



11 July 2022

Committee Chair: Alderman F Agnew
Committee Vice-Chair: Councillor J Archibald-Brown
Committee Members: Aldermen – T Campbell and J Smyth
Councillors – A Bennington, H Cushinan, S Flanagan,
R Kinnear, R Lynch, M Magill, R Swann and B Webb

Dear Member

MEETING OF THE PLANNING COMMITTEE

A meeting of the Planning Committee will be held in the **Council Chamber, Mossley Mill on Monday 18 July 2022 at 6.00 pm.**

You are requested to attend.

Yours sincerely

Jacqui Dixon, BSc MBA
Chief Executive, Antrim & Newtownabbey Borough Council

Refreshments will be available in the Café from 5.00 pm

For any queries please contact Member Services:

Tel: 028 9034 0048 / 028 9448 1301

memberservices@antrimandnewtownabbey.gov.uk

AGENDA FOR PLANNING COMMITTEE – JULY

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 No: LA03/2021/0258/F

Proposed erection of timber recycling facility including processing shed, covered loading area, plant area, storage, administration and associated access road, car parking and service yard at site to the east of 655 Antrim Road, Newtownabbey.

3.2 Planning Application No: LA03/2022/0334/F

Proposed two storey extension to provide additional school accommodation, additional parking, landscaping and ancillary site works at Parkhall Integrated College, Steeple Road, Antrim, BT41 1AF.

3.3 Planning Application No: LA03/2022/0268/F

Proposed 28 No. Mobile home plots for Traveller accommodation at Lands at No 4 and No 7 Hydepark Lane Mallusk Newtownabbey BT36 4QD.

3.4 Planning Application No: LA03/2020/0516/F

Proposed 6no glamping pods and welcome/communal building with associated siteworks 130m NW of 14 Ballydunmaul Road, Randalstown.

3.5 Planning Application No: LA03/2021/0504/F

Erection of 25 dwellings (change of house type on sites 7,11,19-20 & 25-41 of approved under planning approval LA03/2017/0476/F), lands situated at Nos. 868 and 870 Antrim Road, Templepatrick BT39 0AH and adjoining lands to the rear.

3.6 Planning Application No: LA03/2020/0348/O

Proposed site for the erection of two (2) Class B2 light industrial units and associated parking 25m north of 8 Kilbegs Business Park, Kilbegs Road, Antrim.

3.7 Planning Application No: LA03/2022/0069/F

Proposed development consisting of 9 no. apartments within a three storey building, landscaping and all associated site and access works lands at 319-321 Shore Road (West of Loughshore Manor) Newtownabbey BT37 9FD.

3.8 Planning Application No: LA03/2021/1162/F

Erection of building for the manufacturing of horse boxes, with associated welfare facilities, vehicle turning and parking at 15 Manse Road, Templepatrick, Antrim.

3.9 Planning Application No: LA03/2022/0183/O

Application for dwelling and garage to the immediate west of No. 95 Old Coach Road, Templepatrick.

3.10 Planning Application No: LA03/2022/0122/O

Site for dwelling, garage and associated ancillary works at lands between 148 and 148b Ballymena Road, Doagh, BT39 0TN.

3.11 Planning Application No: LA03/2022/0408/F

Replace 5 No. 5m high existing lighting columns and lamps with 5 No. new 8m high columns and new LED lamps at Public car park on Harrier Way located between 23 The Square and 2 Avondale Drive, Ballyclare, BT39 9AA.

PART TWO – Other Planning Matters

3.12 Delegated Planning Decisions and Appeals June 2022

3.13 Proposal of Application Notices for Major Development June 2022

3.14 Northern Ireland Planning Statistics – Annual Statistical Bulletin

3.15 Local Development Plan – Planning Appeals Commission (PAC) - Independent Examination Update

4. Any Other Business

**REPORT ON BUSINESS TO BE CONSIDERED AT THE MEETING OF THE
PLANNING COMMITTEE ON 18 JULY 2022**

PART ONE

PLANNING APPLICATIONS

COMMITTEE ITEM	3.1
APPLICATION NO	LA03/2021/0258/F
DEA	AIRPORT
COMMITTEE INTEREST	MAJOR APPLICATION
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Proposed erection of timber recycling facility including processing shed, covered loading area, plant area, storage, administration and associated access road, car parking and service yard.
SITE/LOCATION	Site to the east of 655 Antrim Road, Newtownabbey.
APPLICANT	RTD Crawford
AGENT	Whittaker & Watt Architects
LAST SITE VISIT	19 August 2021
CASE OFFICER	Simon Russell Tel: 028 903 40427 Email: simon.russell@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located east of 655 Antrim Road, Newtownabbey. Whilst the site is located in the rural area as identified within the Belfast Urban Area Plan 2001 (BUAP), these lands have been incorporated into the settlement limit for Metropolitan Newtownabbey and zoned for employment land as identified within the draft Belfast Metropolitan Area Plan 2004.</p> <p>The application site is located on the northern side of the A6 Antrim Road, on lands south of the M2 motorway and east of Ballycraigy Business Park. It comprises relatively open grassland, with some subdividing hedges. The southern and eastern boundaries comprise low lying earth mounds overgrown with grass, with evidence of the removal of a belt of trees along both of these boundaries. A 1.4 metre mesh fencing interspersed with concrete pillars and overgrown patchy vegetation lines the northern boundary abutting the hard shoulder of the M2 motorway. A low lying earth mound interspersed with mature trees (approximately 3-4 metres in height) and patchy vegetation line the western boundary. The topography of the site rises gently from the Antrim Road towards the M2 motorway to the north.</p> <p>The surrounding area is characterised by an established group of commercial buildings to the west (Ballycraigy Business Park), a derelict dwelling (No.653 Antrim Road) and grassland which is zoned for employment use under zoning MNY 08 under the draft Belfast Metropolitan Area Plan 2004. An area of grassland also zoned for employment use under MNY 08, lies immediately to the east of the application site, which is subdivided by the Ballycraigy Road South. The City of Belfast Playing Fields and a hotel (Chimney Corner) lie to the southeast of the site on the other side of the Antrim Road.</p>	

RELEVANT PLANNING HISTORY

Planning Reference: LA03/2021/0009/PAN

Location: Lands to north and east of no 655 Antrim Road, Newtownabbey, BT36 4RG.

Proposal: Proposed construction of timber recycling facility to include processing plant building, office, warehousing, loading and storage facilities, with associated landscaping and provision of new access to Antrim Road.

Decision: PAN Acceptable (21.01.2021)

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.

Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan). Account will also be taken of the Draft Newtownabbey Area Plan and its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which remains at the Draft Plan stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Belfast Urban Area Plan 2001 (BUAP): The application site is located within the countryside on land formerly identified as part of the Belfast greenbelt. The current proposal seeks planning permission for a timber recycling facility, which includes a processing shed, loading area, plant area, storage and distribution. Therefore, Policy GB 3 of BUAP is relevant in this case which directs large scale industrial development to zoned sites in towns and villages, but also advises that small scale industries may be permitted in suitable locations within the greenbelt in the interests of employment creation.

Draft Belfast Metropolitan Area Plan 2004 (dBMAP): The application site is located within the settlement limit of Metropolitan Newtownabbey and has been zoned for employment use (MNY 08) with the following key site requirements.

- Development shall only include the following uses: -
 - Light industrial uses as currently specified in Class 4 of the Planning (Use Classes) Order (Northern Ireland) 1989 as amended;
 - General industrial uses as currently specified in Class 5 of the Planning (Use Classes) Order (Northern Ireland) 1989 as amended;
 - Storage or distribution uses (including logistics) as currently specified in Class 11 of the Planning (Use Classes) Order (Northern Ireland) 1989 as amended;

- Development of the site shall only be permitted in accordance with an overall comprehensive masterplan for the site to be agreed with the Department. This shall outline the design concept, objectives and priorities for the site;
- Access shall be from the Antrim Road to be agreed with Roads Service (DRD);
- A Transport Assessment (TA), agreed with Roads Service DRD, shall be required to identify any necessary improvements to the road network/public transport/transportation facilities in the area. The TA should be comprehensive to include the adjacent site MNY 09;
- A Flood Risk Assessment of the watercourses within and adjacent to the site shall be carried out and submitted to the Department to inform proposals for the development of the site;
- Buildings shall exhibit variety in their elevational treatment and heights;
- A comprehensive landscaping scheme for the proposed development shall be submitted with any planning application for development and agreed with the Department. This shall include all of the following: -
 - The northern, eastern, southern and western boundaries of the site shall be retained and landscaped with a 5-10 metre belt of trees and planting of native species to provide screening for the development and help integrate it into the surrounding countryside;
 - A detailed planting plan and programme of works shall be provided for all new planting in relation to boundary definition and provision of high quality landscaping within the site; and
 - Positive long term landscape management proposals shall be required to protect and maintain the landscaping and features of natural heritage. An Article 40 Agreement may be required to ensure delivery of this in accordance with the Department's requirements.

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.

PPS 2: Natural Heritage: sets out planning policies for the conservation, protection and enhancement of our natural heritage.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS 4: Planning and Economic Development: sets out planning policies for economic development uses. Including the separate guidance note entitled 'Clarification of Policy PED 7: Retention of Zoned Land and Economic Development Uses'.

PPS 6: Planning, Archaeology and the Built Heritage: sets out planning policies for the protection and conservation of archaeological remains and features of the built heritage.

PPS 11: Planning and Waste Management: sets out planning policies for the development of waste management facilities.

PPS 15 'Planning and Flood Risk' (revised September 2014): sets out planning policies to minimise flood risk to people, property and the environment.

CONSULTATION

Council Environmental Health Section – No objections subject to conditions.

Department for Infrastructure Roads – No objections subject to condition.

Dfi Historic Environment Division – Historic Monuments – No objections subject to conditions.

Northern Ireland Environment Agency – Natural Environment Division – No objections subject to conditions.

Northern Ireland Environment Agency – Waste Management Licencing (Regulations Unit) – No objections subject to conditions.

Northern Ireland Environment Agency – Water Management Unit – No objections subject to conditions.

Shared Environmental Services – No objections subject to condition.

Dfi Rivers – No objections

Northern Ireland Water – (Strategic Applications Division) No objections.

REPRESENTATION

One (1) neighbouring property was notified and no letters of objection 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, Integration and Impact on Character and Appearance of the Area;
- Compatibility with Adjacent Land Uses;
- Neighbour Amenity;
- Compatibility with Adjacent Land Uses;
- Natural and Built Heritage;
- Flood Risk, Drainage and Impact on the Surface Water Environment;
- Contaminated Land;
- Road safety and Parking;
- Crime and Personal Safety;
- Movement Pattern;

- Emissions and Effluent; and
- Economic Impact.

Preliminary Matters

Environmental Impact Assessment

As the development falls within Categories 3 (a), 10 (a) and 11 (b) 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.

Pre-Application Notice

The application falls within the category of a Major planning application as defined by the Planning (Development Management) Regulations (Northern Ireland) 2015 and as such was subject to a Pre-Application Community Consultation carried out on behalf of the applicant.

To comply with the pre-application notification requirements of Section 27 of the Planning Act (NI) 2011 the applicant submitted a Proposal of Application Notice (PAN) on 21 December 2020 (ref:LA03/2021/0009/PAN). Residents within a 500 metre radius of the site were provided with details of the proposed development and advised of the online consultation arrangements which were to replace the community consultation public event temporarily suspended due to the Covid-19 Emergency. Elected Members for the District Electoral Area, relevant MPs and MLAs, residents and local businesses were included in the consultation. No representations were received to the consultation process. The planning application was received following expiration of the 12-week period following submission of the PAN thus satisfying the requirements of Section 27 of the 2011 Act.

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 adopted Belfast Metropolitan Area Plan 2015 (BMAP) was declared unlawful by the Court of Appeal on 18 May 2017. As a result, the Belfast Urban Area Plan currently operates as the statutory development plan for the area, whilst the provisions of the draft Newtownabbey Area Plan and the draft Belfast Metropolitan Area Plan (dBMAP) are also taken into account of as material considerations. In addition, there is a range of regional planning policy which is material to the determination of the proposal.

In both the Belfast Urban Area Plan and the draft Newtownabbey Area Plan the application site is located in the countryside on land formerly identified as part of the Belfast greenbelt. The current proposal seeks planning permission for a timber

recycling facility, which includes a processing shed, loading area, plant area, storage and distribution. Therefore, Policy GB 3 of BUAP is relevant in this case which directs large scale industrial development to zoned sites in towns and villages, but also advises that small scale industries may be permitted in suitable locations within the Green Belt (sic) in the interests of employment creation.

In draft BMAP (2004) the site in question forms part of the larger area zoned for employment/industrial use (MNY 08). Following consideration of an objection seeking the removal of one of the key site requirements of this zoning, the Planning Appeals Commission recommended no change to the Plan and accordingly it is considered that significant weight can be afforded to the beneficial employment zoning.

It should be noted that following consideration of the PAC report into draft BMAP, the Department confirmed that there were no objections to the zoning MNY 08 (dBMAP 2014 version) and '*will eventually be adopted in the Plan*' (pg.10 of PAC Report for Newtownabbey). Following consideration of the PAC report into draft BMAP, the Department confirmed the employment/industrial zoning (MNY 08) in BMAP and notwithstanding that the adoption of the Plan, as indicated above, was subsequently declared unlawful.

The statutory development plan for the area as matters stand is the Belfast Urban Area Plan (BUAP) 1990. However, in accordance with the position taken by the Department in the Chief Planner's Update (No.04 November 2019) and law relating to emerging local plans, the Council continues to treat the dBMAP (as it stood just before the decision to adopt) as a material consideration which is weighed up by the decision maker.

In the interim period there have been a number of decisions taken by the Planning Appeals Commission that indicate, whilst emerging policy provisions of draft BMAP remain material considerations in the determination of planning applications, reliance cannot be placed on specific policies of the draft Plan to refuse development proposals.

Draft BMAP identifies the application site as being within the settlement limits of Metropolitan Newtownabbey and on land which is zoned for Employment use which was subject to a range of Key Site Requirements (KSRs). Two recent planning appeal decisions of particular importance in the consideration of this application are 2018/A0075 and 2018/A0072 which in both cases the PAC set aside the key site requirements of dBMAP by providing greater weight to published planning policy.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPSs). The SPPS, provides the regional policy for industry and waste management, under which consideration must be given.

In respect of the proposed development, there is no conflict or change of policy direction between the provisions of the SPPS and that contained in the following

PPSs which provided the relevant regional policy context for consideration of the proposal:

- PPS 2: Natural Heritage;
- PPS 3: Planning and Movement;
- PPS 4: Planning and Economic Development;
- PPS 11: Planning and Waste Management; and
- PPS 15: Planning and Flood Risk;

Policy PED 1 of PPS 4 is entitled 'Economic Development in Settlements'. It advises that storage and distribution uses Class B2 light industrial uses will be permitted in an area specifically allocated for such purposes in a development plan or in an existing industrial /employment area provided it is of a scale, nature and form appropriate to the location. As stated earlier in the report, the application site is located on land zoned or allocated for employment/industrial use under draft BMAP which is a material consideration in the determination of this application. Policy PED1 also goes on to say that elsewhere in cities and towns, such proposals will be determined on their own individual merits.

The applicant RTD Crawford currently operates their sister timber recycling operation from premises at 20 Northern Road, Belfast, which is located within the Belfast Harbour Area on industrial zoned land (Belfast City Council). The agent has confirmed that their client is seeking planning permission for the same type of operation under the current application on zoned industrial/employment lands on the Antrim Road, Mallusk which is located within the ANBC's largest settlement, Metropolitan Newtownabbey.

Para 5.31 of the justification and amplification section of Policy PED 7 of PPS 4: 'Planning and Economic Development' states that an exception may be made for a proposal for a sui generis employment use compatible with the existing or proposed economic development use e.g. a builders' supplies merchant or a waste management facility provided that a sufficient supply of land for economic development use remains in the locality and the plan area.

The proposed land use is considered compatible with the existing uses in the surrounding area in terms of its scale, nature and form of the development. It is also considered that the proposed development will not result in a significant reduction in industrial/employment land resource in the locality or the plan area.

Para 3.20 of the SPPS requires that a generous supply of land suitable for economic use is provided for, including a choice and range in terms of quality. The current application site equates to 1.6 ha site which falls within a larger swathe of land (20.82 ha) under dBMAP 2004 along the Antrim Road which has been zoned for major employment growth. The ELER states that there is 17.49 ha circa of employment land remaining within this zoning (Table 7, page 92 of EP3). This demonstrates that there is a generous supply of employment land within the Council area and in this case, the impact of the loss of employment use to a sui generis use class development which falls under the exception criterion under para 5.31 of PPS 4, would be negligible.

Policy PED 9 of PPS 4 requires that it is demonstrated that the proposal is compatible with the predominant industrial use in the area. In accordance with the position

taken by the Department in the Chief Planner's Update (No.04 November 2019) and law relating to emerging local plans, the Council continues to treat dBMAP (as it stood just before the decision to adopt) as a material consideration which is weighed up by the decision maker. Given that both versions of BMAP have indicated that industrial and employment uses are acceptable within this zoning, it is therefore considered that the principle of the proposed development is acceptable subject to all relevant policy and environmental considerations being met.

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

Part (j) of Policy PED 9 of PPS 4 requires new development to have a high quality design and layout, while the 3rd bullet of policy WM1 of PPS 11 requires the visual impact of a waste management facility, including final landform of landfilling or land raising operations to be acceptable in the landscape and that the development will not have an unacceptable visual impact on any area designed for its landscape quality.

The proposed development does not fall within any sensitive landscape area and is to be located on lands specifically zoned for this type and scale of development. The proposal involves the erection of a timber recycling facility which will consist of a processing shed, within which will be a loading area, plant area, storage and administration. All processing and storage will be located internally or within a covered loading area attached to the main facility. A yard area is also proposed which will facilitate car parking and turning of HGVs.

The rectangular shaped timber recycling building, including the covered timber yard area equates to approximately 3,521 sqm of floorspace and measures circa 85m in length, 44m in width with a low angled pitched roof measuring 18.5m in height. It is accepted that for a development of this nature, there is relatively limited scope to be creative with the design process. According to Drawing No.06/1 the building will be finished in facing shuttered impact protection concrete walls, metal composite trapezoidal vertically laid wall cladding, metal composite trapezoid roof covering with grey metal pedestrian security and garage doors, grey aluminium thermally broken double glazed entrance doors and windows.

It is obvious that the proposal will be a visible addition to this industrial/employment zoning given the lack of development that has taken place within it to-date. It is accepted that due to the nature and scale of the development, there is potential for the site to be visually prominent from certain viewpoints. Main views into the site are from the road frontage (along the Antrim Road). Criterion (k) of Policy PED 9 of PPS 4 states that appropriate boundary treatment and means of enclosure are provided and any areas of outside storage processed are adequately screened from public view. To help soften the impact of the proposed development on the landscape and public views along the Antrim Road, the proposed timber facility will be set back approximately 200m from this road. According to the applicant's Design and Access Statement (para 3.2, Document No. 02) the building has been specifically placed to the rear of the site in order to provide for potential development expansion within the site in the future.

To mitigate public views of the proposed development when travelling along the Antrim Road to the south and the M2 motorway to the north and to reduce its prominence in the landscape, there will be an acceptable level of cut and fill into

the rising bank to the rear of the site to enable the finished floor level of the proposed recycling facility to be set at a lower level than the M2 motorway. The building is also to be set perpendicular to the Antrim Road in order to reduce its frontage and massing. An acceptable level of supplementary landscape buffer planting (as detailed on the landscape drawing, Drawing No.11) is also to be provided around the curtilage of the site as well as neighbouring lands (as required by the area plan KSR). Although the proposed facility will be set back approximately 60 metres from the M2 motorway, it will still be visible when travelling in both directions. However, it is considered that these views will be fleeting and the existing belt of trees located along the southern boundary of the M2 motorway along with the proposed supplementary planting will help limit direct views into the site for those persons travelling Antrim bound along the M2 motorway to an acceptable degree. It is recommended that a planning condition be attached to any grant of planning permission, should it be forthcoming, requiring the existing and proposed planting to grow to a height of no less than 8 metres and retained at or above this minimum height throughout the lifetime of the development. The applicant is also proposing the erection of 2.2-metre-high metal fencing around the perimeter of the site for security which is not uncommon for these types of facilities in industrial zoned areas.

Overall, it is considered that the proposed site layout, building design, finish, scale and massing (including associated infrastructure) is acceptable and generally reflects the type and scale of buildings in other industrial and employment areas within the Borough. The design of the buildings is considered to be reflective of the buildings to the west within Ballycraigy Business Park and those industrial buildings in the wider area to the southwest (Brett Martin Plastics manufacturing facility). It is considered that the proposed development will not detract from the character and appearance of this industrial zoned area and the proposal complies with PED 1, criterion (j) and (k) of policy PED 9 of PPS 4 and the second and third bullet points of WM1 of PPS 11.

The applicant has submitted a Landscape Management Plan with the application to satisfy one of the KRSs attached to the extant area plan zoning. This plan outlines the long term management responsibilities for the development and is considered acceptable.

Compatibility with Adjacent Land Uses

Part (a) of Policy PED 9 of PPS 4 states that the works shall be compatible with the surrounding land uses. Policy PED 8 of PPS 4 seeks to safeguard existing and approved economic development use from incompatible development that would prejudice future operations.

Policy PED 8 provides additional protection for existing 'sensitive industrial enterprises' through the land use planning system. The policy requires three (3) tests to be met, as follows:

1. The proposal is in the vicinity of an existing or approved economic development use;
2. The proposal is incompatible with the existing or approved use;
3. The proposal would prejudice the future operation of the existing or approved use.

The application seeks full planning permission for the erection of a timber recycling facility which will consist of a processing shed, within which will be a loading area, plant area, storage and administration, which comprises a sui generis use as well as mix of Class B2, B3 and B4 uses. The application is proposed to be located within zoned industrial/employment land. As stated earlier in the report, this sui generis waste facility is deemed compatible within an industrial location. The surrounding area to the west (Ballycraig Business Park) contains a number of mixed development units comprising a gymnasium (sui generis use) and B class uses. There would appear to be no sensitive industrial enterprises in this immediate area that would be significantly impacted upon as a result of this development. Overall it is considered that the proposed development is compatible with existing and approved uses in this area.

Neighbouring Amenity

Part (b) of Policy PED 9 states that the development shall not harm the amenity of nearby residents, and part (e) states that it shall not create a noise nuisance. Policy WM1 of PPS 11 states that proposals for the development of a waste management facility will be subject to a thorough examination of environmental effects and will only be permitted where it can be demonstrated that the proposal will not cause demonstrable harm to human health or result in an unacceptable adverse impact on the environment. As referred to under the Preliminary Matters section of this report, an EIA Screening Determination was carried out where it was determined that the planning application does not require to be accompanied by an Environmental Statement.

Due to the nature of the project, some noise will be generated from the plant operations and traffic and travel from people coming to and from the development. Without appropriate mitigation measures this could impact on residential amenity. The nearest residential properties lie to the northeast (No.19 Ballyvessey Road) and north (No.24 Ballyvessey Road) of the application site. Both these properties are separated by the M2 motorway to the application site. However, it is not anticipated that the development will generate concerns in relation to noise. A dwelling (No.653 Antrim Road) immediately to the west of the application site was unoccupied at time of inspection. A Noise Impact Assessment (Document Nos. 08 & 08/1) has been undertaken on behalf of the applicant to demonstrate that the development will not have any detrimental impact upon these sensitive receptors, including the property at No.650 Antrim Road which lies to the southwest of the application site on the other side of the Antrim Road. In order to properly assess the likely noise impacts associated with the proposed development, the applicant's noise consultant undertook an assessment of their client's sister operation at 20 Northern Road, Belfast. The results of which have been included in Chapter 4 of the noise report (Document No.08 refers). The Council's Environmental Health Section were consulted on the current proposal and offered no objections in terms of noise and odour subject to planning conditions controlling delivery times and noise levels. It is therefore considered that there will not be any adverse impact on any neighbouring amenities as a result of this application.

Natural and Built Heritage

PPS 2 Natural Heritage, part (c) of PED 9 of PPS 4 and the 8th bullet point under Policy WM1 of PPS 11 set the relevant planning context for the consideration of any

impacts arising from the development on natural heritage. In general terms, the policies state that the works should not adversely affect features of natural heritage.

The proposed site comprises a greenfield site, although the surrounding area is developed with a mix of land uses. The application site forms part of a larger area zoned for employment use (MNY 08) under the extant Belfast Metropolitan Area Plan (2004 version). The proposed development is located circa 8.45km east of Belfast Lough SA/Ramsar and circa 15km west of Lough Neagh and Lough Beg SPA/Ramsar.

A small watercourse lies adjacent to the southern boundary which provides a hydrological link with Lough Neagh and Lough Beg SPA/Ramsar, circa 20km downstream. SES have advised that during the construction phase the magnitude of dilution over the intervening distance is significant, however, due to the scale of the proposed development there is a slight risk of pollutants/sediments being transported downstream to European designated sites.

Following comments received from DAERA Water Management Unit, SES are content that a planning condition attached to any grant of planning permission requiring a proposed buffer of at least 10m to be maintained between any areas where construction works are taking place, including refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil etc. In addition, the watercourse to the southern boundary of the site will be sufficient to prevent any contaminants associated with run-off from the construction activities of the proposed site from entering the adjacent open watercourse and negatively impacting feature species and habitats of designated European Sites downstream. SES have confirmed in their consultation response dated 05 May 2022 that there is no adverse effect on the site integrity of Lough Neagh and Lough Beg SPA/Ramsar subject to the implementation of the condition recommended by NED.

This application was also considered in light of the assessment requirements under Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) by Shared Environmental Service on behalf of ANBC. SES have confirmed that following an Appropriate Assessment in accordance with the Regulations and having considered the nature, scale, timing, duration and location of the project, SES advises the project would not have an adverse effect on the integrity of any European site either alone or in combination with other plans or projects.

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 HRA report, and conclusions therein, prepared by Shared Environmental Services, dated 10/11/2021. This found that the project would not have an adverse effect on the integrity of any European site.

A Biodiversity Checklist (Document No.06), completed by Ayre Environmental has been submitted with the application. NIEA Natural Environment Division and Shared Environmental Services (SES) were consulted on the application and have considered the impacts of the proposal on designated sites and other natural heritage interests. Both NED and SES have offered no objections to the proposed development.

With regard to archaeological and built heritage, the application site is located within an area of moderate archaeological potential. In accordance with Policy PPS 6 BH4 an Archaeological Impact Assessment (AIA) (Document No.07) was submitted with the application. Historic Environment Division (HED) of the Department for Communities (DfI) were consulted on the application and concurred with the findings of the AIA and is content that the proposal satisfies PPS 6 policy requirements and have no objections subject to archaeological conditions in accordance with policy BH 4 of PPS 6 being attached to any grant of planning permission. It is considered that the proposal will not give rise to any unacceptable environmental impact which is contrary to the SPPS and PPS 6 archaeological policy requirements.

Flooding Risk, Drainage and Impact on the Surface Water Environment

PE9 (d) of PPS 4 requires that development is not located in an area of flood risk and will not cause or exacerbate flooding. PPS 15 Planning and Flood Risk sets out the policies which seek to protect people, property and the environment from flooding. Policy FLD 1 of PPS15 seeks to restrict development within the fluvial (river) and coastal floodplains. Policy FLD2 seeks to ensure the protection of existing drainage infrastructure such as open watercourses (designated or undesignated). The Flood Maps (NI) indicates no part of the site falls within the 1 in 100 year fluvial and coastal flood plain or is affected by surface water flooding.

As per FLD 3, the proposed recycling facility is to be set on an area of hardstanding exceeding 1000sqm and therefore a Drainage Assessment (Document No.04 and 4/1) has been submitted to comply with this element of the policy. As per Annex D18 of PPS15, Schedule 6 Consent has been sought and granted from DfI Rivers (Document No.09 refers) for discharging 38.9l/s to an existing ditch located on the southern boundary of the proposed site. DfI Rivers have confirmed that the applicant has provided adequate drainage drawings (Drawing No.12 refers) and calculations to support their proposal.

DfI Rivers advise that whilst not being responsible for the preparation of the DA, they have no reason to disagree with the logic provided in the DA and associated plans. It is therefore considered that the applicant has satisfactorily demonstrated how runoff from the site will be controlled. On this basis, it is considered that the proposal is acceptable and would not have an adverse impact in relation to flood risk and satisfies the relevant policy criteria of PPS 15. Overall it is considered that there is no significant flood risk from the proposal development.

Contaminated Land

NIEA Regulation Unit (RU) were consulted on the application and have advised that the previous activities adjacent to the application site (engineering works) and in the surrounding area may have caused the land to be affected by contamination. The applicant has submitted a Preliminary Contamination Land Risk Assessment (PRA) (Document No.13 refers), undertaken by RSK Ireland Ltd for the application site in order to determine whether the proposed development would have any adverse impacts on the water environment. The PRA identified potential pollutant linkages but deemed that the proposed development is of low risk to the water environment. NIEA RU have confirmed in their consultation response dated 26 April 2022 that they support the conclusions of the PRA (Document No.13) and offer no objection to the proposed development subject to the inclusion of specific planning

conditions attached to any grant of planning permission to address contamination and its risks.

Both the Council's EHS and NIEA RU have offered no objections to the methodology, findings or conclusions of the report. NIEA RU have recommended the use of planning conditions pertaining to previously unidentified contamination and the production of a remediation strategy and verification report demonstrating the effectiveness of the works in managing all risks and achieving remedial objectives.

Road Safety and Parking;

Planning Policy Statement 3: Access, Movement and Parking seeks to ensure that prejudice to road safety does not occur as a result of development.

Policy PED 9 of PPS 4 (criterion g) and the fifth bullet point under Policy WM 1 of PPS 11 requires that the existing road network can safely handle any extra vehicular traffic the proposal will generate or suitable developer led improvements are proposed to overcome any road problems identified. Criterion (h) of PED 9 (PPS 4) and the sixth bullet point under Policy WM 1 (PPS 11) requires that adequate access arrangements, parking and manoeuvring areas are provided.

According to Question No.12 on the applicant's P1 form, the applicant seeks the alteration of an existing access onto the Antrim Road. On site, this currently comprises of a field gate access onto the Antrim Road. As per footnote 4 under paragraph 5.13 of PPS 3, a field gate is not considered an access and therefore this proposal is assessed under AMP 2 as a new access to a public road serving the development proposal.

The applicant has provided a Transport Assessment Form (TAF) (Document No.05) which correctly states that the proposed development seeks the creation of a new access onto the Antrim Road. As per Drawing No. 04 (Proposed Site Layout), the access will provide for splays of 2.4m x 160m onto the Antrim Road. Access to the facility will be served via an internal haul road which will be taken off the Antrim Road and travel for approximately 45m through the existing field.

The TAF confirms that the 10,000 tonnes of waste are to be processed on site per year. According to the TAF, the plant will operate 5 days per week, 48 weeks per year, with 22 HGV movements per day. The TAF confirms that it has been calculated that this equates to 11 vehicle movements in a peak hour, of which 3 are HGVs. The TAF confirms that this development is not anticipated to generate a significant volume of traffic and as such, it is not anticipated that the proposed development will have a significant traffic impact to warrant the submission of a Transport Assessment. DfI Roads were consulted on the application and were content that the development would not prejudice the safety and convenience of road users.

The proposed development complies with the KSRs attached to the zoning in draft BMAP requiring access to be taken from the Antrim Road and agreed by DfI Roads however, a Transport Assessment (TA) was not necessary. Drawing No.04 (Proposed Site Layout) indicates that 10 no. car parking spaces, along with adequate space for the turning and manoeuvring of vehicles will be provided for within the curtilage of the site. DfI Roads in their consultation response dated 26 April 2021 offered no objections to the proposed access and parking arrangements subject to pre-commencement conditions requiring the access and visibility splays to be put in

place before the commencement of any other development on site. It is therefore considered that the proposal will not prejudice the safety and convenience of road users and meets the relevant policy requirements of PPS 3, PPS 4 and PPS 11.

The applicant has also submitted a masterplan for the site as per one of the extant area plan KSRs (Drawing No.02/1 refers, which sets out the design concept, objectives and priorities for the site, including the adjacent site MNY 09). DfI Roads note in their consultation response dated 26 April 2021 that any future development of extra units as detailed on Drawing No.02/1 will require assessment for a right hand turning lane and improved visibility splays. The access may require minor improvements to exit and entrance radii.

Crime and Personal Safety

Criterion (L) of Policy PED 9 of PPS 4 requires that the site is designed to deter crime and promote personal safety. In this case the applicant is providing security fencing along the roadside perimeter, as well as site entrance gates taken off the internal road serving the proposed facility. These measures are considered acceptable to meet the requirements of this criterion.

Movement Pattern

Criterion (i) of PED 9 of PPS 4 requires a movement pattern is provided as insofar as possible, supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way and provides adequate and convenient access to public transport.

The Transport Assessment Form (TAF) acknowledges that the use of walking, cycling and public transport is not likely at this site given the nature of the development. The TAF states that the majority of trips to the site have to be by vehicles, bringing heavy loads to the site. A bus service, No.573 stops on the Antrim Road (which connects between Belfast and Antrim/Ballymena), 300m walk from the site to accommodate those staff who do not wish to use private transport. On this basis it is considered that the applicant has given appropriate consideration to the requirements of criterion (i) of PED 9 of PPS 4.

Emissions and Effluent

Criterion 9 (f) of Policy PED 9 requires that any proposed development is capable of dealing satisfactorily with any emission or effluent. Question 18 on the P1 form (date stamped received 15 March 2021) confirms that a waste water treatment plant will be used on the site. Para 4.16 of the applicant's DAS confirms that no significant effluents will be created. The processes on site are to be contained within the building, which will be located on an area of hardstanding, with any fuels etc. stored on site properly bunded and secured. A Drainage Assessment, Drainage Maintenance Schedule and a declaration of Performance for small Waste Water Treatment Systems (Document Nos. 04 and 04/1 and 10) were submitted with the application which was forwarded to DfI Rivers and NIEA for comment. The applicant has received Schedule 6 Consent (Document No.09) from DfI Rivers permitting discharge to the existing watercourse. DfI Rivers were content with the information provided. NIEA Water Management Unit have confirmed that they are content with the proposal subject to the applicant complying with the relevant DAERA Standing Advice Notice and obtaining any relevant statutory permissions. None of the above-mentioned consultees raised any objections to these arrangements.

