMAP 2014: 0.00	BMAP 2004: 7.73 BMAP 2014: 0.00	N/A	U/2013/0147/O University of Ulster Jordanstown Campus Shore Road Newtownabbey BT37 0QB Redevelopment masterplan for a mixed-use scheme including 600 dwellings; village centre (providing local retail, office and services facilities): relocated playing pitches; a research and development park and retention of existing facilities (sport centre, student accommodation and FireSERT research building). (Amended design and access statement, layout details and further information) Refused - 19.08.15 Appeal Dismissed - 03.11.16
TOTAL	BUAP		102.50	56.70		
	BMAP 2004		423.88	140.77		
	BMAP 2014		404.13	130.75		

Zoned Land no longer available, either built-out
or extant permission



ANTRIM Existing Zoned Employment & Industry

- Settlement Development Limit
- Existing Zoned Employment & Industry (AAP, 1989)

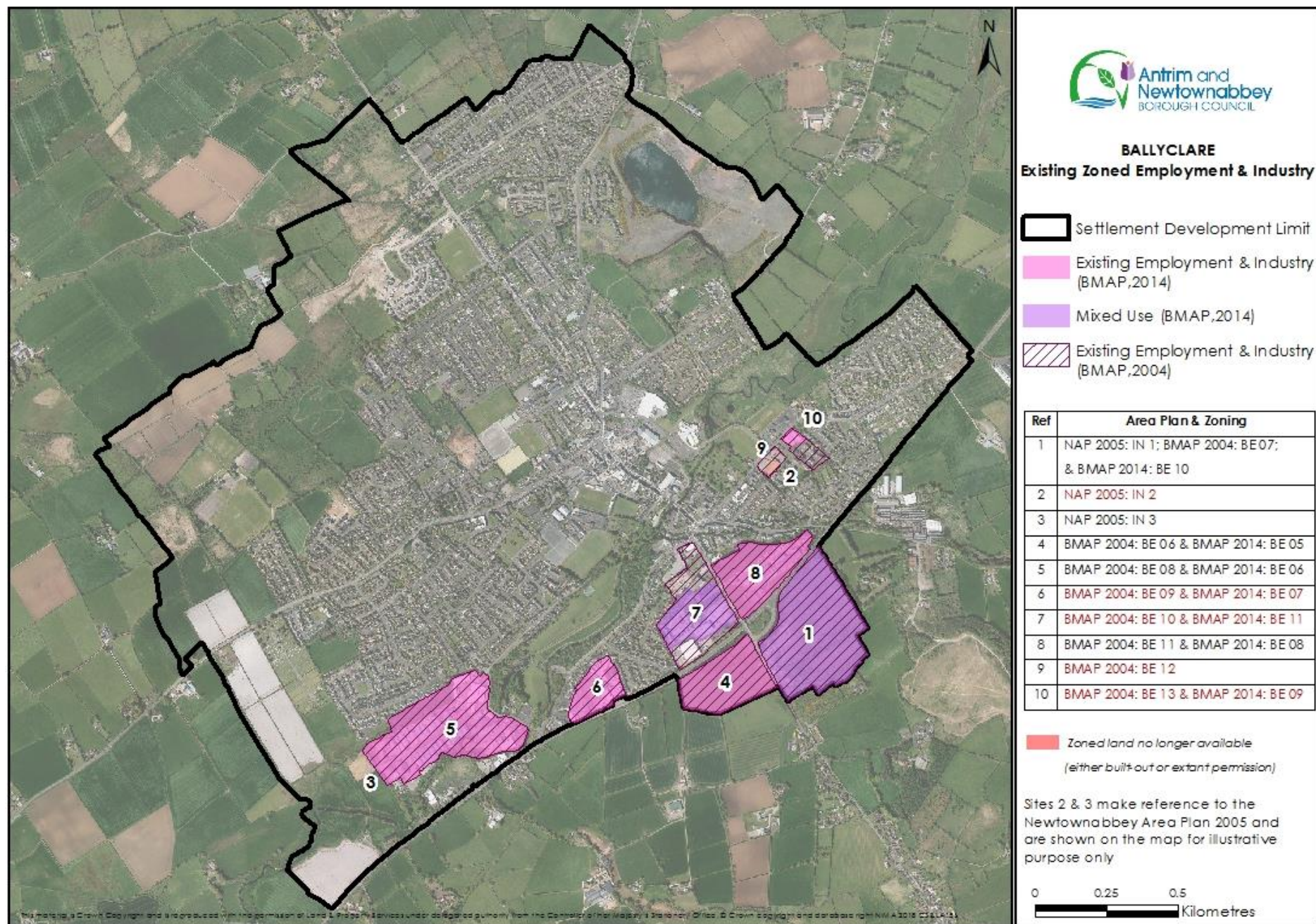
Ref	Area Plan & Zoning
1	Antrim Area Plan - Springfarm Ind. Estate
2	Antrim Area Plan - Steeple Road Ind. Estate
3	Antrim Area Plan - Rathenraw Ind. Estate
4	Antrim Area Plan - South of Greystone Road
5	Antrim Area Plan - South of Greystone Road
6	Antrim Area Plan - Antrim Technology Park, Muckamore
7	Antrim Area Plan - South of Kilbegs Road

Zoned land no longer available
(Either built-out or extant permission)

0 0.5 1
Kilometres


SETTLEMENT	AREA PLAN & ZONING REF.	MAP REF.	TOTAL ZONED LAND (Ha)	REMAINING AVAILABLE LAND (Ha)	SITE FEATURES/COMMENT	PLANNING HISTORY
ANTRIM	Antrim Area Plan - Springfarm Ind. Estate	1	0.63	0.00	N/A	N/A
	Antrim Area Plan - Steeple Road Ind. Estate	2	1.31	0.00	N/A	N/A
	Antrim Area Plan - Rathenraw Ind. Estate	3	14.37	3.24	Two parcels of undeveloped greenfield land. Western portion - flat with well-defined boundaries, open to views from adjacent public road to east and slightly less so from public road to west. Housing adjacent site to north, commercial uses to east and south, undeveloped land to west bordering public road. Eastern portion - backland site, flat, housing to north, undeveloped land to east, commercial uses to west, opens view of site from north, east and west.	T/2014/0410/F - 4No. warehouse / storage units with offices on separate sites with separate accesses - Permission Granted 30.03.15
	Antrim Area Plan - South of Greystone Road	4	4.51	0.30	N/A	N/A
	Antrim Area Plan - South of Greystone Road	5	8.04	2.91	Existing employment land within portion of undeveloped greenfield land, flat, with commercial usage to north and west, housing to south with mainly undeveloped land to east. Site open to view from housing to south, mature screening on boundary to public road to east.	LA03/2018/0256/F - Construction of an additional building on site for soil storage and treatment (relocation of existing process). Permission Granted 09.07.18 LA03/2017/0048/F - Proposed chemical treatment facility and associated offices (variation of Condition 5 Appendix A of planning approval T/2009/0655/F to include two new EWC codes). Permission Granted 23.05.17 LA03/2015/0020/F - Retrospective application for proposed portal framed single storey loading/off-loading chassis lift canopy building. Permission Granted 07.07.15
	Antrim Area Plan – Antrim Technology Park	6	25.96	2.20	Undeveloped areas within business park consist of greenfield parcels of land. Park serviced by internal roadway. Whilst more than 2.2 ha of land appears to be available for development in the technology park, there is a need to retain the parkland setting and therefore potential development land has been restricted to areas of less amenity value.	T/2014/0494/F - Purpose built laboratories, offices, production and storage - Permission Granted 10.11.15
	Antrim Area Plan Alteration No.3 - Kilbegs	7	14.51	3.30		
TOTAL			69.33	11.95		

