



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

MID ULSTER

Transportation Policy Review

February 2016

Purpose: To provide members with an opportunity to consider existing planning policies as they pertain to Transportation and to consider the need for alternative policies in light of the forthcoming Local Development Plan.

Content: The paper provides information on:

- (i) The Context for Transportation and existing planning policies
- (ii) Mid Ulster District Council (MUDC) objectives for Transportation and the linkages between the MUDC objectives for future growth and the Sustainability Appraisal, Regional planning policy and Strategic Planning Policy Statement objectives
- (iii) Consider existing policies and consider preferred and alternative policy options for Transportation within the Local Development Plan

Recommendation: That the Planning Committee notes the findings and considers how this paper shall be used to inform the Preferred Options Paper (POP) and strategic policies in the Local Development Plan (LDP)

1.0 Introduction

- 1.1 The purpose of this paper is to inform the Planning Committee of current planning policies associated with Transportation and assess whether or not they are fit for purpose against the Council's objectives regarding the need to improve connectivity between and within settlements and their rural hinterland through the new Local Development Plan (LDP) 2030.
- 1.2 This paper contains an assessment of how existing planning policies relevant to Transportation take account of the Regional Development Strategy 2035 (RDS 2035), the Single Planning Policy Statement (SPPS), Sustainability Appraisal themes and the MUDC Transportation objectives through the proposed LDP objectives.
- 1.3 It should be noted that The Department for Regional Development Transport NI sets the standards in published guidance to which all development proposals should adhere to, they are also a key consultee in the Development management process.

2.0 Context

- 2.1 Transportation in Northern Ireland is the responsibility of Transport NI (previously DRD Roads Service) who are the Sole Roads Authority in NI and are bound by legislation set out in The Roads (Northern Ireland) Order 1993. Transport NI operates within the policy context set by DRD, whose strategic objectives are to maintain, manage and develop Northern Ireland's transportation network. DRD formulates the Regional Transport Strategy and Transport NI Implement it.
- 2.2 The Regional Transport Strategy was created to support the RDS over a 10 year period (2002-2012). The strategy identified transportation investment priorities, considered potential funding sources and affordability of planned initiatives. The strategy also signalled a move away from a transport system dominated by car use to a more integrated system. A main feature of the strategy was to provide a transport system in which walking, cycling and public transport are made more attractive options, to achieve this a budget of £3500 million was set to be spent on improving transportation. 63% on Roads Infrastructure, 35% on Public Transport and 2% on walking and cycling.

Modes of Travel in Northern Ireland compared to Mid Ulster

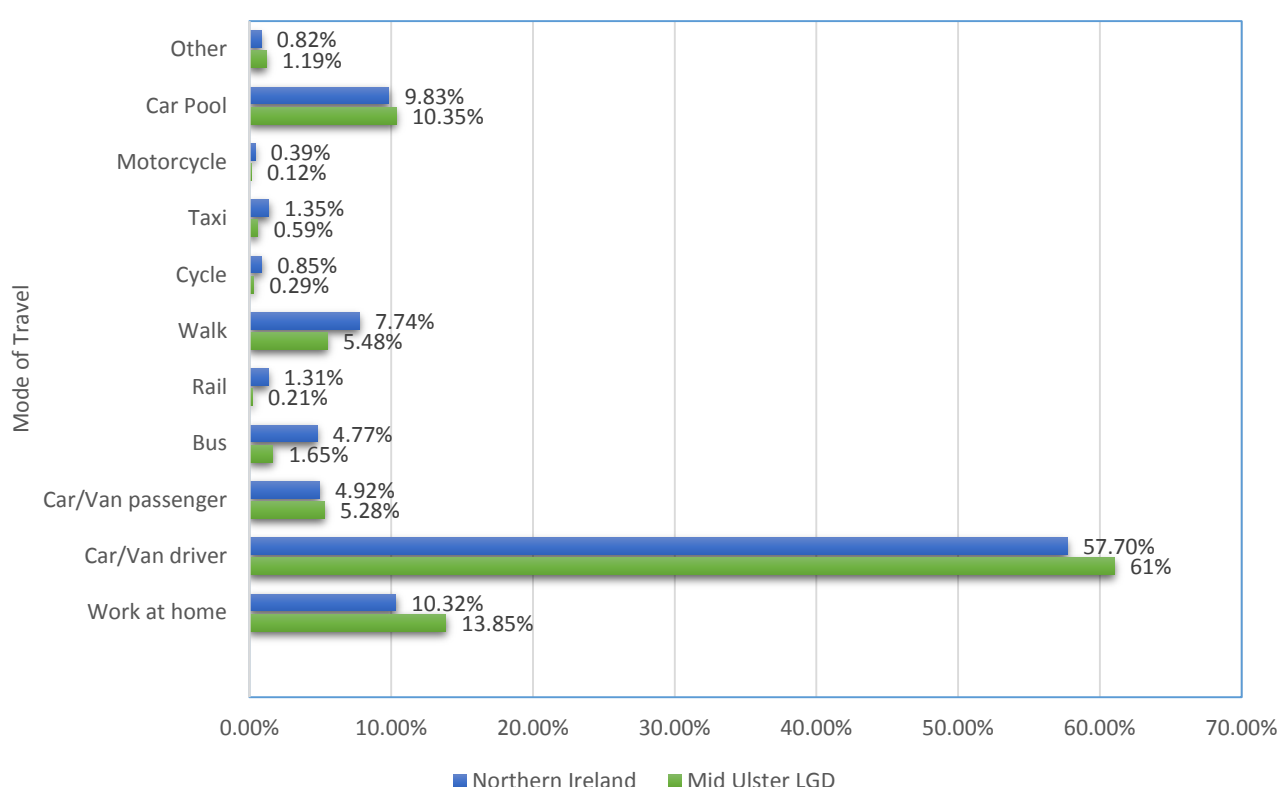
- 2.3 Various public and private bodies provide transport services throughout Northern Ireland, the main modes of travel used are private car, public transport and walking and cycling. On a survey carried out from DRD/NISRA between 2011-2013 the percentage of use from each mode are broke down as follows:
- Private car – 81%
 - Public Transport 7%
 - Walking & Cycling 3%
- 2.4 NISRA statistics show that the car is the most commonly used mode of transport for both men and women. It also shows that car ownership in Mid Ulster is higher than the Northern Ireland average. (Table 1)

