

Planning Committee Report C/2014/0051/F	24th May 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

**Site Adjacent to No 5 Circular
Road**

Castlerock

BT51 4XA

C/2014/0051/F

Full Planning

24th May 2017

<u>App No:</u>	C/2015/0519/F	<u>Ward:</u>	Castlerock
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Site Adjacent to No 5 Circular Road Castlerock		
<u>Proposal:</u>	Two pair of Semis to be integrated into Castlerock townscape		
<u>Con Area:</u>	N/A	<u>Valid Date:</u>	24th February 2014
<u>Listed Building Grade:</u>	N/A	<u>Target Date:</u>	
Applicant:	Messrs Frank and William Sellar C/O Agent		
Agent:	2020 Architects 37 Main Street Ballymoney BT53 6AN		
Objections:	7	Petitions of Objection:	0
Support:	1	Petitions of Support:	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 conditions set out in section 10.

2 SITE LOCATION & DESCRIPTION

- 2.1 This is a roadside site located on the southern side of Circular Road, Castlerock. The site comprises a gap site on Circular Road between nos 1 and 5 Circular Road. Site levels drop gradually from north to south. 1m high wall / post and wire fence to roadside boundary; extensive walls to the western boundary; 2m high paladin fence to the southern boundary; and

a mix of mature and semi-mature planting to the south-east boundary. There are no significant natural features on site. A public footpath runs along the northern boundary of the site.

- 2.2 The site is located within the settlement limit of Castlerock as defined in the Northern Area Plan 2016. It is abutted by Circular Road to the north and by the railway line to the south-west. The site is bound to west by a two storey detached dwelling finished in dry dash and profiled roof tiles and to the east by a two storey hipped roof detached dwelling finished in wet dash and slates.
- 2.3 The existing character is defined by large detached and semi-detached properties set in modest plots. There is no distinctive character along Circular Road, with a mix of ridge heights and styles of architecture. The plots on the southern side of Circular Road are narrow in nature. Critical views are from Circular Road, Sea Road, the railway line and the holiday park access at Seacourt Mews (beyond the railway line). The area is characterised by roadside stone and masonry walls.

3 RELEVANT HISTORY

There is no relevant history on this site.

4 THE APPLICATION

- 4.1 Planning permission is sought for two dwellings (pair of semis) to be integrated into the Castlerock townscape.
- 4.2 This description was revised from a previous description which included a pair of semi-detached dwellings and rear detached railway cottage. The detached cottage to the rear has been removed from the proposal and the red line has been amended to reflect this amendment.
- 4.3 The original proposal was for a modern scheme with industrial style buildings proposed in the form of a pair of semi-detached dwellings. This architectural approach was considered unacceptable at this location having regard to the site's immediate and wider context. This proposal was presented to

the former Coleraine Borough Council Planning Committee on 27th May 2014 and was deferred for an office meeting on 13th June 2014. Officials have been engaging with the agent since that time and the application has subsequently been revised several times to the most recent proposal (February 2017) for a pair of two and a half storey semi-detached dwellings, which is now presented.

4.4 It should be noted that 6 (six) of the 7 (seven) objections received and the letter of support were to the original 2014 proposal. There has only been one further objection to a revised scheme. There have been no objections to the most recent scheme which was notified 8th February 2017 with an expiry date of 22nd February 2017 to submit any representation.

4.5 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 or conservation objectives of any European site.

5.0 PUBLICITY & CONSULTATIONS

5.1 External

Neighbours: There are 7 objections to this proposal and 1 letter of support.

As set out in Paragraph 4.4, six of the seven objections were to the original proposal which proposed an industrial style building which was considered inappropriate to its context. There has only been one objection to any revised plans.

The objections raised matters of concern in relation to:

- The design (modernist/architectural style/tin sheds) is out of character/eyesore/incongruous in the streetscape(now amended)
- Visually overbearing
- Noise and disturbance
- Overlooking
- Loss of Privacy

- Intensification/Rear Cottage (Now removed from the scheme)
- Traffic - access and parking arrangements
- Light pollution
- Looking to purchase house and proposal is out of keeping
- Land Covenant for single dwelling

The letter of support to the original submission welcomed the refreshing approach and applauded the contemporary design. Supporter believes as a seaside resort it should be about stimulating the senses.

5.2 Internal

Transport NI: has no objection to the proposal.

NI Water: has no objection to the proposal.

Environmental Health: has no objection to the proposal.

Northern Ireland Transport Holdings Company: has no objection, in principle, to the proposal subject to agreement with NITHC requirements.