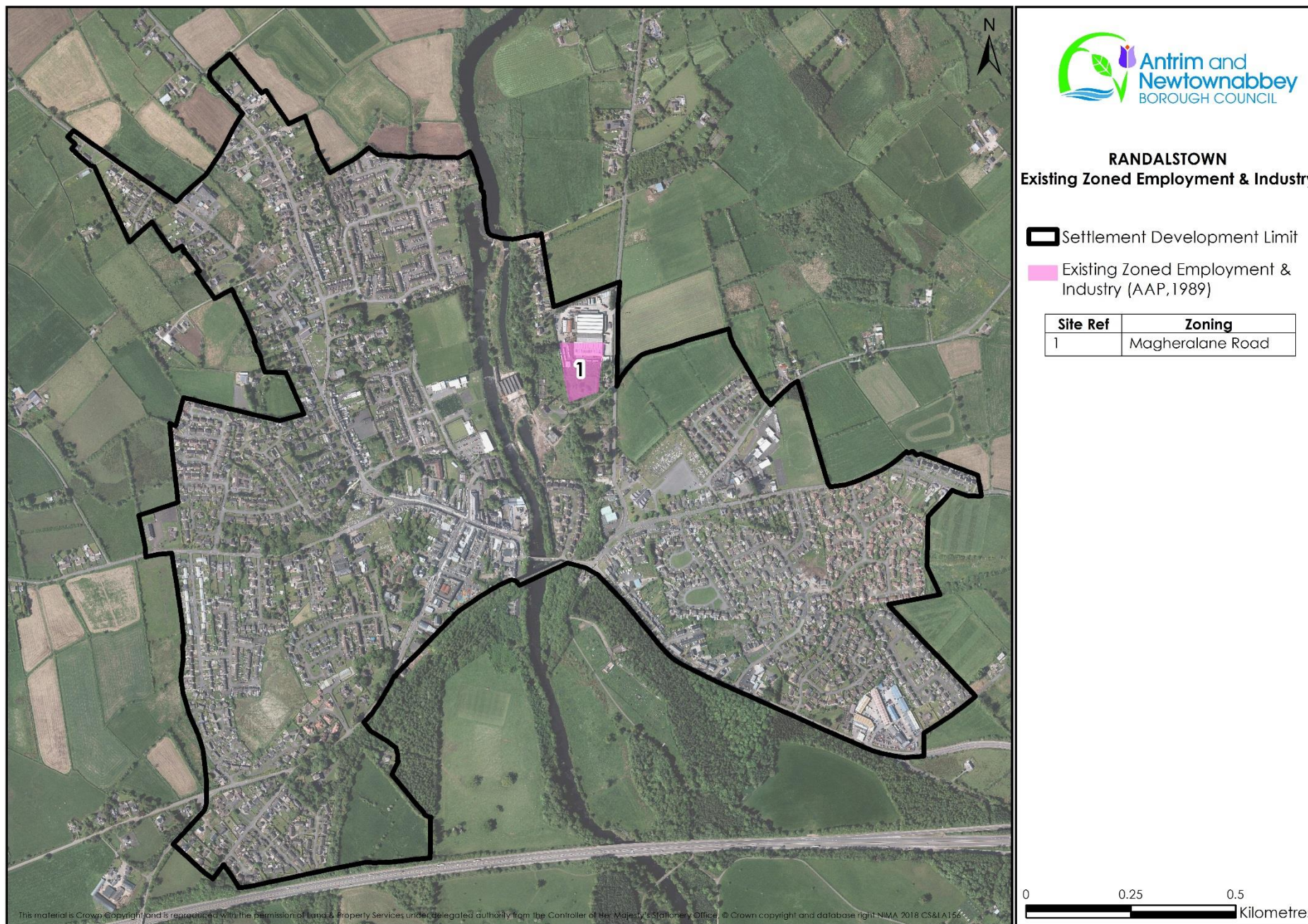
 Zoned Land no longer available, either built-out or extant permission



SETTLEMENT	AREA PLAN & ZONING REF.	MAP REF.	TOTAL ZONED LAND (Ha)	REMAINING AVAILABLE LAND (Ha)	SITE FEATURES/COMMENT	PLANNING HISTORY
BALLYCLARE	NAP 2005: IN1 BMAP 2004: BE 07 BMAP 2014: BE 10	1	NAP: 12.12 BMAP 2004: 12.12 BMAP 2014: 3.99 for employment use	NAP: 12.12 BMAP 2004: 12.12 BMAP 2014: 3.99 for employment use	Undeveloped greenfield site, on edge of settlement limit. Generally flat but rising towards the northeast. Boundaries well defined but boundary to south less defined. Open views of the site from public road to west but well screened from views from the north due to raised embankment and dense vegetation along northern boundary. Dense vegetation along eastern boundary providing screening. BMAP 2014 zoning is for mixed-use, KSR for 30% use for Employment Use.	U/2012/0213/RM - Development of vacant land to provide a housing scheme on 70% of the application site and an area of employment/industry on 30% of the site. Permission Granted 26.03.15
	NAP 2005: IN2	2	NAP: 1.70	NAP: 0.00	Developed as housing	N/A
	NAP 2005: IN3 NB: Site reduced in NAP Modification	3	NAP: 5.00	NAP: 3.83	Undeveloped greenfield lands between housing to north and industrial units to south (northern portion) extending west to settlement limit and south (southern portion). Northern portion partially overgrown and overlooked by housing to north, bounded by commercial units to east and south. Southern portion flat, set back from public road to south with partially defined boundaries to north and west, undefined boundary to south and existing commercial/industrial units to east. Vegetation to south screens views from public road.	No Planning History
	BMAP 2004: BE 06 BMAP 2014: BE 05	4	BMAP 2004: 5.44 BMAP 2014: 5.44	BMAP 2004: 5.44 BMAP 2014: 5.44	Undeveloped greenfield site, on edge of settlement limit, generally flat. Well defined boundaries to north, east and west but no existing physical boundary to south. Site open to views from public road to east but well screened from view from public road to north due to raised embankment and dense vegetation. Access point exists from Hillhead Road.	No Planning History
	BMAP 2004: BE 08 BMAP 2014: BE 06	5	BMAP 2004: 11.49 BMAP 2014: 11.49	BMAP 2004: 1.06 BMAP 2014: 1.06	Undeveloped greenfield lands in three portions surrounding a large existing commercial premises. Northern portion is flat with dense vegetation along north west/northern boundary providing screening to housing beyond, existing commercial site to south, public road to west with open views to site. Western portion is flat with commercial use to north and east, public roads to west and south providing open views of site. Southern portion is flat located between existing commercial use and public road. Appears to be part of the existing commercial use. Open views of site from adjacent public road.	No Planning History for vacant land Application for change of use of one industrial unit to a gym (LA03/2016/0907/F) Granted 13.1.17
	BMAP 2004: BE 09 BMAP 2014: BE 07	6	BMAP 2004: 2.63 BMAP 2014: 2.63	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
	BMAP 2004: BE 10 BMAP 2014: BE 11	7	BMAP 2004: 6.63	BMAP 2004: 0.00 BMAP 2014: 0.00	Residential development on site in central area of zoning. Existing industrial units to northern and southern section of zoned lands.	U/2014/0109/RM - Proposed mixed use redevelopment incorporating business/light industrial, non-food retail and residential uses

			BMAP 2014: 1.24 for Employment Use			(47 No. dwellings) - Permission Granted 25.03.15 U/2011/0138/F - Mixed use development to include 5 no light industrial business units, day care/crèche, foodstore, 1 no retail warehouse, petrol station with kiosk and car wash, access improvements and ancillary works. Application Withdrawn
	BMAP 2004: BE 11 BMAP 2014: BE 08	8	BMAP 2004: 5.24 BMAP 2014: 5.24	BMAP 2004: 1.70 BMAP 2014: 1.70	Large commercial building on site surrounded by hard standing. Undeveloped portion fronting onto Hillhead Road.	U/2014/0221/F - Part change of use of the existing Dennison Commercial Factory to treatment facility for 'end of life' vehicles - to comprise of vehicle dismantling, vehicle repairs and parts storage - Permission Granted 09.06.15
	BMAP 2004: BE 12	9	BMAP 2004: 0.57	BMAP 2004: 0.00	N/A	N/A
	BMAP 2004: BE 13 BMAP 2014: BE 09	10	BMAP 2004: 1.05 BMAP 2014: 0.31	BMAP 2004: 0.00 BMAP 2014: 0.00	N/A	N/A
TOTAL	NAP		18.82	15.95		
	BMAP 2004		45.17	20.32		
	BMAP 2014		30.34	12.19		

 Zoned Land no longer available, either built-out
or extant permission



SETTLEMENT	AREA PLAN & ZONING REF.	MAP REF.	TOTAL ZONED LAND (Ha)	REMAINING AVAILABLE LAND (Ha)	SITE FEATURES/COMMENT	PLANNING HISTORY
Randalstown	Antrim Area Plan - Magheralane Rd	1	1.17	0.7	Undeveloped greenfield land, flat, with established boundaries, set back from road to the east restricting public view of site. Existing commercial use adjacent to north, dwellings to east and south, undeveloped land to west.	T/2011/0418/F - Retention of change of use from manufacturing to used textile sorting, recycling and export facility. Permission Granted 29.11.13. Appeal Withdrawn 21.10.17
TOTAL			1.17	0.7		

ELER Appendix F: Final Scores and Rankings for Zoned Employment Lands

SETTLEMENT	SITE No. (on Appendix 5)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
		Specific protective designations	Flora/fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Applications /approvals in area	Nearby zonings	Compliance with SPPS/PPS4	Deliverability		
METROPOLITAN NEWTOWN/ABBAY	1	3	2	1	3	2	3	3	3	3	2	2	3	3	3	3	3	42	3=
	2	3	3	1	1	2	3	3	3	3	3	2	3	3	3	3	3	42	3=
	3	3	3	3	1	2	2	3	3	3	3	2	3	3	3	3	3	43	2
	4	3	2	2	2	2	3	3	2	2	2	3	3	3	3	3	3	41	8=
	5	3	1	3	2	2	3	3	2	2	3	3	3	3	3	3	2	41	8=
	6	3	1	1	2	1	2	3	2	2	2	3	3	3	3	3	2	36	15=
	7	3	3	3	2	3	2	3	3	3	2	2	3	1	2	3	3	41	8=
	8	3	3	2	1	1	2	3	3	3	3	3	1	1	2	2	3	36	15=
	9	2	3	1	2	2	2	3	3	3	3	3	3	1	1	3	3	38	13
	10	3	3	1	1	2	2	3	3	3	2	2	1	1	2	2	3	34	17
	11	2	2	3	2	2	3	3	3	3	3	3	3	3	1	3	3	42	3=
	12	2	2	3	1	2	2	3	3	3	3	3	3	3	1	3	3	40	11=
	13	2	2	2	1	2	2	3	3	3	2	2	1	1	1	2	2	31	18
	14	2	3	3	1	1	2	3	3	3	2	3	3	1	1	3	3	37	14
	15	3	3	2	1	3	3	3	3	3	2	2	3	1	2	3	3	40	11=
	16	3	3	1	1	2	3	3	3	3	3	2	3	3	3	3	3	42	3=
	17	3	1	3	1	2	3	3	3	2	3	3	3	3	3	3	3	42	3=
	18	3	3	2	2	3	3	3	3	3	3	3	3	1	3	3	3	44	1
	19	3	1	1	2	2	3	3	2	2	1	3	2	1	1	2	1	30	19

