



Local Development Plan Team
 Lisburn and Castlereagh City Council
 Civic Headquarters
 Lagan Valley Island
 Lisburn
 BT27 4RL

8th January 2020

By Post & Email

Re: Representation to the Lisburn and Castlereagh City Council Draft Plan Strategy – Lands to the rear of existing houses at Fort Road, Dundonald

This response is a site-specific representation on behalf of [redacted] who owns the lands immediately adjacent to the settlement of Dundonald. The land is depicted on the accompanying OS Map and aerial image overleaf.

The subject lands comprise a 0.89 hectares (yielding 22 dwellings based at a density of 25dph) area of land immediately south of the existing Settlement Development Limit (SDL) of Dundonald, as per Designation MCH 30 in BMAP 2015, which is depicted on Map No.2ab – Dundonald Urban Landscape Wedge. The Council's LDP makes note that within the Plan Strategy that any reference made to 'BMAP' refers to the post-examination form of that document as this Plan was subsequently declared unlawful following a successful legal challenge and therefore remains in its entirety unadopted. However, BMAP in its post-inquiry form was at an advanced stage and therefore remains a material consideration.

There are no environmental designations that are applicable to the subject lands and they have direct access to the Ballyhanwood Road, which adjoins the Old Dundonald Road.

The land is located just outside Local Landscape Policy Area, Designation MCH 35, as per BMAP 2015. The population of Castlereagh Greater Urban Area is 30,717 and BMAP 2015 zoned several housing sites, within the SDL. This totalled 19.43 hectares and was allocated throughout the District.

Draft Plan Strategy 2032 (Draft LDP)

The Spatial Growth Strategy in the Draft LDP defines a settlement hierarchy and proposes housing growth allocations, which are predominantly focused on Lisburn City Centre (West/Blaris). There is an identified future need for 10,500 new dwellings (700 per annum) by 2032, allowing a 10% margin for market flexibility.

Although the hierarchy approach is logical and consistent with the RDS, it is accepted in the Draft LDP that there is insufficient land zoned for housing development within existing settlement limits and the urban area to accommodate the level of growth.

The Draft LDP seeks to designate approximately 50 hectares of housing at West Lisburn/Blaris (WL 10) to facilitate the shortfall and also brownfield lands at Culcavy (WL11) outwith the SDL of Hillsborough.

This takes no account of the need to distribute land evening across the District. Dundonald is indicated to be included in the Castlereagh Greater Urban Area in the settlement hierarchy, where there is significant demand for housing. The population of Dundonald is 15,365 (previously 15,119 in the 2001 Census).

The Draft LDP indicates that there is potential for 1,628 housing units on the remaining zoned and committed land in Castlereagh Greater Urban Area. It is noted that Castlereagh makes up 27% of the existing population or 30,717 people. We feel that the council must carefully consider the over reliance on one major zoning to deliver the projecting housing need within the council area and it is on this basis that we consider our clients lands well placed to meet the projected housing needs.

The subject lands are contained to the north by existing dwellings and have a strong and defensible boundary to the south, with open countryside extending beyond. Whilst there is some established commercial development to the west on the edge of the SDL. The lands would be read with the existing residential development, with little degree of separation and would represent a rounding off, of the existing pattern of development. The necessary infrastructure is available and there are good links to both the Old Dundonald Road and Upper Newtownards Road providing easy access to Newtownards, Lisburn, Belfast and further afield. Furthermore, the Draft LDP indicates that there is capacity to add to the Local Centre of Dundonald, acknowledging the increasing demand in the area. It is also located on a main bus route with the "Glider" service operating from Dundonald Park & Ride, which enhances the areas accessibility.

