

Addendum

LA01/2019/0091/F

1.0 Update

1.1 Within paragraph 8.26 which relates to Residential Amenity it is stated that,

“The potential for overlooking will be reduced further through the use of a curtain wall system and the position of the proposed workshops located along Union Street.”

In regard to this point, the curtain wall system on the ground floor looking toward the dwellings on Union Street will be obscured. The other floors will not have obscure glazing on this elevation.

1.2 On completion of the Planning Committee report there remained some minor technical roads concerns. Amended plans were received on 18th June 2019. These included drawing numbers 56, 14 Rev 1, 42 Rev 1, 44 Rev 1, 47 Rev 1 and 30 Rev 1. A further consultation was sent to DFI Roads on 14th June 2019 and a response was received on 21st June 2019 which raised several other minor concerns. A request was also made for a package of Private Streets Determination (PSD) drawings which related to a small extension of the footpath on Union Street. Amended plans were received on 25th June 2019 and included drawing numbers 56 Rev 1, 14 Rev 2, 44 Rev 2, 47 Rev 2, 39 Rev 2, 30 Rev 2 and 57. A further consultation was sent and a

response was received on the 25th June 2019. Within this response DFI Roads was content with the proposal subject to conditions. In regard to the PSD drawings a condition will be used to ensure these are provided prior to the operation of the proposed development. Given this additional conditions will be added to the proposal. These are as follows.

29. The development shall not become operational until a determination has been made under Article 3 of the Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

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

30. No development shall commence until the vehicular access, including visibility splays and any forward sight distance is provided in accordance with Drawing Number No. 47 Rev 2 bearing the date stamp 25th June 2019 and Drawing No. 49 Rev 1 dated 4th June 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.

31. The gradients of the accesses 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.

32. No development shall take place until drawings necessary to enable a determination to be made in accordance with Article 3 of the Private Streets (Northern Ireland) Order 1980 have been submitted to, and approved by DfI Roads.

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.

33. No other development hereby permitted shall be commenced until the existing access indicated on Drawing No. 49 Rev 1 dated 4th June 2019 has been permanently closed and the carriageway / footway / verge properly reinstated to DfI Roads satisfaction.

REASON: In order to minimize the number of access points onto the public road in the interests of road safety and the convenience of road users.

34. No operation in or from any building hereby permitted shall commence until hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No. 49 Rev 1 dated 4th June 2019 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.

35. The parking facilities detailed in Condition No. 6 above shall be open for use during all hours of business.

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

36. The development hereby permitted shall not become operational until cycle parking has been provided and permanently retained in accordance with approved Drawing No. 47 Rev 2 bearing the date stamp 25th June 2019.

REASON: To ensure that adequate provision has been made for cycle parking and to encourage and promote alternatives modes of transport.

37. The development hereby permitted shall not be commenced until any retaining wall 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.

38. Steps, pillars, access ramps, down spouts etc. shall not project out into the public road, verge or footway.

REASON: In the interest of pedestrian safety, road safety and convenience of road users