SETTLEMENT	SITE No. (on Appendix 5)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
ANTRIM	1	Specific protective designations	Flora/fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Approvals in area	Nearby zonings	Compliance with SPPS/PPS4	Deliverability	45	4=
	2	3	3	3	1	2	3	3	3	3	3	3	3	3	3	3	3	45	4=
	3	3	2	3	3	2	3	3	3	3	3	3	3	3	3	3	3	46	2=
	4	3	3	3	3	2	3	3	3	3	3	3	3	3	3	3	3	47	1
	5	3	2	3	3	2	3	3	3	3	3	3	3	3	3	3	3	46	2=
	6	3	2	2	3	3	3	3	3	2	3	3	3	3	1	3	3	44	7
	7	3	3	3	2	1	3	3	3	3	3	3	3	3	3	3	3	45	4=

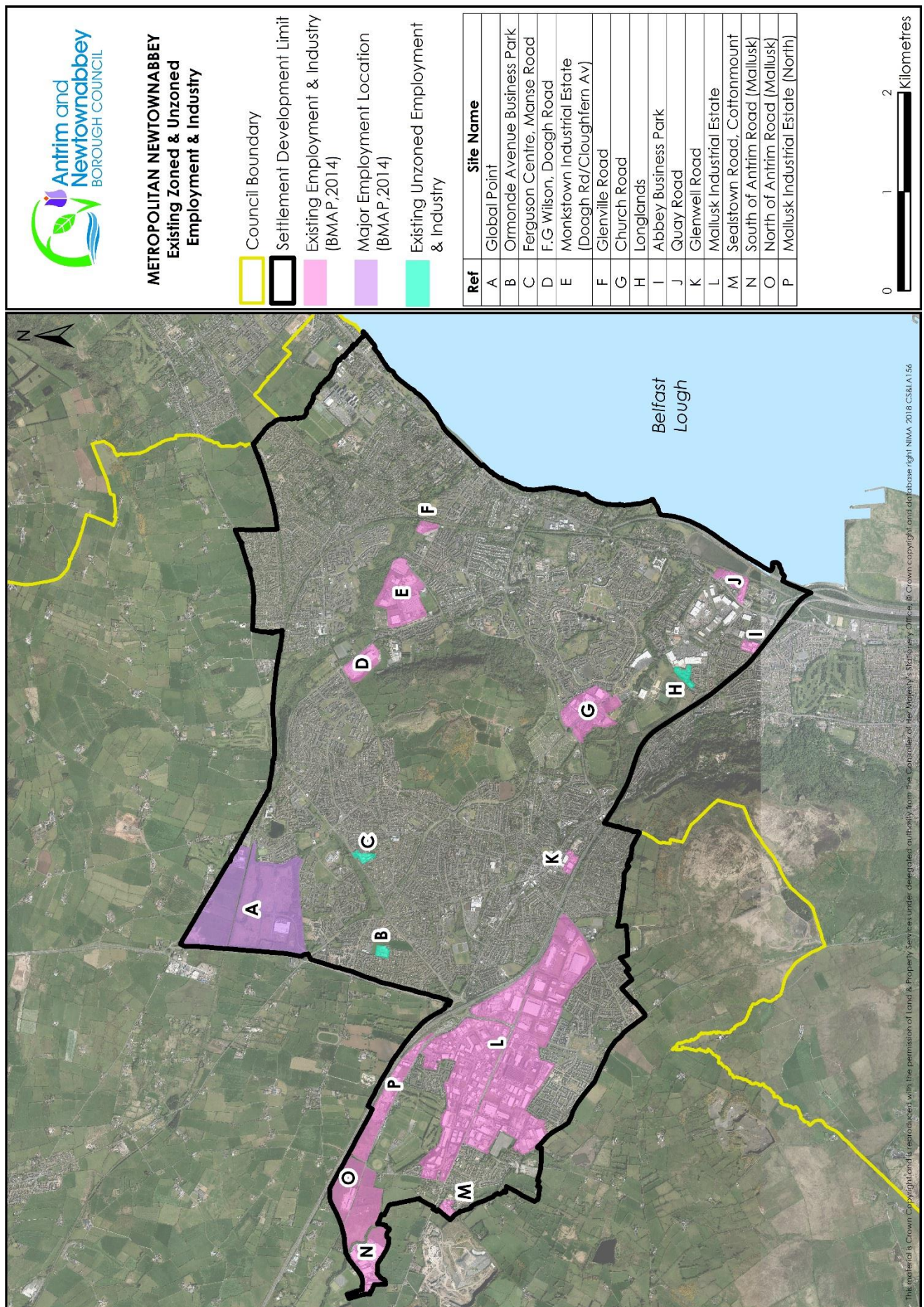
SETTLEMENT	SITE No. (on Appendix 5)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK	
		Specific protective designations	Flora/ fauna features	Built Heritage features	Landscape features	Flooding	Proximity to main traffic route	Proximity to public transport	Availability of services	Topography	Neighbouring land-uses	Potential residential amenity impact	Planning history	Approvals in area	Nearby zonings	Compliance with SPPS/ PPS4	Deliverability			
BALLYCLARE	1	3	1	1	3	2	3	3	2	2	3	3	3	3	3	3	2	2	40	4
	2	3	3	3	1	3	3	3	3	3	1	1	1	1	3	1	1	1	34	=8
	3	3	2	3	2	2	3	3	2	2	2	2	3	3	3	2	2	2	39	5
	4	3	3	3	3	3	3	3	2	3	2	3	3	3	3	3	2	2	45	1
	5	3	1	1	2	1	3	3	3	2	2	3	3	3	2	3	3	3	38	=6
	6	3	3	3	1	2	3	3	3	3	2	2	3	1	1	2	3	3	38	=6
	7	3	3	3	1	3	3	3	3	3	2	3	3	3	3	3	3	3	45	1=
	8	3	2	1	2	3	3	3	3	3	2	3	3	3	3	3	3	3	43	3
	9	3	3	3	1	3	3	3	3	3	1	1	1	1	3	1	1	1	34	=8
	10	3	3	3	1	2	3	3	3	3	2	2	3	1	1	2	3	3	38	=6

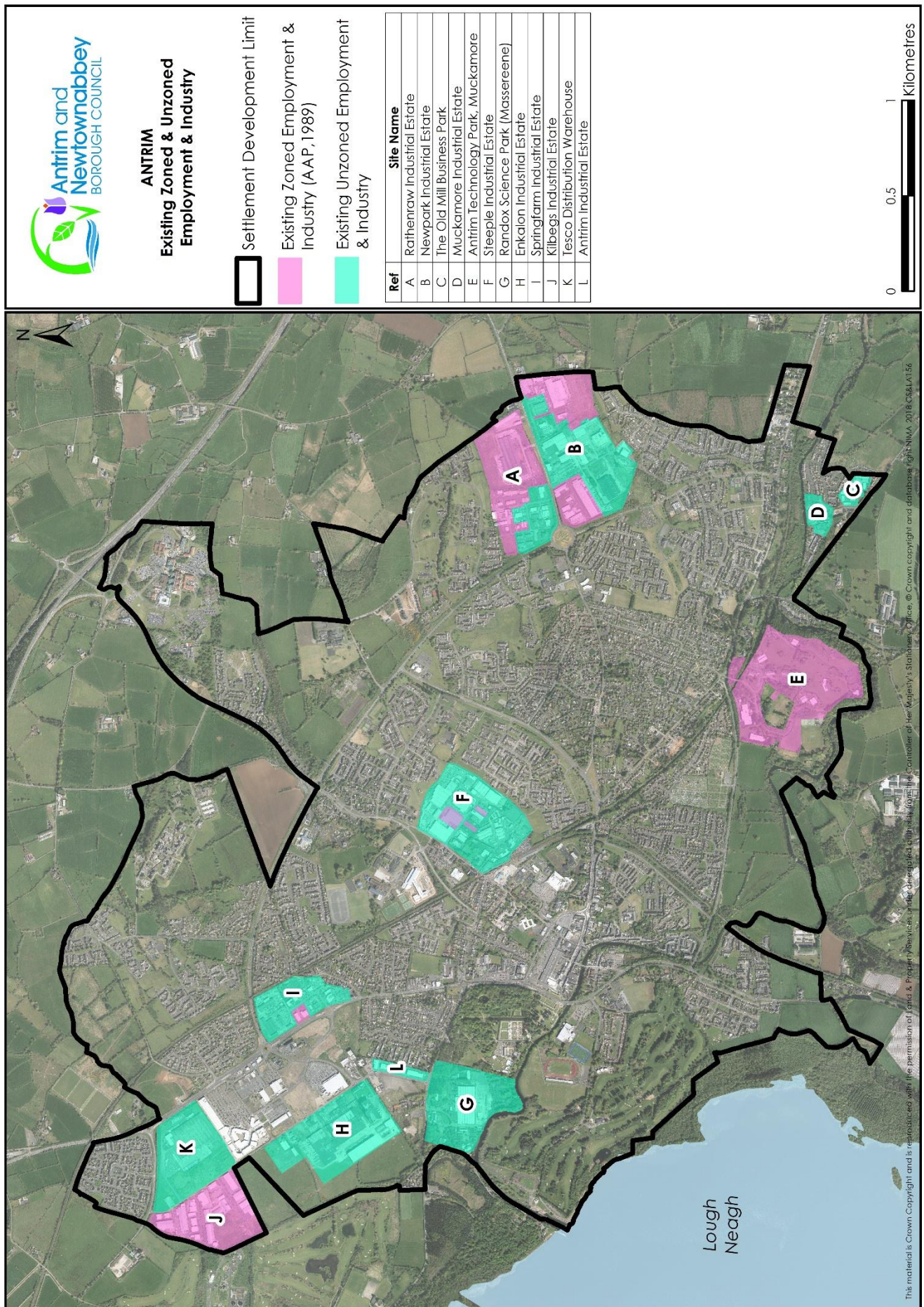
SETTLEMENT	SITE No. (on Appendix 5)	ENVIRONMENTAL CONSIDERATIONS					INFRASTRUCTURE & CONNECTIONS CONSIDERATIONS			PHYSICAL CONSIDERATIONS			PLANNING AND POLICY CONSIDERATIONS					TOTAL (out of 48)	RANK
RANDALSTOWN	1	Specific protective designations	3					Proximity to main traffic route	3				Planning history	2				42	1
		Flora/fauna features	2					Proximity to public transport	3				Applications /approvals in area	3					
		Built Heritage features	3					Availability of services	2				Neighbouring land-uses	3					
		Landscape features	3					Topography	3				Potential residential amenity impact	3					
		Flooding	3										Compliance with SPPS/PPS4	3					
													Nearby zonings	2					
													Deliverability	1					