Economic Impact

The applicant has indicated that this scheme will create approximately 35 no. jobs and represents an overall investment in the region of £5 million.

CONCLUSION

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

- The principle of development is considered acceptable;
- The design, scale and massing of the proposed development is considered acceptable;
- The proposed development is considered compatible with adjacent land uses;
- There are no significant neighbour amenity concerns;
- There is no parking, road or personal safety concerns with this proposal;
- There are no significant flood or contamination risks associated with the development; and
- There are no archaeological, natural or built heritage concerns with the proposal.

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 waste materials accepted by the facility hereby approved shall be restricted to the following timber waste under European Waste Catalogue Codes:

03 01 01 - waste bark and cork;

03 01 04* - sawdust, shavings, cuttings, wood, particle board and veneer containing hazardous substances;

03 01 99 - wood preservatives not otherwise specified;

15 01 03 - wooden packaging;

17 02 01 – wood;

19 12 07- wood other than that mentioned in 19 12 06; and

20 01 38 - wood other than that mentioned in 20 01 37

These wastes shall be restricted to processing and storage within the facility hereby approved as shown approved Drawing No.04, bearing the date stamp 15 March 2021.

Reason: In the interests of environmental protection.

3. No site works of any nature or development shall take place until a programme of archaeological work (POW) has been prepared by a qualified archaeologist, submitted by the applicant and approved in writing by the Council. The POW shall provide for:

- The identification and evaluation of archaeological remains within the site;

- Mitigation of the impacts of development through licensed excavation recording or by preservation of remains in-situ;
- Post-excavation analysis sufficient to prepare an archaeological report, to publication standard if necessary; and
- Preparation of the digital, documentary and material archive for deposition.

Reason: to ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.

4. No site works of any nature or development shall take place other than in accordance with the programme of archaeological work approved under Condition No.03.

Reason: to ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.

5. A programme of post-excavation analysis, preparation of an archaeological report, dissemination of results and preparation of the excavation archive shall be undertaken in accordance with the programme of archaeological work approved under Condition No.03. These measures shall be implemented and a final archaeological report shall be submitted to the Council within 12 months of the completion of archaeological site works, or as otherwise agreed in writing with the Council.

Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated and the excavation archive is prepared to a suitable standard for deposition.

6. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No.10 bearing the date stamp 15th March 2021, 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 that there is a satisfactory means of access in the interests of road safety and the convenience of road users.

7. The gradient of the access road shall not exceed 8% (1 in 12.5) over the first 10m 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. 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 the approved Drawing No. 04 bearing date stamp 15th March 2021 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.

9. A buffer of at least 10m must be maintained between the location of all construction works including refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil etc. and the watercourse to the south boundary (western half).

Reason: To protect NI Priority Habitat and minimise potential pollution pathways.

10. Prior to development proceeding all site boreholes and wells must be fully decommissioned in line with SEPA guidance document 'Good practice for decommissioning redundant boreholes and wells' (UK Groundwater Forum) available at:

<https://www.sepa.org.uk/media/34618/decommissioning-redundantboreholes-and-wells.pdf>

Evidence for the decommissioning shall be provided to the Planning Authority for agreement.

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

11. If during the development works, new contamination or risks to the water environment is encountered which have not previously been identified, works should cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at:

<https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>

In the event of unacceptable risks being identified, a remediation strategy shall be agreed in writing with the Council, and subsequently implemented and verified to its satisfaction.

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

12. After completing all remediation works under Condition No.11 and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with the Council. This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at:

<https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>.

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

13. The premises shall not remain open for business outside the following hours: Monday to Thursday 07:00 to 16:00 hours Friday 07:00 to 14:00 hours and no operations on Saturday and Sunday.

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

14. All doors, including roller shutter doors, to the areas marked 'Plant Area', 'Loading Area' and 'Loading Bay' on Drawing Number 04, date stamped 15 March 2021' shall remain in the closed position, except for access and egress.

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

15. An 'acoustic tunnel' of 1m length, lined on all sides with acoustically absorbent material with an absorption coefficient of NRC 0.5 or greater, as described within paragraph 4.15 of Document No.08, date stamped 15 March 2021', shall be provided to the conveyors that penetrate the western façade of the 'Plant Area' as marked on Drawing Number 04, date stamped 15 March 2021'.

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

16. The Rating Level of noise emitted from the development shall not exceed;

51dB $L_{Ar,1hr}$ at Number 19 Ballyvesey Road
57dB $L_{Ar,1hr}$ at Number 24 Ballyvesey Road
53dB $L_{Ar,1hr}$ at Number 653 Antrim Road and
45dB $L_{Ar,1hr}$ at Number 650 Antrim Road,

in accordance with paragraph 5.2 of the Lester Acoustics Report Reference Document No.08, date stamped 15 March 2021'.

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

17. The existing vegetation as indicated on the Drawing No. 11 date stamped 03 March 2022 shall be retained at a minimum height of 2 metres for hedgerows and trees within the hedgerows retained at a minimum height of 8 metres, and shall be allowed to grow on or as agreed in writing with the Council.

Reason: To ensure the maintenance of screening to the site and to ensure the continuity of the biodiversity value afforded by existing trees.

18. The proposed landscaping indicated on Drawing No. 11 date stamped 03 March 2022 shall be carried out within the first planting season following the completion of the development hereby approved and shall be retained in thereafter at a minimum height of 2 metres for hedging and 8 metres for trees

unless necessary to prevent danger to the public in which case a full explanation shall be given to the Council in writing prior to their removal.

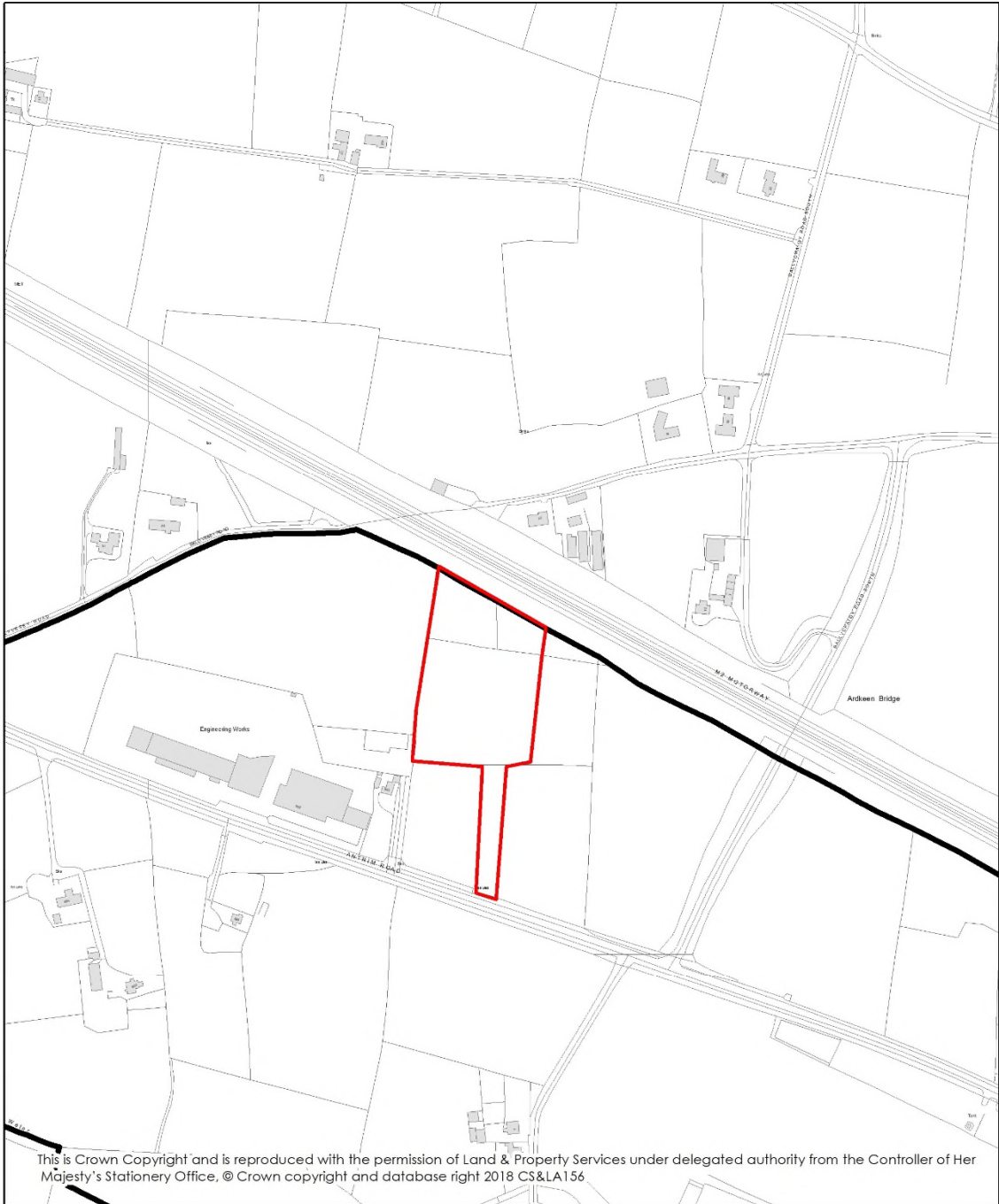
Reason: In the interests of visual amenity and to ensure the provision, establishment and maintenance of a high standard of landscape.

19. No development shall take place until the details of the colour of the finishes to the building hereby approved has been submitted to and approved by the Council.

Reason: To ensure that the proposed development is in keeping with the character of the area.

20. The proposed finishes to the development hereby approved shall be in accordance with those as indicated on approved Drawing No.06/1, date stamped received 13 April 2021.

Reason: To ensure that the proposed development is in keeping with the character of the area.



Site Location Plan

Application Reference: LA03/2021/0258/F
 Location: East of 655 Antrim Road Newtownabbey



Proposal: Proposed erection of timber recycling facility including processing shed, covered loading area, plant area, storage, administration and associated access road, car parking and service yard.

 Site boundary



COMMITTEE ITEM	3.2
APPLICATION NO	LA03/2022/0334/F
DEA	ANTRIM
COMMITTEE INTEREST	MAJOR DEVELOPMENT
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Proposed two storey extension to provide additional school accommodation, additional parking, landscaping and ancillary site works
SITE/LOCATION	Parkhall Integrated College, Steeple Road, Antrim, BT41 1AF
APPLICANT	Education Authority
AGENT	Clyde Shanks
LAST SITE VISIT	25 th May 2022
CASE OFFICER	Ashleigh Wilson Tel: 028 903 Ext 40429 Email: ashleigh.wilson@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located within the development limits of Antrim Town and is within the grounds of Parkhall Integrated College, located on the outskirts of Antrim Town.</p> <p>The building extension will be located at the southwest of the site, adjacent to the main car park and is currently occupied by a greenhouse and planters. A number of hardstanding paths provide pedestrian access from the main school, however, the area is mainly soft landscaping.</p> <p>The southwestern boundary of the application site is defined by dense foliage and beyond this is the Antrim to Ballymena railway line which is on a lower level than the school site. To the southeastern boundary of the school site is Steeple Road which passes over the railway line, so along most of the school frontage, the Steeple Road is at a significantly higher level, which then slopes down to meet the main site entrance. Between Steeple Road and the school car park there is a landscaped verge of approximately thirty (30) metres which slopes between the two.</p> <p>The school is part of a shared campus with Antrim Grammar School, with a single vehicular access from Steeple Road.</p>	
RELEVANT PLANNING HISTORY	
<p>Planning Reference: LA03/2021/1172/DETEI Location: Parkhall Integrated College, Steeple Road, Antrim, BT41 1AF, Proposal: EIA determination request for proposed two storey extension to provide additional school accommodation, associated parking, landscaping and ancillary site works Decision: ES Not Required (13.12.2021)</p>	

Planning Reference: LA03/2021/1155/PAN
Location: Parkhall Integrated College, Steeple Road, Antrim, BT41 1AF,
Proposal: Proposed two storey extension to provide additional school accommodation, associated parking, landscaping and ancillary site works
Decision: Proposal of Application Notice is Acceptable (09.12.2021)

Planning Reference: LA03/2021/1206/PAD
Location: Parkhall Integrated College, Steeple Road, Antrim
Proposal: Proposed two storey extension to provide additional school accommodation, associated parking, landscaping and ancillary site works
Decision: PAD Concluded

Planning Reference: LA03/2018/1055/DC
Location: Parkhall College, Steeple Road, Antrim
Proposal: Demolition of existing school, new 2-storey school with youth wing and pitches, improved parking for all 3 schools, provision of bus layby and drop off areas (Discharge of condition 3 and condition 4 from approval T/2014/0533/F regarding submission of programme of archaeological work and permitting access for archaeologist)
Decision: Condition Discharged (15.01.2019)

Planning Reference: LA03/2017/1080/DC
Location: Parkhall College, Steeple Road, Antrim,
Proposal: Demolition of existing school, new 2-storey school with youth wing and pitches (Discharge of Condition 5 of planning approval T/2014/0533/F relating to programme of works)
Decision: Condition Discharged (22.01.2018)

Planning Reference: T/2014/0533/F
Location: Parkhall College, Steeple Road, Antrim.
Proposal: Demolition of existing school, new 2-storey school with youth wing and pitches, improved parking for all 3 schools, provision of bus layby and drop off areas (Landscape Detail)
Decision: Permission Granted (29.04.2015)

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.

Until the Council adopts its new Local Development Plan, planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough, which in this case is the Antrim Area Plan 1984 -2001. Account will also be taken of the relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy

and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Antrim Area Plan 1984 – 2001: The application site is located within the settlement of Antrim Town.

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.

PPS 2: Natural Heritage: sets out planning policies for the conservation, protection and enhancement of our natural heritage.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS 6: Planning, Archaeology and the Built Heritage: sets out planning policies for the protection and conservation of archaeological remains and features of the built heritage.

PPS 15: Planning and Flood Risk (Revised September 2014): sets out planning policies to minimise flood risk to people, property and the environment.

A Planning Strategy for Rural Northern Ireland sets out Public Service and Utilities policies for Northern Ireland.

CONSULTATION

Council Environmental Health Section – No objection.

Northern Ireland Water – No objection.

Department for Infrastructure Roads- No objection, subject to condition.

Department for Infrastructure Rivers – No objection.

Department for Communities Historic Environment Division – No objection.

Northern Ireland Environment Agency: Water Management Unit – No objection.

Northern Ireland Environment Agency: Natural Heritage – No objection.

Belfast International Airport – No objection.

Northern Ireland Transport Holding Company – No objection.

Shared Environmental Services – No objection.

REPRESENTATION

Fifty-Seven (57) 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:

- Policy Context and Principle of Development
- Design, Appearance and Impact on the Character and Appearance of the Area
- Neighbour Amenity
- Natural Heritage
- Impact on Features of Archaeological Importance
- Flood Risk
- Access, Movement and Parking
- Other matters

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 Area Plan (AAP) currently operates as the statutory local development plan for the area where the application site is located and there is also a range of regional planning policy which is material to determination of the proposal. Policy PSU 1 of The Planning Strategy for Rural Northern Ireland allows for 'community needs' and while the application site is within the urban area, the policy is pertinent. The policy amplification states that emphasis will be placed upon making the best possible use of existing sites.

The proposed development is for the erection of a two storey extension to the existing school building and comprises approximately 1395 square metres. The extension is to provide for the provision of class space, additional toilet facilities, a vice principals office and stores on the ground floor together with additional class space, a recording studio, library and sixth form annex on the first floor.

The principle of development is considered acceptable as this is an extension within the site of an existing school facility within the development limits of Antrim Town.

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

The proposed extension is to be located on the southwestern corner of the application site. The extension projects approximately 41 metres from the existing school building off the southern elevation and is approximately 46.5 metres wide. The extension spans over two floors (Level 0 and Level 1) and will provide for additional class facilities.

The proposal also includes additional car parking spaces proposed along the western elevation of the building. The existing building and proposed extension will help to screen the parking spaces from the east and the existing vegetation is to be

retained along the western boundary which will also ensure that there is no significant visual impact.

The proposed materials of the extension include standing seam aluminium roof to match the existing, buff coloured facing brick to match the existing, self-coloured render (white) and aluminium curtain walling (grey). The mixture of materials helps to break up the mass of the extension and complement the existing materials. A first floor projection with overhang feature is proposed on the southern end and provides visual interest to the external façade of the building.

The existing greenhouse is also proposed to be relocated to the southwestern corner of the application site. The building is small in scale and will not have a significant visual impact. Views of the proposal will be local and largely limited to within the school grounds. It is considered the design and materials of the proposal are acceptable and will not have a significant impact on the character and appearance of the area.

Neighbour Amenity

There are residential dwellings beyond the western boundary of the application site where the extension and additional parking spaces are proposed, however, the dwellings are separated by mature vegetation which is to be retained along the site boundary. Between the application site and the residential dwellings is the Antrim to Ballymena railway line. A separation distance of approximately 33 metres exists between the closest part of the development (the relocated greenhouse) to the nearest residential property (No. 15 Hood Court) and approximately forty metres exists between the proposed car parking spaces with a distance of 49 metres between the proposed extension and the boundary with neighbouring properties. Owing to the separation distance and intervening vegetation, it is considered that there will not be a significant impact on residential amenity.

Natural Heritage

The site contains the existing school buildings and greenhouse, amenity grassland, and planted trees. The surrounding habitat contains residential areas and a railway embankment, separated by a palisade boundary fencing.

A Preliminary Ecological Assessment (Document 04, date stamped 23rd March 2022) (PEA) has been submitted as part of the planning application. The report concluded that there are no priority habitats recorded within the application site boundary or on the NIEA Mapviewer. The development will not impact adjacent mature tree planting or hedge lines along the railway line which is protected by a palisade fencing. The PEA also stated that there are no badger setts within the red line boundary or within 25m of the site boundaries. The landscape plan (Drawing No. 03, date stamped 23rd March 2022) includes for biodiversity enhancement and mitigation through compensatory planting. NIEA Natural Environment Division (NED) has been consulted on the landscaping proposals and welcomes the additional planting of wildflowers, pollinator mix and a range of different tree species proposed as biodiversity enhancement for the site. NED has recommended planting with a higher proportion of native species to enhance the biodiversity of the site further and the developer can be advised of this by way of an informative.

NED has been consulted and has noted from the PEA that the trees and buildings present at the site were of negligible bat roosting potential (BRP). NED is therefore content that no further surveys are required. NED notes from the PEA that the surrounding trees, outside of the palisade fencing, are mature with a large amount of ivy cover, therefore are likely to have bat roosting potential. NED is in agreement with the ecologist that any additional external lighting should be wildlife friendly in accordance with BCT guidelines with a light spill of less than 1 lux on the boundary hedgerows and mature trees around the site. The developer can be advised of this through an informative should planning permission be forthcoming.

There is some suitable habitat for breeding birds in the trees, shrubs and the greenhouse which is present at the site. As breeding birds are protected under Article 4 of the Wildlife (Northern Ireland) Order 1985 (as amended), in order to avoid potential offences through killing/injury of nesting birds and/or their young and/or the destruction/damage of their active nests, any clearance of vegetation or demolition of buildings/structures should be undertaken outside the bird nesting season and an informative should be attached to the grant of planning permission should it be forthcoming.

It is also noted that swifts are recorded in proximity to the site, therefore, NED has recommended the inclusion of "Swift bricks" or other artificial nest sites for Swifts to be considered for the school building as biodiversity enhancement, as the availability of sites for this largely urban nesting species has declined substantially in recent years. An informative can be added to any future decision notice to advise the applicant of this should planning permission be forthcoming.

A badger survey has been carried out at the site, and there was no evidence of badger activity or setts present. It is therefore considered that no further badger surveys are required.

The proposed development is approximately 168m from the culverted Steeple Burn watercourse which is hydrologically connected to Lough Neagh Ramsar site, SPA, and Lough Neagh and Lough Beg ASSI designated sites. Storm drainage flows into the Steeple Burn watercourse at the site. NED has been consulted and has advised that provided appropriate pollution prevention measures are implemented during the construction phase of the development, NED is content that any significant impacts to designated sites can be mitigated.

The 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 Antrim and Newtownabbey Borough Council which is the competent authority responsible for authorising the project.

Following an Appropriate Assessment in accordance with the Regulations and having considered the nature, scale, timing, duration and location of the project, SES advises the project would not have an adverse effect on the integrity of any European site either alone or in combination with other plans or projects. In reaching this conclusion, SES has assessed the manner in which the project is to be carried out including any mitigation. This conclusion is subject to conditions to stipulate that there shall be no direct discharge of untreated surface water run-off during construction to

the culverted Steeple Burn watercourse and a buffer being maintained from the watercourse or surface drains (Conditions 3 and 4).

Overall, it is considered that the proposal will not have a detrimental impact on features of natural heritage, protected species or protected sites providing appropriate mitigation is implemented as conditioned.

Impact on Features of Archaeological Importance

The application site was subject to archaeological trenching prior to the construction of Parkhall College. It revealed that this part of the site had been subject to substantial landscaping and build-up during its phase as playing pitches. No finds or features of archaeological significance were uncovered. Due to the results of the previous archaeological testing, and the extent of existing ground disturbance associated with the construction of Parkhall College. HED (Historic Monuments) was consulted and raised no objection to the proposal. It is considered that the proposal is satisfactory to SPPS and PPS 6 archaeological policy requirements.

Drainage and Flood Risk

The site is traversed from the southeast to the northeast by a watercourse which is designated under the terms of the Drainage (Northern Ireland) Order 1973, and is known as 'Steeple Burn'. Under 6.32 of the Revised Policy PPS 15 FLD 2, it is essential that an adjacent working strip is retained to facilitate future maintenance by DfI Rivers, other statutory undertaker or the riparian landowners. There is at least a ten (10) metre working strip provided between the proposed extension and the watercourse.

A Drainage Assessment (Document 08, date stamped 23rd March 2022) was included as part of the supporting documentation which accompanied the application and DfI Rivers were consulted. DfI Rivers, while not being responsible for the preparation of the Drainage Assessment, accepts its logic and has no reason to disagree with its conclusions. Consequently, DfI Rivers cannot sustain a reason to object to the proposed development from a drainage or flood risk perspective. It should be brought to the attention of the applicant that the responsibility for the accuracy, acceptance of the Drainage Assessment and implementation of the proposed flood risk measures rests with the developer and their professional advisors and an informative can be added with regards to this should planning permission be forthcoming.

The proposed effective impermeable area, including all roofs and hardstanding, is 1,536m². It is proposed that surface water run-off from the proposed development will flow to the existing drainage network within the site, which ultimately discharges to the Steeple Burn watercourse. Foul sewage will be disposed with via mains. NI Water has raised no objection to the proposal. NIEA Water Management Unit has raised no objection. It is considered the drainage arrangements are acceptable for the proposal and there will be no significant increased flood risk to the site as a result of the proposal.

Access, Movement and Parking

The proposed traffic generated by the proposal is indicated on the P1 form an increase of 5no. vehicles to the premises daily. An additional 23no. car parking spaces are proposed adjacent to the western elevation of the school building and

proposed extension. DfI Roads has raised no objection to the proposal. It is considered that the proposal complies with PPS 3 with regards to access, movement and parking.

Other Matters

Railway line

The application site abuts a railway line and NI Transport Holding Company has been consulted and has raised no objection to the proposal, however, they have recommended conditions be attached to any future decision notice. These are considered to be more appropriate to be added as informatives.

Belfast International Airport

The application site is within proximity to Belfast International Airport. The proposal has been examined from an aerodrome safeguarding aspect and does not conflict with safeguarding criteria. Belfast International Airport has been consulted and has raised no objection to the proposal.

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 is considered acceptable;
- There is no significant impact on the amenity to residential properties adjoining the school site;
- There is no significant impact on the character and appearance of this area;
- There is no significant flood risk with this proposal.

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. No operation in or from any building hereby permitted shall commence until hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No. 02 bearing date stamp 23rd March 2022 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.

3. There shall be no direct discharge of untreated surface water run-off during the construction or operational phases of the development into the culverted Steeple Burn watercourse.

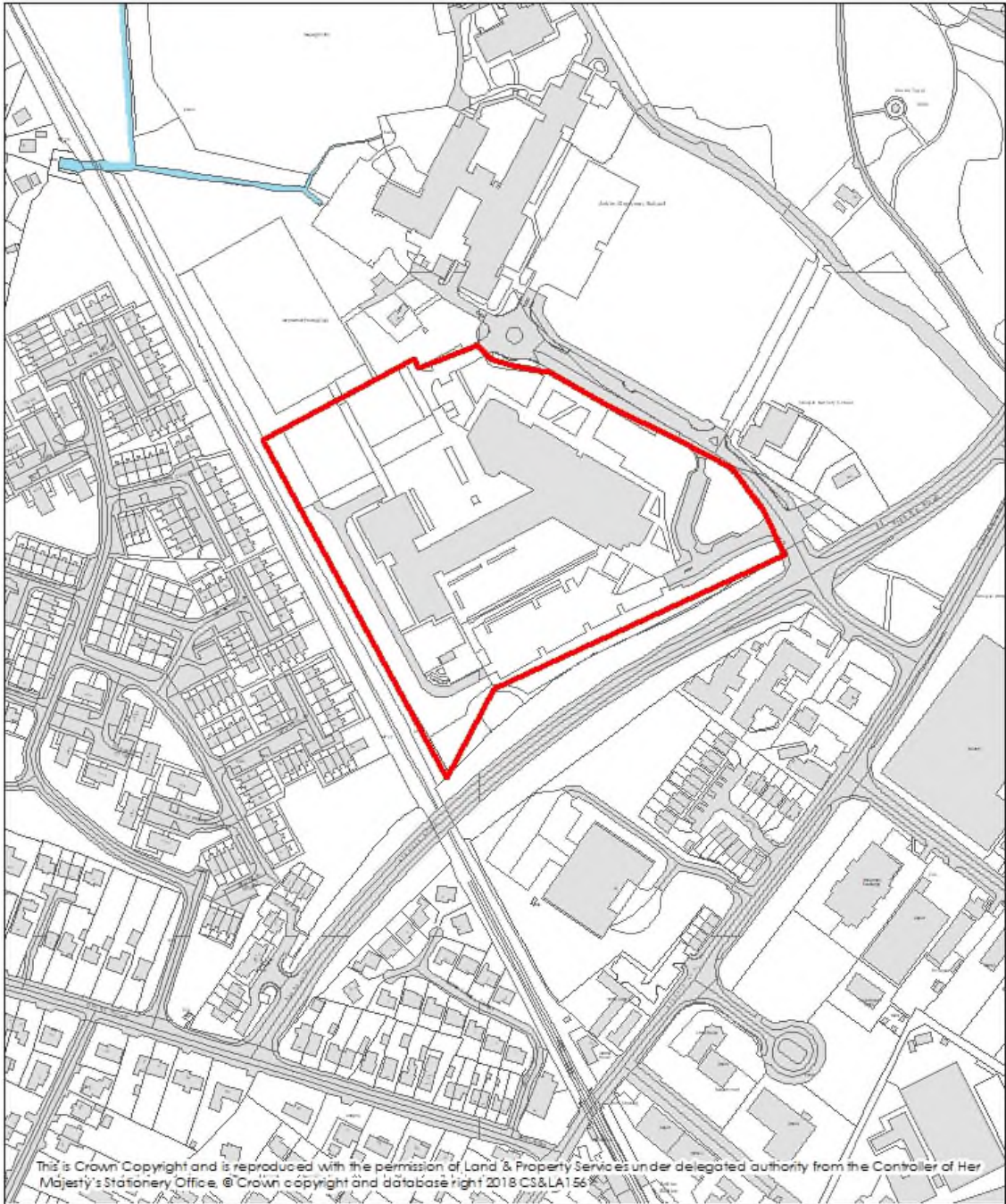
Reason: To protect Northern Ireland priority habitats and Lough Neagh SPA, Ramsar site and Lough Neagh and Lough Beg ASSI.

4. A suitable buffer of at least 10m must be maintained between the location any refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil etc. and any watercourses or surface drains present onsite or adjacent to the site.

Reason: To protect Northern Ireland priority habitats and Lough Neagh SPA, Ramsar site and Lough Neagh and Lough Beg ASSI.

5. The proposed landscaping indicated on drawing No. 03 date stamped 23/03/2022 shall be carried out within the first planting season following the completion of the development hereby approved and shall be retained thereafter at a minimum height of 2 metres for hedging and 4 metres for trees unless necessary to prevent danger to the public in which case a full explanation shall be given to the Council in writing prior to their removal.


Reason: In the interest of visual amenity and to ensure the provision, establishment and maintenance of a high standard of landscape.



Site Location Plan



Application Reference: LA03/2022/0334/F

 Site boundary

Parkhall Integrated College, Steeple Road, Antrim

Proposed two storey extension to provide additional school accommodation, additional parking, landscaping and ancillary site works.



COMMITTEE ITEM	3.3
APPLICATION NO	LA03/2022/0268/F
DEA	AIRPORT
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE PLANNING PERMISSION
PROPOSAL	28 No. Mobile Home Plots for Traveller Accommodation
SITE/LOCATION	Lands at No 4 and No 7 Hydepark Lane Mallusk Newtownabbey BT36 4QD
APPLICANT	R Sloan
LAST SITE VISIT	20th June 2022
CASE OFFICER	Barry Diamond Tel: 028 903 40407 Email: barry.diamond@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located in the rural area outside of the development limits of Metropolitan Newtownabbey. The site is located up a long laneway, known as Hydepark Lane, which provides access to a new housing development under construction (Mill Bridge), the laneway also provides access to Hydepark Dam along with several other dwellings in the rural area including the application site. The access lane does not link to any other public road other than Hydepark Road.</p> <p>The application site itself comprises an existing two storey house with a side annex, some dilapidated outbuildings and two small agricultural fields. The site is bounded along the northern and western boundaries by trees and hedges, while the southern and eastern boundaries are defined by low hedgerows. The site is relatively flat with a post and wire boundary defining a portion of the field boundary and there is a small hedgerow along the existing laneway which intersects the site before terminating at the dwelling known as No. 7.</p> <p>The surrounding area contains two reservoirs and a number of dispersed rural dwellings set outside the development limits of metropolitan Newtownabbey. A dwelling No. 4 Hydepark Lane directly abuts the site and this is shown to be under the ownership of the applicant.</p>	
RELEVANT PLANNING HISTORY	
Not Applicable	
PLANNING POLICY AND GUIDANCE	
<p>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.</p> <p>Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted</p>	

Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan). Account will also be taken of the Draft Newtownabbey Area Plan and its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which has reverted to the Draft Plan stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Draft Newtownabbey Area Plan 2005 (NAP): The application site is located in the rural areas outside of the settlement limit of Metropolitan Newtownabbey. The Plan offers no specific guidance on this proposal.

Belfast Urban Area Plan (BUAP): The application site is located in the rural areas outside of the settlement limit of Metropolitan Newtownabbey. The Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan (Published 2004): The application site is located in the rural areas outside of the settlement limit of Metropolitan Newtownabbey. 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.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS12: Housing in Settlements: Travellers Accommodation – this revised policy sets out the position on Travellers accommodation for both the preparation of the Local Development Plan and for assessing planning applications.

PPS 15: Planning and Flood Risk (Revised September 2014): sets out planning policies to minimise flood risk to people, property and the environment.

CONSULTATION

Council Environmental Health Section – Additional information required.

Department for Infrastructure Roads – Additional information required.

Department for Infrastructure Rivers – Flood Risk Assessment required.

NI Water – No objection

Northern Ireland Housing Executive – There is no need for this development in the area.

Defence Infrastructure Organisation – No objections

REPRESENTATION

Four (4) neighbours were notified of the application and eighty-four (84) letters of representation have been received from seventy-one (71) addresses. In addition, there are seventeen (17) letters of support from ten (10) properties including four (4) anonymous submissions.

The full representations made regarding this proposal are available for Members to view online at the Planning Portal (www.planningni.gov.uk).

The key points of objection raised are summarised below:

- Overdevelopment of the site
- Impact on wildlife
- Lack of information
- Proposal is out of character
- Increase in traffic/road safety
- Increase in noise, odour and general disturbance
- Impact of artificial lighting
- Lack of utilities, gas, electric, water
- Issues with waste disposal
- Impact on property values
- Proposal may lead to anti-social behaviour
- There is no need for the facility
- The land is not zoned for a travellers site
- There is sufficient housing capacity in the Metropolitan area
- Tension within communities
- The application should be a major planning application.

The key points of support raised are summarised below:

- General support for a purpose built facility to accommodate the traveller community.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Preliminary Matter
- Policy Context and Principle of Development
- Design, Layout and Appearance
- Private Amenity
- Neighbour Amenity
- Impact on Character and Appearance of the Area
- Access and Road Safety
- Other Matters

Preliminary Matter

The application was significantly deficient in the level of information required to process an application of this type and as a consequence, the applicant was advised of the requirement to submit additional information. This information was requested on the 11th May 2022, however, at the time of writing no additional information has been received.

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 purportedly adopted Belfast Metropolitan Area Plan 2015 (BMAP 2015) was for a period of time deemed to be the statutory development plan for this area, however the purported adoption of the Plan by the then Department of the Environment in 2014 was subsequently declared unlawful by the Court of Appeal on 18th May 2017. As a consequence, the Belfast Urban Area Plan (BUAP) remains the statutory Local Development Plan (LDP) for the area. The provisions of draft NAP and the draft Belfast Metropolitan Area Plan (dBMAP) are also a material consideration in this application.