Car/Van Ownership	Cookstown District	Dungannon District	Magherafelt District	Northern Ireland (Whole)
No Car/Van	15.18%	16.0%	14.31%	22.7%
1 Car/Van	38.9%	40.15%	36.64%	41.38%
2 Car/Van	31.4%	30.94%	33.6%	27.04%
3 Car/Van	9.19%	8.24%	9.69%	6.28%
4+ Car/Van	5.24%	4.64%	5.72%	2.58%

Source: Census 2011

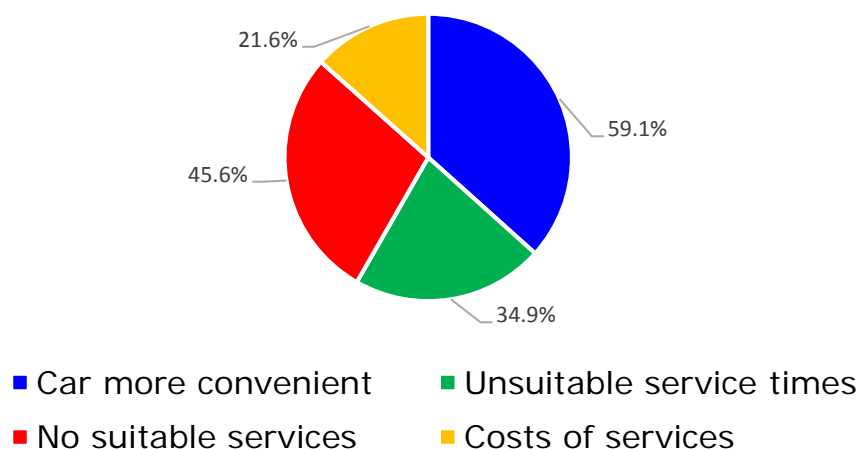
- 2.5 NISRA figures show that in 2015, 56,887 residents in Mid Ulster LGD were in employment. 61% of these people travelled to work by car/van and only 1.86% used public transport. Table 1 above shows a high proportion of households in Mid Ulster with at least 1 private car, this is largely down to the high proportion of rural dwellers within the district. Chart 1 below shows the modes of travel to work and compares Mid Ulster's percentage against the Northern Ireland total. The chart also shows clearly that the car/van driver mode for Mid Ulster is higher than the Northern Ireland average, and is much higher than public transport use. This again is largely due to 40% of households in Mid Ulster being rural and 75% of people living in Mid Ulster work in Mid Ulster.

Mode of Travel to Work



- 2.6 The Mid Ulster Community Plan team carried out a community consultation exercise during October-December 2014. From a public Transport perspective the local community reasons for not using public transport is mainly due to its inconvenience relative to a car, and the absence of suitable public transport services. Chart 2 Taken from the community consultation feedback summary March 2015 shows a breakdown of reasons why the Mid Ulster Community does not use public transport.

Reasons for Not Using Public Transport



- 2.7 New transport schemes within the Mid Ulster council area and their status are identified in the Transportation position paper presented to council on Tuesday 16th June 2015. In addition to this, the A6 Dualling scheme from Castledawson Roundabout to Randlestown was awarded funding in December 2015 and is due to commence in Autumn 2016. Map 1 shows the routes of the A6 dualling, the Magherafelt by-pass and the preferred route for the Cookstown by-pass.

