

## **APPENDIX J: ARDS & DOWN AREA PLAN EXTRACTS**

## Proposal DK 07 51.63 Hectares between Saul Road and Ballyhornan Road

Development of these lands is reliant upon provision of the Downpatrick Link Road in accordance with Policy TRAN 1 and Policy TRAN 2 its construction from Strangford Road to Saul Road and from Saul Road to Ballyhornan Road and the realignment of associated junctions and upgrading of existing public roads and on the proposed phasing of development. All road works are to be designed and implemented to the satisfaction of the Roads Service of the Department for Regional Development and implementation is likely to be dependent on contributions from the developers of the lands to be served by the road scheme.

Development of the site will only be permitted in accordance with an agreed scheme to provide the necessary public infrastructure including those roads required to serve these lands. The detailed alignment and landscaping of the proposed road shall be designed to achieve the maximum possible degree of integration in the landscape.

### Key Design Considerations:

- housing development to be a minimum gross site density of 20 dwellings per hectare and a maximum gross site density of 25 dwellings per hectare;
- provision of a link road linking Saul Road and Ballyhornan Road realignment of associated junctions and upgrading of existing public roads where applicable;
- phasing of housing development in relation to infrastructural works. Pumping will be required from the site to the foul sewer;

- access arrangements and dwelling layout to be designed to ensure houses front onto existing and proposed access and public roads;
- provision shall be made on the zoned lands for:
  - (a) a primary school on approximately 2 hectares;
  - (b) a local neighbourhood centre on approximately 1.5 hectares to include local retail outlets and community facilities offering for example, a multi-purpose hall and a "Healthy Living Centre" to accommodate medical and fitness facilities; and
  - (c) 4 hectares of industrial and employment lands;
- the retention of the existing pondage areas within the site in order to maintain the natural water supply to Struell Wells and to prevent flooding downstream in times of heavy rainfall;
- regard to be had in the layout and design of the development for the setting of the mound of archaeological interest which adjoins the eastern boundary of the site and views to and from the State Care monument of Struell Wells to the south east;
- the steeply sloping and elevated lands west of No. 6 Ballyhornan Road and adjoining the golf course, and the land south east of Audley's Acre reservoir to be retained for recreation and open space purposes as part of the development of these lands and kept free from all types of development;

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- the existing wetland areas, and surrounding mature vegetation and trees, to be incorporated into the overall design and layout of the development as areas of public open space and wildlife habitat, and provision to be made for linkages between the wetland areas and to the open countryside to enable the movement of wildlife between these areas;
- details of positive management arrangements for the proposed open space, pondage and wetland areas and existing and proposed landscape features;
- the retention of the mature trees alongside the existing laneway leading to No. 6 Ballyhornan Road;
- existing mature vegetation and trees along the eastern perimeter of the zoning and along that part of Ballyhornan Road frontage opposite open countryside shall be retained and enhanced with a 8-10 metre belt of trees of native species to provide screening for the development and help integrate it into the countryside;
- the planting of substantial belts of indigenous trees and hedges as a buffer between existing housing, the golf course and new housing areas;
- an 8-10 metre belt of trees of native species to be provided along the eastern boundary of the new link road where it forms the edge of the settlement limit and the zoning to provide screening for the development and help integrate it into the countryside;
- provision of pedestrian and cycleway links to Monabot Road and Ardfarn Park, and onto Ballyhornan Road;

- the layout shall be designed to provide for maximum permeability by bus services; and
- interim sewage disposal measures may be necessary until such time as the required upgrade to the Waste Water Treatment Works for Downpatrick is complete and fully operational.

The road schemes, which are considered necessary for the proper development of this area, will be undertaken as resources permit. Developers of lands released for development by these road schemes may be required to contribute to their construction.

# Downpatrick

## Proposal DK 08

### 10.66 Hectares north off Ardenlee Gardens and Saul Road

Development of these lands is reliant upon the provision of the Downpatrick Link Road in accordance with Policy TRAN 1, including construction of the development road from Rathkeltair Road to Saul Road, up-grading of the northern section of Rathkeltair Road between Strangford Road and the development road, and up-grading of the Rathkeltair Road / Strangford Road junction and on the phasing of development. All road works are to be designed and implemented to the satisfaction of the Roads Service of the Department for Regional Development and implementation is likely to be dependent on contributions from the developers of the lands to be served by the road scheme.

Development of the site will only be permitted in accordance with an agreed scheme to provide the necessary public infrastructure, including those roads required to serve these lands. The detailed alignment and landscaping of the road shall be designed to achieve the maximum possible degree of integration in the landscape.