The application site is located within the rural area outside the development limit of Metropolitan Newtownabbey within the Belfast Urban Area Plan (BUAP) and within the development limit of Metropolitan Newtownabbey in both the draft NAP and dBMAP.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPS's). Amongst these is PPS 21: Sustainable Development in the Countryside. Taking into account the transitional arrangements of the SPPS, retained PPS 21 provides the relevant policy context for the proposal. Supplementary guidance on PPS 21 is contained in document 'Building on Tradition - A Sustainable Design Guide for the Northern Ireland Countryside' which seeks to promote quality and sustainable building design in Northern Ireland's countryside.

Policy CTY 1 of PPS21 allows for a number of different forms of residential development including traveller's accommodation where this is in accordance with Policy HS 3 of PPS 12, therefore it is Policy HS 3 which sets the main policy context for the assessment of whether the development is acceptable in principle or not.

The supporting Planning Statement (Document 01) provides the policy context for assessing travellers accommodation and in this context, the Policy makes it clear that a Housing Needs Assessment for Travellers specific accommodation is required. No such assessment has been provided, rather the supporting statement makes reference to a lack of traveller households within the Borough. A low number of

traveller households does not equate to a need for accommodation and no Housing Needs Assessment has been submitted. In addition, consultation has been undertaken with the Northern Ireland Housing Executive and they have responded to indicate that there is no need for such a facility in the area.

Exceptionally, the Policy does allow for a single family transit site without a requirement to demonstrate need, however, as this proposal seeks planning permission for 28 such units it is considered that this exception to the Policy is not applicable and does not need to be explored.

There is no verifiable Housing Needs Assessment for Travellers specific accommodation, nor is the proposal supported by the NIHE, and as a consequence the principle of development cannot be established and the proposal is considered to be unacceptable.

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

All dwellings in the countryside must integrate with their surroundings in accordance with the policy requirements of the SPPS and Policies CTY 13 and CTY 14 of PPS 21. In addition, Policy HS3 of PPS12 states that adequate landscaping is to be provided and particular regard is to be had to the environmental amenity of the area. Policy CTY 13 of PPS 21 requires that new development in the countryside should not be prominent in the landscape and will integrate into its surroundings, whilst Policy CTY 14 states that planning permission will be granted where the proposed building(s) will not cause a detrimental change to, or further erode the rural character of an area.

Notwithstanding the fact that the proposal fails to establish a principle of development, the impact of the development on the visual amenity will be considered. The application seeks full planning permission to develop plots for traveller accommodation, while there are no elevations provided, there is a block plan (Drawing 02) showing the proposed areas of hardstanding laid out in a compressed ring format with a central island of open space which also contains 4No. plots. The site is fairly well enclosed by existing vegetated boundaries and the site is set up a private shared laneway. Given the low height of caravans, normally less than 3.5 metres, it is considered that the proposed caravans would integrate into the landscape to a reasonable degree provided that there was additional landscaping provided as part of the scheme.

The surrounding area is rural in character although it is set on the edge of the settlement limit. It is considered that there is a sufficient spatial buffer between the settlement limit and the proposed site to provide a strong rural context to the application site. There is a small number of scattered dwellings in the area with the laneway also providing access to Hyde Park Dam. The proposed development seeks to provide accommodation for 28 No. caravan plots which as a consequence of the number of proposed units, provides a significant level of increased traffic movements and public access along Hyde Park Lane.

Policy CTY 14 outlines that development will be unacceptable if it results in a suburban style build-up of development and does not respect the traditional pattern of settlement exhibited in that area. Given that the existing settlement pattern in this rural area is dispersed rural dwellings it is considered that the positioning of 28 No.

plots for caravans within the application site in the rural area would have a significant impact on the established rural character of the area.

It is considered that the proposed development is unacceptable given that it will have a significant impact on the established rural character of the area, contrary to Policy CTY 14 of PPS21 and will be detrimental to the environmental amenity of the area contrary to Policy HS 3 of PPS12.

Flooding and Drainage

Policy FLD1 of PPS 15 states that development will not be permitted within the 1:100-year fluvial floodplain unless the development is considered to be an exception to the policy. The Flood Hazard Map (NI) indicates that the development does not lie within the 1 in 100-year fluvial floodplain, however, an undesignated watercourse/culvert is located centrally throughout the site.

DfI Rivers was consulted on the application and has indicated that Flood Maps (NI) does not indicate a floodplain associated with this undesignated watercourse due to the fact that this minor watercourse falls below the threshold in terms of the catchment area for river modelling. DfI Rivers has indicated that they have records of previous flooding at the property on site (No. 7 Hyde Park Lane). DfI Rivers have also indicated that the applicant should carry out a Flood Risk Assessment (FRA) for consideration that will determine the extent of the floodplain associated with this undesignated watercourse. This will require a river modelling exercise to be conducted. The FRA should consider both the flooding risks to the development itself and its impact on flooding elsewhere, and include mitigation where appropriate. No FRA was submitted with the application, nor has one been provided following the consultation response from DfI Rivers. Given the severe consequences of flooding to the proposed development and to other areas beyond the application site, it is considered that given that the risk of flooding cannot be properly assessed, then a precautionary approach should be taken as the proposal is contrary to Policy FLD 1 of PPS 15 and a reason for refusal to this effect should be added to the decision notice, should planning permission be refused.

In addition, new development needs to be considered in relation to the other aspects of PPS15. The proposal does not propose any culverting of the existing watercourse, the quantum of development does not meet the threshold for requiring a Drainage Assessment and the development does not lie within the flood inundation zone of any reservoir.

Contaminated Land

There is evidence of made ground in the northern portion of the site, with satellite imagery showing the land being used for either storage of material or dumping. The use of this portion of land is unknown and the applicant was asked for a contamination study to demonstrate that the land has not been affected by any historic land use. Given the potential risks of land contamination, it is requested that a Preliminary Risk Assessment (PRA) is provided, to identify potential land contamination issues for the application site to include:

- A desk-top study detailing the site's history and a conceptual site model identifying all possible pollutant linkages;
- Depending on the conclusions of the desk-top study the applicant should consider the need for further work to be undertaken including, where

appropriate, sampling, monitoring and /or other intrusive site investigations. This information should be submitted in the form of a Generic Quantitative Risk Assessment (GQRA);

- Any remediation strategy developed as a result of the findings of the GQRA needs to be forwarded to the Council for comment/agreement.

This information was requested from the applicant, however, no additional information was forthcoming to address this issue. It is considered that given that the risk of contamination cannot be properly assessed, then a precautionary approach should be taken given the sensitive nature of the receptor. The proposal is considered to be contrary to the SPPS and a reason for refusal to this affect should be added to the decision notice, should planning permission be refused.

Artificial Lighting

There has been no information provided on whether or not artificial lighting/ floodlighting is to be provided at the proposed development. Should the proposal involve the installation of artificial lighting then a Light Impact Assessment would be required in order to demonstrate that nearby sensitive receptors can be protected against any adverse impacts arising from artificial lighting. Clarification on this matter was sought from the applicant, however, no further details on whether artificial lighting is to be provided, the location of the lighting or its luminance has been provided. As a consequence of the lack of information it is considered that a precautionary approach should be taken on this matter and a reason for refusal has been added on the issue of light nuisance.

Access, Movement and Parking

This planning policy relates to vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It is an important consideration in terms of the integration of transport and land use planning. DfI Roads was consulted in relation to this application and has requested additional information in terms of sightlines, forward sight distances and access radii. This information has been requested, however, no additional information or amended plans have been provided. Each pitch will have 2 car parking spaces and there is a turning area at the eastern boundary of the site. The proposal is acceptable in terms of the car parking provision necessary for this development.

A portion of the laneway, shown on the site location plan passes through the new housing development (Mill Bridge) which is currently under construction. The laneway on the site location plan is historic and no longer exists in part, while the laneway on the site location plan currently passes through a number of recently constructed dwellings, it is considered that the proposal does not include the demolition of these dwellings, rather it is assumed that this is a simple mapping error based on the historic map. Clarification on this issue was sought from the applicant, however, no amended plans have been received to correct this anomaly.

In addition, the existing laneway runs for approximately 700 metres before entering the housing development under construction. The laneway is narrow and is a car width with limited areas for passing traffic. The addition of 28No. traveller's sites outside the settlement limit would significantly increase the level of traffic along this narrow laneway which would lead to a significant increase in opposing traffic movements. It is noted that Policy AMP 2 of PPS 3, specifically refers to the public

road network, however, this wording of the policy assumes that all residential roads would be adopted and there are few known examples where 28 residential units would access onto a narrow laneway. There is established case law that Planning Policy should not be a straight jacket to the decision maker and it is often more important to look to the objectives of the Policy in the first instance to ensure a proper understanding and application of the Policy. In this case the first objective of the policy (PPS 3) is to promote road safety, in particular, for pedestrians, cyclists and other vulnerable road users. It is considered that the unadopted laneway that would access over 30 properties cannot be immune from public safety standards to the detriment of the general public. Planning by its very nature is a function of government carried out in the public interest. There is a public interest in maintaining safety standards along these unadopted laneways and it is considered that the policy provisions of Policy AMP 2 of PPS 3 should apply. In this respect the Policy states that; 'Consideration needs to be given to...the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.' The primary conflict will be with opposing traffic movements along the laneway and in the absence of any details on additional passing bays to be provided along the laneway it is considered that the increase in traffic volume along the laneway would be unacceptable.

Given the lack of information in relation to the visibility splays, forward sight distance, access radii and passing bays it is considered that the proposal is unacceptable and a reason for refusal has been added to this effect.

Sewerage

The applicant has indicated that they intend to discharge into the main sewer for foul and surface water discharges. As there are network capacity issues in the Whitehouse Waste Water Treatment Works catchment, the proposal has the potential to pose a significant risk to the environment, and detrimental impact on other existing properties in the area. For these reasons, NI Water has recommended that new connections to the public sewerage system are curtailed. A Waste Water Impact Assessment was requested from the applicant to establish if there are any issues with the development, however, no additional information was forthcoming to address this issue. Given the lack of information in relation to sewerage capacity to serve the development a reason for refusal has been added to this effect.

Other Matters

It was noted by a number of the objectors that the proposed development would impact on property values which is generally not considered to be a material planning consideration unless there is evidence to demonstrate that the impact would be disproportionate. In this case, no such evidence has been submitted and the matter is not considered to be material in the determination of the application.

A concern was raised that the development should be considered as a major planning application as opposed to a local, however, the application is deemed to be a local planning application in accordance with the thresholds stipulated in the Planning (Development Management) Regulations (Northern Ireland) 2015.

CONCLUSION

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

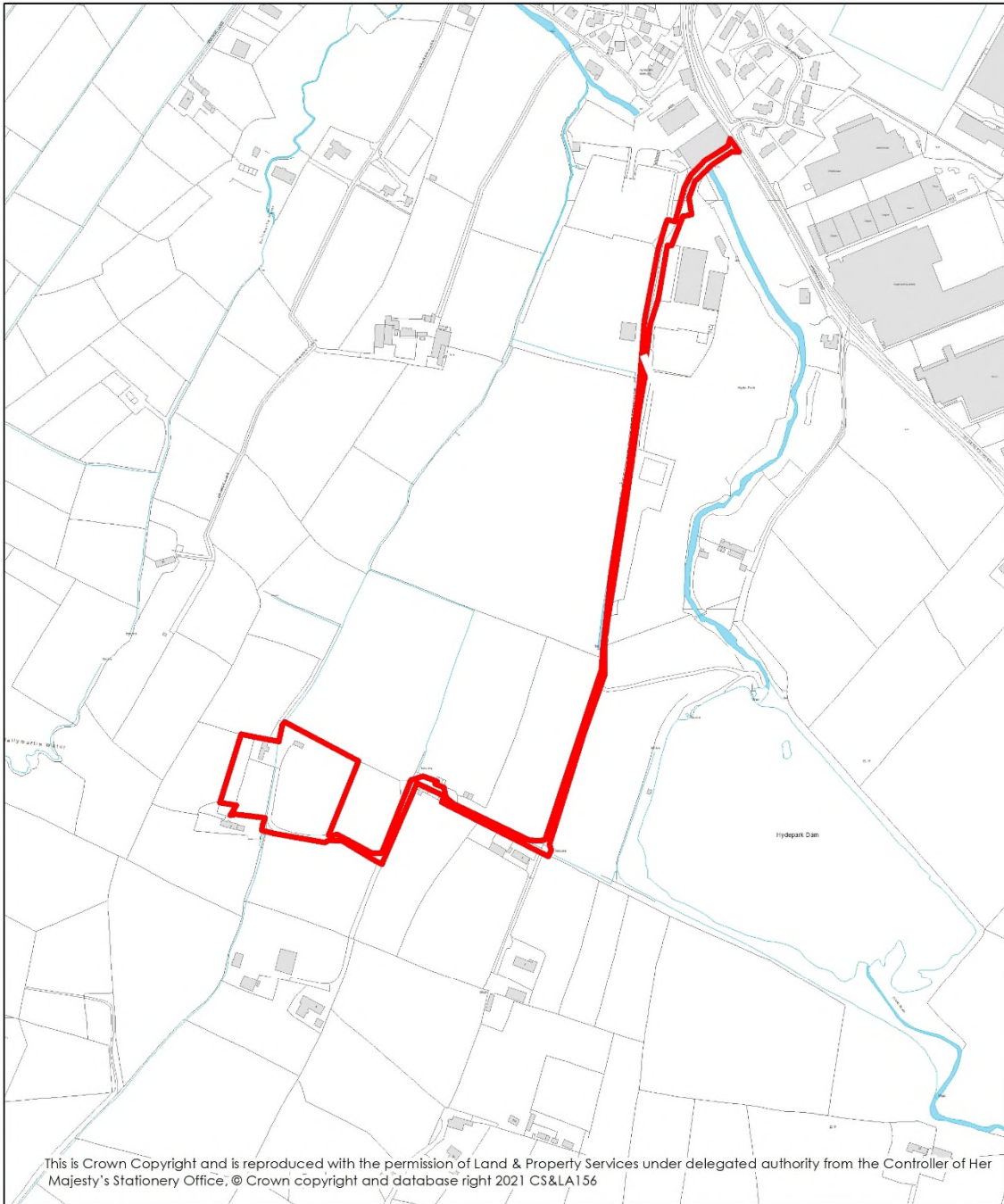
- The principle of the development is not acceptable;

- The proposal will have a detrimental impact on the rural character and environmental amenity of the area;
- There are insufficient details on the proposed access route, the capacity of the laneway to deal with the additional traffic and it has not been demonstrated that a safe means of access can be achieved;
- It has not been demonstrated that the site will not be at risk from flooding;
- There is no information to establish if the site can be adequately serviced by the public sewer;
- The application is correctly being processed as a local application.

RECOMMENDATION	REFUSE PLANNING PERMISSION
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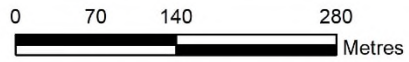
PROPOSED REASONS FOR REFUSAL

1. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and Policy CTY1 of PPS 21, Sustainable Development in the Countryside, in that there are no overriding reasons why this development is essential in this rural location and could not be located within a settlement.
2. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and Policy HS 3 of PPS 12, Housing in Settlements, in that it has not been demonstrated that there is any need for this facility in the area.
3. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement in that insufficient information has been provided in order to determine that the proposed development will not have a detrimental impact on human health resultant from contamination risks.
4. The proposal is contrary to the provisions of the Strategic Planning Policy Statement and Policy FLD 1 of PPS 15 Planning and Flood Risk in that the development would, if permitted, be at risk from flooding or could increase the risk of flooding from elsewhere due to the development being located within the floodplain of a nearby watercourse.
5. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement, Policy CTY14 of Planning Policy Statement 21, Policy HS3 of Planning Policy Statement 12 Housing in Settlements, in that the travellers site would, if permitted, result in a build-up of development in the rural area which would be detrimental to the environmental amenity of the area.
6. The proposed development is contrary to the policy provisions of Policy AMP 2 of Planning Policy Statement 3 `Access, Movement & Parking, in that, the development would have an unacceptable impact on road safety and the flow of traffic along Hydepark Lane.
7. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and would cause harm to an interest of acknowledged importance, namely sewage disposal, as it has not been demonstrated there is a satisfactory means of dealing with sewage associated with the development.



Location Map

Reference: LA03/2022/0268/F



Location: Lands at No 4 and No 7 Hydepark Lane, Mallusk, Newtownabbey, BT36 4QD
 Proposal: 28 No. Mobile Home Plots for Traveller Accommodation

 Site Boundary



COMMITTEE ITEM	3.4
APPLICATION NO	LA03/2020/0516/F
DEA	DUNSILLY
COMMITTEE INTEREST	ADDENDUM TO COMMITTEE REPORT
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Proposed 6no glamping pods and welcome/communal building with associated siteworks
SITE/LOCATION	130m NW of 14 Ballydunmaul Road, Randalstown
APPLICANT	James Alexander
AGENT	OJQ Architecture
LAST SITE VISIT	15 th December 2020
CASE OFFICER	Glenn Kelly Tel: 028 903 40415 Email: Glenn.Kelly@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS	
<p>This application was previously presented to the Planning Committee at its meeting in May 2022, when it was decided to defer the application to seek clarification from Dfl Roads regarding the accuracy of the Dfl Roads consultation response.</p> <p>The consultation response referred to the priority road name within their assessment as being "Ballydunmaul Road". The plans however, correctly showed that access was onto Clonkeen Road and Dfl Roads acknowledge that they were aware of this, however, the incorrect road name was inputted into the data sheet. An incorrect speed limit was also shown on the data sheet. The speed limit shown was 30mph whereas a national speed limit of 60mph applies to this section of Clonkeen Road.</p> <p>Dfl Roads was subsequently reconsulted on the 17th May 2022 and made aware of the issues and they subsequently responded on the 31st May 2022 with no objections subject to conditions. Conditions proposed are the same as those previously before the Council. On 7th June 2022 an amended data sheet was also provided by Dfl Roads to correct the previous anomalies in the earlier consultation response. This shows the priority road correctly as "Clonkeen Road" and a speed limit of 60mph. The clarification demonstrates that the proposal has been appropriately assessed and considered and there is no change in the opinion Dfl Roads.</p> <p>Additional letter of support</p> <p>One (1) further letter of support was received from MLA John Blair dated 9th June 2022. Mr. Blair states that the proposal will support the rural economy as a tourism accommodation site, that it supports the diversification of the applicant's farm business and has been laid out in such a way as to minimise impact upon neighbouring amenity and impact upon countryside.</p>	

CONCLUSION

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

- DfI Roads was reconsulted on the proposal and have confirmed it is aware that the access is onto the Clonkeen Road and have no objections to the proposal;
- There is no change in the opinion of DfI Roads and no change to the recommendation.

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 proposed landscaping indicated on Drawing No. 02/1, date stamped 13 October 2020 shall be carried out in the first planting season prior to the site becoming operational. If 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, unless the Council gives its written consent to any variation.

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

3. The existing natural screenings within lands owned by the applicant (as indicated by the red and blue lands) as shown on approved drawings 01/1 and 02/1 date stamped received 13 October 2020 shall be retained 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. Existing hedging shall be retained at a minimum height of 2m and existing trees as shown retained at a minimum height of 4m. If any retained tree or vegetation is removed, uprooted or destroyed or dies it shall be replaced within the next planting season by another tree, trees or vegetation in the same location of a species and size as specified by the Council.

Reason: To ensure the development integrates into the surroundings and to ensure the maintenance of screening to the site.

4. The glamping pods hereby permitted shall be used only for holiday accommodation and shall not be used for permanent residences.

Reason: The site is located within the countryside where it is the objective of policy to restrict development and this permission is solely granted because of its proposed tourism/holiday use.

5. The mitigation measures proposed within the Construction Method Statement, Document 03, date stamped 28th January 2022 shall be implemented in full during the construction phase of the development.

Reason: To protect the ecological integrity of the existing waterbody.

6. The preconstruction survey proposed within the Construction Method Statement, document 03, date stamped 28th January 2022 shall be submitted to and approved in writing by the Council prior to commencement of development. In the event where newts are present, a dedicated Newt Mitigation Plan shall be submitted and approved by the Council prior to obtaining a Wildlife Licence.
Reason: To protect any newts within the existing waterbody.

7. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No.04 bearing the date stamp 13th October 2020, 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.

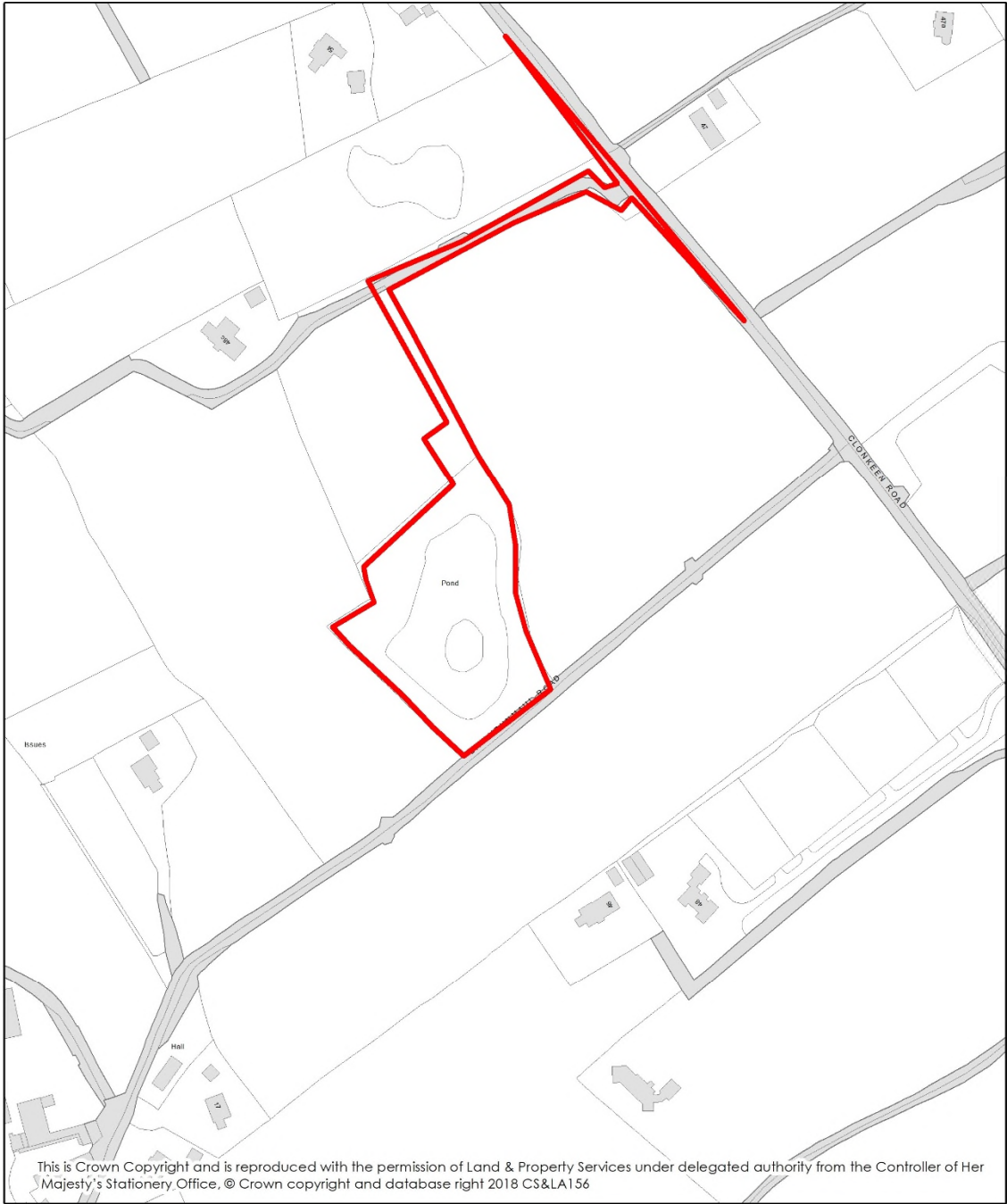
Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

8. The gradient of the access road shall not exceed 8% (1 in 12.5) over the first 5m outside the road boundary.

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

9. No operation in or from any building hereby permitted shall commence until hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No 02/1 bearing date stamp 13th October 2020 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.

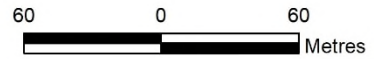


Site Location Plan

Application Reference: LA03/2020/0516/F

Proposed 6no glamping pods and welcome/communal building

130m NW of 14 Ballydunmaul Road
Randalstown



COMMITTEE ITEM	3.5
APPLICATION NO	LA03/2021/0504/F
DEA	AIRPORT
COMMITTEE INTEREST	LEVEL OF OBJECTION
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Erection of 25 dwellings (change of house type on sites 7,11,19-20 & 25-41 of approved under planning approval LA03/2017/0476/F).
SITE/LOCATION	Lands situated at Nos. 868 and 870 Antrim Road, Templepatrick BT39 0AH and adjoining lands to the rear.
APPLICANT	Martin Canning Brayfield Developments Ltd.
AGENT	Site Express
LAST SITE VISIT	6th October 2021
CASE OFFICER	Simon Russell Tel: 028 90340427 Email: simon.russell@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located within the settlement limits of Templepatrick as defined in the Antrim Area Plan 1984-2001 and encompasses lands situated at and to the rear of Nos.868 and 870 Antrim Road, Templepatrick.</p> <p>The site comprises agricultural fields which were previously granted planning permission for 41 no. dwellings under LA03/2017/0476/F by the Council on 20 February 2018. It comprises an irregular-shaped parcel of land that is undulating and rises gradually across the site in a north to south direction. The lands within the site are similar to the ground levels of the properties in Kiln Park which lies to the east. The site boundaries are defined by a mix of mature trees and two-metre-high fencing. Mature trees and hedging line the northern roadside boundary.</p> <p>The site is bounded on all sides apart from its southern boundary with residential development (The Halls to the north and Kiln Park to the east). A number of detached dwellings, with large individual plots and accessed via an existing laneway off the Antrim Road, lie to the west of the application site. At the time of inspection, a detached dwelling (No.868) and its associated outbuildings had been demolished in the northern part of the application site to facilitate access into the site from the Antrim Road.</p> <p>The Rabbit Hotel lies approximately 90 metres to the west of the application site, with the Belfast to Derry railway line and agricultural lands located to the south. An NIE substation abuts the southeastern boundary of the site, which is accessed via an existing laneway between Nos. 29 and 36 Kiln Park.</p>	

RELEVANT PLANNING HISTORY

Planning Reference: LA03/2017/0476/F

Location: Lands situated at Nos 868 and 870 and adjoining lands to the rear Antrim Road, Templepatrick.

Proposal: Proposed residential development comprising 41 no. dwellings, comprising 25no. detached and 16no. semi-detached dwellings, car parking, site access, right turn lane, open space and landscaping and all associated site works.

Decision: Permission Granted (20 February 2018).

Planning Reference: LA03/2016/0923/PAD

Location: Lands situated at 858 & 870 and adjoining to the rear, Antrim Road, Templepatrick.

Proposal: Proposed residential development comprising circa no 45 dwelling units, new access, landscaping and all associated site works.

Decision: PAN concluded.

Planning Reference: LA03/2016/0922/PAN

Location: Lands situated at 858 & 870 and adjoining to the rear, Antrim Road, Templepatrick.

Proposal: Proposed residential development comprising circa no 45 dwelling units, new access, landscaping and all associated site works.

Decision: Proposal of application notice is acceptable.

Planning Reference: T/2006/0716/F

Location: Lands at 870 and 868 Antrim Road, Templepatrick and adjoining lands to the rear. BT39 0AH.

Proposal: Proposed erection of 54No. dwellings, detached, semi-detached, townhouses and apartments with associated siteworks and detached garages.

Decision: Permission Granted (31.07.2008).

Planning Reference: T/2005/0232/O

Location: Lands adjoining 878 Antrim Road, Templepatrick.

Proposal: Site of dwelling (to replace 870 Antrim Road).

Decision: Application withdrawn.

Planning Reference: T/2002/0047/O

Location: Adjacent to 878A Antrim Road, Templepatrick

Proposal: Site of Dwelling to Replace Workshop/Store.

Decision: Permission Granted (02.07.2002).

Planning Reference: T/1999/00491

Location: Rear of 870 Antrim Road, Templepatrick.

Proposal: Site of dwelling,

Decision: Permission Refused (23.12.1999).

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.

Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan). Account will also be taken of the Draft Newtownabbey Area Plan and its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which has reverted to the Draft Plan stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Antrim Area Plan 1984-2001: The site is located within the settlement limit of Templepatrick on unzoned whiteland.

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.

PPS 2: Natural Heritage: sets out planning policies for the conservation, protection and enhancement of our natural heritage.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS 7: Quality Residential Environments: sets out planning policies for achieving quality in new residential development. This PPS is supplemented by the Creating Places Design Guide.

Addendum to PPS 7: Safeguarding the Character of Established Residential Areas: sets out planning policy and guidance on the protection of local character, environmental quality and residential amenity within established residential areas, villages and smaller settlements. It also sets out policy on the conversion of existing buildings to flats or apartments and contains policy to promote greater use of permeable paving within new residential developments.

PPS 8: Open Space, Sport and Recreation: sets out planning policy for the protection of open space, the provision of new areas of open space in association with residential development and the use of land for sport and outdoor recreation.

PPS 15: Planning and Flood Risk (Revised September 2014): sets out planning policies to minimise flood risk to people, property and the environment.

CONSULTATION

Council Environmental Health Section – No objections.

Northern Ireland Water – No objections.

Department for Infrastructure Roads – No objection, subject to conditions.

Department for Infrastructure Rivers – No objections subject to informatives.

Department for Communities – Historic Environment Division – No objections.

Belfast International Airport – No objection subject to conditions.

Northern Ireland Electricity Networks – Object.

REPRESENTATION

Twenty-six (26) neighbouring properties were notified and sixteen (16) letters of objection have been received from six (6) properties. The full representations made regarding this proposal are available for Members to view online at the Planning Portal (www.planningni.gov.uk).

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

- Road safety issues (congestion);
- Overlooking (Nos. 28 & 36 Kiln Park);
- Loss of light (Nos. 28 & 36 Kiln Park);
- Light spillage from cars using the internal spine road;
- Impact on the character of the area;
- Overdevelopment of the site;
- Objections to the types of dwellings proposed;
- Impact on road safety;
- Overloading sewerage systems;
- Impact on NIE equipment;
- Lack of local services to accommodate the new residential development;
- Concerns about proposed landscape boundary treatments; and
- Loss of fields for wildlife.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Policy Context and Principle of Development;
- Density, Design Layout and Impact on Character and Appearance of the Area;
- Neighbour Amenity;
- Crime and Personal Safety;
- Flood Risk;
- Archaeology and Built Heritage;
- Nature Conservation;
- Access, Movement and Parking;
- Drainage and Waste Water Infrastructure; and
- Other Matters.

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 Area Plan (AAP) 1984-2001 currently operates as the statutory local development plan for the area where the application site is located and there is also a range of regional planning policy which is material to the determination of the proposal.

The application site is located within the settlement limit of Templepatrick as designated within the AAP. The principle of development has been established on this site by virtue of a previous planning application T/2006/0716/F for 54 no. dwelling units at Nos. 870 and 868 Antrim Road, Templepatrick and adjoining lands to the rear which was granted by the Department of the Environment on 31.07.2008. Planning permission was granted by the Council on 20.02.2018 under planning reference LA03/2017/0476/F for a reduced residential scheme for 41 no. dwellings. This permission remains live and a viable fall-back position for the applicant.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPSs).

In respect of the proposed development, there is no conflict or change of policy direction between the provisions of the SPPS and that contained in the following PPSs which provide the relevant regional policy context for consideration of the proposal:

- PPS 7: Quality Residential Environments;
- 2nd Addendum to PPS7 (APPS7): Safeguarding the Character of Established Residential Areas;
- PPS 6: Planning, Archaeology and the Built Heritage;
- PPS 3: Parking and Movement; and
- PPS 8: Open Space, Sport and Outdoor Recreation.

Within this policy context, the site's location within the development limit and the planning history, it is considered that the principle of development is acceptable subject to all relevant policy and environmental considerations being met.

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

The Regional Development Strategy (RDS) and Planning Policy Statement 7: Quality Residential Environments both encourage the reuse of urban land, however, this is caveated by stating that overdeveloped and unsympathetic schemes will not be acceptable in established residential areas and that schemes should be sensitive in design terms to people living in the area and to local character.

The Strategic Planning Policy Statement for Northern Ireland 'Planning for Sustainable Development' (SPPS) refers at paragraph 6.137 to the need to deliver increased housing without town cramming and that within established residential areas it is imperative to ensure that the proposed density of new housing development, together with its form, scale, massing and layout will respect local character and environmental quality as well as safeguarding the amenity of existing residents.

Paragraph 4.34 of the SPPS indicates that one of the keys to successful place-making is the relationship between different buildings and streets and the compatibility of a development with its immediate and wider context, and the settlement pattern of a particular area. Although imaginative and innovative forms of housing are encouraged, this is qualified in existing residential areas with the need for harmony and sensitivity to avoid significant erosion of environmental quality, amenity and privacy. PPS7 reiterates the need for sensitivity and in Policy QD1; the test is expressed as 'unacceptable damage to local character, environmental quality or residential amenity'.

The agent has advised the Council in their letter of 25 October 2021 that their client has acquired additional lands (approximately 0.05 hectares within the southern portion of the site) and is now seeking planning permission to accommodate an additional four (4 no.) units within the overall site (Drawing No.02/4 refers). To accommodate these additional units, the applicant is applying for a change of house type from the previously approved detached dwellings to a number of semi-detached and detached dwellings in the southeastern portion of the site (Site Nos. 25 – 41 inclusive), as well as change of house types to a number of houses in the northern portion of the site (Site Nos 07, 11 and 19/20). The three (3 no.) detached dwellings which were previously approved under the 2017 permission and backed onto the railway line in the southern section of the site are to be relocated on either side of the internal spine road to the north. To accommodate this new revised housing layout, the applicant is seeking to amend the previous approved hammerhead at the end of the internal spine road in the southern portion of the site.