Current Policy Position

- 2.8 **PPS 3 Access, Movement and Parking** – was published in February 2005 and is the operational Planning Policy for access, movement and parking, it contains 11 specific policies (Appendix 1) in line with the objectives of the RDS to create sustainable transport, and these policies are designed with the objectives of:

- Promoting road safety, in particular, for pedestrians, cyclists and other vulnerable road users;
- Restricting the number of new accesses and control the level of use of existing accesses onto Protected Routes;
- Making efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
- Ensuring that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas
- Ensuring the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;
- Promoting the provision of adequate facilities for cyclists in new development;
- Promoting parking policies that will assist in reducing reliance on the private car and help tackle growing congestion; and

- Protecting routes required for new transport schemes including disused transport routes with potential for future reuse.
- 2.9 **PPS 13 Transportation and Land Use** – was also published in February 2005, it is a more strategic document and was created to assist in implementing the RDS in guiding the shape development plans should take to achieve sustainable transportation. The primary objective of PPS 13 is to integrate land use planning and transport by promoting sustainable transport choices, promoting accessibility for all and reducing the need to travel, especially by private car.

3.0 The Objectives

(a) Mid Ulster Council

- 3.1 Position Paper 1¹ outlined a number of key policy objectives that will assist the formulation of the new Local Development Plan (LDP). Of these objectives, there is one regarding enhancing the environment and improving infrastructure, which relates to Transportation and is highlighted below.

- (i) *The need to improve connectivity between and within settlements and their rural hinterland through accommodating investment in transportation to improve travel times, alleviate congestion and improve safety for both commercial and private vehicles as well as more sustainable modes of transport including buses, walking and cycling.*

b) Sustainability Appraisal (SA)

- 3.2 A sustainability appraisal is a systematic process which must be carried out during the preparation of a Local Development Plan in order to promote sustainable development by assessing the extent to which an emerging plan will achieve required environmental, economic and social objectives. In June of 2015², the Council received a paper outlining what the objectives of this process would be. With reference to **Social Objectives** specifically **Accessibility**, and according to the SA, current and future planning policies should take account of the need to;

- Make access more affordable.
- Make access easier for those without access to a car.
- Reduce traffic volumes and congestion
- Increase the proportion of journeys using modes other than the car.
- Encourage walking and cycling.
- Reduce emissions of greenhouse gases by reducing energy consumption and the need to travel.

¹ Position Paper one, population and Growth, September 2014, Mid Ulster.

² Sustainability Assessment Incorporating Strategic Environmental Assessment, Mid Ulster District Council, June 2015.

- Reduce commuting
- Increase the accessibility of work to public transport and walking and cycling routes
- Improve access between key employment areas and key transport interchange
- Encourage rail and water based freight movement

(c) Regional Development Strategy (RDS) and Strategic Planning Policy Statement (SPPS)

- 3.3 The RDS provides an overarching strategic planning framework to facilitate and guide development in Northern Ireland. It sets out its objectives in terms of economic, social and environmental aims in order to achieve sustainable development. This overarching document sets out clear objectives for Transportation that have been fully considered in formulating the objectives of the SPPS.
- 3.4 The SPPS is a statement of the Department's policy on planning matters that should be implemented across Northern Ireland and it was formally adopted in September 2015. It has been agreed with the Northern Ireland Executive and its objectives have been judged to be in general conformity with those of the RDS. The regional strategic objectives are contained within the SPPS in relation to Transportation are as follows:
- promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car;
 - ensure accessibility for all, with the needs of people with disabilities and others whose mobility is impaired given particular consideration;
 - promote the provision of adequate facilities for cyclists in new development;
 - promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;
 - protect routes required for new transport schemes including disused transport routes with potential for future reuse;
 - restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes; and
 - promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

4.0 Transportation to be addressed in LDP

- 4.1 The SPPS asks that the LDP addresses land use allocations and transport infrastructure. In making the allocations, the strategic evaluation framework takes into account public transport, cycle network provision and key transport routes (protected routes) which aims to promote sustainable transport.

5.0 Evaluating the strategic requirements of the SPPS against the existing transportation Planning Policies.

- 5.1 PPS 3 was revised in February 2005 and clarification of Policy Amp 3: Access to Protected Routes was issued in October 2006. PPS 13 Transportation and Land use was published in February 2005.
- 5.2 The purpose of this section is to assess the effectiveness of PPS 3 in more detail and to consider the following;
 - 1. Do the policies of PPS 3 accord with the objectives of the SPPS and the LDP growth strategy (Paper 1) in relation to Transportation?
 - 2. Whether or not the policies require any amendments to ensure that they accord with the objectives of the SPPS and required to be tailored to local circumstances within the Mid Ulster District.

