Causeway Coast & Glens Borough Council

Title of Report:	**Planning Committee Report – LA01/2026/0317/F**
Committee Report Submitted To:	**Planning Committee**
Date of Meeting:	**25th November 2026**
For Decision or For Information	**For Decision**
To be discussed In Committee YES/NO	**No**

Linkage to Council Plan (2026-31)	
Strategic Theme	Governance, Quality & Continuous Improvement
Outcome	Governance arrangements that ensure compliance, transparency and effective decision-making
Lead Officer	Development Management Manager

Budgetary Considerations	
Cost of Proposal	NIL
Included in Current Year Estimates	N/A
Capital/Revenue	N/A
Code	N/A
Staffing Costs	N/A

Legal Considerations	
Input of Legal Services Required	NO
Legal Opinion Obtained	N/A

Screening Requirements	Required for new or revised Policies, Plans, Strategies or Service Delivery Proposals.		
Section 75 Screening	Screening Completed:	N/A	Date:
	EQIA Required and Completed:	N/A	Date:
Rural Needs Assessment (RNA)	Screening Completed	N/A	Date:
	RNA Required and Completed:	N/A	Date:
Data Protection Impact Assessment (DPIA)	Screening Completed:	N/A	Date:
	DPIA Required and Completed:	N/A	Date:

No: LA01/2026/0317/F **Ward: PORTRUSH AND DUNLUCE**

App Type: Full

Address: Vacant land at 3-5 Lansdowne Crescent, Portrush

Proposal: Proposed construction of 12no. apartments including on site parking provision, vehicular access/egress to front of site and ancillary/amenity spaces on vacant brownfield site (Amendment to extant permission LA01/2019/1343/F)

Con Area: N/A **Valid Date: 26.03.26**

Listed Building Grade: N/A

Agent: Clyde Shanks, 2nd Floor 7 Exchange Place, Belfast. BT1 2NA

Applicant: PRH Construction Ltd, 90 Kilrea Road, Portglenone. BT44 8JL

Objections: 35 **Petitions of Objection: 0**

Support: 1 **Petitions of Support: 0**

Executive Summary

- The proposal is considered acceptable at this location having regard to the Northern Area Plan 2016 (NAP) and other material considerations.
- The application site falls within Portrush Settlement Limit.
- The application site falls within The Portrush Area of Townscape Character, Designation PHT 02.
- The application site is a committed site identified as PHH 04 3-5 Lansdowne Crescent on the Northern Area Plan 2016 (NAP).
- 35 letters of objection, 1 comment and 1 letter of support have been received in relation to this application.
- No objections have been raised by statutory consultees in relation to this proposal.
- The proposal will not result in unacceptable damage to the character of the surrounding area.
- The proposal will not result in unacceptable damage to The Portrush Area of Townscape Character.
- The proposal is considered acceptable in terms of layout, scale and massing and will not significantly harm the surrounding context and is appropriate to the character and topography of the site.
- The proposal is not considered to create unacceptable conflict with adjacent land uses and there is no unacceptable adverse effect on neighbouring properties
- Access and parking arrangements are acceptable.
- The proposal complies with all relevant planning policies including the Northern Area Plan, SPPS, PPS 7, Addendum to PPS 7 and PPS 3 and Addendum to PPS 6.

Drawings and additional information are available to view on the Planning Portal- https://planningregister.planningsystemni.gov.uk/

1.0 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.

2.0 SITE LOCATION & DESCRIPTION

2.1 The application site comprises Nos. 3-5 Lansdowne Crescent and consists of a vacant, previously developed plot enclosed by secure perimeter fencing. The buildings formerly occupying the site have been demolished, with the resulting demolition debris removed. The site forms part of a long-established terrace of three and four-storey period townhouses located within a designated Area of Townscape Character - Portrush. The surrounding built environment is characterised by traditional architectural styles that make a significant contribution to the established townscape. The site itself is generally level; however, ground levels fall gradually eastwards towards the public open space at the front of Lansdowne Crescent and onwards towards the coastline. The frontage of the site abuts a public footpath and a one-way street with on-street parking provision. Beyond the roadway lies an extensive area of landscaped public open space, contributing to the open character and visual amenity of the locality. To the south, the site adjoins a four-storey residential apartment building incorporating attic dormers (providing 5 floors), while to the north it is bounded by a three-storey apartment building, also featuring attic dormer accommodation (providing 4 floors). These neighbouring properties establish the prevailing scale and residential character of development within the immediate vicinity.

