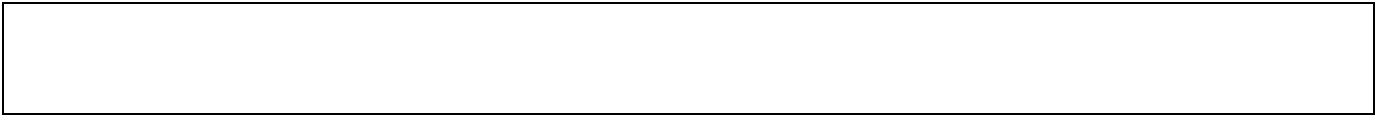


**Implementation Date: 01 September 2023**

**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>	LA01/2025/0631/F
<b>Name</b>	Alana Jackman
<b>Contact Details</b>	Tel: _____ Email: _____
<b>Support or Objection – please tick relevant box</b>	Support <input type="checkbox"/> Objection <input checked="" type="checkbox"/>
<p><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></p> <p>Please see attached word document with key objections.</p>	



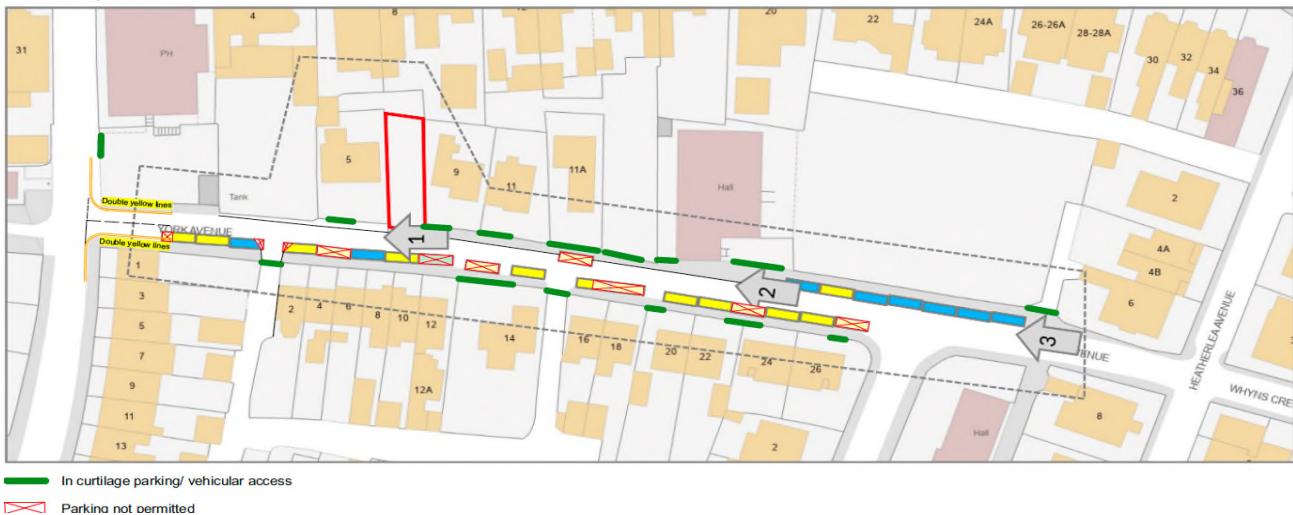
The main objection to this planning proposal is due to parking requirements.

**The application is not compliant with Policy QD1 of PPS7 or Policy AMP 7 of PPS 3 in relation to adequate parking provision.**

1. **There are contravening current guidelines** for not having off-street parking. Planning Statement 03 from 2005 and Creating Spaces 2019 requires a minimum of two spaces for a single dwelling of the size and type proposed. The applicant has stated in their application that they require parking, and that they will use street parking. However, for the reasons stated below we refute the assessment there is ample parking available. In addition, the other houses on this side of the street have in-curtilage parking.
2. **There is insufficient street parking for all current residents**. See diagram below with amendments requested by DFI in their response (24<sup>th</sup> July 2025) to the applicant's private street survey. The applicants resubmitted their private parking survey on 8-9-2025 which still showed parking opposite existing vehicular accesses which is not acceptable (DFI letter 24-07-2025)
  - a) The parking survey re-submitted on 8<sup>th</sup> Sep suggests there are a total of 26 available spaces in the street. However, 10 of these are in spaces that are not permitted. See our annotated diagram below where 10 of the spaces have red hatches through as they are not acceptable.