On the western side of the internal spine road, the 2017 permission approved a total of 5 no. dwellings, comprising three (3 no.) detached and one (1 no.) pair of semi-detached. The 2021 application seeks permission for a change of house type for four (4 no.) detached and two (2 no.) pairs of semi-detached. These additional units' account for the relocation of the two (2 no.) detached dwellings previously approved on Sites 30 and 31, which backed onto the railway line.

The changes apply to the following sites within this portion of the overall site:

- Site No. 33 (2017 permission) to a pair of semi-detached on Site Nos.34 & 35 (2021 application);
- Site No.39 (2017 permission) to a pair of semi-detached on Site No.38d & 39;
- Reorientation and change of house type of the detached dwelling on Site 32 (now Site.33); and
- The relocation and change of house type of the detached dwelling on Sites 30 & 31 (2017 permission) onto Site 28 (now Site 30 & 31).

On the eastern side of the internal spine road, the 2017 permission approved a total of six (6 no.) detached and two (2 no.) pairs of semi-detached dwellings. The applicant is now seeking planning permission for five (5 no.) detached, three (3 no.)

pairs of semi-detached, including a change of house type to the detached dwellings on Sites 07, 11 and to the pair of semi-detached dwellings on Sites 19/20.

The proposed layout is broadly similar to what was approved under the 2017 permission, albeit with minor alterations to the internal spine road and the hammerhead in the southeastern section of the site to accommodate the relocation of the three (3 no. detached dwellings) which previously backed onto the railway line. The internal spine road now sits approximately 1-2 metres to the west, which allows for a number of the dwellings (sites 38, 38a, 38b, 38c) in this area to be moved further away from the eastern boundary. This results in an improved separation distance to the properties in Kiln Park (specifically Nos.28 Kiln Park which abuts this boundary). The dwellings within Sites 38d, 39 and 40 have been amended from 4 to 3 no. bed detached dwellings with slightly shorter gardens to the rear, backing onto the properties within Kiln Park. The footprint of the dwelling on Site No.41 remains unchanged (two-storey, 3 bedroom) from what was previously approved under the 2017 permission, with only minor internal amendments proposed.

The agent advises in their letter of 25 October 2021 that the hammerhead is to be amended to allow the properties nearest the railway line (sites 30-34, Drawing No.55/1 of LA03/2017/0476/F) to be relocated within the site to allow them to have a rear amenity which is less compromised by the sound levels from the nearby railway track. In response to the objections received during the processing of this application, the agent has provided an overlay of the footprints and elevations of the proposed and previously approved dwellings in order to show the context of the proposed changes in an attempt to demonstrate that no demonstrable harm to the residents within Kiln Park will arise as a result of the proposed development.

The revised change of house types provides for a mix of an additional seven different house types (all two storey) which are of a similar style, scale, massing and design to that approved under the 2017 permission. The 2021 application dwellings are approximately 0.5m to 2m taller in ridge height from what was previously approved under the 2017 permission.

The corner dwelling on Site No.07 was previously approved for a one and a half storey detached dwelling with dual frontage (referred to as House Type D1). The current proposal seeks permission for a two storey dwelling with an increased ridge height from 7.0m to 9m (House Type H). The height of the proposed dwelling is considered acceptable and is comparable to the ridge heights of the dwellings previously approved on Sites 08 – 10 (inclusive) which lie immediately to the south. A two storey front projection is now proposed to replace the three dormer windows which were taken off the wall plate. The dwelling seeks to retain the dual frontage onto the internal spine road which is considered acceptable. The external changes to this dwelling reflect the proposed internal alterations which now seeks to relocate the bathroom from the rear of the house to the front beside the stairwell at first floor level. The previously approved roof lights to the rear of the property are no longer required. The ensuite from the master bedroom is also to be relocated to the front of the house with a larger bedroom window on the gable fronting onto Plots 08 - 10 which lie on the other side of the internal spine road. A window serving Bedroom 3 is now proposed to replace the bathroom window. This window lies in excess of 20m from the rear elevation the proposed dwelling on Site No.02 which is considered an

appropriate separation distance between the properties so not to give rise to any unacceptable overlooking, loss of light or overshadowing.

No windows are proposed to the rear of the property on Site No.07 so as to ensure that there will be no impact upon residential amenity of Site No.06. A single storey snug extension is now proposed on the northern gable of the dwelling which will result in a small reduction of the private amenity space (106sqm to 89sqm) which is above the required space standards. The current application seeks no changes to the private amenity space for Site No.07 which abuts the footpath that was previously approved under the LA03/2017/0476/F. Overall it is considered that the scale, proportions and massing of the proposed dwelling on Site7 is considered acceptable given the context of the development within which it is located. The incurtilage car parking arrangements remain unaffected as a result of this change of house type.

With regards to the corner plot on Site No.11, the applicant is seeking a mirror version of the same house type applied for on Site No.7. It is considered that scale, design and massing is acceptable and will not impact upon neighbouring properties in terms of overlooking, loss of light or overshadowing. The new change of house type on Site No.11 will reduce the private amenity space from 107sqm to 90sqm which is well above the required standards within Creating Places.

With regards to Sites 19 and 20, planning permission was previously granted for a pair of two storey semi-detached dwellings with sunroom extensions to the rear. The applicant is now seeking a change of house type for a marginally taller (by 0.5m) two storey semi-detached dwellings (9m) with a change to the front elevation with the relocation of the two storey front projection to make way for the front doors. Other changes to the dwelling include the introduction of bays to the front elevation to replace the two previously approved vertical windows and the chimney is now to project from the gable. The sunrooms to the rear are to be moved from the party boundary line between the two semi-detached properties and moved to sit flush with the gable wall. No windows are proposed on the side elevation. There is no change to the size of the sunrooms. Sufficient private amenity space is to be retained to the rear of these properties. The incurtilage car parking arrangements remain unaffected as a result of this change of house type.

With regards to Site 25, planning permission was previously granted for a one and half storey 3-bed two storey detached dwelling (House Type D1). The applicant is seeking a change of house type to a two storey detached dwelling with an increased ridge height of 1.5m to 8.5m with L-shaped footprint providing for approximately 126sqm of floorspace (House Type P). The front elevation will be finished with two bay windows at groundfloor level with three windows at first floor level to replace the three wall dormer windows which were previously approved. It is considered that the fenestration, scale, massing and finishes are acceptable and will not to give rise to any unacceptable overlooking, loss of light or overshadowing of neighbouring properties. Sufficient private amenity space is to be retained to the rear of these properties. The site still provides for two-incurtilage car parking spaces back-to-back rather than side-by-side which is deemed acceptable.

With regards to Sites 26/27, planning permission was previously granted for a pair of semi-detached dwellings (House Type N). The applicant is now seeking a change of house type to the design and finishes to the semi-detached dwellings, with the ridge

height remaining at 9.0m as per the height approved under the 2017 permission. The design and finishes are as per the house type applied for on Sites 19/20, which are deemed acceptable and will not result in any unacceptable overlooking, loss of light or overshadowing of neighbouring properties. The in-curtilage car parking arrangements remain unaffected as a result of this change of house type.

With regards to Sites 28/29, the applicant is seeking a change in house type from a detached two storey dwelling to a pair of semi-detached dwellings of the same house type applied for on Sites 34/35 (House Type E). Due to the realignment of the internal spine road and the additional lands acquired by the applicant to the west, the pair of semi-detached dwellings are to be set further behind the building line of the neighbouring dwellings, with two in-curtilage car parking spaces to the front of the dwellings. The design, scale and massing of the proposed semi-detached dwellings are acceptable and the fenestration arrangement will not give rise to any unacceptable overlooking of neighbouring properties.

With regards to Sites 30 – 32 inclusive, the applicant is seeking planning permission for three (3 no.) detached dwellings (HT O on Sites 30 and 31 and HT M on Site 32 respectively) to replace the two detached dwellings (4 bed) which were previously approved on Sites 28 & 29 under the 2017 permission. To accommodate the increase in units on this portion of the site, the applicant is proposing a narrower footprint and to provide for 3 bedrooms instead of 4. There is no change to the height of these dwellings which will remain at 8.5m. The design, scale, massing of the proposed semi-detached dwellings are acceptable and the fenestration arrangement will not give rise to any unacceptable overlooking of neighbouring properties. Each of these sites retain an acceptable amount of private amenity space and an acceptable level of in-curtilage car parking has been provided for.

With regards to Site 33, the applicant is seeking planning permission for a change of house type (HT B) to the detached dwelling which was previously approved on this plot. The previously approved dwelling fronted onto the internal spine road and sat on a northerly orientation. As a result of the proposed amendment to the hammerhead within this part of the development, the dwelling on Site 33 is now to be re-orientated 90 degrees so that its front elevation sits on a westerly orientation which presents an acceptable frontage onto the redesigned internal spine road. Due to the reduced curtilage size compared to what was approved under the 2017 permission, the dwelling has a reduced footprint but meets the minimum space provisions and private amenity space within APPS7 and Creating Places respectively.

With regards to Sites 34/35 and 36/37, the applicant is proposing the erection of two pairs of semi-detached dwellings to replace the two detached dwellings which were previously approved under the 2017 permission on Sites 33 and 34 respectively. The proposed semi-detached dwellings are to be marginally taller (by 0.5m to 8.5m in height) and are of the same house type applied for on Sites 26/27 which lie diagonally opposite on the other side of the internal spine road. New single storey sunroom extensions are now proposed on Sites 36/37 which is deemed acceptable. Sufficient private amenity space to the rear of these properties are to be retained. There will be a lounge window at ground floor level with two bedrooms to the rear of each property at first floor level backing onto No. 36. However, it is considered that the proposed fenestration arrangements are acceptable and will not give rise to any unacceptable overlooking of the property at No.36 Kiln Road. It is considered the

proposed dwellings on sites 34/35 and 36/37 are acceptable in terms of design, scale and layout.

With regards to Sites 38 and 38a, the applicant is proposing a pair of semi-detached dwellings on the part of the footprint of the semi-detached dwelling and its incurtilage car parking area which was previously approved on Site 35/36 (2017 permission). The height of the proposed semi-detached dwellings remains the same as per the 2017 permission with design changes to the front elevation (removal of bay and replaced with horizontal windows on the groundfloor and the removal of the two vertical windows at first floor level serving the bedroom and replaced with a single window with a squarer emphasis). The height of the eaves on the rear elevation are to be increased in height which will provide space for the addition of four vertical windows to replace the roof lights which were previously approved. The fenestration at ground floor level on the rear elevation remains the same.

With regards to Sites 38b & 38c, the applicant is proposing a pair of semi-detached dwellings (HTC) of a similar height but wider footprint on the part of the site upon which semi-detached dwellings and their incurtilage car parking areas were previously approved on Sites 37/38 (2017 permission). Notable changes to the front elevation include the introduction of bay windows at groundfloor level with the larger window serving the bedroom at first floor level replaced with two narrower vertical windows. The plinth around all windows are to be removed. An additional vertical window is proposed on each gable elevation serving the bathroom.

The dwellings within Sites 38d, 39 (handed version) and 40 (HTB) have been amended from 3 to 4 no. bed detached dwellings with slightly shorter gardens to the rear, backing onto the properties within Kiln Park. Notable design changes to HTB include a more elongated footprint with a two storey front bay projection to replace the single storey bay projection. In terms of fenestration, two windows serving bedrooms are proposed to the rear, with the previously approved ensuite window now moved to the gable elevation. To address any unacceptable overlooking impacts, the applicant has lowered the finished floor levels of these proposed dwellings so that they are more reflective of the FFL of the existing dwellings within Kiln Park (Drawing No.15/2 refers).

With regards to Site 41, there are no noticeable changes to the height, scale and massing of the proposed detached dwelling on this plot to what was previously approved under the 2017 permission. Notable changes to the design include minor changes to the eaves, while the fenestration remains the same albeit with minor changes to the size of the windows serving the master bedroom on the gable elevation and the removal of the wrap around windows serving the snug to the rear of the property.

The dwellings approved under the 2017 permission were to be finished in dark grey reconstituted slate/flat roof tiles, with the external walls finished in a white painted/self-coloured render or rustic red clay facing brick, black upvc clad or black paint timber barge boards, fascia and soffits, self-coloured black aluminium/upvc gutters and downpipes, double glazed self-coloured aluminium or painted timber or upvc windows and glazed screens. The current proposal seeks permission for the dwellings to be finished in facing brick/render, with black upvc fascia, bargeboards,

soffits and rainwater goods with flat black concrete roof tiles which is considered acceptable.

Concerns were raised that the proposed boundary treatments were not clear from the submitted plans. Revised plans were subsequently submitted by the agent to address this matter during the processing of the application and neighbouring properties were re-notified of these amendments. The boundary treatments are similar to those approved under the extant permission (LA03/2017/047/F) and include a mix of privacy walls for corner plots, with close boarded fencing of varying heights to divide each plot. The existing hedgerow along the eastern boundary is to be retained and augmented. Tree planting is also proposed to the rear of each plot, including the plots backing onto Kiln Park. It is considered that the landscaping will help ensure an acceptable degree of privacy for both future residents of the dwellings and the neighbouring properties within Kiln Park. The proposed boundary treatments are considered to be visually acceptable and will help to soften the visual impact of the development.

All of the proposed dwellings which are the subject of this application meet the minimum house size requirements set out in Annex A of the Addendum to PPS 7 (APPS7): Safeguarding the Character of Established Residential Areas and private amenity space as per Creating Places.

Concerns were raised by residents within Kiln Park that the proposed house types within the application site should reflect the single storey neighbouring house types (bungalows) within Kiln Park. The planning history of the site is an important material consideration in the determination of this application where two storey dwellings at this location have already been approved through the planning history. As such, no determining weight can be given to this matter.

It is considered that the application site can accommodate forty-four residential units of a design and layout, with sufficient landscaping and amenity space areas that will demonstrate a quality and sustainable residential environment and without having a significant impact on the character and appearance of the area. Overall it is considered that the proposal respects the surrounding context and is appropriate to the character and topography of the site in terms of layout, scale, proportions, massing, appearance of buildings, structures and landscaped and hard surfaced areas. The proposed development is considered compliant with the policy provisions of the Strategic Planning Policy Statement (SPPS) and policy QD1 of Planning Policy Statement 7: 'Quality Residential Environments' and policy LC1 of the addendum to PPS 7 'Character of Established Residential Areas' and the associated guidance within Creating Places.

Density

Policy LC1: Protecting Local Character, Environmental Quality and Residential Amenity of the second addendum to PPS7 deals with the issue of density within residential areas. It states that the proposed density of new development should not be significantly greater than that found in the established residential area.

Concerns have been raised by objectors regarding the overdevelopment of the site. The previous approval on the site (LA03/2017/0476/F) granted planning permission for a reduced scheme comprising forty-one (41) dwellings comprising twenty-five (25)

no.) detached, sixteen (16 no.) semi-detached dwellings. The current application seeks the erection of an additional four (no.) units, with the removal of the dwelling on Site No.01 which was previously approved on the western side of the internal spine road. According to Drawing No.02/3, this would bring the overall quantum of units within the site to forty-four (44 no.). This equates to an approximate increase of 7.3% in the overall number of dwelling units compared with the density approved under the 2017 permission. However, it is noted that the current 2021 application (LA03/2021/0504/F) equates to an approximate 16.7% reduction in the overall housing units when compared against the previously approved 2006 permission (T/2006/0716/F) which approved a total of fifty-four (54 no.) dwellings on the site.

Generally, density is considered to be a calculation of dwellings per hectare. Based on this calculation, the density of the proposed site is twenty-two (22) dwellings per hectare (dph), compared to twenty-seven (27) dph approved under the 2006 permission. Given that the current application (LA03/2021/0504/F) seeks a marginal increase of three (3 no.) additional dwellings within the overall development, it is considered that the proposed density of the overall residential development will not significantly impact upon the overall character of the area and complies with the policy requirements of LC1 of the APPS7.

Public and Private Amenity Space

Criterion (c) of Policy QD1 of PPS 7 requires adequate provision for private open space as an integral part of the development.

Each of the proposed dwellings, are shown to have a total floor area which meets with the minimum house size requirements set out in Annex A of the Addendum to PPS 7: Safeguarding the Character of Established Residential Areas, which recommends that three and four bedroom dwellings should have a total floor space area ranging from 80-95sqm for any 3+ bedroom property and 100-115sqm for any 4+ bedroom property. Policy guidance 'Creating Places' makes provision for amenity space for this type of development of 70sqm for any 3+ bedroom property. According to Drawing No.02/4 and 15/2, the proposed private amenity space ranges from 70sqm to 306sqm, with an average of approximately 126sqm which is deemed acceptable. Corner site (Site No.24) has a proposed private amenity space of 70sqm, which is one of the lowest areas of amenity space, however, it benefits from being in close proximity to the area of communal open space.

Policy OS2 of PPS 8 requires residential development in excess of 25 units, or on sites of one hectare or more to provide public open space as an integral part of the development. The revised layout does not affect the location or quantum of open space (approximately 0.3 hectares) which was previously approved under the 2017 permission within the overall site. A local resident within Kiln Park had indicated in their representation a preference for additional open space to be provided to the rear of their property but accepted that adequate open space had already been provided for in an accessible location within the overall development site. It is considered that the proposed development complies with the minimum requirement of 10% set out under policy OS 2 of PPS 8.

The public open space is to be provided by the developer in the first instance while the management and maintenance responsibilities for the communal open space will be transferred to a management company in which the owners/occupiers of

each dwelling become shareholders to ensure the long term upkeep of the public open space.

Crime and Personal Safety

Criterion (i) of Policy QD1 of PPS 7 states that residential development should be designed to deter crime and promote personal safety. It is considered that the proposed layout responds to the physical constraints of the site, with all properties and their individual access points fronting onto the internal access road, which provides informal surveillance and security within the layout. The access road has been designed so that it is visually open ensuring safety for users. The development provides streetscapes which enable active frontages onto the proposed internal spine road. This allows for passive surveillance over the public open space in order to promote a safe residential environment. Adequate lighting has also been provided to help provide a safe and pleasant living environment for future residents.

Neighbour Amenity

Criterion (h) of Policy QD1 of PPS 7 requires that there is no unacceptable adverse effect on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance.

Policy QD 1 of PPS 7 states that new development should not create conflict with adjacent land uses and that there should be no adverse effect on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance. Objections have been received raising concerns about each of these issues. In this case, as outlined above, the proposed dwellings are located in close proximity to existing residential dwellings

The previous 2017 permission granted planning permission for 10 no. dwellings along the eastern boundary comprising of six (6 no.) detached and two (2 no.) pairs of semi-detached dwellings. The current 2021 application seeks an additional three dwellings along this boundary comprising of five (5 no. detached) and four pairs of semi-detached. In response to concerns raised by local residents within Kiln Park, the agent has provided a plan showing cross sections through the proposed dwellings into the existing single storey bungalows within Kiln Park (Drawing No.15/2 refers). The drawing also provides an overlay of the footprints and elevations of the previously approved dwellings in order to provide a better understanding of the context of its receiving environs.

The dwellings within Kiln Park sit marginally lower than the dwellings which were previously approved under the 2017 permission. It is noted that the height of the proposed dwellings along the eastern boundary on Sites 33 – 41 (inclusive) are to be increased from 7 - 9m in height from what was previously approved. The dwellings within Sites 38d, 39 and 40 have been amended from 3 to 4 no. bed detached dwellings with slightly shorter gardens to the rear, backing onto the properties within Kiln Park. To address any unacceptable overlooking impacts, the applicant has lowered the finished floor levels of the proposed dwellings so that they are more reflective of the FFL of the existing dwellings within Kiln Park (Drawing No.15/2 refers).

The agent has stated in their letter of 25 October 2021 that the hammerhead within the southern eastern corner of the development has been amended in order to provide the properties which previously back onto the railway line (Sites 30 – 32) a

rear amenity which is less compromised by the sound levels from the trains. The Council's Environmental Health Section were consulted on the application and offered no objections to this arrangement. Objections have been received from this property, as well as Nos. 20, 27 and 28 which have raised concerns about the new proposed layout arrangement.

It is noted that the current proposal presents a more back-to-back arrangement for No.36 Kiln Park than what was previously approved under the 2017 permission. However, this dwelling, as well as the rest of the dwellings within Kiln Park which abut this eastern boundary, all sit at an acute angle and therefore do not create a strict back-to-back relationship. This relationship allows for less of a direct impact in terms of overlooking and overshadowing. The agent has advised in their letter of 25 October 2021 that the existing dwelling at No.36 Kiln Park previously had its front elevation, with both living and family rooms of the approved Site No.34 (LA03/2017/0476/F) looking onto the one storey hipped roof rear extension approved at No.36 Kiln Park (approved under LA03/2018/0280/F) and that the new layout provides for a better relationship.

Paragraph 7.16 of Creating Places states that where a development abuts the private garden area of existing properties, a minimum separation distance of around 10m between the rear of new houses and the common boundary will be acceptable. In this case, the proposed dwellings along the eastern boundary all exceed the 10m rear garden depth so as not to give rise to any unacceptable overlooking or loss of light. The proposed internal spine road which the dwellings front onto sits approximately 1-2 metres to the west from what was previously approved under the 2017 permission. This has allowed for a number of the dwellings (sites 38, 38a, 38b, 38c) in this area to be moved further away from the eastern boundary which results in an improved separation distance to the properties within Kiln Park (specifically No.28 Kiln Park which lies closest to this boundary). Furthermore, the relocation of the hammerhead now reduces the potential for any light spillage from cars onto the property at No.36 Kiln Park.

New sunrooms are also proposed on Sites 36 and 37. The outlook from single storey extensions are usually onto the boundary fence surrounding the property, and therefore will not result in any harmful overlooking. Although the footprint of the buildings on these sites will move marginally closer to the eastern boundary as a result, the proposed dwelling on Site No.37 does not directly back onto any neighbouring property within Kiln Park. With regards to Site No.36, the extension will only back onto a small section of the most northerly corner of the rear garden of No.36 Kiln Park. It is considered that appropriate boundary treatments are proposed around the curtilage of the site, particularly those boundaries which abut the eastern boundary. The existing hedgerow along the eastern boundary is to be retained at a height of 2m, and augmented with supplementary tree and hedge planting (Drawing Nos.15/2 and 26/1 refers) which will help minimise any unacceptable overlooking from the proposed dwelling as well as providing a suitable degree of privacy for both existing residents and future occupants of the new development. It is recommended that a planning condition be attached to any grant of planning permission requiring the hedgerow to be retained at a minimum height of 2m and tree planting at a height of 5m.

In terms of fenestration, all proposed dwellings at first floor level are restricted to bedrooms and/or bathrooms which is considered acceptable. It is recommended that a planning condition be attached to any grant of planning permission requiring all bathroom/ensuite windows to be of opaque glass.

It is acknowledged that some level of overlooking and overshadowing is unavoidable within urban areas. Taking into consideration, the separation distances, the orientation of the proposed dwellings, the relationship with the existing dwellings and the existing/proposed boundary treatment, it is considered that the proposed development will not give rise to any significant negative impacts on neighbouring properties to warrant a refusal of planning permission in this instance.

Concerns were raised with regards to noise and disturbance from the proposed development and in particular the direct impact on No. 28 Kiln Park. Although there is potential for noise nuisances during the construction phase of development, this should not arise outside reasonable times and would be temporary in nature. The Council's Environmental Health Section were consulted on the proposal and offered no objections to the development.

Concerns were also raised by residents within Kiln Park regarding the potential impact upon amenity (including loss of light) as a result of any new garages, sheds and other development works within the curtilage of Sites 33-41 (inclusive) which could be undertaken under permitted development rights. Given the increase in units and the reduction in the curtilage of the plots along this section of the development, it is considered appropriate that a planning condition be attached to any grant of planning permission removing permitted development rights within these plots so that any future residents within these sites would need to apply for planning permission from the local planning authority. This would enable a robust planning assessment to take place to ensure that the amenity of the existing residents within Kiln Park is not adversely affected by any of these development works.

Concerns were initially raised by a local resident in relation to light pollution from cars using the internal spine road when passing the rear of No.3 The Halls as a result of the lack of landscaping along the eastern boundary. It was noted that a previous version of the draft landscaping proposals planting plan had omitted landscaping which was previously approved under the 2017 permission along the part of this boundary abutting The Halls housing development. This matter was raised with the agent and was rectified through the submission of a revised landscaping plan which was received on 30 May 2022. All neighbouring properties were re-notified of this revised plan and no further objections were received in relation to this matter. It is considered that the proposed boundary treatments, including landscaping along this part of the eastern boundary will help minimise light pollution from cars using the internal spine road of the new housing development to an acceptable degree.

Concerns have also been raised in relation to the potential impact of the proposed tree planting along the eastern boundary, in terms of overshadowing and shedding of their leaves into neighbouring gardens. The height of the trees to be planted along the eastern boundary range from 350cm to 600cm are similar to those previously approved under the 2017 permission, albeit in different locations throughout the site. However, it is considered that the height of these trees will not have a detrimental impact upon neighbouring properties in terms of overshadowing. It is noted that the trees that are proposed are deciduous and therefore some will shed their leaves

during the winter months. This matter is not a material planning consideration. The maintenance of these trees within individual garden plots fall to the responsibility of the owner of the new dwelling and any issues pertaining to this would be a civil matter between relevant parties.

On balance, the proposed change of house types does not cause any significant negative impacts on proposed or existing residential properties in terms of overlooking, loss of light and overshadowing. There will be a level of noise and general disturbance throughout the construction phase, however this will be for a temporary period of time and will not cause any long term significant impacts on the existing and future residents.

Flood Risk

PPS 15 Planning and Flood Risk sets out the policies which seek to protect people, property and the environment from flooding. Policy FLD 1 of PPS15 seeks to restrict development within the fluvial (river) and coastal floodplains. Policy FLD2 seeks to ensure the protection of existing drainage infrastructure such as open watercourses (designated or undesignated), while Policy FLD3 requires the submission of a Drainage Assessment for a development which is over 1 hectare in area or comprises of more than 10 dwellings.

DfI Rivers were consulted on the application and have advised that the Flood Hazard Map (NI) indicates that the development does not lie in the 1 in 100-year fluvial or 1 in 200-year coastal floodplain. DfI Rivers note in their consultation response dated 15 June 2021 that due to the nature of this application (change of house type), it does not exceed the thresholds as outlined in Policy FLD 3 and subsequently a Drainage Assessment is not required in this case. DfI Rivers offered no objections to the proposed change of house types but advise that it is the developer's responsibility to assess the flood risk and drainage impact and to mitigate the risk of the development and any impacts beyond the site in accordance with the approved drainage assessment relating to the previously approved application LA03/2017/0476/F. On this basis, it is considered that the current proposal is acceptable and would not have an adverse impact in relation to flood risk and satisfies the relevant policy criteria of PPS 15. Overall it is considered that there is no significant flood risk from the proposed development.

Drainage and Waste Water Infrastructure

A number of objections received raised concerns about the capacity of the existing network to cope with this proposed development. Northern Ireland Water have been consulted on this application and have advised that there is a public foul sewer within 20m of the proposal. NIW have also advised a Waste Water Treatment Facility is currently available in Antrim to serve this proposal. In light of the correspondence with NIW it is considered that there are no significant concerns relating to sewage disposal in this instance.

Access, Movement and Parking Provision

Policy AMP 2 of PPS 3 'Access, Movement and Parking' advises that planning permission will only be granted for development proposals involving the direct access or the intensification of use of an existing access onto a public road where it does not prejudice road safety or significantly inconvenience the flow of traffic. Policy AMP2 also advises that the standard of the existing road network and the expected impact

of the proposal on that network will also be taken into account when determining applications.

Concerns were raised about congestion as a result of the proposed development. The applicant seeks to utilise the same access (with a right hand turning lane) taken from the A6 Antrim Road which was previously approved under LA03/2017/0476/F for 41 no. dwellings on the same site. DfI Roads were consulted on the 2021 application and offered no objections to these access arrangements subject to a number of pre-commencement conditions pertaining to the installation of the access and required visibility splays.

Criterion (e) of Policy QD1 of PPS 7 requires that a movement pattern that supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing rights of way and provides adequate and convenient access to public transport and incorporates traffic calming measures, in terms of a speed control bends throughout the development. A right hand turning lane taken from the A6 Antrim Road into the application site was approved under the 2017 permission and will assist traffic flow on the road network to ensure a safe access into the proposed residential development. Pedestrian walkways are also to be provided along the site frontage on the Antrim Road as well as throughout the development. Given that the current application only seeks an additional 3 no. units within the overall housing development, any increase in traffic will not be so significant upon the capacity of the local road network to cope with this development. DfI Roads were consulted on the change of house type application and offered no objections.

The application site lies within the village of Templepatrick close to a number of public transport bus routes which are close to the entrance of the application site for those who do not wish to use private transport. Templepatrick Park and Ride lies approximately 0.1 mile to the east of the application site. It is therefore considered that the proposal satisfies the requirements under criterion (e) of Policy QD1 of PPS 7.

Criterion (f) of Policy QD1 requires that adequate and appropriate provision is made for parking. Section 20 of Creating Places sets out the requirements for the total number of parking spaces to be provided for residents, visitors and other callers. In this case, according to Drawing No.02/4 each dwelling is provided with two in-curtilage parking spaces, with sufficient space along the internal spine road to allow for occasional parking by visitors and other callers. DfI Roads have positively determined the developer's Private Streets submission. For these reasons therefore, it is considered that the development can provide adequate and appropriate parking provision and meets with criterion (f) of Policy QD1 and the relevant policy provisions of PPS 3: Access, Movement and Parking.

Archaeology and Built Heritage

Historic Environment Division (HED) of the Department for Communities were consulted on the application and have considered the impact of the proposal on the listed buildings at 884 – 892 Antrim Road (HB20/12/024A-E incl.) and the gate lodge to Castle Upton at 891 Antrim Road, Templepatrick (HB/20/12/018N). HED have advised that based on the information submitted, the application site is sufficiently removed in situation and scale of development from the listed buildings as to have a negligible impact. HED considers that the change of house types does not represent

any greater demonstrable impact on the setting of the listed buildings than the scheme approved under the extant planning permission LA03/2017/0476/F.

HED have advised that the application site was subject to archaeological testing under LA03/2017/0476/F and confirm that no features or structures of archaeological significance were uncovered. It is therefore considered that there are no significant archaeological concerns regarding this application and that the proposal satisfies the relevant policy requirements under the SPPS and PPS 6.

Nature Conservation

A Biodiversity Checklist and Bat Survey was previously submitted with the 2017 application which NIEA Natural Environment Division were consulted on and offered no objections to the development. The Biodiversity Checklist found no badger setts on site and the Bat Survey indicated that no bat roosts were found. Given that the current application involves the change of use of a number of the houses within the same area of land upon which planning permission was previously granted for housing, it is considered that the applicant has a fall-back position to clear the site and develop housing through the extant permission (LA03/2017/0476/F). The developer will need to carry out pre-development surveys to assess any ecological matters that may have changed since the previous surveys were undertaken. Concerns were raised about the loss of vegetation for wildlife as a result of the current application. As previously stated in the report, the principle of housing on this site has already been established through the granting of planning permission Ref: LA03/2017/0476/F, which remains extant and a viable fall-back position for the applicant. Both the extant permission and the current application seek the retention of existing boundary hedges around the perimeter of the site and landscaping plans have been submitted with the application which offer an appropriate level of supplementary planting.

The boundary vegetation on site may support breeding birds. All wild birds and their nests are protected under the Wildlife (Northern Ireland) Order 1985 (as amended), known as the Wildlife Order. NED thus advises that any removal of vegetation on site should be undertaken outside the bird breeding season which occurs from 1st March to 31st August, or checked by a suitably qualified ecologist with protective measures undertaken if any active nest is found and an informative can be added regarding this aspect. It is recommended that the applicant is advised of this via a planning informative on any grant of planning permission. Overall it is considered that no significant impacts on natural heritage will be impacted as a result of the proposed development.

Other Matters

The application site lies within the flight path of Belfast International Airport (BIA). BIA were consulted on this application and have offered no objections to the proposed development. BIA have advised that any external lighting to be included in the development should be of specific standard so to ensure that it does not confuse or distract pilots in the vicinity of the airport and also advice on the use of cranes in the construction process. The applicant will be advised of this by way of planning informative.

NIE Networks were consulted on the application and have advised in their consultation response of 15 June 2021 that the application site has a high voltage (HV) overhead

line and associated equipment in the area of the proposal and a HV cable running around the eastern boundary. A letter of objection was received from a neighbouring property during the course of the processing of this application highlighting NIE concerns and how this matter was addressed.

NIE in their initial consultation dated 15 June 2021 advised that they would be concerned that the proposal may (either during the course of construction and/or following completion of the proposed development) infringe on the safety clearance that are required to be maintained between its equipment and any building or structure. NIE Networks advised that on this basis they would have no option but to object to the application. NIE Networks recommended that the applicant liaise directly with them to resolve this matter. NIE Networks have confirmed in their letter dated 05 July 2021 that a site meeting with the applicant had subsequently taken place and that they were now content with the application provided that the applicant carries out the following:

1. Submits an application to NIE Networks to divert the existing HV overhead line which bisects the site and divert the HV underground mains cable which passes along the side of the development;
2. Provides NIE Networks with easements as required for their HV underground cables;
3. Uses appropriate plant machinery during construction to ensure that no damage is caused to any underground cable or overhead line.

Given the history of the previous grant of planning permission on the site it was considered that this matter could be adequately addressed outside of the planning process and that the applicant would be advised of this matter by way of informative on the grant of planning permission should it be forthcoming.

Objections were raised about the impact of the proposed development on existing schools and medical facilities within Templepatrick. Given that the applicant has an extant planning permission for 41 no. dwellings under LA03/2017/0476/F on these lands, the availability or demand on schools and medical services in the area is unlikely to be prejudiced by the development of a further 3 no. dwellings in the area and would represent a small increase in the overall population. In addition, there are no objections from the local surgery or education authority. It is not possible to conclude that the local school and medical services in the area would be unable to cope with the extra population and consequently this issue is not considered to be a determining concern.

