



<b>Planning Committee Report</b>  LA01/2019/0182/F	<b>25<sup>th</sup> March 2020</b>
<b>PLANNING COMMITTEE</b>	

<b>Linkage to Council Strategy (2015-19)</b>	
<b>Strategic Theme</b>	Protecting and Enhancing our Environment and Assets
<b>Outcome</b>	Pro-active decision making which protects the natural features, characteristics and integrity of the Borough
<b>Lead Officer</b>	Development Management & Enforcement Manager
<b>Cost: (If applicable)</b>	N/a

<b><u>App No:</u></b>	LA01/2019/0182/F	<b><u>Ward:</u></b>	Portrush and Dunluce
<b><u>App Type:</u></b>	Full Planning		
<b><u>Address:</u></b>	24m NE of 50/51 Kerr Street, Portrush		
<b><u>Proposal:</u></b>	Proposed 2 storey, 3 bedroom cottage with pitched roof and single storey side projections and front porch and a double domestic store with covered log store.		
<b><u>Con Area:</u></b>	N/A	<b><u>Valid Date:</u></b>	19.02.2019
<b><u>Listed Building Grade:</u></b>	N/A		
<b>Applicant:</b>	Porter Property Ltd. 3 Portman Business Park, Lissue Ind. Estate, Rathdown Road Lisburn		
<b>Agent:</b>	Darren McCaffrey Associates, Beech Cottage, Blaney, Enniskillen		
<b>Objections:</b>	18 (9)	<b>Petitions of Objection:</b>	0
<b>Support:</b>	0	<b>Petitions of Support:</b>	0

## EXECUTIVE SUMMARY

- Full planning permission is sought for a two storey, three bedroom dwelling.
- The site is located within an Area of Townscape Character.
- The application fails to meet the requirements of criteria (a), (c) and (h) of Policy QD 1 of PPS 7 in the provision of a quality residential environment.
- The proposed development fails to provide an adequate outlook and is adversely impacted upon by overlooking and overshadowing from existing development.
- The proposal also fails to meet the requirements of Policy AMP 2 of PPS 3.
- The proposed access would, if permitted, prejudice the safety and convenience of road users since the width of the existing access renders it unacceptable for intensification of use and is not in accordance with the standards contained in the Department's Development Control Advice Note 15.
- There has been 18 objections to the proposed development.

Drawings and additional information are available to view on the Planning Portal- [www.planningni.gov.uk](http://www.planningni.gov.uk)

## 1.0 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 9 and the policies and guidance in sections 7 and 8 and resolves to **REFUSE** planning permission subject to the reasons set out in section 10.

## 2.0 SITE LOCATION & DESCRIPTION

- 2.1 This site is located to the rear of the buildings at 49 to 51 Kerr Street and is accessed via a narrow laneway located just off Kerr Street and between the buildings at 49 to 51 Kerr Street. The existing site is currently vacant and at the time of inspection did not appear to be in use. The site was secured by a wooden fence which prevents access to the site. To the north, the site is bounded by a cliff face which bounds the properties at Royal Court apartments and the dwellings at 79 to 81 Main Street. To the south the site is bounded by a wooden fence and the rear wall of an existing outbuilding of the dwelling at 49 Kerr Street. The fence bounds an existing car park used to facilitate the existing apartments located in proximity to the site. To the east the site is bounded by a stone wall which bounds the property at 49 Kerr Street. To the west the site is bounded by a landscaped bank with wall made up of grasses, hedging and trees.
- 2.2 The site is located within the Settlement Development Limit of Portrush. The site is located within an area with a mix of uses to include dwellings and apartments, restaurants and bars, yacht club and Portrush Lifeboat Station. Buildings surrounding are primarily two and three storey and are finished with a range of materials to include red brick, dash and render.

### **3.0 RELEVANT HISTORY**

C/2008/0243/F

Proposed demolition of existing Bed & Breakfast to provide 3 no. apartments. 53 Kerr Street, Portrush

Permission Granted 09.10.2009

C/1999/0674/F

Alteration and extension of 1 No. dwelling to provide 2 No. self-contained units. 52 Kerr Street, Portrush

Permission Granted 11.11.1999

C/1985/0179/F

Conversion of dwellings to six holiday apartments. 50-51 Kerr Street Portrush.