2.2 Although the original structures have been removed, a number of site safety and stabilisation measures have been undertaken. These include the installation of secure timber hoarding along the site boundaries and steel support structures to provide lateral restraint and protection to the exposed gable walls of the adjoining buildings. In addition, a small section of excavated and concreted foundation works has been carried out along the site frontage. These works were approved separately under a Certificate of Lawfulness of Proposed Use or Development (CLOPUD) reference LA01/2026/0014/CLOPUD. The site benefits from dual frontage, with its principal elevation addressing Lansdowne Crescent and its rear boundary fronting Lansdowne Lane, which provides access to Princess Street. The laneway primarily serves the rear of adjoining properties, many of which are currently boarded up or have limited active frontage, resulting in a relatively subdued rear streetscape.

2.3 The site is located within the settlement limits of Portrush urban area. There is a pavement to the frontage along Landsdowne Crescent and there is also on-street parking along the frontage. The site is in a long established terrace of 3 and 4 storey old townhouses. They are all period style houses in an Area of Townscape Character. There is a larger public car park further to the north east of the terrace. The site is zoned as a committed site PHH 04 3-5 Lansdowne Crescent as identified on the Northern Area Plan 2016. The site abuts the Ramore Head LLPA as identified on the Northern Area Plan 2016 as designation PHL 01.

3.0 RELEVANT HISTORY

3.1 Application Number: C/2006/0989/F

Decision: Permission Granted

Decision Date: 10th December 2007

Proposal: Construction of 26no. apartments with car parking and storage areas

Application Number: LA01/2016/0779/F

Decision: Permission Granted

Decision Date: 30th September 2016

Proposal: construction of 24 no residential apartments including parking provision and ancillary/amenity spaces

Application Number: LA01/2019/1343/F

Decision: Permission Granted

Decision Date: 24th February 2021

Proposal: Construction of 13 number apartments including parking provision and ancillary/amenity spaces on vacant brownfield gap site

Application Number: LA01/2026/0026/CLOPUD

Decision: Permission Granted

Decision Date: 3rd March 2026

Proposal: The 'Construction of 13 number apartments including parking provision and ancillary/amenity spaces on vacant brownfield gap site (Formation of foundation trench, poured concrete and the laying of blockwork to implement permission granted under reference LA01/2019/1343/F)'.

3.2 The application site has a previous approval for a similar development. There has been some design changes which include a front vehicle access on the ground floor and also there has been in turn a reduction in apartments by one. It was previously approved in February 2021 under LA01/2019/1343/F for Proposed Construction of 13 number apartments including parking provision and ancillary/amenity spaces on vacant brownfield gap site. Before this there was another earlier approval LA01/2016/0779/F for proposed construction of 24 no residential apartments including parking provision and ancillary/amenity spaces. This was originally approved in 30th Sept. 2016.

3.3 There was also a recent CLOPUD application approved under LA01/2026/0026/CLOPUD which incorporated the 'Construction of 13 number apartments including parking provision and ancillary/amenity spaces on vacant brownfield gap site (Formation of foundation trench, poured concrete and the laying of blockwork to implement permission granted under reference LA01/2019/1343/F)'.

4.0 THE APPLICATION

4.1 Proposed site for construction of 12no. apartments including on site parking provision, vehicular access/egress to front of site and ancillary/amenity spaces on vacant brownfield site (Amendment to extant permission LA01/2019/1343/F).

5.0 PUBLICITY & CONSULTATIONS

5.1 **External:**

Advertising: Advertised on 8th April 2026

Neighbours: 1 letter of support.

1 comment.

35 objections.