This leaves a **maximum of 16 places** in the whole street, for 17 dwellings plus a Scout Hall

Latest survey of 05.08.2025



1. Too near junction with Central Ave (car was parked 1/3 of the yellow lines)
2. 1 to left of the lane does not have 45 degree allowance for exit at lane beside 2 York Ave
3. 1 to right of the lane does not have 45 degree allowance for exit at lane beside 2 York Ave
4. 1 is opposite in-curtilage parking on No. 5
5. 1 is opposite in-curtilage parking on No. 9
6. 1 is opposite in-curtilage parking on No. 11
7. 1 is parked outside No.11a. opposite no.14 – which also has a solid white line outside the property
8. 1.5 outside 16 & 18 opposite vehicle access
9. 1 between 22 & 24 opposite vehicle access
10. Outside no. 26, too close to corner of York Park



White lines across the front of No. 14 York Ave

- b) The 16 parking spaces theoretically available to a new property between No.5 & No. 9 are further unsuitable due to the principles in section 20.02 of "Creating Spaces"; as 11 of the 16 spaces are not within view of the property. The housing is at its most dense at this end of the street where there are the least permitted spaces.

## 20 Parking spaces: numbers and dimensions

20.01 This section sets out the Department's requirements for the total numbers of parking spaces to be provided for residents, visitors and other callers.

### Underlying principles

20.02 To help avoid the danger, nuisance, inconvenience and hazards caused by indiscriminate on-street parking, there will be a need to provide:

- sufficient numbers of in-curtilage and/or off-street communal parking spaces for residents' and visitors' cars,
- spaces for short-term parking by service vehicles and casual callers on, or alongside, carriageways giving direct access to dwellings,
- routes from parking spaces to dwelling entrances, or other destinations, that are more convenient to use than parking on carriageways,
- parking spaces close to and within sight of the dwellings they are intended to serve,
- off-street spaces for cars and provision for bicycles at community buildings.

- c) The avenue is only wide enough for parking on 1 side of the road and 1 vehicle to pass.
- d) There is a Scout Hall 3 doors away – this incurs additional street traffic on Tuesdays, Wednesdays, Thursdays and Saturdays – more than half the evenings in the week, with parents dropping off and collecting their children. The 7 spaces illustrated beside the scout hall are there to facilitate the traffic and parking required by the scout hall. This was to avoid Nuisance parking (Chap 6 p.70).

Secondly, **the proposal conflicts with the SPPS and Policy QD1 of PPS7** in that the design does not respect the surrounding context, as it is inappropriate in terms of proportions and will have a detrimental impact on residential amenity.

The house width is less than half of the adjacent properties at No.5 and No.9



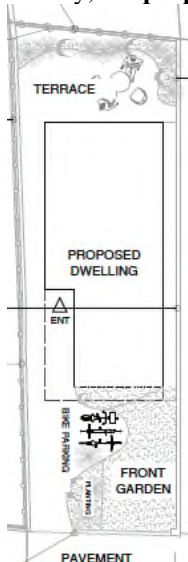
House 10.6M wide  
Plot 12.5M wide

House 4.4M wide  
Plot 5.8M wide

House 9.5M wide (set back)  
Plot 12M wide

The proposed plans show that the building would be positioned just 600mm from the boundary of No.9 and 800mm from the boundary of No. 5. This is extremely constrained and we would question the feasibility, practicality and buildability of the proposal.

Thirdly, **the proposal conflicts with Creating Places, paragraph 5.20 on acceptable private communal open space.**



Creating Places, paragraph 5.20 states “In the case of apartment or flat developments, or 1 and 2 bedroomed houses on small urban infill sites, private communal open space will be acceptable in the form of landscaped areas, courtyards or roof gardens. These should range from a minimum of 10 sq m per unit to around 30 sq m per unit.

The size of the rear amenity space for this proposed dwelling measures approx. 26m<sup>2</sup> and the dwelling is **positioned just 3.6m - 4.1m from the rear shared rear boundary**. This is well below the recommended 10m requirement as identified in Creating Places. It is of additional concern as **no provision has been made for a heating-oil tank on the plot**. There is no natural gas supply available, and the adjacent houses all have oil tanks fitted according to building code regulations which would exceed the space available at the rear of the dwelling:

- Requires 4.05M: 0.75M from boundary + 1.8M from house + 1.3M tank + 0.2M concrete slab
- **Boundary:** Tanks <3500L must be at least 750mm from a non-fire rated boundary.
  - **Buildings:** At least 1.8m from non-fire-rated buildings, eaves, and fuel store doors/windows
  - **Base Construction:** The tank must be placed on a solid concrete slab at least 100mm thick and extending 300mm beyond the tank's circumference.
  - **Tank:** 1000L Tank: Approx 1.3m width

Fourth, although there are no outright objections from the statutory consultees. NI water clearly states on 24-07-2025 that there is no plan for surface water run off.

“SS-05: For the reasons detailed below NI Water recommend that this application for planning approval should be conditioned with a site specific condition. That no development shall proceed beyond sub-floor construction until a suitable dedicated surface water solution has been agreed upon. The applicant may requisition NI Water in accordance with Article 154 of the Water and Sewerage Services (Northern Ireland) Order 2006, for this purpose