



12 August 2026

Committee Chair: Alderman L Boyle

Committee Vice-Chair: Councillor S Flanagan

Committee Members: Aldermen T Campbell and M Magill

Councillors – J Archibald-Brown, S Cosgrove,
R Foster, R Kinnear, AM Logue, R Lynch, B Mallon and
T McGrann

Dear Member

MEETING OF THE PLANNING COMMITTEE

A meeting of the Planning Committee will be held in the **Council Chamber, Mossley Mill on Monday 17 August 2026 at 6.00 pm.**

You are requested to attend.

Yours sincerely

A handwritten signature in black ink, appearing to be "Richard Baker".

Richard Baker, GM, MSc
Chief Executive, Antrim and Newtownabbey Borough Council

PLEASE NOTE: Refreshments will be available from 5.00 pm in the Café

For any queries please contact Member Services:

Tel: 028 9448 1301/ 028 9034 0107

memberservices@antrimandnewtownabbey.gov.uk

AGENDA FOR PLANNING COMMITTEE – 17 August 2026

Part One - The Planning Committee has the full delegated authority of the Council to make decisions on planning applications and related development management and enforcement matters. Therefore, the decisions of the Planning Committee in relation to this part of the Planning Committee agenda do not require ratification by the full Council.

Part Two - Any matter brought before the Committee included in this part of the Planning Committee agenda, including decisions relating to the Local Development Plan, will require ratification by the full Council.

- 1 Apologies.
- 2 Declarations of Interest.
- 3 Report on business to be considered:

PART ONE - Decisions on Planning Applications

3.1 Planning Application: LA03/2026/0259/F

Proposed erection of storage and distribution warehouse building with ancillary facilities, office space, internal chiller unit, solar panels and external yard, including HGV and car parking, landscaping and infrastructure works. Access from established entrance into Ballyearl Business Park onto Doagh Road at Houstons Corner on Lands 185m south of 34 Ballynure Road, to the south-east of Ballyearl Business Park, Houstons Corner, Doagh Road/ Ballynure Road, Newtownabbey.

3.2 Planning Application: LA03/2025/0122/F

Retention of coffee dock, external seating, landscaped accessible entrance to football grounds and coffee dock, new club office and registration point and equipment stores, including proposed changing facilities within a shipping container at lands 15m east of 51 Castle Road, Antrim, BT41 4NA.

3.3 Planning Application: LA03/2025/0895/RM

Proposed petrol filling station and retail unit with parking, lighting and associated development including solar panels and package treatment plant, alterations to Ballycraigy Road to provide right hand turning lane and alterations to pedestrian crossing arrangement at 11 Ballycraigy Road, Antrim, BT41 2BD.

3.4 Planning Application: LA03/2025/0540/F

Part-retrospective application for the retention of a workshop building (including ancillary office, storage, and toilet facilities) and the retention of an extension to existing yard (including a concrete ramp); together with proposed landscaping works comprising an earth bund and new planting, improvements to the existing site access, and all associated works at approximately 100m north of No.15 Gallagher Road, Toomebridge, BT41 3QS.

3.5 Planning Application: **LA03/2025/0815/F**

Proposed Farm Shed (Retrospective) at 60m southeast of 43 Nutts Corner Road, Crumlin, BT29 4SQ.

3.6 Planning Application: **LA03/2026/0208/F**

Extension of curtilage to provide 14no. self-storage container units – existing units within the business park to be re-located here at Taylor Business Park, 17 Carnanee Road, Templepatrick, BT39 0BZ.

3.7 Planning Application: **LA03/2026/0166/F**

Proposed 22.5m Swann CS5S Lattice Tower c/w 6no antennas, 15no. RRUs, 2no. 0.3m dishes, 3no. cabinets, 1no. meter cabinet and ancillary development thereto to the rear of Glenwell House (Replacement Mast) at rear of Glenwell House, approx. 55m NW of 6 Glenwell Road, Newtownabbey, BT36 7QT.

3.8 Planning Application: **LA03/2025/0848/F**

Proposed change of use/adaption of a redundant building to a single dwelling at approx. 18m north of 1 Carntall Road, Ballyclare, (No. 1A Carntall Road), BT39 9NS.

3.9 Planning Application: **LA03/2025/0901/F**

Detached Pre-Fabricated Shed at 202 Hillhead Road, Ballyclare, BT39 9LP.

PART TWO – Other Planning Matters

3.10 Delegated Planning Decisions and Appeals July 2026

3.11 Proposal of Application Notices for Major Development July 2026

3.12 Transboundary Consultation by Department for Infrastructure (DfI)

3.13 Any Other Relevant Business

**REPORT ON BUSINESS TO BE CONSIDERED AT THE MEETING OF THE
PLANNING COMMITTEE ON 17 AUGUST 2026**

**PART ONE
PLANNING APPLICATIONS**

COMMITTEE ITEM	3.1
APPLICATION NO	LA03/2026/0259/F
DEA	THREEMILEWATER
COMMITTEE INTEREST	MAJOR APPLICATION
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Proposed erection of storage and distribution warehouse building with ancillary facilities, office space, internal chiller unit, solar panels and external yard, including HGV and car parking, landscaping and infrastructure works. Access from established entrance into Ballyearl Business Park onto Doagh Road at Houstons Corner.
SITE/LOCATION	Lands 185m south of 34 Ballynure Road, to the south-east of Ballyearl Business Park, Houstons Corner, Doagh Road/ Ballynure Road, Newtownabbey
APPLICANT	JH Turkington & Sons Ltd
AGENT	GRA Planning and Development
LAST SITE VISIT	12 th June 2026
CASE OFFICER	Alicia Leathem Tel: 028 90340416 Email: alicia.leathem@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Northern Ireland Planning Portal https://planningregister.planningsystemni.gov.uk/application/700319	
SITE DESCRIPTION	
The application site is located immediately outside the development limits of Metropolitan Newtownabbey as defined within both the Belfast Urban Area Plan (BUAP) and draft Belfast Metropolitan Area Plan (dBMAP). The application site extends to 3.7 hectares with the adjoining Ballyearl Business Park extends to approximately 15 hectares. The proposed development lies on undeveloped lands within the southeastern portion of Ballyearl Business Park to the east of Montgomery office and distribution centre and lying immediately west and adjacent to the A8 dual carriageway. The site is bounded to the north by an open field and further north by an established lorry/ trailer parking area and to the south by a yard and undeveloped green field and railway track beyond. Access to the site is achieved from an established entrance at Houstons Corner. The topography of the application site is mostly flat and sits approximately 3.5 metres below the adjoining dual carriageway. The surrounding land uses comprise industrial units to the north and west with Glenvara Christian Centre just beyond the northern boundary of the Ballyearl Business Park. Montgomery Tyres is located to the east of the site, opposite the A8 dual carriageway.	
RELEVANT PLANNING HISTORY	
Planning Reference: LA03/2026/0183/F Location: Lands at Ballyearl Business Park and approx 150m south of Houstons Corner Roundabout, Newtownabbey, BT36 4TP.	

Proposal: Erection of a warehouse building with ancillary office space, external yard, HGV and car parking, including all associated, site works, landscaping and infrastructure.

Decision: Application Pending

Planning Reference: LA03/2025/0950/PAN

Location: Lands 185m south of 34 Ballynure Road, to the south-east of Ballyearl Business Park, Houstons Corner, Doagh Road/ Ballynure Road, Newtownabbey

Proposal: Proposed erection of storage and distribution warehouse building with ancillary facilities, office space, internal chiller unit and external yard, including HGV and car parking, landscaping and infrastructure works. Access from established entrance onto Doagh Road at Houstons Corner.

Decision: PAN Acceptable (12/01/2026)

Planning Reference: LA03/2023/0491/F

Location: Proposed erection of 2No. distribution warehouse buildings with ancillary facilities, including parking and landscaping. Access from established entrance onto Doagh Road at Houstons Corner.

Proposal: 80 metres south of 34 Ballynure Road, with access from Doagh Road, Houstons Corner, Doagh Road/ Ballynure Road, Newtownabbey, BT36 4TP

Decision: Permission Granted (24/11/2023)

Planning Reference: U/2014/0072/RM

Proposal: Proposed distribution warehouse units 1 and 2 including office accommodation and staff welfare facilities with general lorry/trailer and staff/visitor vehicle parking spaces.

Location: Land at Houston's Corner, Ballyearl, Newtownabbey

Decision: Permission Granted (08/12/2014)

Planning Reference: U/2010/0087/O

Proposal: Extension and improvement of the existing warehouse premises involving a proposed warehouse distribution centre and outdoor lorry/trailer and container park with offices, canteen and parking.

Location: Land at Houston's Corner, Ballyearl, Newtownabbey

Decision: Permission Granted (22/04/2011)

PLANNING POLICY AND GUIDANCE

Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise.

The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts; Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

Belfast Urban Area Plan: The application site is located outside the development limits of the Belfast Urban Area. The Plan offers no specific guidance on this proposal.

Draft Newtownabbey Area Plan 2005 (NAP): The application site is located within the countryside and outside any settlement limit. The Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan (Published 2004) (dBMAP): The application site is located within the countryside and outside any settlement limit.

SPPS 2nd Edition – Strategic Planning Policy Statement for Northern Ireland: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim and Newtownabbey Plan Strategy 2015-2030: sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

Strategic Policy 1 – Sustainable Development (SPG 1): sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Strategic Planning Policy Statement (SPPS).

Strategic Policy 2 – Employment (SP 2): aims to encourage growth and investment to support enterprise and increase employment benefits. SP2 is supported by Policies:

- Policy DM 1: Economic Development – Zoned Sites and Settlements

Strategic Policy 3 – Transportation and Infrastructure (SP 3): aims to encourage the continued development and growth of high-quality transportation, communications and utilities infrastructure in a timely and co-ordinated fashion to meet the current and future needs of our Borough and support sustainable development in accordance with the Council's Spatial Growth Strategy. SP 3 is supported by Policies:

- Policy DM 10 Access and Parking
- Policy DM 11 Access to Protected Routes
- Policy DM 12 Active Travel
- Policy DM 14 Public Utilities and Infrastructure
- Policy DM 15 Development Relying on Non-Mains Sewerage

Strategic Policy 6 - Placemaking and Good Design (SP 6): sets out that positive placemaking and good design are key components in the delivery of high quality, attractive and sustainable places within our Borough. SP 6 is supported by relevant operational policies:

- Policy DM 27 Rural Design and Character
- Policy DM 28 Amenity Impact

Strategic Policy 7 – Historic Environment (SP 7): Indicates that careful management and ongoing investment in our historic environment will help to create unique,

attractive and welcoming places to live, work and relax in and contribute significantly to our Borough's sense of place. SP 7 is supported by relevant operational policy:

- Policy DM 30 Archaeology

Strategic Policy 8 - Natural Heritage (SP 8): seeks to protect, conserve and promote the enhancement and restoration of the diversity of our Borough's natural heritage comprised of its habitats, species, landscapes and earth science features.

- Policy DM 37 Designated Sites of Nature Conservation Importance;
- Policy DM 38 Protected Species;
- Policy DM 39 Habitats, Species & Features of Natural Heritage Importance;
- Policy DM 40 Landscape Protection;
- Policy DM 42 Trees and Development.

Strategic Policy 9 – Natural Resources (SP 9): sets out that the Council will seek to ensure the sustainable use of our natural resources. SP 9 is supported by relevant operational policy:

- Policy DM 45 Renewable Energy Development

Strategic Policy 10 - Environmental Resilience and Protection (SP 10): seeks to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on our built and natural environment. SP 10 is supported by Policies:

- Policy DM 46 The Control of Development in Flood Plains
- Policy DM 47 Surface Water Drainage & Sustainable Drainage Systems
- Policy DM 49 Artificial Modification of Watercourses
- Policy DM 50 Pollution
- Policy DM 52 Contaminated Land

CONSULTATION

Council Environmental Health Section – No objection subject to conditions.

Belfast International Airport – No objection subject to conditions.

Northern Ireland Water – No objection, based on a private treatment plant being used.

Department for Infrastructure Roads- No objection subject to condition.

Department for Infrastructure Rivers- substantive response.

Department for Communities Historic Monuments - No objection

DAERA Water Management Unit – No objection subject to condition.

DAERA Regulation Unit – No objection subject to condition.

DAERA Natural Environment Division – No objection.

Shared Environmental Services – No substantive response.

REPRESENTATION

Eleven (11) neighbouring properties were notified, and no letters of objection have been received.

Any feedback received during the Pre-Application Community Consultation (PACC) is provided and summarised with the PACC report (Document 02).

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

The main issues to consider in the determination of this application are:

- Legislative Framework
- Plan, Policy and Principle of Development
- Design, layout and Impact on Character and Appearance of the Area
- Neighbour Amenity
- Access, Movement and Parking
- Flooding, Groundwater and Drainage
- Natural Heritage
- Archaeology and Built Heritage
- Other Matters

Legislative Framework

Environmental Impact Assessment

As the development falls within Schedule 2, Category 2, 10 (a) Industrial estate development projects of the Environmental Impact Assessment Regulations (Northern Ireland) 2017, the Council is obliged under Regulation 12 (1) of these Regulations to make a determination as to whether an application is or is not EIA development. An EIA Screening Determination was carried out and it was determined that the planning application does not require to be accompanied by an Environmental Statement.

Habitats Regulation Assessment

This planning application was considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended). The Council in its role as the Competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended), and in accordance with its duty under Regulation 43, has completed the HRA report, dated 3rd August 2026. This found that the project would not have any adverse effect on the integrity of any European site.

Pre-Application Notice

The application falls within the major category as prescribed in the Development Management Regulations. Section 27 of the Planning Act (NI) 2011 places a statutory duty on applicants for planning permission to consult the community in advance of submitting an application. Section 27 also requires that a prospective applicant, prior to submitting a major application must give notice, known as a 'Proposal of

Application Notice' (PAN) that an application for planning permission for the development is to be submitted.

A PAN (ref: LA03/2025/0950/PAN) was submitted to the Council and was deemed to be acceptable on 12th January 2026. The Pre-Application Community Consultation Report (PACC) (Document 02) submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.

Policy Context and Principle of Development

Section 45 (1) of the Planning Act (NI) 2011 requires the Council, in dealing with an application for planning permission, to have regard to the Local Development Plan, so far as material to the application, and to any other material considerations. Section 6 (4) of the Act then states that, where, in making any determination under the Act, regard is to be had to the Local Development Plan, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

The Antrim & Newtownabbey Plan Strategy (ANPS) sets out the relevant planning policies for the determination of planning applications in the Borough. However, until such times as the Local Policies Plan (LPP) identifies the boundaries of settlement limits, local designations and zonings, the provisions of the current legacy plans, both adopted and in draft form will continue to apply. The lands fall within the countryside and outside any settlement limit within as defined within both the Belfast Urban Area Plan (BUAP) 2001 dBMAP.

The adopted Belfast Metropolitan Area Plan 2015 (BMAP) previously operated as the statutory development plan for this area, but the adoption of the Plan in 2014 was subsequently declared unlawful by the Court of Appeal on 18th May 2017. As a consequence, the Belfast Urban Area Plan (BUAP) operates as the Local Development Plan (LDP) for the area. The provisions of the draft Belfast Metropolitan Area Plan (dBMAP) are also a material consideration in this application. In line with the transitional arrangements set out in the SPPS, the BUAP, dBMAP and the ANPS must be read together. Any conflict between the policies in the Plans must be resolved in favour of the ANPS.

As indicated above the application site is located within the countryside as defined within the dBMAP. Policy SP1.11 of the ANPS indicates that development proposals in the countryside will be supported in principle provided that they accord with the relevant policies applicable to the development type otherwise it will not be permitted unless there are overriding reasons why it is essential in a countryside location and cannot be located within a settlement. Policy DM 2 of the ANPS addresses Economic Development in the Countryside.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The Strategic Planning Policy Statement for Northern Ireland 'Planning for Sustainable Development' (SPPS) is material to all decisions on individual planning applications and appeals and transitional arrangements are set out in it. On 11th December 2025, the Department for Infrastructure published the SPPS, Edition 2, which included new policy provisions on Renewable and Low Carbon Energy. The Preamble to the SPPS, Edition 2 makes clear that all other policy provisions within the former SPPS are unchanged. The SPPS

states that a key dimension of sustainable development for Northern Ireland is economic growth, which requires the planning system to continue to provide protection to our built and natural environment including our heritage assets while unlocking development potential, supporting job creation and aiding economic recovery.

However, the SPPS recognises that in the interests of rural amenity and wider sustainability objectives, the level of new building for economic development purposes outside settlements must be restricted, save for a number of exceptions. One exception relates to a proposal for a major development where a countryside location is necessary because of its size or site-specific requirements. Such proposals should be able to demonstrate a significant contribution to the regional economy and be otherwise acceptable in terms of any environmental or transport impacts. In any circumstance, an edge of town location should normally be favoured over a location elsewhere in the countryside.

The proposal seeks permission for the erection of a storage and distribution warehouse building with ancillary facilities, office space, internal chiller unit, solar panels and external yard, including HGV and car parking, landscaping and infrastructure works. Neither the ANPS or the SPPS defines any thresholds for what constitutes a major application, however, 'The Planning (Development Management) Regulations (Northern Ireland) 2015 defines that storage and distribution uses which exceed 5000sqm or 1 hectare in size is a major application.

Policy DM 2.9 of the ANPS deals with major development stating that it must be demonstrated that the proposal makes a significant contribution to the regional economy and a countryside location is deemed necessary due to its size or site-specific requirements that cannot be met on a site within or adjacent to a settlement. The site is to be occupied by the DHL Group, supporting information (Document 01) indicates that the proposal represents a total investment of £18 million in the local economy with construction expenditure of £15million. In relation to employment Document 01 indicates approximately 100 construction jobs will be created and 280 fulltime equivalent roles.

Supporting information highlights that DHL is a global logistics company with DHL Supply Chain operating an existing multi-user retail distribution centre currently located at Mallusk, Newtownabbey. The Mallusk site employs over 200 staff members, contributing to a total workforce of more than 700 across Northern Ireland. DHL Supply Chain at Mallusk provides logistics and customs services for a range of clients, including Marks & Spencer, Co-op Wholesale, Iceland, Alliance Healthcare, JD Wetherspoon, B&Q, Next, Dunelm, Tesco, Sainsbury's, and TK Maxx. DHL facilitates deliveries to more than 600 store locations throughout Northern Ireland, completing 143,000 deliveries each year and delivering a total of 1,030,000 pallets and cages annually. It should also be noted that planning permission was recently granted planning permission (Ref: LA03/2025/0777/F) for DHL Express to operate from a nearby site at Houston's Business Park.

It is accepted that given the level of investment together with the services provided and the geographical spread through the UK and Ireland that the proposal does make a significant contribution to the regional economy, thereby satisfying this element of Policy DM 2.9 of the ANPS and the SPPS.

The second element of Policy DM 2.9 of the ANPS requires a demonstration of the site specific need and why other locations within or near a settlement are not feasible. As highlighted DHL supply chain currently operates from McKinney Road in Mallusk. Supporting information indicates that DHL 2030 Strategy aims to double the business size in the Northern Ireland region (Document 01, Appendix 1). However, current challenges include capacity constraints, with the site operating at full capacity, limiting its ability to expand and meet growth ambitions and site condition, in that after more than 40 years of operation, the facility has become increasingly outdated, making it challenging to uphold the high quality standards expected by DHL and regulatory authorities. It is indicated that difficulties with the existing site operations include employee safety, operational schedules, access challenges, environmental impact, staff retention and customer appeal.

It is indicated that DHL explored the possibility of redeveloping the existing site, however, this was ruled out due to the necessity for closure during the redevelopment period that would result in loss of business and employees. A sequential site assessment was therefore undertaken in order to identify a suitable and available location that would enable expansion of DHL operations in NI. The site assessment (Document 01) considered 29 potential new build site across Northern Ireland including 3 sites within Antrim and Newtownabbey Borough Council area , 3 of which were on zoned lands within the settlement limit (Ballycraig Business Park, Houston Business Park and Enkalon Business Park) which were discounted due to the suitability or viability in relation to the size requirements or the level of constraints in relation to distance from ports, or infrastructure capability. The sequential assessment narrowed the selection to two sites, including that application site which is indicated to be DHL's preferred site due to the strategic road access, collaborative growth with DHL Express located at Houston's Business Park, the site allows for continued growth and seamless transfer from existing operations due to proximity and the overall ability to incorporate sustainability commitments and technological advancements.

Supporting information highlights that the second site option is located within Carrickfergus in the Mid and East Antrim Borough Council which has full planning permission and will be available to be operationally ready by 1 June 2027. However, DHL highlight that this site is 10 miles from DHL's current location, presenting challenges in relocating its 202 DHL employees.

Policy DM 2.9 of the ANPS incorporates a site in or adjacent to a settlement limit. In this instance the application site is bounded to the western boundary by the settlement limit of Metropolitan Newtownabbey and of particular note the adjacent lands are zoned for economic/employment use. The site history is also an important material consideration in this instance, planning permission (Ref: LA03/2023/0491/F) was granted for two warehouse buildings on the northern section of the site, it is acknowledged that a condition was imposed restricting the occupation to Montgomery Transport Ltd.

In circumstances where the case being made for a countryside location is specific to the applicant, it would be normal to apply a condition requiring the unit to be for the sole use of the applicant's business. A similar condition was applied to the previously approved warehouses to the immediate north of the site (Ref: LA03/2023/0491/F). It is noted that the policy is more favourable towards major economic development on the edge of the settlement rather than at another countryside location. The

subject case is located just outside the settlement limit of Metropolitan Newtownabbey as defined by draft BMAP. In addition, a recent certificate of lawful Development (Ref: LA03/2024/0032/CLEUD) has been issued which certifies that the western portion of the current application site can be for external storage and the parking of HGV vehicles.

The issuing of the certificate effectively extends the existing Houston's Business Park further south and is now 60 metres short of the railway line which is a physical barrier to any further expansion in a southerly direction. The expansion of the Business Park has effectively created an undeveloped wedge between Houston's Business Park and the settlement limit of Metropolitan Newtownabbey which is defined on the ground by the A8 Dual carriageway. This wedge has a limited depth and given the issuing of the Certificate, the wedge no longer serves a purpose with the proposed development forming an opportunity to consolidate and infill the gap between the built forms in the existing business park and the settlement limit.

Given the circumstances outlined above, which includes the edge of settlement location and the opportunity to consolidate the two areas of built form that no condition restricting the occupation of the development to the applicants business is necessary as the development of the lands for economic purposes would be acceptable regardless of the specific nature of the applicants business.

Overall taking into consideration the planning history of the site, the need for the proposal to enable the growth DHL, the edge of settlement location and the level of existing infrastructure together with the significant contribution to the regional economy on balance it is considered that the principle of development is considered acceptable subject to all other policy and environmental considerations being met.

Design, Layout and Impact on Character and Appearance of the Area

Policy SP 6 of the ANPS seeks to ensure that the principles of placemaking and good design are central to the consideration of all new development proposals. There will be a presumption in favour of well-designed proposals that meet the requirements of Policy SP 6 and other relevant policies and provisions of the ANPS.

Policy DM 27 supports development in the countryside where it is sited to integrate sympathetically into its surroundings and respect the rural character. New buildings will be expected to demonstrate high quality rural design, appropriate to the proposed site and its context. With respect to design, DM 27.4 stipulates that development will be acceptable where it respects rural design in terms of building form, heights, size, scale, massing, architectural detailing and finishes.

The proposal seeks permission for the erection of a storage and distribution warehouse building with ancillary facilities, office space, internal chiller unit, solar panels and external yard, including HGV and car parking, landscaping and infrastructure works. The proposed warehouse building is located on undeveloped lands to the southwest of the site. The layout of the wider site includes a heavy goods vehicles (HGV's) hardstanding, parking and manoeuvring area to the north and the east of the building with a further area of hardstanding utilised for car parking to the west of the building. The proposal includes an NIE substation located to the northwestern corner of the site, and a plant/chiller located to the northeastern elevation enclosed by a 2.5 metre high acoustic fence, in addition, an area of

hardstanding is located along the eastern boundary which accommodates sprinkler tanks that are in the shape of cylinders with a proposed height of 9.9 metres and a width of 9.9 metres, a pumphouse measuring 9 metres in width, 7 metres in depth and 3.6 metres in height, generators and a waste area.

The proposed main building measures 98.6 metres in width with a depth of 94.6 metres and a height of 15.1 metres. The building provides 9340sqm of floorspace with the majority of floorspace (7537sqm) being utilised for warehouse space and a further area of 1088sqm accommodates a chiller area with 715sqm of office space. The building takes the appearance of a standard industrial style building with composite panelling to the roof and walls. The proposal includes sixteen (16) dock levellers to the northern elevation with a further two roller shutter doors and twenty (20) dock levellers to the eastern elevation. A number of pedestrian accesses are located on each of the elevations along with glazing.

Access to the site is taken from the Doagh Road through an existing arrangement that currently serves the adjoining Ballyearl Business Park, which then branches off and provides three individual accesses into the development, one access to serve the HGVs to the norther of the site, one access into the car parking provision with the third access wrapping round the southern elevation of the building and into the circulation space to the east and north. A landscaping plan and Landscape Management Plan (Drawing 10 & Document 03) has been provided in support of the application. Landscaping is to be retained and supplemented along the eastern boundary (A8 dual carriageway) to provide a landscape buffer approximately 8 metres in width with new ornamental landscaping provided along the periphery of the car parking with a hedgerow proposed along the southern boundary which helps to soften the expanse of hardstanding. A 2.4 metre paladin fence is located around the site boundaries extending to 2.5 metres along the southern boundary.

Policy DM 27 addresses rural design and character and reiterates the SPPS in so far as any proposal will be required to integrate sympathetically into its surroundings and respects rural character. Critical views of the site are evident when travelling along the A8 dual carriageway in both directions, from this perspective, the A8 dual carriageway acts as a defining point between the rural and urban area. The lands to the east are located within the settlement limit and include an extensive building occupied by Magowan Tyres directly opposite the application site. The lands to the west of the dual carriageway appear more rural in character albeit a level of build-up is apparent around the periphery of the application site from the existing Ballyearl Business Park. As indicated above the application site lies on the edge of the settlement limit for Metropolitan Newtownabbey. The topography of the lands within the application site and adjoining lands is such that the site sits approximately 3.5 metres lower than the carriageway, which helps to minimise the visual impact of the existing uses and proposed buildings. Notwithstanding the extent of the visual impact of the existing uses, the application site reads as a parcel of land that is sandwiched between two built forms between the rural and urban areas.

It is considered that appropriate boundary and landscape treatments have been provided and on balance the layout, design and appearance is considered acceptable. It is acknowledged that the building is significant in terms of scale and massing and take an industrial appearance within this rural area, however, taking into consideration the context of the surrounding area, including; the existing built form, the topography of the lands and the existing roadside vegetation which is

proposed to be retained and supplemented to provide an 8 metre wide landscape buffer it is considered that the proposal will not result in further erosion to the character of this rural area.

Neighbour Amenity

The SPPS indicates that the planning system has a role to play in minimising potential adverse impacts such as noise or light pollution on sensitive receptors by means of its influence on the location, layout and design of new development. Policy DM 28 of the ANPS highlights that the Council will only support development proposals where they will not result in an unacceptable adverse impact on the amenity of existing or future occupiers of adjoining or nearby properties. Whilst Policy DM 50 of the ANPS indicates that the Council will support development proposals with the potential to cause significant pollution including noise pollution where an assessment report has been provided and concluded that the proposal will not have an unacceptable adverse impact on local amenity and how any proposal will be appropriately mitigated.

The application site is located within the countryside and is in proximity to other commercial/industrial developments, the closest residential receptors is located approximately 200 metres to the north and around 400 metres to the west and south.

Noise and Disturbance

Given the nature of the operation the potential exists for noise and general disturbance, the current proposal will also see an increase in vehicular activity during the night time period.

A Noise Impact Assessment (NIA) and associated addendum (Documents 04 and 13) was submitted in support of the application and was reviewed by the Council's Environmental Health Section (EHS). The NIA notes that there will be no requirement for refrigerated diesel engines on the site as electrical connections will be provided for all such lorries. The report also notes that any overnight parking of refrigerated HGVs will be cooled using electric cooling, if planning permission is forthcoming this can be controlled through the imposition of a condition. EHS has raised no objections to the NIA and supporting information and are content that the amenity of nearby sensitive receptors will not be significantly impacted subject to recommended conditions.

Light Impact

A Light Impact Assessment (LIA) (Document 11) has been submitted in support of the application, which presents the horizontal illuminance levels of the proposed development at the car park, service yard, rear service yard and the service road. It is noted that the nearest residential properties are approximately 180m to the north and around 400m to the west and south. EHS indicate that at these distances EHS are satisfied that the operation of artificial lighting will not adversely impact residential receptors and therefore do not request a vertical illuminance impact assessment on this occasion. EHS recommend a condition to ensure that artificial lighting does not exceed 5 Ev (lux) for daytime hours and 1 Ev (lux) for night-time hours at any nearby sensitive receptor.

In conclusion EHS have indicated that amenity can be protected with the inclusion of recommended conditions and it is considered that the proposed development will not give rise to significant adverse impacts in relation to light disturbance.

Access, Movement and Parking

Policy 3.10 of the ANPS sets out that the Council will seek to ensure that all new development provides safe access arrangements that will not significantly inhibit the free flow of traffic, and that sufficient car and cycle parking is provided. SP 3 is supported by Policy DM 10.

Policy DM 10 gives support to development proposals where it is demonstrated that there is the capacity on the road network to accommodate the type and amount of traffic likely to be generated where access arrangements do not prejudice road safety or significantly inconvenience the flow of people or goods and adequate provision is made for car and cycle parking and any necessary servicing arrangements. Policy DM 10.2 of the ANPS, advises that the Council will continue to take account of the supplementary guidance set out in Development Control Advice Note (DCAN) 15: Vehicular Access Standards, Creating Places and Parking Standards.

As indicated above access to the site is achieved via the Doagh Road which is the current access arrangement serving the wider Ballyearl site with a singular access point for ingress and egress. The access arrangement then branches off to provide three individual accesses into the development, one access to serve the HGVs to the norther of the site, one access into the car parking provision with the third access wrapping round the southern elevation of the building and into the circulation space to the east and north.

A Transport Assessment Form (TAF, Document 05) was submitted in support of the application. The TAF highlights that the TRICS database has been utilised to quantify the number of users arriving at the site by all modes based on the GFA of "Employment/G- Parcel Distribution Centres", which has been selected as the most representative land use for the proposed use. The TRIC database estimates that there will be 35 trips in total during the normal AM peak (08:00-09:00) and 42 trips during the normal PM peak (17:00-18:00). However, the TAF indicates that the operator estimates the potential traffic movements to be higher with a table highlighting the client estimate in comparison to the TRICs database, the figures are separated into cars/vans & HGVS and broken down into four hourly time periods between 5am and 9am. The TRICS database projects that there will be 242 car movements and 48 HGV, therefore a total of 290 movements per day whilst the operator estimates 185 car/van movements and 112 HGV, therefore a total of 297 vehicle movements per day. It is indicated that highest vehicular movement by the client's estimate is between 7am and 8am with a potential 46 cars/vans and 10 HGVs.