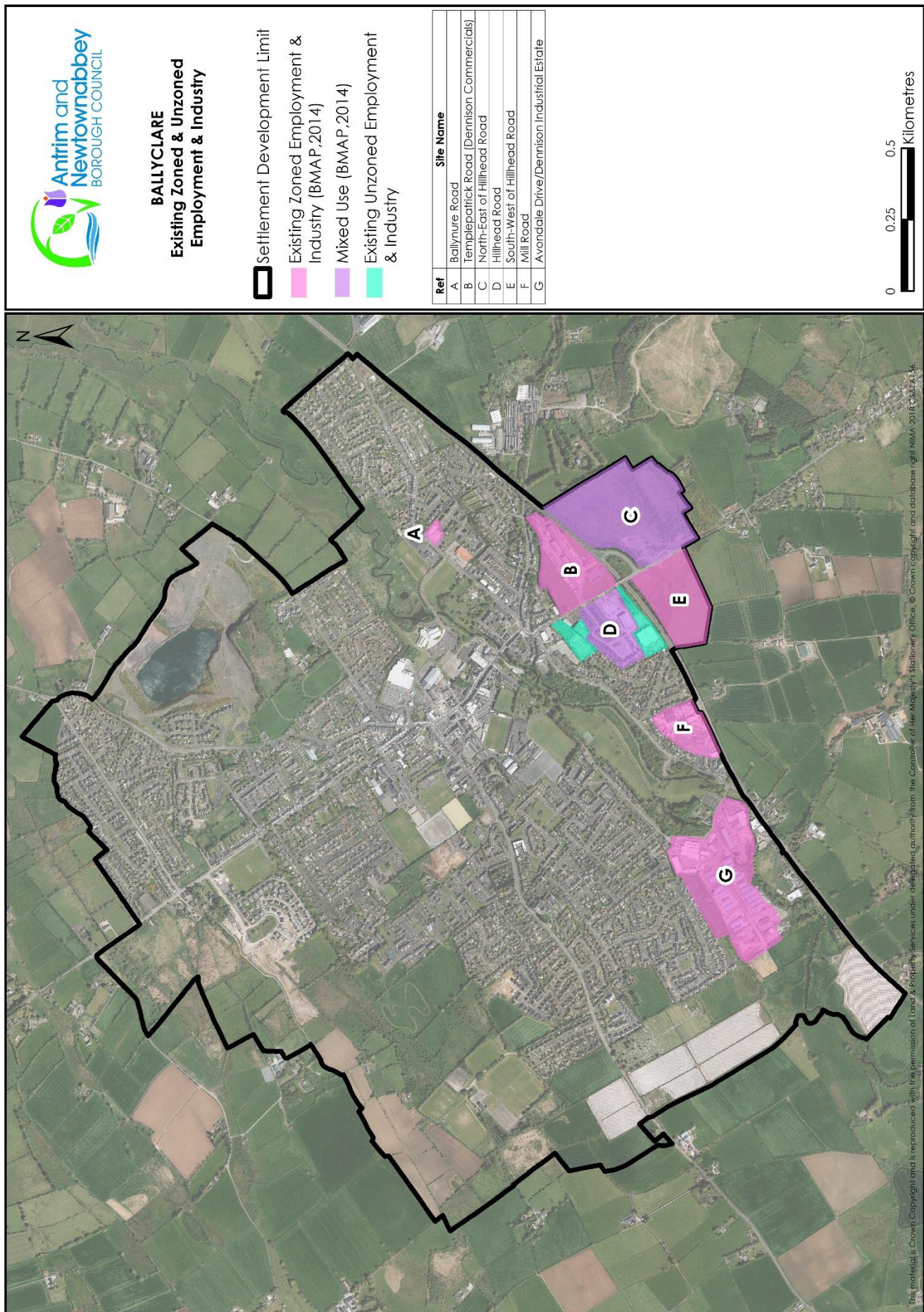
SETTLEMENT	SITE No.	REMAINING SITE AREA (Ha)	TOTAL SCORE (out of 48)	RANK
METROPOLITAN NEWTOWNABBEY	18	BMAP 2004: 0.00 BMAP 2014: 0.00	44	1
	3	BUAP: 0.00	43	2
	1	BUAP: 56.70 BMAP 2004: 56.70 BMAP 2014: 56.70	42	3=
	2	BUAP: 0.00 BMAP 2004: 0.00 BMAP 2014: 0.00	42	3=
	4	BMAP 2004: 25.58 BMAP 2014: 25.58	42	3=
	11	BMAP 2004: 2.10 BMAP 2014: 2.10	42	3=
	16	BMAP 2004: 4.68 BMAP 2014: 4.68	42	3=
	17	BMAP 2004: 0.71 BMAP 2014: 0.71	42	3=
	5	BMAP 2004: 17.49 BMAP 2014: 17.49	41	8=
	7	BMAP 2004: 0.00 BMAP 2014: 0.00	41	8=
	12	BMAP 2004: 0.00 BMAP 2014: 0.00	40	11=
	15	BMAP 2004: 0.00 BMAP 2014: 0.00	40	11=
	9	BMAP 2004: 1.74 BMAP 2014: 0.70	38	13
	14	BMAP 2004: 0.00 BMAP 2014: 0.00	37	14
	6	BMAP 2004: 21.64 BMAP 2014: 22.79	36	15=
	8	BMAP 2004: 0.00 BMAP 2014: 0.00	36	15=
	10	BMAP 2004: 0.00 BMAP 2014: 0.00	34	17
	13	BMAP 2004: 2.40 BMAP 2014: 0.00	31	18
	19	BMAP 2004: 7.73 BMAP 2014: 0.00	30	19
ANTRIM	3	3.24	47	1=
	4	0.30	47	1=
	5	2.91	47	1=
	1	0.00	45	4=
	2	0.00	45	4=
	7	3.30	45	4=
	6	2.20	44	7
BALLYCLARE	4	BMAP 2004: 5.44 BMAP 2014: 5.44	45	1=
	7	BMAP 2004: 0.00 BMAP 2014: 0.00	45	1=
	8	BMAP 2004: 1.70 BMAP 2014: 1.70	43	3
	1	NAP: 12.12 BMAP 2004: 12.12 BMAP 2014: 3.99 for employment use	40	4

	3	NAP: 3.83	39	5
	5	BMAP 2004: 1.06 BMAP 2014: 1.06	38	6=
	6	BMAP 2004: 0.00 BMAP 2014: 0.00	38	6=
	2	NAP: 0.000	34	8=
	9	BMAP 2004: 0.00	34	8=
	10	BMAP 2004: 0.00 BMAP 2014: 0.00	34	8=
RANDALS TOWN	1	0.70	42	1