Permission Granted 03.12.1985

C/1980/0655/F

Alterations to 6 cottages, Albert place, off Kerr Street, Portrush (Current site)

Permission Granted 09.01.1981

At an office meeting it was raised that an intensification of the proposed access was previously accepted under application reference C/2008/0243/F. This application relates to the demolition of a B&B to provide three apartments at 53 Kerr Street. This B&B already had an established access onto the existing right of way between 50 and 51 and 52 Kerr Street. Therefore, in discussion with DFI Roads it is considered that the proposed development to three apartments did not quantify as an intensification of use at the site of 53 Kerr Street.

### **4.0 THE APPLICATION**

- 4.1 Proposed 2 storey, 3 bedroom cottage with pitched roof and single storey side projections and front porch and a double domestic store with covered log store.

## 5.0 PUBLICITY & CONSULTATIONS

### 5.1 External:

18 letters of objection have been received in relation to this application. The main issues raised are summarised below and will be considered and assessed in the remainder of this report:

- Limited width of access provision.
- Detrimental impact on road safety and impact on pedestrians using an existing footpath.
- Increase in the volume of vehicular and pedestrian movements.
- The existing site is a species rich area and provides a natural habitat for a range of plants and wildlife.
- The existing Flora and Fauna located on the site needs to be protected.
- Impact on access for Emergency vehicles and limited car parking space.
- Lack of Drainage Infrastructure no details of septic tank and limited space to provide a septic tank of sewage treatment plant. Concern regarding adequate access.
- Building methodology, construction access, duration and disruption.
- When exiting onto Kerr Street there are no site lines which is hazardous.
- Impact of an existing bus stop which increases traffic congestion.
- The lands are no being used to store crab cages and there has been intensification of the use at the site.
- Boat building activities have ceased on the site for 44 years was also stated that lands in question were never used as a workspace but for parking and occasional boat storage.
- The site was never used to facilitate any industrial development.
- Traffic Assessment has not been provided and concern regarding survey dates in November not a peak time.
- Concern that the covered store for log storage would be converted to a garage.
- The turning circle shown on the plans for car towing boats does not exist.
- Concern that the development could be used as an Airbnb.

- History of accidents and intensification would exacerbate road safety issues.
- Concern that the development may be converted to apartments in the future.

## 5.2 Internal:

**NI Water:** (Advised that public water supply is 44 metres from the site boundary and can serve the proposal, the foul sewer is 40 metres from the site boundary and can serve the proposal.)

**DAERA:** Water Management Unit and Natural Environment Division: No objections

**Environmental Health:** No objections

**DFI Roads:** Recommended Refusal

**Historic Environment Division:** No objections

## 6.0 MATERIAL CONSIDERATIONS

6.1 Section 45(1) of the Planning Act (Northern Ireland) 2011 requires that all applications must have regard to the local plan, so far as material to the application, and all other material considerations. Section 6(4) states that in making any determination where regard is to be had to the local development plan, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

6.2 The development plan is:

- Northern Area Plan 2016 (NAP)

6.3 The Regional Development Strategy (RDS) is a material consideration.

6.4 The Strategic Planning Policy Statement for Northern Ireland (SPPS) is a material consideration. As set out in the SPPS, until such times as a new local plan strategy is adopted, councils will apply specified retained operational policies.

- 6.5 Due weight should be given to the relevant policies in the development plan.
- 6.6 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

## **7.0 RELEVANT POLICIES & GUIDANCE**

The Northern Area Plan 2016

Strategic Planning Policy Statement (SPPS)

PPS 3 - Access, Movement and Parking

PPS 6- Planning, Archaeology and the Built Heritage

Addendum to PPS 6- Areas of Townscape Character

PPS 7 – Quality Residential Environments

Addendum to PPS 7- Safeguarding the Character of Existing Residential Development

### **Supplementary Planning Guidance**

DCAN 8 – Housing in Existing Urban Areas

Creating Places

Development Control Advice Note 15 Vehicular Access Standards

## **8.0 CONSIDERATIONS & ASSESSMENT**

The main considerations in the determination of this application relate to: the principle of development; quality in new residential development; impact on the character of the surrounding area; PPS 3- Access, Movement and Parking; Impact on Area of Townscape Character; Services; Impact on Natural Heritage and the Coast and Habitats Regulations Assessment.