#### Key Design Considerations:

- housing development to be a minimum gross site density of 20 dwellings per hectare and a maximum gross site density of 25 dwellings per hectare;
- provision of a link road linking Strangford Road and Saul Road, realignment of associated junctions and upgrading of existing public roads where applicable;
- access arrangements and dwelling layout to be designed to ensure houses front onto existing and proposed access and public roads;
- phasing of housing development in relation to infrastructural works. A foul pumping station will be required to serve these lands;

- the steep escarpment slope covered in vegetation which separates the two parcels of land zoned for housing, together with the elevated land adjoining the Rathkeltair Road, shall be reserved for open space and recreation purposes as part of the development of these lands and shall be kept free of all types of development;
- development shall be restricted to single storey on the higher and more prominent sections of the site, for example, behind Nos. 7-14 Ardenlee Gardens unless it can be demonstrated that buildings will not break the skyline, nor have an adverse visual impact when viewed from Mearne Road, Strangford Road or The Meadows development;
- existing trees and vegetation along the top of the escarpment slope shall be retained and enhanced with similar native species;
- an 8-10 metre belt of trees of native species to be provided along the northern boundary of the new link road where it forms the edge of the settlement limit and the zoning to provide screening for the development and help integrate it into the countryside;
- a 5m planted landscape buffer shall be provided along the boundary with Ardenlee Gardens and the new housing positioned to prevent overlooking and loss of privacy;
- pedestrian and cycleway links shall be provided between the development and Ardenlee Gardens, Saul Road and Rathkeltair Road.; and
- interim sewage disposal measures may be necessary until such time as the required upgrade to the Waste Water Treatment Works for Downpatrick is complete and fully operational.

The road schemes, which are considered necessary for the proper development of this area, will be undertaken as resources permit. Developers of lands released for development by these road schemes may be required to contribute to their construction.

# Downpatrick

## Proposal DK 12

### 13.03 Hectares between Ballyhornan Road and Struell Wells Road

Development of these lands is reliant upon provision of the Downpatrick Link Road in accordance with Policy TRAN 1 and Policy TRAN 2 in Volume 1 of the Plan, its construction from Strangford Road to Saul Road, from Saul Road to Ballyhornan Road, from Ballyhornan Road to Struell Wells Road, the realignment of associated junctions and upgrading of existing public roads and on the phasing of development. All road works are to be designed and implemented to the satisfaction of the Roads Service of the Department for Regional Development and implementation is likely to be dependent on contributions from the developers of the lands to be served by the road scheme.

Development of the site will only be permitted in accordance with an agreed scheme to provide the necessary public infrastructure, including those roads required to serve these lands. The detailed alignment and landscaping of the roads shall be designed to achieve the maximum possible degree of integration in the landscape.

#### Key Design Considerations:

- housing development to be a minimum gross site density of 20 dwellings per hectare and a maximum gross site density of 25 dwellings per hectare;
- provision of a link road linking Ballyhornan Road to Struell Wells Road, realignment of associated junctions and upgrading of existing public roads where applicable;
- phasing of housing development in relation to infrastructural works. The foul sewer and water supply require to be upgraded and pumping will be required from the site to the foul sewer;

- retention of the steeply sloping and elevated land at the junction of Struell Wells Road and Ballyhornan Road for recreation and open space purposes as part of the development of these lands and kept free from all types of development;
- details of positive management arrangements for the proposed open space, and for existing and proposed landscape features;
- retention of the two stands of existing trees between Ballyhornan and Struell Wells Road;
- existing mature vegetation and trees along the eastern perimeter and along Struell Wells Road frontage, opposite the open countryside, shall be retained and enhanced with a 8-10 metre belt of trees of native species to provide screening for the development and help integrate it into the surrounding countryside;
- regard to be had in the layout and design of the development for the setting, approaches and views to and from the State Care monument of Struell Wells to the east;
- provision of pedestrian and cycleway links onto Ballyhornan and Struell Wells Roads;
- the layout shall be designed to provide for maximum permeability by bus services; and
- interim sewage disposal measures may be necessary until such time as the required upgrade to the Waste Water Treatment Works for Downpatrick is complete and fully operational.

The road schemes, which are considered necessary for the proper development of this area, will be undertaken as resources permit. Developers of lands released for development by these road schemes may be required to contribute to their construction.

# Downpatrick

## Proposal DK 13

### 6.21 Hectares south east of Struell Wells Road

Development of these lands is reliant upon provision of the Downpatrick Link Road in accordance with Policy TRAN 1 and Policy TRAN 2 in Volume 1 of the Plan, its construction from Strangford Road to Saul Road, from Saul Road to Ballyhornan Road, from Ballyhornan Road to Struell Wells Road, and from Struell Wells Road to Ardglass Road, the realignment of associated junctions and upgrading of existing public roads and on the phasing of development. All road works are to be designed and implemented to the satisfaction of the Roads Service of the Department for Regional Development and implementation is likely to be dependent on contributions from the developers of the lands to be served by the road scheme.

Development of the site will only be permitted in accordance with an agreed scheme to provide the necessary public infrastructure, including those roads required to serve these lands. The detailed alignment and landscaping of the roads shall be designed to achieve the maximum possible degree of integration in the landscape.

