



18 April 2018

Chairman: Councillor P Brett
Vice Chairman: Councillor J Bingham
Committee Members: Aldermen – F Agnew, T Campbell, J Smyth and R Swann
Councillors - H Cushinan, B Duffin, T Hogg, D Hollis, M Magill and W 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 23 April 2018 at 6.00pm.**

You are requested to attend.

Yours sincerely

A handwritten signature in black ink that reads "Jacqui Dixon".

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

For any queries please contact Member Services:

Tel: 028 9034 0098 / 028 9448 1301

memberservices@antrimandnewtownabbey.gov.uk

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 Part One of the Planning Committee agenda do not require ratification by the full Council.

Part Two - Any matter brought before the Committee included in Part Two 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 Enforcement Cases

- 3.1 Enforcement Case: LA03/2016/0377/CA - **In Confidence**

Decisions on Planning Applications

- 3.2 Planning Application No: LA03/2018/0006/F
Proposed hotel development comprising 81 bedrooms, food and beverage offer, associated car parking spaces, new site access, landscaping and all associated site and access works at 6 Antrim Road, Crumlin
- 3.3 Planning Application No: LA03/2017/0547/F
Housing development consisting of 6 detached dwellings and associated site works at 11 Greystone Road, Antrim
- 3.4 Planning Application No: LA03/2018/0106/F
Housing Development (24 No. 2 bed apartments) and associated site works on land between Nos. 7 & 27 Ballyduff Road, Newtownabbey
- 3.5 Planning Application No: LA03/2017/0458/F
Erection of 3 No. two storey dwellings at junction of Greystone Road/Ashgreen 50m north of Greystone Road, Antrim
- 3.6 Planning Application No: LA03/2017/1048/A
Retrospective Free Standing Hoarding Sign at Land at 62 Old Carrick Road, Newtownabbey
- 3.7 Planning Application No: LA03/2018/0220/A
Community/Council noticeboard erected on 2 No. steel tubular pipes at Ballyeaston Village Car Park, Ballyeaston Road, Ballyeaston

PART TWO

Other Planning Matters

- 3.8 Delegated planning decisions and appeals March 2018
- 3.9 Proposal of Application Notice
- 3.10 NISRA Quarterly Planning Statistics (Oct – Dec 2017)
- 3.11 Listing of Straid Congregational Church
- 3.12 Armagh City, Banbridge and Craigavon Borough Council – Consultation on LDP Preferred Options Paper

**REPORT ON BUSINESS TO BE CONSIDERED AT THE MEETING OF THE
PLANNING COMMITTEE ON 23 APRIL 2018**

**PART 1 PLANNING APPLICATIONS AND RELATED DEVELOPMENT
MANAGEMENT AND ENFORCEMENT ISSUES**

COMMITTEE ITEM	3.2
APPLICATION NO	LA03/2018/0006/F
DEA	AIRPORT
COMMITTEE INTEREST	MAJOR DEVELOPMENT
RECOMMENDATION	GRANT PLANNING PERMISSION

PROPOSAL	Proposed hotel development comprising 81 bedrooms, food and beverage offer, associated car parking spaces, new site access, landscaping and all associated site and access works.
SITE/LOCATION	6 Antrim Road, Crumlin, Co. Antrim
APPLICANT	Moorefield Hospitality Ltd & Premier Inn
AGENT	TSA Planning Ltd
LAST SITE VISIT	11/01/2018
CASE OFFICER	Kieran O'Connell Tel: 028 9034 0423 Email: Kieran.oconnell@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

SITE DESCRIPTION

The application site is situated adjacent to the junction of Ballyrobin and Antrim Roads and is 120m east of Hillhead Farm, 6 Antrim Road and includes the lands on both sides of the Ballyrobin Road terminating adjacent to the Maldron Hotel. The application site includes part of the Antrim Road on the western side while Cosmo car park and a car rental compound abut the eastern boundary of the application site. The site itself is largely flat agricultural ground with hedgerows and trees defining the field boundaries. The application site extends to some 8 hectares of land.

RELEVANT PLANNING HISTORY

Planning Reference: T/2006/0904/O

Location: 80m N.W of Park Plaza Hotel, British Road, Aldergrove

Proposal: Proposed Hotel and associated parking

Decision: Permission Granted (28.08.2007)

Planning Reference: T/2009/0187/F

Location: Antrim Road at Belfast International Airport, Aldergrove, Crumlin.

Proposal: Amendment to previously approved new Antrim Road link.

Decision: Permission Granted (29.05.2009)

Planning Reference: LA03/2018/0006/F

Location: Land at Aldergrove, Crumlin incorporating the junction of Antrim, Ballyrobin and British Roads

Proposal: Re-alignment of part of Antrim Road, new roundabout on Ballyrobin Road and widening of British Road as previously approved under

T/1997/0533, T/2003/0088/RM and T/2009/0187/F

Decision: Permission Granted (16.06.2015)

PLANNING POLICY

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, 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 an area designated for airport related uses. The Plan offers no specific guidance on this proposal however at Para 7.5 The plan indicates that with the continued expansion of Belfast International Airport there is increasing potential for an airport hotel within the airport perimeter.

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 – No objection.

NI Water – No objection.

Historic Environment Division – No objection subject to conditions.

Belfast International Airport – No objection

Shared Environmental Services - This planning application was considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended) by Shared Environmental Service on behalf of Antrim and Newtownabbey Borough Council which is the competent authority responsible for authorising the project and any assessment of it required by the Regulations.

Having considered the nature, scale, timing, duration and location of the project it is concluded that, the proposal will not have an adverse effect on site integrity of any European site subject to the mitigation conditions provided below.

DAERA Water Management Unit: No objection

DAERA Regulation Unit Land and Groundwater Team: No objection

DAERA Natural Heritage: No objection

DfI Roads – No objection subject to conditions.

DfI Rivers – Has no objections in principle however has indicated that additional information is required. The matters raised can be addressed by way of negative condition ensuring the post construction run off does not exceed preconstruction run off.

REPRESENTATION

Six (6) 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:

- Principle of Development
- Design, Layout and Appearance
- Neighbour Amenity
- Impact on adjacent Business/Commercial Premises
- Natural Heritage
- Access and Parking
- Economic Benefits
- Flood Risk
- Other Matters

Principle of Development

The application site is located within an area zoned for airport related uses. The plan is unclear as to what an airport use may be however; at paragraph 7.5 the Antrim Area Plan (AAP) indicates that with the expansion of the airport there is increasing potential for an airport hotel. As this particular use is mentioned in the plan it is considered that a hotel falls within the definition of an airport related use and is acceptable at this location.

Design, Layout and Appearance

The proposed hotel building is to be positioned in the southwestern corner of the application site at the junction of the Antrim Road and Ballyrobin Road. The proposed hotel has a dual entrance through the reception area ensuring hotel users have easy access to the building. The main entrance to the building is to the front (east facing) with a secondary access point located to the rear (west facing onto the Antrim Road).

The proposed building is roughly rectangular in shape and no more than 3 stories in height and is in compliance with the height requirement set out in Para 7.7 of the AAP (74.825AOD (9.875m in height)). The Maldron hotel located to the south of the application site is approximately 4.5 stories in height. Belfast International Airport was consulted on the application and has raised no objections to the height of the proposed hotel development.

In design terms the building is linear in shape, and relies on small steps and breaks in the building fenestration to break up the massing of the proposed building. To assist with this, the building is finished in a mix of rendered finishes (grey/white) to prevent the building appearing as a uniform block in the landscape. At ground floor level, the main entrance point is to be finished with a brick panel, which will add interest and diversity to the appearance of the proposed hotel. In addition, the applicant proposes earth berms of 300mm-700mm with landscaping on top throughout the scheme in an effort to reduce the visual impact and soften the approach to the building and the hard landscaping associated with the access road and parking layout. Belfast International Airport has indicated no objections to the building, however, they have indicated that it is necessary for the hedgerows to be restricted to a maximum height of 3m to prevent starlings nesting as these may have an impact on aviation safety.

The design layout and appearance of the proposed hotel is in keeping with the buildings in the wider airport area and is considered acceptable.

Neighbour Amenity

There are no residential properties within 90m of the proposed hotel. The nearest residential property is located at Hillhead Farm (No.5 Antrim Road) and is approximately 170m from the application site. The Council's Environmental Health Section and DfI Roads have been consulted and neither has expressed concern with the proposed development or its impact on public safety or amenity. Consequently it is considered that there is no significant amenity impacts on existing residential properties within the surrounding area.

Impact on adjacent Business/Commercial Uses

The proposed site is located in an area zoned for airport related uses and an airport hotel, as previously stated, is considered to fall within the definition of an airport related use. The use of the site for a hotel will not have a significant detrimental impact on the adjacent Cosmo Car Park or the Petrol Filling Station located on the eastern side of the application site. In addition, it is considered that the proposed development will not have a detrimental impact on the Maldron Hotel in planning and environmental terms other than providing commercial competition. Belfast International Airport has been consulted and has indicated no objection to the proposal. Overall, it is considered that the proposed hotel will not have an adverse impact on the adjacent business and commercial enterprises.

Natural Heritage

This planning application was considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended) by Shared Environmental Service on behalf of Antrim and Newtownabbey Borough Council which is the competent authority responsible for authorising the project and any assessment of it required by the Regulations.

Having considered the scale, timing, duration and location of the project, Shared Environmental Service has concluded that, provided the mitigation conditions relating to the submission and agreement of a Construction Method Statement. In addition, they request that a 10m buffer be maintained between any watercourse and any area for refuelling, storage of oil/fuels, concrete mixing and washing areas, storage of machinery/materials/spoil etc. Provided that these construction issues are suitably conditioned the proposal will not have an adverse effect on site integrity of any European site.

Access and Parking

A new access is to be created on the Antrim Road as will a new right hand turning lane to accommodate traffic entering the site and to ensure that the flow of traffic along the Antrim Road is not impeded. There are also 137 car parking spaces to be provided for hotel users and staff. The car parking facilities are to be provided surrounding the hotel building to ensure ample parking provision and an unhindered approach to the hotel. The proposed bar and restaurant within the hotel building is located on the ground floor and will create up to 163sqm of floor space to cater for guests and a total of 81 bedrooms.

The applicant has also designed the scheme to future proof the development against the realignment of the Antrim Road which was approved under planning permission reference LA03/2018/0006/F. Whereas this road has not been constructed the applicant has shown how they can facilitate an alternative access onto the realigned Antrim Road, should it be developed in the future.

DfI Roads are satisfied that the amended road layout and means of access and egress to the application site is acceptable and in accordance with their design standards.

Flood Risk

The site is subject to some surface water ponding in the southern end of the site and as a consequence a Drainage Assessment was requested and DfI Rivers were consulted and they have raised no objections in principle to the development. Provided that post construction runoff rates do not exceed pre-construction levels it is anticipated that there will be no significant flood risk associated with this development.

Economic Benefits:

The applicant has indicated that the economic benefits of the proposal to the local economy can be summarised as follows:

- Private investment in the region of £5.5 Million
- The creation of 30 jobs
- Generation of circa £500,000 in wages annually
- Support 30 construction jobs over 12 months
- Contribute £96,000 in rates income each year

- Stimulate further investment in close proximity to the regional airport.

CONCLUSION

The following is a summary of the main reason(s) for the recommendation:

- The principle of the development is considered to be acceptable.
- The design, layout and appearance of the proposal is considered acceptable.
- Neighbour amenity has been considered and no significant impacts are anticipated with the proposal.
- There are no determining concerns with regard to the impact on adjacent business/commercial premises.
- No road safety concerns have been raised by DfI Roads and appropriate provision has been made for access and parking to and from the applications site.
- There will not be any significant flood risk associated with this development.
- There is the potential for significant economic benefits to be derived from the development of this scheme.

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. Except as otherwise agreed in the written scheme of works, no site works of any nature or development shall take place until a programme of archaeological work has been implemented, in accordance with a written scheme and programme prepared by a qualified archaeologist, submitted by the applicant and approved by the Council. The programme should provide for the identification and evaluation of the archaeological remains within the site, for mitigation of the impacts of the development through excavation recording or by preservation of remains and for the preparation of an archaeological report.

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

3. Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Council to observe the operations and to monitor the implementation of archaeological requirements.

Reason: to monitor programmed works in order to ensure that identification, evaluation and appropriate recording of any archaeological remains, or any other specific work required by condition, or agreement is satisfactorily completed.

4. The proposed landscaping indicated on drawing No.08/1 date stamped 28/02/2018 shall be carried out within the first planting season following the hotel becoming operational. All hedges shall be maintained at a height no greater than 3m high from top of Berms hereby approved.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape and to prevent starlings nesting in the interests of aviation safety.

5. If within a period of 5 years from the date of the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place, unless the Council gives its written consent to any variation.

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

6. The total noise level from plant associated with the development shall not exceed a rating level of 44dB(A) when measured within the external amenity area of any nearby noise sensitive receptor and assessed in accordance with British Standard 4142:2014.

