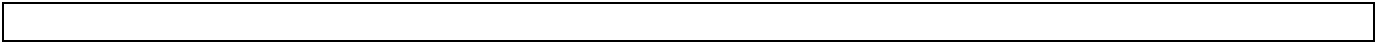


**Implementation Date: 01 September 2023**

**Template for Requesting Speaking Rights at the Planning Committee**

The Protocol for the Operation of the Planning Committee provides for interested person(s) to register to speak on a planning application that is scheduled to be determined at the next meeting of the Planning Committee. This request must be received by the Planning Department no later than 10am on the Monday before the Planning Committee meeting via email account [planning@causewaycoastandglens.gov.uk](mailto:planning@causewaycoastandglens.gov.uk).

<b>Planning Reference</b>	LA01/ 2024 / 0699 / F (4 apartments)
<b>Name</b>	Karen Powrie & Stephen McCullough
<b>Contact Details</b>	Tel: _____ Email: _____ & _____
<b>Support or Objection – please tick relevant box</b>	Support <input type="checkbox"/> Objection <input type="checkbox"/>
<b>Written representation summarising key points to be addressed and supplementary information in support of your case (minimum font size 10 and maximum length two sides of A4 page).</b>	



Stephen McCullough and Karen Powrie, Apt. 3, 63 Beach Road, Portballintrae  
&

We **OBJECT** to the above referenced application. Our **objection** focuses on, but is not limited to, 3 main aspects of this proposal.

### VISUAL IMPACT ON STREETSCAPE

Balconies/front extensions of this nature **are not common** on the streetscape (Appendix 1).

- 1-5 The Anchorage has an **open balcony**, only at the 1<sup>st</sup> floor level. Not a solid structure (Appendix 2).
- 1-5 The Anchorage is **set well back** from the road and the balcony does **not impose on the streetscape**.
- The Beach apartments have very small 'balconies' whose function is to step out on but nothing more (Appendix 3).
- 69 Beach Road has a railing above a small entrance porch (designs are not comparable).
- There are no similar structures at the 2<sup>nd</sup> floor level (apartment 4) along Beach Road.
- We note that **Planning Office** previously raised **concerns** in respect of the retention of the front balcony to apartment 4.

**None** of these should be **considered relevant examples** in support of the proposed front elevation which is not in keeping with the character of the area.

The proposed front extension **is not considered to be sympathetic** in appearance to the surrounding buildings.

The front extension **does not mimic the scale form and proportions** of the adjoining No 63 semi.

- No 63 was built to be **sympathetic** to its neighbour, No 65, in both **size and form** (Appendix 4).
- The proposed front extension sits out from the already established **building line of No 63/65**.
- The pitched roof of the second-floor **front extension** and its **window** line are **significantly higher** than that of No 63.
- This **dissimilarity** is reflected throughout the whole frontage of the building and **exhibits little or no design harmony with its neighbour**.
- As a result of its size, the proposed front extension, which is very close to Beach Road **dominates**, not only its **neighbour**, but also the **streetscape** (Appendix 5).
- This proposed front extension will, in our opinion, be **conspicuous** in the streetscape for its nature, size and height.
- **Several objectors** have raised concern **regarding the appearance** of the proposal.

It is ultimately the residents of the village of Portballintrae and its visitors that are impacted by the size and dominance of this front extension. It is not in keeping with the character of the area, which is considered to be an Area of Outstanding Natural Beauty (AONB). This is not Portstewart, which should not be used for comparison purposes, and we would wish to avoid the seafront becoming a concrete and glass jungle.

### REAR RETURN

The rear return creates **unacceptable impact and adverse dominance** effects on adjoining property No. 63 and neighbours No 67 (Appendix 6)

- The proposed development to the rear is **not in keeping with the surrounding built form** due to its significantly different size and height.
- The rear return **does not mimic the scale and form** of the adjoining property (Appendix 7).
- Planners restricted the rear return of No 63 to the **same height** and no **bigger footprint** than that of the existing property.