CONCLUSION

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

- The principle of housing on the application site is considered to be acceptable;
- It is considered the proposed development will not result in an unacceptable impact on the character and appearance of the area;
- The density, design, layout and appearance of the proposed development is considered acceptable;
- The proposal respects the existing pattern of development and is in keeping with the overall character and appearance of the existing residential development;

- The design and layout will not create conflict with the adjacent neighbouring properties along Kiln Park;
- It is considered the proposal would not have an unacceptable impact on the residential amenity enjoyed by existing residents;
- There are no significant archaeological or built heritage concerns with this proposal;
- There are no significant flood risks associated with this development; and
- There are no significant road safety concerns with this proposal.

RECOMMENDATION	GRANT PLANNING PERMISSION
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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 vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No. 18 bearing the date stamp 16 FEB 2022, 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.

3. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992. 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. 18 bearing the date stamp 16 FEB 2022.

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.

4. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992. No other development hereby permitted shall be occupied until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing No. 18 bearing the date stamp 16 FEB 2022, The Council hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

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.

5. No dwellings shall be occupied until that part of the service road which provides access to it has been constructed to base course; the final wearing course shall be applied on the completion of the development.

Reason: To ensure the orderly development of the site and the road works necessary to provide satisfactory access to each dwelling.

6. The existing vegetation as indicated on Drawing No. 26/1 date stamped 30 May 2022 shall be retained at a minimum height of 2 metres for hedgerows and trees within the hedgerows retained at a minimum height of 6 metres, and shall be allowed to grow on or as agreed in writing with the Council.

Reason: To ensure the maintenance of screening to the site and to ensure the continuity of the biodiversity value afforded by existing trees.

7. The proposed landscaping as indicated on Drawing No. 26/1 date stamped 30 May 2022 shall be carried out within the first planting season following the completion of the development hereby approved and shall be retained in thereafter at a minimum height of 2 metres for hedging and 6 metres for trees unless necessary to prevent danger to the public in which case a full explanation shall be given to the Council in writing prior to their removal.

Reason: In the interest of visual amenity and to ensure the provision, establishment and maintenance of a high standard of landscape.

8. The provision of areas of open space, entitled 'Maintained Open Space' as indicated on Drawing No.27/1 date stamped received 30 May 2022 shall be managed and maintained in accordance with the Landscape Management Plan, Document No.01, date stamped received 14 April 2022 and any changes to the approved landscape management arrangements shall be submitted to an 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.

9. No vegetation clearance/removal of hedgerows, trees or shrubs shall take place between 1 March and 31 August inclusive, unless a competent ecologist has undertaken a detailed check for active bird's nests immediately before clearance/demolition and provided written confirmation that no nests are present/birds will be harmed and/or there are appropriate measures in place to protect nesting birds. Any such written confirmation shall be submitted to the Council within 6 weeks of works commencing.

Reason: To protect breeding birds.

10. Notwithstanding the provisions of the Planning (General Permitted Development) Order (NI) 2015 (or any Order revoking and re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of the dwelling houses on Sites 07, 11, 19, 20, 25 – 38 (inclusive), 38a - d, 39 – 41 (inclusive) hereby permitted forward of any wall of the dwelling houses which fronts onto a road other than

those expressly authorised by this permission.

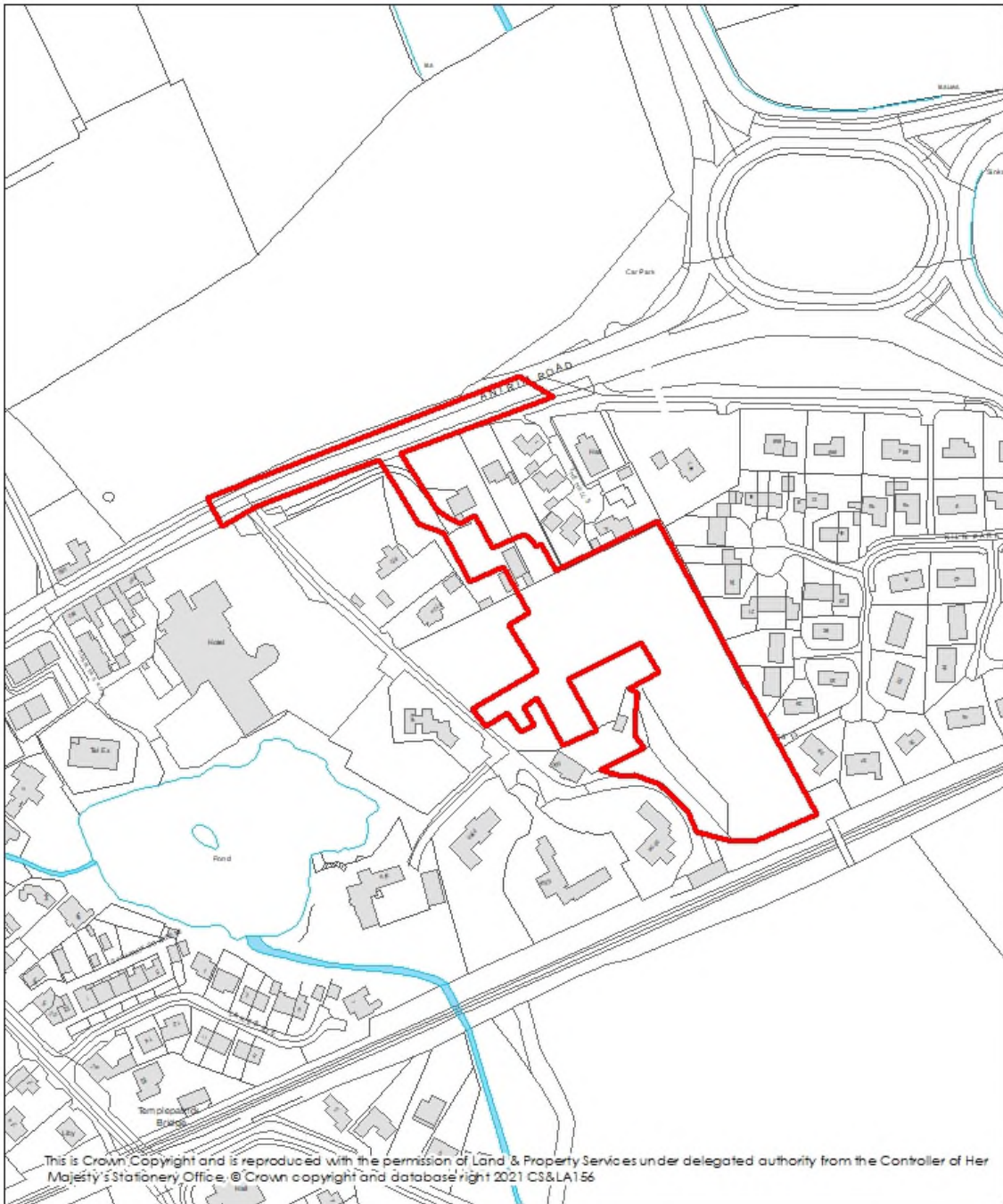
Reason: In the interests of visual amenity and the character of the area.

11. Notwithstanding the provisions of the Planning (General Permitted Development) Order (Northern Ireland) 2015, or any Order revoking and/or re-enacting that Order, no extension, enlargement (including alterations to roofs) or erection of a garage shall be made to dwelling houses hereby approved on Sites 07, 11, 19, 20, 25 – 38 (inclusive), 38a - d, 39 – 41 (inclusive) without the grant of a separate planning permission from the Council.

Reason: The further extension of these dwellings requires detailed consideration to safeguard the amenities of the neighbouring properties.

12. All bathroom and ensuite windows serving Sites 7,11,19-20 & 25-41 as detailed on Drawing No.02/4 date stamped 30th May 2022 shall be finished in opaque glass and non-opening and shall thereafter be permanently retained.


Reason: In the interests of residential amenity.



Location Map

Reference: LA03/2021/0504/F
 Location: Lands at nos. 868 and 870 Antrim Road
 Templepatrick
 Proposal: Erection of 25 dwellings



 Site Boundary



COMMITTEE ITEM	3.6
APPLICATION NO	LA03/2020/0348/O
DEA	ANTRIM
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE OUTLINE PLANNING PERMISSION
PROPOSAL	Proposed site for the erection of two (2) Class B2 light industrial units and associated parking
SITE/LOCATION	25m north of 8 Kilbegs Business Park, Kilbegs Road, Antrim
APPLICANT	Mr John Hancock
AGENT	CMI Planners Ltd
LAST SITE VISIT	June 2022
CASE OFFICER	Michael O'Reilly Tel: 028 90340424 Email: michael.oreilly@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located on unzoned lands, 25 metres north of 8 Kilbegs Business Park, Antrim, which is within the development limit of Antrim, as designated in the Antrim Area Plan 1984 – 2001.</p> <p>The northern site boundary abuts the Kilbegs Road and is defined by a hedgerow set to the rear of a grass verge. The western and southern boundaries are each defined by a watercourse. The eastern site boundary, which abuts the road junction of the Kilbegs Road and Randalstown Road, is undefined and open to critical views when travelling westwards along the Kilbegs Road. The topography of the site is relatively flat, however, the site has a notable drop in level at the western and southern boundaries, where land levels drop towards the watercourses at these boundaries.</p> <p>The land uses surrounding the application site include Kilbegs Business Park to the southwest, the Tesco Distribution Centre to the east and southeast and the Carnbeg residential development opposite and to the north. The lands to the south of the application site are vacant.</p>	
RELEVANT PLANNING HISTORY	
There is no relevant planning history relating to the application site.	
PLANNING POLICY AND GUIDANCE	
<p>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.</p> <p>Until the Council adopts its new Local Development Plan, planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough, which in this case is the Antrim Area Plan 1984 -2001. Account will also be taken of the relevant provisions of Planning Policy Statements (PPSs) which</p>	

contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

The application site is an urban location within the development limit of Antrim Town and there are no designations or zonings applicable to the site. With reference to industrial locations, the Plan states, at paragraph 16.5, that consideration will be given to appropriate industrial uses on unzoned lands provided the proposals are compatible with existing adjoining land uses or proposed land uses. Referring to all development proposals on unzoned land the Plan states, at paragraph 16.6, that within the development limit there are areas of undeveloped land which have not been zoned for a particular use. Some of these areas may be physically difficult to develop while some consist of small individual parcels. The Council will consider proposals for development provided the uses are satisfactory for the locations proposed and that no physical or other problems are involved.

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.

PPS 2: Natural Heritage: sets out planning policies for the conservation, protection and enhancement of our natural heritage.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS 4: Planning and Economic Development: sets out planning policies for economic development uses.

PPS 6: Planning, Archaeology and the Built Heritage: sets out planning policies for the protection and conservation of archaeological remains and features of the built heritage.

PPS 15: Planning and Flood Risk (Revised September 2014): sets out planning policies to minimise flood risk to people, property and the environment.

CONSULTATION

Council Environmental Health Section – Request made for updated noise reports.

Northern Ireland Water – Pre-Development Enquiry is required.

Department for Infrastructure Roads - No objection subject to conditions.

Dfl Rivers – A portion of the application site lies within the climate change fluvial floodplain, that the proposed drainage regime is to remain private, that no Consent to Discharge has been granted and that the drawings indicate that the drainage regime is 'subject to change'. Dfl Rivers also notes that the application site is subject to reservoir inundation from the Upper Potterswall Reservoir.

Department for Communities Historic Environment Division – No objection.

Northern Ireland Environment Agency: Water Management Unit – If it is not possible to connect the proposed development to the mains sewer then alternative arrangements will need to be made and a Consent to Discharge issued for the discharge of sewage effluent from the proposed development.

Northern Ireland Environment Agency: Natural Environment Division – No ecological information has been provided for the purposes of consultation.

Shared Environmental Services – Require additional information to complete a Habitats Regulations Assessment on behalf of the Council.

REPRESENTATION

Five (5) neighbouring properties were notified, and 4 letters of objection have been received from three identified addresses and one anonymous address. Additionally, a petition with 4 signatures has been submitted. Each representation and the petition take the form of a pre-formatted template. The full representations made regarding this proposal are available for Members to view online at the Planning Portal (www.planningni.gov.uk).

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

- Out of character with the established residential area;
- The proposal will promote noise and air pollution;
- Road safety concerns from an increase in traffic from the proposed development, as well as vibration and fumes from vehicles;
- A detrimental impact on biodiversity and insufficient landscaping is proposed;
- The proposal will have a detrimental impact on residential amenity and offends the Human Rights Act (Art.8 – Right to private/family life) due to the operations of the development.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Policy Context and Principle of Development
- Design and Impact on Character and Appearance of the Area
- Neighbour Amenity
- Access, Movement and Parking
- Flood Risk
- Natural Heritage and Water Quality
- Other Matters

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 Area Plan (AAP) currently operates as the statutory local development plan for the area where the application site is located and there is also a range of regional planning policy which is material to the determination of the proposal. The application site is within unzoned land within the settlement of Antrim Town. With reference to industrial locations, the AAP states at paragraph 16.5, that consideration will be given to appropriate industrial uses on unzoned lands provided the proposals are compatible with existing adjoining land uses or proposed land uses. Paragraph 16.6 of the Plan states, 'Within the development limit there are areas of undeveloped land which have not been zoned for a particular use. Some of these areas may be physically difficult to develop while some consist of small individual parcels. The Council will consider proposals for development provided the uses are satisfactory for the locations proposed and that no physical or other problems are involved.'

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPSs).

In respect of the proposed development, there is no conflict or change of policy direction between the provisions of the SPPS and that contained in the following PPSs which provide the relevant regional policy context for consideration of the proposal:

- PPS 2: Natural Heritage;
- PPS 3: Parking and Movement;
- PPS 4: Planning and Economic Development;
- PPS 6: Planning, Archaeology and the Built Heritage; and
- PPS 15: Planning and Flood Risk.

Within this policy context, it is considered the principle of industrial development on the site would be acceptable subject to the development complying with the Plan's provisions for industrial development on unzoned land as well as meeting other requirements in accordance with regional policy and guidance, which are addressed in detail below.

Design and Impact on Character and Appearance of the Area

This development proposal seeks outline planning permission for the erection of two (2) Class B2 light industrial units and associated parking. Notwithstanding that the application seeks to establish the principle of development, the agent has provided a block plan, floorplans and elevational drawings of the proposed development. These plans are being used for the purposes of informing the assessment of this development proposal but would not be endorsed as part of the grant of planning permission, should it be forthcoming.

The block plan indicates the location of the two buildings, with the building to the western side of the singular vehicle access point (Unit 1) orientated with its gable to the Kilbegs Road and the second building (Unit 2) located to the eastern side of the vehicular access orientated with the long axis of the building fronting the Kilbegs

Road. The buildings are set in close proximity to the Kilbegs Road with vehicular parking and manoeuvring space to the rear of the building footprints. Eighteen (18) car parking spaces are provided at the rear of these buildings along with two (2) lorry parking bays.

Albeit there are discrepancies with regards to the scaled drawings, Unit 1 is indicated as being 14 metres long and 8 metres wide and Unit 2, is indicated as being 16.5 metres long and 8 metres wide with both the units having a height of approximately 5.6 metres to the ridge. The design and appearance of the buildings are typical of industrial development and are of a similar design to other industrial buildings in the vicinity of the application site.

An objector raised concerns that the application site will be heavily reliant upon new landscaping to integrate the development and so as not to prejudice the character and appearance of the locality, including the Carnbeg residential development. The provision of visibility splays at the proposed site access significantly reduces the potential to introduce new landscaping along the public face of the development. It is considered that the existing hedgerow along the Kilbegs Road will require to be removed in its entirety to facilitate the provision of the required visibility splays. When travelling westwards from the main entrance into the Carnbeg residential development along the Kilbegs Road the application site would become increasingly apparent. The application site lacks boundary definition at both its eastern and western sides and the eastern side is particularly open and exposed to critical views from the Randalstown Road and Kilbegs Road junction. No significant landscaping has been indicated on the submitted plans, albeit landscaping is a Reserved Matter which can be addressed at the latter stage should the outline planning application be approved.

Neighbour Amenity

An objector raised concerns that the proposed development will lead to increased noise in the area and will have a detrimental impact on the residential amenity of residents in Carnbeg. The Council's Environmental Health Section (EHS) has raised concerns regarding potential high noise levels as a result of the proposed development, including activities within the industrial units, vehicle movements, and loading and unloading activities within the yard areas. Given the close proximity of noise sensitive receptors at the Carnbeg residential development, located a few metres away on the opposite side of the Kilbegs Road, a Noise Impact Assessment was requested by EHS in order to examine all noise sources and assess their impact on the nearby noise sensitive receptors.

The applicant's agent submitted an Acoustic Report prepared by Grainger Acoustics; Document 01 date stamped 30th September 2020. Following consultation, EHS identified a number of shortcomings with the report with regards to the methodology and robustness of the monitoring undertaken by the applicant's noise consultant to accurately determine the predicted impacts of the proposed development on residential amenity.

There has been a level of disagreement between the applicant's noise consultant and EHS, resulting in the applicant's noise consultant submitting noise rebuttal statements to the concerns raised by EHS in its consultation responses dated 9th

March 2020 and 25th January 2021, under Document 02 date stamped 9th March 2021 and Document 03 date stamped 25th January 2022.

EHS provided a final response to the noise rebuttal statements on 9th May 2022 and reiterated its previous concerns, which include the matters which have failed to be considered within the Noise Impact Assessment, how the survey work should be undertaken, the relevant time periods and duration of monitoring and an assessment of the predicted impacts.

Consequently, it is considered that it has not been demonstrated that the proposed development is compatible with surrounding land uses, which is contrary to criterion (a) of Policy PED 9. In the absence of the required information, it is also considered that the development proposal would likely have an adverse impact on the amenities of nearby residents, which is contrary to criterion (b) of Policy PED 9, and it has not been demonstrated that the development will not create a noise nuisance at nearby noise sensitive receptors, which fails to comply with criterion (e) of Policy PED 9 of PPS 4.

Access, Movement and Parking

An objector has raised concerns with regard to the increased risk of accidents owing to the increased number of vehicles using the public road network by reason of this development proposal. Visibility splays of 4.5 x 105 metres are proposed at the site access at Kilbegs Road and eighteen (18) car parking spaces and two (2) articulated lorry parking spaces are proposed to serve the proposed development. In its consultation response DfI Roads raised no objections to the development proposal subject to the imposition of several planning conditions, which relate to the provision of the access, the formation of hard surfaced areas prior to the commencement of operations and that the gates and security barriers should be located away from the road.

Consequently, it is considered that the development proposal complies with the relevant policy provisions of the SPPS, PPS 3 and Policy PED 9 of PPS 4 and is therefore acceptable.

Flood Risk

DfI Rivers has reviewed the submitted Drainage and Flood Risk Assessment (DA), Document 04 date stamped 11th May 2022 from a flood risk and drainage perspective and advises that the application site lies outside the 1 in 100-year fluvial floodplain of the designated Holywell Burn, however, based on the climate change maps, part of the site lies within the 1 in 100-year cc fluvial (Q100cc) floodplain.

The applicant has indicated in the DA that the proposed drainage network will not be offered for adoption to NI Water, it will remain private, and they will appoint a maintenance company or maintain the drainage network themselves. DfI Rivers has stated that whilst not being responsible for these proposals and the associated information, accepts the logic outlined in the document.

DfI Rivers has advised the applicant has yet to receive Schedule 6 Consent from DfI Rivers local area office to discharge 2.40 l/s of storm water runoff from the proposed site to the designated Hollywell Burn (U3728) and furthermore, identify that the

submitted Drainage Layout, Drawing Number C-01 states '*Drainage Designs Subject To Change*' and request if the final drainage design was to change in anyway, that they are consulted in order to safeguard against flood risk to the development and elsewhere. Whilst it is accepted that no Consent to Discharge application has been approved by DfI Rivers, this is not considered to be a determining issue as this is a separate consenting process outside of the planning system.

For the reasons set out above it is considered that the development proposal lies outside of the fluvial floodplain of the Holywell Burn and has provided an acceptable drainage regime and such that the relevant policy provisions of the SPPS and those of Policy FLD 1 and FLD 3 of PPS 15 have been complied with.

DfI Rivers indicate that the application site is subject to inundation from an uncontrolled release of water from Upper Potterswall Reservoir but advise that whilst the application site is a low/moderate risk from inundation it concedes that there is scope that during an uncontrolled release of water that there will be risk to some including children, the elderly and infirm, as these groups can be more vulnerable to risks associated with flood water.

With reference to the requirements of Policy FLD 5 of PPS 15 it is noted that the applicant has not demonstrated that the condition, management and maintenance regime of the reservoir is appropriate to provide sufficient assurance regarding reservoir safety, so as to enable the development proposal to proceed and the DA is not considered to be otherwise persuasive in setting aside these significant concerns. Additionally, there is no information provided to demonstrate that there are suitable measures to manage and mitigate the identified flood risk, including details of emergency evacuation procedures. For the reasons set out above it is considered that the development proposal fails to comply with the relevant policy provisions of the SPPS, Policy FLD 5 of PPS 15 and criterion (d) of Policy PED 9 of PPS 4.

Natural Heritage and Water Quality

The application site lies adjacent to two watercourses which are hydrologically connected to Lough Neagh and Lough Beg RAMSAR/SPA/ASSI. Lough Neagh is located approximately 2 kilometres from the application site. Despite numerous requests to the agent to undertake a NI Bio-Diversity Checklist to assist in the identification and/or assessment of the adverse effects to designated sites or other natural heritage interest, the ecological information requested from the agent has not been submitted. Due to the failure of the agent to submit the required information, in its consultation response dated 7th September 2021, DAERA Natural Environment Division (NED) was unable to provide an informed response.

Shared Environmental Services (SES) in its consultation response dated 4th November 2020, confirmed it carried out an assessment of the development proposal on behalf of the Council with respect to the requirements of Regulation 43(1) of the Conservation (Natural Habitats, etc.) Regulations (NI) 1995 (as amended). SES indicated in its consultation response that in order to complete a robust Habitats Regulation Assessment under the above legislation, it requires sight of comments/advice from consultation with NED and DAERA Water Management Unit

(WMU). SES advised it is content to be re-consulted to complete a HRA on receipt of those responses.

In its consultation response dated 7th September 2021, WMU indicates that it has concerns with the sewage loading associated with the development proposal with this matter having the potential to cause an environmental impact if transferred to Antrim Waste Water Treatment Works.

In its consultation response dated June 2020, NI Water states it requires a Pre-Development Enquiry is made to determine how the development can be accommodated. The Council's Planning Section is not aware of such a Pre-Development Enquiry having been made. Although NI Water does not specifically object to the development proposal this is no guarantee that there is capacity to accommodate the development proposal and as such it is considered that there is a risk with sewage loading associated with the development and the capacity of the sewerage network to cope with the additional sewerage from the facility.

In the absence of any information identifying that the development proposal will not impact upon natural heritage features and both nationally and internationally protected sites due to the hydrological connection of the watercourses abutting the application site to Lough Neagh. It is considered appropriate to adopt the precautionary approach advocated by the SPPS, which states that where there are significant risks of damage to the environment, its protection will generally be paramount, unless there are imperative reasons of overriding public interest. It is not considered that this proposal can be considered as being of overriding public interest.

It is therefore considered that the development proposal has failed to comply with the following planning policies set out in PPS 2: Natural Heritage: Policy NH 1 European and RAMSAR Sites – International; Policy NH 2 Species Protected by Law; Policy NH 3: Sites of National Conservation Importance – National; and Policy NH 5: Habitats, Species or Features of Natural Heritage Importance. Additionally, the proposal has also failed to comply with criterion (c) of Policy PED 9 of PPS 4, which, in part, relates to features or natural heritage.

Other Matters

An objector raised concerns with regards to the development proposal impacting upon the Human Rights of local residents and the right to a private/family life. Articles 1 and 8 of the Human Rights Act 1998 are substantive rights enabling those affected by the planning process to reinforce their objections by stating that to allow such a development to proceed would infringe upon their human rights. Procedural guarantees associated with these substantive rights ensure that all victims are given the chance of a fair hearing. It is only in exceptional cases that personal circumstances may be relevant to planning decisions. While the convention puts the rights of the individual first these rights are paramount only where there is no justification in the public interest.

Paragraph 2.3 of the SPPS states that the planning system operates in the public interest of local communities and the region as a whole. It does not exist to protect the private interests of one person against the activities of another. In principle there

is the opportunity for the development of industrial units in the urban area. Planning policy is developed, interpreted and applied in the public interest.

Planning applications often encounter competing and conflicting private interests, in this case the various conflicting interests have both had rights to make representations to the Council, through the processing of the planning application, and ultimately through the consideration of the application by the Planning Committee. It is considered that all parties to the application have been given a fair hearing, the points raised by them have been given proper consideration and the Council's obligations under the Human Rights Act have been discharged.

CONCLUSION

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

- The principle of the development is not acceptable;
- The design and appearance of the development is generally acceptable;
- It has not been demonstrated that the development will not create a noise nuisance that will impact upon the residential amenity of neighbouring residents;
- The proposal will have an unacceptable impact on the character and appearance of the area;
- Access, movement and parking issues are acceptable;
- The development proposal is subject to reservoir inundation and no mitigation has been provided; and
- The proposal has the potential to have a significant adverse impact on natural heritage interests and water quality as the watercourses abutting the site are hydrologically connected to Lough/Lough Beg RAMSAR, SPA, ASSI.

RECOMMENDATION

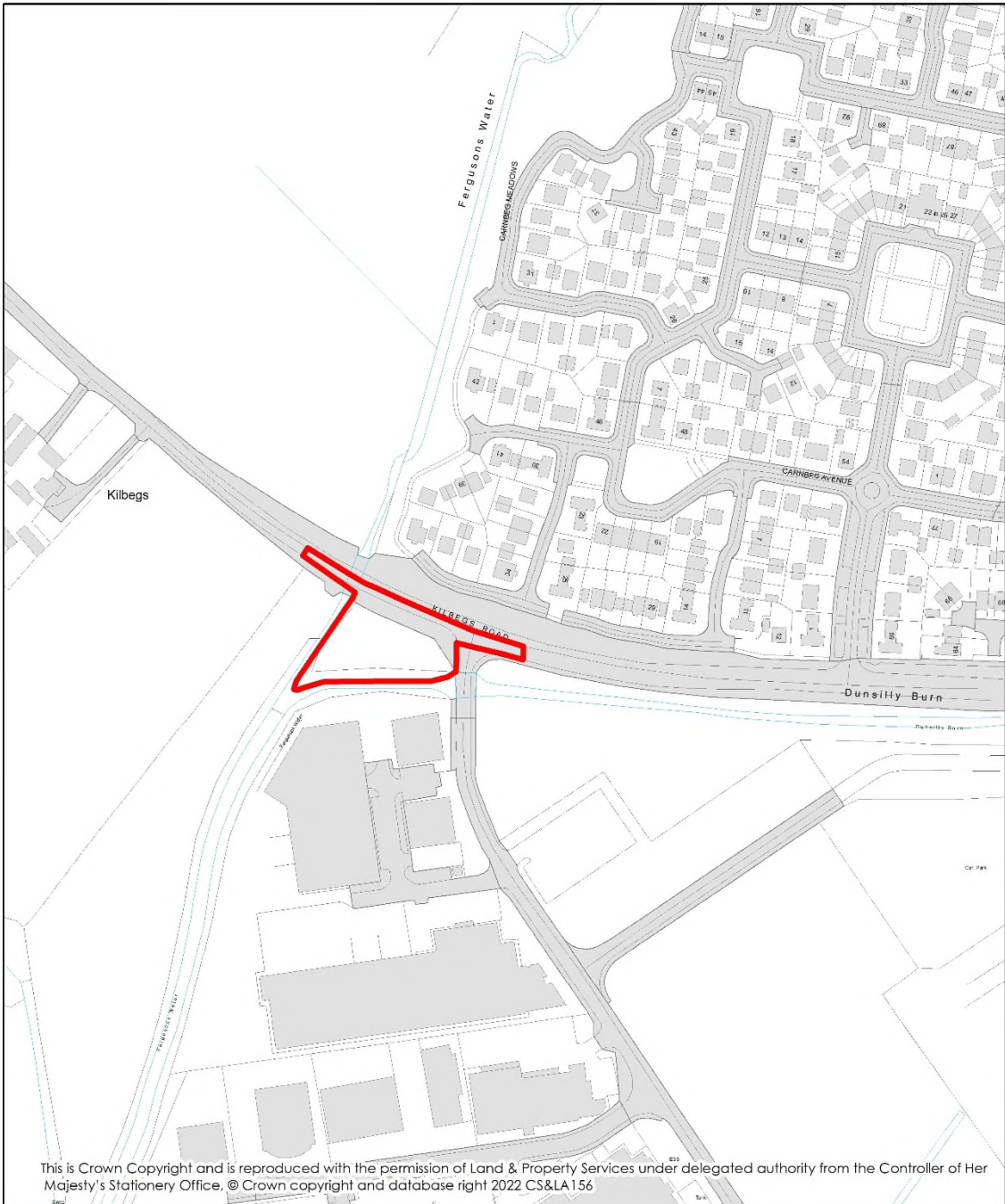
REFUSE OUTLINE PLANNING PERMISSION

PROPOSED REASONS OF REFUSAL

1. The proposal is contrary to the Strategic Planning Policy Statement and the policy provisions of Paragraphs 16.5 and 16.6 of the Antrim Area Plan 1984 – 2001 and criteria (a), (b) and (e) of Policy PED 9: General Criteria for Economic Development of Planning Policy Statement 4: Planning and Economic Development in that the development, if approved, would not be compatible with surrounding land uses as it has not been demonstrated that the development proposal will not create a noise nuisance that would harm the amenity of nearby residents within the Carnbeg residential development.
2. The proposal is contrary to the relevant policy provisions of the Strategic Planning Policy Statement and the policy provisions of paragraph 16.5 and 16.6 of the adopted Antrim Area Plan 1984 – 2001, the provisions of Policy FLD 5: Development in proximity to Reservoirs of PPS 15 'Planning and Flood Risk' and also criteria (a), (b) and (e) of Policy PED 9: General Criteria for Economic Development' of Planning Policy Statement 4: Planning and Economic Development' in that the development proposal has not demonstrated that the condition, management and maintenance regime of the Upper Potterswall Reservoir is appropriate to provide sufficient assurance regarding reservoir safety and the Flood Risk Assessment does not provide a compelling assessment of the downstream flood risk in the event of either a controlled or an uncontrolled release of water from the reservoir or an assessment of the change in flow paths as a result of the proposed development. Additionally, there is no information

provided to demonstrate that there are suitable measures to manage and mitigate the identified flood risk, including details of emergency evacuation procedures.

3. The proposal is contrary to the relevant policy provisions of the Strategic Planning Policy Statement and the policy provisions of paragraphs 16.5 and 16.6 of the adopted Antrim Area Plan 1984 – 2001, criterion (c) of Policy PED 9 of PPS 4 and Policies NH 1, NH2, NH3 and NH5 of Planning Policy Statement 2: Natural Heritage in that it has not been demonstrated that the development proposal will not have an unacceptable adverse impact to features of natural heritage including species protected by law or habitats, species or features of natural heritage importance and the quality of water of the two (2) watercourses abutting the application site and which are hydrologically connected to Lough Neagh/Lough Beg RAMSAR/SPA/ASSI.
4. The proposal is contrary to the relevant policy provisions of the Strategic Planning Policy Statement as it has not been demonstrated that the development proposal would cause harm to an interest of acknowledged importance, namely sewage disposal, as it has not been demonstrated there is a satisfactory means of dealing with sewage associated with the development.



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Reference: LA03/2020/0348/O

Location: 25m north of 8 Kilbegs Business Park, Kilbegs Road, Antrim

Proposal: Proposed site for the erection of two (2) Class B2 light industrial units and associated parking

Scale: 1:2500

Site Location

COMMITTEE ITEM	3.7
APPLICATION NO	LA03/2022/0069/F
DEA	MACEDON
COMMITTEE INTEREST	RECOMMEND REFUSAL
RECOMMENDATION	REFUSE PLANNING PERMISSION
PROPOSAL	Proposed development consisting of 9 no. apartments within a three storey building, landscaping and all associated site and access works
SITE/LOCATION	Lands at 319-321 Shore Road (West of Loughshore Manor) Newtownabbey BT37 9FD
APPLICANT	Denis Williams Design Services
AGENT	Wilden Construction Services Ltd
LAST SITE VISIT	27th April 2022
CASE OFFICER	Sairead de Brún Tel: 028 903 40406 Email: sairead.debrun@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located within the development limit of Metropolitan Newtownabbey as defined by the Belfast Urban Area Plan (BUAP) and the draft Belfast Metropolitan Area Plan published in 2004 (dBMAP).</p> <p>The application site is a roadside site located along the Shore Road in Newtownabbey on lands to the immediate south of the entrance to Loughshore Manor and to the east of Beechwood Avenue. The topography of the site is relatively flat, it has been cleared of all vegetation and rough stone has been laid across the site. It is bounded to the west by the Shore Road, and to the east by the railway line. The eastern and western boundaries of the site are demarcated by temporary fencing panels, with some newly planted saplings along the eastern boundary. A close boarded fence defines the northern boundary, with a stone wall defining the southern boundary.</p> <p>The surrounding area is predominately residential, with educational and religious buildings within the vicinity of the site.</p>	
RELEVANT PLANNING HISTORY	
<p>Planning Reference: U/2014/0167/F Location: Lands at 319 – 321 Shore Road, Newtownabbey (including lands to the east located between the railway line and the M5 motorway) Proposal: Proposed residential development of 58 No. units comprising 10 No. townhouses, 36 No. semi-detached dwellings, 8 detached dwellings and 4 No. apartments with associated landscaping, parking, site, and access works (reduction in density from extant permission U/2005/0049/F) Decision: Permission Granted (27.01.2015)</p>	

Planning Reference: U/2005/0049/F

Location: Lands at 319 – 321 Shore Road, Newtownabbey (including lands to the east located between the railway line and the M5 motorway)

Proposal: Erection of 6 No. apartment blocks comprising 174 units with new access including a new bridge and associated comprehensive landscaping and car parking.