Reason: In the interest of residential amenity.

7. If during the development works, a new source of contamination and risks found, which had not previously been identified, works should cease and the Council's Planning Section shall be notified immediately. Any new contamination shall be fully investigated in accordance with the model Procedures for the management of Land Contamination (CLR11).

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

Reason: In the interests of public health.

8. A suitable buffer of at least 10 metres shall be maintained between the location for refuelling, storage of oil/fuels, concrete mixing and washing areas, storage of machinery/materials/spoil etc. and any watercourse within or adjacent to the red line boundary.

Reason: To prevent polluting discharges entering and adversely impacting the site features of Lough Neagh and Lough Beg SPA/Ramsar.

9. A Construction Method Statement (CMS), for works in, near or liable to affect any waterway as defined by the Water (Northern Ireland) Order 1999, must be submitted to the Council, at least 8 weeks prior to the commencement of the works or phase of works. The CMS should include all necessary pollution prevention measures to protect the water environment during the development of this proposal.

Reason: To ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.

10. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No. 14/1 bearing the date stamp 28th February 2018, 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.

11. The gradient of the access road shall not exceed 4% (1 in 25) 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 the interests of road safety and the convenience of road user.

12. 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. 14/1 bearing the date stamp 28th February 2018.

Reason: To ensure there is a safe and convenient road system within the development.

13. No other development hereby permitted shall be commenced until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing Number 14/1 bearing the date stamp 28th February 2018.

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

14. The hotel building hereby permitted shall not become operational until hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No. 14/1 bearing date stamp 28th February 2018 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.

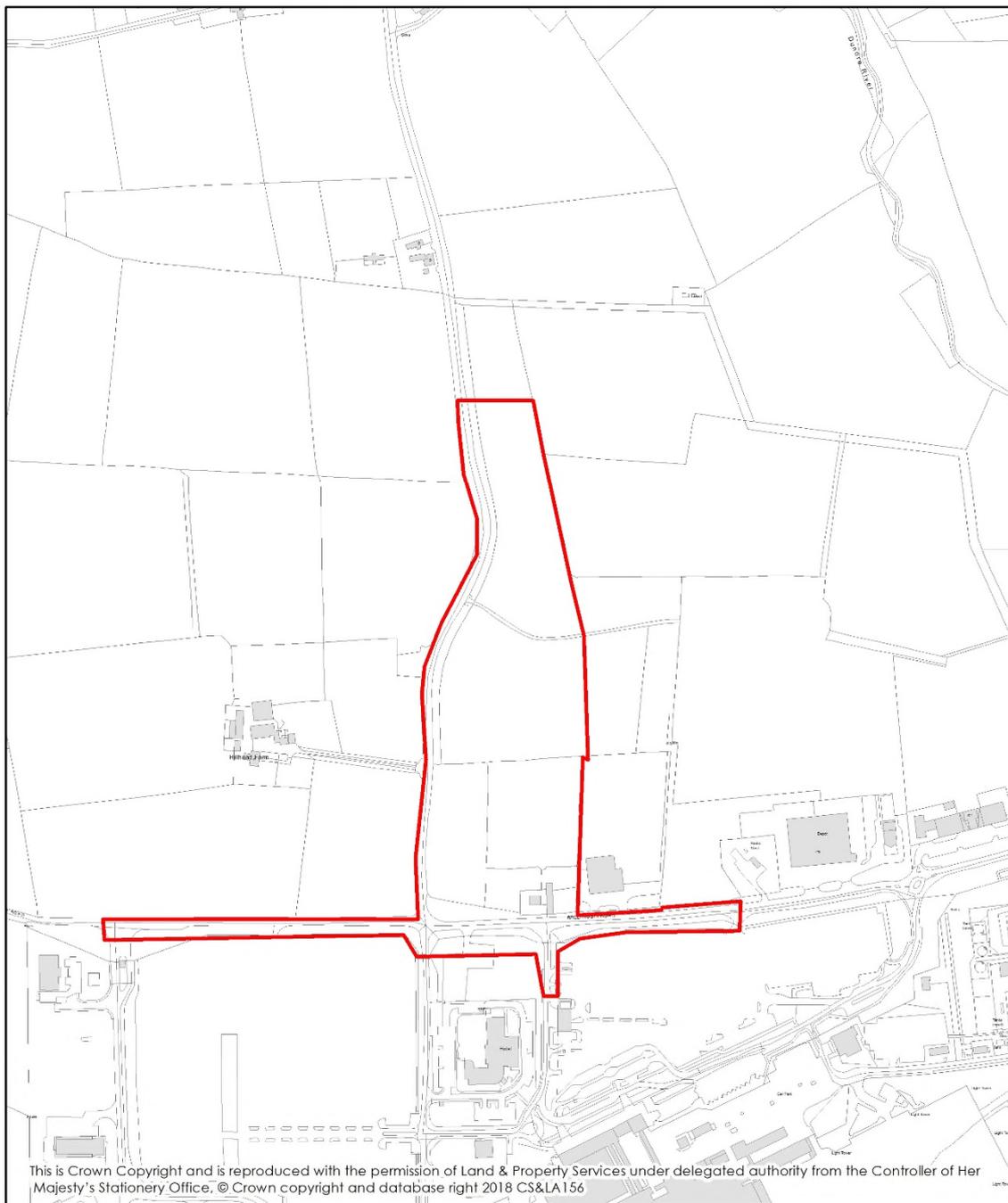
Reason: To ensure that adequate provision has been made for parking, servicing and traffic circulation within the site.

15. No other development hereby permitted shall be commenced occupied until the road works indicated on Drawing No. 14/1 bearing the date stamp 28th February 2018 have been fully completed in accordance with the approved plans.

Reason: To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the site are carried out at the appropriate time.

16. The development hereby permitted shall not become operational until the applicant has demonstrated to the Council's satisfaction that post construction runoff does not exceed pre construction runoff.

Reason: To ensure adequate measures are in place to prevent flooding.

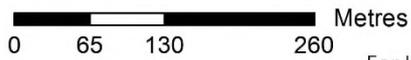


Location Map

Application Reference: LA03/2018/0006/F

Airport Hotel

 Site Boundary



For Information Only



COMMITTEE ITEM	3.3
APPLICATION NO	LA03/2017/0547/F
DEA	ANTRIM
COMMITTEE INTEREST	LEVEL OF OBJECTION
RECOMMENDATION	GRANT PLANNING PERMISSION

PROPOSAL	Housing development consisting of 6 detached dwellings and associated site works
SITE/LOCATION	11 Greystone Road, Antrim
APPLICANT	Creeve Construction
AGENT	Doherty Architectural Services
LAST SITE VISIT	4 th July 2017
CASE OFFICER	Alicia Leathem Tel: 028 90340416 Email: Alicia.leathem@antrimandnewtownabbey.gov.uk

Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Planning Portal www.planningni.gov.uk

SITE DESCRIPTION

The application site is located at No. 9 Greystone Road, within the development limits of Antrim as defined in the Antrim Area Plan (AAP) 1984-2001. The site is a rectangular shaped site and comprises a detached dwelling and domestic garden to the rear.

The existing dwelling is a large detached two storey dwelling with a pitched roof and a red brick finish which accesses onto the Greystone Road. The dwelling has a large residential curtilage to the dwelling which is mainly flat. Boundaries to the site are defined by a small brick wall approximately 1 metre in height along the northern (roadside) boundary with mature trees and hedgerow defining the eastern, western and southern boundaries.

The application site is located in a predominately residential area with a mixture of dwelling types and styles.

RELEVANT PLANNING HISTORY

Planning Reference: T/2014/0510/F
Location: 11 Greystone Road, Antrim,
Proposal: 5 detached two-storey dwellings (Renewal of previously approved application T/2009/0014/F)
Decision: Permission Granted 26.06.2015

Planning Reference: T/2009/0014/F
Location: 11 Greystone Road, Antrim,
Proposal: 5 Detached two storey dwellings (including integral garage to House type 1, detached garage/garden store to House type 5 and garden storage in the rear gardens of Houses 2,3,4 &5) accessed off the Greystone Road.
Decision: Permission Granted 03.02.2010

PLANNING POLICY

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, 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 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.

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 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.

CONSULTATION

Council Environmental Health Section - No objections

NI Water – No objections

DfI Roads – No objections

Historic Environment Division – No objections

REPRESENTATION

Eleven (11) neighbouring properties were notified and six (6) letters of objection have been received from four (4) properties and one via email. The full representations made regarding this proposal are available to view online at the Planning Portal (www.planningni.gov.uk).

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

- Access and road safety
- Impact on character and appearance of area
- Density

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Preliminary Matter
- Principle of Development
- Design, Layout and Appearance
- Private Amenity
- Parking
- Impact on Character and Appearance of the Area
- Neighbour Amenity and Impact on Adjacent Land Uses.
- Archaeology and Built Heritage

Preliminary Matter

This planning application was due to be presented to February 2018 Planning Committee, however was withdrawn from the Committee following receipt of amended plans.

The amendments include the set back of the dwelling on plot 6 by 2.5 metres in order to be in line with an approved dwelling and also repositioning the dwelling an additional 1 metre from the boundary hedge in order to protect the roots of the hedgerow. The assessment below is based on the amended plans received by the Council on 4th April 2018.

Principle of Development

Section 6 (4) of the Planning Act (Northern Ireland) 2011 states that any determination under this Act must be made in accordance with the Local Development Plan (LDP), unless material considerations indicate otherwise.

Paragraph 1.10 of the SPPS sets out that a transitional period will operate until such times as a Plan Strategy for the whole of the Council area has been adopted. During the transitional period planning authorities will apply existing policy contained within retained planning policy documents together with the SPPS.

In respect of the proposed development, there is no conflict or change in policy direction between the provisions of the SPPS and those contained with Planning Policy Statement 7 – Quality Residential Environments. PPS7 and Planning Policy Statement 3, Access, Movement and Parking (PPS 3) remain the applicable policies to consider the proposed development under.

Antrim Area Plan operates as the local development plan for the development proposal with the site being located on unzoned land within the development limits of Antrim. There is a current planning approval on the application site under T/2014/0510/F which granted permission for the erection of 5 detached dwellings.

The principle of housing on this site is considered to be acceptable subject to the development creating a quality residential environment in accordance with the Planning Policy Statements stated above and the Creating Places design Guide.

Design, Layout and Appearance

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.

Policy QD1 of PPS7 states that planning permission will only be granted for new residential development where it is demonstrated that the proposal will create a quality and sustainable residential environment. It goes on to state that all such proposals will be expected to conform to 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. The development proposal is for six detached dwellings which is an increase of one from the previously approved residential development on the site. The arrangement and layout consists of one detached dwelling fronting onto the Greystone Road and five detached dwellings set back towards the rear of the site. Four of the proposed dwellings are located along the eastern boundary and one dwelling is positioned opposite. The five dwellings to the rear of the site are served using a single access point from the Greystone Road with a separate access serving the dwelling to the front of the site.

As outlined above the proposal is for 6 detached dwellings, the design of these dwellings is broadly similar. The design and finishes of the proposed dwellings are large two storey detached dwellings finished in red brick with pitched roofs. There is a mix of house types and styles in the immediate vicinity with low to medium density, it is considered that the height, detailed design and plot sizes are reflective of the dwellings in the surrounding area.

Overall it is considered that the design and layout of the proposed dwellings in terms of their form, materials and detailing are acceptable and will respect the surrounding context and are appropriate to the character and topography of the site in terms of scale, massing appearance of buildings, landscaped and hard surfaced areas.

Private Amenity

Criterion (c) of Policy QD1 requires adequate provision for private open space as an integral part of the development. Supplementary planning guidance on amenity space is provided in 'Creating Places: Achieving Quality in Residential Developments'. It states that the appropriate level of provision should be determined by having regard to the particular context of the development and indicates a minimum requirement of 40sqm for any individual house. Creating Places further indicates that properties with 3 or more bedrooms require an average of 70sqm. In this case each of the proposed dwellings has in excess of 70sqm. It is considered that adequate provision has been made for private rear garden space within the individual dwellings.

Parking

Criterion (f) of Policy QD 1 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. The layout of the proposal makes provision for 10 in-curtilage and 5 communal parking spaces along the proposed internal estate road. DFI Roads have no objection to the proposal in terms of parking or road safety matters that the development may create in this instance. It is considered that adequate and appropriate provision is made for parking within the development.

Impact on Character and Appearance of the Area

Policy QD1 states that proposals for residential development should draw upon the positive aspects of the character and appearance of the surrounding area. The area surrounding the application site is characterised by low to medium density detached dwellings in individual plots with gardens to the rear. Although the proposal involves intensification of development on the site, its layout is in keeping with the pattern of development in the area. When viewed from Greystone Road, the proposal would not result in a cramped appearance as the proposed detached dwelling along Greystone Road would reflect the scale and massing of the two storey dwellings along this stretch of road. In addition, the wall along the site frontage is to be retained maintaining the character of the streetscape.