Consultation was carried out with DfI Roads who raised no objections in relation to the access, however, DfI Roads stated that this was on the basis that planning was satisfied with the intensification in use. It is acknowledged that that proposal represents additional vehicular activity utilising the road network when entering and exiting the site, it is also acknowledged that a current pending application (Ref: LA03/2026/0183/F) for a storage and distribution use also proposes to use the same access arrangement. It is accepted that the level of vehicular activity proposed will intensify the access arrangement, however, the access is not onto a protected route where the intensification of an access. DfI Roads has not raised any objections in relation to the safety of the access arrangement.

The aim of Policy DM 12 Active Travel (Walking and Cycling) is to promote measures in the design and layout of developments that will support increased walking and cycling. The promotion of alternative forms of transport is noted including appropriate provision of secure bicycle stands within the site. Policy SP 3.10 of the ANPS requires sufficient car parking provision to be provided with Policy DM 10 reiterating this and requiring that parking arrangements will continue to take account of supplementary planning guidance including 'Parking Standards' (DoE, 2005). The maximum parking standard is 1 parking space per 250sqm GFA and 1 space for HGV parking per 250sqm, offices are considered at 1 space per 20sqm plus 10% for visitors. Through considering 'Parking Standards', the proposed warehouse building would require 35 car parking spaces and 35 HGV parking spaces with the office element requiring 40 car parking spaces, the proposal therefore requires a total of 75 car parking spaces and 35 HGV spaces. The site plan (Drawing 04/1) provides 119 car parking spaces inclusive of 12 electric vehicle charging spaces and 2 accessible space, 15 HGV electric vehicle charging spaces have been provided with a further 41 HGV spaces within the site. An appropriate provision of cycle racks, car and HGV spaces are provided within the site.

It is considered that the development has adequate parking, turning and circulation spaces within the site for vehicles that will be attracted to the proposed development and is in accordance with Policies DM 10 and DM 12 of the ANPS.

Flooding, Groundwater, and Drainage

Policy SP 10 of the ANPS recognises the need to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on the natural and built environment while SP 10.2 states that there will be a strong presumption against development proposals in floodplains. SP 10.3 requires the submission of a Drainage Assessment and promotes the use of Sustainable Urban Drainage Systems which is supported by Policy DM 47.

A Flood Risk and Drainage Assessment (FRDA), (Document 08) was submitted in support of the application. The Flood Maps (NI) indicate that the site lies within the 1 in 100 year fluvial including the most up to date allowance for climate change. It is indicated that (Document 08) a model was prepared by McCloy consulting in relation to the previous planning permission (Ref: LA03/2023/0491/F) which concludes that the site is unaffected by fluvial flooding, taking account of climate change and indicates that there is no significant risk to the development. Additionally, it is indicated that post development flood risk is unaffected by the development and flood mapping is unchanged. Consultation has been carried out with DfI Rivers who have reviewed the FRDA and have indicated that they have no reason to disagree with the conclusions

Policy DM 47 of ANPS addresses surface water drainage and Sustainable Urban Drainage (SUD's). DfI Rivers have also reviewed the FRDA for the internal drainage design and has raised no objections to the drainage regime, however, they have requested confirmation of a Discharge Consent from either NI Water or Rivers Directorate. The role of the planning system is not to duplicate the regulatory controls of other statutory bodies and matters which lie outside the control of planning should not form part of the decision-making process, unless it is demonstrated that the development would result in adverse impacts on the environment. This is a matter which could be negatively conditioned should planning permission be forthcoming.

Policy DM 49 of the ANPS restricts the artificial modification of a watercourse including culverting, unless there are exceptional circumstances which includes a short length necessary to facilitate access to a development site or that a specific length of watercourse needs to be culverted for engineering reasons where there is no reasonable or practicable alternative. The FRDA indicates that there are existing culverts to both the east and west of the application site with further proposed culverting running along the western and southwestern boundary of the site. The overall purpose of the large section of culvert along the western boundary is to accommodate the access arrangements the site. Although this includes a section of culverting to accommodate the proposed building, it is noted that the principle of the aforementioned culvert was accepted under the previously approved application (Ref: LA03/2023/0491/F). DfI Rivers note that any culverting approved will also be subject to approval from Rivers Directorate under Schedule 6 of the Drainage Order 1973, the FRDA notes that previous consent to culvert was provided by DfI Rivers.

Natural Heritage

Policy SP 8 of the ANPS indicates that the Council will work in partnership with DAERA, environmental organisations and developers to protect, conserve and promote the enhancement and restoration of the diversity of the Boroughs natural heritage comprised of its habitats, species, landscapes and earth science features. SP 8.3 of the ANPS requires appropriate weight to be afforded to the protection of designated sites, protected species and priority habitats and species together with other features of biodiversity and geological interest within the wider environment. Policy SP 8 is supported by Policies DM 37 – DM 39 and DM 42 of the ANPS.

Designated Sites

The application site is not situated within any nationally or internationally designated sites, however, two open drainage channels are present on and immediately adjacent to the application site. An existing drainage ditch runs along the eastern boundary along the Ballynure Road (A8) embankment and a second which traverses the western side of the site. The site drains southwards towards the Three Mile Water which flows approximately 220m south of the application site boundary before continuing for approximately 6.4km to discharge to Belfast Lough at Whiteabbey. The site is therefore hydrologically linked to Belfast Lough RAMSAR Site, Belfast Lough SPA and Belfast Lough Open Water SPA, Outer Belfast Lough ASSI, which is declared under the Environment Order (Northern Ireland) 2002.

The Council is the Competent Authority and must undertake as much of the assessment process as required under Regulation 43 of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended). A Shadow Habitats Regulation Screening Assessment (sHRA, Document 14) was submitted with the application.

The Council as the Competent Authority has completed a stage 2 HRA which found that the project would not have any adverse effect on the integrity of any European site.

Priority Habitats & Protected Species

The applicant has submitted an Ecological Assessment (Document 09) and consultation was carried out DAERA Natural Environment Division (NED) has considered the impacts of the proposal on designated sites and other natural

heritage interests (Habitats, and Protected Species) and, on the basis of the information provided, has no concerns.

Water Contamination

It should be noted that the current proposal indicates that foul drainage will be provided via an onsite wastewater treatment works. As indicated above a number of watercourses traverse the site, consultation was carried out with WMU who note that the drainage plan indicates that surface water run-off from the proposed development will pass through a petrol interceptor before discharging to a nearby watercourse. A Discharge Consent under the terms of the Water (Northern Ireland) Order 1999 will be required for the discharge of intercepted site drainage from the proposed development. WMU welcomes the inclusion of an emergency pollution control valve as part of the drainage layout of the proposal. WMU raised no objections to the proposal subject to recommended conditions.

Land Contamination

Policy DM 52 of the ANPS requires consideration to be given to the potential of any proposal to cause land pollution or contamination. A Preliminary Risk Assessment (PRA, Document 07) was submitted which concludes that the site is suitable for use on completion of a Remediation Strategy Report and proper ground water mitigation. This remediation strategy is required as a result of exceedances in groundwater samples, where the site was considered to pose a risk to the controlled waters. The report notes that as there is no current or intended human exposure to groundwater, the risk to human health from direct contact is considered low and considers that there are no identified complete pollutant linkages and the risk to human health is negligible. Consultation was carried out with EHS and DAERA Regulation Unit (RU) who raise no objections subject to recommended conditions relating to unidentified contamination during site works.

Archaeology and Built Heritage

The SPPS and Policy SP 7 of the ANPS requires that all proposals protect, conserve and promote the enhancement of the historic environment. Policy DM 32 seeks the protection, conservation, enhancement and appropriate active use of listed buildings. The proposed development site is not located within a buffer zone for any protected or scheduled monuments. Consultation was carried out with Historic Environment Division (HED) and no objections were raised by HED. It is therefore considered that the proposal complies with both the SPPS and Policy DM 32 of the ANPS.

Other Matters

Sustainability

The RDS, SPPS and ANPS collectively require that development proposals take into consideration the effects of climate change and the inclusion of energy saving measures, together with future proofing of the development. The design includes photovoltaic panels on top of plant rooms and staff administration blocks. Policy DM 45 of the ANPS indicates that development that generates energy from renewable sources will be permitted where there will not be an unacceptable adverse impact on visual amenity and landscape character. Having regard to the location of the development and the nature of surrounding land uses and the design of the building it is anticipated that there will be no significant effects on the landscape from the development as a whole, including solar panels to the roof.

The proposed solar panels have been designed to sit close to flush with the roof pitch to reduce the overall visual impact and have been designed to mitigate glint and glare as the PV panels have been indicated to be dark in colour and wither non-reflective glass or non-reflective coating. A Glint & Glare Assessment (Document 10) was submitted with the proposal, the use of solar panels can cause a distraction to aviation traffic with Policy DM 45 of the ANPS requiring that there is no unacceptable adverse impact on public safety or human health.

Aviation Safety

SP 3.15 and DM 13.3 of the ANPS aim to restrict development within the identified BIA Public Safety Zones in accordance with the policy set out in 'Control of Development in Airport Public Safety Zones' (DoE, 2007) in the interests of public safety. The site lies within an airport safety zone where the height of any building or equipment could create a hazard to aviation traffic even if it is temporary in nature, additionally, it is noted that the proposal includes solar panels. Consultation was carried out with Belfast International Airport (BIA) who raised not objections subject to the inclusion of recommended conditions relating to the use of lighting, cranes and the control of landscaping to ensure that it does not attract birds.

Water Disposal Infrastructure

As outlined above, it is indicated that the applicant has identified their intention to use on site wastewater treatment. The use of an onsite wastewater treatment works or a septic tank, is subject to the written consent of DAERA. As highlighted above the role of the planning system is not to duplicate the regulatory controls of other statutory bodies and matters which lie outside the control of planning should not form part of the decision-making process, unless it is demonstrated that the development would result in adverse impacts on the environment. This is a matter which could be negatively conditioned should planning permission be forthcoming.

CONCLUSION

The following is a summary of the main reasons for the recommendation:

- The principle of the development is considered acceptable;
- The design, layout and appearance of the proposal is acceptable;
- There are no significant neighbour amenity concerns;
- There are no significant contaminated land, flood risk or natural and built heritage concerns with the proposal;
- There are no significant concerns with the compatibility with adjacent land uses;
- There are no significant access, movement or parking concerns; and
- There is no significant concern with regard to NI Water infrastructure.

RECOMMENDATION

GRANT PLANNING PERMISSION

PROPOSED CONDITIONS

1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.

2. All fork-lift trucks and mobile plant operating within the site of the development shall be fitted with broadband reversing alarms.

Reason: In order to protect amenity at nearby noise sensitive receptors.

3. Prior to operation of the development, an acoustic barrier of 2.5m height shall be erected around the 'Plant/Chillers' compound, as detailed on Drawing Number 04/2, date stamped 7th July 2026. The barrier shall have a surface weight of not less than 15kg/m², be of solid construction (i.e. no holes or gaps for sound to pass through), and so if it is a fence, it should be of the ship-lapped design and shall be retained for the lifetime of the development.

Reason: In order to protect amenity at nearby noise sensitive receptors.

4. The 2 no. generators as marked on Drawing Number 04/2, date stamped 7th July 2026 shall only be operational in emergency circumstances and for maintenance or repair purposes only.

Reason: In order to protect amenity at nearby noise sensitive receptors.

5. Any heavy good vehicles (HGVs) visiting or parking on the site which require refrigeration shall only be permitted to use electric powered integral refrigeration units.

Reason: In order to protect amenity at nearby noise sensitive receptors.

6. The cumulative noise impact of all noise generating sources associated with the development shall not exceed the rating levels detailed within Tables 17, 18, 19 and 20 of Document Number 04, date stamped 21st April 2026 when measured within the external amenity area of the corresponding noise sensitive receptors detailed in the tables, and assessed in accordance with British Standard 4142:2014 + A1:2019.

Reason: In order to protect amenity at nearby noise sensitive receptors.

7. Within 4 weeks of a written request by the Council (or a period as agreed in writing with the Council), following a noise complaint from the occupant of a dwelling which lawfully exists or has planning permission at the date of this consent, the site operator shall, at his/her expense employ a suitably qualified and competent person, to assess the total level of noise arising from the approved development, at the complainant's property. Details of the noise monitoring survey shall be submitted to the Council for written approval prior to any monitoring commencing. The Council shall be notified not less than 2 weeks in advance of the date of commencement of the noise monitoring.

Reason: In order to protect amenity at nearby noise sensitive receptors.

8. The site operator shall provide to the Council the results, assessment and conclusions regarding the noise monitoring required by Condition 7, including all calculations, and the raw data upon which that assessment and conclusions are based. Such information shall be provided within 1 month of the date of the written request of the Council unless otherwise extended in writing by the Council.

Reason: In order to protect amenity at nearby noise sensitive receptors.

9. Should the cumulative level of noise arising from the approved development measured within Condition 7 exceed the levels detailed within Condition 6, then mitigation measures to reduce noise levels shall be agreed in writing and carried out within a time frame specified by the Council. Within one month of the completion of further works, a noise survey shall be completed and submitted to the Council to demonstrate the noise levels stated within condition 4 are not exceeded.

Reason: In order to protect amenity at nearby noise sensitive receptors.

10. Light intrusion from the development into windows at nearby sensitive properties shall not exceed 5 Ev (lux) at anytime between 07:00 and 23:00hrs, and 1 Ev (lux) at anytime between 23:00 and 07:00 hours, when taken from inside the property.

Reason: In order to protect amenity at nearby sensitive receptors.

11. If during the development works, a new source of contamination and risks are found, which had not been previously identified, works should cease and the Council's Planning Section shall be notified immediately in writing. Any new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) Guidance, available online at <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>. Should an unacceptable risk to human health be identified, a remediation strategy shall be submitted to be agreed in writing with the Council before being implemented and prior to any work re-commencing in the agreed area. The measures contained within the report, as approved, shall be implemented in full prior to work re-commencing in that area.

Reason: To control any risk to human health arising from land contamination. Protection of environmental receptors to ensure the site is suitable for use.

12. After completing any remediation works required and prior to occupation of the development, a verification report shall be submitted for agreement with the Council. This report shall be in accordance with LCRM Guidance and be completed by a competent person.
The verification report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and achieving the remedial objectives.

Reason: To control any risk to human health arising from land contamination. Protection of environmental receptors to ensure the site is suitable for use.

13. No areas of impermeable hard standing should be developed on the site until a Consent to Discharge has been granted under the terms of the Water (NI) Order 1999.

Reason: To protect against the risk of environmental harm.

14. The site shall be sewered to a privately owned/operated waste water treatment works with all surface water is to be discharged to the Three Mile Water.

Reason: To protect against the risk of environmental harm as it has not been indicated that the NI Water sewer system has capacity to service the site.

15. In the event that piling is required, no development or piling work should commence on this site until a piling risk assessment, undertaken in full accordance with the methodology contained within the CL:AIRE document on Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention, has been submitted in writing and agreed with the Council.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

16. The building hereby permitted shall not become operational until the hard surfaced areas have been constructed and permanently marked in accordance with Drawing No 04/2 date stamped 7th July 2026 to provide adequate facilities for parking, servicing and circulating within the site. No part of these hard surfaced areas shall be used for any purpose at any time other than for the parking and movement of vehicles.

Reason: To ensure that adequate provision has been made for parking, servicing and traffic circulation within the site.

17. Prior to works commencing on site, all existing trees as indicated on Drawing No. 10 date stamped 21st April 2026, as being retained shall be protected by appropriate fencing in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations.

No retained tree shall be cut down, uprooted or destroyed, or have its roots damaged within the crown spread nor shall arboricultural work or tree surgery take place on any retained tree other than in accordance with the approved plans and particulars, without the written approval of the Council.

Reason: To protect the biodiversity value of the site, including protected species.

18. The proposed landscaping works as indicated on Drawing No. 10 date stamped 21st April 2026 shall be carried out in accordance with the approved details and the appropriate British Standard or other recognised Codes of Practice during the first planting season after the commencement of development. The proposed landscaping shall be retained thereafter at a minimum height of 2 metres for shrubs/hedges and existing trees as shown shall be retained at a minimum height of 6 metres unless necessary to prevent danger to the public in which case a full explanation along with a scheme for compensatory planting shall be given to the Council in writing prior to their removal.

Reason: To ensure the provision, establishment, and maintenance of a high standard of landscape.

19. If any planted tree is removed, uprooted or destroyed or dies within 5 years from the date of completion of the development it shall be replaced within the next planting season by another tree or trees in the same location of a species and size as specified by the Council.

Reason: To ensure the continuity of amenity afforded by existing trees.

20. All landscaped areas shall be managed and maintained in accordance with the Landscape Management Plan, Document 04 date stamped 21st April 2026 any

changes or alterations to the approved landscape management arrangements shall be submitted to and agreed in writing by the Council.

Reason: To ensure successful establishment and ongoing management and maintenance (in perpetuity) of the open space and amenity areas in the interests of visual and residential amenity.

21. Any external lighting to be included in the development should be of flat glass, full cut off design with horizontal mountings so that there is no light spill above the horizontal.

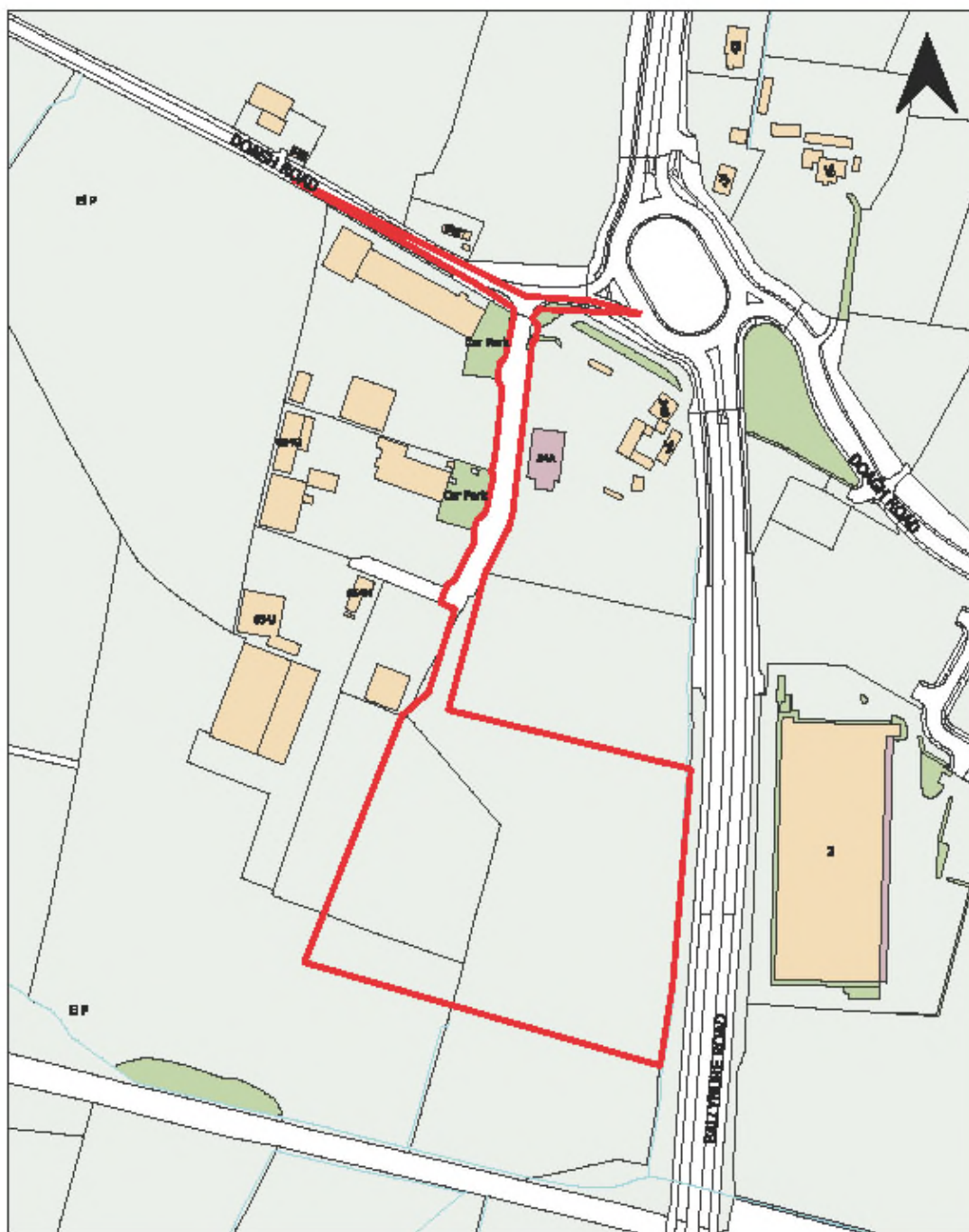
Reason: To ensure that the lighting does not confuse or distract pilots in the vicinity of the aerodrome.

22. Landscaping schemes included in the proposal shall not include any berry producing trees/shrubs/ hedgerows which would increase the risk of bird strikes to aircraft operating at the nearby aerodrome.

Reason: In the interests of aviation safety.

23. No cranes shall be used during the construction of the development or through ongoing operations without the prior written approval of the Council.

Reason: In the interest of aviation safety.



LA03/2026/0259/F

 Site Boundary



1:2,993

COMMITTEE ITEM	3.2
APPLICATION NO	LA03/2025/0122/F
DEA	ANTRIM
COMMITTEE INTEREST	ADDENDUM REPORT
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Retention of coffee dock, external seating, landscaped accessible entrance to football grounds and coffee dock, new club office and registration point and equipment stores, including proposed changing facilities within a shipping container
SITE/LOCATION	15m east of 51 Castle Road, Antrim, BT41 4NA
APPLICANT	Declan Donaghy
AGENT	Big Design Architecture
LAST SITE VISIT	02/06/2025
CASE OFFICER	Tierna Mc Veigh Tel: 028 90340401 Email: tierna.mcveigh@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Northern Ireland Planning Portal https://planningregister.planningsystemni.gov.uk/application/697865	
ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS	
Members will recall that this application was presented to the Planning Committee in April 2026 with a recommendation to refuse planning permission. Members agreed to defer determination of the application to allow the applicant an opportunity to submit further information addressing the identified reasons for refusal. The issues to be addressed included consideration of whether the proposed coffee dock constitutes an integral and ancillary element of the existing Chimney Corner Football Club, as well as concerns relating to the intensification of the access onto a protected route and the adequacy of visibility splays. Following the Committee's decision to defer the application, a meeting was held with the applicant and their agent on Tuesday 28th April 2026. The purpose of this meeting was to provide clarification on the scope and nature of the additional information required and to address any queries in advance of its submission. Since that time, the applicant's agent has also engaged in discussions with DfI Roads. The additional information received to support the application includes: • Revised Site Location Plan (<i>Drawing Number 01/1 dated 17th June 2026</i>); • Revised Proposed Site Access (<i>Drawing Number 09 Dated 5th June 2026</i>); • Amended P1 Form (<i>Dated 17th June 2026</i>); • Document 09: Site Visit Data & Supportive Information (<i>Dated 3rd June 2026</i>); • Document 10: Supportive Statement regarding 'Operational Reasons for Location' (<i>Dated 3rd June 2026</i>); • Document 11: Supportive Statement re. Kitchen Transfer (<i>Dated 4th June 2026</i>); • Document 12: Supportive Statement re. Football Club De intensification (<i>Dated 8th June 2026</i>); • Three (3) Letters of Support; • Cllr Lynch's April 2026 Planning Committee speech (<i>Dated 8th June 2026</i>);	

- John Blair Correspondence with Northern Division DfI (*Dated 19th June 2026*); and
- Agent support to DfI Correspondence (*Dated 19th June 2026*).

As set out within the Committee Report, the policy context relevant to this assessment, is Paragraph 6.286 of the SPPS (Edition 2) and DM 7.9 of the ANPS which permits appropriate small scale retail or ancillary commercial leisure uses in the countryside, such as farm shops, craft shops, and shops or cafés serving tourist or recreational facilities, where such uses are integral to and ancillary to an established business or facility. The policy also encourages the reuse or conversion of existing buildings.

The applicant's agent contends that the proposed coffee dock represents an integral ancillary facility that supports both the sporting and community functions of the Chimney Corner Football Club, with its primary purpose being to sustain and support the ongoing operation of the football club.

The additional supporting information received continues to place considerable emphasis on the social and community role of the football club, with the applicant indicating that the football club, alongside the coffee dock, play an important role as a local hub. Much of the information provided reiterates material that has already been submitted and previously assessed. Reference is also made to the site operating in a manner comparable to Council managed facilities such as Allen Park and Antrim Forum.

The Supporting Statement (Document 10, dated 3rd June 2026) expands on earlier submissions in relation to the operational reasons why the coffee dock cannot be accommodated within the clubhouse. The applicant advises that there are no vacant or underutilised internal areas, noting that function rooms are regularly used for a range of activities including private bookings, community events, darts leagues, craft clubs, and football related uses. The applicant maintains that locating the coffee dock within the existing clubhouse would displace established uses, thereby reducing the Club's ability to host events and generate income. It is further argued that the current arrangement allows the coffee dock to operate alongside existing club activities without causing such displacement.

The applicant further emphasises that the coffee dock presents an alternative to the traditional licensed bar, offering a more appropriate setting for families and inclusive environment, particularly for younger members and wheelchair users. The applicant reiterates that the coffee dock does not operate as a standalone café but functions in support of the football club's activities, serving training sessions, match days, and general member interaction. The external courtyard arrangement is described as providing a waiting and social space for parents and visitors, which, it is argued, could not be effectively replicated within the internal layout of the clubhouse.

The submission further indicates that membership of the football club has increased significantly, from approximately 50 to 350 members, with the applicant attributing this growth in part to the presence of the coffee dock.

Within Document 11, the applicant's agent refers to the existing kitchen facilities within the clubhouse and states that the primary kitchen function has effectively

transferred to the smaller kitchen within the coffee dock, as maintaining the required health rating for the kitchen within the clubhouse has proven challenging. The clubhouse kitchen is said to be retained for limited use, primarily to serve food via a hatch during events, however, its primary function has shifted to the coffee dock facility.

Inconsistencies are evident across the supporting documentation in relation to the kitchen facilities. Document 10 (dated 3rd July 2026) asserts that there are no vacant or underutilised internal areas within the clubhouse building capable of accommodating the coffee dock operation. Whilst Document 05 (dated 20th October) states that the clubhouse kitchen remains in daily use and continues to operate alongside the coffee dock facility.

It is noted that the existing kitchen within the clubhouse has an internal floorspace of approximately 307 sqm, which is substantially greater than the coffee dock container, including its kitchen provision, at approximately 21 sqm of internal floorspace. This considerable disparity in scale further calls into question the justification for a separate external facility, given that the existing internal floorspace of the clubhouse kitchen would appear more than adequate to accommodate the coffee dock.

The evidence presented nevertheless points to a level of underutilisation, or at least reduced reliance, on the clubhouse kitchen facility, indicating that there may be scope for the reuse or conversion of this space, in line with DM 7.9 of the ANPS.

Document 09 dated 3rd July 2026 includes an excel spreadsheet containing visitor data collected over three days: Monday 4th May, Wednesday 6th May, and Sunday 10th May 2026. The data records the total number of visits to the site and identifies, the purpose of each visit, mode of transport, whether the visitor was a member of the Chimney Corner Football Club and whether a coffee was purchased. The excel spreadsheet is supported by a supporting statement.

The supporting statement refers to the Council's '*Walking for All*' programme, advising that the football club and coffee dock serves as a host location and starting point for the organised walks. The programme, launched on 27th February 2026, is delivered by the "Social Strides" walking group, which meets weekly on Sundays at 10:30am. According to the Walking for All website, the site is utilised by participants for both parking and refreshments at the coffee dock. It is also evident from the previously submitted letters of support that walking groups had been informally using the site prior to the formal introduction of this programme.

Notwithstanding the above, the use of the site by walking groups does not constitute an ancillary or subsidiary activity to the established Chimney Corner Football Club use. The walking group operates independently in terms of its organisation, management, and participation. Attendance is not limited to members of the football club, and the activity neither relies upon nor directly supports the primary football function of the site. Instead, it represents a separate organised activity which happens to utilise the location for convenience.

The walking group gives rise to its own distinct patterns of activity, including separate peak times, additional vehicle movements, and associated parking demand that are unrelated to football matches, training sessions, or other club

related activities and events. The fact that the group uses the football club premises as a meeting point and for parking does not, in itself, establish an ancillary relationship.

Furthermore, the evidence suggests that this activity arises primarily from the locational characteristics and accessibility of the site, rather than any functional or operational link to the football use. As such, it represents an independent draw to the site rather than an extension or intensification of the established use.

For the purposes of this assessment, it is concluded that the walking group constitutes a distinct and independent use. Accordingly, visits associated with the walking group have been categorised as 'passing trade'. Other passing trade categories include tourists, golfer visits and those marked as passing trade. In addition, reference to players signing out of the club upon entry have been discounted, as these have been recorded as two separate visits, when in fact they represent one visit. Accordingly, sign-out entries have been discounted.

For ease of reference and taking the above into account Table 1 summarises the data abstracted from the excel sheet:

<u>Table 1: Visits</u>	
Total No. of visits <i>Monday: 59</i> <i>Wednesday: 58</i> <i>Sunday: 60</i>	177
Football Club Member Visits	140
Non-Member Visits	37
Football Related Visit	133
Passing Trade Visits	44
Coffee Purchased	159
No Coffee Purchased	18

Over the course of the three days, a total of 177 visits were recorded at the site. Of these, 133 visits were associated with football related activity, while the remaining 44 visits were classified as passing trade. This equates to 75.1% of visits relating to football activity and 24.9% attributed to passing trade.

On balance, while elements of the submitted information appear contradictory, the data provided within the excel spreadsheet indicates that approximately 75% of recorded site visits are associated with football related activity. On this basis, it is considered that the coffee dock functions as an ancillary and integral facility to Chimney Corner Football Club and is therefore compliant with DM 7.9 of the ANPS. Accordingly, Refusal Reasons 1, 2 and 3 are considered to have been satisfactorily addressed.

The remaining issue to be addressed relates to the potential intensification of the existing access onto a protected route and the requirement, as advised by Dfl

Roads, to provide appropriate visibility splays of 4.5m (x-distance) by 190m (y-distance) in both directions. Policy SP 3.10 of the ANPS requires that development provides safe access arrangements, does not impede traffic flow and includes adequate parking provision. Policy DM 10 of the ANPS reinforces this, requiring demonstration that the road network can accommodate the proposal, that access arrangements do not prejudice road safety and that sufficient provision is made for parking and servicing. DM 10.2 confirms that relevant supplementary guidance, including DCAN 15, will be taken into account.