The main issues of objection raised are summarised below and will be considered and assessed in the report below:

- Front car entrance into the proposed building destroying the townscape architecture, out of character and setting a precedent for other derelict buildings along this terrace.
- Planning Policy Statement 6 (PPS 6), Policy BH12, requires development to preserve or enhance historic character.
- Design of the building ugly with inappropriate features, detrimental to visual amenity, out of character with Victorian terrace and Area of Townscape Character.
- Contrary to the aims of both the SPPS and PPS 6, which seek to safeguard heritage assets for future generations
- Design of windows too large with narrow mullions, conflicts with PPS 6 Policy BH7.
- Loss of on street parking to the front of the proposal and shortage of parking especially for disabled people.
- No consultation with residents or conducting a Section 75 Impact Assessment.
- Council should vest Lansdowne Lane so that rear parking can be accommodated along the back of the Lansdowne Cresent.
- Lack of public car parking in Portrush
- Due to front vehicle access, increased noise and disturbance for residents, raises safety issues for pedestrians
- Erosion of residential amenity
- Over looking directly into neighbouring apartment windows.

5.2 **Internal:**

DFI Roads: No objections

NI Water: No objections

Environmental Health: No objections

NIEA Regulation unit, Land and ground water team: No objections

NIEA water catchment unit have no objections if NI water are content.

HED archaeology and buildings: No objections

6.0 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) Edition 2 2025 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

The Northern Area Plan 2016

Strategic Planning Policy Statement (SPPS) Edition 2 2025

PPS 3: Access, Movement and Parking

PPS 6: Planning, archaeology and the built heritage

Addendum to PPS 6: Areas of Townscape Character

PPS 7: Quality Residential Environments

Addendum to PPS 7: Safeguarding the Character of Established Residential Areas

Supplementary Planning Guidance

Development Control Advice Note 15 Vehicular Access Standards

DCAN 8 – Housing in Existing Urban Areas

Creating Places

8.0 CONSIDERATIONS & ASSESSMENT

Planning Policy

8.1 The site is located within Portrush settlement limit. Policy SET 2 of NAP 2016 applies for development within settlement development limits. The land is also zoned within the ATC. A small part of the site is within a sensitive archaeological area. Planning permission will be granted provided that the proposal is sensitive to the size and character of the settlement.

8.2 The proposal must be considered having regard to the NAP 2016, SPPS Edition 2, PPS policy documents and supplementary planning guidance specified above. The main considerations in the determination of this application relate to: Local Character, Environmental Quality and Residential Amenity, Sewerage, Access and Parking.

Local Character, Environmental Quality and Residential Amenity

8.3 PPS 7 promotes quality residential development in all types of settlements. DCAN 8 and Creating Places is additional guidance intended to supplement this policy in terms of improving the quality of new housing development.

Policy QD1 - Quality in New Residential Development

8.4 This policy sets out a presumption against housing development in residential areas where they would result in unacceptable damage to the local character, environmental quality or residential amenity of these areas. Proposals for new residential development should comply with the following criteria:

(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;

8.5 The proposal involves the development of a committed site, as designated in the NAP 2016, with planning approval already granted for 13 apartments. A CLOPUD has already been granted , as detailed in section 3.0, confirming a material start, so the previous development encompassing a 5 floor building with 13 apartments and parking internally can be allowed to be built at any stage. The submitted proposal is also for a 5 floor development housing 12 apartments and is a very similar scheme. Apart from

the ground floor and 5th floors, there are on average 3 apartments per floor. Each apartment has its own front bay window and extends the full length of the building to the rear. The design has a traditional period style and proposes ground floor vehicle access to the front of the building. There are 14 car parking spaces provided within the scheme. There is a ground floor store provided for each apartment. There are bins store on the ground floor and lift access to each floor. There is gas central heating so the gas tanks are on the ground floor. The proposal is to be build a new block of apartments on this derelict site. Most apartments will have the benefit of a private rear balcony and or use of the communal amenity space in the form of a terrace on the first floor and/or the 5th floor. The top 3 apartments also have private roof terraces. The building will be finished with smooth render and a natural slate roof. The windows will be aluminium clad timber frames and sashes. The front door will be a bespoke hardwood door.

8.6 Development within this area is residential and predominantly this is provided in surrounding high density residential development. Adjacent to the north the building is high density with 4 floors which include the roof attic area. To the south the adjacent building is 5 floors including the attic use. This type of development involving 4-5 floors is generally reflective of the character of the terrace row of housing on Lansdowne Road. The proposal is for 5 floors and this includes the roof attic floor and roof terraces. The proposal has a similar frontage and heights (18 metres from ground level to ridge level) as previously approved under planning application LA01/2016/0779/F and LA01/2019/1434/F.