Land Use Allocations and Associated Transport Infrastructure

- 5.3 The SPPS requires the LDP to give appropriate consideration to transportation issues in the allocation of land for future use. By allocating housing development in proximity to existing or planned provision of services, the need for motorised travel can be reduced. It can also be reduced by providing local neighbourhood facilities as an integral element of new large scale residential development. Sustainable travel modes should be promoted by steering high density, mixed use and tourist amenities towards locations benefiting from good accessibility to public transport and by walking and cycling where feasible. There is also a requirement for zoned sites to contain key site requirements to include walking and cycling infrastructure and locate land for distribution and storage facilities at the edge of urban areas that are accessible to the Regional Strategic Transport Network.
- 5.4 The policies within PPS 3 are site specific policies and deal with proposals on an individual basis. They are operational and the successful use of them feed into what the SPPS is trying to achieve.
- 5.5 PPS 13 is a strategic policy created to assist with the implementation of the RDS. Instead of listing operational policies for the planning authority to follow it highlights general principles that the planning authority should consider when preparing a development plan. General Principle 1 and 2 go into more detail how a development plan can use land use allocations and associated transport infrastructure to promote sustainable transport.
- 5.6 As there is no policy relating to this section of the SPPS within the PPS's the LDP should take one forward. It should also be noted that allocation of land and key site requirements is something that will be addressed when preparing the Local Policies Plan, a stage that has yet to come. Although it is too early in

the process to write specific policy below is a sample of how such a policy may be worded.

Option

5.7 Mid Ulster LDP may layout a policy regarding Land Use Allocations and Associated Transport Infrastructure as follows:

- **In zoning land and formulating Key Site Requirements for high density and mixed use or leisure development, priority will be given to locations benefitting good accessibility to public transport provision and where feasible walking and cycling. Zonings for distribution and storage facilities or business and similar economic development will be given favourable consideration on locations at the edge of the urban area readily accessible to the regional transport network.**

New Transport Schemes, Walking and Cycling

5.6 The SPPS states that new transport schemes (including major road proposals, rail and public transport provision, park and ride proposals and cycle/pedestrian networks) should be identified in the LDP. Any land required for these purposes should be protected.

5.7 Policy AMP 4 of PPS 3 affords protection for new transport schemes provided that they are identified in a development plan. However, this policy fails to meet the objectives of the SPPS as it has no regard for cycle/pedestrian networks.

5.8 General Principles 7, 8 and 9 of PPS 13 go into more detail on how the development plan should contribute to creating sustainable transport modes and ensuring protection to the areas affected. The general principles are:

- General Principle 7 – Park and ride and share sites should be developed in appropriate locations to reduce the need to travel by car and encourage use of public transport
- General Principle 8 – Land required to facilitate improvements in the transport network should be afforded protection.
- General Principle 9 – Reliance on the private car should be reduced through a modal shift to walking, cycling and public transport.

5.9 Going forward in the LDP there are a number of transport schemes that will be identified for protection. Map 1 shows the routes that are currently available, there may be others when the plan is adopted. It should be noted that the Cookstown by-pass route is still only at preferred route stage due to budget cuts. The plan will also identify existing park and ride/share sites, cycle paths

and walkways for protection. The council will also continue to campaign for a by-pass at Dungannon.

Disused Transport Routes

- 5.10 According to the SPPS disused transport routes that have a reasonable prospect of re-use for future transport purposes should be identified and safeguarded in the LDP. Where there is no reasonable prospect of the re-use of such routes consideration should be given to protecting routes for alternative purposes such as recreational, nature conservation or tourism related use.
- 5.11 Policy AMP 5 of PPS 3 does not allow permission to be granted for development that would prejudice the future re-use of a disused transport route identified in a Development Plan for transport or recreational purposes. This is a stricter policy test than the SPPS requires and therefore may be amended to reflect the SPPS requirements.
- 5.12 General Principle 8 of PPS 13 includes disused transport routes as a feature that should be identified and afforded protection through development plans. Like the SPPS where, there is no reasonable prospect of the re use of such a route then there may be potential for recreational, nature conservation and/or tourism related use.
- 5.13 The prospect of disused transport routes including railways lines and canals within the council district becoming usable again will be explored during the creation of the Local Policies Plan and at that stage will be identified on maps.

Options

- 5.14 **Option 1** – One approach would be to wait until a Local Policies Plan is created to give protection to these routes, however this poses the risk that development would take place on a piecemeal basis prejudicing the future reuse of such routes.
- 5.15 **Option 2** – Another option would be to include an operational planning policy which states that until such time as the Local Policies Plan is adopted there will be a presumption against development on disused transport routes (railway line, canals etc.) for uses other than recreational, nature conservation or tourism use unless there is no reasonable prospect of reuse for future transport purposes. This will ensure that these routes are afforded appropriate protection where necessary.
- 5.16 **Option 3** - A third approach would be to have a blanket ban on development that would prejudice the future re-use of a disused Transport Route. This

approach however, fails to recognise that some railways would have no prospect of coming forward for reuse and have already been prejudiced by piecemeal development.