The proposal seeks to utilise the existing access onto the A6 Castle Road, a protected route. It has previously been accepted that the development complies with Policy DM 11 of the ANPS, on the basis that this access represents the only reasonable means of entry to the site and that an alternative access from an adjacent minor road is not feasible. However, compliance with Policy DM 11 of the ANPS does not negate the requirement to provide appropriate visibility splays in accordance with DCAN 15.

Drawing Number 09, dated 5th June 2026, illustrates a proposed visibility splay of 4.5m x 190m to the right when emerging onto the protected route, with the existing visibility splay of 4.5m x 85m to the left identified as being retained. The drawing also indicates an indicative sightline of 2.4m x 190m as illustrated by the purple line suggesting that where the x-distance is reduced to approximately 2.4m, the required y-distance of 190m can still be achieved. Subsequently, in correspondence dated 19th June 2026, the agent advised that the proposal seeks to provide visibility splays to the left-hand side of 2.4m x 190m.

However, in accordance with Table A of DCAN 15, for a road such as the A6 Castle Road (subject to a 60mph speed limit and accommodating traffic flows between 60 and 1,000 vehicles per day), the minimum x-distance is normally 4.5m. While DCAN 15 states this may be reduced to 2.4m, such a reduction is only acceptable where traffic speeds on the priority road are below 37mph and it can be clearly demonstrated that no danger would arise.

Furthermore, although not formally submitted within the submitted documentation, the applicant's agent advised the case officer that the required visibility splays cannot be achieved due to landownership constraints affecting the land necessary to provide them. DCAN 15, Note 1 under Table A, explicitly states that reductions in visibility splays will not be permitted solely because the applicant does not control the required land or lacks a reasonable prospect of securing it.

DfI Roads has recommended refusal of the application based on the lack of visibility splays, however, they have stated that if the Council is minded to approve the application because they believe intensification of the existing access does not occur due to previous historical development usage then conditions should be applied.

The historical use of the wider site as a football club means that the access is mostly prone to periods of high usage, such as match days, training sessions etc and other times of low activity when the clubhouse and its grounds are closed. In addition, the intensity of use of the access may also be directly linked to the success of the club which can drive attendances at matches, training days and other club activities. It is considered that the intensification of use of the access for the club is variable and

dependent upon a number of factors which can change considerably over time and would not trigger a planning requirement to upgrade an access. It is accepted that the access to the site is substandard and should be upgraded in the interests of safety, however, given that the coffee dock is considered to be an ancillary element to the existing football club, it is not considered that there is necessarily an intensification of the existing access which would require the access to be upgraded.

Overall the proposal is considered to be acceptable subject to the conditions listed below.

RECOMMENDATION	GRANT PLANNING PERMISSION
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PROPOSED CONDITIONS.

1. This decision notice is issued under Section 55 of The Planning Act (Northern Ireland) 2011.

Reason: This is a retrospective application.

2. The permission hereby granted shall be for a limited period of 5 years from the issuing date of the decision notice.

Reason: To enable The Council to consider the development in the light of circumstances then prevailing.

3. The development hereby approved shall remain incidental to, and operate in conjunction with, the existing Chimney Corner Football Club. The approved development shall not be used, occupied or operated as a separate or independent commercial enterprise without the prior grant of planning permission.

Reason: To ensure that the scale and nature of the development remain appropriate to the site and are compatible with the established use of the land as a football club.

4. The net floorspace of the Coffee Dock hereby approved, as indicated on Drawing Number 05/2 date stamped 20th October 2025 shall not exceed 10 sqm and shall only be used for the sale of hot food or drink for consumption on the premises and/or for hot food or drink for consumption off the premises as per Regulation 3(i) of the Planning (Use Classes) Order (Northern Ireland) 2015.

The net floorspace of the 'Secondary Kitchen' as annotated on Drawing Number 05/2 date stamped 20th October 2025 shall not exceed 8 sqm and shall remain ancillary to the Coffee Dock hereby approved and the operations of the Chimney Corner Football Club.

Reason: To enable the Council to retain control over the nature, range and scale of retailing activity so as not to prejudice the continued vitality and viability of existing retail centres.

5. Within 12 weeks of the date of this decision, all existing blue fence panels located along the southeastern site boundary and enclosing the site along the southwestern front boundary, together with the Coffee Dock shipping container, shall be painted dark green. The approved colour shall thereafter be retained unless otherwise agreed in writing by the Council.

Reason: In the interests of visual amenity and to reduce the prominence of the fencing and shipping container within the surrounding area, thereby ensuring the development integrates more effectively with its surroundings.

6. Within 12 weeks of the date of this decision, the vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing Number 09 date stamped 5th June 2026. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway and such splays shall be retained and kept clear thereafter.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

7. The gradient(s) of the access road shall not exceed 8% (1 in 12.5) over the first 5m outside the road boundary. Where the vehicular access crosses a footway, the access gradient shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.

Reason: To ensure there is a satisfactory means of access in interests of road safety and the convenience of road user.

8. The permitted development shall not operate at anytime between 23:00 and 07:00 hours.

Reason: In order to protect night time amenity at nearby sensitive receptors.

9. There shall be no deliveries to the permitted development between 23:00 and 07:00 hours.

Reason: In order to protect night time amenity at nearby noise sensitive receptors.

10. Within 12 weeks of the date of this decision, a 'high level of odour control', commensurate with the high level of odour control specified in EMAQ+ "Control of Odour and Noise from Commercial Kitchen Exhaust Systems' shall be installed into any commercial kitchen within the development and shall be retained for the lifetime of the development.

Reason: In order to prevent any adverse odour impact on amenity at nearby sensitive receptors.

11. The extracted air from the odour abatement system shall be discharged not less than 1m above the flat roof height of the permitted development and shall be capable of achieving 15m/s discharge.

Reason: In order to prevent any adverse odour impact on amenity at nearby sensitive properties.

12. The extraction and ventilation system must be cleaned and maintained during the lifetime of the development and in line with Section 5.0 Odour Control, within Document 08 date stamped 17th December 2025, to ensure compliance with Condition 10.

Reason: In order to protect amenity at nearby sensitive receptors from adverse impacts of cooking odours.

13. The existing natural screenings of this site along the southeastern boundary as shown on Drawing Number 02/2 date stamped 20th October 2025 shall be retained at a minimum height of 6 metres and shall be allowed to grow on unless necessary to prevent danger to the public in which case a full explanation along with a scheme for compensatory planting shall be given to the Council in writing prior to their removal.

Reason: In the interests of visual amenity and to ensure the development integrates into the surroundings and to ensure the maintenance of screening to the site.

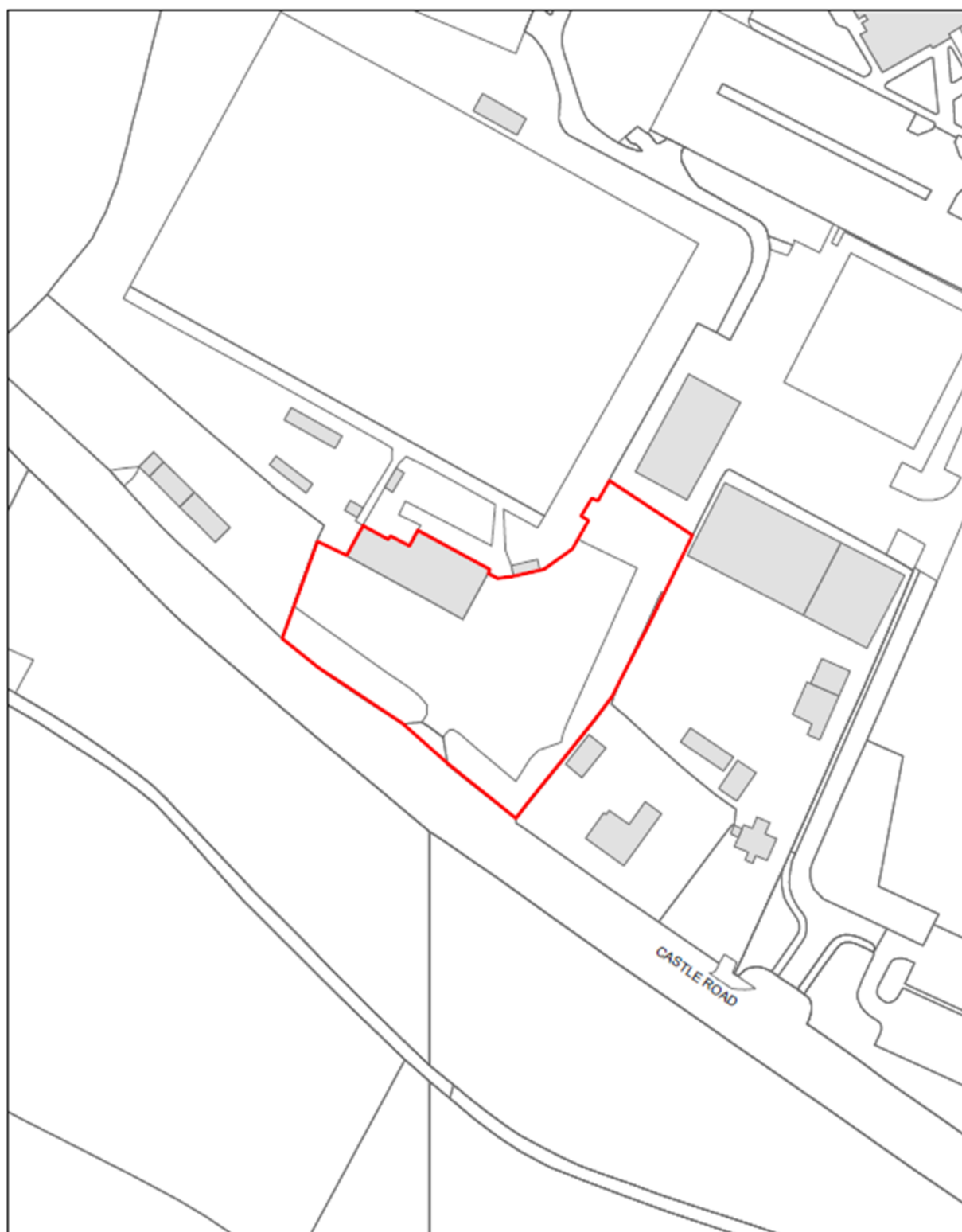
14. Within 12 weeks of the date of this decision, a landscaping scheme shall be submitted to and approved in writing by the Council showing the location, number, species and size of trees and shrubs to be planted along the road frontage as indicated on Drawing Number 02/2, date stamped 20th October 2025. The scheme of planting as finally approved shall be implemented in full and completed by 31 March 2027.

Concurrently with the landscaping scheme, a landscape management and maintenance plan shall be submitted to and approved in writing by the Council. The plan shall specify the period of the plan, long-term objectives, management responsibilities, performance measures and maintenance schedules for all landscaped areas. The approved landscaping and landscape management plan shall thereafter be implemented and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure the provision, establishment, long-term management and maintenance of a high-quality landscape setting for the development.

15. If within the lifetime of the development following the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place, within the next available full planting season, unless the Council gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape and to ensure the development integrates into the countryside.



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Site Location Plan

1:1,250 

Reference: LA03/2025/0122/F

 Site Location

COMMITTEE ITEM	3.3
APPLICATION NO	LA03/2025/0895/RM
DEA	ANTRIM
COMMITTEE INTEREST	PREVIOUS COMMITTEE DECISION
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Proposed petrol filling station and retail unit with parking, lighting and associated development including solar panels and package treatment plant, alterations to Ballycraigy Road to provide right hand turning lane and alterations to pedestrian crossing arrangement.
SITE/LOCATION	11 Ballycraigy Road, Antrim, BT41 2BD
APPLICANT	Solo Direct Ltd
AGENT	Les Ross Planning
LAST SITE VISIT	16 th January 2026
CASE OFFICER	Morgan Poots Tel: 028 9034 0419 Email: morgan.poots@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Northern Ireland Planning Portal https://planningregister.planningsystemni.gov.uk/application/705089	
SITE DESCRIPTION	
The application site is located at No. 11 Ballycraigy Road, Antrim and is within the settlement limit of Antrim Town as identified in the Antrim Area Plan 1984 – 2001. The site is currently vacant and was previously occupied by a single storey residential dwelling. The site measures approximately 0.52 hectares and abuts the Ballycraigy Road at its western boundary, defined by a post and rail fence. The northern and eastern boundaries were previously defined by tall conifer trees, however, the site has recently been cleared with vegetation removed. Abutting the site to the north and south are areas of existing open space and residential properties within Abbeyfield Park. No. 21 Abbeyfield Park is to the north of the site and No. 50 Abbeyfield Park is located to the east separated by a narrow walkway. Muckamore Community Centre, Play Park and Nursery School are located on the opposite side of Ballycraigy Road as well as residential properties further west within Ballycraigy estate.	
RELEVANT PLANNING HISTORY	
Planning Reference: LA03/2022/0449/O PAC Ref: 2022/A0210 Location: 11 Ballycraigy Road, Antrim, BT41 2BD Proposal: Proposed petrol filling station and retail unit with parking, lighting and associated development, alterations to Ballycraigy Road to provide right hand turning lane, and alterations to pedestrian crossing arrangement (revised description, amended information received) Decision: Permission Granted on Appeal (23/12/2024)	

Planning Reference: LA03/2017/0279/F

Location: 11 Ballycraig Road, Antrim, BT41 2BD

Proposal: Development of petrol filling station and retail unit with parking and associated development, alterations to Ballycraig Road to provide right hand turning lane and alteration of pedestrian crossing arrangement

Decision: Application Withdrawn (15/01/2018)

PLANNING POLICY AND GUIDANCE

Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise.

The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts, Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

Antrim Area Plan 1984 – 2001: The application site comprises unzoned land within the settlement limits of Antrim. The Plan offers no specific guidance on this proposal.

SPPS – Strategic Planning Policy Statement for Northern Ireland: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim and Newtownabbey Plan Strategy 2015-2030 (ANPS): sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

Strategic Policy 1 – Sustainable Development (SP 1): sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Strategic Planning Policy Statement (SPPS).

Strategic Policy 2 – Employment (SP 2): aims to encourage growth and investment to support enterprise and increase employment benefits. SP2 is supported by Policies:

- Policy DM 1 Economic Development – Zoned Sites and Settlements; and
- Policy DM 7 Development outside Centres

Strategic Policy 3 – Transportation and Infrastructure (SP 3): aims to encourage the continued development and growth of high-quality transportation, communications and utilities infrastructure in a timely and co-ordinated fashion to meet the current and future needs of our Borough and support sustainable development in accordance with the Council's Spatial Growth Strategy. SP3 is supported by Policies:

- Policy DM 10 Access and Parking; and

- Policy DM 12 Active Travel (Walking and Cycling)

Strategic Policy 6 - Placemaking and Good Design (SP6): sets out that positive placemaking and good design are key components in the delivery of high quality, attractive and sustainable places within our Borough. SP6 is supported by Policies:

- Policy DM 25 Urban Design;
- Policy DM 26 Shopfront Design; and
- Policy DM 28 Amenity Impact

Strategic Policy 8 - Natural Heritage (SPG8): seeks to protect, conserve and promote the enhancement and restoration of the diversity of our Borough's natural heritage comprised of its habitats, species, landscapes and earth science features. SP 8 is supported by Policies:

- Policy DM 37 Designated Sites of Nature Conservation Importance;
- Policy DM 38 Protected Species;
- Policy DM 39 Habitats, Species & Features of Natural Heritage Importance; and
- Policy DM 42 Trees and Development.

Strategic Policy 10 - Environmental Resilience and Protection (SPG10): seeks to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on our built and natural environment. SPG10 is supported by Policies:

- Policy DM 47 Surface Water Drainage & Sustainable Drainage Systems;
- Policy DM 50 Pollution; and
- Policy DM 52 Contaminated Land

CONSULTATION

DfI Roads: No objection subject to conditions

Belfast International Airport: No objection

Northern Ireland Electricity: No objection

DfI Rivers: No objection

Council's Environmental Health Section: No objection subject to conditions

Northern Ireland Water Strategic: No objection

DAERA Water Management Unit: Advice

Shared Environmental Services: No objection subject to conditions

REPRESENTATION

Twenty (20) neighbouring properties were notified of the proposal, and two (2) letters of objection were received.

The full representations made regarding the proposal are available to view on the Planning Portal <https://planningregister.planningsystemni.gov.uk/application/705089>

The issues raised in the representation have been considered as part of the assessment of this application.

A summary of the key points of the objection raised are provided below:

- Loss of vegetation;
- Light and noise concerns;
- Increased traffic and road safety concerns; and
- Concerns that outline permission was approved despite objections.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

The main issues to consider in the determination of this application are:

- Preliminary Matters;
- Policy Context;
- Principle of Development;
- Design, Layout, Appearance and Impact on Character and Appearance;
- Neighbour Amenity;
- Access, Road Safety and Parking;
- Flood Risk and Drainage;
- Natural Heritage; and
- Sewage Disposal.

Preliminary Matters

Environmental Impact Assessment

As the development falls within Schedule 2, Category 2, 10 (b) 'Urban development projects' of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2017, the Council is obliged under Regulation 12 (1) of these Regulations to make a determination as to whether an application is or is not EIA development. An EIA Screening Determination was carried out and it was determined that the planning application does not require to be accompanied by an Environmental Statement.

Habitats Regulation Assessment

This planning application was considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended) by Shared Environmental Service on behalf of the Council. The Council in its role as the Competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended), and in accordance with its duty under Regulation 43, has adopted the report, and conclusions therein, prepared by Shared Environmental Service, dated 8th July 2026. The report found that the project would not have any adverse effect on the integrity of any European site with the inclusion of conditions.

Policy Context

Section 45 (1) of the Planning Act (NI) 2011 requires the Council, in dealing with an application for planning permission, to have regard to the Local Development Plan, so far as material to the application, and to any other material considerations. Section 6 (4) of the Act then states that, where, in making any determination under the Act, regard is to be had to the Local Development Plan, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The Antrim & Newtownabbey Plan Strategy (ANPS) sets out the relevant planning policies for the determination of planning applications in the Borough. However, until such times as the Local Policies Plan (LPP) identifies the boundaries of settlement limits, local designations and zonings, the provisions of the current legacy plans, both adopted and in draft form will continue to apply.

The application site is located on unzoned lands within the developments limits of Antrim as defined within the Antrim Area Plan 1984-2001 but outside of the town centre boundary. Any conflict between the policies in with the Plans must be resolved in favour of the ANPS.

Principle of Development

The proposal seeks Reserved Matters approval for a petrol filling station (PFS) and retail unit at 11 Ballycraigy Road. The previous outline application was refused by the Council on the 31st January 2023, however, permission was subsequently granted on appeal by the Planning Appeals Commission, Appeal Ref: 2022/A0210 on the 23rd December 2024. Concerns were raised through letters of objection regarding the approval of the previous outline application Ref: LA03/2022/0449/O despite local objection to the proposal. Condition 1 imposed on the outline approval (Ref: 2022/A0210), the three-year time limit for outline approval expires on 23rd December 2027. This Reserved Matters application was submitted on 28th November 2025 and is therefore compliant with Condition 1.

It is considered that the proposal complies with the necessary requirements of the outline planning conditions which were imposed under Appeal Ref: 2022/A0210, and therefore the principle of development has been established subject to the proposal complying with the relevant policy provisions of the SPPS and the ANPS.

Design, Layout, Appearance and Impact on Character and Appearance

The SPPS indicates that design involves shaping how elements of the built and natural environment relate to each other through the construction of new buildings and good design identifies and makes positive use of the assets of a site and the characteristics of its surroundings to determine the most appropriate form of development.

Policy DM 25 'Urban Design' of the ANPS requires development within settlements to demonstrate a clear understanding of the characteristics of the site, its wider context and how the proposal will connect with the surrounding area. All development will be expected to deliver high quality design in its layout and appearance and demonstrate that it has considered a number of criteria including making a positive contribution to the area, sympathetic to the local built form and be designed to be compatible with surrounding land uses.

The application seeks Reserved Matters permission for a PFS with an associated retail unit. The layout of the proposal indicates the retail unit in the southwestern corner of the site, the fuel pumps and canopy within the mid-portion and the associated parking along the northern and eastern boundaries. Conditions 11 and 12 of the outline approval relates to siting restrictions for both the ancillary retail unit and PFS pumps which have been complied with on the proposal.

The retail unit itself is of a small scale providing approximately 130sqm of net retail floorspace and 46sqm of back of house storage, which complies with Condition 3 of the outline approval which allowed for 140sqm of net retail floorspace when measured internally.

The unit measures a maximum height of 5.5m, width of 11.5m and length of 19m. The unit is of a more modern design, finished with light level glazing, dark grey cladding and smooth rendered walls. In addition to the retail unit, a 6m high open-ended canopy is provided over the 4no. fuel pumps which are located centrally within the site. Condition 13 of the outline approval required that the retail unit is no more than 5.5m at its highest point and Condition 14 restricts the height of the canopy to 6m, both conditions have been met in the current proposal.

Criterion (c) of Policy DM 25 requires that proposals do not have a detrimental impact on the character of the surrounding area. The Ballycraig Road has a primarily residential character, however, along this stretch of the road are existing community uses opposite the site. A two storey community centre is amongst the uses with tennis courts and children's park. An area of green space abuts the southern part of the eastern boundary and part of the northern boundary of the site. It is considered that while the proposal will represent a change to the visual appearance, the application site is located within the development limits of Antrim Town and given its location opposite a number of existing community uses, a use of this nature would not appear completely at odds with the area.

Views of the proposed development will be evident when travelling in either direction along the Ballycraig Road and the development will be prominent given the fuel canopy and proposed shop location within close proximity to the roadside. However, the shop unit is relatively small in scale and the forecourt canopy is approximately six (6) metres in height which, although close to the road, will be lower than the existing two storey dwellings adjacent to the site and therefore it is considered that the proposed development will not appear out of scale with the surrounding buildings.

Views of the proposal will also be evident from within the Abbeyfield Park residential area. From this viewpoint the fuel canopy will be most apparent, however, it will be set back approximately 25 metres from the public road and at a height of six (6) metres which is considered acceptable in appearance. Criterion (n) of Policy DM 25 requires that proposals integrate sustainable energy measures, PV solar panels are proposed to the rear roof of the retail unit which is considered acceptable and in line with Policy DM 25 in this regard.

Within Policy DM 25: 'Urban Design' is a section referring to Landscape and Biodiversity. DM 25.1, criterion (l) sets out that development proposals should incorporate an appropriate hard and soft landscaping scheme, which includes proposals for the treatment and retention of existing trees and other landscape features. Additionally, Policy DM 42: Trees and Development supports development that retains existing trees and introduces a net gain for trees lost.

The proposal would introduce development abutting the roadside and as noted above the perimeter vegetation has been cleared which leaves the site exposed. The immediate surrounding area is characterised predominantly by landscaped areas abutting the road with residential development set back from the road edge. A significant level of planting is proposed around all boundaries of the site which will

aid integration over time, once matured. Further planting is proposed between parking spaces to soften the development.

The northern, southern and eastern boundaries of the site are to be defined by a 2.2m high acoustic timber fence, 0.8m high hedging is proposed on the outside public facing side of the acoustic fencing along with staggered tree planting on either side of the fencing, in line with Condition 10 of the outline permission. A detailed landscape plan, Drawing Number 10, date stamped 10th February 2026 has been submitted to show the landscaping works proposed. Policy DM 42.2 requires that proposals provide sufficient detail on the long term maintenance of planting. Document 08 is a Landscape Management Plan (date stamped 10th February 2026) which outlines the strategy and approach for the future long term management and maintenance of the planting. Overall, the landscaping for the site is considered acceptable.

The proposal also includes 9no. external lighting columns throughout the car parking area which measure approximately 6m in height and consist of two lights either side of the column.

It is considered that there will be a visual impact as a result of the proposal, however, this is weighed against the overall small scale nature of the shop unit and the additional tree planting proposed around the boundaries of the site which will reduce any significant visual intrusion as a result of the proposal.

Neighbour Amenity

The SPPS indicates that the planning system has a role to play in minimising potential adverse impacts such as noise or light pollution on sensitive receptors by means of its influence on the location, layout and design of new development with Policy DM 25 of the ANPS supporting this and requiring that there is no detrimental effect on the amenity or character of adjoining properties. Policy DM 28 of the ANPS sets out that the Council will only support development proposals where they will not result in an unacceptable adverse impact on the amenity of existing or future occupiers of adjoining or nearby properties.

DM 28.2 refers to a number of issues which may result from the development including overlooking and / or loss of privacy, dominance or overshadowing, noise, vibration and other forms of disturbance and odour, fumes and other forms of environmental pollution. These issues will be a material consideration in the assessment of all proposals. In addition, Policy DM 50 of the ANPS indicates that the Council will only support development proposals with the potential to cause significant pollution in a number of areas including noise pollution where this has been addressed.

Furthermore, criterion (c) of DM 25.1 requires new development within settlements to be designed to be compatible with adjacent land uses and not have a detrimental effect on the amenity or character of any adjoining properties and the surrounding area. The application site is located within a predominately residential area with residential properties directly north, south and southeast of the site, with Muckamore community centre located to the west on the opposite side of the Ballycraigy Road.

Nos. 21 and 50 Abbeyfield Park are located approximately five metres from the application site with many other dwellings also positioned in close proximity. A PFS has the potential to have an impact on residential amenity. Concerns have been raised with regards to the impact the proposal would have on neighbouring residents through noise and light pollution. Both an Artificial Light Assessment (Document 02, date stamped 28th November 2025) and a Noise Assessment (Document 05, date stamped 28th November 2025) were submitted alongside the application.

The Artificial Light Assessment indicates that the site will not operate after 23:00 hours, however, in relation to vertical illuminance impacting nearby sensitive receptors, the assessment indicates that this will not exceed 10 lux pre curfew which is considered to be acceptable. The proposal is not considered to have any significant impact on neighbouring properties by way of light pollution.

The Noise Assessment submitted shows a lower noise impact than that approved under the outline application, (Ref: 2022/A0210). Amended elevational drawings (Drawing Number 04/2, date stamped 20th March 2026) shows the location of 2no. wall mounted refrigeration units to the rear of the unit along with a ventilation unit on the roof of the building. Only 1no. ventilation unit is proposed on the roof of the building in line with Condition 21 of the outline approval. The Council's Environmental Health Section was reconsulted with the updated information and recommended a number of conditions such as noise and light level restrictions.

In relation to odour, the retail unit itself does not contain a hot food bar, however, an enclosed bin store is located within the southeastern corner of the service yard. The bin storage area is located 19m from the rear boundary of No. 50 Abbeyfield Park. It is considered that there is a sufficient distance from neighbouring properties to ensure that there is no significant impact as a result of odour from litter or waste.

Parking is indicated along the northern and eastern boundaries of the site closest to the existing residential properties. The site layout plan indicates parking set back from the eastern site boundary and approximately 5.5 metres at the closest point from the neighbouring boundary with No. 50 Abbeyfield Park, a low single storey dwelling which is set on a slightly lower level than the proposed development.

The proposed retail unit is located in the southwestern corner of the site, furthest away from the closest residential properties abutting the site. The proposed 6-metre-high canopy and shop building will sit higher than the bungalow at No. 50. However, a separation distance of approximately 25 metres is proposed between the canopy and this adjacent dwelling. The dwelling is positioned gable onto the application site. Between this property and the proposed parking spaces, there is an existing alleyway and proposed landscape buffer of approximately three (3) metres in width with proposed hedge and tree planting, a 2.2-metre-high acoustic timber fence with a weight of 25kg/m³ and a one (1) metre setback of the parking spaces from the application site boundary which is considered sufficient to mitigate against any significant impact on amenity.

The land rises gradually to the north of the site by approximately 2m, in particular there is a 1m rise between the proposed car parking area along the northern boundary and No.21 Abbeyfield to the north. However, No.21 sits at a higher level than the application site with a FFL of 50.6mm which is approximately 0.8m higher

than the application site. Given No. 21 sits at a higher level than the application site, there are no significant concerns with regards to overshadowing or dominance.

No. 50 Abbeyfield is a single storey bungalow which sits directly east of the site, at this side of the application site the proposal seeks to raise the ground level by approximately 1m to provide for car parking and boundary fencing which will sit 1m higher than No. 50. This will result in the 2.2m high acoustic fence sitting over 3m in height when compared to No. 50 given the difference in levels and the infilling proposed. No. 50 does not host any gable windows that would be significantly impacted by the proposal. The rear garden area of No. 50 may be subject to a loss of light and overshadowing as a result of the acoustic fence, however, due to the path of the sun this is likely to be restricted to late evenings which is not considered to be a significant detrimental impact.

Along the northern boundary, the parking spaces are separated from the closest residential property, No. 21 Abbeyfield Park by a pathway, proposed landscaping and a proposed 2.2-metre-high close boarded timber fence. This property is a two-storey dwelling and is set at a higher level than the application site. It is positioned gable onto the application site and the PFS canopy which is six (6) metres in height. It is therefore considered that parking can be accommodated within the site without a significant impact on residential amenity.

Some level of disturbance and impact on amenity is likely to result from the addition of a PFS within close proximity to residential properties, however, on balance with the proposed buffer landscaping and the imposition of the attached conditions, it is considered that any potential impact on residential amenity is sufficiently mitigated. The Environmental Health Section has raised no objection to the proposal, subject to conditions and therefore it is considered that on balance the proposal would not have a detrimental impact on neighbour amenity.

It is considered that the proposal complies with Policies DM 28, DM 50 and criterion (c) of DM 25.1 of the ANPS in that it has been demonstrated that the proposal would not have a detrimental impact on the amenity of neighbouring residents.

Access, Road Safety and Parking

Policy SP 3.10 of the ANPS sets out that the Council will seek to ensure that all new development provides safe access arrangements that will not significantly inhibit the free flow of traffic, and that sufficient car and cycle parking is provided. Policy SP 3 is supported by Policy DM 10.

DM 10.1 of the ANPS 'Access and Parking' requires that there is the capacity on the road network to accommodate the type and amount of traffic likely to be generated, and access arrangements do not prejudice road safety or significantly inconvenience the flow of people or goods. In addition, DM 10.1 requires adequate provision is made for car and cycle parking and any necessary servicing arrangements.

Objections have been received regarding road safety and the increase in traffic that the proposal will generate. A Transport Assessment Form (TAF) (Document 06, date stamped 28th November 2025) has been submitted with the application. The TAF states that the proposal is likely to generate 600 vehicles per day. While this is a significant increase from the existing site, the TAF concludes that the transport

infrastructure in the locality has ample capacity to serve the proposal in a safe and satisfactory manner. The development is proposed to be accessed off the Ballycraig Road via a new upgraded entry and exit only access arrangement served by a right-hand turning lane/ghost island facility with sightlines of 4.5 x 90 metres at the development exit point. DfI Roads have been consulted on the proposed access arrangements and offered no objection, subject to conditions.