Neighbour Amenity and Impact on Adjacent Land Uses.

Criterion (h) of Policy QD 1 requires that there is no unacceptable adverse effects on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance. In this case the layout shows four of the dwellings located in the rear section of the site. These dwellings are orientated to the west backing onto Knockmoyle Drive, no dwellings are located in close proximity to the rear of these dwellings. The proposed windows on the rear elevations would not give rise to any overlooking of the neighbouring properties due to the proposed separation distance.

The land to the west of the application site has a number of planning histories with a committed planning approval LA03/2017/0686/F. This approval granted permission for one dwelling to the front of the site and three dwellings to the rear which were orientated to face north. Site 6 within the application site lies closest to the dwellings which were previously approved on the lands immediately adjacent. The dwelling on site 6 is orientated to face east, meaning it backs onto the gable of the proposed dwelling on the adjacent site. In this case the separation distance between the rear wall of the proposed dwelling and the gable wall of the dwelling on the committed site measures 6.5 metres. The proposed dwelling which is the subject of this application has one door and one window on the rear elevation, the window is on the upper floor and serves an ensuite. Although there is a limited separation distance between the dwellings the one window on the elevation which serves an ensuite would limit any potential for overlooking, consequently the neighbouring residents would not suffer a significant loss of privacy as a result of the proposed development. Additionally a condition ensuring the retention of the mature boundary vegetation will also mitigate any overlooking.

In relation to overshadowing there are no concerns in relation to plots 1-5. The proposed dwelling located on plot 6 as outlined above is located in close proximity to the committed site, however, it is thought that there will be no significant impact in relation to overshadowing due to the orientation of the dwellings and the path of the sun. The rooms located on the gable of the committed dwelling are to serve a family room and living room on the ground floor and are secondary windows and as such do not provide the principle light into the subject rooms.

For these reasons it is considered that the proposal meets criterion (h) of policy QD 1 in that the design and layout will not create conflict with neighbouring properties both existing and approved and will not give rise to any negative impacts in relation to overlooking or overshadowing.

Archaeology and Built Heritage

Historic Environment Division were consulted on the proposal and have raised no objections subject to conditions for the agreement and implementation of a developer-funded programme of archaeological works in order to identify and record any archaeological remains on the site. These conditions are thought to be necessary and reasonable and should be imposed on any planning approval.

CONCLUSION

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

- The principle of development is acceptable.
- The design, layout and appearance of the proposed development is considered to be acceptable.
- It is considered that there is no significant impact on the amenity of adjacent residential properties.
- It is considered that the proposed development will not have an adverse impact on the character and quality of this area.
- There are no built heritage concerns with this proposal subject to conditions.

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 existing natural screenings of the site, as indicated in green, on approved drawing ref 02/2, date stamped received 23rd November 2017 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 submitted to and agreed in writing with the Council.

Reason: To safeguard the amenities of neighbouring occupiers and in the interests of visual amenity and to ensure that the proposed development does not prejudice the appearance of the locality.

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

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

4. If any retained tree is removed, uprooted or destroyed or dies within 5 years from the date of completion of the development it shall be replaced within the next

planting season by another tree or trees in the same location of a species and size as specified by the Council.

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

5. All proposed soft and hard landscaping incorporated in the stamped approved landscape plan, drawing No. 02/2 bearing date stamp 23rd November 2017, shall be completed in accordance with these plans and the appropriate British Standard or other recognised Codes of Practice in the first available planting season following commencement of the development or before occupation of the first residential unit in the development, whichever is the later.

Reason: To ensure the provision of a high standard of landscape and adequate amenity space, consistent with PPS 7 'Quality Residential Environments'

6. If within a period of 5 years from the date of the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place, unless the Council gives its written consent to any variation.

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

7. No site works of any nature or development shall take place until a programme of archaeological work has been implemented, in accordance with a written scheme and programme prepared by a qualified archaeologist, submitted by the applicant and approved by the Council. The programme should provide for the identification and evaluation of archaeological remains within the site, for mitigation of the impacts of development, through excavation recording or by preservation of remains, and for preparation of an archaeological report.

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

8. Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Council to observe the operations and to monitor the implementation of archaeological requirements.

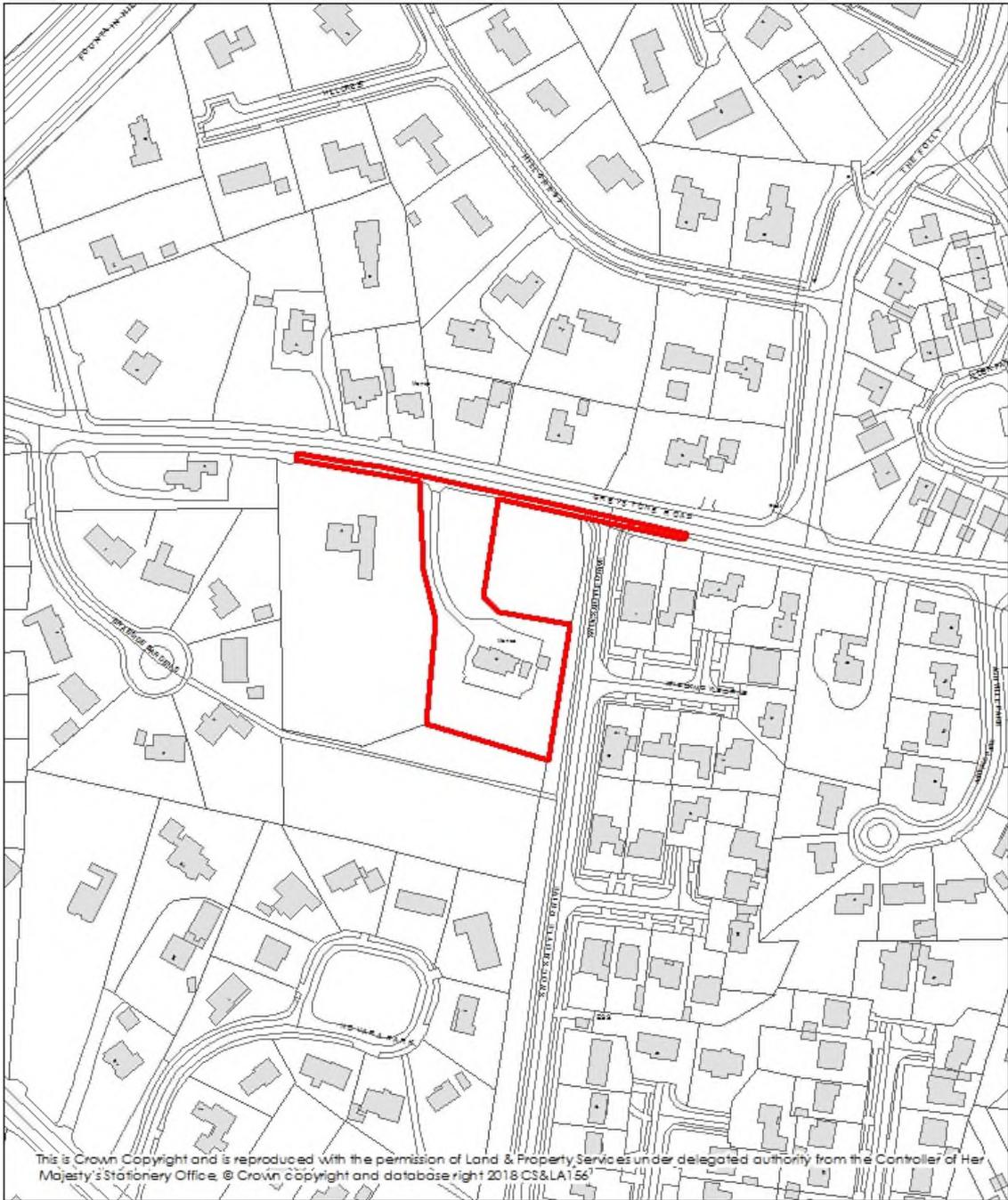
Reason: to monitor programmed works in order to ensure that identification, evaluation and appropriate recording of any archaeological remains, or any other specific work required by condition is satisfactorily completed.

9. The vehicular access including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No. 02/2 bearing the date stamp 23rd November 2017 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.

10. The gradient(s) of the access road shall not exceed 4% (1 in 25) 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 the interests of road safety and the convenience of road user.



Location Map

Application Reference: LA03/2017/0547/F

Housing development consisting of
6 detached dwelling and
associated site works



For Information Only

 Site Boundary



COMMITTEE ITEM	3.4
APPLICATION NO	LA03/2018/0106/F
DEA	GLENGORMLEY URBAN
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE PLANNING PERMISSION

PROPOSAL	Housing Development (24 No. 2 bed apartments) and associated site works.
SITE/LOCATION	Land between Nos. 7 & 27 Ballyduff Road, Newtownabbey.
APPLICANT	Glenoak Ltd
AGENT	Doherty Architectural Services
LAST SITE VISIT	20 th February 2018
CASE OFFICER	Alicia Leathem Tel: 028 90340416 Email: alicia.leathem@antrimandnewtownabbey.gov.uk

Full details of this application, including the application forms, relevant drawings, consultation responses and any representations received are available to view at the Planning Portal www.planningni.gov.uk

SITE DESCRIPTION

The application site is located between Nos. 7 and 27 Ballyduff Road, Newtownabbey, which is within the development limits of Metropolitan Newtownabbey as defined in the draft Belfast Metropolitan Area Plan (dBMAP). The site is a rectangular shaped site measuring 68 metres in width and 38 metres in depth. The site fronts onto the Ballyduff Road and a portion of the site was previously occupied by two Church Halls which have been demolished.

The topography of the site rises from the north to the south, the boundaries to the site are defined by 1.8 metres close boarded timber fence to the southern boundary, the northern and eastern boundaries are undefined with the western boundary being defined by a wall. A level of site works have already taken place on the site including the removal of the front boundary wall.

The area is characterised by a mixture of residential properties to the south and east of the site which are predominately single storey detached dwellings. Lands to the west of the site are characterised by commercial units and Carnmoney Presbyterian Church.

RELEVANT PLANNING HISTORY

Planning Reference: LA03/2017/0239/F
Location: Land between No's 7 & 27 Ballyduff Road, Newtownabbey
Proposal: Housing Development 8 No. Dwellings (2 No Detached & 6 No. Semi Detached Types) and associated site works.
Decision: Permission Granted (21.07.2017)

Planning Reference: U/2015/0051/F

Location: Lands adjacent & North East of No. 7 Ballyduff Road Newtownabbey
Proposal: Demolition of Existing Church Hall & Outbuildings, Construction of 6 No. Semi Detached Dwellings & New Road Entrance
Decision: Permission Granted (17.11.2015)

Planning Reference: U/2015/0051/F

Location: Lands adjacent & North East of No. 7 Ballyduff Road Newtownabbey
Proposal: Demolition of Existing Church Hall & Outbuildings, Construction of 6 No. Semi Detached Dwellings & New Road Entrance
Decision: Permission Granted (17.11.2015)

Planning Reference: U/2000/0596/O

Location: Site of 2 No. halls adjacent to 27 Ballyduff Road, Newtownabbey.
Proposal: 13 No.3 person, 2 bedroom apartments, including associated car parking and site works
Decision: Permission Granted (22.03.2002)

PLANNING POLICY

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 Antrim Area Plan and the Belfast Urban 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: The site is located within the development limits of Metropolitan Newtownabbey. The Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan (2004): The site is located within Metropolitan Newtownabbey and identified as housing land via zoning reference MNY 03/05.

Belfast Metropolitan Area Plan 2015 (published Sept 2014): This version of BMAP also identifies the application site as housing land via zoning reference MNY 04/33.

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.

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

Control of Development in Airport Public Safety Zones: sets out the planning controls which apply to the Belfast International Airport Public Safety Zones.

CONSULTATION

Council Environmental Health Section – No objections

NI Water – Response outstanding

DfI Roads – Additional Information requested

DfI Rivers – Response outstanding

Belfast International Airport – No objections

REPRESENTATION

Twenty-Two (22) neighbouring properties were notified and five (5) letters of objection have been received from four (4) 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:

- Impact on the character of the area
- Noise disturbance
- Lack of car parking provision
- Impact on neighbouring properties
- Environmental health concerns

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Principle of Development
- Design, Appearance and Impact on Character of Area
- Density
- Residential and Neighbouring Amenity
- Private Open Space

- Access, Movement and Parking
- Other Matters

Principle of Development

Section 45 (1) of the Planning Act (Northern Ireland) 2011 requires that regard is had to the Development Plan, so far as material to the application and to any other material considerations. Section 6(4) states that where regard is to be had to the 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) has been quashed as a result of a judgement in the Court of Appeal delivered on 18th May 2017. Following a report presented to Committee in November 2017 it was agreed that the provisions of the version of BMAP published in September 2014 be afforded significant weight in the planning process pending clarification by the Department for Infrastructure on how it intends to progress this matter.