Preferred Option

- 5.17 It is considered that Option 2 is the preferred approach at this time which ensures that where relevant protection is provided where necessary. In adopting this approach a policy could be worded along the following lines:

- **Until such time as the Local Policies Plan is adopted there will be a presumption against development on disused transport routes (railway line, canals etc.) for uses other than recreational, nature conservation or tourism use unless there is no reasonable prospect of reuse for future transport purposes.**

Car Parking

- 5.18 Car parks within town centres should be identified within LDP's according to the SPPS. It also requires the council to provide local policies that ensure adequate provision for car parking within new developments (including spaces for people with disabilities, and parent and child parking spaces) with appropriate servicing arrangements. Park and ride/share sites should be identified and a range of initiatives such as designating areas of parking restraint, reducing the supply of long term parking spaces, pricing policies and land use measures and innovative work practices.
- 5.19 Policy AMP 7 is designed to ensure that development proposals provide adequate car parking and servicing arrangements. The precise amount of car parking will depend on the characteristics of the site, its location and having regard to the Departments published standards. The policy then details circumstances where a reduced level of car parking may be acceptable. The policies also states that a proportion of spaces will be required for people with disabilities in accordance with best practice.
- 5.20 PPS 13, General Principle 6 states that controls on parking should be employed to encourage more responsible use of the private car and to bring about a change in travel behaviour. This encourages the development plan to consider the need for parking restraint measures to reduce the reliance on private car and help reduce congestion. It states that the availability of car parking is a significant factor in influencing travel patterns in a particular area. LDP's may designate areas/zones where a reduction of the published parking standards will be applied, it is suggested that in the short term that these will be unlikely in settlements with population less than 10,000. It also states that although it's easier to reduce the levels of car parking in settlements with good access by non-car modes, when setting levels of parking care must be taken to ensure

that town centres are still favoured locations for investment. Identifying suitable areas is important in the development of a car parking strategy which will require input from land use planners, Transport planners and public transport providers, a list of criteria for consideration is listed in the PPS.

- 5.21 Car parking and servicing arrangements can be taken forward in the LDP as a general principle similar to PPS 13. Mid Ulster would normally require car parking in line with established standards with the exception of town centres. Where consideration may be given to the operational needs of the business and where there are existing public transport and existing car parking. Members are advised against revising car parking standards, for the simple reason that there is a high dependency of car use as born out in the position paper on Transportation.

Options

- 5.22 **Option 1** – In order to ensure protection of existing public car parks in town centres it is considered that there is an option to bring forward an operational planning policy to state a presumption against the development of existing public car parks in town centres unless it can be demonstrated that these can be placed in a convenient location within the town centre.
- 5.23 **Option 2** – There is no real alternative option to the approach to car parking. To do nothing at this stage and leave it for the Local Policies Plan to address would result in an operational planning policy void as car parking is not dealt with in the SPPS in a manner that would allow sufficient clarity and protection. While the car parks are in the existing plans car parks are already identified marked for protection it is felt an operational policy is appropriate.

Preferred Option

- 5.24 It is considered that Option 1 is the preferred option and that a planning policy could therefore be worded along the following lines:
- **There will be a presumption against the development of existing public car parks in town centres unless it can be demonstrated that these can be placed in a convenient location within the town centre.**

Protected Routes

- 5.18 The SPPS deals with protected routes in three sections. It states that the LDP will and display on maps for information purposes protected routes which are within the plan area. It also states that access onto motorways or high standard dual carriageways as an exception may be considered for motorway service areas where there is a demonstrable need. For other dual carriageways, ring roads, through passes and by-passes direct access or intensification of existing access will only be permitted in exceptional circumstances of regional significance.

- 5.19 For protected routes outside settlements the SPPS covers 4 scenarios. It identifies replacement dwellings where there is an existing access onto a protected route as acceptable, and then goes on to mention farm dwellings or dwellings serving established commercial or industrial enterprises where access cannot reasonably be obtained from a minor road, then the use of an existing access will be required. It then goes on to say that approval may be justified for other types of developments that meet development in the countryside criteria, and where access cannot be reasonably obtained from a minor road access will be required from an existing access. The fact that the outcomes of the 3 scenarios are the same, suggests that the policy could be condensed further when going forward in the LDP.
- 5.20 Direct access or intensification of existing access onto protected routes within settlement limits will be acceptable in circumstances where access cannot be reasonably taken from a minor road. In the case of residential development only where this will significantly assist in the creation of a quality environment without compromising road safety or creating excessive number of access points.
- 5.21 Policy AMP 3 is designed to restrict accesses onto protected routes. It is set out like the SPPS in three sections dealing with protected routes, protected routes outside development limits and protected routes inside development limits. The publication of PPS 21 brought about a consequential revision to the section of policy that related to protected routes outside settlement limits. This policy ties in the SPPS and affords largely the same protection to protected routes. The policy however is quite lengthy and provides the same outcome for certain scenarios.