## Principle of development

- 8.1 In the Northern Area Plan the site is located within the Settlement Development Limit for Portrush. The site is located within An Area of Archaeological Potential. The site is located within An Area of Townscape Character designation PTH 02 in the Northern Area Plan.
- 8.2 The principle of the type and scale of development proposed must be considered having regard to the SPPS and PPS policy documents specified above.
- 8.3 The Strategic Planning Policy Statement for Northern Ireland (SPPS) is a material consideration. As set out in the SPPS, until such times as a new local plan strategy is adopted, councils will apply specified retained operational policies.

### **Quality in New Residential Development**

- 8.4 Policy QD 1 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.

**(a) the 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;**

- 8.5 Development within this area is mixed and includes dwellings and apartments, restaurants and bars, yacht club and Portrush Lifeboat Station. Buildings surrounding the site are primarily two and three storey and are finished with a range of materials to include red brick, dash and render. The proposed site is located to the rear of the building at 50 and 51 Kerr Street. In terms of layout the site is restricted by a steep cliff edge which limits the proposed garden depth to the rear. The proposed site is also extensively overlooked by an existing apartment block which is located just 2 metres from the site boundary. In terms of outlook the proposed development will look toward an existing car park and the rear of existing apartments located at 50, 51 and 52 Kerr Street Portrush. It is considered that the proposal fails to provide a positive outlook for potential occupiers. There is a limited

separation distance of 23 metres from the frontage of the proposed dwelling to the existing apartments at 50 and 51 Kerr Street. Given the restricted nature of the site, the extensive overlooking, the limited separation distances to existing properties and the limited outlook it is considered that the proposal fails to provide a quality residential scheme.

- 8.6 The proposed dwelling is sited in backland to Kerr Street. The dwellings all have a strong frontage onto Kerr Street, with ancillary buildings to the rear. The proposed dwelling is substantial and would not read with the existing context. The issue of backland development is further considered in paragraph 8.31 of this report.
- 8.7 Landscaping has been proposed and includes provisions for 6 semi mature lime pollard trees located along the frontage of the site in an attempt to reduce the visual impact of a cobbled driveway and parking area located to the front of the proposed dwelling. It is considered that these trees would not be in keeping with the character of the area and given its location would have an adverse impact on the proposed dwelling as it would reduce lead to a loss of light to a site that will have limited light due to existing development which surrounds the site. Given the limited public views of the site which is restricted by existing development on Kerr Street and the proposed cobbled finish which breaks up the sea of tarmac effect it is considered that the proposed area of hardstanding located toward the front of the site is acceptable.
- 8.8 The proposal therefore fails to comply with this criteria of Policy QD1 as the development fails to provide a positive outlook, is hemmed in by an existing cliff edge and existing development located on Kerr Street and Main Street and is significantly overlooked by balconies and windows associated with the Royal Court apartments. The site will also be overlooked by the properties at 79 to 91 Main Street. These properties are located at a higher level to the proposed site and this emphasises this impact. The proposal also fails to respect the surrounding context and character.

***(b) features of the archaeological and built heritage, and landscape features are identified and, where appropriate, protected and integrated in a suitable***

***manner into the overall design and layout of the development;***

8.9 The site is located within An Area of Archaeological Potential and is located within proximity to several Archaeological Sites and Monuments. Historic Environment Division was consulted as the competent authority and raised no objection to the proposed development. The proposal is therefore satisfactory to the policy requirements of the SPPS and Policy BH 2 of Planning Policy Statement 6. There are no listed buildings located in proximity to the site.

8.10 The proposed site is located within an Area of Townscape Character. A full consideration of this has been completed under section 8.27 and 8.28 of this report.