The application site is located within the development limits of Metropolitan Newtownabbey and within an uncommitted housing zoning MNY 04/33 as defined in BMAP, the site does not have any key site requirements. The proposal seeks full planning permission for the erection of 24 two bedroom apartments and associated works. Given the zoning within BMAP the principle of housing on this site is considered to be acceptable subject to the development complying with the all other policy and environmental considerations.

The Strategic Planning Policy Statement (SPPS) indicates that sustainable development should be permitted, having regard to material considerations, unless the proposed development will cause demonstrable harm to interests of acknowledged importance. The SPPS also promotes good design and seeks to make more efficient use of urban land without town cramming. Planning Policy Statement 7: Quality Residential Environments and PPS 7 (Addendum): Safeguarding the Character of Established Residential Areas are retained policies under the SPPS and provide the appropriate policy context.

Design, Appearance and Impact on Character of Area

Policy QD1 of PPS7 states that planning permission will only be granted for new residential development where it is demonstrated that the proposal will create a quality and sustainable residential environment. Policy QD1 goes on to state that all proposals for residential development will be expected to conform to nine criteria. The design and layout of the proposed residential development is therefore a key factor in determining the acceptability of the proposed development both in terms of its contribution to the amenity of the local neighbourhood and the wider streetscape.

The proposal is for the erection of 24 two bedroom apartments consisting of three separate blocks with 8 apartments in each block. The apartments are laid out over three floors with an area for parking on the ground floor to the rear of the apartment blocks. The rear section of the first and second floor apartments have a cantilevered amenity area constructed above the parking area. Individual access points are provided for each of the apartments with two vehicular accesses and a pedestrian access directly onto the Ballyduff Road, however, it should be noted that one of the vehicular access points does not provide access to the parking and turning area. The

apartment blocks are designed in a T-shape, the front sections are three storeys measuring 10.7 metres from ground level, with the sections to the rear being two storey in height as they are constructed above the carpark on ground level. The proposed apartments have a pitched roof with dormer windows on the wall plate on the third floor, the finishes are a mix of facing brick and render with concrete roof tiles.

Policy QD1 of PPS 7 requires that the development respects the surrounding context and is appropriate to the character and topography of the site in terms of layout, scale and proportions and massing. In addition Addendum to PPS 7 Safeguarding the Character of Established Residential Unit is applicable as the site is located within an established residential area and does not fall within any of the exceptions. Policy LC1 requires that the pattern of development is in keeping with the overall character and environmental quality of the established residential area.

It is acknowledged that there is an extant planning permission on the site for 8 dwellings (2 detached and 6 semi-detached) however, the scale, massing and proportions of the proposed three storey apartment blocks on this site is a significant increase in the scale and intensity of the approved development. Dwellings immediately to the east of the site have a ridge height of approximately 5.5 metres with modest gardens to the front with larger gardens and ancillary buildings to the rear. Whilst it is accepted that the application site is located between the existing commercial properties and the residential properties, with the topography of the land rising from the north to the south, the proposed development would be viewed as a substantial three storey development and would appear dominant on the streetscape and out of keeping with the modest low rise dwellings adjacent.

Policy QD1 also requires that the development respects the topography of the site, the land rises from the north to the south. Given the levels of the site and in order to achieve the proposed design, significant earthworks and cutting of the existing levels will be required. It is acknowledged that no existing levels and sections have been provided therefore the extent of the works are not clear. Notwithstanding this the proposal does not respect or respond to the topography of the site.

The proposed development does not respect the surrounding context in relation to the layout, scale and massing and is not in keeping with the overall character and environmental quality of the established residential area and for these reasons are contrary to the SPPS, QD 1 and LC 1.

Density

Policy LC 1 also requires that the proposed density is not significantly higher than that found in the established residential area. The Ballyduff Road is largely defined by single storey detached dwellings with private garden areas to the rear, while the development to the rear along Carnhill Road is also defined by single storey detached dwellings. The density of the proposed development is significantly higher than that found in the surrounding residential area and is not reflective of the established pattern of development.

Paragraph 7.08 of supplementary planning guidance document 'Creating Places' advises that it will not be acceptable to increase building density by simply 'cramming' development. Although it is acknowledged that the proposal is located within an urban location with accessibility to public transport facilities it does not

overcome the fact that the proposal will result in an intensive form of development on a restricted site which results in town cramming. The intensive form of development on a restricted site is further demonstrated by the design of the apartment blocks being of a cantilevered style of development which does not respect the topography of the site.

For the reasons set out above it is considered that it is evident that the development proposal seeks to overdevelop the site and will result in a cramped form of development with a density that is significantly higher than that found elsewhere in this established residential area. The application is therefore contrary to the provisions of the SPPS and Policy QD1 of PPS7 and LC1.

Residential and Neighbouring Amenity

Criterion (h) of Policy QD 1 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. In this case the development proposal is located in close proximity to residential dwellings to the east along Ballyduff Road and to the south along Carnhill Road. Paragraph 7.21 of supplementary planning guidance document 'Creating Places' advises that; adequate spacing needs to be provided between buildings for privacy purposes and in the case of apartment development a separation distance of 40 metres should be observed with a minimum distance of 15 metres from the rear wall of the development and the common boundary.

The southern boundary of the site abuts existing residential properties along Carnhill Road. The separation distance between the apartments and residential properties is 16 metres with a distance of between 5 and 9 metres from the rear wall of the apartments and the common boundaries. There are a number of windows along the rear wall of the apartments which serve habitable rooms which will significantly overlook the private amenity of the neighbouring properties along Carnhill Road. It is accepted that the dwellings along Carnhill Road sit at a higher level and some degree of overlooking in urban areas is unavoidable. It is however considered that given the apartment blocks are three storeys in height together with the inadequate separation distance, the impact on the neighbouring properties will result in an unacceptable adverse impact on the neighbouring properties.

The eastern boundary of the site abuts an existing residential property, No. 27 Ballyduff Road with a separation distance of 10 metres between the gable wall of apartment block C and the gable wall of No. 27 Ballyduff Road and 5.5 metres between the gable wall and the common boundary. Although there are gable windows along the first and second floor, serving both bathrooms and bedrooms, these are facing into the gable wall of No. 27 Ballyduff Road and will not create overlooking to a significant level.

The proposed apartments located on the ground floor to the rear section of the development are adjacent to the parking area which serves all twenty four, two bedroom apartments. It is considered that given the high volume of parking in such close proximity to the apartment that the level of noise and disturbance created will have a detrimental impact on these apartments. The access road runs between apartments 10 and 17 which have bedroom windows facing onto the access. The level of noise, disturbance and light nuisance coming from traffic entering and leaving the site will be significant and unacceptable to the amenity of the future occupants of apartments 10 and 17.

For these reasons it is considered that the proposal fails to meet criterion (h) of policy QD 1 in that the design and layout will create conflict with the adjacent neighbouring properties along Carnhill Road in terms of overlooking. It is also considered that there will be an unacceptable adverse effect on those proposed properties in terms of noise and disturbance.

Private Open Space

Criterion (c) of Policy QD 1 requires that adequate provision is made for private and landscaped areas as an integral part of that development. Paragraph 4.31 of the justification and amplification states that developers should make adequate provision for private open space in the form of gardens, patios, balconies or terraces. It adds that for apartment developments, private open space may be provided in the form of communal gardens, where appropriate management arrangements are agreed. The proposal indicates two areas of private communal amenity space to the rear and to the front of the apartment buildings. The area to the rear is located on the first floor above the parking area which is accessed by stairwells from the ground floor and the second floor. In addition, apartments 5, 13 and 21 have private amenity areas.

The first area of communal amenity space is located to the rear of the first floor apartments and measures 165 square metres with an additional 54 square metres referenced as private amenity for apartments 5, 13 and 21. Paragraph 5.20 of supplementary planning guidance document 'Creating Places' advises that in the case of apartment developments private communal open space should range from a minimum of 10 square metres to 30 square metres per unit. The level of open space of 219 square metres (communal area and private area) will result in approximately 9 square metres per apartment. It is acknowledged that the site is located within an inner urban location, however, there is limited access to other areas of communal open space outside the site and the adoption of the minimum standard of amenity space cannot be justified at this location. Setting that aside the proposal actually fails to meet the minimum of 10 square metres per apartment which highlights the cramped and overdeveloped nature of the proposal. In addition, it should be noted that this area of private open space is only available due to the cantilevered nature of the design and is not part of the natural topography of the site which further demonstrates the overdevelopment of the site.

The second area of amenity space is located to the front of the development and measures approximately 50 square metres. This existing open space runs adjacent to the footpath with low hedging as the boundary treatment. Consequently this "frontage" area merely serves to provide a landscaped setting for the apartments and is neither usable nor private as it is open onto and is directly overlooked by the pedestrian footpath along the Ballyduff Road which has a high level of pedestrian activity. This is clearly in contravention of the guidance contained in Creating Places (para. 5.26 refers) which indicates "that private communal gardens should be enclosed in an appropriate manner to provide for activities such as children's play areas and informal and formal recreation, to deter intruders and make their private character clear".

For the reasons set out above the proposal fails to comply with criterion (c) of QD 1 in that the proposal does not provide adequate provision of private open space in the overall design and layout of the development.

Access, Movement and Parking

Two access points are proposed into the site, however, as outlined above one of these accesses does not provide access to the parking and turning area. DfI Roads have been consulted on the proposal and have requested additional information in the form of Private Street Drawings.

Supplementary planning guidance document 'Creating Places' sets out the standards of parking spaces required. The proposal requires thirty-six (36) parking spaces with 24 unassigned parking spaces indicated, therefore there is a shortfall of 12 parking spaces. A number of the objection letters received by the Council raises concerns regarding the limited number of parking spaces indicated in the proposed scheme.

Other Matters

A Drainage Assessment was received by the Council on 27th March 2018, DfI Rivers have been consulted however their response remains outstanding. NI Water response also remains outstanding.

CONCLUSION

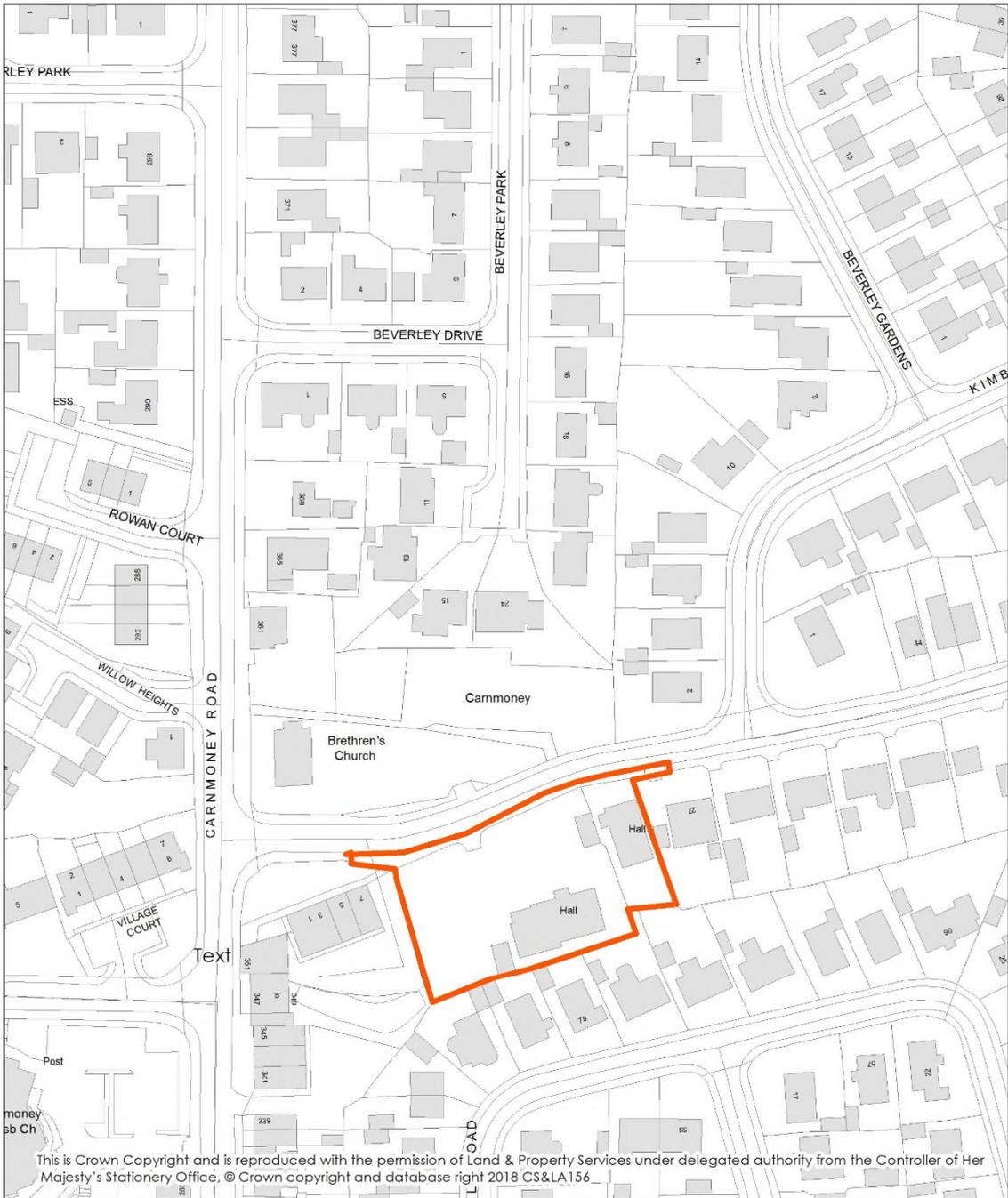
The following is a summary of the main reasons for the recommendation:

- The principle of residential development on the site is acceptable.
- The design and layout of the development indicates a cramped and intensive form of residential environment which will lead to the over development of the application site.
- The proposed development would result in an unacceptable impact on the character and appearance of the area.
- The proposal does not provide adequate provision of private open space in the overall design and layout of the development.
- The level of overlooking, noise and general disturbance resulting from the proposed scheme is considered to result in an unacceptable adverse effect on both the existing and proposed properties
- The proposal does not provide adequate parking provision within the layout of the development.

