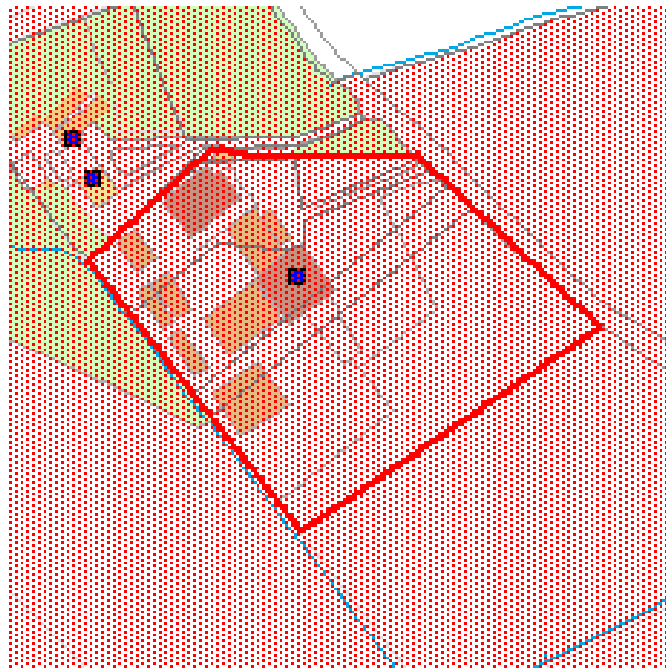


# ITEM A

**Creative Gardens (NI) Ltd  
88 Ballyclogh Road, Bushmills**

**C/2014/0364/F  
Full Planning**



**22<sup>nd</sup> April 2015**

<b><u>No:</u></b>	<b>C/2014/0364/F</b>	<b><u>Ward:</u></b>	<b>Dunluce</b>
<b><u>App Type:</u></b>	<b>Full Planning</b>		
<b><u>Address:</u></b>	<b>88 Ballyclogh Road, Bushmills BT57 8XA</b>		
<b><u>Proposal:</u></b>	<b>New safer access to public roadway, extending the existing car park, and increasing the size of an existing yard to allow for a turning circle (for large articulated vehicles)</b>		
<b><u>Con Area:</u></b>	<b>N/A</b>	<b><u>Valid Date:</u></b>	<b>12.09.2014</b>
<b><u>Listed Building Grade:</u></b>	<b>N/A</b>	<b><u>Target Date:</u></b>	
<b>Agent:</b>	<b>Big Design Architecture 12 Novara Park (off Belfast Road) Antrim BT41 1PA</b>		
<b>Applicant:</b>	<b>Creative Gardens (NI) Limited C/o Agent</b>		
<b>Objections:</b>	<b>1</b>	<b>Petitions of Objection:</b>	<b>0</b>
<b>Support:</b>	<b>0</b>	<b>Petitions of Support:</b>	<b>0</b>

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

## **1 RECOMENDATION**

- 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 section 7 and resolves to **GRANT** planning permission subject to the conditions and informatives set out in section 10.

## **2 SITE LOCATION & DESCRIPTION**

- 2.1 This site incorporates an existing garden centre and café accessed from the Ballyclogh Road. The garden centre is located to the north of a cross roads which accesses the Ballyclogh Road. The access rises from the Ballyclogh Road to an existing car parking area in front of the garden centre. The

southern and eastern part of the site incorporates the adjacent field and this portion is largely the subject of this application and is currently an agricultural field. The field has hedges at the roadside to the north east and the south west. The southern boundary is open to the wider field. The land falls to the road which forms the north eastern boundary of the site.

- 2.2 The site is located within the rural area to the south west of the settlement of Bushmills. There are a few roadside dwellings along the Ballyclogh Road to the north and south of the site.

### **3 RELEVANT HISTORY**

There is no relevant history.

### **4 THE APPLICATION**

- 4.1 Planning permission is sought to move the access point approximately 70 metres south and close the existing access. It also proposes to increase the number of car parking spaces from approx. 75 spaces to 131. The existing storage yard will also be increased to allow for the turning of large articulated vehicles. There is also a proposed landscaping scheme.
- 4.2 Revisions to the scheme have been received during processing of the application. These have provided a slight reduction in the number of proposed new parking spaces (6 spaces) which has been achieved by moving the car parking further back from the road and supplementing the planting of an 8 metre wide buffer with softer landscaping to the road edge and adjacent to the car parking and access point/road. This has the effect of improving the scheme in terms of visual amenity in the countryside location by improving its integration into the landscape.