DM 10. 2 of the ANPS details that in assessing parking arrangements, the Council will continue to take account of supplementary guidance including Parking Standards (DoE, 2005). Based on DfI Parking Standards, the proposal would require 14no. parking spaces (10no. for the retail unit and 4no. for the petrol pumps). 10no. parking spaces are provided for the retail unit and 4no. for the petrol pumps which is considered acceptable and in line with DfI Parking Standards.

Criterion (g) of DM 25.1 of the ANPS requires that a movement pattern is provided that promotes walking and cycling routes and supports linkages to nearby community facilities and public transport. It is noted that the application site is located within the urban area and is within walking distance to a number of amenities and residential developments and well served by public footpaths. The development increases permeability as the proposal seeks to connect the footpaths to those along the Ballycraig Road which promotes more sustainable movement and responds positively to criterion (e) of DM 17.1.

It is considered that sufficient parking has been provided, and the access arrangements are considered acceptable. The proposal is considered to comply with Policies DM 10, DM 17 and DM 25.1 of the ANPS in this regard.

Natural Heritage

SP 1.4 of the ANPS states that the Council will adopt a precautionary approach where there are significant risks of damage to the environment while SP 8.3 of the ANPS requires that appropriate weight in the decision-making process is given to the protection of designated sites, priority habitats, protected species and other features of biodiversity interest. Specific policies for protected species are also provided under Policy DM 38 whilst Policy DM 39 addresses other Habitats, Species and Features of Natural Heritage Importance.

The application site was previously overgrown with evergreen trees and hedges, however, the site was cleared prior to the submission of this application in November 2025. A Biodiversity Checklist along with an Ecological Statement (Document 04, date stamped 28th November 2025) has been received. The Ecological Statement concludes that all conifer trees along the northern and eastern boundaries were assessed for their bat roosting potential, but they had negligible bat roost potential (similar to that assessed under the outline application).

Replacement planting is proposed around the perimeters of the site to compensate for the removal of boundary vegetation. No evidence of badger or badger sett was recorded on or around the site by the ecologist. For this reason, it is considered that the proposal is unlikely to have a significant impact on protected and/or priority species and habitats. The proposal is considered to comply with Policies DM 38 and 39 in this regard.

Policy DM 37 provides additional policy criteria for assessing developments which could impact upon designated sites. It is noted that the site is not located within 2km of any international or national designated site. Given the lack of watercourse on site, there is not considered to be any viable pathway between the site and any designated site. However, given the use of a package treatment plant to dispose of foul sewage, formal consultation was carried out with Shared Environmental Services (SES) who offered no objection to the proposal, subject to conditions. Therefore, due to the separation distance and absence of a hydrological link to any designated site, the proposal complies with Policy DM 37 of the ANPS.

Flood Risk and Drainage

Policy DM 47 of the ANPS 'Surface Water Drainage and Sustainable Drainage Systems (SuDS)' deals with flood risk outside floodplains and aims to reduce flood risk for new developments from surface water (pluvial) sources. Flood Maps (NI) has indicated that the site does not lie within any floodplain and is not subject to surface water flooding. However, in line with DM 47.4, the proposal relates to the erection of hardstanding in excess of 1000sqm and therefore a Drainage Assessment is required. DM 47.4 indicates that the Council will seek to promote the use of SuDS, as the preferred means of treating surface water and managing flow rates for development proposals in locations where this is a feasible solution. DM 47.6 requires that all SuDS schemes are accompanied by an appropriate management plan (including arrangements for long-term maintenance).

A Drainage Assessment, Document 03, date stamped 28th November 2025, was submitted which indicates that SuDS measures have been considered as part of the drainage regime including oversized pipes with a hydro-brake valve to limit the flow. An email from the Drainage Consultant (Document 07, date stamped 10th February 2026) indicates that the hydro-brake valve restricts flow to 2.7 l/s for 1 in 2, 1 in 30 and 1 in 100-year storm events with an additional 10% allowance for climate change and urban creep. DfI Rivers were consulted on the proposal and offered no objection.

It is noted within the Drainage Assessment that the precise details of the infrastructure will be in agreement with NI Water as part of then Article 163 Connection Process. A condition is proposed requiring the submission of a SUDS management and maintenance plan.

DAERA Water Management Unit (WMU) were consulted on the proposal, WMU provided advice if a car wash is to be constructed as part of this proposal. However, a car wash does not form part of this application and therefore there are no concerns with regards to contaminated water.

It is therefore considered that the proposal will not lead to an increased level of flooding at the application site or elsewhere in line with DM 47.2.

Sewage Disposal

The original submitted P1 form indicates that both surface water and foul sewage will be disposed of via mains sewers and NI Water were consulted and recommended refusal, subject to the applicant engaging with them. Through the processing of the application, an amended P1 form was submitted which indicates that foul sewage is to be disposed of via a package treatment plant which is set to the northeast of the proposed retail unit and set back from the nearest residential property (No. 50

Abbeyfield Park) by approximately 25 metres. The specific location of the package treatment plant is shown on Drawing Number 02/1, date stamped 10th February 2026.

In an email dated 20th April 2026 from the agent, it is confirmed that the package treatment plant is only a temporary solution and that the site will be connected to the public sewer network once capacity has become available. NI Water were reconsulted and indicated that whilst a connection to the public sewer network may be possible subject to the wastewater assessment process, no WWIA has been submitted to NI Water to determine the viability of such a connection and as such the proposal seeks to use a package treatment plant.

RECOMMENDATION	GRANT PLANNING PERMISSION
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PROPOSED CONDITIONS

1. The development to which this approval relates must be begun by whichever is the later of the following dates:-

- i. The expiration of a period of 5 years from the grant of outline planning permission; or
- ii. The expiration of a period of 2 years from the date hereof.

Reason: As required by Section 62 of the Planning Act (Northern Ireland) 2011.

2. The proposed planting shall be carried out in accordance with approved Drawing No. 10, date stamped 10th February 2026. The planting shall be carried out within the first available season after occupation of the building hereby approved. Hedging shall be allowed to grow on and retained at a minimum height of 2 metres thereafter, trees shall be allowed to grow on and retained at a minimum height of 4 metres thereafter.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

3. If within the lifetime of the development following the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place within the next available full planting season, unless the Council gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

4. The net retail floorspace of the retail unit labelled 'Shop', on Drawing Number 04/1, date stamped 10th February 2026, hereby approved, shall not exceed 132sqm when measured internally. For the purposes of this condition, net retail floorspace refers to the sales floorspace of the store which is accessible to members of the public that is labelled 'Shop' on Drawing Number 04/1, date stamped 10th February 2026, hereby approved.

Reason: To enable the Council to control the nature, range and scale of retailing activity to be carried out at this location so as not to prejudice the vitality and viability of Antrim Town

5. The net retail floor area of the ancillary retail unit hereby approved shall be used only for the sale and display of convenience goods and for no other purpose, including any other purpose in Class A1 of the Schedule to the Planning (Use Classes) Order (Northern Ireland) 2015, or in any provision equivalent to that Class in any statutory instrument revoking and replacing that Order.

Reason: To enable the Council to control the nature, range and scale of retailing activity to be carried out at this location

6. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No. 11/1 date stamped 12th February 2026, prior to the commencement of any other development hereby permitted. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway and such splays shall be retained and kept clear thereafter.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

7. The gradient(s) of the access road shall not exceed 8% (1 in 12.5) over the first 5m outside the road boundary. Where the vehicular access crosses a footway, the access gradient shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.

Reason: To ensure there is a satisfactory means of access in interests of road safety and the convenience of road user.

8. The Council hereby determines that the width, position and arrangement of the streets, and the land to be regarded as being comprised in the streets, shall be as indicated on Drawing No. 11/1 date stamped 12th February 2026.

Reason: To ensure there is a safe and convenient road system within the development and to comply with the provisions of the Private Streets (Northern Ireland) Order 1980.

9. No other development hereby permitted shall be commenced until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing No. 11/1 date stamped 12th February 2026.

Reason: To ensure that the roadworks considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

10. No retailing or other operation in or from any building hereby permitted shall commence until hard surfaced areas have been constructed and permanently marked in accordance with Drawing No. 11/1 date stamped 12th February 2026 to provide adequate facilities for parking, servicing and circulating within the site. No part of these hard surfaced areas shall be used for any purpose at any time other than for the parking and movement of vehicles.

Reason: To ensure that adequate provision has been made for parking, servicing and traffic circulation within the site.

11. A detailed programme of works and any required / associated traffic management proposals shall be submitted to and agreed in writing with the Council prior to the commencement of any element of road works.

Reason: To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

12. The premises (including carpark) shall not be open to the public at any time outside the hours of 07:00hrs and 23:00hrs.

Reason: In order to protect amenity at nearby receptors from adverse impacts of noise.

13. There shall be no deliveries taken at or dispatched from the site outside the hours of 07:00hrs and 23:00hrs on any day of the week.

Reason: In order to protect amenity at nearby receptors from adverse impacts of noise.

14. During the operational lifetime of the development hereby approved, noise associated with the site shall not exceed the level outlined within Table 9 – Predicted noise levels at the receptors, and limits, within Document 05, date stamped 28th November 2025.

Receptor	Normal Activity Predicted level in Garden dB L _{eq} RATING LEVEL	Diff between Rating and 39 dB LA90 BG	Delivery Activity Predicted level at Garden dB L _{eq} RATING LEVEL	Diff between Rating and 39 dB LA90 BG	Plant Noise Only Level RATING LEVEL NIGHT	Diff between Rating and 26 dB LA90 BG	Measured Noise Levels dB L _{eq}	Predicted impact and significance
R1. 50 Abbeyfield	38	-1	41.4	2.4	22.2	-3.8	KRM BACKGROUND SURVEY 39.0 DAY MODE 26 NIGHT MODE	Background is not exceeded during normal activity, day or evening. Small exceedance during delivery +5dB threshold not met
R2. 27 Aspenburn	33.8	-5.2	36.3	-2.7	21.7	-4.3		Background is not exceeded. Low Impact
R3. 21 Abbeyfield	37	-2	41.5	2.5	13.7	-12.3		Background is not exceeded during normal activity, day or evening. Small exceedance during delivery +5dB threshold not met
R4. 41 Limetree Avenue	33.1	-5.9	37.3	-1.7	6.2	-19.8	IRWIN BACKGROUND CARR SURVEY 44 DAY MODE 38 EVENING	Background is not exceeded. Low Impact
R5. 68 Limetree Avenue	30.2	-8.8	34.1	-4.9	4.3	-21.7	KRM RESIDUAL SURVEY 48.4 DAY 38.5 NIGHT	Background is not exceeded. Low Impact
R6. 32 Limetree Close	27.6	-11.4	30.9	-8.1	12.6	-13.4		Background is not exceeded. Low Impact
R7. 42 Abbeyfield	32.3	-6.7	35.4	-3.6	12.3	-13.7		Background is not exceeded. Low Impact
R8. 10 Oakburn	30.6	-8.4	32.5	-6.5	19.3	-6.7		Background is not exceeded. Low Impact

Table 9. Predicted noise levels at the receptors, and limits (All values are referenced to the 1hr daytime period).

Reason: In order to protect amenity at nearby receptors from adverse impacts of noise.

15. The 2no. wall mounted refrigeration units shall be installed in the position and location as shown on Drawing Number 04/2, date stamped 20th March 2026.

Reason: In order to protect amenity at nearby receptors from adverse impacts of noise.

16. Noise arising from any external item of plant or group of items of plant shall not exceed 67dB LAeq during the hours of 07:00 to 23:00, and 60dB LAeq during the hours of 23:00 to 07:00, when measured at 1 metre from the unit or group of units.

Reason: In order to protect amenity at nearby receptors from adverse impacts of noise.

17. The development shall not become operational until a 2.2m high acoustic barrier is installed along the northern, southern, & eastern boundaries of the site. The barrier shall have a surface weight density of not less than 15kg/m², be of solid construction, (i.e. no holes or gaps present for sound to pass through) and if it is a fence, it shall be of the ship-lapped design and shall be retained for the lifetime of the development.

Reason: In order to protect amenity at nearby receptors from adverse impacts of noise.

18. During the operational lifetime of the development, light intrusion from the development into windows at nearby sensitive properties shall not exceed 10 Ev (lux) on anytime between 07:00hrs and 23:00hrs.

Reason: To protect amenity at nearby residential dwellings.

19. Artificial lighting at the development including from signage, forecourt and car park lighting, shall not be operational at any time between 23:00hrs and 07:00hrs.

Reason: To protect amenity at nearby residential dwellings.

20. If during the development works, a new source of contamination and risks are found, which had not been previously identified, works should cease and the Council shall be notified immediately. Any new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) Guidance, available online at <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>, as applicable

Should an unacceptable risk to human health be identified, a remediation strategy shall be submitted to be agreed with the Council before being implemented.

Reason: To control any risk to human health arising from land contamination.

21. The development hereby approved shall not become operational until the package treatment plant has been installed as approved and is fully operational

and thereafter maintained at the developer's expense for the lifetime of the permission.

Reason: To ensure adequate wastewater treatment capacity is available and to ensure the project will not have an adverse effect on the integrity of any European site.

22. The package plant shall be decommissioned, and the development connected to a public sewer within six months of the Council notifying SOLO Direct Ltd that the waste-water treatment plant has been upgraded, or within such an extended period as the Council may agree in writing. The package plant shall be removed, and the land it occupied shall be reinstated in accordance with a scheme to be agreed in writing with the Council, within six months of the development being connected to a public sewer.

Reason: To ensure adequate wastewater treatment capacity is available and to ensure the project will not have an adverse effect on the integrity of any European site.

23. Prior to and for the duration of the construction phase, all existing drainage network outlets within Ballycraig Road adjacent to the site shall be identified and isolated, to prevent the egress of any contaminated surface water, unless otherwise agreed in writing with the Council.

Reason: To ensure the project will not have an adverse effect on the integrity of any European site.

24. The operational drainage for the site must be designed in accordance with approved Drawing Number 02/2, date stamped 20th March 2026 to include an oil interceptor.

Reason: To ensure the project will not have an adverse effect on the integrity of any European site.

25. No development shall commence until a Consent to discharge for foul sewage has been granted under the terms of the Water (NI) Order 1999.

Reason: To ensure the project will not have an adverse effect on the integrity of any European site.

26. Prior to the commencement of development, a SuDS management and maintenance plan shall be submitted including arrangements for long term maintenance.

Reason: To ensure that adequate measures are in place for the long-term management and maintenance of the SuDS scheme.



LA03/2025/0895/RM



 Site Boundary

1:3,000

COMMITTEE ITEM	3.4
APPLICATION NO	LA03/2025/0540/F
DEA	DUNSILLY
COMMITTEE INTEREST	ADDENDUM REPORT
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Part-retrospective application for the retention of a workshop building (including ancillary office, storage, and toilet facilities) and the retention of an extension to existing yard (including a concrete ramp); together with proposed landscaping works comprising an earth bund and new planting, improvements to the existing site access, and all associated works
SITE/LOCATION	Approximately 100m north of No.15 Gallagher Road, Toomebridge, BT41 3QS
APPLICANT	Bell Transport
AGENT	O'Toole & Starkey Ltd
LAST SITE VISIT	27 th August 2025
CASE OFFICER	Morgan Poots Tel: 028 90340419 Email: morgan.poots@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Northern Ireland Planning Portal https://planningregister.planningsystemni.gov.uk/application/701370	
ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS	
Members will recall this application was presented to the Planning Committee in February 2026. The application was deferred for a period of two months to enable the applicant the opportunity to apply for a new Certificate of Lawfulness to demonstrate that the business (Bell Transport) did exist and operate at scale on these premises for the required period. A new Certificate of Lawfulness application Ref: LA03/2026/0189/CLEUD was submitted on the 20th March 2026. The information submitted was initially considered insufficient and so a meeting was held with Planning Officers, the applicant and the agent and a further opportunity was provided to the applicant to submit additional information. The Certificate of Lawfulness was certified on the 29th June 2026 as it was considered that there was sufficient evidence to demonstrate the existence of both agricultural activity and commercial haulage on site. The Certificate of Lawfulness application sought to certify that the existing access and laneway, a portion of the yard area to the rear along with the yard area to the front of the site which lies to the southwest of the existing sheds was used for agricultural and commercial storage and distribution. The yard area to the front of the site was certified for agricultural activity whereas the remaining access, laneway and yard area to the rear was certified for commercial haulage and storage and distribution. The current application site includes the access and laneway and a portion of the yard certified under the Certificate of Lawfulness application, however, the remaining lands to the rear did not form part of the Certificate of Lawfulness application.	

Given that the Certificate of Lawfulness certified that commercial haulage operations were existing on the wider site, the proposal for the retention of the workshop building and the extension to yard area falls to be assessed under DM 2.7 'Established Industrial and Business Use' of the ANPS as the proposal relates to a new building on an established haulage site.

Criteria (a) and (b) of DM 2.7 of the ANPS require that there is a business need for the proposal and relocation of the enterprise is not feasible. It also requires that the proposal will make a significant contribution to the local economy. As outlined in the Supporting Statement (Document 01, date stamped 24th July 2025) the proposal responds to a need for a space to service and maintain Bell Transport's expanding fleet vehicles. Prior to this the business relied on third-party workshops to service their fleet and the existing workshop has been operational on the site for several years.

Further supporting information was submitted within Document 10 (date stamped 29th June 2026) which details that HGV operators in Northern Ireland are required to maintain their vehicles and trailers used under their operating license including regular inspections and servicing which can range from every 4 to 13 weeks. Prior to the erection of the workshop, all servicing took place externally in Ballymena which became unfeasible due to the 1 hour round trip as outlined in Document 10 (date stamped 29th June 2026).

The agent further outlines in Document 10 that the timing of the workshop construction provides further evidence that the facility was required to meet an operational need. The workshop construction commenced in 2020 during the first COVID-19 lockdown and during this time external repair garages and workshops faced restrictions or temporary closures. The agent outlines within Document 10 that the applicant had no alternative commercial facilities available to maintain the fleet and without the erection of this workshop building, the business could not have guaranteed the continuous roadworthiness of its vehicles, risking the significant disruption of its essential transport operations during a critical period for regional supply chains.

The proposal at this location is also considered necessary due to the large yard space and proximity to the A6 for connectivity as outlined within Document 01 (date stamped 24th July 2025). It is also stated in Document 01 that relocation of the business is not possible as it would be cost-prohibitive and would fragment the existing business operations, rather the proposal seeks to expand the business at this location for logical business reasons.

In relation to the proposal making a significant contribution to the local economy, the proposal currently employs 17no. full time staff members and includes mechanics, HGV drivers and yard staff which supports a rural employment base with weekly wages ranging between £480-£1100 per employee as outlined in Document 10 (date stamped 29th June 2026). Also outlined in Document 10, the on-site workshop and yard supports employment by allowing the applicant's HGVs and trailers to be serviced on site. The business also impacts upon supply chains given its use as a haulage company and supports both the agricultural and industrial sector through essential logistics services.

It is accepted that sufficient information has been provided to comply with Criteria (a) and (b) in demonstrating that there is a business need for the proposal

and why relocation is not feasible along with making a significant contribution to the local economy. Criterion (c) of DM 2.7 refers to rural character and biodiversity. As outlined in the Committee Report and the first Addendum Report there were concerns with regards to the proposal relying heavily on new landscaping and earthworks for integration. In addition, the proposal failed to respect the rural character of the area.

As outlined above, since the application was presented to the Planning Committee in February 2026, the Certificate of Lawfulness Ref: LA03/2026/0189/CLEUD was certified for the site to establish the presence of a commercial haulage business on site. Given the site has an established industrial use, it is considered that the landscaping measures proposed including the 2.2m high earth bund to the northeastern boundary will provide a significant level of screening in the context of there being a lawful haulage business operating on the site. It is accepted that there may be a short term visual impact of the proposal as any new planting will take time to mature, however, this is considered to be temporary in nature and the proposed landscaping works will aid integration once mature which is considered to align with DM 27.2 of the ANPS.

In relation to rural character, the application site is bounded by agricultural fields directly east and west and further south of the site where the character is predominately agricultural in nature with little economic activity. However, the site itself hosts an established business in which the proposal seeks to retain a workshop building along with an extension to the yard area. The proposal is considered to respect the rural character of the area when considering the existing lawful site operations. The proposal is considered acceptable in this regard.

The recommendation therefore is changed to grant planning permission, subject to conditions.

RECOMMENDATION	GRANT PLANNING PERMISSION
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PROPOSED CONDITIONS

1. This decision notice is issued under Section 55 of The Planning Act (Northern Ireland)2011.

Reason: This is a retrospective application.

2. The workshop building and yard hereby permitted shall not be subdivided and shall be ancillary to the operations of Bell Transport and shall only be run in conjunction with that business and for no other purpose without prior written consent of the Council.

Reason: To control the land uses on the site.

3. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing Number 03, date stamped 24th July 2025, within six weeks of this decision notice. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway and such splays shall be retained and kept clear thereafter.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

4. The gradient(s) of the access road shall not exceed 8% (1 in 12.5) over the first 5m outside the road boundary. Where the vehicular access crosses a footway, the access gradient shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.

Reason: To ensure there is a satisfactory means of access in interests of road safety and the convenience of road user.

5. All roller shutter and pedestrian doors as shown on Drawing Number 04, date stamped 24th July 2025 shall remain in the closed position, except for the purposes of ingress, egress and unloading/loading of goods.

Reason: In order to protect nearby noise sensitive receptors.

6. The rating level of noise emitted from the development hereby approved during operation, shall not exceed 32.5dB L_{Ar,1hr}, when measured within the external amenity area of any nearby noise sensitive receptor (excluding residential properties at 15 and 16 Gallagher Road, which are occupied in connection with the business) and assessed in accordance with British Standard 4142:2014 +A1:2019.

Reason: In order to protect amenity at nearby sensitive receptors.

7. The existing planting to be retained as shown on Drawing Number 03, date stamped 24th July 2025 shall be retained and allowed to grow on with the hedgerows retained at a minimum of 2 metres and the trees retained at a minimum height of 4 metres.

Reason: To ensure the maintenance of screening of the site.

8. If within the lifetime of the development, any retained tree is removed, uprooted or destroyed or dies it shall be replaced within the next planting season by another tree or trees in the same location of a species and size as specified by the Council.

Reason: To ensure the continuity of amenity afforded by existing trees.

9. Within 8 weeks from the date of this decision, proposed landscaping works shall be carried out in accordance with Drawing Number 03, date stamped 24th July 2025.

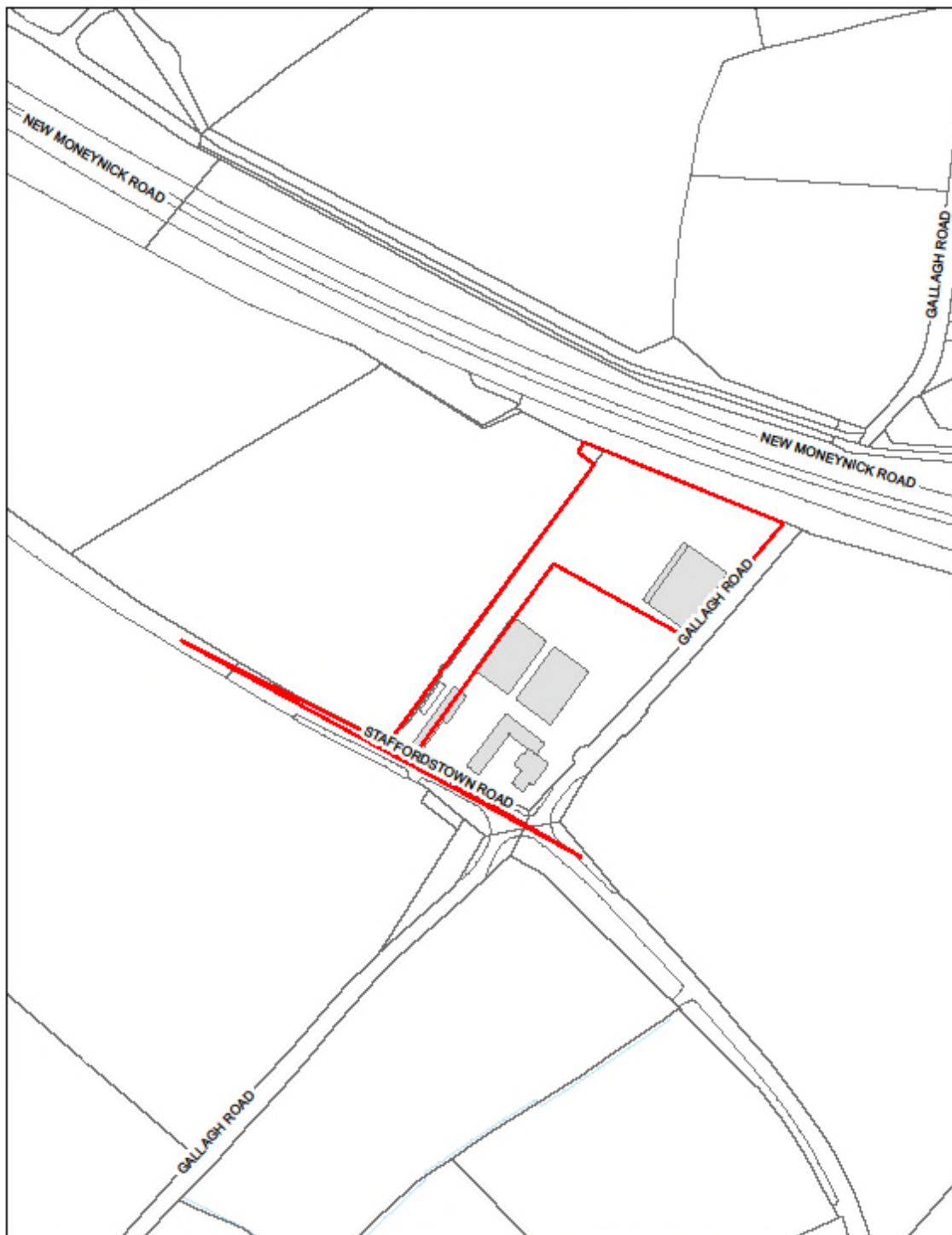
The northeastern boundary shall be defined by a 2.2m high landscape berm of mixed native species trees. The landscape berm shall be permanently retained at a minimum height of 2.2m for the lifetime of the development.

The western boundary shall be defined by new native species hedgerow. The hedge shall be allowed to grow on and permanently retained at a minimum height of 2m for the lifetime of the development.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

10. If within the lifetime of the development following the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place within the next available full planting season, unless the Council gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.



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Planning Reference:
LA03/2025/0540/F

1:2,500



COMMITTEE ITEM	3.5
APPLICATION NO	LA03/2025/0815/F
DEA	AIRPORT
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE PLANNING PERMISSION
PROPOSAL	Proposed Farm Shed (Retrospective)
SITE/LOCATION	60m southeast of 43 Nutts Corner Road, Crumlin, BT29 4SQ
APPLICANT	Conor McAlister
AGENT	FMK Architecture
LAST SITE VISIT	12th January 2026
CASE OFFICER	Alexandra Tipping Tel: 028 903 40216 Email: alexandra.tipping@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Planning Portal https://planningregister.planningsystemni.gov.uk/application/704350	
SITE DESCRIPTION	
The application site is located on lands approximately 60 metres southeast of No. 43 Nutts Corner Road, Crumlin and comprises part of a larger agricultural field. The application site lies outside of any settlement defined in the Antrim Area Plan 1984-2001. The northern (roadside) site boundary is defined with post and wire fencing and the majority of the eastern site boundary site is defined with an existing established hedgerow. The sites other boundaries presently remain undefined. The metal frame of the subject shed has already been erected on the site and the access to the site has been laid out in hardcore. The topography of the site is generally flat. The surrounding area is characterised by single dwellings and other large shed buildings.	
RELEVANT PLANNING HISTORY	
Planning Reference: T/2009/0005/F Proposal: Building to include livestock handling, testing facilities and isolation pens, feed storage, underground slurry storage, midden, farm office, concrete yard for vehicle turning, loading and unloading and machinery store. Location: 20 metres South of 44 Nutts Corner Road, Crumlin Decision: Permission Granted (29th May 2009)	
PLANNING POLICY AND GUIDANCE	
Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise. The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts, Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the	

Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

SPPS – Strategic Planning Policy Statement for Northern Ireland: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim Area Plan 1984 – 2001: The application site is located within the countryside as identified within the Antrim Area Plan, 1984-2001. The Plan offers no specific guidance on this proposal.

Antrim and Newtownabbey Plan Strategy 2015-2030: sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

Strategic Policy 1 – Sustainable Development (SP 1): sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Strategic Planning Policy Statement (SPPS).

Strategic Policy 2 – Employment (SP2): aims to encourage growth of businesses, promote innovation and proactively attract investment into our Borough to support enterprise and increase employment benefit for all our residents. SP 2 is supported by Policies:

DM 4 – Agricultural and Forestry Development.

Strategic Policy 3 – Transportation and Infrastructure (SP 3): aims to encourage the continued development and growth of high quality transportation, communications and utilities infrastructure in a timely and co-ordinated fashion to meet the current and future needs of our Borough and support sustainable development in accordance with the Council's Spatial Growth Strategy. SP3 is supported by Policies:

- Policy DM10 – Access and Parking; and
- Policy DM 15 – Development Relying on Non-Mains Sewage.

Strategic Policy 6 - Placemaking and Good Design (SP6): sets out that positive placemaking and good design are key components in the delivery of high quality, attractive and sustainable places within our Borough. SP6 is supported by Policies:

- Policy DM 27 Rural Design and Character; and
- Policy DM 28 Amenity Impact.

Strategic Policy 8 - Natural Heritage (SPG8): seeks to protect, conserve and promote the enhancement and restoration of the diversity of our Borough's natural heritage comprised of its habitats, species, landscapes and earth science features.

- Policy DM 37 Designated Sites of Nature Conservation Importance;
- Policy DM 38 Protected Species;

- Policy DM 39 Habitats, Species & Features of Natural Heritage Importance;
- DM 40 Landscape Protection; and
- Policy DM 42 Trees and Development.

Strategic Policy 10 - Environmental Resilience and Protection (SPG10): seeks to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on our built and natural environment. SPG10 is supported by Policies:

- Policy DM 46 The Control of Development in Flood Plains
- Policy DM 47 Surface Water Drainage & Sustainable Drainage Systems;
- Policy DM 50 Pollution; and
- Policy DM 52 Contaminated Land.

Building on Tradition: A Sustainable Design Guide for the Northern Ireland Countryside: sets out design principles for new dwellings in the countryside.