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 QD1 of Planning Policy Statement 7 'Quality Residential Environments' and Policy LC 1 of Addendum to PPS 7 'Safeguarding the Character of Established Residential Areas' in that, it does not respect the surrounding context, and it has not been demonstrated that the proposed development can achieve a quality and sustainable residential environment in keeping with the character and pattern of development in the locality.
2. The proposal is contrary to criteria (c), (f) and (h) of Policy QD1 of Planning Policy Statement 7: Quality Residential Environments in that it would, if permitted, result in overdevelopment of the site resulting in inadequate provision of private open space, inadequate provision for parking and would result in an unacceptable adverse effect on both existing and proposed properties in terms of overlooking and noise and general disturbance.



Location Map

Application Reference: LA03/2018/0106/F

Land between nos 7 & 27 Ballyduff Road
Newtownabbey

Housing Development
(24no 2 bed apartments)
and associated site works

 Site Boundary

1:1,250



COMMITTEE ITEM	3.5
APPLICATION NO	LA03/2017/0458/F
DEA	ANTRIM
COMMITTEE INTEREST	ADDENDUM TO COMMITTEE REPORT
RECOMMENDATION	REFUSE PLANNING PERMISSION

PROPOSAL	Erection of 3 No. two storey dwellings.
SITE/LOCATION	Junction of Greystone Road/Ashgreen 50m north of Greystone Road, Antrim.
APPLICANT	Mr Damien Heffron
AGENT	J E McKernan & Son
LAST SITE VISIT	6 th October 2017
CASE OFFICER	James Cairns Tel: 028 903 40403 Email: james.cairns@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

This planning application was previously presented to the Planning Committee on the 22nd January 2018, however the application was withdrawn by officers to allow further scrutiny of the works which had been carried out to trees on the site which were protected under a Tree Preservation Order.

Within the site, there are numerous mature trees, which are subject to protection by way of a Tree Preservation Order (TPO/2007/0068). These trees make a significant contribution to the setting of Ashville House, a listed building, and the overall character and appearance of the entrance to Ashgreen, as well as adding an amenity value at this location.

An application to fell and carry out remedial works to some of the trees was submitted under application LA03/2017/0183/TPO. This application granted consent to fell 2 No. trees (2 & 3) which abut the Ashgreen estate road. These trees were identified as having fatal tree diseases including basal rot (tree No. 2) and Ustulina (tree No. 3). In addition tree No 10 which abuts the Greystone Road required felling as it was overhanging existing overhead power cables. As compensation for the loss of trees the landowner is required to replant 3 No. extra heavy standard trees of between 3 and 5 metres. These trees are to be planted along the boundary with Ashgreen.

Consent was also granted for remedial works to be carried out to 12 No. trees, (tree Nos.4, 5, 6, 7, 8, 12, 13, 14, 15, 16, 17 & 18). These works included crown cleaning, removal of ivy and the reduction in end weights of the tree branches by between 1 and 2 metres. While these works at present appear to have greatly eroded the amenity value of the remaining trees on the site, the thinning of the trees will reduce competition between trees and will enhance the growth of individual trees which will arguably lead to an overall improvement in the visual amenity over the medium to long term.

As part of the proposed development it is proposed to fell Tree No. 4 as it is located at the proposed access point onto Ashgreen estate Road. The remaining trees are to be retained, although it is proposed to construct a turning head within the crown spread and root protection area of tree No. 5 which is a mature sycamore tree and probably one of the most significant and visually prominent trees on the site. It is suggested by the agent that the proposed turning head will be constructed by using a non-dig construction method. The finish of the roadway in this area will also have a porous surface which it is claimed will enable this tree to be retained.

Planning guidance states as a rule of thumb, the amenity distance from trees should be a minimum of 6 metres to the front and rear elevations of any proposed dwellings and 3 metres to the side gables, with consideration also given to future growth and larger tree species. It is recommended that for larger and more heavily shading trees, such as beech, this should be increased to 10 metres. According to the site layout plan, the proposed dwelling at Site 1 is outside the 10 metre buffer zone of the beech tree (Tree No. 1). However, the gardens associated with this dwelling are in close proximity to the root protection zone Tree No. 1. This is also the case for Tree Nos. 14 – 17 (3 No. sycamore trees and a cherry tree). Whilst Drawing No. 02/2 indicates the installation of protective barriers in relation to the trees, it is considered that the proximity of the construction works to the trees (and root protection zones), would still present an unacceptable risk to the trees on the site, and in close proximity to it.

The maturity of the trees along the site boundaries suggests that the trees may lie within the fall distance of proposed residential properties and will cause significant overshadowing of the dwellings and their respective amenity areas. It is considered that the trees will impact upon the amenity of the proposed dwellings whilst in contrast the development of up to three dwellings is likely to impact negatively on the amenity value of the trees and their contribution to the character and amenity of the area. Overall, it is considered that the proposal represents an overdevelopment of the site in the context of the trees on the site, and would, if permitted, detrimentally impact upon the existing trees on the site, and those trees immediately outside the site, which are protected by a Tree Preservation Order.

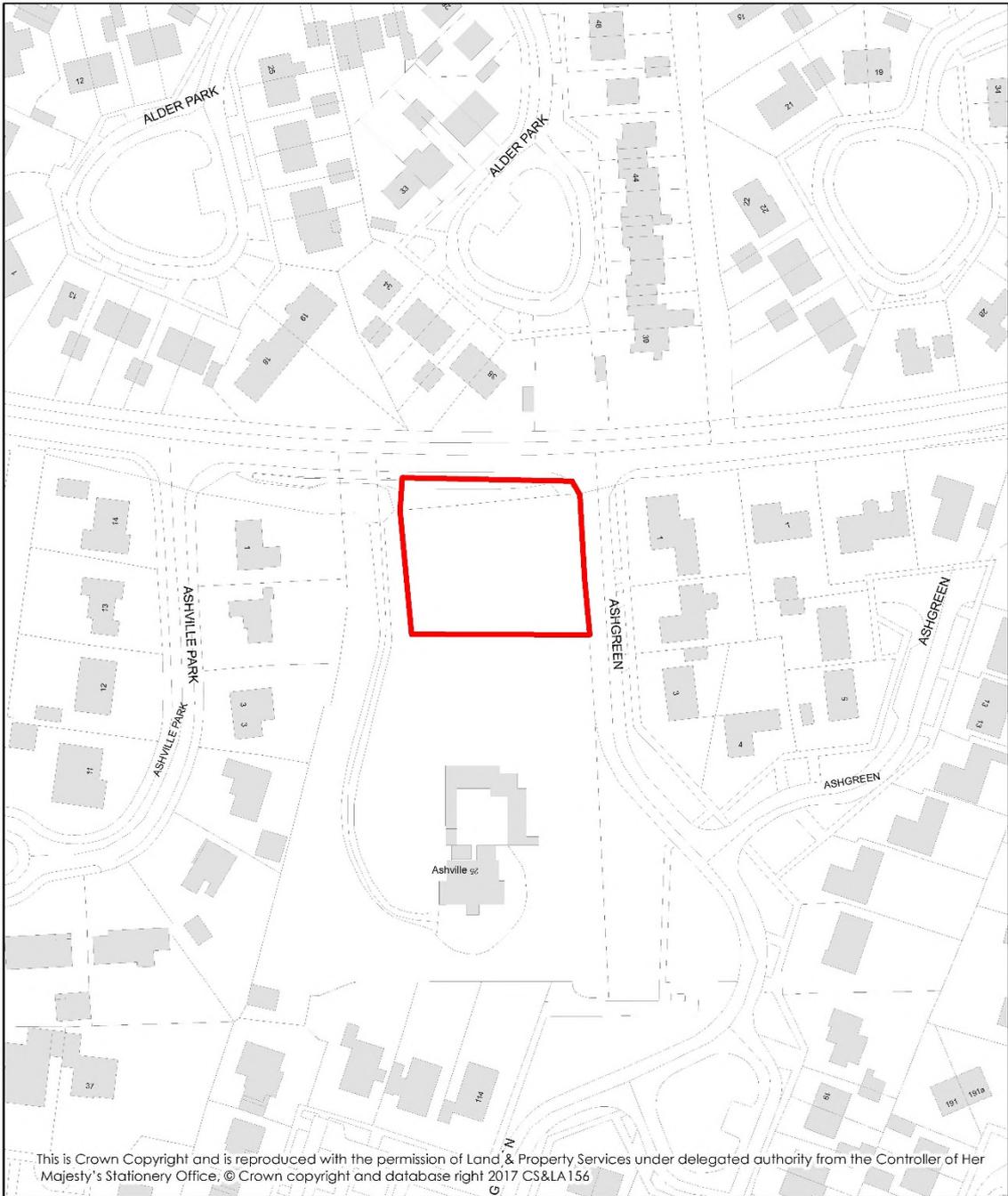
The recommendation remains to refuse planning permission and the original committee report remains relevant in all other respects and this addendum brings clarity to the recent works to the trees on the site which were subject to the tree preservation order.

RECOMMENDATION :	REFUSE PLANNING PERMISSION
-------------------------	-----------------------------------

PROPOSED REASON(S) OF REFUSAL

- | |
|--|
| <ol style="list-style-type: none"> 1. The proposal is contrary to the provisions of the Strategic Planning Policy Statement, Policy QD1 of Planning Policy Statement 7 (PPS 7), Quality Residential Environments, and Policy LC1 of the second Addendum to PPS 7, Safeguarding the Character of Established Residential Areas, in that the proposed development represents an overdevelopment of the site as: <ol style="list-style-type: none"> a) it does not respect the surrounding context and is considered to be inappropriate to the character of the site in terms of layout, scale and massing of buildings, structures and landscaped and hard surfaced areas; |
|--|

- b) it will have a detrimental impact on the character of this area in that the layout does not draw on the best of local traditions in terms of its form, materials and detailing;
- c) the layout of the proposed development on this restricted site will have a detrimental impact on the protected trees in the vicinity of the site; and,
- d) the proposed development would result in a pattern of development that is not in keeping with the overall character and environmental quality of the established residential area.



Location Map

Application Reference: LA03/2017/0458/F

Erection of 3No. Two Storey Dwellings.

Junction of Greystone Road/Ashgreen, 50m North of 25 Greystone Road, Antrim.

 Site Boundary



For Information Only



COMMITTEE ITEM	3.6
APPLICATION NO	LA03/2017/1048/A
DEA	THREEMILEWATER
COMMITTEE INTEREST	REFUSAL RECOMMENDED
RECOMMENDATION	REFUSE ADVERTISEMENT CONSENT

PROPOSAL	Retrospective Free Standing Hoarding Sign
SITE/LOCATION	Land at 62 Old Carrick Road, Newtownabbey, BT37 OUG
APPLICANT	Nick Bonar
AGENT	JWA Design
LAST SITE VISIT	29.03.2018
CASE OFFICER	Orla Burns Tel: 028 903 40408 Email: orla.burns@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

SITE DESCRIPTION

The application site is located on lands at 62 Old Carrick Road, Newtownabbey. The site is located within the countryside, in an Area of High Scenic Value as defined by the draft Belfast Metropolitan Plan.

The sign is located 8 metres north of the Old Carrick Road, within the southeast corner of an agricultural field. The signage is 4.25 metres tall, and 1.22 metres wide. It sits above an existing hedge which is approximately 1.5 metres in height. The sign faces both east and west along the Old Carrick Road and is related to a car sales yard which is set back up an existing laneway approx. 400 metres off the Old Carrick Road.

The application site is located adjacent to a residential development, and there are a number of residential dwellings located to the east.