***(c) adequate provision is made for public and private open space and landscaped areas as an integral part of the development. Where appropriate, planted areas or discrete groups of trees will be required along site boundaries in order to soften the visual impact of the development and assist in its integration with the surrounding area;***

8.11 Within Creating Places it is recommended that dwellings should have access to at least 70 square metres of private amenity space. The proposed dwelling has provision for amenity space which consists of a rear garden area and pergola located to the side of the proposed dwelling. This amenity area totals approximately 220 square metres which is well above the recommended 70 square metres in Creating Places. However the proposed amenity space will be restricted by an existing cliff face and will also be extensively overlooked from the apartments at Royal Court and the dwellings on Main Street which are elevated above the proposed site. Given this it is considered that the proposed amenity space would not be considered private and therefore fails to meet this criteria of planning policy.

***(d) adequate provision is made for necessary local neighbourhood facilities, to be provided by the developer as an integral part of the development;***

8.12 Given the small scale nature of this proposal to provide one dwelling provisions for local neighbourhood facilities are not required. The proposal is located within the Settlement Development Limit for Portrush and potential residents can use facilities located nearby.

***(e) a movement pattern is provided that supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way, provides adequate and convenient access to public transport and incorporates traffic calming measures;***

8.13 The dwelling is located within the Settlement Development Limit for Portrush and is convenient for walking and cycling and is located close to public transport networks.

***(f) adequate and appropriate provision is made for parking;***

8.14 Within the block plan provided two car parking spaces have been allocated for this development. Within the Parking standards it is stated that a three bedroom dwelling should have 2.75 spaces. There is enough space to provide a third addition parking space. DFI Roads was consulted in regard to the proposed development and have recommended refusal as the existing access is not adequate. As the access to the proposed parking area is not adequate the proposal fails this criteria of this Policy.

***(g) the design of the development draws upon the best local traditions of form, materials and detailing;***

8.15 The proposed design is considered acceptable in regards to form, materials and detailing. The dwelling proposed will be two storey with a pitched roof. The walls will be finished with smooth sand/cement render walls with smooth rendered plinth, the doors and windows will be finished in hardwood and the rain water goods will be aluminium. The overall height is considered acceptable having regard to the context of the area. In terms of context this proposal is considered acceptable having regard to

design. Overall it is considered that the proposed building design integrates effectively into the site and is sympathetic with the existing built form.

***(h) the design and layout will not create conflict with adjacent land uses and there is no unacceptable adverse effect on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance;***

8.16 In terms of layout and design the proposed development given its location has the potential to have an impact on neighbouring properties. Within Creating Places it is recommended that there should be a 30 metre separation distance between apartments and existing dwellings. In regard to the apartments at 50 and 51 Kerr Street there is a separation distance of approximately 23.4 metres between the rear of the existing apartments and the front of the proposed dwelling. There is a small paved area to the rear of the building at 50 and 51 Kerr Street. There are a number of rear windows on the existing buildings at 50 and 51 Kerr Street to include bedroom windows and the proposed development will overlook these windows. The proposed development would therefore have an adverse impact on the existing apartments in terms of overlooking. This impact is emphasised by the limited separation distance between the proposed dwelling and existing apartments. Given the separation distance and orientation of the proposed dwelling the proposed development would not have a detrimental impact on the apartments by way of loss of light or overshadowing.

8.17 In regard to the dwelling at 49 Kerr Street there is a separation distance of 23 metres between the rear of the existing dwelling and the front of the proposed dwelling. There is also a large outbuilding located between the site and the dwelling at 49 Kerr Street which will reduce the potential for overlooking. The section of the proposed building that looks toward the rear of 49 Kerr Street is 1.5 storey with no upper floor accommodation. Although there is a small window on the upper floor as shown in the elevations there will be no potential to overlook from this window as there is no 1<sup>st</sup> floor accommodation. Therefore there is no concern regarding overlooking toward the dwelling at 49 Kerr Street. Given the separation distance, the existing outbuilding located between the sites and the orientation of the

proposed dwelling there is no concern in regard to loss of light or overshadowing.