CONSULTATION

Council Environmental Health Section – No objection, subject to a condition

Northern Ireland Water – No objection

Department for Infrastructure Roads- No objection

DAERA Food, Farming and Rural Affairs Group – No objection

DfI Rivers – Further information required

Defence Infrastructure Organization – LMS – No objection

Belfast International Airport – No objection

Shared Environmental Services – Requested further information

DfC Historic Environment Division – No Objection

REPRESENTATION

Six (6) neighbouring properties have been notified of the application, and no representations have been received.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

Preliminary Matters

Contact with Agent/ Applicant

On 21st January 2026 officers made the agent aware via a telephone call that there were concerns with the principle of development primarily due to the siting of the farm shed away from the applicant's farm dwelling.

On 6th March 2026 the agent submitted Supporting Information (Document 02) and on various dates ranging from 12th – 19th March 2026, the applicant submitted Additional Supporting Information (Document 03).

Environmental Impact Assessment

The proposed development does not meet any of the thresholds of development within Schedule 1 or 2 of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2017, nor is it located within a sensitive area, therefore there is no requirement for an EIA screening determination.

Habitats Regulation Assessment

This planning application was considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended). The development is 65 metres from the nearest watercourse, does not show any drainage to the watercourse, there is no storage tanks for slurry and no livestock to be housed in the shed apart from some handling facilities. The main purpose of the shed is for dry storage. Shared Environmental Service (SES) have however advised that the application site may be indirectly linked to downstream European sites within Lough Neagh and that in the absence of additional information to include a response from NIEA's - Natural Environment Division and Water Catchment Unit that an HRA cannot be undertaken.

Policy Context

Section 45 (1) of the Planning Act (NI) 2011 requires the Council, in dealing with an application for planning permission, to have regard to the Local Development Plan, so far as material to the application, and to any other material considerations. Section 6 (4) of the Act then states that, where, in making any determination under the Act, regard is to be had to the Local Development Plan, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The Antrim & Newtownabbey Plan Strategy (ANPS) sets out the relevant planning policies for the determination of planning applications in the Borough. However, until such times as the Local Policies Plan (LPP) identifies the boundaries of settlement limits, local designations and zonings, the provisions of the current legacy plans, both adopted and in draft form will continue to apply. The site is defined as being within the countryside in the Antrim Area Plan 1984-2001. In line with the transitional arrangements set out in the SPPS, the AAP and the ANPS must be read together. Any conflict between the policies in with the Plans must be resolved in favour of the ANPS.

Strategic Policy 2.11 of the ANPS states that the Council will support the ongoing operational needs of the Borough's agricultural sector. Policy DM 4 of the ANPS relates specifically to agricultural and forestry development. The Plan states that the aim of this policy is to ensure that the operational needs of farm businesses are managed in an appropriate way that responds to the needs of the business and results in a sustainable form of development in the countryside.

The application seeks permission for a farm shed which has already been partially erected on the site. It is noted that there is a previous grant of planning permission Ref: T/2009/0005/F for a building on the site to include livestock handling, testing facilities and isolation pens, feed storage, underground slurry storage, midden, farm office, concrete yard for vehicle turning, loading and unloading and machinery store. This permission was granted in May 2009 and had a standard time limit for commencement of five years. No Certificate of Lawfulness has been granted to

demonstrate that this permission remains extant, as such, there is no lawful fallback position afforded to the applicant, and the proposed development will therefore be assessed solely upon its merits and in accordance with the prevailing planning policy context provided within the ANPS.

Principle of Development

Policy DM 4 of the ANPS states that the Council will support proposals for a new agricultural building ancillary to the operation of an active farm business where a number of criteria can be met. DM 4.2 of the ANPS advises that it will normally be expected that the farm business has been active and established for a minimum of 6 years.

In this case the applicant has provided a Farm Business ID. Based on the details provided, DAERA has advised that the Farm Business is a Category 1 and was first allocated in 2002. DAERA has also advised that Single Farm Payment has been claimed in each of the last six years and that the application site is on land for which single farm payments are currently being claimed by the farm business. Owing to the response provided by DAERA, it can be concluded that the applicant is an active and established farmer.

Criterion (a) of DM 4.1 of the ANPS requires that the building is necessary for the efficient function of the farm business whilst criterion (b) requires that there are no other buildings available on the holding that can be used to meet the operational need.

As indicated in the applicant's Supporting Statement (Document 01 date stamped 4th November 2025) and the Additional Supporting Submission (Document 03 date stamped 18th March 2026) the applicant does not have any existing buildings on the farm. The submitted information outlines that the building is required to make the farm business more efficient and to allow for the better management of the farm in regard to various matters such as animal welfare, managing commodities, the safe storage of machinery and access for deliveries. The applicant has also advised that the facility is required in order to meet DAERA requirements for testing, isolating and other emergency situations. It is noted that a letter of support from the Ulster Farmers Union, dated 3rd February 2026, was included within the Supporting Information (Document 02) which advised that they believe the proposed shed is essential for the effective operation of the farm and to meet with animal welfare standards. This letter and verbal communication with the applicant also explained that the shed is now required as the applicant is in the process of disassociating from another farm business and as such the continued sharing of agricultural facilities is no longer suitable.

Giving regard to the above it is accepted that a new shed could be considered necessary for the efficient operation of the holding and that no other buildings are available to meet this operational need.

Criterion (c) of DM 4.1 of the ANPS advises that any new building is to be sited beside existing farm buildings. In this case, the applicant has advised that this is the first farm building on the holding. The only other farm building on the holding is the applicant's dwelling (No. 39 Nutts Corner Road) which is located approximately 280 metres southwest of the application site. As shown on the applicant's farm maps (Document 05 date stamped 4th November 2025) the applicant has two (2) parcels of land

(008/25 and 008/26/B) which lie immediately to the north of his dwelling at No. 39 Nutts Corner Road.

Although it is recognised that the applicant does not have any farm outbuildings/sheds on his farm, the applicants dwelling which would be considered by the Council as an existing farm building. In accordance with criterion (c) of DM 4.1 of the ANPS, any new agricultural building should therefore be sited beside this existing farm building (the applicant's dwelling at No. 39).

This matter was raised with the applicant and agent who have provided additional supporting information arguing why the new agricultural shed cannot be located within one of the two fields to the north of No. 39 Nutts Corner Road. These reasons relate mainly to the impact of flooding and health and safety concerns. It was also stated that an agricultural building was located on the site in the past and therefore this establishes its use on these lands. There is however, no lawful agricultural buildings on or beside the application site and therefore no determining weight is afforded to this point.

It is stated by the agent that part of the lands adjacent to the existing dwelling, (as shown in Document 02) and referred to as 'field 1 and field 2' are within the present-day flood plain as per Flood Maps (NI), however, so is part of the application site. It is considered that the matter of flooding alone (subject to the submission of required technical information) is not likely to rule out the entirety of the fields beside the farm dwelling as the flood plain only extends into a small portion of the fields.

The health and safety matters raised in relation to the sites closer to No. 39 Nutts Corner Road relate to the presence of overhead and underground cables and also the inability to achieve safe access arrangements. Although it is acknowledged that the presence of overhead powerlines/underground cabling may act as a constraint, the relocation of these is not impossible and would not be considered a sufficient reason to disregard policy requirements requiring new buildings to be sited beside existing farm buildings.

This is similar to the argument in relation to the achievement of suitable access arrangements. Although it is acknowledged that third party lands may be required to facilitate safe access to these alternative sites, in the absence of further information to demonstrate that safe access arrangements (potentially to include the provision of a new and separate access) could not be achieved to these alternative sites, this cannot be considered sufficient reasoning to depart from the policy requirements laid out within criterion (c) of Policy DM 4 of the ANPS.

Criterion (d) of DM 4.1 and Policy DM 28 of the ANPS requires that the proposal will not result in a detrimental impact on the residential amenity of any dwelling outside of the farm holding. There are a number of residential dwellings located in the vicinity of the site, which include Nos. 41, 43, 44, 43B and 43E Nutts Corner Road. The closest neighbouring dwelling to the application site is No. 43 and this dwelling is separated from the subject farm building by approximately 60 metres. The remaining neighbouring dwellings are separated by a greater distance (approximately 70 – 90 metres).

Owing to the separation distance between the subject shed and the surrounding properties it is considered that there would be no detrimental impact on neighbour amenity in relation to overshadowing, dominance or loss of privacy.

The Council's Environmental Health Section (EHS) was consulted and advised it has no objection to the development subject to the inclusion of conditions ensuring that the shed is not used for the purposes of housing livestock and that any livestock within the shed between 23:00 and 07:00 hours is restricted to animals that are within the 'isolation pens' detailed on the Floor Plans and Elevation Plans (Drawing No. 04 date stamped 4th November 2025). EHS has also recommended the inclusion of a condition requiring the roller shutter door, (as shown on Drawing No. 04), is to be kept in a closed position (except for ingress and egress). Subject to the above noted recommended conditions it is considered that there would be no significant detrimental impact on any nearby neighbours as a result of noise, smell or pollution. It is therefore considered that the proposal can comply with criterion (d) of Policy DM 4 of the ANPS.

Criterion (e) of DM 4.1 of the ANPS requires that the scale of the building, its design and proposed materials are sympathetic to the locality and adjacent buildings while criterion (f) goes on to require that the building will not be prominent or otherwise visually intrusive in the landscape. Consideration in relation to rural design and character will follow in the remainder of this report.

With the above considered, the principle of a new agricultural building at this location is considered unacceptable and does not accord with the policy requirements laid out under Policy DM 4 of the ANPS specifically in regard to the proposed siting and location of the farm building.

Rural Design and Character

In addition to the above, the policy criteria laid out under Policy DM 4 and Policy DM 27 of the ANPS provides the policy context in relation to rural design and character. This policy advises that the Council will support development in the countryside where it is sited to integrate sympathetically into its surroundings and respects the rural character. Additionally, DM 27.4 of the ANPS requires that the proposal is acceptable in terms of its rural design.

As noted above the proposal is for a new farm shed (partially erected on site) within part of an existing agricultural field. The only existing established boundary is the site's eastern boundary which runs adjacent to a laneway off the Nutts Corner Road. Given its location within a larger agricultural field, all other remaining boundaries of the site do not avail of any existing vegetated boundaries.

The proposed shed measures 35 metres by 30 metres, with a height of 10 metres and has two openings on the front elevation. The shed is to be finished in grey corrugated metal cladding as indicated on the Floor Plans and Elevation Plans (Drawing No. 04 date stamped 4th November 2025). The subject building is not sited beside or to cluster with any building on the applicant's farm (his farm dwelling).

As noted above, whilst the general design of the shed is considered typical of an agricultural shed, the proposed shed is sizeable measuring approximately 30 metres by 35 metres with a maximum height of 10 metres. Furthermore, it has not been sufficiently justified why the farm shed has to be at this specific location (away from

the applicant's building on the farm). The application site does not avail of a suitable degree of enclosure and owing to its siting, scale, and massing would appear visually obtrusive particularly when traveling along the Nutts Corner Road. As such it is considered that the proposed shed on this open site, would have an unacceptable visual impact on the amenity of the surrounding rural area.

DM 27.5 of the ANPS requires all proposals for development in the countryside to address biodiversity impact and be accompanied by a detailed landscaping scheme, which retains or reinstates traditional boundaries and augments existing planting. The Council will only support new landscaping schemes which include native species or locally characteristic trees. In addition, Policy SP 8 and DM 42.1 to DM 42.5 of the ANPS also addresses the protection, retention and enhancement of trees within all development and fundamentally requires a net gain for any tree loss.

In this case the applicant has proposed to retain the existing vegetation along the site's eastern boundary and plant new hedgerows inside the existing post and wire fence as detailed on the Site Layout Plan (Drawing No. 02 date stamped 4th November 2025). Whilst the proposed landscaping is welcomed as part of a proposal for development in the countryside to address any biodiversity impact it is not considered sufficient to address the visual impact of the proposed development.

Overall, it is considered that the proposed development fails to comply with criterion (f) of Policy DM 4 and Policy DM 27 of the ANPS in regard to siting and the overall visual impact on the rural character and appearance of the area.

Access & Road Safety

SP 3.10 and DM 10.1 of the ANPS advises that the Council will support development where there is sufficient capacity on the road network and where access arrangements do not prejudice road safety.

The proposed access to the site is via an existing field access which is proposed to be altered to facilitate full vehicular access to the application site. DfI Roads has been consulted and has advised that it has no objection to the proposal in relation to traffic, access or road safety subject to the inclusion of a condition should planning permission be granted.

Flooding & Drainage

SP 10 and Policy DM 46 of the ANPS relate to the control of development in flood plains while Policy DM 47 of the ANPS specifically states that consideration of drainage issues is a requirement for all development proposals.

In this instance and as noted in the DfI Rivers consultation response there are no watercourses which are designated under the terms of the Drainage (Northern Ireland) Order 1973 within this site. The site may however be affected by undesignated watercourses of which there is no record. The Flood Maps (NI) indicate that a portion of the site lies within the 1 in 100 year fluvial flood plain plus climate change. A detailed flood analysis to include a river model, would normally be required to be undertaken for consideration by DfI Rivers, to verify the more accurate extent of the flood plain. No flood information has been submitted by the applicant.

As stated within the submitted application form, the surface water associated with the proposed development is proposed to be disposed of via soakaways and foul

sewerage to a septic tank. Details of the location of these disposal methods have not been provided on the plans. If permission were to be forthcoming it would be required that these details are provided on the plans.

The application site falls within an area where there is known surface water flooding. Further information is required in order to determine the extent of the flood risk at the site through the submission of a Drainage Assessment (DA) This information has not been submitted.

The additional information in the form of river modelling or surface water drainage was not requested from the applicant given the concerns regarding the principle of development. As a precautionary measure, a refusal reason will be appended in regard to the proposal being contrary to Policies DM 46 and DM 47 of the ANPS in that it has not been demonstrated that the new development will not be impacted by flooding or lead to an increased flood risk elsewhere.

Natural Heritage

SP 1.4 of the ANPS states that the Council will adopt a precautionary approach where there are significant risks of damage to the environment whilst SP 8.3 of the ANPS requires that appropriate weight in the decision-making process is given to the protection of designated sites, priority habitats, protected species and other features of biodiversity interest. Specific policies for Designated Sites are set out within Policy DM 37 of the ANPS, the policy in relation to Protected species is laid out under Policy DM 38 whilst Policy DM 39 of the ANPS addresses other habitats, species and features of natural heritage importance.

The application site does not fall within any designated area but does have a potential hydrological link to downstream European sites within Lough Neagh. In the absence of any additional supporting information to include a Bio-diversity Checklist (at minimum) completed by a qualified ecologist it is considered that insufficient is available to determine if the proposal would have any significant detrimental impact on Designated Sites. A such taking a precautionary approach, the proposal is considered contrary to Policy DM 37 of the ANPS. It should be noted that further ecological information was not formally requested from the applicant given the concerns with the principle of development so as to ensure the applicant was not put to any undue expense.

The proposal does not involve the removal of any existing buildings or vegetation and proposes new additional hedge planting along the new site boundaries. The proposed shed is for general agricultural use and does not include a slatted floor and therefore will not involve the collection or storage of slurry which may otherwise have raised concerns in relation to spreading and ammonia. Given the nature of the proposal, it is considered that the development proposal would not have any detrimental impact on protected species or habitats.

Other Matters

Northern Ireland Water and DfC Historic Monuments were consulted and raised no objections to the subject development. Belfast International Airport and the Defence Infrastructure Organisation were consulted given the site's proximity to the airport. Both consultees raised no objection to the proposal.

CONCLUSION

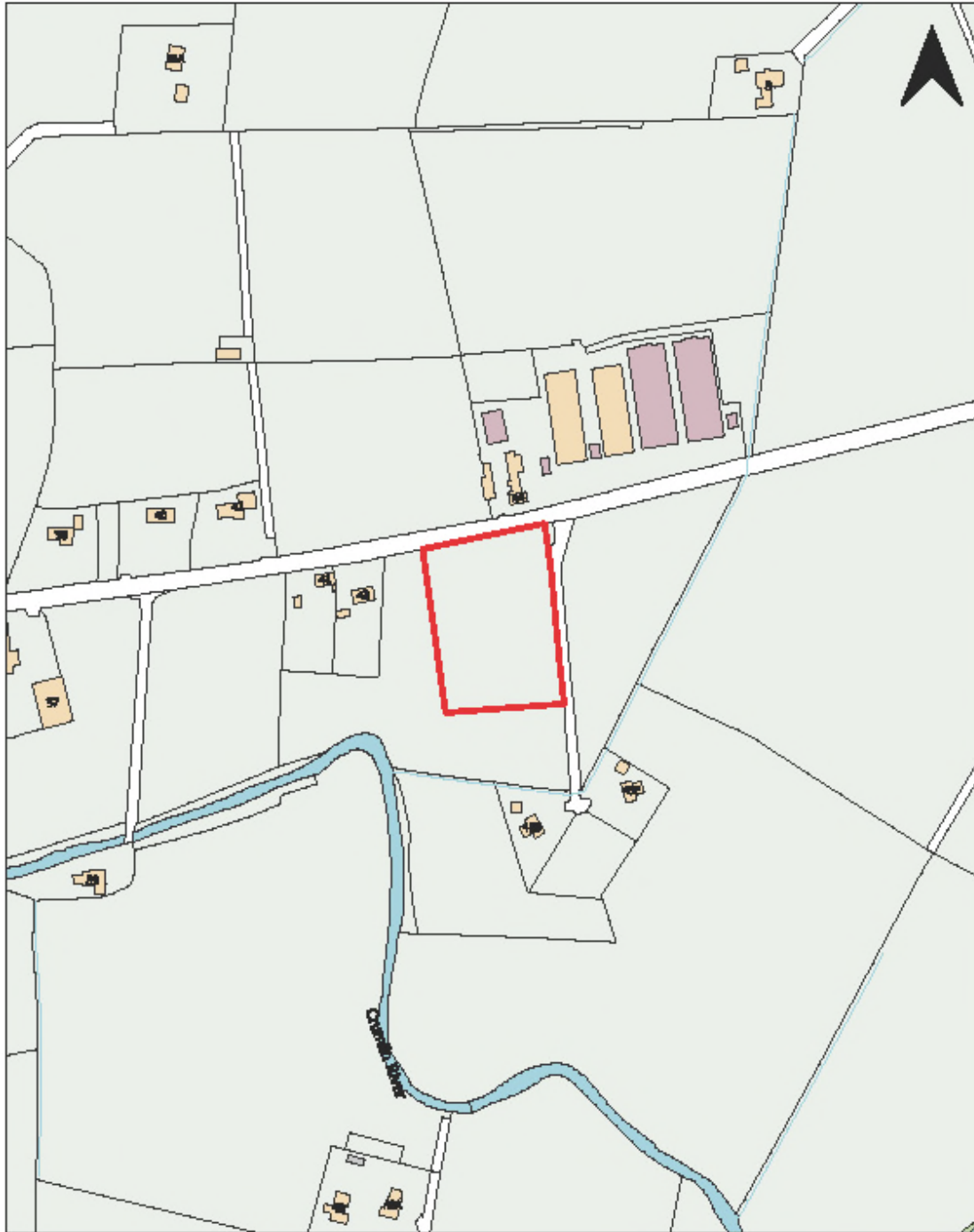
The following is a summary of the main reasons for the recommendation:

- The principle of development has not been established in accordance with the policy provisions of Policy DM 4 of the ANPS;
- The proposed siting of the farm shed is not acceptable;
- The proposal will have an unacceptable visual impact and will not integrate into its surrounding environment;
- The proposal would not result in any significant detrimental impact on neighbour amenity;
- Insufficient information has been provided with regards to flood risk and drainage; and
- Insufficient information has been provided in order to demonstrate that the proposed development will not have a detrimental impact on Designated Sites of Nature Conservation Importance.

RECOMMENDATION:	REFUSE PLANNING PERMISSION
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PROPOSED REASONS FOR REFUSAL

1. The proposal is contrary to the Strategic Planning Policy Statement and Policy DM 4 of the Antrim and Newtownabbey Plan Strategy 2030 in that the proposed farm building is not sited beside any existing farm buildings.
2. The proposal is contrary to the Strategic Planning Policy Statement and Policy DM 4 (e) and (f) and Policy DM 27 of the Antrim and Newtownabbey Plan Strategy 2030 in that the subject development is not sited to integrate sympathetically into its surroundings, would not respect rural character, would have an adverse impact on visual amenity and the rural character and appearance of the area.
3. The proposal is contrary to the Strategic Planning Policy Statement and Policy DM 37 of the Antrim and Newtownabbey Plan Strategy 2030 in that insufficient information has been provided to demonstrate that the proposed development will not lead to an unacceptable impact on Designated Sites of Nature Conservation Importance.
4. The proposal is contrary to the Strategic Planning Policy Statement and Policy DM 47 of the Antrim and Newtownabbey Plan Strategy 2030 in that insufficient information has been provided to demonstrate that the proposed development will not lead to an unacceptable increase in the risk of pluvial flooding.
5. The proposal is contrary to the Strategic Planning Policy Statement and Policy DM 46 of the Antrim and Newtownabbey Plan Strategy 2030 in that insufficient information has been provided to demonstrate that the proposed development will not be at risk of flooding or lead to the increased risk of flooding elsewhere.



LA03/2025/0815/F



 Site Boundary

1:2,993

COMMITTEE ITEM	3.6
APPLICATION NO	LA03/2026/0208/F
DEA	AIRPORT
COMMITTEE INTEREST	RECOMMENDED REFUSAL
RECOMMENDATION	REFUSE PLANNING PERMISSION
PROPOSAL	Extension of curtilage to provide 14no. self-storage container units – existing units within the business park to be re-located here
SITE/LOCATION	Taylor Business Park, 17 Carnanee Road, Templepatrick, BT39 0BZ
APPLICANT	Andrew Taylor
AGENT	Chris Cassidy – CMI Planners Ltd.
LAST SITE VISIT	20 th May 2026
CASE OFFICER	Tierna Mc Veigh Tel: 028 90340401 Email: tierna.mcveigh@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Planning Portal https://planningregister.planningsystemni.gov.uk/application/708562	
SITE DESCRIPTION	
The application site is located at 17 Carnanee Road which is within the countryside outside of any development limit as defined within the Belfast Urban Area Plan (2001) and draft Metropolitan Area Plan, published 2004 (dBMAP). The site is located in an countryside, approximately 700 metres to the northwest of the small settlement of Millbank and approximately 2.5 kilometres east of Templepatrick village. The application site is located within what is locally known as Taylor Business Park and occupies the southeastern corner of the wider site. The site is square in shape and extends to approximately 254 sqm. Access is taken from Carnanee Road via an existing access approved by the Planning Appeals Commission (PAC), Ref: 2013/A0163. This access serves as the authorised egress point for the wider site, which operates a one-way system from Carnanee Road. The site is relatively flat and comprises a mix of gravel hardstanding and part of an agricultural field, with the two areas separated by an agricultural gate. The site is currently used for storage and as a manure heap. The application site is located immediately to the southeast of and adjacent to, an existing agricultural building, ménage, and paddock. At the time of the site visit, these areas were in active use by horses. Immediately to the west of the site is an informal agricultural structure comprising shipping containers arranged in a square formation with a polytunnel style roof. It was evident at the time of the site visit that this structure was in active agricultural use. The ingress and egress route to the site is defined by sporadic mature trees and some hedging along the eastern boundary. The southern boundary includes an agricultural gate adjoining an agricultural field, which is also within the applicant's ownership. Parts of the southern boundary are delineated by dense trees and hedgerows. The western and northern boundaries are undefined and form part of the wider yard area, with the northern boundary abutting the internal one-way access road serving the wider site.	

The wider site contains several large industrial style buildings, together with extensive areas of hardstanding used for storage and the informal placement of machinery. A wind turbine company, Everun, operates from one of the buildings, with associated hardstanding areas used for the storage of wind turbine components. The wider site is largely enclosed by mature vegetation, particularly along the southern boundary, which borders the M2 motorway.

RELEVANT PLANNING HISTORY

Planning Reference: LA03/2024/0415/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Proposed extension to existing warehouse

Decision: Permission Refused (23/09/2025) Upheld by PAC Decision Ref: 2025/A0091

Planning Reference: LA03/2025/0131/CLEUD

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Storage of existing logs to be dried and chopped for fire wood, storage of 1 tonne bags of dried wood for distribution

Decision: Refusal of Certificate (07/05/2025)

Planning Reference: 2022/A0125

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Retention of storage building for transport and distribution business (Variation of Condition 2 from approval LA03/2016/0540/F)

Decision: Appeal Upheld (20/12/23)

Planning Reference: LA03/2022/0466/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Retention of storage building for transport and distribution business (Variation of Condition 2 from approval LA03/2016/0540/F)

Decision: Permission Refused (30/09/2022)

Planning Reference: LA03/2020/0778/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Extension to existing storage unit

Decision: Permission Refused (24/06/2021)

Planning Reference: LA03/2016/0540/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Retention of existing storage building for transport and distribution business

Decision: Permission Granted (16/09/2022)

Planning Reference: U/2014/0377/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Retrospective application for an agricultural shed (on farmland under the ownership of the applicant)

Decision: Permission Granted (27/05/2015)

Planning Reference: U/2013/0139/F, PAC Ref: 2013/A0163

Location: Taylor Haulage Yard, 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Alterations and improvements to existing access to the public road, including a new exit

Decision: Permission Granted (27/05/2015)

Planning Reference: U/2012/0071/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Retrospective application for area of yard associated with existing transport business (to be used as articulated trailer park)

Decision: Permission Granted (25/02/2013)

Planning Reference: U/2001/0337/F

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Change of use of storage and vehicle garage to premises for grading peat moss and garden bark, including area for external storage.

Decision: Permission Refused (07/03/2002)

Planning Reference: U/1998/0268

Location: 17 Carnanee Road, Templepatrick, BT39 0BZ

Proposal: Change of use from storage and distribution depot to milling and refining of wood bark and peat for retailing purposes.

Decision: Application (21/01/99)

Planning Reference: U/1992/0221/F

Location: 17 Carnanee Road, Templepatrick

Proposal: Erection of frontage wall

Decision: Permission Granted (03/08/1992)

Planning Reference: U/1984/0345/F

Location: 17 Carnanee Road, Templepatrick

Proposal: Erection of garage/store

Decision: Permission Granted (12/11/1984)

Planning Reference: U/1982/0149/F

Location: 17 Carnanee Road, Templepatrick

Proposal: Change of use from agricultural building to storage and vehicle garage

Decision: Permission Granted (21/01/1983)

PLANNING POLICY AND GUIDANCE

Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise.

The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts, Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

Belfast Urban Area Plan (BUAP): The application site is located within the countryside, outside any development limit as designated by the Plan which offers no specific policy or guidance on this proposal.

Draft Newtownabbey Area Plan (dNAP): The application site is located within the countryside, outside any development limit as designated by the Plan which offers no specific policy or guidance on this proposal.

Draft Metropolitan Area Plan, published 2004 (dBMAP): The application site is located within the countryside outside any development limit as designated by the Plan which offers no specific policy or guidance on this proposal.

Strategic Planning Policy Statement for Northern Ireland (SPPS) Edition 2: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim and Newtownabbey Plan Strategy 2015-2030: sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

Strategic Policy 1 – Sustainable Development (SP 1): sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Strategic Planning Policy Statement (SPPS).

Strategic Policy 2 – Employment (SP 2): aims to encourage growth and investment to support enterprise and increase employment benefits. SP2 is supported by Policies:

- Policy DM 2: Economic Development – Countryside

Strategic Policy 3 – Transportation and Infrastructure (SP 3): aims to encourage the continued development and growth of high-quality transportation, communications and utilities infrastructure in a timely and co-ordinated fashion to meet the current and future needs of our Borough and support sustainable development in accordance with the Council's Spatial Growth Strategy. SP3 is supported by Policy:

- Policy DM 10: Access and Parking.

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- Policy DM 27: Rural Design and Character; and
- Policy DM 28: Amenity Impact.

Strategic Policy 10 - Environmental Resilience and Protection (SPG10): seeks to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on our built and natural environment. SPG10 is supported by Policy:

- Policy DM 47: Surface Water Drainage & Sustainable Drainage Systems.

CONSULTATION

- **Council's Environmental Health Section** – No objection
- **DfI Roads** – Further information required

REPRESENTATION

Three (3) neighbouring properties were notified, and no letters of representation have been received.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

The main issues to consider in the determination of this application are:

- Preliminary Matters
- Policy Context and Principle of Development
- Design and Impact on Character and Appearance of Area
- Neighbour Amenity
- Access, Movement and Parking

Preliminary Matters – Engagement with Agent/Applicant

- The agent was contacted on 21st May 2026 to seek clarification on the description of development, which remains unclear. Neither the application form nor the Supporting Statement (Document 01 dated 27th March 2026) identifies the planning permission to which the proposed extension to the curtilage relates.
- While a Supporting Statement (Document 01 dated 27 March 2026) has been submitted, it does not adequately address the relevant policy requirements, particularly Policy DM 2 of the ANPS. No justification has been provided for the extension to the curtilage, nor has any explanation been given as to the need for the development at this location. A further request was therefore made for a more detailed and robust supporting statement.
- The above information was required to be submitted on the 8th June 2026. However, this information necessary to progress the application has not been received. On this basis, the application has been assessed with the information currently submitted.

Policy Context and Principle of Development

Section 45 (1) of the Planning Act (NI) 2011 requires the Council, in dealing with an application for planning permission, to have regard to the Local Development Plan, so far as material to the application, and to any other material considerations. Section 6 (4) of the Act then states that, where, in making any determination under the Act, regard is to be had to the Local Development Plan, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) Edition 2 is material to all decisions on individual planning applications. The Antrim & Newtownabbey Plan Strategy (ANPS) sets out the relevant planning policies for the determination of planning applications in the Borough. However, until such times as the Local Policies Plan (LPP) identifies the boundaries of settlement limits, local designations and zonings, the provisions of the current legacy plans, both adopted and in draft form will continue to apply. The site is defined as being within the countryside outside of any development limit as defined by the Belfast Urban Area Plan (BUAP) and draft Metropolitan Urban Area Plan (dBMAP). In line with the transitional arrangements set out in the SPPS, the AAP and the ANPS must be read together. Any conflict between the policies in the Plans must be resolved in favour of the ANPS.

Paragraph 6.88 of the SPPS Edition 2 states that, in the interests of protecting rural amenity and promoting wider sustainability objectives, the provision of new buildings for economic development purposes outside settlements should be limited. An exception to this general policy approach may be justified in the case of small-scale new-build development located outside a village or small settlement, where it has been

demonstrated that there is no suitable site available within the settlement to accommodate the proposed development.

Strategic Policy SP 1.11 of the ANPS states that in the countryside, development proposals will be supported in principle where they accord with the relevant policies and/or designations of the Local Development Plan (LDP) and are of a scale and nature appropriate to the location. The policy continues that other development will only be permitted where there are overriding reasons why it is essential and could not be located within a settlement.

Policy DM 2 of the ANPS concerns economic development in the countryside, with Policy DM 2.1 of the ANPS stating that the Council will support a range of employment uses in the countryside where the scale and nature of the proposal respects the rural character and appearance of the local area, and will not adversely affect the environment and accords with other relevant policies of the LDP.