RELEVANT PLANNING HISTORY

U/2011/0434/F - Retention of hard standing, garage, office building, relocation of lighting columns and associated boundary treatment and landscaping to facilitate the relocation of existing car sales use from the curtilage of adjacent building 62 Old Carrick Road and lands adjoining rear of dwelling Monkstown Newtownabbey
Status: Permission Granted (16.11.12)

PLANNING POLICY

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 Antrim Area Plan and the Belfast Urban 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: The site is located in the countryside and the Plan offers no specific guidance on this proposal.

Draft Belfast Metropolitan Area Plan: The site is located in the countryside and 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.

PPS 17: Control of Outdoor Advertisements: sets out planning policy and guidance for the control of outdoor advertisements.

CONSULTATION

DfI Roads – No Objection

REPRESENTATION

No neighbours were notified of the application as no occupied properties abut the site.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Principle of Development
- Impact on Character and Appearance of the Area
- Design and Appearance
- Public Safety

Principle of Development

The site is located in the countryside area of Newtownabbey and the proposal seeks retrospective advertisement consent for a hoarding sign on lands at 62 Old Carrick Road. Policy AD1 of PPS17 seeks to encourage the provision of well-designed advertising which respects the location where it is displayed and which contributes to a quality environment. The policy advises that there is a particular need to protect the unique qualities and amenity of the countryside and important townscape features.

The signage relates to an existing car sales yard which is located up a laneway which accesses onto the Old Carrick Road. Given that there is an existing lawful business located up the laneway it is considered reasonable to allow a sign to direct customers to the business. Whilst the principle of a sign at this location may be acceptable, the impact of the signage proposed on the character and appearance of the area needs to be carefully considered.

Impact on Character and Appearance of the Area

Policy AD 1 of PPS17: Amenity and Public Safety states that consent will be given for the display of an advertisement where it respects amenity, when assessed in the context of the general characteristics of the locality. It further advises that particular care is also necessary to ensure that advertisements do not detract from the unique qualities and amenity of our countryside nor diminish our archaeology and built heritage.

It is previously accepted within the report that some form of signage may be acceptable to direct customers to the site of the lawfully established car sales yard which is located a significant distance off the Old Carrick Road. The site is however located within a rural location and within an Area of High Scenic Value as defined in draft BMAP and it is considered that advertisement signs could have a significant impact on the visual amenity of the area, either by the scale of the signage or through the proliferation of signage. The existing signage which this application seeks to retain is 4.25 metres tall and 1.22 metres wide. It is considered that the scale of this particular sign is excessive and seeks to advertise a number of elements of the business rather than merely act as a directional sign. The impact of the sign at this rural location located within the Area of High Scenic Quality is detrimental to the appearance and character of this rural area at this visually sensitive location. The proposal does not comply with Policy AD 1 and is considered to be unacceptable.

Design and Appearance

Paragraph 4.8 of PPS 17 states the amenity of the countryside is particularly important and there is a need to protect its unique qualities from the negative effects of advertising. The only advertisements likely to be acceptable in the countryside are those located within the site of existing or approved commercial enterprises. These should be small in scale and should not detract from the quality and character of the local landscape.

The advertising sign is located approximately 400 metres away from the business that it relates to and therefore fails the first part of the policy. The scale of the signage is 4.24 metres in height and 1.22 metres wide which is not considered to be small in scale and therefore fails the second aspect of the policy.

The applicant was given the opportunity to submit an amended scheme, however the agent did not submit amendments rather they submitted additional documentation with reference to signs at the junctions of the Carrick Road and the Monkstown Road, and the junction of the Carrick and the Knockagh Road. The signs referred to in the supporting document are all currently the subject of an enforcement investigation.

The design and appearance of the sign is considered to be unacceptable.

Public Safety

Drivers are faced with a number of varied and competing distractions during any normal journey, including advertisements and signs, which are deliberately designed to attract attention. At all times drivers are required to take reasonable care to ensure their own and others' safety.

DfI Roads were consulted on the application and have raised no objections to the retention of the advertisement.

CONCLUSION

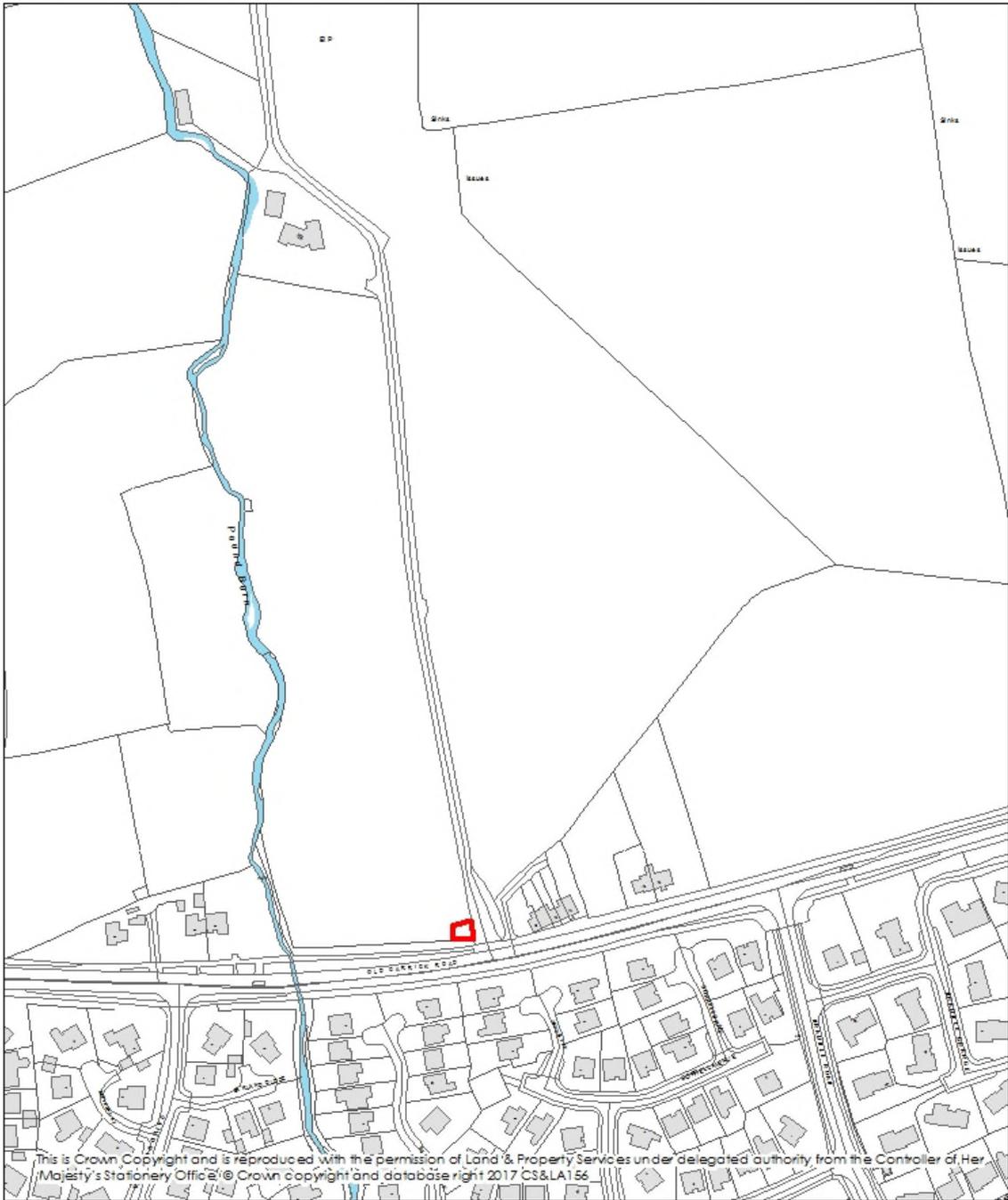
The following is a summary of the main reason(s) for the recommendation:

- The principle of some form of directional signage may be acceptable
- The application is considered to have a negative impact on the character and appearance of the countryside area.
- The design and appearance is considered unacceptable.
- There are no issues with public safety.

RECOMMENDATION :	REFUSE ADVERTISEMENT CONSENT
-------------------------	-------------------------------------

PROPOSED REASON OF REFUSAL

1. The proposal is contrary to the provisions of the Strategic Planning Policy Statement and Policy AD1 of Planning Policy Statement 17: Control of Outdoor Advertisements, in that the proposed signage would result in an unacceptable detrimental impact on the visual amenity of the area.



Location Map

Application Reference: LA03/2017/1048/A

Free Standing Hoarding Sign

Land at 62 Old Carrick Road, Newtownabbey, BT37 0UG

 Site Boundary



For Information Only



COMMITTEE ITEM	3.7
APPLICATION NO	LA03/2018/0220/A
DEA	BALLYCLARE
COMMITTEE INTEREST	COUNCIL APPLICATION
RECOMMENDATION	GRANT ADVERTISEMENT CONSENT

PROPOSAL	Community/Council noticeboard erected on 2 No. steel tubular pipes
SITE/LOCATION	Ballyeaston Village Car Park, Ballyeaston Road, Ballyeaston
APPLICANT	Antrim and Newtownabbey Borough Council
AGENT	N/A
LAST SITE VISIT	4 th April 2018
CASE OFFICER	Alexandra Cooney Tel: 028 903 40216 Email: alexandra.cooney@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

SITE DESCRIPTION

The application site is located adjacent to the First Ballyeaston Presbyterian Church. The site comprises a public car park laid out in tarmac with its boundaries defined by a low boundary wall. The site lies within the settlement limit of Ballyeaston, is within the Ballyeaston Area of Village Character and is within a Local Landscape Policy Area as designated in the Draft Belfast Metropolitan Area Plan. The site abuts the Ballyeaston Road and footpath to the front and an open field to the rear.

RELEVANT PLANNING HISTORY

Planning Reference: U/2002/0093/F
Location: Car park adjacent to Presbyterian Church Hall, Ballyeaston
Proposal: Upgrading of existing car park to include landscaping
Decision: Permission Granted (19.04.2002)

PLANNING POLICY

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 Antrim Area Plan and the Belfast Urban 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: The site is located within the limit of development of Ballyeaston.

Draft Belfast Metropolitan Area Plan: The site is located within the limit of development of Ballyeaston and in an area proposed as an Area of Village Character and a Local Landscape Policy Area.

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 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.

Addendum to PPS 6: Areas of Townscape Character: sets out planning policy and guidance relating to Areas of Townscape Character, for demolition of buildings, new development and the control of advertisements.

PPS 17: Control of Outdoor Advertisements: sets out planning policy and guidance for the control of outdoor advertisements.

CONSULTATION

DfI Roads - No Objection

REPRESENTATION

No neighbours were notified of the application as the application is for advertising consent and there is therefore no requirement to neighbour notify.

ASSESSMENT OF PLANNING ISSUES/MATERIAL CONSIDERATIONS

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

- Principle of Signage
- Impact on Amenity and on the Character and Appearance of the Area of Village Character
- Public Safety

Principle of Signage

Policy AD 1 from of Planning Policy 17 (PPS 17), Section 5.3 highlights that “Under the provisions of Article 67(1) of the Planning (NI) Order 1991 the interests of ‘amenity’ and ‘public safety’ are the only considerations that can be assessed in the exercise of advertisement control.”

The proposal involves the erection of a community noticeboard to be constructed with galvanised steel painted black with a white logo and two no. lockable poster cases. The sign is to be mounted on two poles with an overall height of approximately 3.45 metres with the poster case measuring approximately 1.6 metres by 0.9 metres. The noticeboard is to be located behind the existing wall bounding Ballyeaston Public car park at the location noted on Drawing No. 01 bearing the date stamp 14th March 2018 and is to be facing out towards the Ballyeaston Road for viewing from the public footpath. The ground level within the car park lies at a lower level than the public road meaning that the sign will sit at a height of 2.45 metres from road level.

The application site lies within the settlement limits for the village of Ballyeaston and the proposed sign is to be located within the public car parking area. It is considered that the principle of signage is acceptable on this site. The main considerations in line with AD 1 of PPS 17 and ATC 3 of PPS 6 Addendum will be amenity, impact on the character and appearance of the Area of Village Character and public safety.

Impact on Amenity and on the Character and Appearance of the Area of Village Character

The signage is to be located on lands at Ballyeaston Public Carpark and is for a community notice board. The site falls within the Ballyeaston Area of Village Character as designated in the Draft Belfast Metropolitan Area Plan. The sign is free standing and is considered to be respectful to its surroundings with the proposed finishes of black painted metal complimenting the free standing black hanging plant poles currently present within the car park and with the black painted metal fencing associated with First Ballyeaston Presbyterian Church which is located opposite to the application site. The scale, size and proportions of the proposed signage are acceptable and it is considered that the proposal would not cause detriment to amenity or have an impact on the existing character of the area.

With the proposed noticeboard sitting behind the existing car park wall with a height of approximately 2.45 metres above road level it is considered that the sign would not be a prominent feature nor would there be long distance views of it from surrounding areas.