ELER Appendix G: Existing Employment Lands in Top Three Tier Settlements

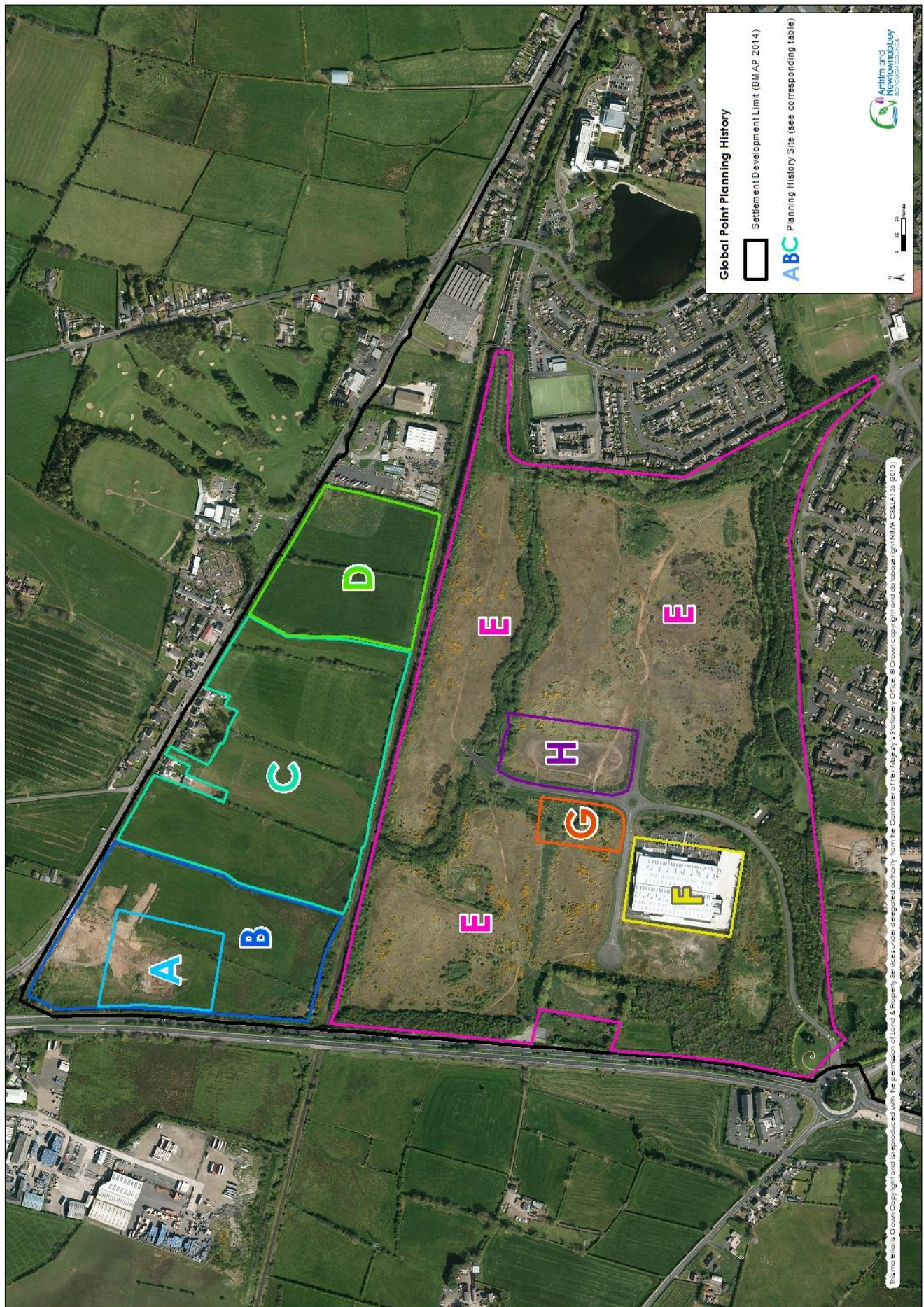






ELER Appendix H: Global Point Employment Planning History

Ref.	Proposal	Decision
Area A		
LA03/2017/0135/F	Erection of Warehousing/Distribution Unit with Associated Offices and Car Parking	Granted 18.07.2017
Area B		
U/2000/0704/O	Site for light industrial, warehousing, distribution, showroom uses with ancillary offices and associated access, parking and landscaping.	Granted 22.05.02
U/2005/0006/RM	Erection of 8 no. warehouse units with associated office/ancillary accommodation, ranging in size from 8000-45235 sq. ft.	Granted 19.04.2006
U/2007/0808/F	Renewal of a previously approved planning application for 8no warehouse units with associated office/ancillary accommodation, ranging from 8000-45235 sq. ft.	Granted 07.01.2009
U/2009/0055/F	Erection of light industrial units & warehousing/distribution units with associated parking.	Granted 17.08.2011
Area C		
U/2001/0392/O	Industrial development.	Refused 10.09.2012
Area D		
U/2014/0215/O	Proposed crematorium facility and ancillary development	Granted 03.02.2015
LA03/2018/0091/RM	Proposed crematorium facility and ancillary development	Granted 20.08.2018
Area E		
U/2007/0267/O	Site for Invest NI Industrial Park comprising Class B1 Business, Class B2 Light Industrial and Class B3 General Industrial.	Granted 15.01.2008
U/2014/0385/RM	27No. Buildings and associated infrastructure for Invest NI Industrial Park comprising Class B1 Business, Class B2 Light Industrial and Class B3 General Industrial	Granted 18.04.2016
Area F		
U/2014/0388/RM	Industrial portal framed building containing production areas with ancillary office and plant space for precision engineering manufacturing, along with a service yard, car parking and landscaping	Granted 16.03.2015
Area G		
LA03/2018/0176/F	Construction of new 2 storey office building with car parking and site works	Granted 22.10.2018
Area H		
U/2001/0096/F	Erection of a Contact Centre/Class 4 Light Industrial Unit totalling 104,000 sq. (incorporating 24,000 sq.ft. mezzanines) and including associated access and landscaping	Granted 14.01.2003



ELER Appendix I: Belfast International Airport Employment Planning History

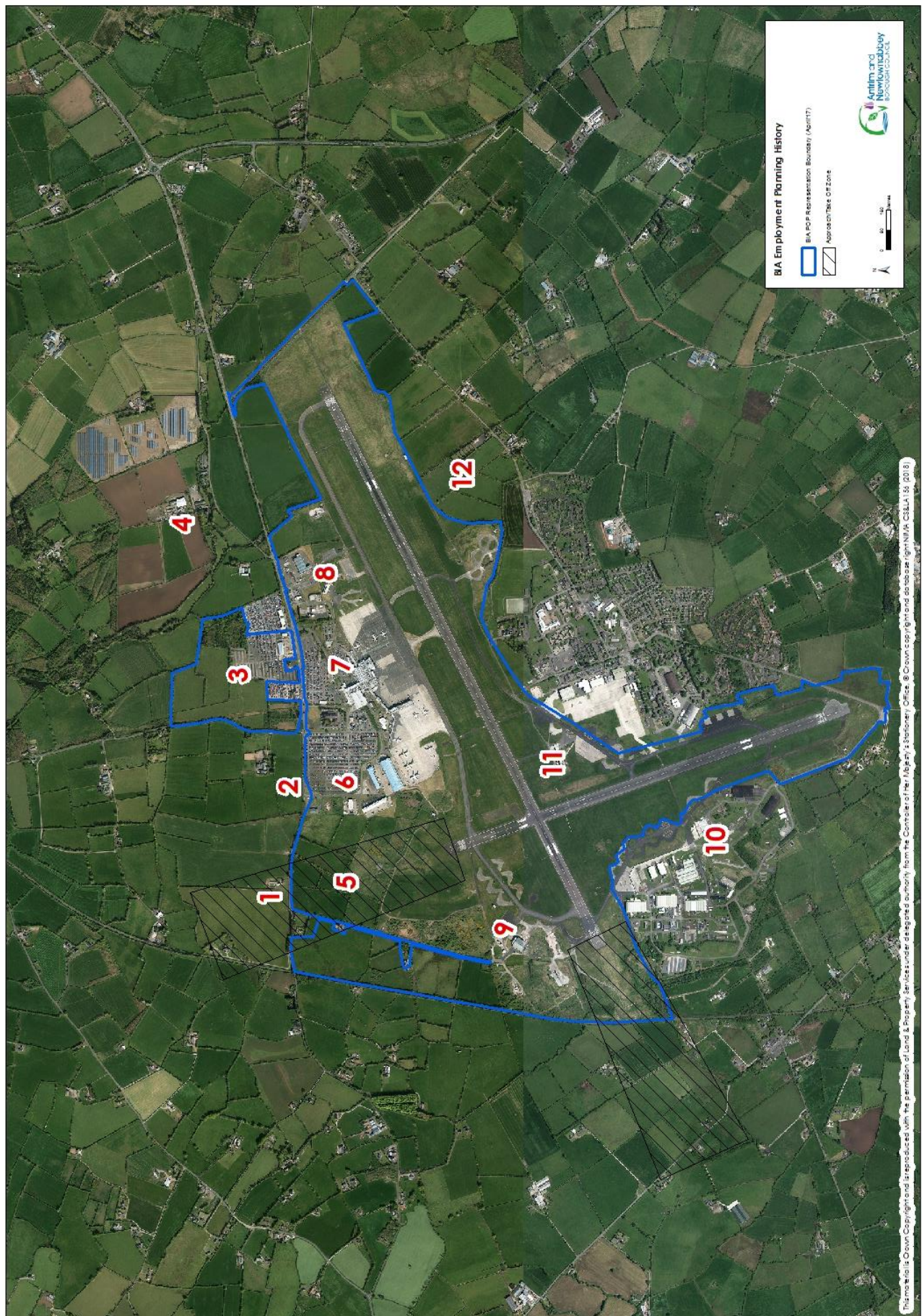
Ref.	Proposal	Decision
Area 1		
T/1995/0382	Erection of boarding kennels	Granted
Area 2		
T/1999/0479/O	Site for commercial development	Refused
T/2007/0227/F	Change of use from farm building to Light Industrial use. (Class B3)	Granted
T/2009/0341/F	Change of use from farmhouse, including conversion of an outbuilding and 1½ storey link extension to bed and breakfast accommodation (5no lettable rooms)	Granted
T/2011/0347/F	Proposed car storage compound incorporating existing shed and hardstanding for off-site car hire business	Refused
Area 3		
T/1973/0003	Site of hotel	Refused
T/1976/0077	Site of service industry/extension of existing operation	Granted
T/1976/0108	Site of warehousing	Granted
T/1977/0195	Site of petrol station	Refused
T/1978/0165	Site of hotel development and leisure facilities	Granted
T/1978/0404	Site of industry/commercial development	Granted
T/1983/0012	Cricket pavilion	Granted
T/1983/0377	Site of industrial/warehouse/commercial development	Granted
T/1985/0540	Extension to car park	Granted
T/1988/0175	Extension of hard-core area for parking of vehicles	Granted
T/1988/0347	Short term car park	Granted
T/1989/0183	Site of airport hotel	Granted
T/1989/0299	Temporary car park	Refused
T/1989/0573	Security fence	Granted
T/1991/0305	Temporary car parking on grassed area	Granted
T/1991/0306	Airfreight storage and distribution centre with undercover car parking facility	Granted
T/1991/0343	Temporary car park	Appeal Dismissed
T/1992/0036	Extension of existing car park to include adjoining grassed area	Granted
T/1992/0465	Car parking space for hire cars	Granted
T/1992/0564	Change of use from agricultural land to car park extension related to airport parking	Granted
T/2000/0461/F	Proposed change of use from farm site to car park	Appeal Dismissed
T/2000/0822/F	Extension to existing Airport Carpark (temporary permission)	Granted
T/2003/0088/RM	<i>Overlaps areas 3, 5, 6, and 9</i> Internal spine service road, 2no. Cargo handling/warehouse/distribution/storage units, airfield operational aircraft parking apron extension and works to public roads including alterations to roundabout, new Antrim Road link road and roundabout, widening of British Road.	Granted
T/2006/0499/F	Proposed temporary over flow extension to existing car park (peak periods only) in lieu of previously approved temporary car park ref T/2000/0822/F	Granted
T/2007/0009/LDP	Demolition of car depot building and maintain car parking within its footprint of 0.28 hectares	PD
T/2011/0181/F	Small substation enclosure to house controls for long stay car park lighting and comms	Granted
LA03/2015/0053/F	Existing car park passenger drop off/pickup building to be changed to a manual car wash, facilitating the need for a new car park passenger drop off/pickup shelter with the long stay car park.	Granted
LA03/2015/0642/F	Proposed petrol filling station, forecourt and services building including 1 no. retail shop, 3 no. café/restaurant units (one with drive-thru facilities), dining mall, seating area, play area, associated car parking with relocation of existing access onto the Ballyrobin Road	Granted
LA03/2016/0314/F	Proposed covered shelter for existing car wash facility	Granted