The proposal seeks full planning permission for a curtilage extension to accommodate 14no. self-storage container units through the relocation of existing containers currently located elsewhere within the business park. While the proposal does not identify the precise existing location of these units, the case officer's site inspection confirmed that they are presently sited at the entrance to the wider development known as 'Taylor Business Park'. The proposal therefore seeks to relocate these containers to the application site.

During the assessment of the application, clarification was sought from the applicant's agent regarding the planning status of the existing business park and the planning permission to which the proposed curtilage extension relates, however, no additional information was provided. Due to the lack of supporting information, it cannot be verified that the land subject to the proposed curtilage extension forms part of a lawful planning unit or is linked to any extant planning permission.

Notwithstanding the above, DM 2.6 and DM 2.7 of the ANPS are contained within the section entitled "Established Industrial and Business Uses". Policy DM 2.6 of the ANPS supports the expansion of an established rural enterprise, or the redevelopment of an existing site for industrial or business purposes, within the confines of the existing site and subject to normal planning and environmental considerations.

A supporting document entitled Statement Document 01, dated 27th March 2026, has been submitted in support of the application. The document states that the application site forms part of Taylor Business Park, an established storage and distribution yard that was originally approved for Taylor Transport and which now accommodates a number of independent businesses. It is claimed that the wider business park supports approximately 64 full time jobs and functions as a small rural enterprise providing employment opportunities and economic activity within the countryside.

The site has been subject to a number of planning applications over time and, as such, its planning history is considered a significant material consideration in the assessment of this proposal. Planning records indicate that permission was first granted on the wider site in November 1984 for the erection of garages/stores. This was followed in February 2013 by approval (Ref: U/2012/0071/F) for the extension of the yard area to accommodate an articulated lorry park in association with an existing haulage business, 'Taylor Transport'. In

2016, further permission, Ref: LA03/2016/0540/F, was granted for the retention of a storage building for use by Taylor Transport. In these decisions, it was accepted that a transport business was operating from the yard and buildings at No. 17 Carnanee Road.

However, it was subsequently established by the Council during its assessment of application Ref: LA03/2022/0466/F that Taylor Transport had been formally dissolved on 15 March 2016. The application sought to vary Condition 2 of planning permission Ref. LA03/2016/0540/F by removing the requirement that the storage and distribution building be operated solely by Taylor Transport. The Council refused the application, however, this decision was dismissed on appeal (Ref. 2022/A10125). The building that was the subject of the appeal is currently occupied by Everun, an engineering company specialising in energy infrastructure, including wind turbines. The building and its associated hardstanding areas are used for the storage of large wind turbine components and related smaller parts.

Most recently, the PAC dismissed appeal (2025/A0091) against the refusal of application Ref: LA03/2024/0415/F. However, while the PAC dismissed the appeal, the Commissioner noted that DM 2.6 of the ANPS refers to an "established rural enterprise" and does not expressly require such an enterprise to be lawful. However, it is not accepted that the continued operation of separate uses and operators within the wider site referred to as 'Taylor Business Park', in itself, is sufficient to demonstrate that it constitutes an established rural enterprise for the purposes of the policy. Whilst it acknowledges that a range of commercial activities have operated from the wider site over a period of time, insufficient evidence has been provided to demonstrate that these activities benefit from the necessary planning permissions or otherwise possess lawful planning status. The presence of multiple and varying uses within the wider site, in itself, does not establish that they are authorised or capable of being regarded as an established rural enterprise for the purposes of planning policy. In the absence of clear evidence confirming the lawful status and continuity of the differing uses and noting that no Certificate of Lawfulness has been obtained for the wider site, it has not been demonstrated that the proposal relates to the expansion of an established rural enterprise. Accordingly, the proposal fails to satisfy the requirements of DM 2.6 of the ANPS.

DM 2.7 of the ANPS applies to proposals involving the construction of new building(s) and/or the expansion of an existing site area and sets out a number of criteria that must be satisfied to justify such development in the countryside.

In this case, as the development involves an expansion to the site area to accommodate 14no. self-storage container units, DM 2.7 of the ANPS is the most relevant policy test. Accordingly, the applicant is required to demonstrate, a business need for the proposal and that relocation is not feasible for operational or employment reasons, that the proposal would make a significant contribution to the local economy, and that it will respect rural character, be appropriately integrated into its surroundings and deliver local biodiversity benefits.

The Supporting Statement, Document 01, dated 27th March 2026, contends that there are no suitable alternative sites available within any nearby settlements and that the proposal represents a sustainable form of development within an established business park. It is argued that the proposed self-storage containers would sustain economic activity and support local employment and integrate with the existing pattern of development on the site. The submission also asserts that biodiversity enhancements

would be delivered and that due to the low-intensity nature of the proposed use, there would be no adverse impact on the operation of neighbouring businesses within the wider business park.

While these claims are noted, the supporting information does not provide sufficient evidence to substantiate them. In particular, the submission fails to clearly demonstrate a specific operational or business need for the proposed extension of the site curtilage or for the provision of 14no. self-storage container units. Whilst general references are made to sustaining economic activity and supporting local employment, no detailed justification has been provided explaining why the additional land and container units are necessary to facilitate the continued operation, growth or viability of the business. Furthermore, the information submitted does not adequately demonstrate that relocation to an alternative site is not feasible for operational or employment reasons, as required by Criterion (a) of Policy DM 2.7 of the ANPS. The statement merely asserts that no suitable alternatives exist but provides no site selection exercise, market evidence, or assessment of alternative locations to support this conclusion.

The submission also fails to satisfy Criterion (b) of Policy DM 2.7 of the ANPS. Although reference is made to the wider business park supporting approximately 64no. jobs, no information has been provided to quantify the specific economic benefits arising from this proposal. In particular, the application does not identify how many jobs would be created or safeguarded as a direct result of the development, nor does it demonstrate how the proposal would make a significant contribution to the local economy. Criterion (c) of Policy DM 2.7 of the ANPS requires development to respect rural character, integrate appropriately within its surroundings, and deliver local biodiversity benefits. These matters are discussed within the relevant section within this report.

Accordingly, the information submitted fails to provide a robust justification for the proposed expansion of the site area and does not demonstrate compliance with the requirements of DM 2.7 of the ANPS. In the absence of evidence establishing a cogent business need for the proposed expansion, demonstrating that relocation is not feasible, and quantifying a significant contribution to the local economy, the proposal is considered contrary to criteria (a) and (b) of DM 2.7 of the ANPS.

Accordingly, the principle of the development is not considered acceptable as a form of development within the countryside. Furthermore, no compelling or overriding justification has been provided to demonstrate why the proposal must be located in the countryside. Nor has sufficient evidence been submitted to demonstrate that a suitable site within an existing settlement is unavailable or incapable of accommodating the proposed development. In the absence of such justification, the proposal fails to satisfy the requirements of Strategic Policy SP 1.11 of the ANPS.

Rural Design and Impact on Character and Appearance of Area

Policy SP 6 of the ANPS seeks to ensure that the principles of placemaking and good design are central to the consideration of all new development proposals. Criteria (c) of DM 2.7 of the ANPS requires development to respect rural character and be appropriately integrated into its surrounding. This is further reiterated in Policy DM 27 of the ANPS, which supports development in the countryside where it is sited to integrate sympathetically into its surroundings and respect the rural character. New buildings will be expected to demonstrate high quality rural design, appropriate to the proposed site and its context.

With respect to design, DM 27.4 of the ANPS stipulates that development will be acceptable where it respects rural design in terms of building form, heights, size, scale, massing, architectural detailing and finishes. As illustrated on Drawing Number 02, dated 27th March 2026, the proposed development comprises 14no. shipping containers arranged in two parallel rows along the eastern and western boundaries of the site. Each row contains seven containers, positioned face to face to create a central access and circulation space. Parking is provided to the southern portion of the site. Drawing Number 03, dated 27th March 2026, confirms that each shipping container measures approximately 6.2 metres in length, 2.5 metres in width, and 2.5 metres in height. Each unit includes a large opening on the front elevation, facilitating ease of access. While the submitted drawings do not specify external finishing materials, observations made during the site inspection indicate that the containers which are currently stored at the entrance to the site are blue in colour. The form, appearance, and materials are characteristic of standard shipping containers.

In terms of integration DM 27.2 of the ANPS states that development will be acceptable where it is demonstrated, when viewed from surrounding public vantage points that the application site has the capacity to absorb a building without adverse impact on visual amenity; can be visually integrated into the surrounding landscape by making use of existing trees, hedgerows, buildings and landform to provide a suitable degree of enclosure and a visual backdrop; will not result in a prominent or obtrusive feature in the landscape and it that it does not rely on the use of substantial new landscaping or significant earthworks for integration.

The proposed development is set back approximately 41 metres from the Carnanee Road. When travelling eastwards, long distance views towards the site are largely restricted due to the presence of existing buildings within the wider site, including the applicant's dwelling at No. 19 Carnanee Road, together with established roadside vegetation. As a result, views of the proposal from this direction are limited. Upon closer approach, some short range views may be possible due to the relative openness at the site entrance and the modest height of existing roadside vegetation. When travelling westwards, long distance views of the site are also limited. The existing eastern boundary treatment defining the access laneway, together with roadside vegetation, acts to screen views into the site. More immediate views may be available when passing the site entrance, however, these are brief and transient in nature.

As illustrated on Drawing Number 02, dated 27th March 2026, the proposal includes the planting of a double staggered hedgerow along the eastern and southern boundaries of the site. In addition, the existing boundary treatment comprising established hedgerows and mature trees along the ingress/egress laneway are to be retained. The proposed planting will reinforce the existing vegetation structure and provide enhanced screening over time. Overall, any views of the proposed development from the Carnanee Road will be limited, short in duration, and experienced within the context of the wider site containing existing buildings and structures. As such, the visual impact of the proposal is considered to be localised and not significant within the wider landscape. Accordingly, it is considered that the application site has the capacity to accommodate the proposed development without adverse impact on visual amenity, can be satisfactorily integrated through the use of existing and proposed boundary vegetation and surrounding built form, and will not appear as a prominent or obtrusive feature in the landscape, thereby complying with the requirements of criteria (c) of DM 2.7 and DM 27.2 of the ANPS.

DM 27.3 of the ANPS states that development will be acceptable where it respects the traditional pattern of development within the locality and does not result in a detrimental change to, or further erosion of, rural character. In particular, development should avoid creating a suburban-style build-up when viewed in the context of existing and approved buildings, forming a prominent feature in the landscape, or contributing to ribbon development.

In this instance, when assessed in the context of the wider site, which contains a number of existing buildings and a plethora of agricultural and commercial storage, the proposal is considered to be appropriately integrated and will be visually absorbed within this existing cluster of structures and activities within the wider site. As such, it will not present as a prominent or obtrusive feature within the surrounding landscape. It is acknowledged that the proposed containers, are finished in a blue colour, which is not typically reflective of traditional rural design, where more muted and recessive tones are generally preferred however, the colour of the structures could be included as a condition on any future grant of planning permission. Given their height of approximately 2.5 metres, the containers have the potential to be perceptible within the site. However, the application site must be considered within its existing context. The wider yard is characterised by a variety of storage activities and structures of differing forms, scales, and finishes, including machinery, containers, and industrial components, many of which exhibit a range of contrasting colours.

Against this backdrop, the proposed containers would not appear incongruous but instead would be consistent with the established visual character of the site. Furthermore, their relatively modest height, siting within an enclosed yard, and the presence of existing and proposed boundary vegetation will assist in limiting wider visibility and ensuring that any visual impacts remain localised. Accordingly, on balance, the proposal is not considered to introduce a suburbanising effect, nor would it result in a prominent or intrusive feature in the landscape and therefore complies with the requirements of DM 27.3 of the ANPS.

Landscaping

Policy DM 42 of the ANPS seeks to protect existing trees, woodlands and hedgerows of amenity value, to promote well-considered landscaping schemes, and to enhance overall tree cover. Furthermore, DM 27.5 of the ANPS requires development proposals within the countryside to address biodiversity and be supported by a detailed landscaping scheme that retains or reinstates traditional boundaries and enhances existing planting through the use of native or locally characteristic species. Similarly, criterion (c) of DM 2.7 of the ANPS requires development proposals to provide local biodiversity benefits.

As illustrated on Drawing Number 02, dated 27th March 2026, the proposal includes the planting of a double staggered hedgerow along the eastern and southern boundaries of the site. In addition, the existing boundary treatment comprising established hedgerows and mature trees along the eastern side of the ingress/egress laneway is to be retained. However, it is noted that the existing roadside vegetation behind the visibility splay to the left hand side of the exit is not indicated on the proposed Block Plan. To ensure adequate screening of the site, the existing vegetation along the roadside, behind the visibility splays and along the access laneway should be retained. A condition requiring the retention of this existing vegetation and a detailed landscaping plan to be submitted could be included on any future grant of planning permission. While the drawing

identifies the types of proposed planting, it does not provide details regarding long term maintenance of the existing or proposed planting. It is therefore recommended that any forthcoming grant of planning permission include a condition requiring the submission of a detailed Landscape Management and Maintenance Plan.

The submitted statement, Document 01, dated 27th March 2026 identifies a range of biodiversity enhancement measures, including native tree and hedgerow planting and the incorporation of pollinator-friendly species, as illustrated on Drawing Number 02, date stamped 27 March 2026. On balance, the proposal is considered to respect the character of the area, integrate successfully within the surrounding landscape, and provides local biodiversity benefits. Accordingly, it is considered to comply with criterion (c) of Policy DM 2.7 of the ANPS.

Overall, given the modest scale of the development and the size of the site, and with landscaping conditions on any future grant of planning permission, the proposal is considered acceptable and in accordance with criterion (c) of DM 2.7, DM 27.5 and Policy DM 42 of the ANPS.

Compatibility With Existing Economic Development Uses

Policy DM 3 of the ANPS seeks to prevent development that would prejudice the operation or future viability of existing or approved economic uses. In assessing such proposals, the Council applies the Supplementary Planning Guidance on Policy PED 8 of PPS 4 (2012), as required by DM 3.2 of the ANPS. The policy establishes a presumption against development that is incompatible with existing economic uses, particularly "sensitive industrial enterprises" defined as operations requiring contaminant-free environments or highly controlled conditions.

The proposed self storage container units are a low intensity use that would not generate significant noise, dust, odour, or other emissions. The surrounding area does not include any identified sensitive industrial enterprises, and the site is not in proximity to uses requiring a contaminant free environment. Accordingly, the proposal would not prejudice existing or future economic development uses and is considered compliant with Policy DM 3 of the ANPS.

Neighbour Amenity

Policy DM 28 of the ANPS deals with impact on amenity and states that the Council will only support development proposals where they will not result in an unacceptable adverse impact on the amenity of existing or future occupiers of adjoining or nearby properties by way of overlooking, loss of privacy, dominance, overshadowing, or other form of disturbance.

In this instance, the proposed development comprises self-storage container units, which are generally low intensity in nature and do not typically give rise to significant amenity concerns. The utilisation of such units is usually intermittent, with limited duration visits by users, and does not ordinarily involve continuous activity or significant operational processes. While it is acknowledged that there could be some level of noise and disturbance associated with vehicle movements and users accessing the units, the overall impact is considered to be minimal. The nearest residential property is approximately 53 metres to the northwest (No. 19 Carnanee Road, Templepatrick). It is noted that this property is within the applicant's ownership, as indicated by the blue line

on the Site Location Plan (Drawing Number 01 dated 27th March 2026), which further reduces the likelihood of adverse amenity impacts on third parties.

Furthermore, the Council's Environmental Health Section has raised no objection to the proposal and has not recommended the imposition of any planning conditions in respect of noise or disturbance. It is considered that the proposal complies with Policy DM 28 of the ANPS and would not result in unacceptable harm to the residential amenity of nearby properties.

Access, Movement and Parking

Paragraph 6.91 of the SPPS Edition 2 states that access arrangements should be considered for economic development proposals to ensure safe forms of development. Strategic Policy 3.10 of the ANPS states that all new developments provide safe access arrangements that will not significantly inhibit the free flow of traffic, and that sufficient car and cycle parking is provided. Policy DM 10 of the ANPS reiterates this requirement stating that the Council will support development proposals where it is demonstrated that the road network can accommodate traffic, including cumulative impacts; that access arrangements do not prejudice road safety or significantly inconvenience the flow of people or goods; and adequate provision is made for parking and servicing. DM 10.2 states the supplementary guidance set out in DCAN 15, Creating Places and Parking standards will be taken into account.

Whilst the proposal does not exceed the threshold requiring the submission of a full Transport Assessment Form (TAF), a proportionate assessment has been provided, Document 02 (dated 27th March 2026). The assessment indicates that the development is expected to generate approximately 15–25 vehicle trips per day. It confirms that the proposal is low intensity in nature, with trips distributed throughout the day. Customers are anticipated to visit on an intermittent basis and for short durations, resulting in low trip frequency and turnover. On this basis, the TAF concludes that the proposal would not materially increase traffic flows or give rise to adverse impacts on road safety.

In terms of parking provision, the combined gross floorspace of the 14no. proposed storage units is approximately 262 sqm. Based on DOE Parking Standards, storage and distribution uses require 1 car parking space per 250sqm gross floorspace. On this basis, the proposal generates a requirement for 2no. car parking spaces. Given the nature and scale of the development, it is considered unlikely that regular lorry parking will be required, however, the standards also require provision of 1 lorry space per 250sqm gross floorspace. No lorry parking has been provided, however, the wider site is of sufficient size to accommodate HGV movements and provides adequate circulation space for manoeuvring if required.

The proposal includes provision of 9no. car parking spaces, which exceeds the minimum standard. Access to the site is proposed via the existing access approved under PAC Ref: 2013/A0163. The submitted Drawing Number 02 dated 27th March 2026 indicates visibility splays of 2.4m x 60m in both directions; and that the wider site operates on a one-way system.

DfI Roads was consulted and in its consultation response dated 21st May 2026, has advised that the required visibility splays at this location should be 4.5m x 70m in both directions, in accordance with the Ref: 2013/A0163. DfI Roads also requested the submission of a correctly annotated Site Location Plan and Block Plan showing the

required splays, in addition to an Autotrack drawing demonstrating that delivery and removal of containers can be accommodated within the site, with vehicles entering and exiting in a forward gear. Additionally, the scale on the Block Plan (Drawing No. 02, date stamped 27th March 2026) would appear to be inaccurate. However, the amendments required were not requested given that the principle of development was not considered acceptable and therefore would place further unnecessary costs on the applicant.

Notwithstanding the above, the lands for the visibility splays are within the applicant's control as indicated in blue on Drawing No. 01, date stamped 27th March 2026. Therefore, although adequate visibility splays are not indicated on the drawings, this matter could be controlled by a condition. Additionally, there is sufficient space within the wider site to accommodate the delivery and removal of containers and therefore, on balance, the access arrangements are considered acceptable.

Historic Environment

Policy SP 7 of the ANPS seeks to protect, conserve and promote the enhancement of a number of heritage assets, including archaeological remains, and their settings. This policy is supported by Policy DM 30. A review of the Historic Environment Map Viewer indicates that the site is not affected by any historic environment assets or within any Schedules Zones. Accordingly, the proposal does not engage Policy DM 30 of the ANPS.

Natural Environment

Policy SP 8 of the ANPS seeks to protect, conserve and promote the enhancement and restoration of the diversity of our Borough's natural heritage comprised of its habitats, species, landscapes and earth science features. SP 8.3 requires appropriate weight to be afforded to the protection of designated sites, protected species and priority habitats and species together with other features of biodiversity and geological interest within the wider environment. Policy SP 8 is supported by Policies DM 37 – DM 39 and DM 42 of the ANPS. A review of the NIEA Natural Environment Viewer indicates that the site is not affected by natural heritage assets, or within any sensitive designations. Accordingly, the proposal does not engage Policies DM 37 – DM 40 of the ANPS.

Flood Risk and Drainage

Strategic Policy 10 recognises the need to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on the natural and built environment while SP 10.2 states that there will be a strong presumption against development proposals in floodplains.

DfI Rivers Flood Maps (NI) confirm that the site lies outside the 1 in 100-year fluvial floodplain and the 1 in 200 year coastal floodplain, including allowances for climate change. The proposal does not impact upon existing flood defences, does not involve culverting, and is not located within an area susceptible to reservoir inundation. Consequently, Policies DM 46, DM 48 and DM 49 of the ANPS are not engaged.

Policy DM 47 seeks to manage and reduce surface water (pluvial) flood risk, recognising that new development can increase runoff rates and exacerbate flooding. However, DfI Flood Maps indicate that the site is not at risk of pluvial flooding. Furthermore, the proposal does not meet the thresholds requiring a Drainage Assessment under Policy DM 47 of the ANPS and therefore no such assessment is necessary.

CONCLUSION

The following is a summary of the main reasons for the recommendation:

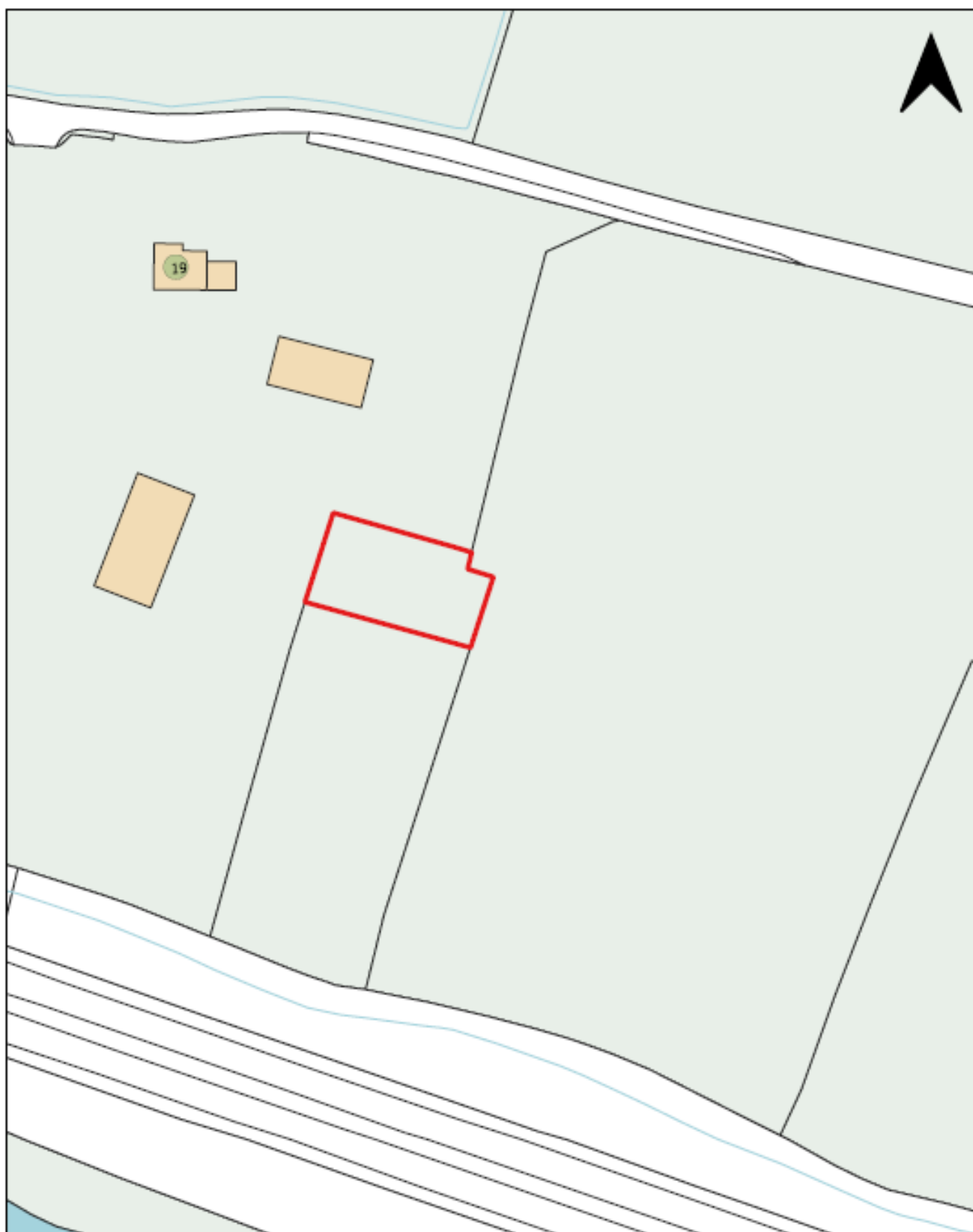
- The principle of the development is considered unacceptable;
- The proposal is of an acceptable design that will not have a detrimental impact on the character and appearance of the rural area;
- The proposal will not unduly impact neighbour amenity;
- There are no concerns with the compatibility with adjacent employment uses;
- The proposal does not include or affect any natural or historic environment assets or designations;
- There is no flood risk associated with the proposal; and
- It has not been demonstrated that access to the site would not prejudice road safety.

RECOMMENDATION

REFUSE PLANNING PERMISSION

REFUSAL REASONS

1. The proposal is contrary to Paragraphs 6.87 and 6.88 of the Strategic Planning Policy Statement Edition 2 and Policies SP 1.11 and DM 2 'Economic Development – Countryside' of the Antrim and Newtownabbey Plan Strategy in that there is no overriding reason why the proposal is essential within this rural location and cannot be located within a settlement.
2. The proposal is contrary to paragraphs 6.87 and 6.88 of the Strategic Planning Policy Statement Edition 2, Strategic Policy SP 2.4 and DM 2.6 and criterion (a) and (b) of DM 2.7 of the Antrim and Newtownabbey Plan Strategy, as insufficient evidence has been provided to demonstrate a compelling need for the proposed expansion in the countryside, that a settlement location is not feasible, or that the proposal would make a significant contribution to the local economy.



LA03/2026/0208/F

 Site Boundary



1:1,250

COMMITTEE ITEM	3.7
APPLICATION NO	LA03/2026/0166/F
DEA	GLENGORMLEY URBAN
COMMITTEE INTEREST	COUNCILLOR CALL IN
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Proposed 22.5m Swann CS5S Lattice Tower c/w 6no antennas, 15no. RRUs, 2no. 0.3m dishes, 3no. cabinets, 1no. meter cabinet and ancillary development thereto to the rear of Glenwell House (Replacement Mast).
SITE/LOCATION	Rear of Glenwell House, approx. 55m NW of 6 Glenwell Road, Newtownabbey, BT36 7QT
APPLICANT	Cornerstone Telecommunications
AGENT	WHP Telecoms Ltd
LAST SITE VISIT	27 th March 2026
CASE OFFICER	Harry Russell Tel: 028 90340408 Email: harry.russell@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Planning Register: https://planningregister.planningsystemni.gov.uk/application/707899	
SITE DESCRIPTION	
The application site is located to the rear of Glenwell House, approximately 55m northwest of No. 6 Glenwell Road, Newtownabbey, which is within the development limits of Metropolitan Newtownabbey as defined in the draft Belfast Metropolitan Area Plan, published 2004 (dBMAP). The site is located within an area of existing employment and industry at Glenwell Road (MNY 18) as defined in the plan. The application site comprises an existing area of hardstanding within the southwestern corner of the Glenwell House site which also hosts an existing detached industrial building which is part of a wider industrial area. The site is bound to the southwest by the M2 motorway with the southwestern boundary defined by dense mature vegetation which rises steadily to the southwest towards the M2. The remaining boundaries are defined by security fencing separating the site from the adjacent industrial units.	
RELEVANT PLANNING HISTORY	
No relevant planning history	
PLANNING POLICY AND GUIDANCE	

Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise.

The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts, Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

Belfast Urban Area Plan (BUAP): The application site is located within the development limit. The Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan and Belfast Metropolitan Area Plan (published 2004): The application site is located within the development limit of Metropolitan Newtownabbey. The site is located within an area of existing employment and industry at Glenwell Road (MNY 18).

SPPS – Strategic Planning Policy Statement Edition 2: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim and Newtownabbey Plan Strategy 2015-2030 (ANPS): sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

Strategic Policy 1 – Sustainable Development (SP 1): sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Strategic Planning Policy Statement (SPPS).

Strategic Policy 3 – Transportation and Infrastructure (SP 3): aims to encourage the continued development and growth of high-quality transportation, communications and utilities infrastructure in a timely and co-ordinated fashion to meet the current and future needs of our Borough and support sustainable development in accordance with the Council's Spatial Growth Strategy. SP 3 is supported by Policy:

- Policy DM 16 Telecommunication Facilities and Digital Services

Strategic Policy 6 - Placemaking and Good Design (SP 6): sets out that positive placemaking and good design are key components in the delivery of high quality, attractive and sustainable places within our Borough. SP6 is supported by Policies:

- Policy DM 25 Urban Design; and
- Policy DM 28 Amenity Impact

Strategic Policy 7 - Historic Environment (SPG7): Indicates that careful management and ongoing investment in our historic environment will help to create unique, attractive and welcoming places to live, work and relax in and contribute significantly to our Borough's sense of place. SP 7 is supported by Policy:

- Policy DM 30 Archaeology

Development Control Advice Note 14 (DCAN 14): Siting and Design of Radio Telecommunications Equipment: provides non-statutory planning guidance to supplement PPS10.

CONSULTATION

Department for Infrastructure (DfI) Roads: No objection, subject to conditions

Environmental Health Section: No objection

Belfast International Airport: No objection

The Joint Radio Company: No response received

National Air Traffic Services: No objection

Defence Infrastructure Organisation Safeguarding: No objection, subject to condition

Defence Infrastructure Organisation LMS: No objection

Belfast City Airport: No objection

DfI Rivers: No objection

P.S.N.I. Information and Communications Services: No objection

REPRESENTATION

Five (5) neighbouring properties were notified of the application, and one (1) letter of representation has been received. The full representations made regarding this proposal are available to view online at the Planning Portal

<https://planningregister.planningsystemni.gov.uk/application/707899>

A summary of the key points raised in the objection are listed below:

- Submitted without the consent of the landowner;
- Land is not within the applicant's ownership;
- Loss of operational land;
- Adverse impact on access and servicing;
- Health and safety risks from restricted turning space for large vehicles;
- Impact upon operational requirement of an established business; and
- Impact upon operational capacity and subsequent impact on staffing and local economy.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

The main issues to consider in the determination of this application are:

- Preliminary Matters;
- Policy Context;
- Principle of Development;
- Design, Appearance and Impact on the Character of the Area;
- Neighbour Amenity;
- Impact on Environmental Quality of the Area;
- Access, Movement and Parking;
- Built Heritage;
- Flood Risk and Drainage; and
- Other Matters

Preliminary Matters

Habitats Regulation Assessment

The subject site is located to the rear of Glenwell House, Glengormley and there are no relevant designated sites close by. The proposed development comprises a new lattice tower and ancillary equipment and having considered the nature, scale and location of the project, there is no conceivable risk to any European Site.