Options

- 5.22 **Option 1** – One approach would be to lessen protected route policy with the key test being road safety, however this would result in the creation of more access points, which would be detrimental to free flowing traffic and reducing traffic speeds, making the towns of Mid Ulster attractive for investment, furthermore it is not the slowing down of traffic speed needed but the improvement of these roads to increase the speed of movement, not only in the interests of investment but to allow our community quick access to hospitals located outside the district.
- 5.23 **Option 2** – Another approach would be to simplify and tailor the existing policy contained within PPS3 to ensure that there is adequate protection afforded to the protected routes and promote connectivity between the towns given the desire for the 3 main towns to act as a cluster and also to ensure access to services as quickly as possible for the rural dwellers. Such a policy would also seek to ensure that the linkages between the towns would result in travel times that are as quick as possible given the nature of the road network across the district.

- 5.24 **Option 3** – A third option would be to increase traffic speeds by providing less exceptions, however there is no real evidence to suggest a proliferation of new accesses or intensification of access ways as described in the policy is having an adverse impact.

Preferred Option

- 5.25 It is considered that Option 2 is the preferred option for protected routes and that a policy regarding access onto public roads and protected routes could be worded as follows:

- **The Plan promotes connectivity between towns, therefore the creation of a new access onto a protected route will be in conflict with the Plan, except where it involves:**
 - a) **Provision of motorway service areas, where there is no existing or approved facilities for 12 miles along that road**
 - b) **Development of regional significance, access from a non-motorway standard protected route.**
 - c) **Intensification of an existing access where no other access is reasonably obtainable from an existing minor road.**
 - d) **Residential development in order to create a quality residential environment within a settlement and does not result in an excessive number of access points.**
 - e) **It is outweighed by material considerations.**

Additional access onto other public roads or intensification of existing access will be permitted where it does not prejudice road safety or significantly inconvenience traffic flow. Account will be given to the views of Transport NI and any published government guidance.

Other Transportation Policies

- 5.26 There are a number of policies within PPS 3 that are not covered in the SPPS. It does however state that where appropriate, usually for road safety or traffic flow reasons, the LDP may contain additional local policies in order to apply further restrictions. The following policies are contained within PPS 3 but not detailed in the SPPS:

- AMP 1 – Creating an accessible environment – this policy details the standards required for proposals to ensure that they meet the access needs of everyone and in particular people with disabilities or those with impaired mobility.
- AMP 2 – Access to public Roads – this policy has been reviewed and going forward in the Mid Ulster LDP it has been suggested to include this policy to the protected routes section.
- AMP 6 – Transport Assessment – this policy was designed to allow the council to require developers to submit a transport assessment

- AMP 8 – Cycle Provision – this policy is to ensure that development proposals that provide jobs, shopping, leisure and services provide suitable cyclist provision.
- AMP 9 - Design of Car Parking, AMP 10 – Provision of Public and Private Car Parks and AMP 11- Temporary Car Parks – these 3 policies control car parking at a site specific level.

5.24 For these policies which are not covered in the SPPS, the Mid Ulster LDP can accommodate them in the General Principles of the Plan Strategy.

6.0 Recommendation

6.1 It is recommended that the policy options contained within this Paper together with the preferred options are subjected to the Sustainability Appraisal/Strategic Environmental Assessment, before any final decisions are made on which options will go forward for public consultation in the Preferred Options Paper.

Appendix 1

Policy AMP 1 - Creating an Accessible Environment

The Department's aim is to create a more accessible environment for everyone. Accordingly developers should take account of the specific needs of people with disabilities and others whose mobility is impaired in the design of new development.

Where appropriate, the external layout of development will be required to incorporate all or some of the following:

- Facilities to aid accessibility e.g. provision of dropped kerbs and tactile paving etc, together with the removal of any unnecessary obstructions;
- Convenient movement along pathways and an unhindered approach to buildings;
- Pedestrian priority to facilitate pedestrian movement within and between land uses; and
- ease of access to reserved car parking, public transport facilities and taxi ranks.

The development of a new building open to the public, or to be used for employment or education purposes, will only be permitted where it is designed to provide suitable access for all, whether as customers, visitors or employees. In such cases the Department will operate a presumption in favour of a level approach from the boundary of the site to the building entrance and the use of steps, ramps or mechanical aids will only be permitted where it is demonstrated that these are necessary.

The Department will also seek to ensure that access to existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use.

The Department may require the submission of an Access Statement to accompany development proposals.

Policy AMP 2 - Access to Public Roads

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access, onto a public road where:

- a) such access will not prejudice road safety or significantly inconvenience the flow of traffic; and
- b) the proposal does not conflict with Policy AMP 3 Access to Protected Routes.

The acceptability of access arrangements, including the number of access points onto the public road, will be assessed against the Departments published guidance. Consideration will also be given to the following factors:

- the nature and scale of the development;
- the character of existing development;
- the contribution of the proposal to the creation of a quality environment, including the potential for urban / village regeneration and environmental improvement;
- the location and number of existing accesses; and
- the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.

Policy AMP 3 - Access to Protected Routes

The Department will restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes as follows:

Motorways and High Standard Dual Carriageways – All locations

Planning permission will not be granted for development proposals involving direct access. An exception may be considered in the case of motorway service areas.