It is noted that the residential properties at No.2 and No.4 Ballyeaston Road are sited adjacent to the application site on the opposite side of the Ballyeaston Road. It is considered, however, that due to the acceptability of the scale, size and proportions of proposed signage together with the type of signage (non- illuminated) and its location directly adjacent to a public road it is considered that there would be no detrimental impact caused to the residents at these properties.

The proposal is considered to respect amenity, the existing character of the area and to comply with Policy AD 1 of PPS 17 and Policy ATC 3 of the Addendum to PPS 6.

Public Safety

DfI Roads have been consulted on the application and have offered no objections in relation to public safety. It is considered that the proposed community noticeboard will not prejudice public safety meaning the proposal is in compliance with policy Policy AD1 of PPS 17 and Policy ATC 3 of the Addendum to PPS 6.

CONCLUSION

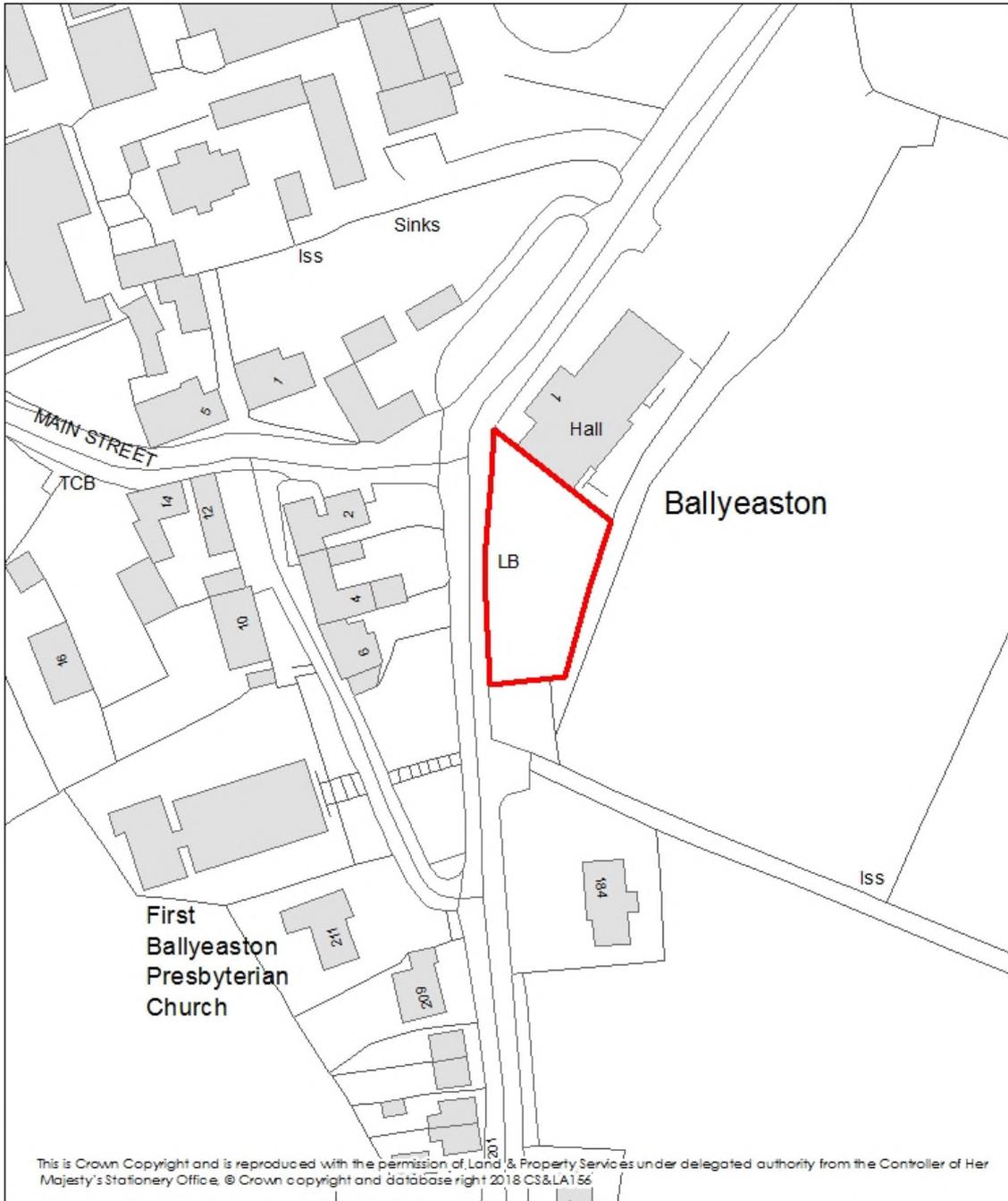
The following is a summary of the main reasons for the recommendation:

- The principle of the signage on the site is acceptable.
- The proposal will not have a detrimental impact on amenity or on the character and appearance of the area.
- The proposal will not prejudice public safety.

RECOMMENDATION : **GRANT ADVERTISEMENT CONSENT****PROPOSED CONDITION**

1. The sign shall be erected in the position shown on Drawing No. 01 bearing the date stamp 14th March 2018.

Reason: In the interests of road safety and the convenience of road users



Location Map

Application Reference: LA03/2018/0220/A

Community/Council noticeboard erected on 2 no. steel, tubular pipes

Ballyeaston Village Car Park, Ballyeaston Road, Ballyeaston

 Site Boundary



For Information Only



**PART 2 FORWARD PLANNING MATTERS - LOCAL DEVELOPMENT
PLAN, PLANNING POLICY AND CONSERVATION**

OTHER PLANNING MATTERS

ITEM 3.8

P/PLAN/1 DELEGATED PLANNING DECISIONS AND APPEALS

A list of planning decisions issued by Officers during March 2018 under delegated powers is **enclosed** for Members attention together with information received this month on planning appeals.

RECOMMENDATION: that the report be noted.

ITEM 3.9

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

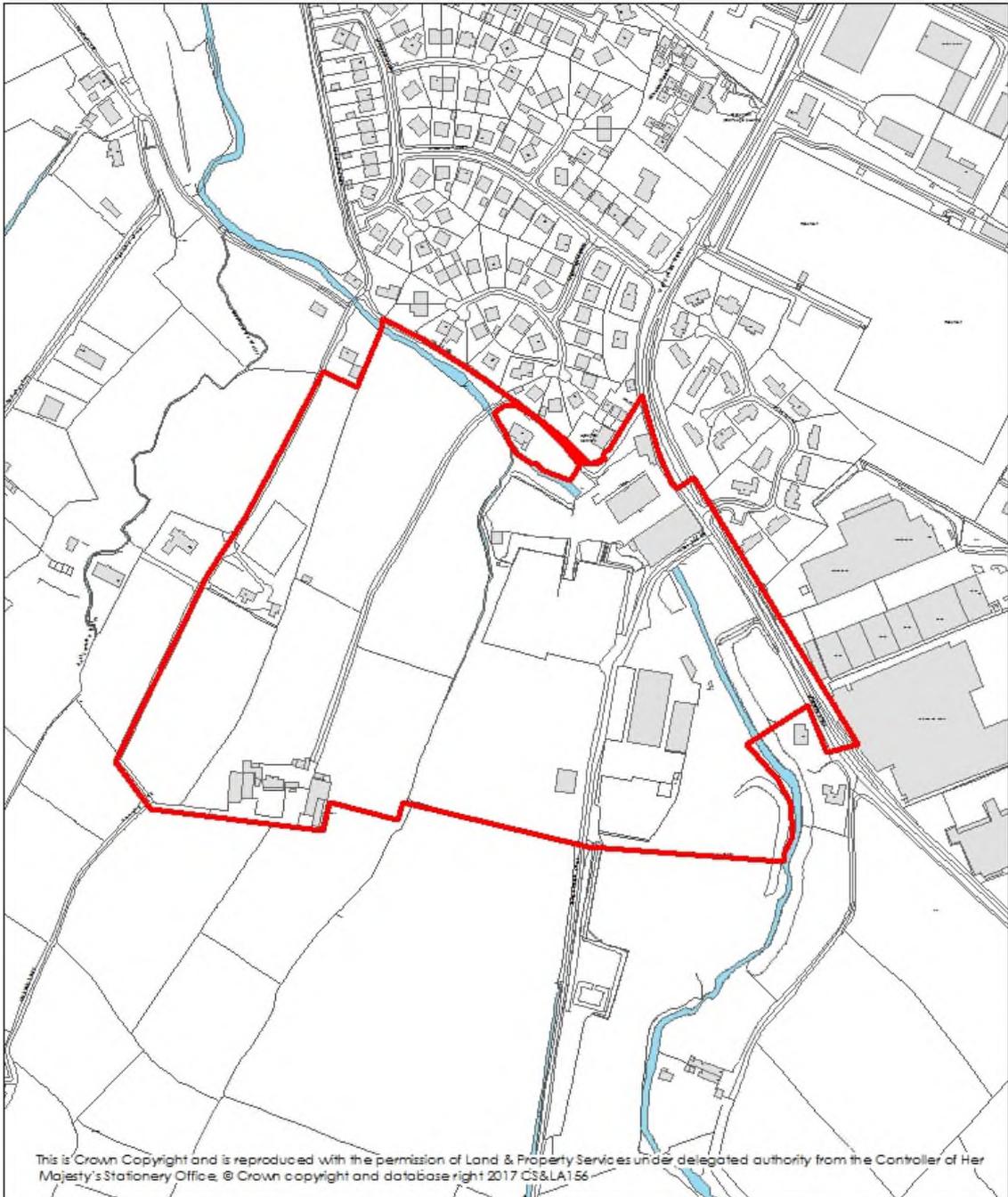
Members will be aware that prospective applicants for all development proposals which fall into the Major development category under the 2011 Planning Act are required to give at least 12 weeks notice to the Council that an application for planning permission is to be submitted. This is referred to as a Proposal of Application Notice (PAN). Two PANs were registered during the period from 1st March to 6th April 2018 the details are set out below.

PAN Reference: LA03/2018/0290/PAN
Proposal: Proposed residential development comprising c 180 no dwellings, open space, landscaping, internal road network and all associated site works
Location: Lands zoned for housing (MNY 04/32) including nos 4 and 8 Grange Lane located to the west of Hyde Park Lane and east of no 12 Grange Lane Mallusk Newtownabbey
Applicant: Hydepark Developments Ltd
Date Received: 29 March 2018
12 week expiry: 21 June 2018

PAN Reference: LA03/2018/0300/PAN
Proposal: Demolition of existing building and replacement with 6598sqm foodstore and associated eight bay petrol filling station, and associated works including car parking, access from Doagh Road, click and collect facility, plant equipment and landscaping
Location: 229-233 Monkstown Industrial Estate Doagh Road BT36 6XA
Applicant: Asda Stores Ltd and McLagan Investments Ltd
Date Received: 06 April 2018
12 week expiry: 29 June 2018

Members will recall that 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 what consultation has been undertaken regarding the application and detailing how this has influenced the proposal submitted.

RECOMMENDATION: that the report be noted.