The design and layout **create conflict** with No 63 through **encroachment and massing of construction, overshadowing and impact on outdoor amenity space**

- The massing is not held far enough away from the party wall:
  - The inner wall closest to No 63 **dominates**: extending upwards to at least **3 storeys**, it sits on the party wall and **extends out beyond** the one storey rear entrance of No 63.
  - The remaining massing at 1.85m from the party wall, **encroaches** on the **rear return** of no 63 and its outdoor amenity space. Planners dictated that the rear return should be at least 3m from the adjoining property in respect of No 63.
  - Much of our concern regarding the massing of this construction stem from trying to squeeze 4 apartments onto this site.

The degree of **encroachment** on and **overshadowing** of No 63 outdoor **amenity space** is considered **unacceptable**.

- Despite the applicant's comment this space is considered an important amenity and is used in many ways by No 63.

- Current overshadowing is minimal as the rear return is at a sufficient distance from the adjoining property and only extends to a height of 2 storeys.
- The massing extends to nearly the end of the storage units for No 63.

The **density** and **encroachment** of this construction together with its large open balconies gives rise to **noise disturbance concerns**.

- The rear balcony of apartment 4, is in **close proximity** to the dormer window of the master bedroom of No 63 Apartment 3.
- The balconies either abut or are held less than 1.85m from the adjoining property or party wall.

We **object** to the use of **buff brick** on the **inner wall** closest to no 63 (Drawing 06 Rev2):

- Easier maintenance for the applicant should not be a reason for use of **alternative material**.
- It is only **visible** to no 63 and the 10 townhouses of the Atlantic View development of which No 63 forms a part.
- **Aesthetically** it will look **out of place**.
- If the visible area of buff brick approximates only 25sqm, as intimated by the planners, then this area should not be difficult to maintain as smooth render.

No 67 will be **overshadowed** with **loss of light** resulting from this proposed rear return:

- A **degree of overshadowing** and loss of light has been acknowledged by the Planning Office.
- Justification of its acceptability on the grounds that there is already an element of **overshadowing** is **unacceptable**.

## CAR PARKING AND TRAFFIC FLOW

**Inadequate** provision is made for **parking**:

- Residential **standards** provide for **1.75 parking spaces** for a 3 bedroomed apartment (7 spaces). 4 proposed
- **No** provision made for **visitor parking**.
- Provision for **parking** on Beach Road and the public car park is already **significantly inadequate** during holidays and good weather.
- As a holiday home No 65 utilised on average 3 parking spaces. With careful manoeuvring it has always been possible to accommodate **2 cars to the rear**.
- **Parking density is compromised** by seeking to develop **4 apartments** on this site.

The provision of a **hard stand in curtilage parking** space at the front of No 65 is **incongruous** within the **streetscape**:

- Neighbouring properties **do not provide in curtilage parking** within a walled and gated space **fronting Beach Road**.
- Any residences with in curtilage parking fronting Beach Road are **set well back** from the road.
- Planning policy seeks to **resist** the **replacement** of front gardens **with hard surface** parking.
- Planning Services should **not be encouraging hard standing parking** similar to the block at number 50 as a way to deal with the **already inadequate number of spaces** on this stretch of Beach Road. This is not the image that should be portrayed for this area AONB.
- The private **outdoor amenity** space of the ground floor apartment has been significantly **reduced**.
- Any car parked in front of No 65 **encroaches** on the **private amenity** and **privacy** of the ground floor of No 63.

**Traffic flow** will be **disrupted**:

- **Access to or exit from** the proposed in curtilage parking will **inconvenience traffic** flow in both directions.
- The **narrowing** of this Beach Road to accommodate this access/entry is to the **detriment** of an already **congested traffic flow**.
- The **visibility splay** in respect of the lane access junction seems to **take no account** of cars parked in front of Nos 67 -71.
- The **problems** of Ambulance and Coast vehicles **accessing the public Car Park in an emergency** situation in 2025 highlights the already **existing traffic flow problems** on this stretch of Beach Road, without any narrowing.

Appendix 1 – streetscape view of Beach Road frontal

Appendix 2 – open balcony on 1<sup>st</sup> floor (only) The Anchorage

Appendix 3 – walk-out protrusions on Beach Apartments

Appendix 4 – current appearance of No 63 & No 65 properties in alignment and proportions

Appendix 5 – dominance of No 65 front extension and impact on streetscape and existing building line

Appendix 6 – massing, encroachment and dominance of rear return and impacts on immediate neighbours

Appendix 7 – current scale, form and distance between existing rear returns