LA03/2016/0970/F	Proposed petrol filling station, forecourt and services building including 1 no. retail shop, 3 no. café/restaurant units (one with drive-thru facilities), dining mall, seating area, play area, associated car parking with relocation of existing access onto the Ballyrobin Road (Variation of Condition 10 of Planning Approval LA03/2015/0642/F to increase the maximum floorspace of shop unit from 204m ² to 232m ²)	Granted
LA03/2017/0422/F	Proposed change of use from play area to coffee shop	Granted
LA03/2017/0792/F	Proposed car hire compound for a car hire facility (amended proposal)	Granted
LA03/2018/0006/F	Proposed hotel development comprising 81 bedrooms, food and beverage offer, associated car parking spaces. New site access. Landscaping and all associated site and access works.	Granted
Area 4		
T/2007/0133/LDE	Retention of existing commercial car parking facility.	Appeal Dismissed
T/2011/0123/LDE	Retention of commercial car parking use	Granted
T/2014/0098/F	Installation and operation of a solar farm and associated infrastructure, including photovoltaic panels, mounting frames, inverters, transformers, substations, communications building, fence and pole mounted security cameras, for the life of the solar farm	Granted
LA03/2017/0005/LDE	Parking of Car Hire vehicles (up to a maximum of 10 vehicles)	Appeal Dismissed
LA03/2017/0895/F	Change of use from farm buildings and yard to provide an extension of existing commercial car park for users of Belfast International Airport	Refused
Area 5		
T/1997/0533/O	<i>Overlaps areas 5, 6, and 9</i> Cargo complexes, freight warehouses, distribution centres, cold stores, light industrial units, R & D units, business units, call centres, serviced offices, petrol filling station with convenience store, bar, restaurants, crèche and fitness/leisure suite, railway station, aircraft parking aprons, additional airport car parks, new roads, site specific car parking and landscaping.	Granted
T/2003/0088/RM	<i>Overlaps areas 3, 5, 6, and 9</i> Internal spine service road, 2no. Cargo handling/warehouse/distribution/storage units, airfield operational aircraft parking apron extension and works to public roads including alterations to roundabout, new Antrim Road link road and roundabout, widening of British Road.	Granted
T/2010/0333/F	Proposed distribution warehouse with ancillary office and associated site and access works	Granted
Area 6		
T/1984/0019	Site of hotel	Granted
T/1988/0429	Cargo complex	Granted
T/1991/0113	Extension to cargo terminal	Granted
T/1995/0110	Change of use from open space to extension to car park	Granted
T/1997/0533/O	<i>Overlaps areas 5, 6, and 9</i> Cargo complexes, freight warehouses, distribution centres, cold stores, light industrial units, R & D units, business units, call centres, serviced offices, petrol filling station with convenience store, bar, restaurants, crèche and fitness/leisure suite, railway station, aircraft parking aprons, additional airport car parks, new roads, site specific car parking and landscaping.	Granted
T/1997/0559	New freight forwarders building	Granted
T/1999/0360	Proposed new distribution warehouse, two storey offices and associated site works/car parking	Granted
T/2000/0576/F	New air cargo and freight distribution warehouse with associated offices, vehicle yard and car parking	Granted
T/2001/0861/F	New Single Storey Office Unit With Associated Car Parking And Loading Area.	Granted
T/2002/0847/A41	Internal modifications and extension to checkpoint 1 and re-siting and re-configuration of checkpoint 3.	PD

T/2003/0088/RM	Overlaps areas 3, 5, 6, and 9 Internal spine service road, 2no. cargo handling/warehouse/distribution/storage units, airfield operational aircraft parking apron extension and works to public roads including alterations to roundabout, new Antrim Road link road and roundabout, widening of British Road.	Granted
T/2004/1274/F	Variation of Condition No 01 of T/2000/0576/F, under Article 28 of the Planning (NI) Order 1991	Granted
T/2006/0904/O	Proposed Hotel and associated parking	Granted
T/2010/0333/F	Proposed distribution warehouse with ancillary office and associated site and access works	Granted
T/2012/0005/F	Proposed distribution warehouse with ancillary office and associated site and access works	Granted
T/2014/0107/F	Erection of a single storey extension (steel frame with composite cladding) to house parcel x-ray un	Granted
Area 7		
T/1974/0167	Change of use from outhouses into bookmakers shop	Granted
T/1976/0105	Conversion of outbuildings to temporary licensed premises	Granted
T/1976/0238	Reinstatement of bomb damaged licensed restaurant	Granted
T/1978/0069	Site of additional airport buildings, realignment of approach roads	Granted
T/1978/0433	Reinstatement of licensed restaurant and conversion of outbuilding to bar	Granted
T/1979/0540	Car hire depot	Granted
T/1980/0112	Car hire premises	Granted
T/1980/0124	Car hire premises	Granted
T/1981/0073	Car hire facilities	Granted
T/1981/0083	Amended car hire facilities	Granted
T/1981/0163	Car hire facility	Granted
T/1982/0007	Tyre storage depot and offices to include change of use of existing building	Granted
T/1984/0001	Flight catering unit and ancillary site works	Granted
T/1984/0533	Extension to flight catering unit	Granted
T/1985/0038	Toilet block	Granted
T/1986/0019	New toilet block	Granted
T/1987/0075	Site of hotel and associated facilities	Granted
T/1988/0469	Extension to main terminal building	Granted
T/1989/0443	Extension to passenger gate lounge	Granted
T/1991/0504	Hotel	Granted
T/1994/0565	Extension to airline catering facility	Granted
T/1995/4020	Charter traffic check-in facility	PD
T/1998/0082	Extension to existing hotel to include restaurant, function room, 54 bedrooms, 4 relocated meeting rooms, leisure suite and bar, and car parking	Granted
T/1999/4003	Extension to west pier lounge	PD
T/2003/1488/F	Alterations & extensions to existing terminal to provide new baggage sorting & reclaim facility, new arrivals hall & link to terminal, new departure lounges & pier to new departure gates, new retail extension & alterations to existing staff car parking.	Granted
T/2006/0202/LDP	Proposed new single storey covered walkway serving existing aircraft stands	PD
T/2007/0534/F	2-storey extension to the existing terminal to provide a new departures pier at first floor level and arrivals corridor at ground floor level.	Granted
T/2007/0946/LDP	Construction of additional hardstanding apron aircraft parking. Surface water drainage will discharge into existing airport storm water systems	PD
T/2008/0514/F	2 Storey extension to existing terminal to provide a new departures pier and toilets at first floor level and arrivals corridors at ground floor level	Granted
T/2009/0184/F	Proposed new circulation core and elevated link between existing check-in hall and main terminal	Granted
LA03/2017/0703/F	Proposed single storey toilet extension to check in hall at existing airport terminal building	Granted
Area 8		
T/1977/0199	Site of car hire firm and motor sales	Granted
T/1979/0529	Fuel storage tank and security fence and concrete bund wall	Granted
T/1983/0464	Restroom extension to newspaper sorters building	Granted

