

# Addendum

## LA01/2018/0040/F

### 1.0 Update

- 1.1 An additional letter of objection has been received from the Education Authority date stamped 11<sup>th</sup> September 2019. This letter reiterates previous concerns raised in a letter date received 2<sup>nd</sup> March 2018. Concerns relate to the overlooking from static caravans into the school site (playground & pitch) given there will be clear views due to the topography of the land. It is requested that appropriate screening be provided to ensure the safeguarding of children. Concerns are expressed in relation to Drawing No. PL03 which is (11F – Site Layout) as there appears to be little vegetation along the boundary.
- 1.2 The final consultation response from DFI Roads was received 24<sup>th</sup> September 2019. There are no objections to this application subject to conditions and informatives. The conditions to be applied to any permission granted are detailed in paragraph 2.4.

### 2.0 Assessment

- 2.1 Drawing No. 11F does not show landscaping detail. A separate plan has been submitted for landscaping (Drawing No. 26 date received 10<sup>th</sup> June 2019). This shows the existing hedge along part of the boundary with Dunluce School being retained. A new hedge is proposed along the remaining boundaries. Tree planting is proposed within the site along the eastern and southern

boundaries adjacent to the playing fields. More tree planting is proposed throughout the site.

- 2.2 Despite the proposed landscaping, there will still be views from the static caravans into the school grounds given the topography of the land. The compatibility of the uses are considered acceptable. There is no specific planning policy which requires the elimination of overlooking opportunities towards schools. Paragraph 2.3 of the SPPS states “The basic question is...whether the proposal would unacceptably affect amenities and the existing use of land and buildings that ought to be protected in the public interest. Good neighbourliness and fairness are among the yardsticks against which development proposals will be measured.”
- 2.3 Dunluce School is situated adjacent to Dunluce Road and there are already existing public views into the playing fields given the existing open boundary treatment. The caravan park would be primarily seasonal with the peak season being when schools are closed for holidays. Of consideration is the location of other schools in urban areas, where overlooking of their grounds occur from neighbouring properties. The proposal would not unacceptably affect the amenities and the existing use of Dunluce School.
- 2.4 13. No development shall commence until the vehicular access including visibility splays, right turn lane and footpath link to existing public footpath on Dunluce Road are provided in accordance with Drawing No's 18C, 19C, 20C, 25C and 29A bearing the date stamp 3<sup>rd</sup> September 2019. 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.

14. The development hereby permitted shall not be commenced until the proposed retaining walls / earth bank and culvert extension requiring Technical Approval, as specified in the Roads (NI) Order 1993, has been approved and constructed in accordance with BD2 Technical Approval of Highways Structures : Volume 1: Design Manual for Roads and Bridges.

Reason: To ensure that the structure is designed and constructed in accordance with BD2 Technical Approval of Highways Structures: Volume 1: Design Manual for Roads and Bridges.

15. The access gradient to the development hereby permitted shall not exceed 4% (1 in 25) over the first 20 m from the edge of the public road. 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 users.

16. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

The Department 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. 25D bearing the date stamp 3<sup>rd</sup> September 2019

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

17. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

No other development hereby permitted shall be commenced until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing No. 25D bearing the date stamp 3<sup>rd</sup> September 2019  
The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under

Article 3 (4C).

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

### **3.0 Recommendation**

- 3.1 That the Committee note the contents of this Addendum and agree with the recommendation to **Approve** the planning application as set out in Section 9 and 10 of the Planning Committee Report.