### **5 PUBLICITY & CONSULTATIONS**

#### **External**

- 5.1 **Neighbours: One (1)** letter of representation has been received from **73 Millburn Road Coleraine**, objecting to the application for the following reasons:

- Current traffic situation on Ballyclogh Road
- Traffic/Road Safety Issues
- Increase in Visitor numbers

- Suggested Alternative Access from Priestland Road.

## **Internal**

5.2 **Transport NI:** Has no objection to the proposal subject to conditions.

**Environmental Health:** Has requested a drainage assessment and prefers the use of sustainable drainage systems (SuDS) for the discharge of surface water.

## **6 MATERIAL CONSIDERATIONS**

6.1 Article 45 of the Planning Act (Northern Ireland) 2011 states that, “where an application is made for planning permission, the council or, as the case may be, the Department, in dealing with the application, must have regard to the local development plan, so far as material to the application, and to any other material considerations.”

6.2 The development plan is:

- draft Northern Area Plan 2016

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

6.4 Due weight should be given to the relevant policies in the development plan.

6.5 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

## **7 RELEVANT POLICIES & GUIDANCE**

PPS 1 General Principles

PPS 3 Access, Movement and Parking

PPS 5: Retailing and Town Centres

PPS 21: Sustainable Development in the Countryside

draft Northern Area Plan 2016

## Supplementary Planning Guidance

Parking Standards

DCAN 15: Vehicular Access Standards

### **8 CONSIDERATIONS & ASSESSMENT**

- 8.1 The main considerations in the determination of this application relate to: the increase in hardstanding, its visual impact and impact on rural character, the size of the commercial premises and the number of car parking spaces required, the proposed access and required visibility splays, increase in traffic levels and the need for a drainage assessment.

#### **Planning Policy**

- 8.2 The site is not located within a designation as defined by the draft Northern Area Plan 2016 and is within the rural remainder.
- 8.3 The principle of this development proposed must be considered having regard to the PPS policy documents specified above and the supplementary guidance.
- 8.4 PPS 3: Access, Movement, Parking. Policy AMP 9 - Design of Car Parking requires a high standard of design, layout and landscaping to accompany all proposals for car parking. Planning permission will only be granted where the proposal respects the character of the landscape, does not adversely affect visual amenity and allows for safe movement of pedestrians and cyclists within the site.
- 8.5 PPS 5: Retailing and Town Centres allows for small extensions where these are small in scale and satisfactorily integrate into the landscape; preferably with an existing group of buildings.
- 8.6 PPS 21: Sustainable Development in the Countryside expects such proposals to satisfactorily integrate into the countryside and to not affect the rural character.
- 8.7 DCAN 15 Vehicular Access Standards and Parking Standards set out the standards to be achieved relevant to the specific proposal.

## **Principle of Development**

- 8.8 The principle of the use is already established. This proposal seeks to extend and amend the current parking and access arrangements. This is acceptable subject to the proposal meeting the required standards and planning policy.

## **Character, Context, Scale and Design**

- 8.9 The existing garden centre is located on, and accessed from the Ballyclogh Road, near Bushmills.
- 8.10 The applicant proposes to increase the number of parking spaces and a slight increase in the storage yard to facilitate the safe manoeuvring of articulated lorries visiting the site. At present the customers and delivery lorries use the same area and are not separated. The proposal also allows for the customer/pedestrian traffic to be kept separate from the delivery area and yard.
- 8.11 There is strong landscaped buffer proposed to help integrate the parking into the landscape. At present there is little landscaping and the parking area becomes congested and unworkable at times, particularly during busy periods.

## **Increase in hardstanding and its visual impact on rural character**

- 8.12 There is an existing access and parking at the garden centre. This application seeks to change the access point, rearrange the existing parking, and increase the number of parking spaces. The proposal also seeks to increase the storage yard and provide a turning circle for large vehicles using this.
- 8.13 Planning policy allows for the expansion of car parks where these are of a high standard of design, layout and there is sufficient landscaping. The proposal must respect the character of the landscape, and does not adversely affect visual amenity.

- 8.14 The scheme proposes a good area of landscaping behind the visibility splays (adjacent to the road) and along the southern boundary. This helps screen the car parking and service yard and softens the extent of hardstanding. Additional green areas adjacent to the parking and access road also help soften this.

### **The size of the commercial premises and the number of car parking spaces required**

- 8.15 The Parking Standards require a parking space to be a minimum of 2.4 metres x 4.8 metres for a car. These dimensions refer to standing space only and do not take account of access, manoeuvring space or space required for loading/unloading. This application meets this requirements. As the proposal seeks to increase the number of parking spaces, it does not conflict with the standards set out in Parking Standards.