T/1988/0243	Aviation fuel depot	Granted
T/1996/0060	Construction of additional jet fuel storage tank	Granted
T/1999/0580	Extension to General Aviation Terminal to provide Fuel Storage	Granted
T/2000/0485/F	Change of Use of Distribution Warehouse to Car Rental Depot, including on Site Parking, Workshop and Office	Granted
T/2000/0487/F	Open Air Car Wash including New Access and Perimeter Fencing	Granted
T/2002/0847/A41	Internal modifications and extension to checkpoint 1, and re-siting and re-configuration of checkpoint 3.	PD
Area 9		
T/1980/0245	Industrial site	Granted
T/1987/0135/O	Site of aircraft fuel installation	Granted
T/1997/0533/O	<i>Overlaps areas 5, 6, and 9</i> Cargo complexes, freight warehouses, distribution centres, cold stores, light industrial units, R & D units, business units, call centres, serviced offices, petrol filling station with convenience store, bar, restaurants, crèche and fitness/leisure suite, railway station, aircraft parking aprons, additional airport car parks, new roads, site specific car parking and landscaping.	Granted
T/2000/0966/A41	Aircraft Maintenance Hangar	PD
T/2003/0088/RM	<i>Overlaps areas 3, 5, 6, and 9</i> Internal spine service road, 2no. Cargo handling/warehouse/distribution/storage units, airfield operational aircraft parking apron extension and works to public roads including alterations to roundabout, new Antrim Road link road and roundabout, widening of British Road.	Granted
T/2004/1232/F	New Distribution Depot Including Warehouse, Office Accommodation & Assoc. Parking.	Granted
T/2005/1080/F	New distribution depot including warehouse, office accommodation & associated parking.	Granted
T/2009/0593/F	NIFRS - The installation of 8no temporary mobile units to be used for training purposes (2no shower/WC units, 2no storage units, 4no training units)	Granted
T/2011/0459/F	Proposed replacement Aircraft Hanger	Granted
LA03/2015/0691/F	Extension to existing aircraft hangar and associated ancillary car parking.	Granted
LA03/2016/0143/F	Retention of modular cabin for operational flight support at Belfast International Airport	Granted
Area 10		
T/2009/0057/F	he Proposed development consists of the vertical extension of a single storey structure, the erection of 1 portal framed building to form a hanger, and the installation of 2 additional helipads.	Granted
Area 11		
T/1975/0303	Additional garage and workshop	Granted
Area 12		
T/2011/0182/F	252no car park to supersede approved 149no car park incidental to existing guesthouse and associated unimplemented approvals plus cycle shelter and surfaced maintenance and manoeuvring area for culvert	Refused

Excludes withdrawn applications and pre-app enquiries, along with applications for adjacent MOD lands, discharge of conditions, telecoms equipment, roads infrastructure, and outdoor advertising.



ELER Appendix J: Nutts Corner Employment Planning History

Ref.	Proposal	Decision
Area 1		
T/1974/0159	Café	Granted
T/1975/0090	Site of Hotel	Refused
T/1976/0286	Use of Site for the Parking of Commercial Vehicles	Granted
T/1977/0089	Office Extension	Granted
T/1986/0435	Extension to Garage and Reinstatement of Petrol Pumps with Canopy Included	Granted
T/1989/0533	Replacement Warehouse and Office	Granted
T/1991/0356	Alterations and Additions to Café	Granted
T/1997/0355	Site of Workshops and Garages	Granted
T/1997/0377	Workshop and Store	Granted
T/1998/0238	Extension of Existing Restaurant	Granted
T/1998/0502	Extension to Existing Warehouse	Granted
T/1999/0239	Target Worldwide Express Workshop and Garages	Granted
T/2005/0011/O	Site Of Warehouse.	Refused
T/2006/0670/F	Construction of canopy roof to provide covered loading area between existing warehouse buildings	Granted
T/2007/0287/F	Construction of a Purpose Built Car Maintenance & Tyre Service Bay & Use of Existing Car Repair Accommodation For Storage, Extension To Existing Car Parking	Granted
T/2008/0255/F	Extension & alteration of retail outlet to provide disabled toilet, additional storage and office space	Granted
LA03/2017/0047/F	Conversion of the first bay of unit 2 from car maintenance to sales, display and customer waiting area	Granted
Area 2		
T/2007/0799/F	Replacement of existing building with new building for use as contractors storage depot/workshop and associated external storage (amended plans received)	Granted
LA03/2017/0787/F	Alterations to entrance access to No. 72 and No. 72A Nutts Corner Road	Granted
Area 3		
T/2003/0223/F	Relocation of agricultural showroom and repair workshop with the demolition of existing premises at no 57 Nutts Corner Road	Granted
T/2004/0904/F	Change of Use to Offices.	Planning Appeal Upheld
T/2004/1410/F	Erection of single storey steel framed structure to house agricultural showroom. Parts and repair workshop relocated from 57 Nutts Corner Road	Granted
Area 4		
T/2004/0841/O 2004/A476	Erection of Warehouse & Distribution Units (containing Data Processing, Showroom, Storage & Ancillary Offices with Associated Car-Parking, Access & Provision Of Right Turn Lanes	Appeal Dismissed
T/2010/0600/F	Proposed Farm Excavator, Safety and Maintenance and Sales Centre	Refused
Area 5		
T/1974/0299	Change of Use to Warehouses and Offices	Granted
T/1977/0245	Site of Additional Warehouse	Granted
T/1978/0446	Site of Transit Shed, Stores and Offices	Refused
T/1984/0220	Extension to Warehouse	Granted
T/1985/0016	Parcel Distribution Centre	Granted
T/1985/0459	Vehicle Maintenance Unit	Granted
T/1989/0215	Additional Office Space	Granted
T/1990/0307	Extension to Existing Warehouse for use as an Examination Bay	Granted
T/1992/0034	Single Storey Office Block with Associated Car Parking	Granted
T/1993/0278	Single Office Block with Associated Car Parking	Granted
T/2011/0163/F	Replacement of existing vehicular entrance with 7.5m gate. Relocation of pedestrian gate and adjustment of footpaths. Refurbishment of existing offices to create mail sorting facility	Granted
T/2012/0312/F	Replacement and relocation of existing steel framed portal building within the site	Granted
Area 6		
T/1974/0030	Reconstruction to Shop	Granted
T/1977/0065	Replacement Store	Granted

T/1982/0015	Car Port and Lorry Garage	Granted
T/1982/0332	Change of Use from Residential Ancillary Land to Haulage Business	Refused
T/2010/0389/F	Retrospective application for change of use from commercial store to restaurant	Granted
Area 7		
T/1978/0187	Site of Public House	Refused
T/1988/0421	Greyhound Track	Refused
T/1991/0597	Knackers Yard	Refused
LA03/2017/0442/F	Retention of 3no commercial buildings in connection with 'Signstik' existing printing business	Granted
Area 8		
T/1994/0435	Fire Brigade Training Centre	Granted
T/1996/0504/O	Site for Warehousing Development	Granted
T/2000/0699/RM	Distribution Centre	Granted
T/2002/0894/F	Modifications to previously approved distribution centre (T/96/0504 and T/2000/0699/RM) to facilitate relocation and alterations to returnable area.	Granted
T/2002/0898/F	Provision of landscaped banking adjacent to Moira Road (Repositioning of banking approved under T/96/0504 and T/2000/0699/RM) with consequential minor amendments to internal road layout.	Granted
T/2013/0269/F	Proposed 2 storey extension to existing office building to provide new staff canteen and additional office accommodation	Granted
T/2013/0275/F	Proposed plant to accommodate refrigeration machinery adjoining existing building	Granted
T/2014/0246/F	Partial demolition of existing warehouse, extension to existing warehouse (comprising a replacement freezer area and waste storage area at ground floor level and plant rooms at first floor level), relocation and enlargement of pallet compound, a covered area for the storage of recyclable material. All associated site works, landscaping, drainage works and infrastructural improvements	Granted
Area 9		
T/1974/0269	NIES Training Centre, Phase Two Development	Granted
T/1975/0317	Residential Block at Training Centre	Granted
T/1976/0185	Operational Study Block at Training Centre	Granted
T/1980/0377	Diesel Oil Installation at Training Centre	Granted
T/1992/0166	Change of Use from Agricultural Land to Outdoor Training Centre	Granted
T/1994/0068	110Kv Tower for NIE Training Purposes	Granted
T/2003/1166/O	Site of training facility for NI Fire Authority	Granted
T/2004/0847/F	Erection Of Warehouse & Distribution Unit Containing Data Processing Showroom, Storage and Ancillary Office With Associated Car Parking & Right Turn Lane	Granted
T/2008/0239/F	B2 Light Industrial, B3 General Industrial and B4 Storage and Distribution as set out in Part B of Planning Use Classes Order (NI) 2004 (B4 use to supersede previous approval T/2004/0847/F in regard to storage and distribution).	Granted
LA03/2017/0133/F	3no. Industrial Units providing floorspace for classes B1(c) Research and Development, B2 Light Industrial, B3 General Industrial as set out in Part B of the Planning (Use Classes) Order (Northern Ireland)	Granted
Area 10		
T/1973/0068	Plant Training Centre for Construction Industry Training Board	Granted
T/1975/0070	Storage Buildings	Granted
T/1975/0193	Exhibition Display Office	Granted
T/1977/0017	Extension to Training Area and Two Storey Extension to Office Block	Granted
T/1980/0068	Extension to Driving Test Centre, Road Transport Industry Training Board	Granted
T/1985/0219	Temporary Office Accommodation	Granted
T/1985/0268	Extension to Training Area with new Dining and Office Facilities	Granted
T/1991/0209	Concrete Structure for Scaffold Training	Granted
T/1996/0239	Alterations and Additions to Construction Industry Training Centre	Granted
T/1998/0362	Additional Training Facilities	Granted
T/2002/0021/F	Store	Granted
T/2002/0561/F	Distribution Warehouse	Granted
T/2002/0870/F	Single storey sub-station training building.	Granted