Other Dual Carriageways, Ring Roads, Through-Passes and By-Passes – All locations

Planning permission will only be granted for a development proposal involving direct access or the intensification of the use of an existing access in exceptional circumstances or where the proposal is of regional significance.

Other Protected Routes – Outside Settlement Limits

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access in the following cases:

- (a) A Replacement Dwelling – where a building to be replaced would meet the criteria for development within a Green Belt or Countryside Policy Area and there is an existing vehicular access onto the Protected Route.
- (b) A Farm Dwelling – where a farm dwelling, including a farm retirement dwelling, would meet the criteria for development within a Green Belt or Countryside Policy Area and access cannot reasonably be obtained from an adjacent minor road.
- (c) A Dwelling Serving an Established Commercial or Industrial Enterprise – where a dwelling would meet the criteria for development within a Green Belt or Countryside Policy Area and access cannot reasonably be obtained from an adjacent minor road.
- (d) Other Categories of Development – approval may be justified in particular cases for other developments which would meet the criteria for development within a Green Belt or Countryside Policy Area where access cannot reasonably be obtained from an adjacent minor road.

Other Protected Routes – Within Settlement Limits

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access:

- (a) where access cannot reasonably be taken from an adjacent minor road; or
- (b) in the case of proposals involving residential development, it is demonstrated to the Department's satisfaction that the nature and level of access onto the Protected Route will significantly assist in the creation of a quality environment without compromising standards of road safety or resulting in an unacceptable proliferation of access points.

The distinction between the various categories of Protected Routes is illustrated on the Protected Routes map.

Policy AMP 3 - Access to Protected Routes (Consequential Revision)

Other Protected Routes – Outside Settlement Limits

Planning permission will only be granted for a development proposal involving access onto this category of Protected Route in the following cases:

- (a) A Replacement Dwelling – where the building to be replaced would meet the criteria set out in Policy CTY 3 of PPS 21 and there is an existing vehicular access onto the Protected Route.
- (b) A Farm Dwelling – where a farm dwelling would meet the criteria set out in Policy CTY 10 of PPS 21 and access cannot reasonably be obtained from an adjacent minor road. Where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route.
- (c) A Dwelling Serving an Established Commercial or Industrial Enterprise – where a dwelling would meet the criteria for development set out in Policy CTY 7 of PPS 21 and access cannot reasonably be obtained from an adjacent minor road. Where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route.
- (d) Other Categories of Development – approval may be justified in particular cases for other developments which would meet the criteria for development in the countryside and access cannot reasonably be obtained from an adjacent minor road. Where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route.

Access arrangements must be in accordance with the Department's published guidance.

The remainder of Policy AMP 3 as set out in the October 2006 Clarification, including the justification and amplification, remains unaltered.

Policy AMP 4 - Protection for New Transport Schemes

Planning permission will not be granted for development that would prejudice the implementation of a transport scheme identified in a development plan.

Policy AMP 5 - Disused Transport Routes

Planning permission will not be granted for development that would prejudice the future re-use of a disused transport route identified in a Development Plan for transport or recreational purposes.

Policy AMP 6 - Transport Assessment

In order to evaluate the transport implications of a development proposal the Department will, where appropriate, require developers to submit a Transport Assessment.

Policy AMP 7 - Car Parking and Servicing Arrangements

Development proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to the Department's published standards or any reduction provided for in an area of parking restraint designated in a development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.

Beyond areas of parking restraint identified in a development plan, a reduced level of car parking provision may be acceptable in the following circumstances:

- where, through a Transport Assessment, it forms part of a package of measures to promote alternative transport modes; or
- where the development is in a highly accessible location well served by public transport; or
- where the development would benefit from spare capacity available in nearby public car parks or adjacent on street car parking; or
- where shared car parking is a viable option; or
- where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid rural regeneration, facilitate a better quality of development or the beneficial re-use of an existing building.

Proposals involving car parking in excess of the Department's published standards or which exceed a reduction provided for in a development plan will only be permitted in exceptional circumstances.

In assessing car parking provision the Department will require that a proportion of the spaces to be provided are reserved for people with disabilities in accordance with best practice. Where a reduced level of car parking provision is applied or accepted, this will not normally apply to the number of reserved spaces to be provided.

Policy AMP 8 - Cycle Provision

Planning permission will only be granted for development providing jobs, shopping, leisure and services, including educational and community uses where the needs of cyclists are taken into account. Where appropriate provision of the following may be required:

- (a) safe and convenient cycle access;
- (b) safe, convenient and secure cycle parking having regard to the Department's published standards; and
- (c) safe and convenient cycle links to existing or programmed cycle networks where they adjoin the development site.

In addition major employment generating development will be required to make appropriate provision for shower and changing facilities.

Policy AMP 9 - Design of Car Parking

The Department will expect a high standard of design, layout and landscaping to accompany all proposals for car parking. Planning permission will only be granted for a proposal where all the following criteria are met:

- (a) it respects the character of the local townscape / landscape;
- (b) it will not adversely affect visual amenity; and
- (c) provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site.