NIEA: Historic Buildings Unit (now known as 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 development 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

Northern Area Plan 2016

Strategic Planning Policy Statement (SPPS)

Planning Policy Statement 3 (PPS3) Access Movement and Parking

PPS 2: Natural Heritage

PPS7 – Quality Residential Environments

Addendum to Planning Policy Statement 7: Safeguarding the Character of Established Residential Areas

Supplementary Guidance

DCAN 8 – Housing in existing urban areas

Creating Places

Parking Standards

8.0 CONSIDERATIONS & ASSESSMENT

- 8.1 The main considerations in the determination of this application relate to the principle of development and quality in new residential development, the impact on the character of the surrounding area, traffic matters, Binevenagh AONB and; other matters.

Planning Policy

- 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 site is located within the settlement limit of Castlerock. The site is white land and is not zoned for any specific use. Castlerock is located within Binevenagh Area of Outstanding Natural Beauty. There are no other relevant designations or zonings relating to the site.
- 8.4 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.

Principle of development and quality in new residential development.

- 8.5 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;

- 8.6 Analysis of context is particularly important for infill housing in established residential areas and in particular the visual and physical relationship of the proposed development with its surroundings. While there is a general desire within planning policy and guidance to promote higher density within urban areas, there is a need to ensure that this does not result in over-development and town cramming.
- 8.7 The site is approximately 35 metres deep on its western boundary, increasing to approximately 47 metres deep on the eastern boundary and is approximately 23 metres wide. Each

dwelling occupies approximately half of the frontage, and given that this is a pair of semi-detached dwellings, there is only one access point onto Circular Road.

- 8.8 The proposed design includes a larger footprint on the ground floor, with the first floor reduced in size and living accommodation within the roof area. Although this has been achieved through the use of an inconspicuous mansard style roof, this is considered acceptable as this would only be visual and obvious when looking down on the development. The orientation and layout of the chimney breasts/stacks allow the roof plane to be pitched (at an acceptable pitch) into the chimneys, with the flat roof running between each chimney. Spacing between buildings is characteristic of the area.
- 8.9 The neighbouring dwelling at no.1 has a larger ground floor area, with the first storey reduced back. Although this proposal is very different to no.1 the principle is similar with less built form above the ground floor. This also allows for acceptable separation distances between buildings when viewed along the streetscape.
- 8.10 As the proposal backs onto the railway line, the larger dormers and apertures on the rear elevation are considered acceptable given this context and the significant separation distances provided. While the front dormers are large, these are considered acceptable as they do not dominate the entire roofscape.
- 8.11 As it has not been demonstrated what the hard surfaced areas will be, and what landscaping is proposed, this needs further consideration given the existing character of Circular Road. However, it is considered that this can be dealt with by conditions 2 and 3 set out in Section 10, which will allow the application to progress.

(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;

8.12 There are no archaeological features affecting the site. NIEA Historic Buildings Unit has no objection to the proposal. There are no significant natural features on site.

(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;

8.13 The proposal does not require the provision of public amenity space, as defined in Policy OS2 of PPS8. The level of private amenity space provision is acceptable, when assessed against para. 5.19 of Creating Places. Adequate bin storage has been demonstrated.

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

8.14 The proposal is not of such significant size as to require the provision of neighbourhood facilities.

(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;

8.15 The movement pattern is acceptable, given that access to the site is restricted on three sides and the obvious access is from Circular Road. The site is close to Castlerock Railway Station. The proposal is not of significance to warrant traffic calming measures.

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

8.16 Transport NI was consulted as the competent authority on traffic matters and raise no issues with parking provision. This matter is further explored under traffic matters Paragraph 8.27.

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

8.17 The design is a two and half storey pair of semi-detached dwellings with a pitched roof. The finishes are to be rendered white, with an element of natural stone to the front and some zinc cladding on the rear. The roof will be finished in a blue/grey slate with grey timber windows. This are all considered acceptable and do not conflict with this part of the policy.

(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;

8.18 The proposed development has been designed and laid out to ensure that there is no significant detrimental impact on the privacy and amenity of adjacent dwellings. The dwellings are set just over 2 metres from the eastern boundary and 2.5 metres from the west. The separation distance to the rear (which abuts the railway line) is well in excess of the standards advised in Creating Places.