#### **Key Design Considerations:**

- housing development to be a minimum gross site density of 20 dwellings per hectare and a maximum gross site density of 25 dwellings per hectare;
- upgrading of that stretch of Struell Wells Road alongside the Downshire Hospital as far as Ardglass Road to form a continuation of the Downpatrick Link Road, and realignment of associated junctions with existing public roads where applicable;

- retention of existing trees and boundary vegetation and enhancement with similar indigenous species;
- the boundary of the site adjacent to the open countryside to be landscaped with an 8-10 metre belt of trees of native species to provide screening for the development and help integrate it into the surrounding countryside; and
- interim sewage disposal measures may be necessary until such time as the required upgrade to the Waste Water Treatment Works for Downpatrick is complete and fully operational.

The road schemes, which are considered necessary for the proper development of this area, will be undertaken as resources permit. Developers of lands released for development by these road schemes may be required to contribute to their construction.

# Downpatrick

## Proposal DK 15 11.8 Hectares at Cloonagh Road and Brannish Road

### Key Design Considerations:

- provision of satisfactory accesses onto the existing industrial estate roads;
- retention of sufficient existing trees and vegetation within the site to screen the development from the Killough and Flying Horse Roads and reduce the visual impact of industrial development on the edge of the open countryside; and
- interim sewage disposal measures may be necessary until such time as the required upgrade to the Waste Water Treatment Works for Downpatrick is complete and fully operational.

The lands owned by Invest Northern Ireland at Brannish Road and Killough Road are suitable for service industry and general industrial projects and currently contain 7.52 hectares of developable industrial land. Logue Casings Ltd has built a new industrial unit within this area since the beginning of the Plan period. An additional 0.62 hectares of land is available at Cloonagh Road.

## Proposal DK 16 Existing Industrial Lands

The following areas of existing industrial lands are designated in accordance with Policy IND 1 in Volume 1 of the Plan and as indicated on Map No. 3/002a Downpatrick Settlement Map:

Flying Horse Road  
Brannish Road  
Cloonagh Road  
Killough Road  
Ballydugan Road

Downpatrick also has a large, 34 hectare, serviced industrial estate on the Belfast Road with 19.83 hectares of remaining developable land, (see Proposal COU 12 and the relevant Down Countryside Map). 35 industrial units and a new office block have been built near the entrance to the estate, with a number of office blocks with storage and factories built further within the site. The remaining lands have been laid out, serviced and landscaped in accordance with the planning approval.

There is therefore a total of 44.71 hectares of existing industrial land within or close to Downpatrick, the majority of which is located on the A7 Belfast to Downpatrick Link Corridor as identified within the RDS.



## Transportation

Downpatrick is located on the A7 route linking Belfast, Saintfield, Crossgar and Downpatrick, part of the Regional Strategic Transport Network, (RSTN). The Regional Transportation Strategy, published in July 2002, sets out the budgets and types of transportation measures to be implemented including improvements to the RSTN. The main road network in Downpatrick converges on the Town Centre, at a complex junction of Market Street, Irish Street, Scotch Street, English Street and Church Street. In consequence, Market Street and Irish Street, in addition to their role as shopping areas, function as local distributors for traffic to and from residential and commercial areas, and as routes for through traffic.

A new bus terminal for Downpatrick was completed and opened in June 2005, which provides a range of enhanced facilities on the existing site at Market Street to meet the needs of bus passengers using services to and from Downpatrick.

Plan policies affecting the development of transportation in Downpatrick are set out in the Transportation Section in Volume 1 of the Plan (Policy TRAN 1 and TRAN 2). A Road Scheme to be provided in accordance with Policy TRAN 1 in Volume 1 is listed below, (Proposals DK 08 and DK 17). Road Schemes to be provided in accordance with Policy TRAN 2 are identified under the relevant land use proposals (DK 07, DK 11, DK 12 and DK 13).

The road lines are shown on Map No. 3/002a Downpatrick Settlement Map. although those sections between Saul Road and Struell Wells Road are indicative only. Concept Master Plans and indicative concept plans, which will accompany applications for development of these lands, will be required to include the proposed line of the relevant development road.





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## Transportation Proposals

The following road proposal is identified in accordance with Policy TRAN 1 in Volume 1 of the Plan:

- Proposal DK 17 - Strangford Road – Saul Road Link

### Proposal DK 17 Strangford Road – Saul Road Link

The Strangford Road – Saul Road Link includes the construction of the development road from Rathkeltair Road to Saul Road, the up-grading of the northern section of Rathkeltair Road between Strangford Road and the development road, and the up-grading of the Rathkeltair Road / Strangford Road junction. All road works are to be designed and implemented to the satisfaction of the Roads Service of the Department for Regional Development.

The road line has been identified to ensure maximum integration within the local and wider landscape. The exact line, which will be determined at detailed design stage to minimise the impact on existing residential properties, will be subject to a separate statutory process, including a detailed public consultation process.