



Planning Committee Report	25th January 2017
PLANNING COMMITTEE	

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

**Lansdowne Public Car Park,
positioned approx. 96m North of
24 Lansdowne Crescent,
Portrush**

LA01/2016/0742/F

25th January 2017

<u>No:</u>	LA01/2016/0742/F	<u>Ward:</u> PORTRUSH and DUNLUCE
<u>App Type:</u>	Full Planning	
<u>Address:</u>	Lansdowne Public Car Park positioned approx. 96m North of 24 Lansdowne Crescent, Portrush.	
<u>Proposal:</u>	Provision of 4 no trading points within existing public car park. Works including service path and new electrical installation points.	
<u>Con Area:</u>	N/A	<u>Valid Date:</u> 23.06.2016
<u>Listed Building Grade:</u>	N/A	
<u>Agent:</u>	N/A	
<u>Applicant:</u>	Causeway Coast and Glens Borough Council, Cloonavin, 66 Portstewart Road, Coleraine, BT52 1EY	
<u>Objections:</u> 18	<u>Petitions of Objection:</u> 0	
<u>Support:</u> 0	<u>Petitions of Support:</u> 0	

Drawings and additional information are available to view on the Planning Portal- www.planningni.gov.uk

1 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 **APPROVE** planning permission subject to the condition set out in section 10.

2 SITE LOCATION & DESCRIPTION

- 2.1 The site is located on Lansdowne Crescent in Portrush and comprises part of the existing Lansdowne Car Park. The site includes an area of asphalt with white line markings for car parking spaces. The site is bound along the northern boundary by the existing concrete kerbing which defines the boundary at

the edge of the asphalt. There is mature hedging beyond with existing barriers at the north eastern and north western edges.

- 2.2 The character of the surrounding area is defined by the headland of Ramore Head to the north of the site. Existing car parking to the south of the site is located within land also within the applicant's ownership.

3 RELEVANT HISTORY

There is no relevant planning history on the site or surrounding area.

4 THE APPLICATION

- 4.1 Planning permission is sought for the provision of 4 no trading points within existing public car park. Works include a service path and new electrical installation points.
- 4.2 The potential impact of this proposal on Special Protection Areas, Special Areas of Conservation 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). The proposal would not be likely to have a significant effect on the features of any European site either alone or in combination with other plans and projects.

5.0 PUBLICITY & CONSULTATIONS

5.1 External

Neighbours: There are 18 No. objections to the proposal from 18 No. separate addresses. The reasons for objecting are summarised below:

- The proposed relocation of ice cream vendors from the bottom of Lansdowne.
- Road safety matters including children and others would be expected to cross a busy road and walking in and around stationary and moving vehicles.

5.2 Internal

Transport NI: Has no objection to the proposal.

Historic Environment Division: Has no objection to the proposal.

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 both 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)

Planning Policy Statement 21: Sustainable Development in the Countryside

8.0 CONSIDERATIONS & ASSESSMENT

8.1 The main considerations in the determination of this application relate to: the principle of development and; road safety.

Principle of development

8.2 The site is located just outside of the settlement development limit for Portrush. It lies within the Ramore Head Local Landscape Policy Area (LLPA), Designation PHL 01.

8.3 The features which contribute to the environmental quality, integrity or character of this area are listed below:

- This prominent dolerite headland is one of the outstanding natural features of the North Coast.
- It is an area of great geological and landscape interest as well as being in the Ramore Head and the Skerries ASSI.
- The area is almost entirely in public ownership, with most of the headland used for passive recreation with a network of paths. It includes an area of recreation grounds provided by the Borough Council and the NIEA Portrush Countryside Centre.

Favourable consideration will be given to appropriately sited buildings for uses ancillary to the enjoyment of open space and existing recreational facilities.

8.4 The principle of the type and scale of development proposed must be considered having regard to the SPPS and PPS policy document specified above.

8.5 Policy CTY 1 of PPS 21 states that there are a range of types of development which in principle are considered to be acceptable in the countryside and that will contribute to the aims of sustainable development. Other types of development will only be permitted where there are overriding reasons why that development is essential and could not be located in a

settlement, or it is otherwise allocated for development in a development plan. All proposals for development in the countryside must be sited and designed to integrate sympathetically with their surroundings and to meet other planning and environmental considerations including those for drainage, access and road safety.

- 8.6 The proposal is considered to be an exception under the policy provisions of PPS 21. Although this land is located outside the settlement limit, it is within the urban area of Portrush and is already used as a car parking which has street traders operating.
- 8.7 The proposal is for the provision of 4 no. trading points within the existing car park which is an existing area of hardstanding located just outside of the defined settlement development limit for Portrush. The proposal will formalise the existing arrangement where traders can currently park across parking spaces located on the headland. The trading points will be located within the existing public car park at Lansdowne and partly screened by the existing hedge. It is considered that the proposal would result in betterment with the provision of formal trading points, a service path for access and new electrical installation points. The proposed development has been designed to integrate sympathetically with the surrounding area.
- 8.8 Areas of planting at the eastern and western edges of the site will be created to enclose the development and assist with integration into the surrounding area. Each of the four trading points to be created will have an electricity supply. Elevations provided show that this will be a right-angled wall structure of smooth coloured rendered block and locally sourced stone, 1m high at the highest point.

Road Safety

- 8.9 Part of the existing asphalt finish is to remain, with the white line markings removed. A service path will be created along the breadth of the northern part of the site. This will provide access for customers to the vendors and connects to the existing crossing points located to the north east and the north west of the site. Road safety issues were raised in the objections

received and Transport NI was consulted in respect of this. Transport NI had no objections to the proposal.

8.10 The issues raised by objectors are considered below:

- The proposal provides a service path along the breadth of the northern part of the site allowing customers to access the vendors, safely, off the road. This position is supported by Transport NI.

9.0 CONCLUSION

9.1 This proposal is considered acceptable in this location having regard to the Area Plan and other material considerations. The proposal will provide 4 no. trading points within the car park which will be integrated into the surrounding area through existing hedging and proposed planting. The proposal offers a safe and acceptable design solution. Approval is recommended.

10 CONDITIONS

10.1 Regulatory Conditions:

1. As required by Section 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.