Policy AMP 10 - Provision of Public and Private Car Parks

Planning permission will only be granted for the development or extension of public or private car parks, including park and ride and park and share where it is demonstrated that:

- they do not significantly contribute to an increase in congestion;
- are not detrimental to local environmental quality;
- they meet a need identified by the Department for Regional Development in Transport Plans or accepted by DRD following robust analysis provided by a developer ;
- within defined areas of parking restraint they are only used for short-stay parking and are appropriately managed to deter long stay commuter parking; and
- they are compatible with adjoining land uses.

Policy AMP 11 - Temporary Car Parks

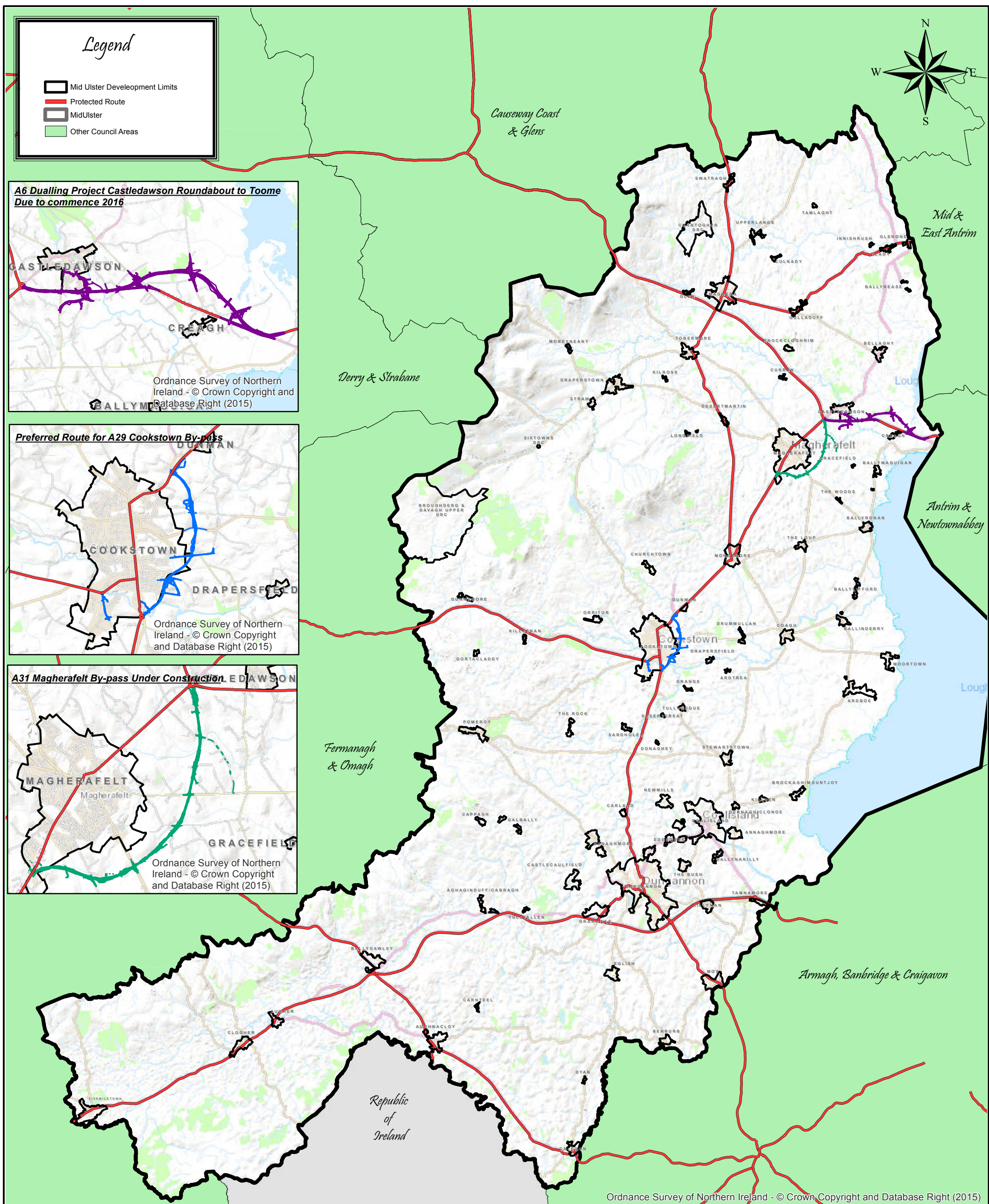
Planning permission will not be granted for the development of a temporary car park unless it is demonstrated that:

- it complies with Policy AMP 10 and the developer can show that a need exists which cannot be met in the short term by the Department or the private sector; and
- it is submitted in conjunction with programmed proposals to develop / redevelop the site in question.

Planning permission if granted will be subject to a time-limited condition for a period of 1 year.

Map 1

Mid Ulster Protected Routes & New Transport Schemes



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

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