Decision: Permission Granted (19.06.2007)

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.

Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan). Account will also be taken of the Draft Newtownabbey Area Plan and its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which has reverted to the Draft Plan stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Draft Newtownabbey Area Plan 2005 (NAP): The application site is located within the settlement limit of Metropolitan Newtownabbey.

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

Draft Belfast Metropolitan Area Plan (Published 2004): The application site is located within the settlement limit of Metropolitan Newtownabbey.

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.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS 7: Quality Residential Environments: sets out planning policies for achieving quality in new residential development. This PPS is supplemented by the Creating Places Design Guide.

Addendum to PPS 7: Safeguarding the Character of Established Residential Areas: sets out planning policy and guidance on the protection of local character, environmental quality and residential amenity within established residential areas, villages and smaller settlements. It also sets out policy on the conversion of existing buildings to flats or apartments and contains policy to promote greater use of permeable paving within new residential developments.

CONSULTATION

Department for Infrastructure Roads – Amendments to visibility splays required to show 2.4 metres x 70 metres and parking to be designed to parking standards.

Environmental Health – Noise and Vibration Impact Assessment required.

NI Water – Objections raised on sewage capacity issues.

Belfast City Airport – No objection

REPRESENTATION

No neighbours 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:

- Policy Context and Principle of Development
- Design, Layout, Appearance and Impact on Character and Appearance of the Area
- Private Amenity
- Neighbour Amenity
- Access and Road Safety
- Other Matters

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 purportedly adopted Belfast Metropolitan Area Plan 2015 (BMAP 2015) was for a period of time deemed to be the statutory development plan for this area, however the purported adoption of the Plan by the then Department of the Environment in 2014 was subsequently declared unlawful by the Court of Appeal on 18th May 2017. As a consequence, the Belfast Urban Area Plan (BUAP) remains the statutory Local Development Plan (LDP) for the area. The provisions of draft NAP and the draft Belfast Metropolitan Area Plan (dBMAP) are also a material consideration in this application.

The application site is located within the development limit of Metropolitan Newtownabbey within the Belfast Urban Area Plan (BUAP), and also the draft NAP and dBMAP. The application site is on unzoned land in all relevant development plans.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPS's).

With respect to the proposed development, there is no conflict or change of policy direction between the provisions of the SPPS and that contained in the following PPS's which provide the relevant regional policy context for consideration of the proposal:

- PPS 3: Parking and Movement;
- PPS 7: Quality Residential Environments; and
- 2nd Addendum to PPS7 (APPS7): Safeguarding the Character of Established Residential Areas.

This application site forms part of a larger site on which full planning permission for a residential development of 58 residential units was granted in January 2015 under planning application reference U/2014/0167/F. Given the planning history and the location of the site within the settlement limit of Metropolitan Newtownabbey, the principle of residential development is acceptable subject to the proposal creating a quality residential environment in accordance with Policy QD 1 of PPS 7 and the Creating Places design guide as well as meeting other relevant policies.

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

Both Planning Policy Statement 7: Quality Residential Environments and the Regional Development Strategy encourage the reuse of urban land; however, this is caveated by stating that overdeveloped and unsympathetic schemes will not be acceptable in established residential areas, and that schemes should be sensitive in design terms to people living in the area and to local character. PPS7 reiterates the need for sensitivity and in Policy QD 1 the test is expressed as 'unacceptable damage to local character, environmental quality or residential amenity'.

Paragraph 6.137 of the SPPS refers to the need to deliver increased housing without town cramming and that, within established residential areas, it is imperative to ensure that the proposed density of new housing development, together with its form, scale, massing, and layout will respect local character and environmental quality, as well as safeguarding the amenity of existing residents.

As noted above, this application site forms part of a larger site, approved for residential development in January 2015. Within the current application site permission was granted for the erection of a two storey apartment building containing a total of four apartments. While the previous permission has been implemented with regards to the remainder of the previously approved residential development, there has been no construction works on the current application site, aside from the clearing of trees and vegetation, and the erection of temporary fencing along the boundaries.

Policy QD 1 of PPS 7 states that planning permission will only be granted for new residential development where it is demonstrated that the proposed development will create a quality and sustainable residential environment. It goes on to state that all such proposals will be expected to conform to all of a number of criteria.

The first criterion (a) requires that the proposed development respects the surrounding context and is appropriate to the character and topography of the site in terms of layout, scale, proportions, massing and appearance of buildings, structures, and landscaped and hard surfaced areas. This application is seeking full permission to erect a three storey building, with three apartments on each floor, giving a total of nine apartments. The building has a largely linear, rectangular footprint, and is located in the northern part of the site, occupying a roadside position with a grassed area to the rear. It has a flat roof and a ridge height of 9.6 metres above finished floor level. The external finishes include light tone rendered walls, with select areas of brick, black PVC rainwater goods and aluminium / uPVC doors. An area of communal car parking is shown to the south of the building, with a new access point proposed off the Shore Road.

The surrounding area is predominately residential, with the newly constructed Loughshore Manor located to the east of the site, and Woodland Crescent and Beechwood Avenue to the west. The external finishes of the proposed development namely rendered walls, red brick, brick, black PVC rainwater goods and aluminium / uPVC doors, reflect the finishes of the existing, surrounding residential dwellings, and this element of the design is considered acceptable.

The size, scale, and massing of the proposed development, is not considered acceptable for this roadside site, in terms of its visual impact, and the impact on the character of the surrounding area. As noted above, there are residential developments to the east and west of the application site, both of which are predominately two storeys high with a pitched roof, and a mix of semi-detached, detached, and terrace units. Both residential developments are sited off the main Shore Road, with a good level of intervening vegetation to filter views when passing the site. It is considered that the proposed three storey, flat roofed, apartment building, standing 9.6 metres above finished floor level, and occupying a prominent roadside site, does not respect the character of the surrounding area and will have a significant adverse visual impact on the local streetscape.

In addition, the size, scale, and overall massing of the proposed apartment block is considered too intensive a form of development for its location at the entrance to an existing residential development (Loughshore Manor). This higher density form of development is located right on the roadside, opening out onto the public footpath and positioned approximately 1.8 metres from the Shore Road. The large apartment block will be readily viewed from the public road when approaching from both directions, and there is limited space along the northern boundary of the site to filter views or soften the overall significant visual impact of the development.

It is acknowledged that there are two high rise apartment blocks located to the northwest of the application site at Beechwood House and Woodland House. Nevertheless, distinctions can be drawn between these developments and that proposed; both the existing apartment blocks are positioned more than 50 metres back from the main Shore Road with areas of open space between the blocks and

the public road. Their overall visual impact is reduced given this set back location. Furthermore, the boundary between the existing apartment blocks and the Shore Road is defined by tall, well established vegetation which partially screens the two buildings, and again, lessens the visual impact of the existing developments.

As noted previously, the proposed apartment block is located in the northern half of the application site, with a substantial hardcore area in the southern half of the site to accommodate the parking and access road. New planting is proposed along the rear boundary of the application site, with only one new 'extra heavy standard tree' located in the southern most corner of the site and adjacent to the new access point. It is considered that the amount of hard landscaping is excessive; almost the entire application site is covered with built form, and there is an insufficient level of soft landscaping to mitigate the visual impacts of both the proposed apartment block, the access road, and the car parking area.

Further concerns regarding the car parking area relate to the level of security afforded to the parking spaces. The communal parking area is located to the side of the apartment block, in an area where surveillance is possible only from the private amenity space of three apartments. The parking area extends right to the rear of the application site, and as a result, informal surveillance of this area by passers – by (pedestrians, cyclists and motorists) is very limited.

There are also concerns regarding the level of surveillance afforded to the communal bike storage, which is located immediately adjacent to the rear boundary of the application site and cannot be readily seen from the front windows of the proposed apartments.

A small bin storage area of approximately 9.6 sqm is shown on the site layout in the southeastern most corner of the application site. No other elevational details for this bin storage have been submitted, and there are concerns that the bin storage is not easily accessible as residents of the new development will have to cross through the car parking area in order to access this bin storage area.

On a whole, it is considered that it has not been satisfactorily demonstrated that the proposed size, scale, massing, and layout of the development will create a quality and sustainable residential environment and that there will be no significant impact on the character of the area. Based on this assessment, it is concluded that design, layout, appearance and the impact of the development on the character of the area are not acceptable, and given the number of changes that would be required to the proposed scheme in order to make it acceptable, the applicant was not requested to submit amendments at this stage.

Private Amenity

Criterion (c) of Policy QD 1 requires adequate provision for private open space as an integral part of the development. Supplementary planning guidance on amenity space is provided within 'Creating Places: Achieving Quality in Residential Developments'. This states that the appropriate level of provision should be determined by having regard to the particular context of the development; for apartment developments, private communal open space will be acceptable in the form of landscaped areas, courtyards or roof terraces. These areas should range from a minimum of 10 sqm to around 30 sqm per unit.

For this development, the total amount of private open space provided is approximately 320 sqm, equating to 35 sqm per unit and meeting the minimum standard as set out in Creating Places. This private space includes a communal area to the rear of the building for use by all residents, and a terrace area for each unit ranging in size from 7.7 sqm to 21 sqm. Ground floor units 2 and 3 also have private amenity space to the rear.

Neighbour Amenity

Criteria (h) of Policy QD 1 in PPS 7 requires that the design and layout of the development will not create conflict with adjacent land uses and there is no unacceptable adverse impact on existing or proposed properties.

This application seeks permission for the erection of nine residential units, contained within a three storey apartment block. The proposed site is bounded to the east by a public road, to the north by an internal estate road, and to the west by a railway line. No buildings abut the application site, and the proposed development will not have any significant impact on existing neighbour amenity. The apartment block has been designed to ensure future residents of the apartments will not be significantly impacted by overlooking, overshadowing, or loss of light.

The application site is located adjacent to the M5 motorway and in close proximity to the Belfast to Larne and the Belfast to Derry / Londonderry railway line. The proposed residential development may be affected by noise and vibration associated with the use of the railway line and from the motorway.

The Council's Environmental Health Section was consulted with regards to the development proposal and stated a Noise and Vibration Impact Assessment should be submitted to demonstrate that there shall be no adverse impact on future residents of the proposed development by reason of noise and vibration from the railway line, and noise from vehicular traffic on the motorway. The applicant was not requested to submit this assessment and incur additional expense at this stage given the recommendation to refuse by Planning Officers.

Access and parking

Access to the proposed development is via a new entrance point off the Shore Road, with unassigned parking spaces provided within the curtilage for 12 cars. This arrangement has been assessed by DfI Roads which requested amendments to the submitted drawings to show visibility splays of 2.4 metres by 70 metres, and for parking spaces to be designed to standards set out in the Parking Standards document reissued by DfI Roads in October 2019. The applicant was not requested to submit this assessment and incur additional expense at this stage given the recommendation to refuse by Planning Officers.

As per the Parking Standards document, a total of 14 communal, unassigned parking spaces are required for this development of nine apartments. The proposal falls short by two spaces, and the applicant has not satisfactorily demonstrated why a reduced provision is acceptable for this development.

Other Issues**Drainage**

NI Water has recommended refusal of the proposed development due to a high-level assessment having been carried out by NI Water that indicates potential network capacity issues in the Whitehouse Waste Water Treatment Works, which the applicant has indicated will serve this proposal. The capacity issues establish a significant risk of detrimental effect to the environment, and detrimental impact on existing properties. For these reasons, NI Water is recommending any new connections to the public sewerage system are curtailed.

Tree Protection Order (TPO)

The railway embankment runs along the eastern boundary of the application site, and this boundary was previously defined by a number of trees that were subject to a TPO. Following investigations by the Council in April 2021, it was found that all but one of these trees were removed by either the developer and / or Translink NI. A compensatory replanting scheme agreed by the Council has since been undertaken. Landscaping proposals as shown on Drawing Number 06, date stamped 20th January 2022, indicate a Tree Root Protection Zone for only one tree, however this drawing should be amended to show tree protection for all trees along the eastern boundary.

CONCLUSION

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

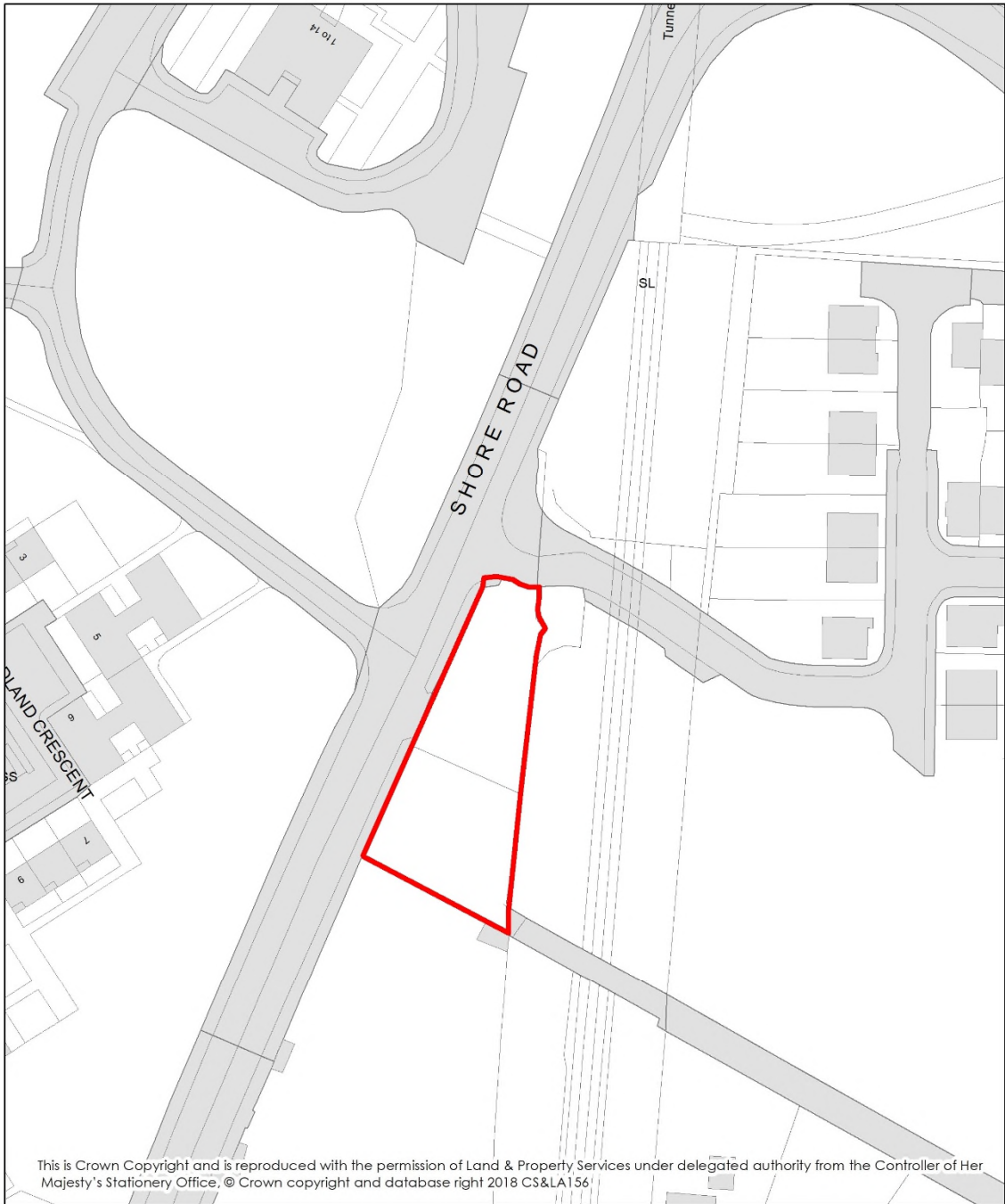
- The principle of the development is acceptable;
- The size, scale and massing of the proposal is not suitable for the site and surrounding area;
- It has not been demonstrated that there will be no unacceptable adverse impact on the amenity of future residents due to noise and vibration from the adjacent railway;
- It has not been demonstrated that the application site can be safely, and conveniently accessed and appropriate provision has been made for car parking; and
- A suitable method of foul sewage disposal has not been provided.

RECOMMENDATION**REFUSE PLANNING PERMISSION****PROPOSED REASONS OF REFUSAL**

1. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and Policy QD 1 of Planning Policy Statement 7 'Quality Residential Environments' in that the proposed development represents an overdevelopment of the site as it does not respect the surrounding context and is inappropriate to the character of the area in terms of size, scale, massing, and layout.
2. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and would cause harm to an interest of acknowledged importance, namely sewage disposal, as it has not been demonstrated there is a satisfactory means of dealing with sewage associated with the development.
3. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and Policy QD 1 of Planning Policy Statement 7 'Quality Residential Environments' in that it has not been demonstrated that there will not be any

unacceptable adverse effects on the proposed properties in terms of noise and vibration.

4. The proposal is contrary to the SPPS and Policy AMP 2 of Planning Policy Statement 3 Access, Movement and Parking as it has not been demonstrated that the access will not prejudice road safety or significantly inconvenience the flow of traffic on the Shore Road.




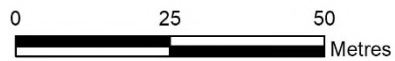
Location Map

Application Reference: LA03/2022/0069/F

Lands at 319-321 Shore Road
(West of Loughshore Manor)
Newtownabbey

Proposed development consisting of 9 no. apartments,
landscaping and all associated site and access works

 Site Boundary



For Information Only



COMMITTEE ITEM	3.8
APPLICATION NO	LA03/2021/1162/F
DEA	AIRPORT
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE PLANNING PERMISSION
PROPOSAL	Erection of building for the manufacturing of horse boxes, with associated welfare facilities, vehicle turning and parking.
SITE/LOCATION	15 Manse Road, Templepatrick, Antrim
APPLICANT	Rosstown Developments Ltd.
AGENT	Warwick Architects
LAST SITE VISIT	12th January 2022
CASE OFFICER	Sairead de Brún Tel: 028 903 40406 Email: sairead.debrun@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located within the countryside outside any development limit as designated in both the Belfast Urban Area Plan and the draft version of the Belfast Metropolitan Area Plan (BMAP 2004).</p> <p>The site is located approximately midway between Templepatrick and Mallusk at No. 15 Manse Road and is accessed via an existing laneway that also serves No. 11 Manse Road. The application site comprises a concrete yard in the northeastern corner, with a number of walls creating open, square bays in this area, existing vacant buildings in the northwestern corner, and a gravel yard that covers the entire southern half of the site. The application site is bounded to the north, south, and east by hedging. The access road defines the western boundary, whilst the M2 motorway runs parallel to the southern boundary of the site.</p> <p>The surrounding area is rural in character, characterised by single dwellings and small clusters of development set back off the public road.</p>	
RELEVANT PLANNING HISTORY	
<p>Planning Reference: U/1979/0364 Location: 7 Manse Road, Templepatrick Proposal: Erection of Workshop and Offices Decision: Permission Granted (15/11/1979)</p> <p>Planning Reference: U/1992/0556 Location: 7 Manse Road, (Old Manse Road) Off Antrim Road, Carnanee. Proposal: Erection of security wall in contractor's yard. Decision: Permission Granted (05/02/1993)</p> <p>Planning Reference: U/1992/0557 Location: 7 Manse Road, (Old Manse Road) Off Antrim Road, Carnanee.</p>	

Proposal: Erection of storage shed.
Decision: Permission Granted (05/02/1993)

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.

Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan). Account will also be taken of the Draft Newtownabbey Area Plan and its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which has reverted to the Draft Plan stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Belfast Urban Area Plan (2005): The application site is located outside any settlement limit and lies in the countryside as designated by these Plans which offer no specific policy or guidance pertinent to this proposal.

Draft Belfast Metropolitan Area Plan: The application site is located outside any settlement limit and lies in the countryside as designated by these Plans which offer no specific policy or guidance pertinent to 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.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS 4: Planning and Economic Development: sets out planning policies for economic development uses.

PPS21: Sustainable Development in the Countryside: sets out planning policies for development in the countryside. This is supplemented by Building on Tradition: A Sustainable Design Guide for the Northern Ireland Countryside.

CONSULTATION

Department for Infrastructure Roads – No objection

Environmental Health – Noise Impact Assessment and Light Assessment required

NI Water – No objection

REPRESENTATION

Two (2) 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:

- Policy Context and Principle of Development
- Design and Appearance
- Impact on Character and Appearance of the Area
- Neighbour Amenity
- Other matters

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 purportedly adopted Belfast Metropolitan Area Plan 2015 (BMAP 2015) was for a period of time deemed to be the statutory development plan for this area, however the purported adoption of the Plan by the then Department of the Environment in 2014 was subsequently declared unlawful by the Court of Appeal on 18th May 2017. As a consequence, the Belfast Urban Area Plan (BUAP) remains the statutory 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.

Both relevant development plans identify the application site as being in the countryside outside any settlement limit. There are no specific operational policies or other provisions relevant to the determination of the application contained in these Plans.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPSs). Amongst these is PPS 21: Sustainable Development in the Countryside. Taking into account the transitional arrangements of the SPPS, retained PPS 21 provides the relevant policy context for the proposal. Supplementary guidance on PPS 21 is contained in document 'Building on Tradition - A Sustainable Design Guide for the Northern Ireland Countryside' which seeks to promote quality and sustainable building design in Northern Ireland's countryside.

Policy CTY 1 allows for the granting of planning permission for non-residential developments if the proposal is for the development of industry and business uses in accordance with Planning Policy Statement 4: Planning and Economic Development.

Policy PED 2: Economic Development in the Countryside of PPS 4 allows for the development of economic development uses in accordance with the following policies:

- Policy PED 4: The Redevelopment of an Established Economic Development Use

Despite there being no planning history for the current postal address of No. 15 Manse Road, the application site appears to have formed part of three previous planning approvals at No. 7 Manse Road as listed above, and another relating to lands off the Old Manse Road. This planning history dates as far back as November 1979, when permission was granted for the erection of a workshop and offices, with further permissions forthcoming in February 1993 for a security wall in a contractor's yard, a 2.7-metre-high boundary wall, and the erection of a storage shed.

It has been difficult to determine the previous use of this application site, and the agent has been unable to submit sufficient evidence of past uses, advising only that a previous tenant in the building manufactured timber pallets, and this tenant would have used what appears to be a loading dock facility within the existing building on the site. Despite this, it is considered that there is an established economic development use on the application site that for the purposes of the policy is capable of being redeveloped.

Under Policy PED 4, business or industrial sites in the countryside that are redundant or in continuing use can be redeveloped and may offer the opportunity for environmental improvement and the promotion of job creation but should not add to their impact on the amenity of the countryside.

This proposal is for the demolition of the existing buildings on site and the erection of a workshop with a ridge height of 8.3 metres from finished floor level and a total floorspace of 1040 sqm. The external walls are proposed to be finished with a mix of light painted render and timber cladding with a feature stone surround to full height windows, zinc cladding on the canopy above the front door, silver / grey steel roof cladding and white insulated roller shutter doors. The new building contains a large workspace area, a reception area, an office, a staff canteen and male, female, and disabled toilets.

The scale of the proposed building is greater than the existing development on the application site, and it is considered that it will result in a detrimental impact on the rural character and appearance of the surrounding area. Furthermore, the overall visual impact of the new development will be substantially greater than what is on site at present. While the proposal does include additional landscaping, it is considered insufficient to offer a suitable level of integration for the proposed development.

The architect has submitted a supporting statement (Document 01 date stamped 8th March 2022) in which it is stated that there are a number of high-profile equestrian

facilities within the Templepatrick area, and this proposal is focussed on serving both the local and national equine industry. However, it has not been satisfactorily demonstrated that there would be environmental benefits to the proposed redevelopment scheme. The supporting statements adds that the proposed development is likely to generate employment in the local area, however, the anticipated job creation does not offset the detrimental visual impact of the proposal, and its impact on the rural character and appearance of the surrounding area.

Design, Layout and Appearance

Paragraph 6.70 of the SPPS states that all development in the countryside must integrate into its setting and respect rural character. Policy CTY 13 'Integration and Design of Buildings in the Countryside' states that a new building will be unacceptable where it would be a prominent feature in the landscape and as such would not integrate.

The application site is located on the Manse Road in Templepatrick and is accessed via an existing lane. As noted above, there are existing buildings on the site, a substantially sized hardcored area and a number of walls creating open, square bays along the northeastern boundary. The site sits above the level of both the Manse Road and the adjoining M2 motorway.

This proposal is for the demolition of the existing buildings on site and replacement with a workshop building measuring 8.3 metres from finished floor level and with a total floorspace of 1040 sqm. External finishes include a mix of light painted render and timber cladding walls with a feature stone surround to full height windows, zinc cladding on the canopy above the front door, silver / grey steel roof cladding and white insulated roller shutter doors. The new building contains a large workspace area, a reception area, an office, a staff canteen and male, female and disabled toilets.

The new building is proposed to be located in the northwestern corner of the application site, with parking to the south and west of the building, and a hardcored area beyond this for turning vehicles. Two landscaped buffers are proposed, one along the southern boundary of the site with the M2 motorway, and a second along the northwestern boundary. A new 3-metre-high palisade fence is proposed to define the western boundary and part of the northern boundary.

The main public views of this application site are from travelling in both directions along the M2 motorway, which runs parallel to the site along the southern boundary. As noted above, the application site sits slightly higher than the adjoining motorway, with only a low gorse hedge defining this common boundary, there are currently long uninterrupted views into the site. It is considered that the site is unable to provide a suitable degree of enclosure for the building to integrate, and while it is proposed to provide a planted buffer along the southern boundary, this new planting will inevitably take a considerable length of time to mature and in the interim, will not mitigate the visual impact of the new development.

It is acknowledged that the main public views are from the motorway, and that vehicles passing the application site will be travelling at a considerable speed. However, the land rises in a northerly direction away from the adjacent motorway,

and the proposed building is sited in the northeastern corner of the application site. This is the most elevated part of the site and where the land is approximately 3 metres higher than along the southern boundary. Furthermore, the proposed building is sited to front onto the motorway, with this elevation measuring almost 41 metres in length. With the expanse of the building, its overall height of 8.7 metres from finished ground level, and its elevated location within the application site, it is considered that the new building will be a prominent feature in the surrounding rural landscape. The land rises slightly beyond the northern boundary of the application site, but only by approximately 4 metres. Consequently, the surrounding topography does not provide a backdrop for the development, nor is it able to mitigate against the visual impact of the building.

It is considered that the size, scale, massing, design, and use of external materials are not reflective of the surrounding developments and are not appropriate for the application site in this rural location. The site is unable to provide a suitable level of integration for the size, scale and type of development proposed, and the new planting proposed is not sufficient in providing integration. As a result, the proposed development is considered contrary to Policy CTY 13 'Integration and Design of Buildings in the Countryside'.

Impact on the Character and Appearance of the Area

Policy CTY 14 of PPS 21 states that planning permission will be granted for a building in the countryside where it does not cause a detrimental change to, or further erode the rural character of the area.

The application site is located in the countryside, and despite the M2 motorway abutting the southern boundary, the surrounding area is relatively rural in nature. There are two industrial / commercial outbuildings to the south of the application site and on the opposite side of the motorway. These buildings sit below the level of the motorway and do not have the same visual impact as both the existing building on the application site and that proposed to replace it. Other than these buildings south of the site, the area is characterised by single dwellings and clusters of farm buildings. As noted above, the southern boundary of the site is very open, with unfiltered views into the application site. The size, scale, massing, and design of the proposed building is not typically rural and it will be readily viewed from the motorway. In the context of the rural setting it is considered that the proposed workshop will cause a detrimental change to the overall rural character of the area.

Neighbour Amenity

The Council's Environmental Health Section (EH) has assessed the proposed development and raised concerns regarding the potential for adverse effects on the amenity of neighbouring residential properties from noise arising from the operation of the new development. Consequently, EH requested the applicant undertakes a Noise Impact Assessment to examine all noise sources associated with the proposed development and assess their impact on nearby noise sensitive receptors.

In addition, EH has requested a Light Impact Assessment should the proposal include any floodlighting associated with the security of the premises. It is not clear from the submitted drawings if there is any floodlighting proposed as part of this application.

Nevertheless, as the principle of development cannot be established, the applicant was not requested to submit these amendments in order not to incur any further expense.

Other Matters

Access and Road Safety

DfI Roads was consulted in relation to the proposed access arrangements and has no objection to the proposal subject to a condition restricting no operation from the building until hard surfaced areas have been constructed and permanently marked.

Historic Environment

As the application site is located within close proximity of a rath, DfC Historic Environment Division (HED) was consulted. HED has advised that following an assessment of the application, and on the basis of the information provided, the proposal is satisfactory to SPPS and PPS 6 archaeological policy requirements.

CONCLUSION

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

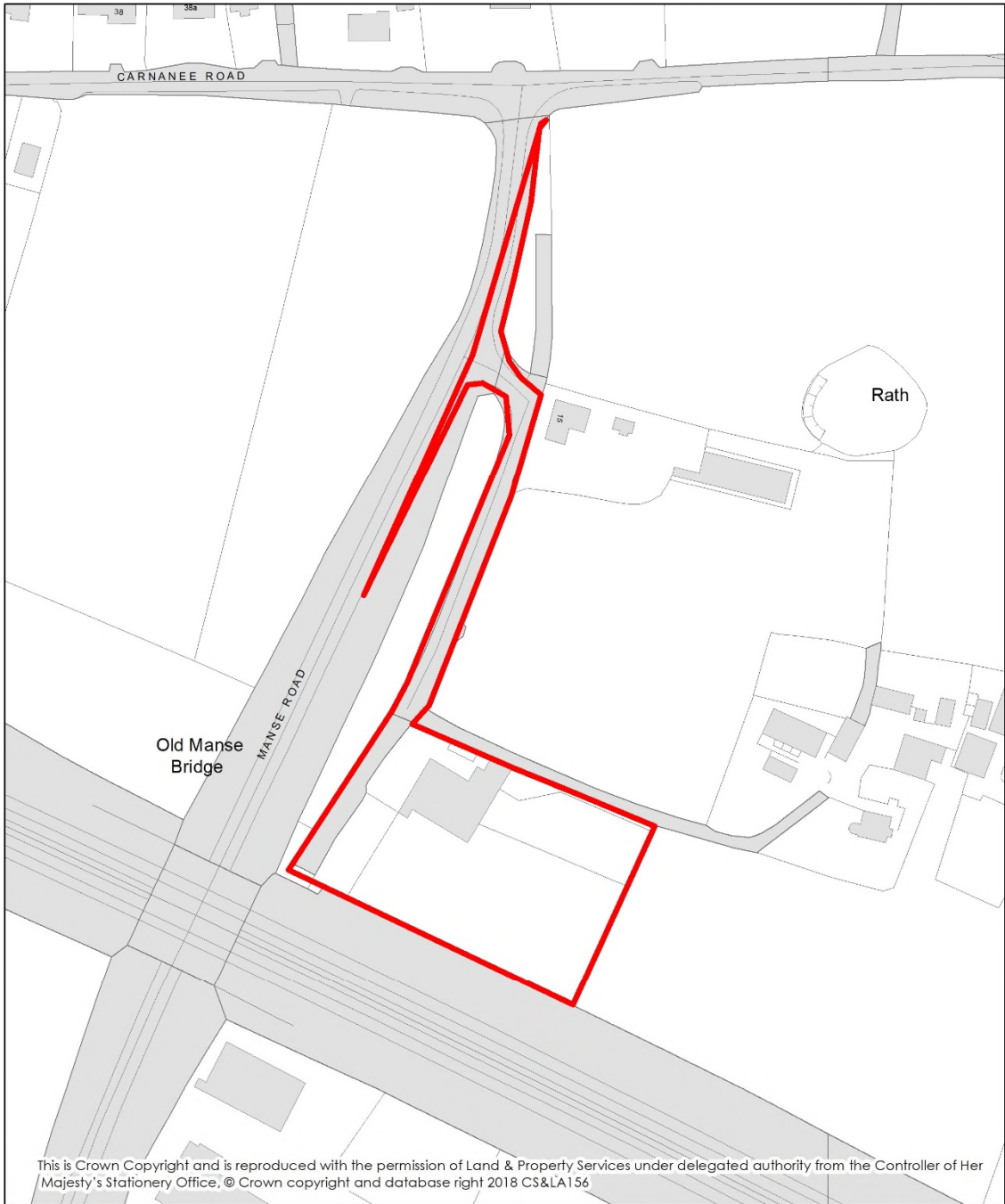
- The principle of the development is not acceptable;
- The design of the building is not appropriate for the rural area and the site lacks long established boundaries and is unable to offer a suitable level of integration;
- The proposed development would cause a detrimental change to the rural character of the surrounding area;
- It has not been demonstrated that the proposal would not adversely affect residential amenity by reason of noise and light.

RECOMMENDATION

REFUSE PLANNING PERMISSION

PROPOSED REASONS OF REFUSAL

1. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement and Policy CTY1 of Planning Policy Statement 21, Sustainable Development in the Countryside, and Policy PED 4 of Planning Policy Statement 4, Planning and Economic Development, in that the development would, if permitted be detrimental to the visual amenity of the area by reason of its scale and would not lead to an environmental improvement.
2. The proposal is contrary to Policy CTY 13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the size, scale, massing, and design of the proposed building is inappropriate for the site and its locality, and the site is unable to offer a suitable level of integration for the development.
3. The proposal is contrary to Policy CTY 14 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the development would cause detrimental change to the rural character of the surrounding area.
4. The proposal is contrary to the policy provisions of the Strategic Planning Policy Statement in that it has not been demonstrated that there will be no unacceptable adverse effects on the neighbouring residential proposed properties in terms of noise and light.