### **The proposed access and required visibility splays**

- 8.16 The objector raises concern regarding the proposed access. Transport NI requires 2.4 x 90 metre visibility splays. The applicant has achieved this as indicated on Drawing P02b and there is no objection from Transport NI as the competent authority. The requirement of 2.4 x 90 metres could not be achieved from the existing access so the new access improves this situation.

### **Increase in traffic levels**

- 8.17 The existing road network is capable of taking any additional traffic and there is no objection from Transport NI. The ability for articulated lorries to turn within the site, away from customers and customer parking, is a safer solution.

### **The need for a drainage assessment**

- 8.18 There is a current entrance, car park and yard on this land. This proposal seeks to increase the parking and yard which increases the hardstanding by approx 30%. Given the existing car parking and yard is a much larger area which already generate significant surface water run-off, and it is proposed

that the surface water is draining to a soakaway (Drg 02b), it is disproportionate to seek a drainage assessment.

## **9 CONCLUSION**

- 9.1 The proposed development is considered acceptable in this location having regard to the draft Northern Area Plan and other material considerations. The increase of parking and relocation of the access is appropriate at this location and is acceptable in terms of its layout and appearance. In accordance with para 52 and para 59 of PPS 1, no significant harm would be caused to neighbouring amenity and there would be no demonstrable harm. Approval is recommended.

## **10 CONDITIONS AND INFORMATIVES**

### **Conditions**

1. As required by Article 61 of the Planning Act (Northern Ireland) 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

**Reason:** Time Limit.

2. The vehicle access, including visibility splays and any forward site distance, shall be provided in accordance with Drawing No. 03 bearing the date stamp 11<sup>th</sup> March 2015, prior to the commencement of any other development hereby permitted. The area within the visibility splays and any forward site line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway and such splays shall be retained and kept clear thereafter.

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

3. The access gradient shall not exceed 4% (1 in 25) over the first 20.0 metres outside the road boundary. Where the vehicle access crosses a footway, the access gradient shall be between 4%(1in25) maximum and 2.5%(1in40) 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.

4. The existing vehicular access indicated on Drawing No's 02b and 03 bearing the date stamp 11<sup>th</sup> March 2015 shall be permanently closed and the verge/fence reinstated and agreed, in writing, by the planning authority, prior to the proposed vehicular access becoming operational.

**Reason:** To minimise the number of access points on to the public road in the interests of road safety and the convenience of road users.

5. The car parking and service yard shall not become operational until the landscaping shown on drawing no. 02b has been implemented.

**Reason:** To ensure the provision and delivery of a high standard of landscaping.

6. Subject to the above conditions, the development shall be carried out in accordance with the stamped approved drawing No 01, which was received on 12<sup>th</sup> September 2014 and drawing Nos 02b and 03 which were received on 11<sup>th</sup> March 2015.

**Reason:** To ensure a satisfactory form of development.

## **Informatives**

1. Precautions shall be taken to prevent the deposit of mud and other debris on the adjacent road by vehicles travelling to and from the site. Any mud, refuse, etc. deposited on the road as a result of the development must be removed immediately by the operator/contractor.
2. All construction plant and materials must be stored within the curtilage of the site.
3. It is the responsibility of the Developer to ensure that water does not flow from the site onto the public road (including verge or footway) and that existing road side drainage is preserved and does not allow water from the road to enter the site.

4. If the application is to discharge to a watercourse then an application should be made to the local Rivers Agency office for consent to discharge storm water under Schedule 6 of the Drainage (NI) Order 1973.
5. If it is proposed to discharge storm water to a NI Water system then a Pre-Development Enquiry should be made and if a simple solution cannot be identified then a Network Capacity Check should be carried out.

## ANNEX

<b>Date Valid</b>	12th September 2014
<b>Date First Advertised</b>	27th September 2014
<b>Date Last Advertised</b>	
<b>Details of Neighbour Notification</b> (all addresses) Joy Fleming 73 Millburn Road Coleraine And Suburbs Coleraine The Owner/Occupier, 84 Ballyclogh Road Ballyleckan Bushmills The Owner/Occupier, 85 Ballyclogh Road Ballyleckan Bushmills The Owner/Occupier, 88 Ballyclogh Road, Ballyleckan, Bushmills, Antrim, BT57 8XA,	
<b>Date of Last Neighbour Notification</b>	24th March 2015
<b>Date of EIA Determination</b>	8th October 2014
<b>ES Requested</b>	No