8.18 In regard to the dwelling at 52 Kerr Street there is a separation distance of 32.6 metres from the front of the proposed dwelling to the rear of the existing dwelling. This separation distance is considered sufficient not to have a significant impact in terms of overlooking, loss of light and overshadowing.

8.19 In regard to the dwellings located on Main Street and the apartments at Royal Court there will be no impact having regard to overlooking, loss of light or overshadowing as the proposed development is set at a much lower level to these properties.

8.20 The proposed dwelling will be located to the rear of existing apartments and dwellings at 50, 51 and 52 Kerr Street. The site is also located close to an existing cliff face located to the rear of the site in which the Royal Court Apartments are located. There are a number of windows and balconies associated with these apartments that will overlook the rear of the proposed dwelling. The existing apartments are constructed on a higher level and would have a dominant impact on the proposed dwelling. The existing cliff face will exacerbate this impact. The existing apartments are located just 2 metres from the common boundary and just 12.5 metres from the rear of the proposed dwelling. In Creating Places it is recommended that there should be a separation distance of 30 metres between apartment developments and dwellings. The provision proposed is well below this recommendation.

8.21 Further to this the proposed dwelling does not have a positive outlook as it will look directly toward an existing car park and the rear of an existing apartments and dwelling at 49, 50 and 51 Kerr Street. The separation distance to these properties is 23.4 metres which is again below the 30 metre recommendation for apartments and dwellings. As stated in section 4.16 of PPS 7 all buildings should be located and orientated to front onto existing and proposed roads to present an attractive outlook. The proposed building fronts onto a rear car park and the rear of existing buildings. This outlook is not considered to be acceptable. The proposed site will also be overshadowed by existing development which surround the site and this will ensure a limited supply of light. This light will be reduced further

by the proposed planting of trees. Given the limited separation distances to existing development the proposed dwelling would be hemmed in.

8.22 In regard to noise and other disturbance Environmental Health was consulted but raised no significant issue subject to informatives relating to loss of amenity from existing restaurants and commercial premises, noise, dust, lighting and radon, refuse collection and site preparation and construction. Although the proposed development would have a limited impact on existing premises there would be a significant detrimental impact on any proposed occupier of the dwelling though overlooking and limited outlook. The proposed development therefore fails to comply with this section of policy.

***(i) the development is designed to deter crime and promote personal safety.***

8.23 This proposal will not lead to the creation of areas where anti-social may be encouraged. The site will be bounded by existing walls and a 1.9 metre high replacement smooth rendered blockwork wall with hardwood painted gates.

#### **Impact on the character of the surrounding area**

8.24 Policy LC 1 states that in established residential areas planning permission will only be granted for the redevelopment of existing buildings, or the infilling of vacant sites (including extended garden areas) to accommodate new housing, where all the criteria set out in Policy QD 1 of PPS 7, and all the additional criteria set out below are met:

***(a) the proposed density is not significantly higher than that found in the established residential area;***

***(b) the pattern of development is in keeping with the overall character and environmental quality of the established residential area; and***

***(c) all dwelling units and apartments are built to a size not less than those set out in Annex A.***

8.25 This proposal will provide 1 new dwelling within the Portrush Settlement Development Limit. The proposed density is considered acceptable at this site having regard to existing

residential development located along Kerr Street in which there are instances of higher densities on smaller sized plots to include the apartments at 50 Kerr Street.

8.26 The site is located within an area with a mix of uses to include dwellings and apartments, restaurants and bars, yacht club and Portrush Lifeboat Station. Buildings surrounding are primarily two and three storey and are finished with a range of materials to include red brick, dash and render. The proposed dwelling at two storey with a traditional form and smooth render finish is considered an acceptable design. However, the pattern of development is not in keeping with the overall character and environmental quality of this established residential area in that, all dwellings on Kerr Street have a strong frontage onto Kerr Street with ancillary buildings only to the rear. This proposal is located in backland to Kerr Street, is substantial and would not read with the existing context.