Location Map

 Site Boundary

Application Reference: LA03/2018/0290/PAN

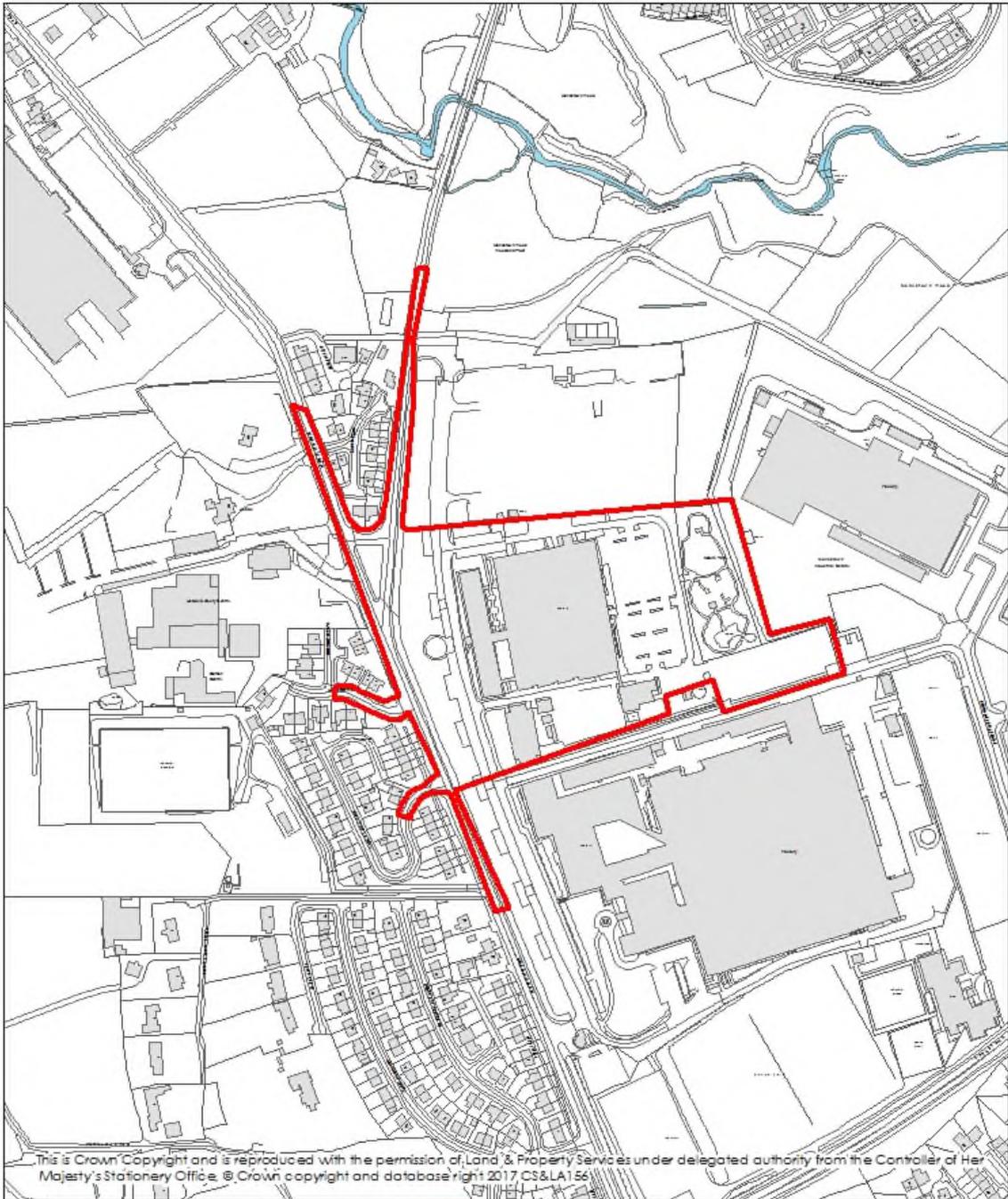
Proposed residential development comprising c 180 no dwellings, open space, landscaping, internal road network and all associated site works

Lands zoned for housing (MNY 04/32) including nos 4 and 8 Grange Lane located to the west of Hyde Park Lane and east of no 12 Grange Lane Mallusk Newtownabbey



For Information Only





Location Map

 Site Boundary

Application Reference: LA03/2018/0300/PAN

Demolition of existing building and replacement with 6598sqm foodstore and associated eight bay petrol filling station, and associated works including car parking, access from Doagh Road, click and collect facility, plant equipment and landscaping



For Information Only

229-233 Monkstown Industrial Estate Doagh Road
BT36 6XA



ITEM 3.10

P/PLAN/1 - NORTHERN IRELAND PLANNING STATISTICS 2017/18 – THIRD QUARTERLY BULLETIN FOR THE PERIOD OCTOBER – DECEMBER 2017

The third quarterly provisional planning statistics for 2017/18 produced by the Analysis, Statistics and Research Branch of the Department for Infrastructure (DfI), a copy of which is **enclosed**, were released on 22 March 2018.

The figures show that during the period from October to December 2017, the total number of planning applications received in Northern Ireland was 3,274, which is an increase of nearly 2% on the previous quarter (3,222) and just over 2% on the same period a year earlier (3,201). The total number of decisions issued during this period was 3,067.

During the third quarter period a total of 198 new applications were received by Antrim and Newtownabbey Borough Council (a reduction of 13 applications from the same period last year and therefore below the NI trend) whilst 199 decisions were issued.

In relation to performance against statutory targets the Department for Infrastructure (DfI) figures show that the Council took on average 47.4 weeks to process and decide **Major** planning applications during the third quarter against the target of 30 weeks. Whilst this represents an increase in the average time taken to process Major applications from the first and second quarters it reflects the decisions taken by the Committee on a number of older major applications during this period.

It should be noted that the Planning Section's performance to date represents an improvement on last year's overall Major performance and currently ranks among the top four of the 11 Councils and also reflects well against the average processing time of 50 weeks across all Councils. In addition it is now considered that the Council's annual performance in processing Major planning applications for 2017-18 will show a marked improvement on last year's performance.

The DfI figures show that the Council took on average 13.6 weeks to process and decide **Local** planning applications during the third quarter against the target of 15 weeks. Whilst this represents a slight increase in average processing time during this quarter the Planning Section's performance still ranks among the top three of the 11 Councils and reflects well against the average processing time of just over 15 weeks across all Councils.

In relation to **Enforcement** the DfI figures highlight that the Council's planning team has once again recorded the shortest time taken, circa 10 weeks, to process 70% of enforcement cases to target conclusion which compares favourably with the average processing time of 30 weeks across all Councils. The team's performance also ranked first in the proportion of cases brought to target conclusion within the performance target of 39 weeks.

RECOMMENDATION: that the report be noted.

ITEM 3.11

CONFIRMATION OF LISTING OF STRAID CONGREGATIONAL CHURCH, MAIN STREET, STRAID

Members will recall the report presented to the January meeting of the Planning Committee advising that Officers had served a Building Preservation Notice on Straid Congregational Church on 6 January 2018 and seeking Members views on the proposed formal listing of the building by the Historic Environment Division of the Department for Communities (DfC).

The Council subsequently wrote to the DfC Historic Environment Division indicating its support for the proposed listing.

DfC Historic Environment Division has now confirmed that Straid Congregational Church has been added to the statutory list of buildings of special architectural or historic interest (see copy **enclosed**).

RECOMMENDATION: that the report be noted.

ITEM 3.12

P/FP/LDP/51 ARMAGH CITY, BANBRIDGE AND CRAIGAVON BOROUGH COUNCIL – PREFERRED OPTIONS PAPER

Armagh City, Banbridge and Craigavon Borough Council (ACBCBC) has consulted the Council on its recently published Preferred Options Paper (POP) for its emerging new Local Development Plan. The recently published Armagh City, Banbridge and Craigavon POP and all associated documentation can be viewed at: <https://www.armaghbanbridgecraigavon.gov.uk/resident/local-development-plan-residents/#1522162519976-f43e6047-05a2>

This POP is subject to a 12-week consultation period ending on 30 May 2018. The Armagh City, Banbridge and Craigavon POP sets out a Vision and Strategic Objectives for the Council area. The Vision for the Local Development Plan is that, "Armagh City, Banbridge and Craigavon Borough will be a place of choice to live, work and visit with a vibrant and sustainable economy supported by a healthy and connected community". The Council's POP supports the delivery of the Council's Community Plan 'Connected' 2017-2030, which provides a strategic framework for the Borough for collaborative working, helping to integrate local and regional strategies and plans, which will deliver positive change for local communities.

The ACBCBC POP is underpinned by 5 Overarching Principles that are based on the Core Principles contained in the Strategic Planning Policy Statement, but tailored to meet local circumstances and to reflect the Local Development Plan Vision in addition to the aims of ACBCBC's Community Plan and Corporate Plan. These include:

1. Improving Health and Wellbeing;
2. Enhancing Connectivity and Accessibility;
3. Supporting Economic Sustainable Growth of the Borough;
4. Managing and Protecting our Built and Natural Environment; and
5. Supporting Quality of Design and Place Making across the Borough.

The POP is supported by four Strategic Objectives: The Spatial Growth Strategy, Social, Economic and Environment. A summary of each is provided below:

1. Strategic Objective – The Spatial Growth Strategy

Settlement Hierarchy– ACBCBC has the largest population of NI Council areas outside of Belfast and the population is projected by NISRA to increase by around 30,000 to around 237,000 by 2030. This increase in population is projected to be the largest increase of any of the 11 Council areas between 2015 and 2030. In addition, the number of households in the Borough is projected to increase by 15.7% (12,349) over the plan period, which is significantly higher than the equivalent projected NI average growth of 9.4%. ACBCBC's preferred option includes a 4-tier Settlement Hierarchy including 106 settlements (3x hubs, 6x local towns, 30x villages and 67x small settlements), two more settlements than the current Settlement Hierarchy.

Allocated Housing – In April 2016, the Department for Infrastructure (DfI) published a revised HGI figure of 14,400 dwellings for ACBCBC for the period 2012 to 2025 (approximate allocation of 1,108 units per year), using NISRA 2012-based household projections. This is a reduction on the previous HGI for the period 2008 to 2025 which

allocated a total of 21,300 dwellings (1,250 units per year) across the three former Council areas. Projecting the updated RDS HGI figure of 14,400 on a pro rata basis to 2030 gives a figure of 19,850 for the plan period.

Economic Development Lands – It is estimated that approximately 12,233 new jobs are needed to match the projected increase in ACBCBC's working age population by 2030. This need for 12,233 new jobs is estimated as equating to 245 ha of economic development lands at a density of 50 jobs per hectare. The recommended allocation of economic development lands is, Armagh 72 ha, Banbridge 59 ha and Craigavon 160 ha.

2. Strategic Objective – Social

Urban Housing – ACBCBC's projected population rise over the plan period contributes to it having the largest Housing Growth Indicator (HGI) figure of all 11 Councils in Northern Ireland, with an estimated housing need of 14,400 housing units for the period 2012-2025 (15.3% of NI total). The total projected social need for the Borough for the period 2017-2022 has been assessed at 327 units (NIHE Strategy, February 2018), with 82% of these earmarked for the three main Hubs, Armagh (99), Banbridge (56), and Craigavon (116). ACBCBC aims to bring forward a new strategic policy on Developer Contributions at the Plan Strategy phase.

Rural Housing – Based on ACBCBC's Housing Allocation Strategy, 25% of housing is to be in the Small Settlements (67 in total) and Countryside (4,962 units over the plan period). In addition, the provision for permitting a dwelling on an active farm every 10 years has the potential to yield a significant number of additional rural dwellings over the plan period (There were 3,192 active farms in the Borough based on the 2016 DAERA Agricultural Census). If each of these farms received permission for a farm dwelling, this would have the potential to yield 3,192 units, which would translate into approximately 202 additional rural dwellings per year over the plan period (15 ¾ year).

Design and Place Making – ACBCBC aims to bring forward general policy for design and place making across the Borough for all types of development and advertisement, but that allows for additional criteria and supporting guidance for particular areas of acknowledged importance or that warrant an additional level of control or care in design terms.

Community and Cultural Facilities – The population of ACBCBC is growing at an above average rate, with the numbers of young people, working age and older people all set to increase over the LDP period. The Plan considers the impact this will have on education, health and social care needs and other service provision.

3. Strategic Objective – Economic Development

Town Centres and Retailing – ACBCBC's POP seeks to align its existing hierarchy of settlements with strategic regional direction. This Hierarchy of Centres should acknowledge the role and function of each of the centres whilst promoting town centres first for retail and other main town centre uses. ACBCBC also wishes to promote town centres as first choice locations for a variety of complementary town centre uses to facilitate growth of the evening and night-time economy.

Tourism Development - ACBCBC's POP aims to deliver tourism proposals consistent with the Council's publication 'Transform - A Tourism Strategy for Armagh City, Banbridge and Craigavon 2017-2022'.

Minerals Development – ACBCBC aims to strike an appropriate balance between the need for minerals extraction and the need to protect and conserve the environment. It encourages a locally tailored approach that supports the local supply chain long-term, but in a manner that is sustainable and that minimises negative impact on local communities. It allows for mineral reserves to be identified for exploitation; valuable resources to be safeguarded within designated Mineral Safeguarding Zones; and the Borough's most sensitive environments to be protected in designated Areas of Constraint on Minerals Development.

Infrastructure, Telecommunications and Utilities – ACBCBC's preferred approach will enable the Council to bring forward and update the existing relevant policies and guidance to create a criteria-based policy which balances amenity and environment issues whilst facilitating sustainable development to meet the Borough's present and future needs.

Transport – ACBCBC aims to deliver an accessible and well connected sustainable transportation network for the Borough through encouraging a modal shift from private car usage to public transport and active travel.

4. Strategic Objective – Environment

Built Heritage, Archaeology and Nature Heritage – ACBCBC wishes to ensure that all existing built and archaeological heritage and nature heritage assets designated within the LDP; are retained and afforded appropriate protection, conservation and enhancement.

Renewable Energy – ACBCBC wishes to identify sensitive landscapes that may not be able to support certain forms of renewable energy technology, in particular wind turbines.

Waste Management – ACBCBC's approach to Strategic Waste is underpinned by the 'precautionary approach' and the 'proximity principle'.

To ensure soundness in the development of the Antrim and Newtownabbey Local Development Plan, the Planning Section will continue to engage with Officers in ACBCBC. The Council is currently engaged in the consideration of Lough Neagh and its environs through the Lough Neagh Partnership Forum meeting, which takes place every quarter.

A draft letter has been prepared in response to ACBCBC's POP for further consideration (copy enclosed).

RECOMMENDATION: that Members agree the draft letter to be submitted on behalf of the Council in response to Armagh City, Banbridge and Craigavon Borough Council's Preferred Options Paper.