T/2003/0672/F	Commercial buildings to be used for storage, distribution, warehousing or light industrial purposes.	Granted
T/2006/0935/F	Development to include the demolition of the existing building and the erection of new offices and training facilities within the site	Granted
T/2008/0171/F	Extension to commercial building, used for storage, distribution or warehousing.	Granted
T/2008/0635/F	Development to include an extension of a spray booth to the existing building.	Granted
T/2010/0029/F	Proposed erection of a light industrial unit (Class B2)	Granted
T/2010/0117/F	Revised parking layout/access to that as originally approved under T/2006/0935/F	Granted
T/2011/0110/O	Distribution centre with associated offices and site works	Granted
T/2011/0160/F	Erection of a storage and distribution warehouse (class B4) and associated parking, site access works and landscaping	Granted
LA03/2016/0963/F	Retrospective change of use of Unit 11 from storage and distribution (Class B4) to workshop for the repair of motor vehicles (Class B3) and use of hard standing for car sales.	Refused
LA03/2017/0425/F	Retention of existing storage facility (Use Class B4 storage & distribution)	Granted
Area 11		
T/1980/0339	Training Centre, Construction Industry Training Board	Granted
T/1980/0362	Fire Crew Training Site	Granted
T/1999/0518	Distribution Warehouse	Granted
T/2000/0068/O	Site for distribution, warehousing, ancillary office and showroom uses and associated access, parking and landscaping. (Amended Description)	Granted
T/2000/0075/F	Extension To Warehouse (4 No. Proposed Bays)	Granted
T/2002/0817/F	Warehouse Extension.	Granted
T/2003/0124/RM	Distribution Warehouse with Offices & Ancillary Accommodation.	Granted
T/2004/0491/F	Proposed internal office accommodation, security hut and covered loading bay.	Granted
T/2006/0318/F	Proposed construction of 2 No Warehouses and associated office (Retrospective)	Granted
T/2007/0100/F	Proposed construction of 1 No. storage and distribution warehouse. (retrospective)	Granted
T/2004/0212/F	Proposed two-storey office building	Granted
T/2004/1013/F	New building for training construction professionals and operatives and associated car parking	Granted
T/2005/0699/F	Plastic Bottle Re-cycling Autosort and Bale Plant.	Granted
T/2007/0840/F	Proposed construction of 1no storage and distribution warehouse (retrospective)	Granted
T/2008/0157/F	Proposed canopy to existing warehouse	Granted
T/2008/0368/F	Proposed construction of 2 No warehouses with associated offices and parking. (Retrospective)	Granted
T/2008/0581/F	Proposed office extension to side of existing warehouse.	Granted
T/2014/0302/F	Plant room for industrial unit	Granted
LA03/2016/0259/F	Change of use from industrial unit and yard to authorised treatment facility for end of life vehicles and external yard (retrospective)	Granted
Area 12		
T/1975/0300	Antrim Borough Council Recreational Facilities – Racing Track	Granted
T/2009/0506/F	Retrospective application for the provision of buildings to replace workshops, stores, office accommodation and 1 ancillary shop for the sale of karting parts.	Granted
LA03/2015/0363/F	Proposed front and side extension to existing kart store	Granted
Area 13		
T/2000/0752/O	Warehousing and Distribution Accommodation Including Office Element	Granted
T/2007/0243/RM	Warehouse & Distribution for rail track components plus administration offices	Granted
Area 14		
T/1977/0057	Market Site	Appeal Allowed
T/1991/0352	Relocation of Stalls Area and Proposed Layout of Car Park to Open Air Variety Market	Granted
T/2012/0107/F	Erection of portal frame shelter over market area.	Granted
Area 15		
T/1989/0243	Stock car Stadium with Ancillary Buildings	Refused
T/2010/0608/F	Change of use of Agricultural land for use as Motocross practice track	Granted

Area 16		
T/1976/0179	Warehouse and Stores	Refused
T/2003/1107/O	Proposed Storage/distribution centre including associated landscaping, access, parking and infrastructure works.	Appeal Upheld
T/2013/0088/RM	Erection of 35,999 m ² storage and distribution warehousing	Granted
LA03/2017/1090/F	Erection of B4 storage and distribution unit (2,741 m ²) with associated car parking (on part of the site with extant approval T/2013/0080/RM for storage and distribution use)	Granted
Area 17		
T/1977/0116	Change of Use of Disused Airstrip to Outside Temporary Storage of O/H	Granted
T/1996/0018	Change of Use from Garage and Store to Joinery Workshop	Granted
T/2001/0669/F	Fence and retrospective change of use to car repair workshop and car storage compound	Granted
T/2006/0112/F	Change of use of part dwelling to crèche with no additional floorspace	Granted
Area 18		
T/1978/0247	Agricultural Machinery Store for E Erwin	Granted
T/1979/0314	Site of Additional Agricultural Machinery Store/Depot	Granted
T/1980/0093	Open Air Market	Refused
T/1980/0303	Continuance of Use of Open Air Variety Market	Refused
T/1980/0400	Car Showroom and Offices	Refused
T/1985/0097	Motor Repair Workshop	Granted
T/1985/0306	Alterations to Workshop	Granted
T/1990/0437	Storage of Debarked Logs within Yard Area and Shaving of Same within Existing Shed	Granted
T/1991/0332	Extension to Shavings Storeroom	Granted
T/1991/0605	Extension of Temporary Permission for Storage of Logs within Yard Area and Shaving of same within Existing Shed	Granted
Area 19		
T/1975/0219	Moy Park Ltd Broiler Unit	Granted
T/1994/0037	Change of Use from Agricultural Land to Golf Driving Range	Granted
T/2003/0725/F	Document Storage Warehouse	Refused
T/2003/1320/F	Site of warehouse.	Refused
Area 20		
T/1977/0316	Use of Concrete Area for Storage of Farm Machinery and Containers	Refused
T/2003/1221/F	3 No. Warehouses.	Refused
LA03/2018/0054/F	Builders storage yard and farm machinery sales yard (retrospective)	Granted

Excludes withdrawn applications and pre-app enquiries, along with applications for discharge of conditions, telecoms equipment and outdoor advertising.





Gravis Planning

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Appendix 3: Zoned Employment Land in Legacy Plans

Antrim Area Plan

Reference	Site	Area (Ha)	Remaining Capacity in ELER (Ha) (approx.)
Antrim			
	Newpark Industrial Estate	12.55	c.3.21
	Rathenraw Industrial Estate	14.37	c.3.24
	Steeple Road Industrial Estate	1.31	c.0.00
	Springfarm Industrial Estate	0.63	c.0.00
	Technology Park	25.96	c.2.20
	South of Kilbegs Road (Zoned in Alteration No.3)	14.51	c.3.30
	Sub Total	69.33	c.11.95
Randalstown			
	Magheralane Road	1.16	c.0.69
	Sub Total	1.16	c.0.69
	TOTAL	70.49	c.12.64

BMAP (2014 Version)

Reference	Site	Area (Ha)	Remaining Capacity in ELER (Ha) (approx.)
Metropolitan Newtownabbey			
MNY 05	Global Point	90.71	c.82.28
MNY 06	Antrim Road (North), Mallusk	20.01	c.17.49
MNY 07	Antrim Road (South), Mallusk	32.66	c.22.79
MNY 08	Abbey Business Park, Mill Road	1.63	c.0.00
MNY 09	Quay Road	4.68	c.0.70
MNY 10	Church Road	18.09	c.2.10
MNY 11	Doagh Road / Cloughfern Avenue	22.09	c.0.00
MNY 12	Glenville Road	1.79	c.0.00
MNY 13	FG Wilson, Doagh Road	7.20	c.0.00
MNY 14	Glenwell Road	1.88	c.0.00
MNY 15	Mallusk Industrial Estate (South)	189.83	c.4.68
MNY 16	Mallusk Industrial Estate (North)	11.46	c.0.71
MNY 17	Sealstown Road, Cottonmount	2.10	c.0.00
Sub Total		404.13	c.130.75
Ballyclare			
BE 05	South West of Hillhead Road	5.44	c.5.44
BE 06	Avondale Drive	11.49	c.1.06
BE 07	Mill Road	2.63	c.0.00
BE 08	Templepatrick Road	5.24	c.1.70
BE 09	Ballynure Road	0.31	c.0.00
BE 10	East of Hillhead Road	3.99	c.3.99
BE 11	West of Hillhead Road	1.24	c.0.00
Sub Total		30.34	c.12.19
TOTAL		434.47	c.142.94



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