8.27 The dwelling proposed is of a size not less than those set out in Annex A of the policy.

### **PPS 3- Access, Movement and Parking**

8.28 The proposed development is accessed via a narrow laneway approximately 2 metres in width. DFI Roads was consulted in regard to the proposed development. They advised that the proposal is contrary to Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 2, in that it would, if permitted, prejudice the safety and convenience of road users since the width of the existing access renders it unacceptable for intensification of use and is not in accordance with the standards contained in the Department's Development Control Advice Note 15.

8.29 A number of objections have been received in regard to the proposed development which raises concern in regard to the access and road safety. DFI Roads was consulted in regard to this and advised that the refusal reason noted previously still applies. An office meeting took place to consider the proposed access. At this meeting there was some discussion on the previous use of the site as a boat storage area and whether there is an intensification of use from the proposed development.

8.30 Following this meeting an Access and Traffic Review statement was submitted. Within this statement a photograph was provided showing the storage of boats on the site. In summary it was stated that the proposal for a dwelling would be a betterment for the access as opposed to the previous industrial use for boat storage. It was stated that the proposal would remove the previous use and would prevent the need for difficult manoeuvring for vehicles to transport boats. It was also stated that the removal of this difficult manoeuvring would minimise the impact on existing users of the car park to the rear of 48 to 51 Kerr Street. A number of representations were received which queried the former use of the site which had not been used as an area for boat storage for a number of years. DFI Roads was consulted in regard to this document and it was stated that DFI Roads would advise that this document refers to the betterment of an access to a dwelling compared with the access for an industrial use of boat storage and repair facility. It was stated that no evidence has been provided to indicate that such a facility existed on this site. It was concluded that the refusal reason noted on the previous consultation still applies. The Planning Authority would be in agreement that no evidence has been provided to demonstrate a former industrial use on the site.

8.31 Given the intensification of this site the proposed development would prejudice road safety and significantly inconvenience the flow of traffic.

### **Impact on Area of Townscape Character**

8.32 The proposed site is located within an Area of Townscape Character designation PHT 02 as designated in the Northern Area Plan. Policy ATC 2 of Addendum to PPS 6: Areas of Townscape Character is a key policy in regard to new development in an ATC. It is stated in this policy that new development in an Area of Townscape Character will only be permitted where the development proposed maintains or enhances the overall character and respects the built form of the area. Further to this it is stated in paragraph 4.10 of PPS 7 that in assessing housing proposals in Conservation Areas and Areas of Townscape Character, the protection of the existing character and distinctive qualities of the area will be paramount. It is stated that proposals involving intensification in Areas of

Townscape Character will only be permitted in the following exceptional circumstances:

- (a) an extension in keeping with the scale and character of the dwelling and its surroundings; or
- (b) the sympathetic conversion of a large dwelling in appropriate locations to smaller units; or
- (c) the development of a significant gap site within an otherwise substantial and continuously built up frontage provided this would be of a density and character prevailing in the area.

8.33 The proposed development does not fall within any of these exceptions. However, in regard to potential impacts on the ATC the site is located to the rear of the buildings which front onto Kerr Street. Public views of the development from Kerr Street is restricted by existing development. The scale massing and form of the proposed development is considered acceptable having regard to the ATC. The proposed development will also not have a detrimental impact on the features associated with this ATC which includes the mixture of two and three storey buildings with uniform ridge and eaves heights and the frequent detailing of angled bay windows. These features are prevalent to the frontage of the buildings on Kerr Street. As the proposed development does not have a detrimental impact on these features it complies with Policy ATC 2 of the Addendum to PPS 6 and Policy QD1 of PPS 7.

### **Backland Development**

8.34 The proposed development is considered backland development. In regard to this DCAN 8 Housing in Existing Urban Areas stated that a fundamental requirement for successful backland development is for the backland plot to be of sufficient depth to accommodate new housing in a way which provides a quality residential environment for new and existing residents. It is stated that backland development on plot depths of less than 80m is unlikely to be acceptable, except where the existing urban grain is very urban in character, and where careful design can overcome concerns of overlooking and day lighting. The proposed site is located 43 metres from the established building line on Kerr Street. This falls well short of the recommended distance.