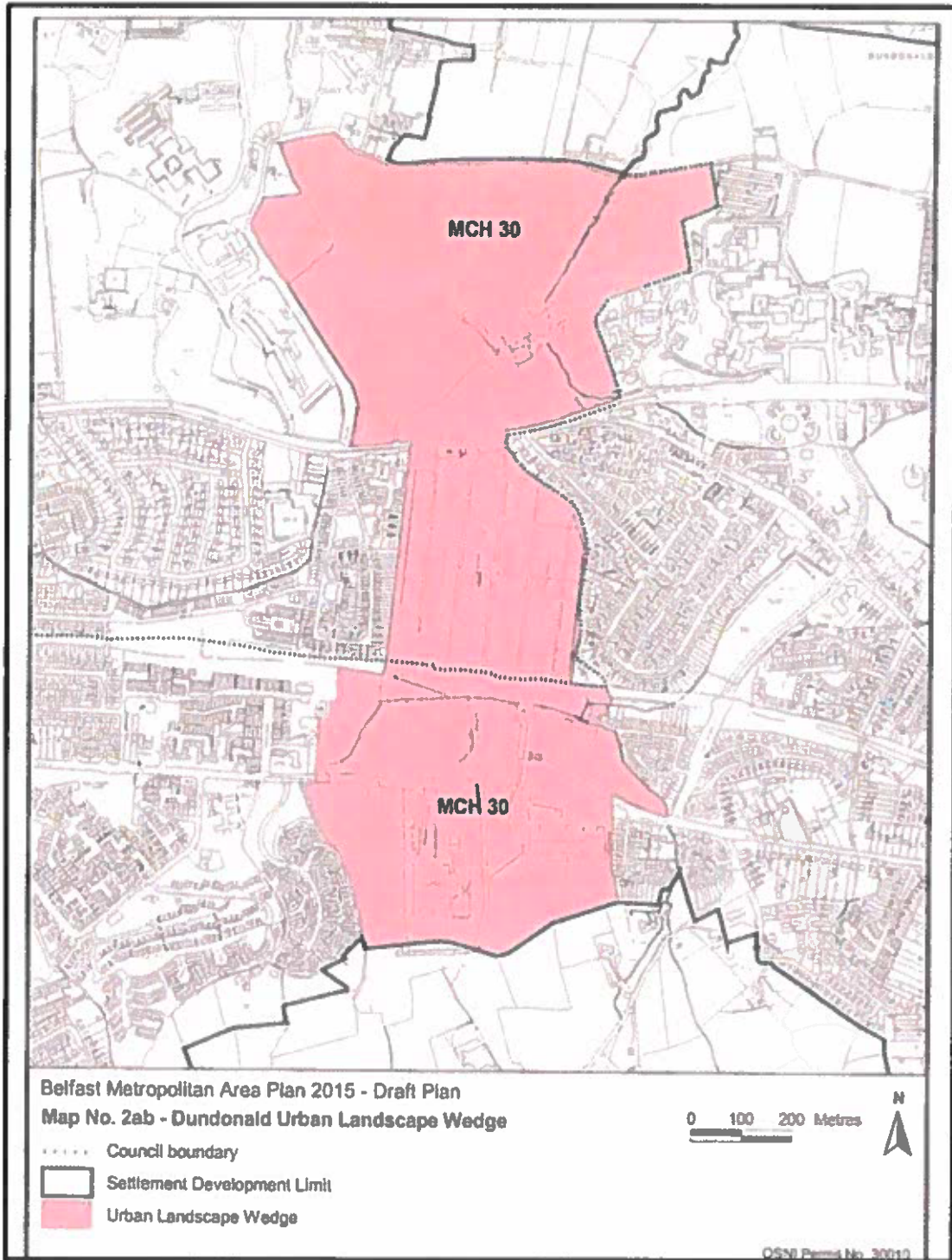
The subject site represents a very modest and natural expansion of the Dundonald settlement limit to allow additional housing based on predicted growth. Whilst it is acknowledged that there are "windfall" sites, such as the lands at the former Rolls Royce factory, the subject lands are suitable for inclusion within the Short Term Land Reserve (STLR), as they could be brought forward to deliver a limited number of units, which would assist with the localised and overall housing requirements.

If you wish to discuss this site-specific response, then please do not hesitate to contact me. Otherwise I look forward to future consultations as the LPD process progresses.

Yours sincerely

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Planning Consultant

Appendix 1
Map No. 2ab – Dundonald Urban Landscape Wedge



Appendix 2

Map detailing site location and google aerial image