8.7 In terms of height and massing, the building utilises the full footprint of the site. Drawing No. 05/2 has been submitted showing the new building in relation to the adjacent developments. The proposal will be of similar height to the neighbouring buildings. There are critical views from the wide public open space area in front of the site. The scale and massing is similar to the adjacent developments and therefore reflect the current built environment. The previous approval was also for 5 floors on the main frontage. The new development will be approximately 18 metres in height as the previous approval also. There are 3 chimneys and two are

positioned at the gable ends and one in the middle but all are positioned on the ridgeline to keep in character of the street.

8.8 Objections have been received regarding the opening of the frontage to allow cars to enter to access the underground parking. The applicant has stated that it became evident to them that Lansdowne Lane is a public right of way, but this only allows passage over the laneway and to access any existing buildings. The rights do not extend to "turn off" the laneway to access to any new developments, nor do they allow for new services to be laid or connected. It is not possible to gain vehicular access/egress off Lansdowne Lane for developments or changes of use of that would intensify the use of Lansdowne Lane. This means that this application site will continue to be represent an unsightly gap site within the Portrush ATC. The applicant has previously contacted this office regarding a new entrance to the front for cars. The advice received from the Council's planning department dated (8th May 2025) set out that *"we have reviewed our position in relation to the legal position re the access to the rear lane, and the position of the Nos 3-5 in the terrace. We have given weight to the position of the buildings near the end of terrace and are content to reconsider our position through a planning application. As stated, weight is given to the position of Nos 3-5 in the terrace, it would be highly unlikely that we would consider accesses in other positions within the terrace."*

8.9 It is considered that the new entrance will not be of detriment to the overall character of the Lansdowne Crescent. It will not set a precedent as the agreement is based on the merits of this site alone. The access is considered as a proposal at the end of the terrace and is unlikely to be acceptable elsewhere. Objections have also been received in terms of the building being out of character and the design not in keeping with the ATC and this historic terrace. The original design of the frontage and especially the windows, mullions and other architectural features on the façade, are shown on the elevational drawing to the satisfaction of this office. The design is now of a high quality with appropriate spacings between each floor and also between each window and the appropriate architectural features have now been included so that the design is enhancing the terrace row of buildings on Lansdowne Road. A number of the buildings are derelict and

blocked up. The terrace is obviously in much need of regeneration. This proposal is a chance to enhance the character of the area and the design is in keeping with the guidance of the ATC. It is similar to the previous extant approval and the regeneration of the site is to be welcomed given the high quality of the design and materials to be used. It will also bring life back to this old terrace row within the town. It is considered that the proposal will respect the character of the area. The design and layout are satisfactory and appropriate to the existing character. The proposal complies with criteria a.

(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;

8.10 The site is partly within an archaeology consultation zone. HED Historic Monuments have been consulted and they have no objection. HED Historic Monuments notes that the application site partially lies within the Area of Archaeological Potential for Portrush, as designated in the Northern Area Plan 2016. HED Historic Monuments has assessed the application. Based on the information provided and the low potential for archaeological remains due to previous site disturbance, HED Historic Monuments is content that the proposal satisfies SPPS and PPS 6 archaeological policy requirements.

8.11 The site is within the Portrush Area of Townscape Character and there are listed buildings in the area. HED buildings have been consulted. Historic Environment Division, Historic Buildings, has considered the impacts of the proposal on the listed buildings and based on the information provided, advises that they are content with the proposal as presented. The comments are made in relation to the requirements of the Strategic Planning Policy Statement for Northern Ireland (SPPS) Ed. 2 para 6.12 and of Planning Policy Statement 6: Planning, Archaeology and the Built Heritage (PPS6) Policy BH11 (Development affecting the Setting of

a Listed Building). The design incorporates high quality materials in the form of natural slate roof and render walls, aluminium clad timber framed windows and sashes and a bespoke front hardwood door. The proposed site will not lead to the loss of landscape features. The site is not within a Conservation Area. It is located within the Portrush ATC and consideration of the proposal in relation to the ATC is covered in paragraphs 8.29 – 8.33 below I the report. It is considered that the proposal complies with criteria b.