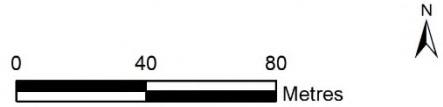


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Location Map

Application Reference: LA03/2021/1162/F

15 Manse Road, Templepatrick



Erection of building for the manufacturing of horse boxes, associated welfare facilities, vehicles turning and parking

 Site Boundary

For Information Only



COMMITTEE ITEM	3.9
APPLICATION NO	LA03/2022/0183/O
DEA	AIRPORT
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE OUTLINE PLANNING PERMISSION
PROPOSAL	Application for dwelling and garage to the immediate west of No. 95 Old Coach Road
SITE/LOCATION	95 Old Coach Road, Templepatrick, Ballyclare, Co. Antrim
APPLICANT	Margaret McDade
AGENT	A.L.D.A. Architects
LAST SITE VISIT	8 th April 2022
CASE OFFICER	Dani Sterling Tel: 028 903 40438 Email: dani.sterling@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located at No. 95 Old Coach Road, Roughfort which is within the countryside as defined within the draft Newtownabbey Area Plan (dNAP) and draft Belfast Metropolitan Area Plan (2004).</p> <p>The application site is triangular in shape and comprises No. 95 Old Coach Road and its associated garden area. The topography of the site is relatively flat, however, the land within the site is situated approximately 1 metre higher than the adjacent agricultural field.</p> <p>The application site is located within a 40 mph speed limit zone that extends through to Roughfort settlement limits approximately 280 metres east of the site. The northern roadside boundary is defined by the principle elevation of No. 95 and a 1.8-metre-high close boarded timber fence. The eastern boundary is defined by the large outbuilding which is attached to the eastern gable of No 95. The southern boundary is defined by a 1-metre-high timber fence and the western boundary is defined by a post and wire fence substituted by some low level sparse shrubbery. A large mature tree approximately 8 metres in height is located to the southwestern corner of the site.</p>	
RELEVANT PLANNING HISTORY	
<p>Planning Reference: U/2002/0498/O Location: 93 Old Coach Road, Templepatrick, Ballyclare, BT39 0EX Proposal: Site for replacement dwelling Decision: Permission Granted (01.07.2003)</p> <p>Planning Reference: U/2006/0281/RM Location: 93 Old Coach Road, Newtownabbey, Co Antrim Proposal: Erection of replacement dwelling Decision: Permission Granted (16.11.2006)</p>	

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.

Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan). Account will also be taken of the Draft Newtownabbey Area Plan and its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which has reverted to the Draft Plan stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

Draft Newtownabbey Area Plan 2005 (NAP): The application site is located outside any settlement limit and lies in the countryside as designated by the Plan which offers no specific policy or guidance pertinent to this proposal.

Draft Belfast Metropolitan Area Plan (Published 2004) (dBMAP): The application site is located outside any settlement limit and lies in the countryside as designated by the Plan which offers no specific policy or guidance pertinent to this proposal.

PPS 3: Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

PPS21: Sustainable Development in the Countryside: sets out planning policies for development in the countryside. This is supplemented by Building on Tradition: A Sustainable Design Guide for the Northern Ireland Countryside.

CONSULTATION

Council Environmental Health Section – No objection

Northern Ireland Water – No objection

Department for Infrastructure Roads- Refusal recommended subject to amended visibility splays

REPRESENTATION

Two (2) 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:

- Policy Context and Principle of Development
- Design, Layout and Impact on Character and Appearance of the Area
- Neighbour Amenity
- Movement, Access and Parking
- Other matters

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 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 Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements (PPSs). Amongst these is PPS 21: Sustainable Development in the Countryside. Taking into account the transitional arrangements of the SPPS, retained PPS 21 provides the relevant policy context for the proposal. Supplementary guidance on PPS 21 is contained in document 'Building on Tradition - A Sustainable Design Guide for the Northern Ireland Countryside' which seeks to promote quality and sustainable building design in Northern Ireland's countryside.

Policy CTY 1 of PPS 21 indicates that there are certain types of development acceptable in principle in the countryside and that will contribute to the aims of sustainable development. There are a number of cases when planning permission will be granted for an individual dwelling house. One of these is the development of a small gap site within an otherwise substantial and continuously built up frontage in accordance with Policy CTY 8 and another is new dwellings in existing clusters in accordance with Policy CTY 2a. Policy CTY 1 goes on to state that other types of development will only be permitted where there are overriding reasons why that development is essential and could not be located in a settlement.

The application proposes to subdivide No. 95's existing domestic curtilage to provide an additional dwelling. In this case the agent has submitted additional information under Document 01 date stamped 27th June 2022 in an attempt to provide a justification for the proposed development against Policy CTY 6 of PPS21- Personal and Domestic Circumstances.

Policy CTY 6 states that planning permission will be granted for a dwelling in the countryside where there are compelling and site specific reasons for this related to the applicant's personal or domestic circumstances, subject to two criteria. Firstly, whether there is satisfactory evidence that a new dwelling is a necessary response to the particular circumstances of the case and that genuine hardship would be caused if planning permission was refused; and secondly that there are no alternative solutions available such as an extension to an existing dwelling or the conversion of an existing building.

Document 01 outlines that the requirement of the proposed dwelling is to enable one of the applicant's sons to provide care for both the applicant who currently resides at No.95 Old Coach Road and another of the applicant's sons who resides at Glenville Way, Newtownabbey. The applicant's son who is to provide this care to the immediate family members currently resides at No. 506 Shore Road, Whiteabbey. The applicant's son at Glenville Way currently resides in a bungalow that is not adapted to wheelchair use and soon will require relocation to a more suitable abode, which in turn would require the applicant's other son (carer) to also move to continue the role of carer. Document 01 outlines that the only possibility for all three to live in close proximity to one another, is for all three family members to reside at No. 95 Old Coach Road.

Evidence submitted within the application is detailed within Document 01 which outlines the needs of the applicant and the applicant's son which includes a letter from the applicant's GP outlining the personal circumstances of the applicant. An additional, letter has been provided outlining further personal circumstances that appears to relate to the applicant's son, however, no name or address has been provided. The applicant's GP letter advises that due to the applicant's medical needs that more assistance with daily living will be required and the applicant would benefit from having family nearby.

The agent has outlined within Document 01 that ideally a solution could be created through the selling of two dwellings to buy a third larger property, however there is unavailable equity to do this and trying to coordinate such a process would create considerable problems and be impractical given that there is only one salary earner.

However, to this effect the document lacks detail as to why the housing needs of the applicant and immediate family members could not be met, from any of the existing dwellings for sale in the surrounding area, any approved site in the general locality or any existing housing within nearby settlement limits of Roughfort, Templepatrick, Ballyrobert or Mallusk area (all within approximately 2-3 miles of the application site). The evidence provided does not demonstrate why the site specific requirement for a dwelling at this site would be required and it is considered that overall it has not been sufficiently demonstrated that there are no alternative solutions to meet the particular circumstances expressed in this case.

Additionally, criterion 'b' of CTY 6 requires that there are no alternative solutions to meet the particular circumstances of the case such as an extension to the existing dwelling or conversion of an existing building. It is accepted that there are no buildings within the application site to be converted.

Document 01 advises that the house at No. 95 Old Coach Road is a small cottage, with three bedrooms, a kitchen and a lounge, one of the bedrooms is minimal and none of the rooms are of sufficient proportions to accommodate a young family and two ailing relatives. Document 01 details a number of reasons why the extensions/alterations to the existing property at No. 95 would be unsuitable, this includes the irregular shape of the site which would require an extension to the western gable which would have an impact on parking provision and would make the existing living space into a virtual corridor; it would deprive ailing relatives of independence, it would not be ideal for raising children, the construction period would result in the applicant having to vacate the property for a long period of time and the extension required would be the size of a new dwelling. The agent has further noted that the raised terrace to the rear of the existing dwelling would create tanking and the blocking of light into the rear of the property.

Document 01 outlines that a new building was considered to be a better solution as this would provide a better environment, a sense of independence for the ailing relatives, the existing dwelling could be used throughout the construction, would allow the internal reconfiguration of the existing dwelling for wheelchair usage, be more cost effective, prevent ownership disputes in the future and be less obtrusive as the proposed dwelling would be set further back into the site.

It is accepted that the application site to some degree is restricted given its roadside location and limited domestic curtilage and it is also accepted that a large extension relative to No. 95 would be required in order to house a family and two ailing relatives. However, taking into considerations the reasons outlined above, it is considered that the option of a suitably designed solution to enlarge the existing dwelling in a manner that could accommodate the applicant and son's current and future care needs without prejudicing the level of care required has not been fully explored. Additionally, it has not been sufficiently demonstrated why ancillary living accommodation could not provide a similar level of care required at the site. The financial restrictions that have been outlined and the difficulty of selling and purchasing a dwelling/site elsewhere, coupled with future ownership dispute concerns outlined within Document 01 are not material planning considerations and are deemed insufficient reasons to set aside the requirements of Policy CTY 6 of PPS21.

Policy CTY 8 states that planning permission will be refused for a dwelling which creates or adds to a ribbon of development, of which an exception to this is for the development of a small gap site within an otherwise substantial and continuously built up frontage; sufficient only to accommodate up to a maximum of two houses; whilst also respecting the existing development pattern along the frontage in terms of size, scale, siting and plot size; and meeting all other planning and environmental requirements.

It is noted that the core of policy CTY 8 relies on the need for a gap between buildings to allow the principle of a dwelling within an already existing ribbon of development. The application site is situated at the western side of No. 95 with no continuation of development in a western direction. Therefore, it is considered that the proposal cannot constitute the infilling of a small gap as no gap exists to allow infilling to occur. The proposal is therefore, considered contrary to the policy provisions of CTY 8 as this would result in the creation of ribbon development

associated with existing development No. 95, No. 99 and No. 97 Old Coach Road and large outbuilding attached to the eastern gable of No. 95.

The application has been assessed in respect of development within an existing cluster in accordance with Policy CTY 2A of PPS21. Paragraph 6.73 of the SPPS and CTY2a of PPS 21 refers to 'new dwellings in existing clusters' and states that provision should be made for a dwelling at an existing cluster of development which lies outside of a farm provided it appears as a visual entity in the landscape; and is associated with a focal point; and the development 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 open countryside.

Policy CTY 2A requires that in addition to the above criteria that the cluster of development consists of four or more buildings of which at least three are dwellings and the application site provides a suitable degree of enclosure and is bounded on at least two sides with the development in the cluster.

It is accepted that the application site lies outside of a farm and there are approximately 7 dwellings that make up the cluster, including No's 95, 94, 97, 98 and 99 Old Coach Road and No's 40 and 42 Millbank Road, in addition to the outbuilding attached to No. 95 and all are considered to constitute part of the same cluster.

The second and third element of CTY 2A requires that the cluster appears as a visual entity in the local landscape and be associated with a focal point. Views of this cluster from a western direction along the Old Coach Road are limited given the setback distance of a number of dwellings from the roadside edge and level of dense mature vegetation along both the roadside boundaries and domestic curtilages. Views are mostly limited to dwelling No. 95 Old Coach Road and the attached outbuilding. Views of the cluster from an easterly direction are more readily achieved, given the greater build-up of dwellings towards the eastern side of the cluster comprising No's 97, 99 and 98. Given, the amount of mature vegetation and set back distance of the road, the visual entity is not readily evident, however there is an awareness of some level of built up development at this location. In this case the application site is also situated at the junction with Old Coach Road and Millbank Road which is considered to be a focal point.

It is noted that an application was approved under LA03/2019/0895/O to allow the erection of a dwelling on the site directly opposite the application site and it was accepted in this case that a cluster existed at this road junction with Old Coach Road and Millbank Road and therefore the development at this site was deemed appropriate. Additionally, the approval of planning application ref: U/2014/0154/O (No. 98 Old Coach Road) was also granted permission for a dwelling in a cluster which accepted the proliferation of buildings at this location as a 'cluster' in line with the policy provisions of CTY 2A.

The fourth and fifth criterions of CTY2A require the site to both provide a suitable degree of enclosure and be bounded on at least two sides with other development in the cluster; and for the development to be absorbed into the existing cluster through rounding off and consolidation and not visually intrude into the open countryside.

In this case the application site is bound by No. 95 Old Coach Road and its associated outbuilding to the eastern boundary, the Old Coach Road to the northern boundary, while the remaining boundaries are bound by an agricultural field. Beyond the public road is No. 94 which makes up part of the cluster at this location. However, the Old Coach Road is considered to separate the application site from this dwelling which is located on the opposite side of the road and therefore the application site is not considered to be bound on two sides with other development in the cluster. Therefore, the development of this site would not round off and consolidate the existing built form within the cluster, but in contrast would extend the development pattern in a western direction into the open countryside resulting in the visual intrusion of built form into the open countryside. As the proposal fails to meet the fourth and fifth criteria of Policy CTY2a, it is considered to be unacceptable.

The agent has outlined in Document 01, a number of recent approvals in direct proximity to the application site that have identified a 'cluster' of development at this location. Specifically, the agent has stated that the approval of planning application ref: U/2014/0154/O at No. 98 Old Coach Road and subsequent Reserved Matters approval are particularly relevant as this site is similar to that of the garden at No. 95. In contrast to this the agent has outlined that there is no known knowledge of buildings on that land, it was previously farmland, its approval allowed an infill opportunity and that application did not meet with PPS21.

The agent draws differences between the application site and the previously approved site (U/2014/0154/O) by outlining that the application site has always been used for residential proposes, was not previously agricultural land, it previously comprised buildings, had the benefit of a previous grant of planning permission, would not allow a further infill nor would it set a precedent. The agent states further that not approving a dwelling at this location would be inconsistent in the administration of planning policy.

It was accepted during the assessment of U/2014/0154/O that this site was bound on two sides and would consolidate development. It is noted that this application was approved under a different planning authority and therefore, the Council is not bound by this decision. The use of the land either as residential or agricultural is not material in that, if a proposal complies with policy then there is no requirement for land to have been previously used for a specific use. Additionally, the application is not for a replacement dwelling and therefore the existence of residential cottages within the application site at some point would not provide a justification for a dwelling when there is no proposal to replace a dwelling under CTY3.

The site that the agent is referring to that had resulted in an infill opportunity, is planning approval LA03/2019/0895/O. Which as noted above was approved as a cluster under CTY 2A and not infill policy CTY 8.

Overall, it is not considered that there are any other overriding reasons as to why this development is essential at this location and could not be located within a settlement and therefore the proposal is contrary to Policy CTY 1 of PPS 21.

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

All dwellings in the countryside must integrate with their surroundings in accordance with the policy requirements of the SPPS and Policies CTY 13 and CTY 14 of PPS 21. Policy CTY 13 requires that a dwelling in the countryside will not be prominent in the landscape and will integrate into its surroundings, whilst Policy CTY 14 states that planning permission will be granted where the proposed building will not cause a detrimental change to, or further erode the rural character of an area.

It is acknowledged that full detailed plans have been provided with this outline application demonstrating the scale, massing and design of the proposed dwelling. The plans illustrate a two storey detached dwelling within the garden area associated with No. 95. The erection of a two storey dwelling at this roadside location is considered to be visually unacceptable, given that the majority of dwellings within this cluster are noted as being single storey. However, it is considered that the principle of a dwelling has been considered unacceptable as outlined above and the consideration of detailed plans would be determined under the submission of a Reserved Matters application subject to the approval at outline stage. Whilst the detailed plans have been acknowledged they do not form part of the assessment of this application.

Policy CTY 13 requires that a new building in the countryside will be unacceptable where the site lacks long established natural boundaries or is unable to provide a suitable degree of enclosure. In this case, the northern roadside boundary of the site is defined by a 1.8 metre close boarded fence. The remaining boundaries are defined by a mixture of low timber fencing, a post and wire fence, sparse shrubs and a mature tree to the southern corner. It is considered that the application site lacks established landscaping across all site boundaries and given the roadside location of the site, critical views of a dwelling within the site would be achieved along the Old Coach Road.

The agent has outlined in Document 01 that the existing 1.8 metre fence and laurel hedging planted on the inside along the roadside boundary would be sufficient to screen views of the dwelling from the public road. As outlined on the indicative block plan Drawing 02 date stamped 10th February 2022 the proposed dwelling is set 6 metres back from the public road. Given the roadside location of the application site and the restricted nature of the site, a dwelling within the garden area of No. 95 would be highly visible. Whilst it is acknowledged that to some degree a dwelling within the application site would be read against the backdrop of the existing outbuilding attached to No. 95, it is considered that a two storey dwelling within the application site would not be integrated appropriately into the site as it relies heavily on new planting and is therefore contrary to Policy CTY 13 of PPS 21.

Policy CTY 8 and Policy CTY 14 indicates that development which creates or adds to a ribbon of development will be unacceptable. The proposed development would result in the addition of a single dwelling along this stretch of Old Coach Road, which already comprises an existing linear form of development including Nos. 95 and its associated roadside outbuilding, No. 97 and No. 99. The application site would be visually linked with these existing buildings and would represent a linear form of development creating an unnecessary suburban style build-up of development and adding to a ribbon of development in this rural area.

Neighbour Amenity

As outlined above, the application seeks outline permission, however, a full drawing pack has been submitted as part of the application. The drawings provided outline that a two storey detached dwelling and garage are to be sited in the garden area associated with No. 95. It is noted that No. 95 is a single storey roadside dwelling and the erection of a two storey dwelling at this location may cause concern with regards to neighbour amenity of this dwelling.

However, it is considered that a dwelling could be appropriately designed within the site to ensure that the privacy and amenity of this existing property is not negatively impacted upon.

Movement, Access and Parking

Consultation was carried out with DfI Roads and it was identified that an amended site plan would be required to include visibility splays of 2.4m x 120m in both directions. However, it was not deemed necessary to request these amended plans and put the applicant to nugatory expense when the principle of development was not considered acceptable.

CONCLUSION

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

- The principle of the development cannot be established as the proposal is contrary to the policy requirements of CTY 6, CTY 8 and CTY 2A of PPS 21;
- The application site is unable to provide a suitable degree of enclosure for the proposed development, contrary to CTY 13 of PPS 21;
- The proposal will result in a suburban style build-up of development that would not respect the existing pattern of development that would create ribbon development contrary to CTY 8 and CTY 14;
- There are concern that the proposal may have a detrimental impact on road safety.

RECOMMENDATION

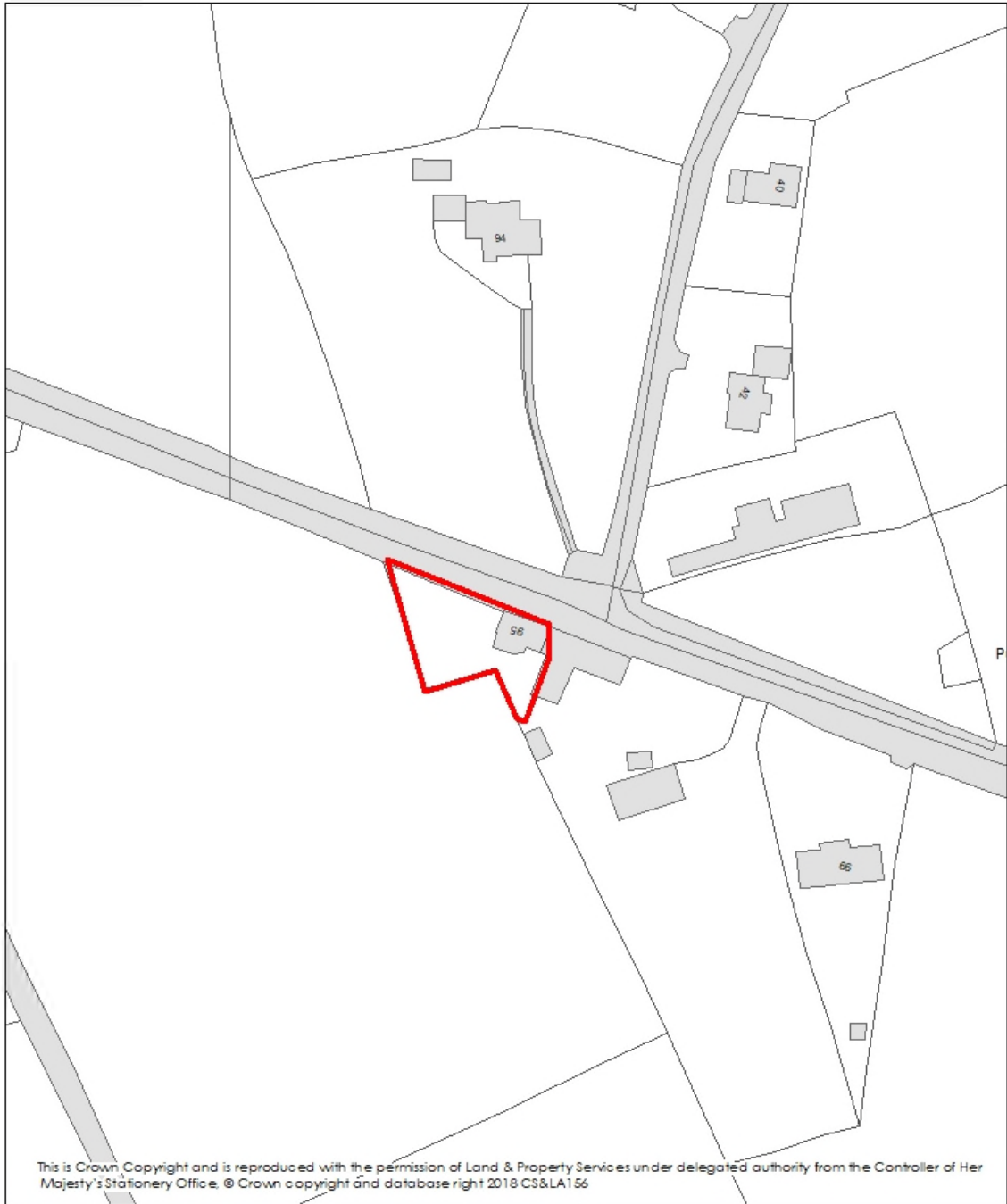
REFUSE OUTLINE PLANNING PERMISSION

PROPOSED REASONS OF REFUSAL

1. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement and Policies CTY 1, CTY 2a and CTY 8 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that there are no overriding reasons why this development is essential in this rural location and could not be located within a settlement and it fails to meet with the provisions for an infill dwelling in accordance with Policy CTY 8 or a dwelling in an existing cluster in accordance with Policy CTY 2a of PPS21.
2. The proposal is contrary to the policy provisions of the Strategic Planning Policy and Policies CTY 1 and CTY 6 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that it has not been demonstrated that there are site specific reasons or compelling personal and domestic circumstances that would warrant approval of a dwelling at this location.
3. The proposal is contrary to the policy provisions of the Strategic Planning Policy and Policy CTY 13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the proposed site lacks long established natural

boundaries and is unable to provide a suitable degree of enclosure for the building to integrate into the landscape.

4. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement and Policies CTY 8 and 14 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the building would, if permitted, would extend an existing ribbon of development and result in a suburban style build-up of development.
5. The proposal is contrary to the provisions contained in the Strategic Planning Policy Statement and Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 2, in that insufficient information has been provided in order to determine that the proposed development will not have a detrimental impact on road safety as it has not been established if the visibility splays of 2.4m x 120m can be achieved.



Site Location Plan

Application Reference: LA03/2022/0183/O

Application for dwelling and garage to the immediate west of No. 95 Old Coach Road

95 Old Coach Road
 Templepatrick, Ballyclare
 Co. Antrim



 Site boundary



COMMITTEE ITEM	3.10
APPLICATION NO	LA03/2022/0122/O
DEA	AIRPORT
COMMITTEE INTEREST	ADDENDUM TO COMMITTEE REPORT
RECOMMENDATION	GRANT OUTLINE PLANNING PERMISSION

PROPOSAL	Site for dwelling and garage and associated ancillary works
SITE/LOCATION	Lands between 148 and 148b Ballymena Road, Doagh, BT39 0TN
APPLICANT	Duncan and Tracy Bain
AGENT	Planning Services
LAST SITE VISIT	13 th April 2022
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 www.planningni.gov.uk

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

Prior to the June Planning Committee meeting the agent for the application submitted additional information in relation to the application and as a result, Officers removed the application from the schedule to allow a full assessment of the new information. Neighbouring properties, including objectors were re-notified of the amended proposals on 21st June 2022.

The application was previously recommended for refusal on the basis that it was considered that, if permitted, the proposed access laneway to serve the development site, would have an unacceptable adverse impact on the neighbouring dwelling at No. 148 in terms of noise and general disturbance.

The amended proposal proposes to move the access approximately 25 metres to the west from that position initially proposed. This amendment results in a separation distance from the proposed laneway and the rear boundary of the dwelling at No. 148 of approximately 30 metres, with a separation distance of approximately 45 metres between the laneway and the rear elevation of the dwelling at No. 148.

As per the notional block plan provided on Drawing No. 03 bearing the date stamp 16th June 2022, there will also be a planted buffer of approximately 5 metres planted along the eastern side of the proposed access laneway. Given the significantly increased separation distance provided (between the access and the neighbouring dwelling), the presence of the existing vegetation at No. 148 (mature trees/hedging) and the inclusion of a new planted buffer (5 metres in width), it is considered that previous concerns in relation to amenity have been suitably addressed and thus the proposed development (as amended), if permitted, would not be considered to have a detrimental impact on the amenity experienced at any nearby neighbouring dwelling.

The previous Committee Report addressed the issues of the principle of development, integration and access all of which were deemed acceptable. It is considered that the proposal is now acceptable subject to the conditions recommended below.

CONCLUSION

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

- The principle of development is acceptable in accordance with Policy CTY 8 of PPS 21;
- An appropriately designed dwelling with sufficient landscaping could integrate satisfactorily into the surrounding rural landscape;
- The proposal would not have a detrimental impact on the character of the area;
- The proposal (as amended) would not have a detrimental impact on neighbour amenity.

RECOMMENDATION

GRANT OUTLINE PLANNING PERMISSION

PROPOSED CONDITIONS

1. As required by Section 62 of the Planning Act (Northern Ireland) 2011, application for approval of the reserved matters shall be made to the Council within 3 years of the date on which this permission is granted and the development, hereby permitted, shall be begun by whichever is the later of the following dates: -
 - a. the expiration of 5 years from the date of this permission; or
 - b. the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

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

2. Approval of the details of the siting, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters"), shall be obtained from the Council, in writing, before any development is commenced.

Reason: To enable the Council to consider in detail the proposed development of the site.

3. A scale plan and accurate site survey at 1:500 (minimum) shall be submitted as part of the reserved matters application showing the access location to be constructed and other requirements in accordance with the attached RS1 form.

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

4. The depth of underbuilding between finished floor level and existing ground level shall not exceed 0.3 metres at any point.

Reason: In the interest of visual amenity.

5. The proposed dwelling shall have a ridge height of no more than 8 metres above finished floor level.

Reason: To ensure that the development is satisfactorily integrated into the landscape in accordance with the requirements of Planning Policy Statement 21.

6. The existing hedgerow along the northern and eastern boundaries of the application site shall be retained for the lifetime of the development at a minimum height of 2 metres and shall be allowed to grow on or as agreed in writing with the Council.

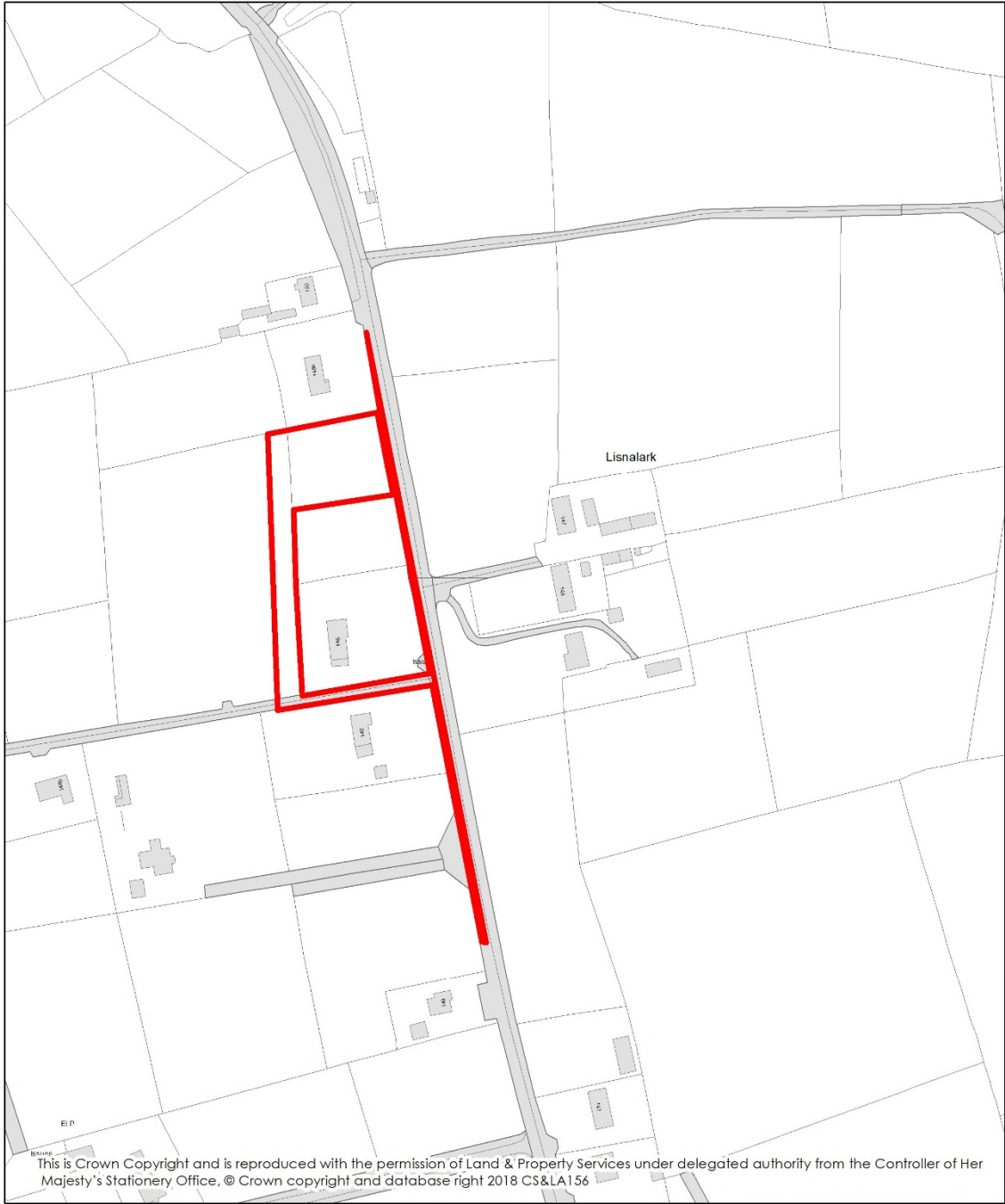
Reason: In the interests of integration and visual amenity and to ensure that the proposed development does not prejudice the appearance of the locality.

7. If any retained hedge/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 hedge/tree in the same location and of a species and size as specified by the Council.

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

8. No development shall take place until full details of all proposed tree and shrub planting and a programme of works, have been approved by the Council and all tree and shrub planting shall be carried out in accordance with those details and at those times.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape and to aid with integration of the new dwelling house.



Location Map

Planning Application Reference: LA03/2022/0122/O
 Location: Lands between 148 and 148b Ballymena Road, Doagh
 Proposal: Site for dwelling, garage and associated site works

 Site Boundary

N

 1:2,500

For Information Only



COMMITTEE ITEM	3.11
APPLICATION NO	LA03/2022/0408/F
DEA	BALLYCLARE
COMMITTEE INTEREST	COUNCIL INTEREST
RECOMMENDATION	GRANT PLANNING PERMISSION
PROPOSAL	Replace 5 No. 5m high existing lighting columns and lamps with 5 No. new 8m high columns and new LED lamps
SITE/LOCATION	Public car park on Harrier Way located between 23 The Square and 2 Avondale Drive, Ballyclare, BT39 9AA
APPLICANT	Antrim and Newtownabbey Borough Council
LAST SITE VISIT	15/06/2022
CASE OFFICER	Morgan Poots Tel: 028 90340419 Email: morgan.poots@antrimandnewtownabbey.gov.uk
<p>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 www.planningni.gov.uk</p>	
SITE DESCRIPTION	
<p>The application site is located on lands at the public carpark on Harrier Way. The site lies within the Town Centre of Ballyclare and just outside the town's Area of Townscape Character as defined by the draft Belfast Metropolitan Area Plan (draft BMAP), published 2004. The site is currently undergoing upgrading works.</p> <p>The southeastern and southwestern boundaries of the application site are defined by mature trees and hedging which exceed 5 metres in height. The northern and western boundaries of the site are undefined as the application site opens out to the surrounding buildings. The topography of the site is relatively flat.</p> <p>A cafe and sports club lie adjacent to the site to the northwest, with a Bookmakers bounding the site to the northeast. There is a mixture of uses surrounding the remainder of the site, with a multitude of commercial and service businesses to the northeast and northwest within The Square and Ballyclare Comrades football ground is located to the west.</p>	
RELEVANT PLANNING HISTORY	
No relevant planning history	
PLANNING POLICY AND GUIDANCE	
<p>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.</p> <p>Until the Council adopts its new Local Development Plan, most planning applications will continue to be assessed against the provisions of the extant adopted Development Plans for the Borough (the Belfast Urban Area Plan, the Carrickfergus Area Plan and the Antrim Area Plan) Account will also be taken of the Draft Newtownabbey Area Plan and</p>	

its associated Interim Statement and the emerging provisions of the Belfast Metropolitan Area Plan (which has reverted to the Draft Plan Stage) together with relevant provisions of Planning Policy Statements (PPSs) which contain the main operational planning policies for the consideration of development proposals.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) published in September 2015 confirms that until such time as a Plan Strategy for the whole of the Council Area has been adopted the Council should continue to apply existing policy and guidance contained in retained PPSs and other relevant documents together with the provisions of the SPPS itself.