8.19 The built form of no.1 is built hard against the third party boundary and extends significantly back on the site. Given this the impact on no.1 is limiting. Although there are windows above ground floor level, the apertures are small and overlooking is limited. These windows are bedroom/bathroom windows at ground floor; bedroom, landing and kitchen on first floor; and a landing window on the second floor. As the kitchen windows are located towards the front of the gable, overlooking into the rear amenity spaces is restricted. As all other windows are bedrooms/bathrooms/landing windows and these look into the gable/sides of the neighbouring dwellings, this is not considered to be unacceptable.

8.20 The proposal is for 2 dwellings set along the building line of nos 1 and 5, and extends back in the site to a similar length as no.5. Therefore it is not considered that the proposed dwellings will result in the loss of light or overshadowing to an unacceptable level. As this is a residential street with a neighbouring railway line, noise and any other disturbances would be limited to those associated with any home owner, and acceptable at this location.

8.21 Overall the layout and arrangement of dwellings in the proposed development will be such that there will be no significantly adverse impact on neighbouring properties.

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

8.22 The proposal is generally designed to deter crime, given that it is abutted by existing development on either side, with the railway line running along the rear boundary.

Impact on the character of the surrounding area

8.23 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.

8.24 The proposal will see the construction of 2 dwellings within a site area of 0.08 Hectares. This results in an overall density of just over 25 dwellings per hectare. Given this site is located just off the corner of Sea Road and Circular Road, with Sea Road having a much higher density than that of Circular Road, 2 dwellings on this site reflects the change from Sea Road to Circular Road. This is considered acceptable and will not significantly erode the character, environmental quality or amenity to an unacceptable level. The semi-detached form is appropriate to the area.

8.25 Given the various house types within Circular Road, and the materials and finishes used, this proposal does not offend the mix of architectural styles and character of the area. This

proposal will not have a negative impact on the environmental quality of the residential area.

8.26 The dwellings proposed are of a size not less than those set out in Annex A of the policy.

Traffic Matters

8.27 There were several objections to the initial proposal for 3 dwellings on a larger site area in relation to traffic matters; mainly access and parking arrangement. However, the application has now been reduced to 2 and Transport NI was consulted as the competent authority on these matters and raises no objection to the current proposal.

Binevenagh AONB

8.28 The site is located within Binevenagh AONB and must be considered against Policy NH 6 of PPS 2. This policy requires development proposals in Areas of Outstanding Natural Beauty (AONB) to be sensitive to the distinctive special character of the area and the quality of their landscape, heritage and wildlife. It should be noted that although the site is within the AONB, the site is within the settlement limit for Castlerock where development will occur. That said, the policy requires any proposal to be of an appropriate design, size and scale, be sympathetic and respect those features of importance. It is considered that this proposal complies with this part of the policy.

8.29 The policy also requires proposals to respect architectural styles, boundary details and retaining features, and respect local materials, design and colour. This is partially explored under Paragraph 8.17 and is considered acceptable. However, there is a lack of detail in regards to landscaping and boundary details which is raised under Paragraph 8.11.

Other Matters

8.30 Although the objections have been to a previous design and there has been significant amendments/revision since then, the objections have still be considered as part of this assessment. As set out within the report, the proposed design is considered acceptable and complies with planning policy.

8.31 The matters of light pollution, looking to purchase house and proposal is out of keeping, and a land covenant for single dwelling have not previously been assessed. It is not considered that this proposal will have a detrimental impact on light pollution and the matter of whether an individual purchases a house, in the knowledge there is a planning application in the system, is a matter for them. Covenants are not a planning matter, and any individual can apply to the courts to have a covenant removed.

9.0 CONCLUSION

9.1 The proposed dwellings are considered acceptable in this location having regard to the Northern Area Plan 2016, and other material considerations, including the SPPS. The site is within the settlement limit of Castlerock which allows for the principle of development. The proposed dwellings are considered acceptable in its context and the proposal complies with policy requirements set out in PPS 7 and its addendum, and guidance set out in Creating Places and DCAN 8. Approval is recommended.

10 Conditions

1. As required by Section 61 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. No development including site clearance works, lopping, topping or felling of trees, trucking machinery over tree roots, shall take place until a landscaping plan including full details of both and hard and soft landscape works and boundary treatment have been submitted to and approved in writing by the Council.

Reason: To ensure the provision of an appropriate landscape design in the interests of visual amenity.

3. The scheme of landscaping as finally approved shall be carried out during the first planting season after the commencement of development. Trees or shrubs dying, removed or becoming seriously damaged within five years of being planted shall be replace in the next planting season with others of a similar size and species unless the Council gives written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape in the interests of visual amenity.

4. No development shall commence until the vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing no. 07 Rev 02 bearing the date stamp 01 February 2017. 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.