The reason for this conclusion is as follows:

- Nature of the development; and
- Distance from nearest European site and lack of connections.

It is concluded that on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore Appropriate Assessment is not required.

Environmental Impact Assessment

The proposed development does not meet any of the thresholds of development within Schedule 1 or 2 of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2017, nor is it located within a sensitive area, therefore there is no requirement for an EIA screening determination.

Policy Context

Section 45(1) of the Planning Act (NI) 2011 requires the Council, in dealing with an application for planning permission, to have regard to the Local Development Plan, so far as material to the application, and to any other material considerations. Section 6(4) of the Act then states that, where, in making any determination under the Act, regard is to be had to the Local Development Plan, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

The Strategic Planning Policy Statement Edition 2 (SPPS2) is material to all decisions on individual planning applications. The Antrim & Newtownabbey Plan Strategy (ANPS) sets out the relevant planning policies for the determination of planning applications in the Borough. However, until such times as the Local Policies Plan (LPP) identifies the boundaries of settlement limits, local designations and zonings,

the provisions of the current legacy plans, both adopted and in draft form will continue to apply. The adopted Belfast Metropolitan Area Plan 2015 (BMAP) previously operated as the statutory development plan for this area, but the adoption of the Plan in 2014 was subsequently declared unlawful by the Court of Appeal on 18th May 2017. As a consequence, the Belfast Urban Area Plan (BUAP) operates as the Local Development Plan (LDP) for the area. The provisions of the draft Belfast Metropolitan Area Plan (dBMAP) are also a material consideration in this application.

The application site is located within the settlement limit of the Belfast Urban Area within the BUAP. Whilst the site is not identified within any particular zoning within BUAP, it is located within an area of existing employment and industry at Glenwell Road (MNY 18) as defined within draft Belfast Metropolitan Area Plan (dBMAP).

In line with the transitional arrangements set out in the SPPS, dBMAP and the ANPS must be read together. Any conflict between the policies in with the Plans must be resolved in favour of the ANPS.

Principle of Development

SP 3.16 of the ANPS indicates that the Council will work with service providers to secure enhanced range, quality and coverage of telecommunications and broadband services across the Borough that will enable people and businesses to access a wide range of services and the latest technologies as they become available. DM 16.1 of the ANPS indicates that the Council will encourage the development of telecommunication facilities and digital services that assist the local economy or support local communities.

The application site does not presently contain any telecommunications equipment and therefore the proposal is for the installation of a new 22.5-metre lattice tower and associated equipment. DM 16.3 of the ANPS indicates that where development proposals involve a new telecommunications mast it must be demonstrated that the sharing of an existing mast or other structure has been investigated and is not feasible or that a new mast represents a better environmental solution than other options.

DM 16.4 of the ANPS outlines a number of criteria for all applications for telecommunications development by Code System Operators, including information about the need for the development, details on mitigation measures for visual and environmental impact and a supporting statement for any telecommunications base stations.

DM 16.5 of the ANPS states that in assessing proposals the Council will continue to take account of the guidance set out in Development Control Advice Note 14 which provides guidance and advocates minimising the visual and environmental impact of equipment.

The agent has submitted a Supporting Statement (Document 02, date stamped 11th March 2026), which outlines that this area is currently being served by a mast at No. 230 Antrim Road which is subject to a 'Notice to Quit' from the site provider and therefore there is a requirement to secure a new site in the area to allow mobile coverage to continue. As outlined within Document 02, there is a requirement to site within a reasonable distance to the original structure at No. 230 Antrim Road to

allow for a replication of the existing coverage. The current mast is located approximately 180m northeast of the proposed site.

The proposal is for a one-for-one replacement of a nearby existing mast and does not contribute towards a proliferation of masts within the Glengormley area and the agent has noted that site sharing is not an option given that the existing site has been served a 'Notice to Quit'. It is also noted that utilising other base stations in the wider Glengormley area would just overlap the existing coverage provided and would leave a gap in the coverage within this area. Therefore, it has been demonstrated that a new mast is required and that site sharing is not possible in this instance and the proposal complies with DM 16.3 in this regard. A condition will be imposed if planning permission is to be granted to ensure the existing mast 180m northeast of the site is removed prior to the subject mast becoming operational.

The supporting statement further details that 24no. alternative sites were considered within the immediate area of the existing mast and the application site was considered to be the most appropriate given its location to the existing mast. The visual aspect of the proposal will be discussed in detail within the relevant sections of the report.

Information was issued by the Adult Child Health and Environmental Support Group on the 24th April 2026 which outlines that in order to comply with ICNIRP safety guidelines, full technical details of the proposed apparatus are required. This is to include the power potentials of the 5G non isotropic antennae in decibel-milliwatts dBm and the power drop off over distance in relation to the ICNIRP guidance of 1mw/cm².

The information also sets out that the ICNIRP certificate is insufficient to verify whether the power output from the mast is within guidance as certificates do not provide the antenna design, power intensity or drop off with distance of the 5G apparatus. In the absence of this information the guidance indicates permission should be refused. The guidance also indicates that recent court cases are pointing out that people with pacemakers and metal implants and the like are not covered by the ICNIRP guidance.

A supporting letter (Document 09, date stamped 7th July 2026) was received from the agent in response to the above information and they indicated that compliance with safe radio wave exposure is overseen by a number of independent scientific and regulatory organisations at both international and national levels. This includes the International Commission on Non-Ionizing Radiation Protection, the UK Health Security Agency, and OFCOM. They also note an ICNIRP declaration is a legally binding statement of compliance provided by the network operator's qualified engineers.

A letter of declaration of conformity with ICNIRP Public Exposure Guidelines is contained within Document 01 (date stamped 11th March 2026) which confirms that the proposal will be operated to be in full compliance with the requirements of the radio frequency (RF) guideline limits of the International Commission on Non-Ionizing Radiation Protection (ICNIRP) for public exposure and UK legislation.

The supplementary information also details that the mast has been sited near the location of an existing mast as to reduce interference with the operators own

network and with other network radios. The PSNI Information and Communications Services assessed the proposal from a technical and safeguarding aspect on the NI Emergency Services Radio Communications and Public Safety Telecommunications Infrastructure and raised no technical safeguarding objection.

Utilising OFCOM's Spectrum Information System (SIS) the proposal has not been identified as falling within the 200-metre Fixed Terrestrial Link consultation buffer. Fixed Terrestrial Links or Fixed Wireless Systems (FWS) refer to terrestrial based wireless systems, operating between two or more fixed points. Using mainly digital technologies, directional antennas are typically operating at very high levels of propagation availability fixed terrestrial links are used to provide network infrastructure and customer access applications across a wide range of frequency bands. As the application site does not fall within the 200-metre Fixed Terrestrial Link consultation buffer, no additional consultations were required. The Council also consulted with several Communications Code Operating System Users regarding the potential of interference and no objections were received. The Joint Radio Company were consulted on the proposal on the 31st March 2026, however, no response has been received.

Given that no objections have been received from other Communications Code Operating System Users and there is no evidence submitted from any third party to raise any concerns, it is considered that the absence of a response from the Joint Radio Company is not determining in this instance as it has been demonstrated that the proposal will not cause undue interference to other radio spectrum users in line with DM 16.4.

It is therefore considered that the proposed design strikes a good balance between minimising the visual impact of the proposal on the surrounding area (discussed in more detail below) and meeting the operator's technical and operational requirements for the installation of a new mast. The proposal is deemed to be in compliance with Policy DM 16 of the ANPS, subject to all other policy and environmental considerations being met.

Design, Appearance and Impact on the Character of the Area

DM 16.3 of the ANPS indicates developers will be required to demonstrate that proposals, having regard to technical and operational constraints, have been sited and designed to minimise visual and environmental impact. Policy DM 25 of the ANPS also indicates all development within settlements will be expected to deliver high quality design in its layout and appearance.

The proposed mast measures approximately 22.5m in height and is situated within the corner of an industrial site on a concrete plinth measuring 6.5m by 65m. At ground level, the mast is secured by 1.8m high palisade fencing which measures 8m by 8m in length.

As indicated above, the agent indicated alternative sites were considered within the immediate area of the existing mast at No. 230 Antrim Road and the application site was considered to be the most appropriate given its location to the existing mast and from a visual aspect.

The proposal is situated within the rear of an industrial site and the surrounding area is generally industrial in character. The site is set back approximately 50m from the

Glenwell Road and it is considered that the surrounding character and set back distance assists to reduce the proposals visual impact from the Glenwell Road.

Views of the proposal will be achieved from the M2 motorway when travelling in both directions. However, given the mature belt of trees along the boundary of the motorway, the 5m level difference between the site and the motorway and given the high speeds of traffic when travelling along this road, it is considered the proposal would not be visually intrusive when travelling along the M2 motorway.

Policy DM 40 of the ANPS deals with landscape protection and DM 40.2 indicates a Landscape and Visual Impact Assessment, proportionate to the development in question, will be required to be submitted for development of any structure in excess of 15m in height. The supplementary information (Document 02, date stamped 11th March 2026) provided by the agent addresses the visual impact of the proposal within the surrounding area. Given the location of the site is within an industrial location within an urban area, the information provided within the supplementary information is considered sufficient with regards to DM 40.2 in this instance. The proposal is not considered to have a significant visual impact upon the landscape given its siting in a generally industrial location and the partial screening provided to the site when viewed from the M2 motorway.

Neighbour Amenity

Policy DM 28 of the ANPS deals with impact on amenity and states that the Council will only support development proposals where they will not result in an unacceptable adverse impact on the amenity of existing or future occupiers of adjoining or nearby properties by way of overlooking, loss of privacy, dominance, overshadowing, or other form of disturbance. Criterion (c) of Policy DM 25 of the ANPS also requires that proposals do not have a detrimental effect on the amenity of adjoining properties.

DM 28.2 of the ANPS refers to a number of issues which may result from the development including noise, vibration and other forms of disturbance and odour, fumes and other forms of environmental pollution. These issues will be a material consideration in the assessment of all proposals. In addition, Policy DM 50 of the ANPS indicates that the Council will only support development proposals with the potential to cause significant pollution in a number of areas including noise pollution where this has been addressed.

The nearest residential properties are located approximately 85m southeast of the site within Glenwell Mews and 100m northwest within Farmley Mews. The proposal involves the installation of a new telecommunications mast which is located to the rear of Glenwell House which is within an existing industrial area, not directly adjacent to any residential property. The application site is separated from residential properties in both Glenwell and Farmley Mews by adjacent industrial units.

The Councils Environmental Health Section has been consulted with respect to the development proposal and has raised no objection. It is not anticipated that the proposal will give rise to any additional noise or nuisance than that already associated with the current industrial area. The proposal conforms with all ICNIRP guidelines.

It is considered that the proposal will not result in an adverse impact on the privacy or amenity of future residents of the adjacent residential properties and is compliant with the provisions of Policy DM 28 and criterion (c) of Policy DM 25.

Impact on Environmental Quality of the Area

DM 16.2 of the ANPS stipulates that development proposals for telecommunications equipment will be supported where they do not result in unacceptable damage to or harm to environmentally sensitive features or locations.

The application site is not located within a nationally or internationally designated site. Furthermore, the proposal is to be located on an existing area of hardstanding within an industrial estate. Therefore, it is not thought that the proposal will result in unacceptable damage to visual amenity or bring harm to any environmentally sensitive features or locations.

Access, Movement and Parking

Policy SP 3.10 of the ANPS sets out that the Council will seek to ensure that all new development provides safe access arrangements that will not significantly inhibit the free flow of traffic.

As the proposal is for a new telecommunications structure there are no significant road safety concerns, the proposal does not impact on the road network or any access arrangements along the Glenwell Road as there will not be significant traffic attracted to the site. DfI Roads were consulted with regards to the proposal and has responded with no objection. No concerns have been raised by DfI Roads with relation to access, servicing, or the health and safety from turning vehicles.

Built Heritage

DM 30.2 of the ANPS indicates that developments should not adversely affect Archaeological Remains of Regional Importance which include Monuments in State Care, Scheduled Monuments and other important sites and monuments that would merit scheduling.

It is noted that the application site falls within the consultation zone of 2no. industrial heritage records (Limekilns and Mill Pond). Historic Environment Division has been consulted on the proposal and indicated that the proposal is compliant with the Policy and that no mitigation measures are required.

Flood Risk and Drainage

DM 47.2 of the ANPS and Paragraph 6.114 of the SPPS sets out the threshold where a Drainage Assessment is required. The application site is not located within the 1 in 100-year fluvial or 1 in 100-year coastal floodplain. A Drainage Assessment will be required if the proposal involves a change of use involving new buildings and or new impermeable hard surfacing exceeding 1000 square metres, in line with DM 47.2.

The proposal does not exceed the threshold set out within Paragraph 6.114 of the SPPS or Policy DM 47.2 to require the submission of a Drainage Assessment as the proposal does not create any additional hardstanding. However, the applicant should carry out their own assessment of flood risk. The proposal is not considered to increase the risk of flooding to the site or elsewhere and as such is compliant with DM 47.2 and Paragraph 6.114 of the SPPS in this regard.

Other Matters

Ownership

The objector raised concerns that the application site was not submitted with their consent as the landowner and that the application is not within the ownership of the applicant.

Certificate C of the application form has been completed to indicate that the applicant has served notice on the owner. The applicant is not required to be in ownership of the land when submitting a planning application but must serve notice on the relevant landowner(s) which has been done. Any issues over ownership lie outside the planning application process and are a civil matter for the relevant parties.

Loss of operational land

The objector has also noted how the proposal would result in a loss of operational land and impacts the operational requirements and capacity of the existing business. The proposal encompasses a small section of the car park of the wider site and circulation around the site remains achievable. Furthermore, 10-12 Glenwell House benefits from two separate accesses onto the Glenwell Road. Accordingly, while the proposal may result in some impact upon the operational element of the business, and result in the reduction of car parking, it would not appear to prevent the business from functioning and there are nearby public car parks given the location of the application site within Glengormley. In addition, the grant of planning permission does not place any onus on the landowner to sell or dispose of the land to the applicant if they consider that it would affect their business.

Aviation Safety

Both Belfast International Airport and Belfast City Airport have been consulted on the proposal and raised no objection to the proposal from a safeguarding perspective.

Adult Child Health and Environmental Support Group Guidance

Information was issued by the Adult Child Health and Environmental Support Group on the 24th April 2026 which outlined that the technical details of proposed apparatus should be publicly available and that local residents should be consulted on all proposals. In this case, all supporting information and plans are publicly available on the Planning Register and neighbouring properties were notified of the proposal on the 30th March and 5th May 2026. The proposal was also advertised in the local newspaper on the 2nd April and 21st May 2026.

RECOMMENDATION	GRANT PLANNING PERMISSION
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PROPOSED REASONS

1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.

2. In the event that the equipment hereby approved is no longer used for telecommunication purposes, it shall be removed and the site restored to its former condition within 6 months of the date of cessation.

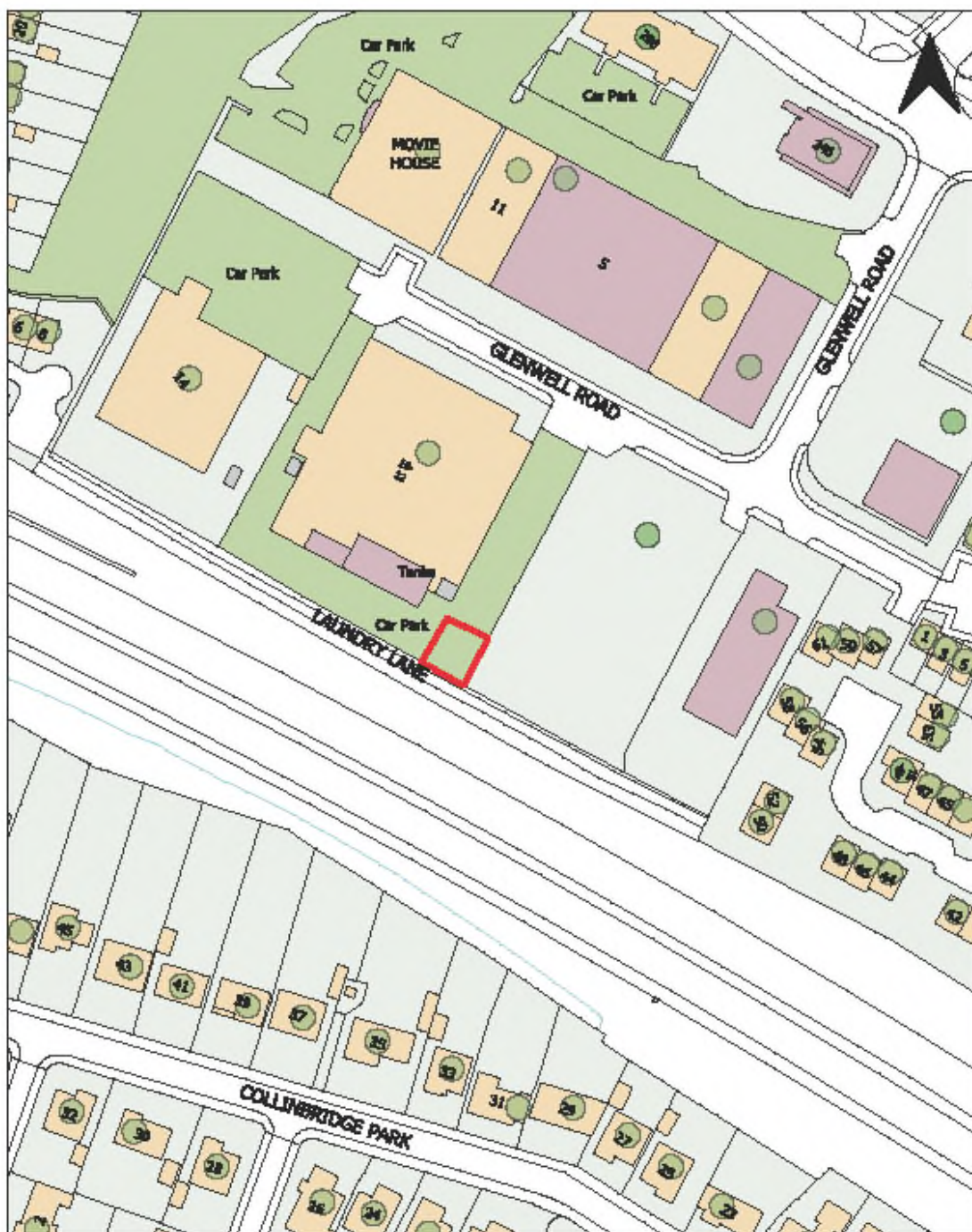
Reason: In the interest of visual amenity.

3. The developer must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:
 - a. the date of the commencement of the erection of the communications tower;
 - b. the maximum height of any construction equipment to be used in the erection of the communications tower;
 - c. the date the communications tower is brought into use;
 - d. the latitude and longitude and maximum heights of the communications tower.

Reason: To maintain aviation safety.

4. The existing monopole and hardstanding area outlined in blue on Drawing No. 06 date stamped 17th July 2026, must be removed and the land restored to its former condition within 14 weeks of the lattice tower hereby permitted coming into operation.

Reason: To ensure there is not an accumulation of masts at this location.



LA03/2026/0166/F



 Site Boundary

1:1,250

COMMITTEE ITEM	3.8
APPLICATION NO	LA03/2025/0848/F
DEA	BALLYCLARE
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	SECOND ADDENDUM TO COMMITTEE REPORT
PROPOSAL	Proposed change of use/adaption of a redundant building to a single dwelling
SITE/LOCATION	Approx. 18m north of 1 Carntall Road, Ballyclare, (No. 1A Carntall Road), BT39 9NS
APPLICANT	Michael Doherty
AGENT	McKeown & Shields Associates Ltd
LAST SITE VISIT	20th April 2026
CASE OFFICER	Alexandra Tipping Tel: 028 903 40216 Email: alexandra.tipping@antrimandnewtownabbey.gov.uk
Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Planning Portal: https://planningregister.planningsystemni.gov.uk/application/704985	
ADDENDUM REPORT	
At the Planning Committee meeting in June 2026, Members agreed to defer the application for a period of 8 weeks in order for further consideration to be given to the proposal. On 30th June 2026 the agent submitted Additional Supporting Information (Document 04), which contends that the subject development adequately meets all the criteria and policy tests set out under Policy DM 18D of the ANPS - Dwellings within an Existing Cluster. Policy DM 18D of the ANPS states that the Council will permit a new dwelling within an existing cluster of development where a number of criteria are all met. Criterion (a) of Policy DM 18D of the ANPS requires that the cluster lies outside a farm holding and comprises a group of five or more substantial buildings incorporating at least three dwellings but excluding ancillary buildings such as garages, outbuildings and open sided structures. The agent contends that the cluster lies outside of a farm and incorporates the three (3) dwellings at Nos, 1, 5 and 7 Carntall Road and at least six (6) other substantial secondary buildings. Criterion (b) of Policy DM 18D of the ANPS requires that the cluster appears as a visual entity in the landscape and incorporates or is closely associated with a local focal point, such as a community building or facility, or a crossroads. The agent advises that the application site is located adjacent to and immediately south of the 'Ballynure Roundabout' and is in the immediate proximity of 'Colemans Corner' and therefore the proposal is compliant with this element of the policy. Criterion (c) of Policy DM 18D of the ANPS states that the proposed site must provide a suitable degree of enclosure and is to be bounded on at least two sides with other development in the cluster. The agent contends that the application site is bound to the north by the Ballynure Roundabout together with the section of the existing	

landscaping, to the east and west with existing roads (A8 and Carntall Road) and to the south with the dwelling at No. 1 Carntall Road.

Criterion (d) of Policy DM 18D of the ANPS requires that the new dwelling can be absorbed into the existing cluster through rounding off and consolidation and will not significantly alter its existing character or visually intrude into the landscape. The agent argues that the building exhibits all the features of a modest bungalow, that the building is well integrated on the site owing to the long-established boundary treatment, and that the character of the area will not be adversely impacted.

Contrary to the justification provided by the agent, Officers are of the opinion that Policy 18D of the ANPS does not apply as the proposal is for the adaption of an existing building to a dwelling house rather than a new building. However, for completeness the subject site would also fail the criteria within Policy 18D as; although the site is located adjacent to two (2) existing dwellings at No. 1 and No. 5 Carntall Road, there is not an established cluster of development at this location which would include three (3) dwellings. The third dwelling referred to by the agent at No. 7 Carntall Road is spatially removed from No. 5 by approximately 90 metres meaning it appears separate to the dwellings at No. 1 and No. 5 which are immediately adjacent to the application site and subject building.

It is acknowledged that 'Colemans Corner' roundabout is located in the vicinity of the site, but this is also spatially removed from the application site by approximately 137 metres and is visually separated by a parcel of grassed land containing mature vegetation meaning it does not appear as a closely associated focal point for the application site. Furthermore, the application site is not bounded on at least two sides with other development.

Given that the proposal does not comply with the policy requirements laid out under Policy DM 18D of the ANPS it is not considered that the principle of a dwelling/the change of use of the existing building to a dwelling is acceptable. An additional reason for refusal has therefore been added in relation to this policy.

CONCLUSION

The following is a summary of the main reasons for the recommendation:

- The principle of the change of use/adaption of a redundant building to a single dwelling remains to be unacceptable;
- The proposal does not comply with Policy DM 18 D of the ANPS;
- The proposal does not comply with Policy DM 18 F of the ANPS;
- The proposal would not alter the overall character and appearance of the existing rural area;
- With the addition of a condition requiring the erection of an acoustic barrier, the amenity of the proposed dwelling would be suitably protected;
- The required visibility splays have been shown on the revised Site Location Plan (Drawing No. 01/1 date stamped 7th May 2026), which may require works on third party lands; however, this is a civil matter.

RECOMMENDATION

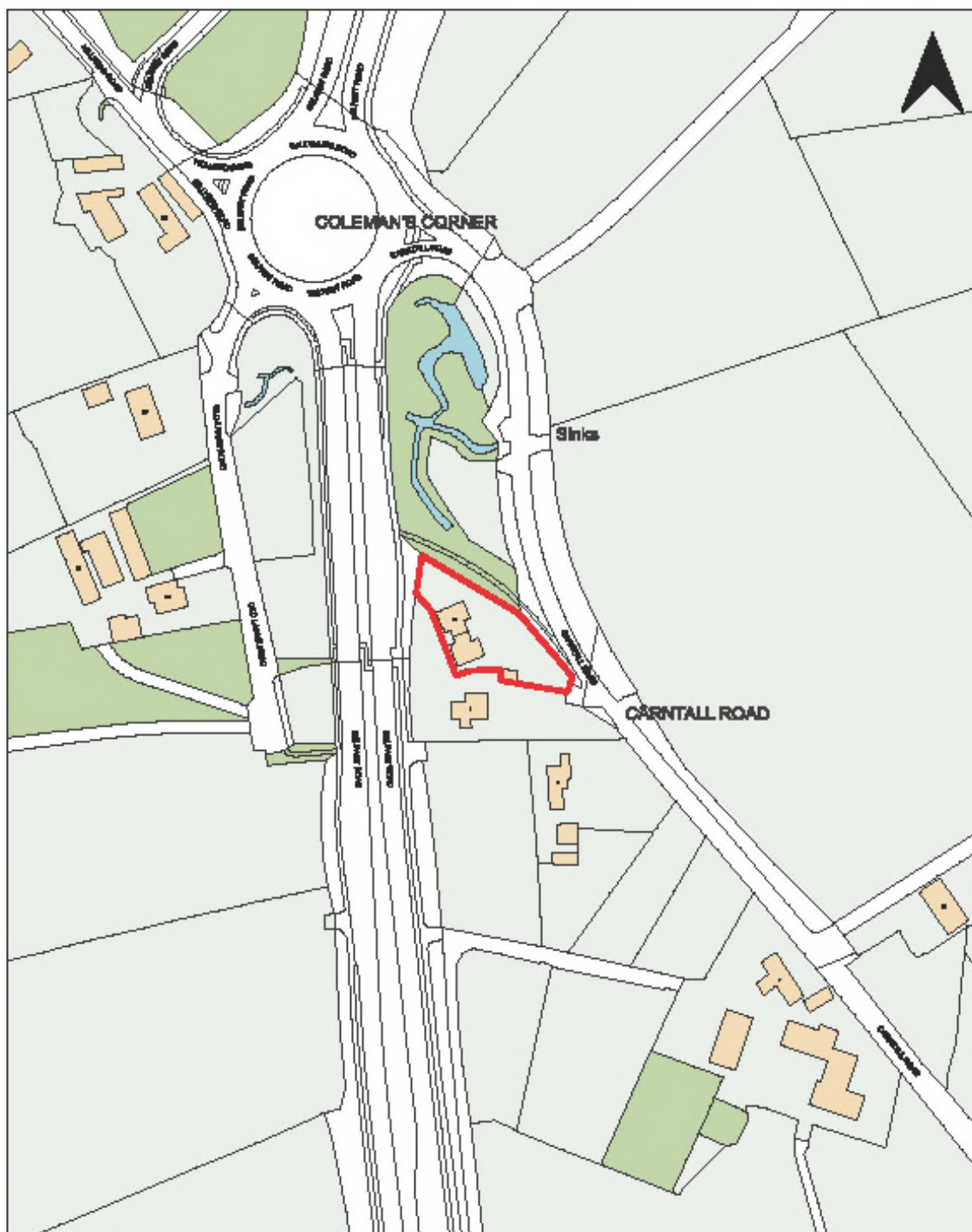
REFUSE PLANNING PERMISSION

PROPOSED REASONS FOR REFUSAL

1. The proposal is contrary to the provisions contained in the Strategic Planning

Policy Statement paragraph 6.73 and fails to meet the provisions of Policies SP1.11 DM 18 of the Antrim and Newtownabbey Plan Strategy in that the proposal does not meet any of the relevant provisions for a home in the countryside.

2. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement paragraph 6.73 and fails to meet the provisions of Policy DM 18 F of the Antrim and Newtownabbey Plan Strategy in that the proposed building to be converted is not vernacular or considered locally important.
3. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement paragraph 6.73 and fails to meet the provisions of Policy DM 18 D of the Antrim and Newtownabbey Plan Strategy in that the building to be converted is not within an existing established cluster of development.
4. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement paragraph 6.73 and fails to meet the provisions of Policy DM 18 C of the Antrim and Newtownabbey Plan Strategy in that a small gap site does not exist on the site and there is no substantial and built continuously built up frontage.



LA03/2025/0848/F



 Site Boundary

1:1,853

COMMITTEE ITEM	3.9
APPLICATION NO	LA03/2025/0901/F
DEA	BALLYCLARE
COMMITTEE INTEREST	LEVEL OF OBJECTION
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Detached Pre-Fabricated Shed
SITE/LOCATION	202 Hillhead Road, Ballyclare, BT39 9LP
APPLICANT	Andrew Moleiro
AGENT	NI Planning Permission Ltd
LAST SITE VISIT	02/02/2026
CASE OFFICER	Micheal Glynn Tel: 028 903 40411 Email: Michael.glynn@antrimandnewtownabbey.gov.uk
The full details of this application, including the application forms, relevant drawings, consultation responses and any representations made are available to view at the Northern Ireland Planning Portal: https://planningregister.planningsystemni.gov.uk/application/705163	
SITE DESCRIPTION	
The application site is located at No. 202 Hillhead Road and is situated within the development limits of Hillhead as defined within the Belfast Urban Area Plan (BUAP) and the draft Belfast Metropolitan Area Plan (dBMAP). The application site contains a one and a half storey detached dwelling finished in dashed render, facing brick, concrete roof tiles and PVC windows. Amenity space is located at the rear (northwest) and parking provision is located at the side (southwest) and front (southeast) of the dwelling in the site. The topography of the application site is relatively flat. The northeastern boundary is defined by a post and wire fence approximately 1m in height with mature hedgerow atop reaching a maximum height of approximately 2m. The southeastern boundary is defined by mature trees approximately 4m in height and a low wall with a close boarded timber fence atop reaching a maximum height of approximately 2m. The southwestern boundary is defined by a close boarded timber fence approximately 2m in height with mature trees atop reaching a maximum height of approximately 4m. The northwestern boundary is defined by a close boarded timber fence approximately 2m in height with mature vegetation atop reaching a maximum height of approximately 10m. The application site is situated within a predominately rural area and is bounded to the northwest, southeast and west by agricultural land, however, there are a number of dwellings in proximity to the application site and Hillhead Reclamation and Salvage is located approximately 50m to the north of the application site.	
RELEVANT PLANNING HISTORY	
There is no relevant planning history.	
PLANNING POLICY AND GUIDANCE	
Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise.	

The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts, Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

Belfast Urban Area Plan (BUAP): The application site is located within the settlement limit of Hillhead. The Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan (Published 2004) (dBMAP): The application site is located within the settlement limit of Hillhead. The Plan offers no specific guidance on this proposal.

Draft Newtownabbey Area Plan 2005 (NAP): The application site is located within the settlement limit of Hillhead. The Plan offers no specific guidance on this proposal.