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

Draft Newtownabbey Area Plan (dNAP): The application site is located within the settlement limit of Newtownabbey. 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 Metropolitan Newtownabbey. 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.

PPS 3- Access, Movement and Parking (Revised 2005) and PPS 3 (Clarification 2006): sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking.

CONSULTATION

Environmental Health - No objection subject to conditions.

NI Water - No objection.

Department for Infrastructure Roads - No objection.

REPRESENTATION

Thirty-one (31) neighbouring properties were notified of the application and no representations have been received.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Policy Context and Principle of Development
- Scale, Massing, Design and Appearance
- Neighbour Amenity
- Amenity Space, Parking and Manoeuvring

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 application site is located inside the development limits of Metropolitan Newtownabbey as defined within the Belfast Urban Area Plan (BUAP) and the draft Belfast Metropolitan Area Plan published 2004 (dBMAP). There are no specific operational policies relevant to the determination of the application in the plans.

The Strategic Planning Policy Statement for Northern Ireland (SPPS) is material to all decisions on individual planning applications. The SPPS sets out the transitional arrangements that will operate until the Council has adopted a Plan Strategy for the Borough and it retains certain existing Planning Policy Statements.

This application seeks full planning permission to replace five (5) metre high existing lighting columns and lamps with five (5) new eight (8) metre high columns and new LED lamps.

Given the application site lies in the urban area and the proposed works are taking place within an existing public car park, it is considered that the proposed works will improve and enhance safety in this car park. The proposal is therefore considered to be acceptable in principle, subject to all other planning and material considerations being met.

Scale, Massing, Design and Appearance

The proposed 5no. lighting columns and LED lamps within the existing Harrier Way public car park will replace 5no. existing lighting columns which are no longer operational. The proposed columns are 8 metres in height with new LED lamps. The 5 columns are situated to the southeast and southwest (rear) of the application site.

The lighting columns are appropriately spaced, and the existing landscaping is to be retained. The existing mature trees will aid integration and provide natural screening and are considered acceptable in the landscape. Five (5) existing lighting columns will be retained at the north (front) of the application site. The layout, scale and design of the proposal is considered to be acceptable and will not detract from the appearance or character of the surrounding area.

Neighbour Amenity

The nearest residential properties are located approximately 50 metres to the southeast of the application site at Avondale Drive. There are also nearby sensitive receptors at Main Street, to the northeast. Due to the proposed height increase of the columns, there is the potential for artificial light intrusion at these nearby sensitive receptors to adversely impact upon amenity. The Council's Environmental Health Section has been consulted with regards to the submitted lighting plans, Drawing Nos. 04 and 05 date stamped 12th April 2022, which provide details as to horizontal illuminance, and an Outdoor Lighting Report, Document 01 date stamped 24th June 2022. EHS have raised no concerns in relation to the proposal subject to the inclusion of a condition which outlines that light intrusion from the development into windows at nearby sensitive properties shall not exceed 10 Ev (Lux) on any time prior to 23:00 hrs and 2 Ev (Lux) levels at any time post 23:00 hrs, in order to protect amenity of nearby sensitive dwellings.

Amenity Space, Parking and Manoeuvring

The existing car park and layout will not be affected by the proposal, as it relates solely to the lighting columns. DfI Roads has been consulted and has raised no objection to the proposal in terms of parking or road safety matters.

CONCLUSION

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

- The principle of development is considered acceptable;
- The layout, scale and design of the proposal is appropriate;
- The proposal will not unduly affect the amenity of neighbouring residents; and
- The proposal will not have a negative impact on amenity space, parking and manoeuvring.

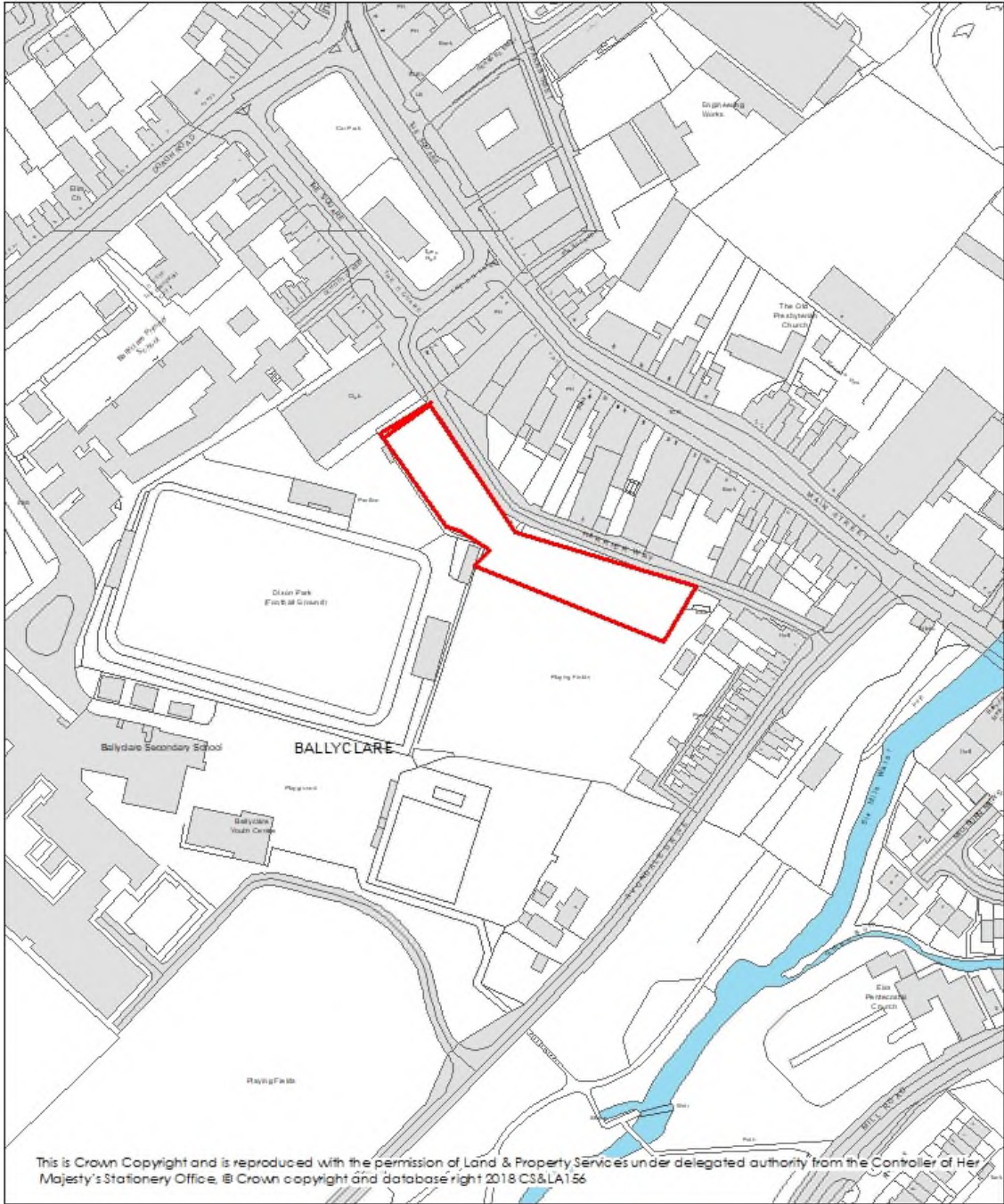
RECOMMENDATION**GRANT PLANNING PERMISSION****PROPOSED CONDITIONS**

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. Light intrusion from the development into windows at nearby sensitive properties shall not exceed 10 Ev (lux) at any time prior to 23:00hrs and 2 Ev (lux) at any time post 23:00hrs.


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



Location Map

Planning Reference: LA03/2022/0408/F

Location: Car park on Harrier Way
located between 23 The
Square and 2 Avondale Drive
Ballyclare

 Site Boundary

Proposal: Replace 5 no. 5m high existing lighting
columns and lamps with 5 no. new 8m
high columns and new LED lamps.



1:2,000

For Information Only



PART TWO
OTHER PLANNING MATTERS

ITEM 3.12

P/PLAN/1 DELEGATED PLANNING DECISIONS AND APPEALS

A list of planning decisions issued by Officers during June 2022 under delegated powers together with information relating to planning appeals is **enclosed** for Members' information.

Two (2) appeals were dismissed during June by the Planning Appeals Commission (PAC) in relation to LA03/2020/0114/O a proposed erection of a single dwelling house and garage in support of existing commercial equestrian business at lands 75m north west of 48 Ballynoe Road, Antrim (PAC Ref 2020/A0098) and, LA03/2020/0515/O a site for dwelling and garage on a farm at 20m north of 135 Castle Road, Randalstown (PAC Ref 2021/A0072).

One (1) appeal was partially upheld during June by the PAC in relation to LA03/2020/0641/O, site for replacement dwelling 250m north east of 44 Belfast Road, Nutts Corner, Crumlin (PAC Ref 2020/A0144). Copies of these decisions are also **enclosed**.

RECOMMENDATION: that the report be noted.

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

Agreed by: Sharon Mossman, Deputy Director of Planning

Approved by: Majella McAlister, Deputy Chief Executive of Economic Development and Planning

ITEM 3.13

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

Prospective applicants for all development proposals which fall into the Major development category under the 2011 Planning Act are required to give at least 12 weeks' notice to the Council that an application for planning permission is to be submitted. This is referred to as a Proposal of Application Notice (PAN). Four (4) PANs were registered during June 2022 the details of which are set out below.

PAN Reference:	LA03/2022/0513 /PAN
Proposal:	Proposed new 7 no. classroom primary school and nursery unit for Gaelscoil & Naiscoil Eanna, associated site works, infrastructure and landscaping, with access from Hightown Road.
Location:	Lands approx. 245m south of existing St Enda's GAC clubhouse, Hightown Road, Glengormley.
Applicant:	Gaelscoil & Naiscoil Eanna Hightown Road, Glengormley.
Date Received:	08/06/2022
12 week expiry:	31/08/2022

PAN Reference:	LA03/2022/0531/PAN
Proposal:	Erection of a 10,490sqm industry-led research facility (Advanced Manufacturing Innovation Centre).
Location:	Lands at Global Point Business Park, approximately 35m north of RLC Global Point.
Applicant:	Allan Munro, Head of Estates Planning Queens University Belfast, BT7 1NN.
Date Received:	15/06/2022
12 week expiry:	07/09/2022

PAN Reference:	LA03/2022/0573/PAN
Proposal:	Redevelopment of AI Services site, including demolition and replacement of existing sheds and erection of new sheds.
Location:	671 Antrim Road, Newtownabbey, Co Antrim.
Applicant:	AI Services (NI) Limited 671 Antrim Road, Newtownabbey BT36 4RL.
Date Received:	22/06/2022
12 week expiry:	14/09/2022

PAN Reference:	LA03/2022/0591/PAN
Proposal:	Proposed storage and distribution facility comprising freezers, coolers, warehousing, cold dock, officer and staff welfare accommodation together with ancillary plant equipment and structures; site preparation works, including detention pond; and truck marshalling area with Vehicle Maintenance Facility and associated fuel tanks. Access to the site provided via Nutts Corner Road along with internal circulation, associated staff car park and loading/unloading areas. Installation of photovoltaic panels on the roof.
Location:	Lands South West of Nutts Corner, Antrim.
Applicant:	Heron Bros Ltd, 2 St Patricks Street, Draperstown, BT45 7AL.
Date Received:	28/06/2022
12 week expiry:	20/09/2022

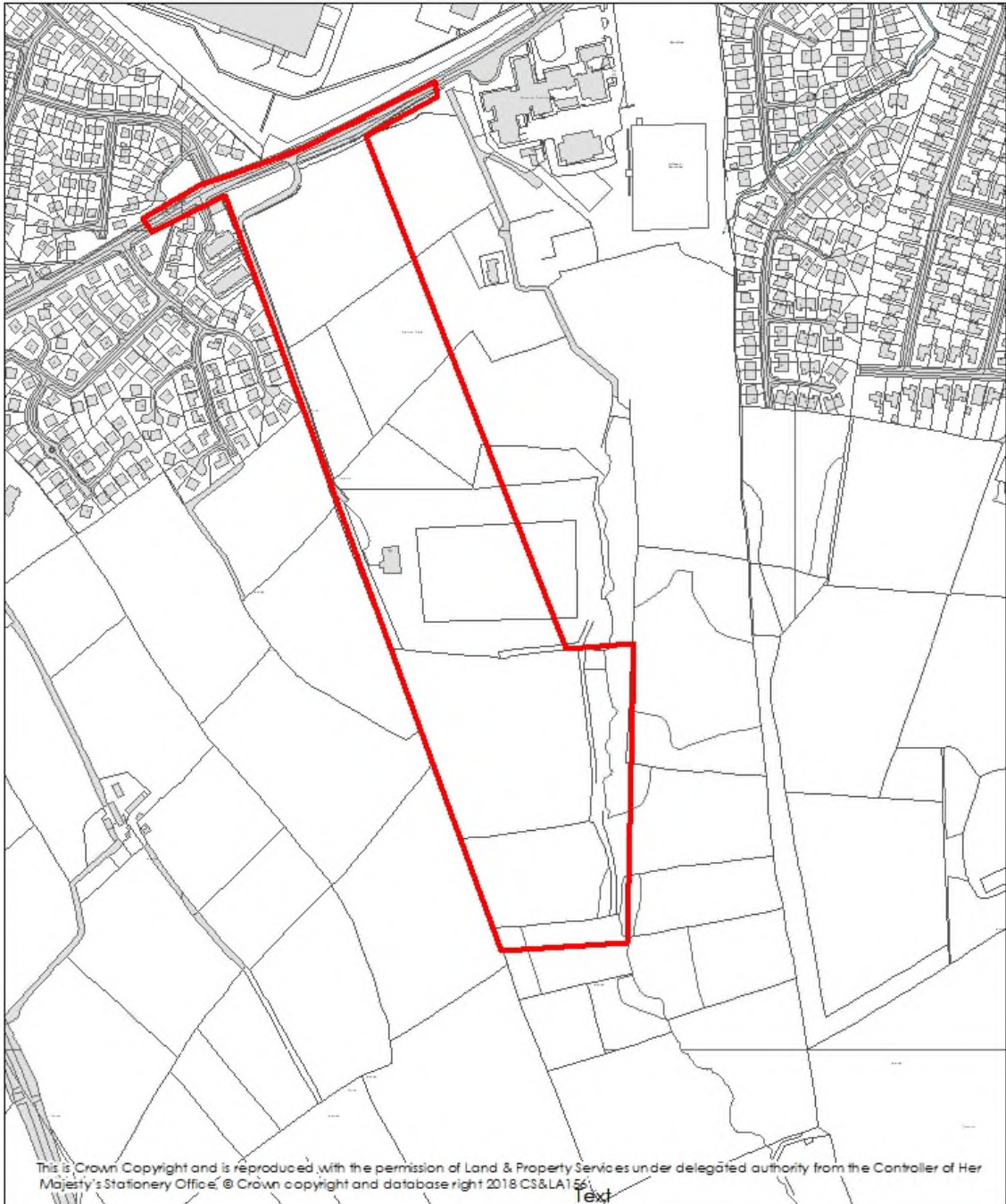
Under Section 27 of the 2011 Planning Act obligations are placed on the prospective developer to consult the community in advance of submitting a Major development planning application. Where, following the 12-week period set down in statute, an application is submitted this must be accompanied by a Pre-Application Community consultation report outlining the consultation that has been undertaken regarding the application and detailing how this has influenced the proposal submitted.

RECOMMENDATION: that the report be noted.

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

Agreed by: Sharon Mossman, Deputy Director of Planning

Approved by: Majella McAlister, Deputy Chief Executive of Economic Development and Planning

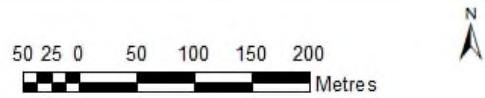


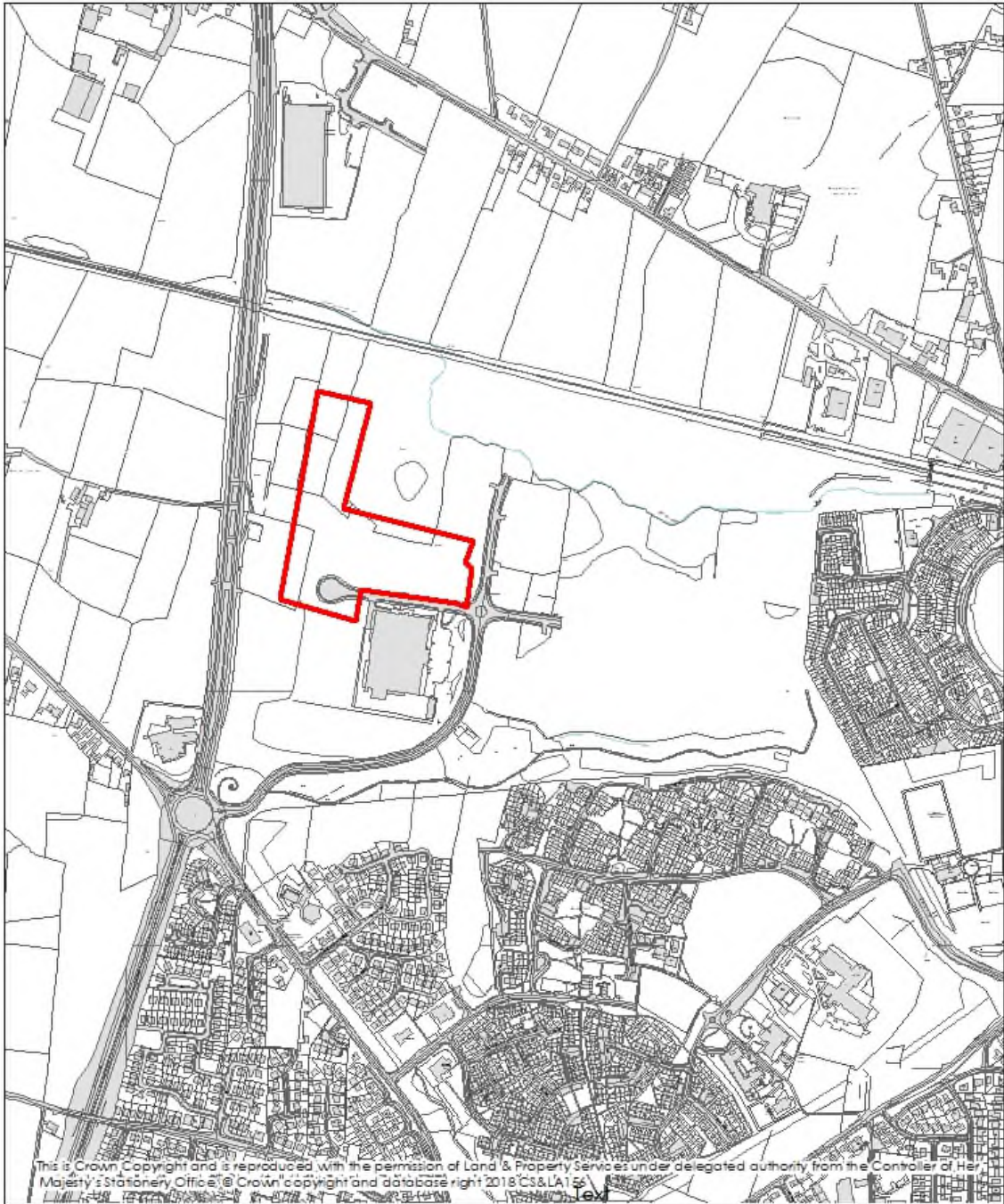
Site Location Plan

Planning Application Reference: LA03/2022/0513/PAN

Proposal: 7 no. classroom primary school and nursery unit for Gaelscoil & Naiscoil Eanna, associated site works, infrastructure and landscaping, with access from Hightown Road

Location: Lands approx. 245m south of St Enda's GAC clubhouse, Hightown Road Glengarmley





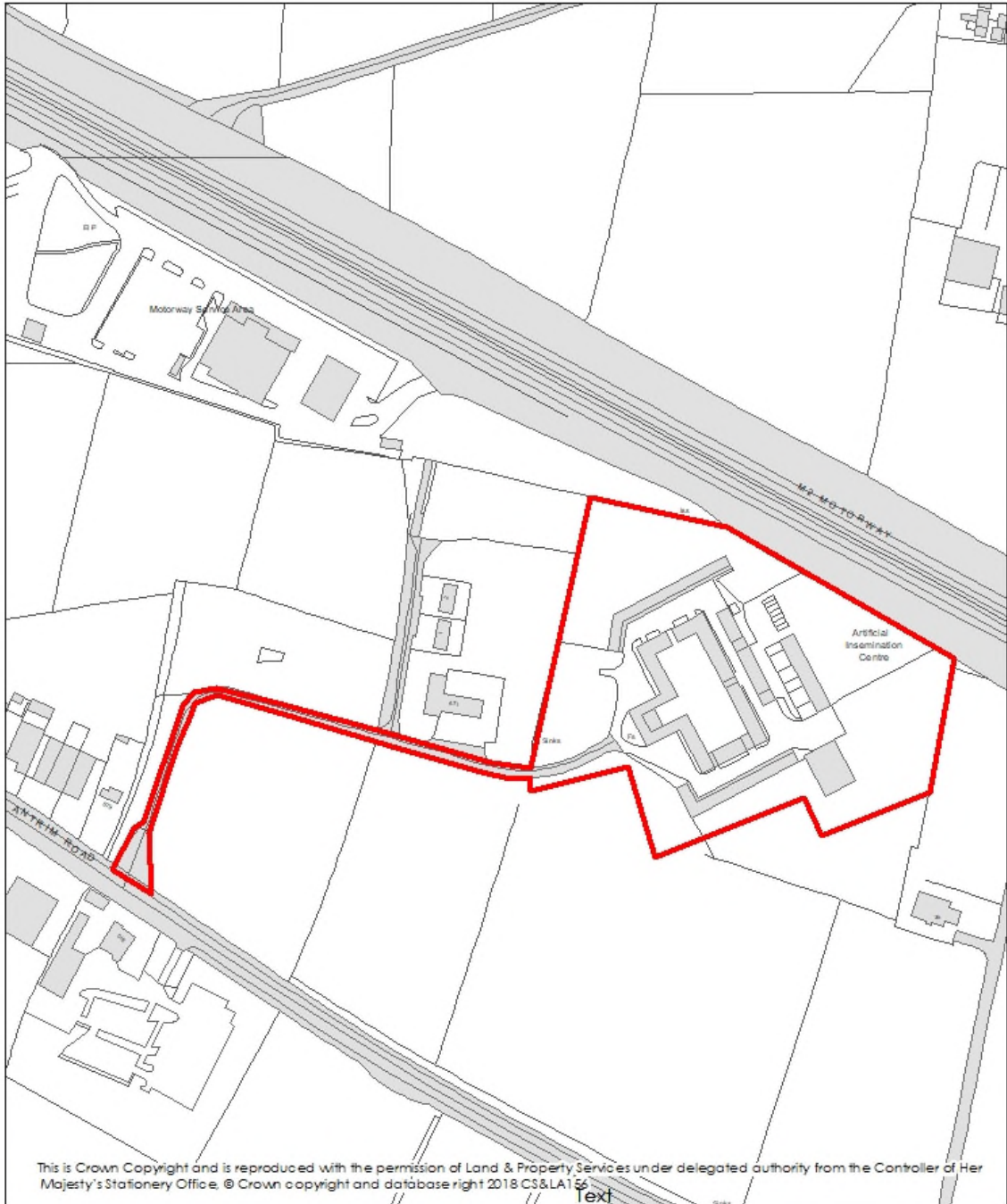
Site Location Plan

Planning Application Reference: LA03/2022/0531/PAN

Proposal: Erection of a 10,490sqm industry-led research facility (Advanced Manufacturing Innovation Centre)

Location: Lands at Global Point Business Park approximately 35m North of RLC Global Point







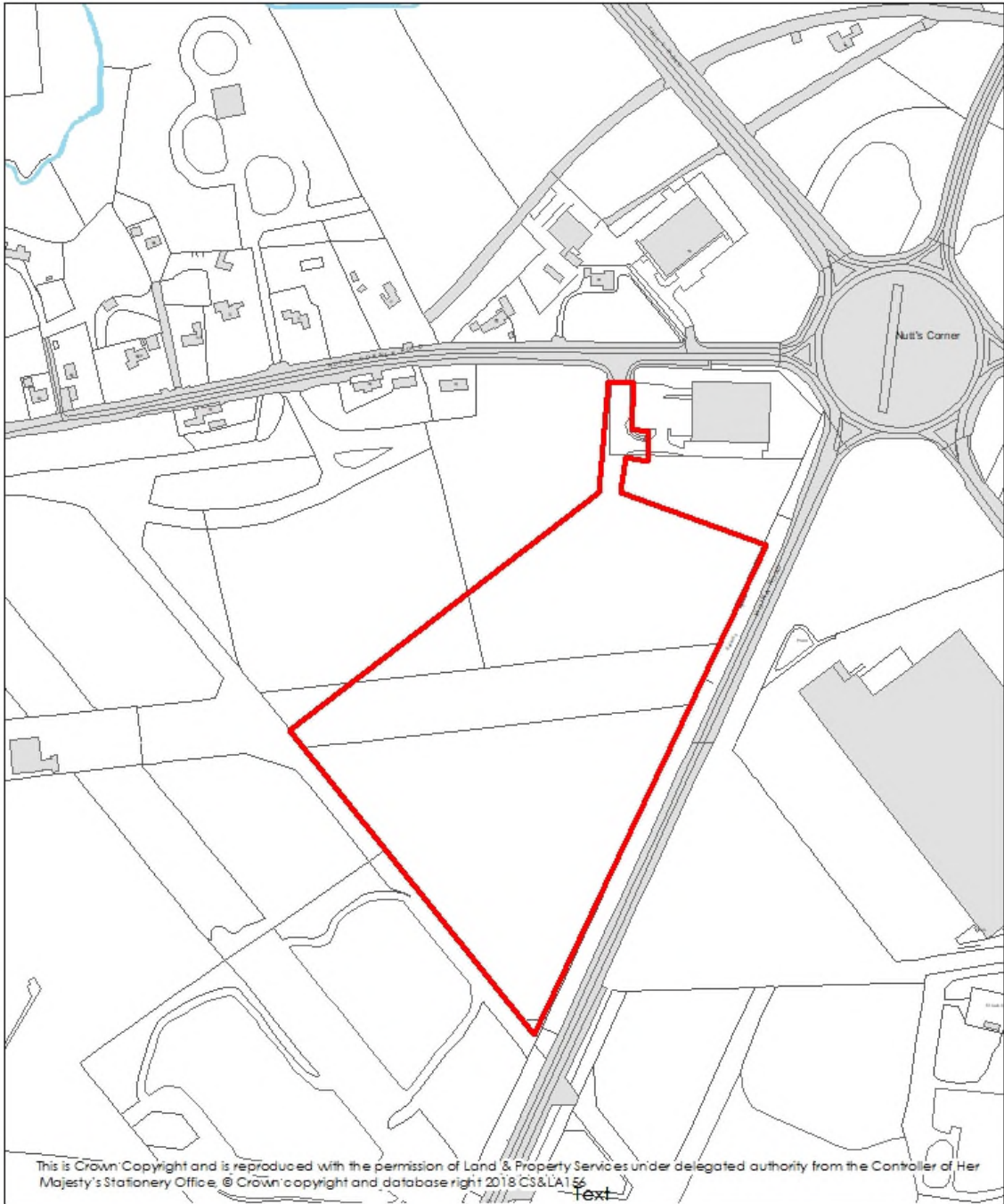
Site Location Plan
 Planning Application Reference: LA03/2022/0573/PAN

Proposal: AI Services (NI) Limited

Location: 671 Antrim Road
 Newtownabbey
 Co Antrim

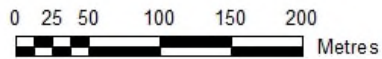
0 15 30 60 90 120
 Metres



Site Location Plan

Planning Application Reference: LA03/2022/0591/PAN



Proposal: Storage and distribution facility.
 Access to the site provided via Nutts Corner Road
 including installation of photovoltaic panels on the roof

Location: Lands South West of Nutts Corner Roundabout
 Antrim



ITEM 3.14

P/PLAN/1 - NORTHERN IRELAND PLANNING STATISTICS – ANNUAL STATISTICAL BULLETIN FOR 2021-2022

The Northern Ireland Planning Statistics 2021-22 Annual Statistical Bulletin, a copy of which is enclosed, was released on 7 July 2022 by the Department for Infrastructure's Analysis, Statistics and Research Branch. This is the seventh annual statistical report on activity and performance since the transfer of planning powers to Councils in 2015.

As previously reported to Members the Analysis, Statistics and Research Branch has advised that planning activity throughout 2021/22 was impacted by the restrictions put in place due to the coronavirus pandemic. It has indicated that this should be borne in mind and caution taken when interpreting the published figures and when making comparisons with previous years and the performance across Councils.

The figures show that during 2021-22, the total number of planning applications received in Northern Ireland was 13,600, an increase of 6% on the previous financial year. The figures also highlight that 12,914 decisions were issued across Northern Ireland, an increase of 23.2% on the previous year.

The increase in applications received across Northern Ireland during 2021-22 was reflected in the local figures for the Antrim and Newtownabbey Borough showing the largest percentage increase in applications in Northern Ireland, with an increase of over 23%. During 2020/21 730 applications were received in Antrim and Newtownabbey Borough this increased to 907 received during 2021-22. During the year 860 decisions were issued by the Planning Section, an increase of over 58% from 2021-22, and the largest percentage increase in Northern Ireland. Of the decisions issued, the Council recorded an overall approval rate of 94.5% which broadly tallies with the Northern Ireland average of 94.9%.

There were 384 live cases in the Borough at 31st March 2022 a slight increase when compared to the number (378) recorded at 31st March 2021. The number of applications more than 12 months old also increased to 40 applications, although this equated to some 10.4% of the Council's live planning applications and only one Council shows a lower proportion.

Performance against statutory targets

In relation to performance against targets the Department for Infrastructure (DfI) figures show that the Council met the statutory targets this year for major and local applications, the only council to meet the major target and one of only two Councils to meet the local target. The Council was also one of eight Councils that met the target for enforcement.

Major Applications

The Council took on average 25.2 weeks to process and decide **Major** planning applications during 2021-22 against the target of 30 weeks. The average processing time across NI during this period was 49.8 weeks.

This represents a significant improvement from the position recorded last year where the average processing time was 113.4 weeks. Eight applications, all of which were approved, were determined during the year compared to five in 2020/21. The Council again recorded the highest proportion of major applications processed within target at 62.5%, compared to an average across all Councils of 29.6%.

Local Applications

The Dfl figures show that the Council took on average 13.2 weeks to process and decide **Local** planning applications during 2021/22 against the target of 15 weeks. Whilst this performance represents an increase in average processing time judged against the 2020-21 figure it again ranked second out of the 11 Councils where an average processing time of 17.2 weeks across all Councils has been recorded.

In relation to the proportion of cases processed within target Members should note that the Council also ranked second out of all 11 Councils with over 58.4% of cases processed within 15 weeks against an average of 43.2% across all Councils.

Enforcement

In relation to enforcement the Dfl figures highlight that the Council's Planning Enforcement Team concluded over 78.3% of cases within 39 weeks against the performance target of 70%. The team recorded an average time of 28.2 weeks, to process 70% of enforcement cases to target conclusion compared to an average of 38.8 weeks across all Councils. This maintained the Council's strong performance in processing enforcement cases recorded over the last 4 years and once again the Council ranked within the top four out of all Councils on the two processing targets.

Local Development Plan – Draft Plan Strategy

In addition to performance against the statutory performance measures on planning applications and enforcement outlined above, Members should also note the success of the Planning Section's Forward Planning Section during the business year in completing the Independent Examination into the the Council's Draft Plan Strategy.

Summary

Whilst clearly performance has not been at the same level as witnessed in the previous two years Members should nevertheless note that the Council continues to rank amongst the top three of the 11 Councils in Northern Ireland on five of the six statutory performance indicators. In addition, the Council still has the lowest proportion of backlog applications over 12 months old and read in their entirety, the statistics suggest that, through the hard efforts of all the staff in the Planning Section and the decisions taken by the Committee itself, the Council continues to be one of the top performing Local Planning Authorities in Northern Ireland.

During what has been a most difficult year due to the resource pressures experienced by the Planning Section as a result of COVID-19 the staff have risen to the challenges faced and continued to perform excellently.

RECOMMENDATION: that the report be noted.

Prepared and Agreed by: Barry Diamond, Head of Planning Development Management (Interim)

Approved by: Majella McAlister, Deputy Chief Executive of Economic Growth and Planning

ITEM 3.15

P/FP/LDP/052 LOCAL DEVELOPMENT PLAN - INDEPENDENT EXAMINATION

The Planning Appeals Commission's (PAC) Independent Examination (IE) of the Council's Draft Plan Strategy (DPS) concluded on 29 June 2022. The public hearing sessions with the PAC ran from 03 May 2022 – 29 June 2022.

The PAC will now consider its findings and forward a report to the Department for Infrastructure (DfI), regarding the potential adoption of the Council's Draft Plan Strategy. The PAC has advised that it anticipates that its report will be submitted to DfI at the end of January 2023.

The list of all documentation and Matters Arising from the IE are available to view in the Examination Library on the PAC's website via the following web-link (<https://www.pacni.gov.uk/AN-examination-library>)

The Forward Planning Team will now commence work on the Local Policies Plan (LPP), which forms the next stage of the Local Development Plan process. This will also involve capacity building with Members, stakeholders and customers, as well as the preparation of a range of Supplementary Planning Guidance which will accompany the DPS post adoption.

RECOMMENDATION: that the report be noted.

Prepared by: Simon Russell, Senior Planning Officer

Agreed by: Sharon Mossman, Deputy Director of Planning

Approved by: Majella McAlister, Deputy Chief Executive of Economic Growth and Planning