8.35 Further to this the site will be extensively overlooked by existing development located along Main Street to include dwellings and an apartment block which are set at a higher level to the proposed site and would tower above the site. Due to the limited depth of the site there is also concern regarding the proposed outlook which is toward an existing car park and the rear of existing apartments at 50 to 52 Kerr Street. Given the limited depth it is considered that the proposed development does not provide a quality residential scheme.

### **Services**

8.36 Within the P1 form it is stated that the proposed development will use mains water and mains sewage. NI Water was consulted in regard to this and it was stated that there is no public water supply, foul sewer or surface water sewer located within 20 metres of the proposal.

8.37 A representation letter was received making reference to the lack of drainage infrastructure and the fact that no septic tank has been shown on the plans and that there is no room for a septic tank or sewage treatment plant on the site. A phone call with NI Water provided further clarity on the initial response and a further consultation was sent to NI Water. A consultation response was returned and it was stated that the nearest public water supply is 44 metres from the red line boundary of the site and can serve this proposal. It was stated that the nearest public foul sewer is 40 metres from the red line boundary of the site and can serve this proposal. It was also stated that the Developer is required to consult with NIW at an early design stage to discuss discharge options and may wish to requisition a surface water sewer to serve the proposed development and / or obtain approval from Rivers Agency for discharge to a watercourse. It was confirmed that the existing waste water treatment works has the capacity to facilitate this development.

### **Impact on Natural Heritage and the Coast**

8.38 Within a representation letter it was stated that the site supports a species rich area with wildflowers, insects and birds including the Goldfinch. DAERA Natural Environment Division was consulted in regard to the proposed development and this

representation letter. Natural Environment Division stated that aerial photos show the site to be a small area of rough grassland within the centre of Portrush and that NED have no concerns as it appears unlikely that the site supports Northern Ireland priority habitats or species.

8.39 DAERA Coastal Development was consulted in regard to the proposed scheme to consider the impact of the proposed development on the coast. DAERA Coastal Development raised no concern and it was stated that the application site is separated from the marine environment by an existing dwelling, main road and area of hardstanding.

### **Habitats Regulation Assessment**

8.40 The potential impact of this proposal on Special Areas of Conservation, Special Protection Areas and Ramsar sites has been assessed in accordance with the requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended). Shared Environmental Services was informally consulted via email and it was stated that the area of the proposal is noted as a former boat yard. There are no open watercourses within the vicinity of the proposed development, and the red line boundary of the proposal is approximately and directly 60m from the marine environment, i.e. Harbour area, and approximately and directly 160m from Skerries and Causeway SAC, and separated from it by existing dwellings, roads etc. Given the location of the proposal, it is unlikely that there will be any significant impacts on feature species during the construction phase, through hydrological links and disturbance. The proposed development would not be likely to have a significant effect on the features, conservation objectives or status of any of these sites.

## **9.0 CONCLUSION**

9.1 The proposed development is considered unacceptable in this location having regard to the Northern Area Plan 2016, and other material considerations, including the SPPS. An intensification of the existing access is not acceptable and will have an adverse impact on road safety. The proposal fails to provide a quality residential environment and would impact on the amenity of the existing and new residents. The proposed dwelling will be

adversely impacted by overlooking from existing development located around the site and the proposed development fails to provide an acceptable outlook. Refusal is recommended.

## **Refusal Reasons**

1. The proposal is contrary to Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 2, in that it would, if permitted, prejudice the safety and convenience of road users since the width of the existing access renders it unacceptable for intensification of use and is not in accordance with the standards contained in the Department's Development Control Advice Note 15.
2. The proposal is contrary to paragraph 6.137 of the Strategic Planning Policy Statement for Northern Ireland, Policy QD1 of Planning Policy Statement 7 (Quality Residential Environments), Policy LC 1 of Addendum to PPS 7 (Safeguarding the Character of Existing Residential Development) and Development Control Advice Note 8 (Housing in Existing Urban Areas) in that the development as proposed fails to provide a quality residential environment by being contrary to criteria (a), (c), (f) and (h) of Policy QD1 and criteria (b) of Policy LC 1.