SPPS – Strategic Planning Policy Statement for Northern Ireland: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim and Newtownabbey Plan Strategy 2015-2030: sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

CONSULTATION

N/A

REPRESENTATION

Two (2) neighbouring properties were notified, and thirty-five (35) letters of representation have been received.

The full representations made regarding this proposal are available for Members to view online at the Planning Portal

(<https://planningregister.planningsystemni.gov.uk/application/705163>)

A summary of the key points of objection raised is provided below:

- Contrary to Local Development Plan policies;
- The development would set a harmful precedent;
- Concerns of incremental development and circumventing planning control;
- Unsympathetic design which is industrial in scale and appearance;
- Concerns that the building will be used for commercial activity within a residential curtilage, intensifying commercial activity in a residential area;
- Loss of garden area and overdevelopment of the residential curtilage;
- Change of character and impact on visual amenity;
- Visual dominance of outbuilding in comparison to the dwelling;

- Lack of genuine ancillary domestic need;
- Road safety concerns;
- Increased flood risk and surface water runoff;
- Loss of biodiversity;
- Light pollution and security infrastructure; and
- Misrepresentation of the existing site conditions, namely hardstanding.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

The main issues to consider in the determination of this application are:

- Preliminary Matters
- Policy Context and Principle of Development
- Scale, Massing, Design and Appearance
- Neighbour Amenity
- Access and Parking
- Impact on Trees and Environmental Quality of this Area
- Amenity Space, Parking and Manoeuvring
- Surface Water Drainage
- Other Matters

Preliminary Matters

Appropriate Assessment

The subject site is located at No. 202 Hillhead Road, Ballyclare and there are no relevant designated sites close by. The proposed development comprises a detached pre-fabricated shed. Having considered the nature, scale and location of the project, there is no conceivable risk to any European Site. The reason for this conclusion is as follows:

- Small scale and nature of the development
- Distance from nearest European site and lack of connections.

It is concluded that on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore Appropriate Assessment is not required. Assessment

EIA

The proposed development does not meet any of the thresholds of development within Schedule 1 or 2 of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2017, nor is it located within a sensitive area, therefore there is no requirement for an EIA screening determination.

Correspondence with the Agent

- On 3rd February 2026 an email was sent to the agent requesting an accurate Proposed Elevations Plan to include the proposed roller doors and an amended Site Layout Plan to show the existing and proposed areas of hardstanding within the site curtilage, to be submitted by 10th February 2026. On 4th February 2026 an amended Proposed Elevations Plan (Drawing No. 04/1) was submitted along with an amended Site Layout Plan (Drawing No. 02/1) which failed to include the proposed areas of hardstanding.
- On 3rd March 2026 the agent was sent an email requesting a further amended Site Layout Plan indicating the existing and proposed hardstanding on the

application site, to be submitted by 10th March 2026. The amended Site Layout Plan (Drawing No. 02/2) showing these details was submitted on 6th March 2026.

- On 9th March 2026 an email was sent to the agent requesting a render finish to be included on the northeastern roadside elevation of the shed, to be submitted by 13th March 2026.
- On the 23rd March 2026 a 21-day letter was sent to the agent requesting a Drainage Assessment and the roadside elevation to be finished in render to match the host dwelling. An email from the agent was received on the 14th April 2026 requesting a 14-day extension for the Drainage Assessment which was granted. A Drainage Assessment (Document 01) was submitted on 18th May 2026.
- On 16th June 2026 following receipt of DfI Rivers consultation response additional information on the proposed drainage system's maintenance and management procedures was requested to be submitted by 23rd June 2026. A revised Drainage Assessment, (Document 01/1) was received on 22nd June 2026.
- On 10th July 2026 the applicant came into Mossley Mill and requested to discuss the application with the Case Officer, namely, to discuss the possibility of implementing artificial ivy on the northeastern roadside elevation of the proposed shed to replace the requested render finish. The applicant was advised that this was not considered an acceptable option.
- A telephone conversation with the agent took place on the 24th July 2026 to establish if the details indicated on the front and rear elevation plan were security lighting or guttering. An amended Proposed Elevation Plan (Drawing No. 04/3 date stamped 24th July 2026) was received removing the feature from the plan.

Policy Context and Principle of Development

Under the provisions of the Planning Act (Northern Ireland) 2011, all decisions must be taken in accordance with the provisions of the Local Development Plan unless material considerations indicate otherwise.

The Antrim and Newtownabbey Local Development Plan (ANLDP) will comprise of two parts, Part 1 is the Plan Strategy which contains strategic and operational policies and was adopted on 3rd July 2025. Part 2 is the Local Policies Plan which will identify the boundaries of settlement limits, local designations and zonings which has not yet been published. As such the settlement limits, local designations and zonings of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) remain applicable. Account will also be taken of the draft Newtownabbey Area Plan and its associated Interim Statement and the provisions of the draft Belfast Metropolitan Area Plan.

Belfast Urban Area Plan (BUAP): The application site is located within the settlement limit of Hillhead. The Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan (Published 2004) (dBMAP): The application site is located within the settlement limit of Hillhead. The Plan offers no specific guidance on this proposal.

Draft Newtownabbey Area Plan 2005 (NAP): The application site is located within the settlement limit of Hillhead. The Plan offers no specific guidance on this proposal.

SPPS – Strategic Planning Policy Statement for Northern Ireland: sets out that Planning Authorities should be guided by the principle that sustainable development should be permitted, having regard to the local development plan and other material considerations unless the proposed development will cause demonstrable harm to interests of acknowledged importance.

Antrim and Newtownabbey Plan Strategy 2015-2030: sets out the relevant planning policies for assessing planning applications and other planning consents. The relevant strategic and operational policies for the assessment of the current proposal are listed below.

Strategic Policy 1 – Sustainable Development (SP 1): sets out that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Strategic Planning Policy Statement (SPPS).

Strategic Policy 4 - Homes (SP 4): sets out that the Council's aims of achieving quality in new residential development both within urban settlements and the countryside. SP4 is supported by Policies:

- Policy DM 22 Residential Extensions and Alterations.

Strategic Policy 6 - Placemaking and Good Design (SP6): sets out that positive placemaking and good design are key components in the delivery of high quality, attractive and sustainable places within our Borough. SP6 is supported by Policies:

- Policy DM 25 Urban Design; and
- Policy DM 28 Amenity Impact.

Strategic Policy 8 - Natural Heritage (SPG8): seeks to protect, conserve and promote the enhancement and restoration of the diversity of our Borough's natural heritage comprised of its habitats, species, landscapes and earth science features.

- Policy DM 42 Trees and Development.

Strategic Policy 10 - Environmental Resilience and Protection (SPG10): seeks to promote environmental resilience by mitigating and adapting to the harmful effects of climate change on our built and natural environment. SPG10 is supported by Policies:

- Policy DM 47 Surface Water Drainage & Sustainable Drainage Systems.

Appendix B – Guidance for Residential Extensions and Alterations: seeks to advise homeowners on how to extend or alter their property in a neighbourly manner that is sympathetic with the original property, respects the character and appearance of the surrounding area and contributes towards a quality environment.

It is noted that objectors raised concerns that the proposed shed is contrary to the Antrim and Newtownabbey Local Development Plan 2030. The proposal will be assessed in relation to the relevant policies contained within the ANPS in more detail below.

Scale, Massing, Design and Appearance

Policy DM 22 of the ANPS indicates that the scale, massing, design and external materials of the proposal are sympathetic to the existing property and do not detract from the appearance or character of the surrounding area.

The application seeks full planning permission for a pre-fabricated detached shed. The proposed shed has an approximate length of 16.1m, a width of 8.2m and a ridge of 4.1m. The proposed shed, which is situated to the south of the host dwelling will serve as a storage area, a home gym, a children's playroom and a garden equipment store.

The proposed shed is to be finished in dark grey/black metal cladding and render along the northeastern elevation to match the existing dwelling. Although the metal cladding is not in keeping with the host dwelling, the proposed render finish on the northeastern roadside elevation will be the most prominent elevation when travelling along Hillhead Road and the proposed render is considered sympathetic to the host dwelling. Therefore, it is considered that the proposed shed will not detract from the character or appearance of the host dwelling or the surrounding area.

The fenestration of the proposed shed includes roller shutter doors and one door on the northwestern elevation while the northeastern elevation includes one window. The proposed shed will be visible when travelling along Hillhead Road in both directions, however, it is considered the 2m mature hedgerow along the northeastern (roadside) boundary will screen any critical views of the proposal. Furthermore, as the proposed shed is located approximately 22.5 metres back from the Hillhead Road it is considered that the proposed shed will be sufficiently screened from critical views.

Objectors raised concerns regarding the industrial scale and appearance of the proposed shed and the need for such a large structure. Concerns were also raised that the proposal does not respect rural character. The proposal is for a single storey domestic outbuilding which is set back approximately 22.5m from the Hillhead Road. The most visible elevation is finished in render to match the dwelling, ensuring compatibility with the existing property. The mature boundary vegetation, which ranges between 2m and 10m in height, effectively screens the proposed shed from wider views. The agent stated that the size of the shed was necessary as the applicant needed to address a range of ancillary residential purposes including a general storage area, a home gym, a children's playroom and a garden equipment store. It is considered that the proposed shed reads as a large domestic building, with the finishes to the most prominent elevation matching the finishes of the existing dwelling rather than appearing as an industrial building. Therefore, the scale and appearance of the proposed shed is not visually intrusive and is not considered to result in a detrimental impact on the character of the site or the surrounding area.

Concerns were raised by an objector regarding overdevelopment of the residential curtilage and the visual dominance within the residential curtilage. The application site comprises a large plot with substantial amenity space remaining both to the rear, front and sides of the dwelling. The shed occupies a small portion of the extensive curtilage in the southern corner of the site and is sited 18.9m from the dwelling, maintaining a spacious layout. The proposed shed is single storey and is subordinate to the host dwelling. The proposal is domestic in scale and as stated above, sufficient information has been submitted to justify the size and scale of the building for residential ancillary purposes. The site is enclosed by mature boundary treatments up to 10m in height, ensuring the development is sufficiently enclosed and does not appear as overdevelopment or visually dominant.

In summary, it is considered that the scale, massing, design and external materials of the proposal are sympathetic with the built form and appearance of the existing

property and will not detract from the appearance and character of the surrounding area.

Neighbour Amenity

Policy DM 22 and Policy DM 28 of the ANPS deals with the impact on amenity and states that the Council will only support development proposals where they will not result in an unacceptable adverse impact on the amenity of existing or future occupiers of adjoining or nearby properties by way of overlooking, loss of privacy, dominance, overshadowing, or other form of disturbance.

Additionally, DM 22.2 of the ANPS indicates that the Council will take account of the guidance set out in Appendix B of the Plan Strategy, which replicates the details included in Annex A of the Addendum to Planning Policy Statement 7: Residential Extensions and Alterations (DoE, 2008).

Hillhead Reclamation and Salvage is located approximately 90m northeast of the proposed pre-fabricated shed, however, it is considered that due to the large separation distance and single storey nature of the proposal that there will be no significant impact of overlooking, dominance or loss of light at this neighbouring property. No. 209 Hillhead Road is located approximately 147m east of the proposed shed while No. 204 Hillhead Road is located approximately 368m southwest. Due to the large separation distance, it is considered there will be no significant input of the proposed shed.

Concerns were raised by an objector regarding the change of use of the application site to a commercial yard and the impact on residential amenity. The application seeks planning approval for a proposed domestic shed for ancillary residential purposes within a large, well screened residential curtilage and is not considered to alter the established residential character of the site. Furthermore, a condition will be applied to any forthcoming planning approval to restrict the use of the shed for purposes ancillary to the residential use of the host dwelling. Any planning approval granted for the domestic shed would not confer approval for the carrying out of trade or business there from, and as such would not have a detrimental impact on neighbour amenity.

Objectors raised concerns regarding light pollution and security infrastructure. Following a telephone conversation with the agent on 24th July 2026 to confirm whether the details indicated on the front and rear elevations as indicated on the Proposed Elevation Plan (Drawing No. 04/2 date stamped 24th July 2026) was security lighting or guttering, the agent confirmed that it illustrated guttering but advised in order to prevent any confusion he would seek to remove it from the plan.

In summary it is considered that the proposal will not significantly impact on neighbouring properties by way of loss of light, dominance, overshadowing or overlooking.

Impact on Trees and Environmental Quality of this Area

Criteria (c) of Policy DM 22 and Policy DM 42 of the ANPS requires that the proposal will not cause an unacceptable loss of, or damage to trees or other landscape features which contribute significantly to local environmental quality.

Objectors raised concerns regarding the loss of biodiversity. The proposed shed is located within the existing residential curtilage, which contains no identified habitats or features of ecological value. The existing mature boundary vegetation and trees are key biodiversity features on the site and are proposed to be retained with no removal of significant vegetation proposed or required to facilitate the development proposal. As such, it is considered the development will have no adverse impact on biodiversity.

It is considered that the proposal will not cause unacceptable loss of, or damage to, trees or other landscape features which contribute significantly to local environmental quality because there are no trees or other landscape features present where the proposal will be located.

As such the proposal is considered to comply with Policy DM 22 and Policy DM 42 of the ANPS.

Amenity Space, Parking and Manoeuvring

Criteria (d) of Policy DM 22 and criteria (c) of DM 10.1 of the ANPS requires that sufficient space is retained within the curtilage of the property for recreational and domestic purposes including the parking and manoeuvring of vehicles.

Concerns were raised by objectors regarding road safety concerns. The development is for a domestic shed and does not generate additional traffic or intensify the use of the access beyond the existing residential level. The proposal does not impact on the existing level of parking provision and sufficient space remains within the curtilage of the property for the turning of vehicles and for recreational and domestic purposes. There is no alteration to the existing access and as such the access arrangements remain unchanged. Therefore, the proposal is not considered to have any adverse impact on road safety. Overall, the proposal is considered to comply with Policy DM 22 and DM 10.1 of the ANPS.

Surface Water Drainage

Policy DM 47: Surface Water Drainage and Sustainable Drainage Systems (SuDS) aims to reduce flood risk for new developments from surface water (pluvial) sources. DM 47.1 states that consideration of drainage issues is a requirement for all development proposals and that this consideration should be initiated as part of any preliminary site assessment and should progressively inform the generation of schemes as they develop.

Objectors raised concerns regarding increased flood risk and surface water runoff relating to the increased amount of hardstanding as a result of the development proposal. In response to the concerns raised by DfI Rivers to the original Drainage Assessment, namely the proposed drainage system's maintenance and management procedure, the agent submitted an updated Drainage Assessment (Document 01/1 date stamped 22nd June 2026) and DfI Rivers was consequently reconsulted.

DfI Rivers responded advising that the site is bounded to the northwest by an undesignated watercourse and stated that the Drainage Assessment has demonstrated that the design and construction of a suitable drainage network is feasible. It indicates that the 1 in 100 year event including an allowance for climate change and urban creep could be contained within the attenuation system, when

discharging at existing green field runoff rate and therefore there will be no exceedance flows during this event. DfI Rivers went on to state that further assessment of the drainage network will be made by NI Water prior to adoption but stated that in order to ensure compliance with Policy DM 47 of the ANPS it recommended a condition be attached to any forthcoming planning approval.

In relation to the undesignated watercourse DfI Rivers advised that there is a presumption against development proposals that would impede the operational effectiveness of flood defence and drainage infrastructure or hinder access to enable their maintenance. No buildings or other structures are to be erected over the line of a culverted watercourse in order to facilitate replacement, maintenance or other necessary operations. It went on to state that a suitable maintenance strip of minimum 5m must also be in place but up to 10m where considered necessary. However, a working strip in excess of 10m currently exists and the proposed shed is located in excess of 60m from the watercourse.

Other Matters

Concerns were raised by an objector regarding misrepresentation of the details presented on the submitted plans. As stated above, amended plans were sought to remedy any discrepancies and a revised Site Layout Plan (Drawing No. 02/2 date stamped 6th March 2026) was submitted which addressed these issues, including the existing and proposed areas of hardstanding.

A third party also stated that a harmful precedent could be set should planning approval be granted, however, each application is considered on its own merits and it is considered that this proposal is compliant with the policies in the ANPS. The proposed shed is contained within a large residential plot, which benefits from mature screening up to 10m in height along its site boundaries and does not abut any neighbouring properties. The proposed residential ancillary use and design of the shed are considered appropriate to its domestic setting and as such, if planning approval was to be granted, is not considered to set a harmful precedent.

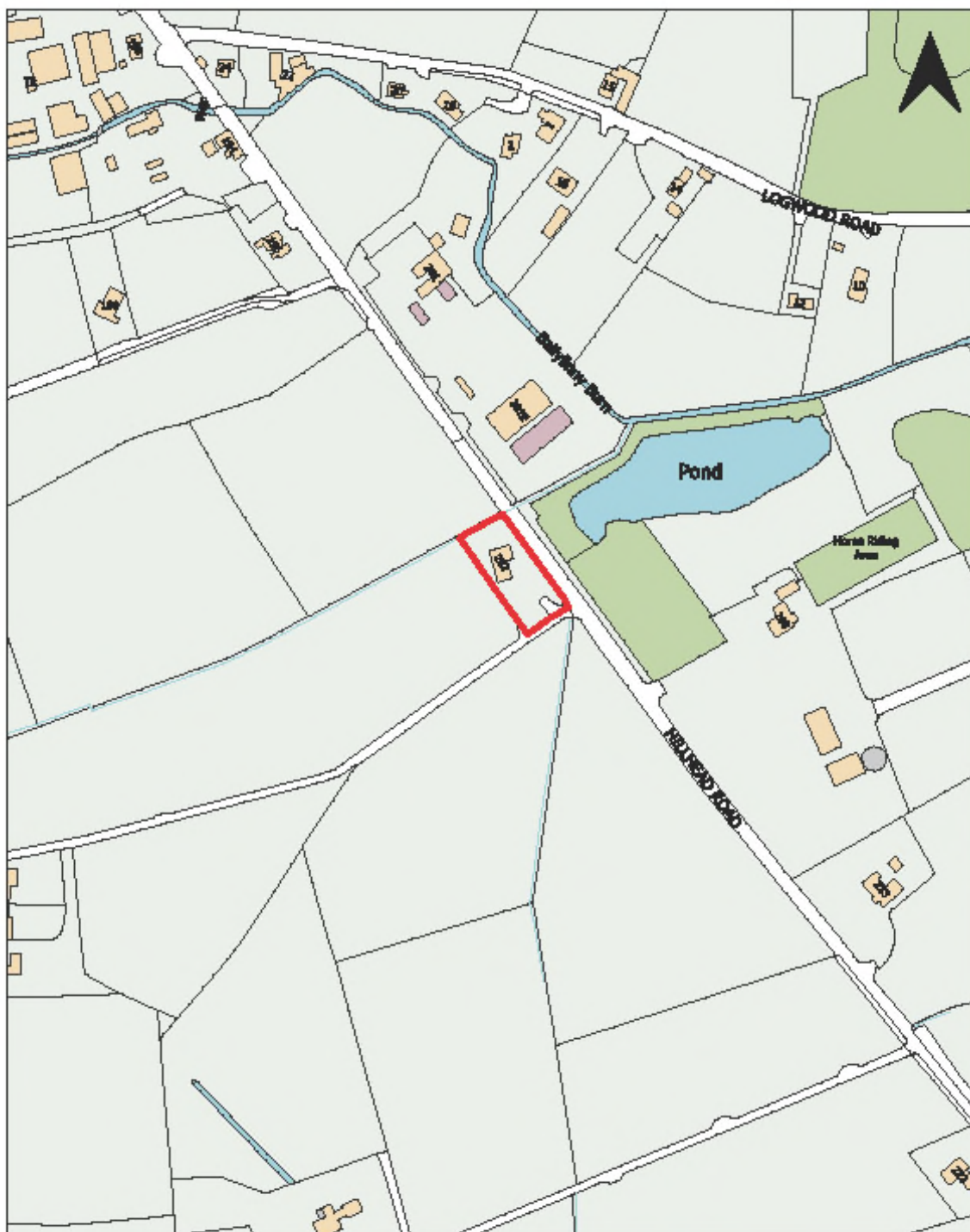
An objector raised concerns regarding incremental development to circumvent planning control. No evidence has been submitted to demonstrate that the proposal forms part of any incremental or unauthorised pattern of development. A valid planning application has been submitted seeking planning approval for a domestic shed within an established residential curtilage and has been considered as such through the formal planning process.

CONCLUSION

The following is a summary of the main reasons for the recommendation:

- The principle of the development is considered acceptable;
- The scale, massing, design and appearance of the proposal are considered acceptable;
- The proposal will not unduly affect the amenity of a neighbouring property;
- The proposal will not have a detrimental impact on trees or the environmental quality of the area;
- Sufficient space remains within the curtilage of the property for recreational and domestic purposes;
- Parking provision levels are not impacted upon as a result of the proposal; and
- There is no increase to flood risk associated with the proposed development.

RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSED CONDITIONS	
1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011. 2. The shed hereby permitted shall not be occupied at any time other than for the purposes ancillary to the residential use of the dwelling known as 202 Hillhead Road, Ballyclare. This permission authorises only private domestic use of the proposed shed and does not confer approval on the carrying out of trade or business there from. Reason: To safeguard and preserve the amenities and living conditions of neighbouring residents and to ensure an appropriate form of development. 3. Prior to the construction of the drainage network, the applicant shall submit a final drainage assessment, to be agreed with the Council, which demonstrates the safe management of any out of sewer flooding emanating from the surface water drainage network, agreed under Article 161, in a 1 in 100 year event including an allowance for climate change and urban creep. Reason: In order to safeguard against surface water flood risk to the development and manage and mitigate any increase in surface water flood risk from the development to elsewhere.	



LA03/2025/0901/F

 Site Boundary



1:2,993

PART TWO

OTHER PLANNING MATTERS

ITEM 3.10

P/PLAN/1 - DELEGATED PLANNING DECISIONS AND APPEALS JULY 2026

1. Purpose

The purpose of this report is to update Members on the planning applications decided under delegated powers and decisions issued by the Planning Appeals Commission (PAC) during the month of July 2026.

2. Delegated Decisions of Council

A list of planning decisions issued by Officers during the month of July 2026 under delegated powers together with information relating to planning appeals are **enclosed** for Members' information.

3. Planning Appeal Commission Decisions

No Planning Appeal Commission Decisions were received during July from the Planning Appeals Commission.

4. Recommendation

It is recommended that the report be noted.

Prepared by: Stephanie Boyd, Planning & Economic Development
Business Support Supervisor

Agreed by: Sharon Mossman, Deputy Director of Planning and Building Control

Approved by: Majella McAlister, Director of Economic Development and Planning

ITEM 3.11

P/PLAN/1 PROPOSAL OF APPLICATION NOTICES FOR MAJOR DEVELOPMENT JULY 2026

1. Purpose

The purpose of this report is to update Members on the Proposal of Application Notices received during July 2026.

2. Background

Under Section 27 of the 2011 Planning Act prospective applicants for all development proposals which fall into the Major development category are required to;

- give at least 12 weeks' notice to the Council that an application for planning permission is to be submitted.
- consult the community in advance of submitting a Major development planning application

Where, following the 12-week period set down in statute, an application is submitted this must be accompanied by a Pre-Application Community consultation report outlining the consultation that has been undertaken regarding the application and detailing how this has influenced the proposal submitted.

3. Proposal of Application Notice

PAN Reference:	LA03/2026/0518/PAN
Proposal:	Erection of c.190 residential units with associated car parking, private and communal amenity space, hard and soft landscaping works, site works and access arrangements from Birch Hill Road, including junction improvement works at Birch Hill Road and Stiles Way and pedestrian crossing point to Steeple Park.
Location:	Lands bound by Stiles Way and Birch Hill Road, including No. 2 Birch Hill Road, Antrim, BT41 2QH
Applicant:	Birch Hill Homes Ltd
Date Received:	10 July 2026
12 week expiry:	2 October 2026

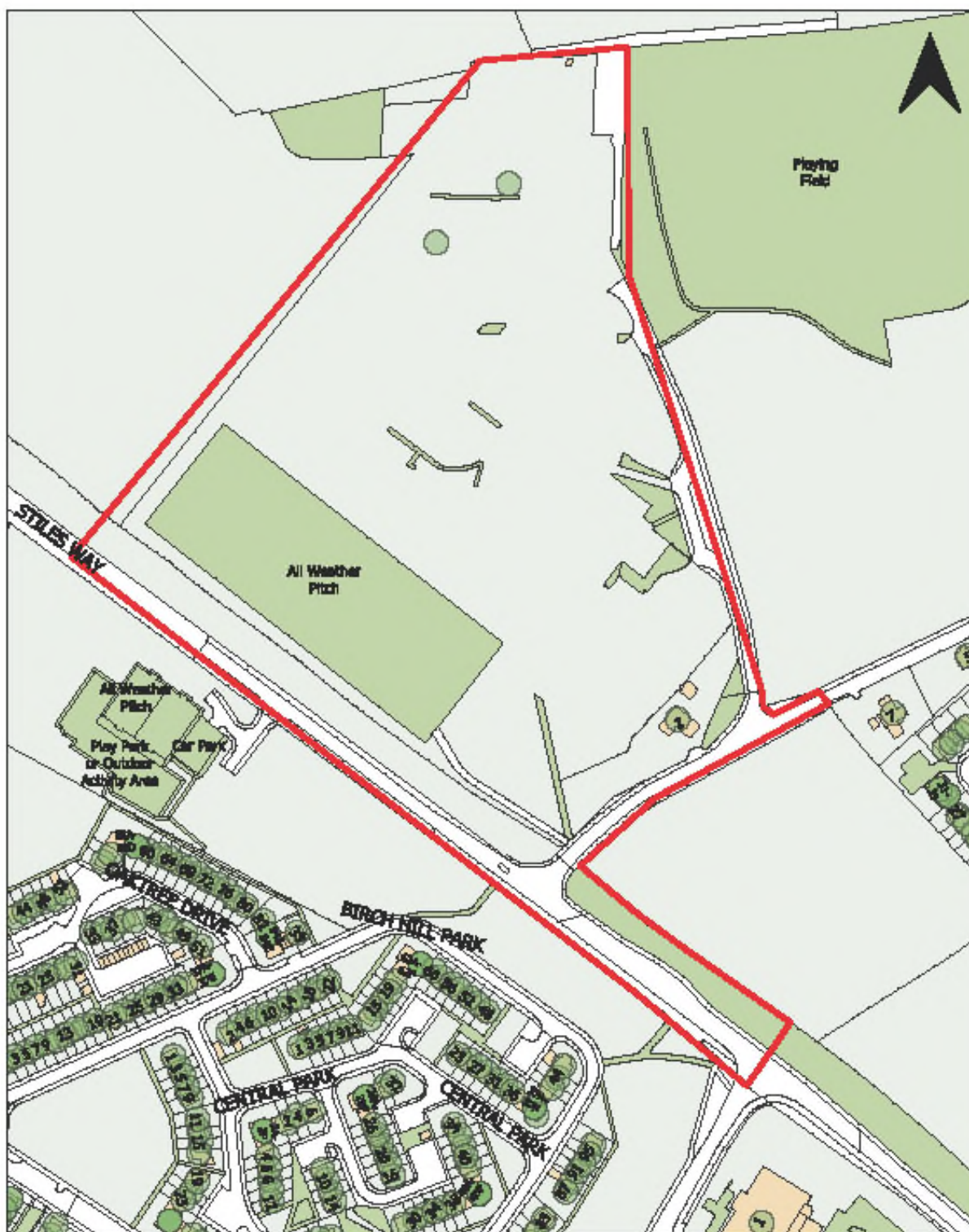
4. Recommendation

It is recommended that the report be noted.

Prepared by: Stephanie Boyd, Planning and Economic Development Business Support Supervisor

Agreed by: Sharon Mossman, Deputy Director of Planning and Building Control

Approved by: Majella McAlister, Director of Economic Development and Planning



 Site Boundary

LA03/2026/0518/
PAN

 **Antrim and
Newtownabbey**
BOROUGH COUNCIL

1:2,500

ITEM 3.12

SPD/2024/0080/TBA - TRANSBOUNDARY CONSULTATION BY DEPARTMENT FOR INFRASTRUCTURE (DfI)

1. Purpose

The purpose of this report is to make the Planning Committee aware of a planning application for a significant infrastructure development off the coast of Co. Louth.

Proposed development known as Oriel Windfarm off the coast of Co.Louth located in the maritime area and is positioned approximately 22 km east of Dundalk town centre, 18 km east of Blackrock, 6 km south of the Cooley Peninsula and 10 km north-east of Dunany Point. The Onshore Infrastructure is located approximately halfway between Drogheda and Dundalk, to the west of the town of Ardee, within the townlands of Dunany, Mitchelstown, Port, Nicholastown (Electoral Division of Dysart in the Barony of Ferrard), Boycetown, Togher, Clonmore, Tullydonnell, Corstown (Electoral Division of Drumcar in the Barony of Ardee), Corstown (Electoral Division of Dunleer in the Barony of Ferrard), Drumcar, Mullincross, Charleville, Dromgoolestown, Richardstown (Electoral Division of Stabannan in the Barony of Ardee), Harristown and Stickillin in Co. Louth

2. Background

The Department for Infrastructure has issued a consultation to the Council on the 24th June 2026 seeking comments on a planning application for an off shore wind farm which was submitted to An Coimisiún Pleanála for consideration.

The site is located approximately 6km off the Cooley Peninsula in Co. Louth and will comprise a number of wind turbines to an approximate tip height of 270 metres with the onshore infrastructure including transformers located within the administrative boundary of Louth County Council).

It is noted on the letter from the applicant (dated 22nd May 2024) to DfI Planning indicated that the period to make a response to An Coimisiún Pleanála was the 30th July 2025.

A full Environmental Statement has been submitted to An Coimisiún Pleanála as part of the application and the documents have been uploaded onto the Planning Portal and can be accessed using the following link.

<https://planningregister.planningsystemni.gov.uk/application/693307>

It is noted that the application has not been determined to date, however, the proposed development is unlikely to have any adverse impact upon the Borough other than some potential matters relating to marine ecology which would be matters normally considered by DAERA. The one remaining concern would be that the proposed development may affect aviation safety as either an aviation obstacle or by impacting on radar and therefore Belfast International Airport should be consulted.

Officers have no comment to make on the application and recommend that the Council indicates that Belfast International Airport in relation to aviation safety and DAERA are consulted on matters pertaining to marine ecology.

3. Recommendation

It is recommended that DfI Planning be advised that the Council has no comment to make, however, consultation should be undertaken with Belfast International Airport in relation to aviation safety and DAERA on matters pertaining to marine ecology.

Prepared and agreed by: Barry Diamond, Head of Planning Development Management

Approved by: Majella McAlister, Director of Economic Development and Planning

ITEM 3.13**ANY OTHER RELEVANT BUSINESS**

Any Other Relevant Business (AORB) may be taken at this point.