8.12 Objections have been received stating that the proposal is contrary to policies BH 7 and BH 12 of PPS 6. BH 7 refers to change of use of use of a listed building and BH 12 refers to Conservation areas. Neither of these policies are applicable in this planning application as the site currently has no buildings and the previous building was not listed. The site is not within a Conservation Area either.

(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 provides communal amenity terraces on the first and fifth floors for all residents. The proposed development incorporates both private amenity and shared amenity. Units 1, 3, 4, 6, 7, 9 have a rear balcony but all units access the first floor communal terrace and also the roof terrace. The top apartments 10, 11 & 12 also have private roof terrace rooms which access their own private roof terrace. Given the location of the site opposite a large public open green space and the adjacent coastline and walkways, it is considered that the level of private and communal amenity is satisfactory. There is an extant approval in place with a similar level of amenity provision. Having regard to the planning history on the site and its location close to the local amenities, the level of amenity is considered adequate. The

apartment block is close enough to public open space so the proposal complies with this criteria of policy.

(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 Considering the scale of the proposed development, the provision of local neighbourhood facilities is not considered necessary. The site is within the settlement limit of Portrush with various amenities available so neighbourhood facilities are not required as an integral part of this development.

(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 site is within the settlement limit of Portrush and within walking distance of local amenities with convenient access to public transport links. There is a footpath at the front of the property and parking available on street. The proposal complies with criteria e of this policy.

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

8.16 The proposed development includes a parking provision of 14 spaces for the 12 apartments. Given this provides each apartment with a car space it is deemed satisfactory. DFI Roads was consulted as the competent authority and have no objections in regard to parking. The proposed development complies with this criteria of planning policy. Objections were received regarding the loss of front on street parking spaces, loss of general parking and also insufficient parking for disabled car users. Objections also

stated no consultation with residents or conducting a Section 75 Impact Assessment. In terms of parking for the development there is underground parking and it is considered acceptable. There will be loss of on street parking at the new entrance for the underground parking however there is deemed to be sufficient on street parking in this area.

8.17 Most of the buildings are derelict along Landsdowne Crescent. All the streets surrounding this area have on street parking and there is a large public car park at the northern end of the terrace. DFI roads have been consulted with the objections and state that they have no objections. In terms of the Section 75 they comment: The reference to a Section 75 Impact Assessment on disabled residents does not fall under DfI Roads Development Control's assessment process for planning applications. Section 75 is used by public authorities to analyse how their policies, budgets, and services impact equality of opportunity and good relations. If existing residents have concerns regarding a lack of disabled spaces, they should contact Traffic Management Causeway Coast & Glens using the following email address: traffic.northern@infrastructure-ni.gov.uk. The proposal has not been screened as the proposal will be assessed against current regional and local planning policy, which have already been screened for Equality Impact. The application proposal complies with policy.

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

8.18 The proposed finishes include smooth plaster to the front and sides of the new building and to the rear. The roof is pitch at the front with natural slate. The dormers will have standing seam zinc material. The fascias and soffit boards are upvc and the downpipes and gutters will be PPC aluminium. The windows will be aluminium clad timber frames and sash. The main front door is a bespoke HW door and frame. The glass balconies on the top floor will be frameless. Handrails will be polished stainless steel. The front bay windows match current design along the terrace and the

architectural detailing is satisfactory. The service doors are to be PPC steel doors and louvres and the car park will have mild steel railings and gates. The eaves will match the adjacent neighbouring levels and the form fits in with the existing character. The design is of a high standard, the materials are high quality and the development will not have a detrimental impact on the visual amenity of the area. Given this, the proposed development is in compliance with the criteria (g) of Planning 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;

8.19 Development has already been approved on this site for a 5 storey development on Lansdowne Crescent and 6 storeys on the rear Lansdowne Lane with 24 apartments. This is a highly built up terrace. The building to the north has a solid elevation facing onto the site with no windows or amenity which would be affected either in terms of privacy or overshadowing. To the south there are no windows on the shared boundary wall however there are some windows set back in the central area between the front building onto Lansdowne Crescent and the rear Lane. They are quite narrow. The new development has a limited number of small windows facing towards these neighbouring existing windows. Objections have been received from neighbouring properties in relation to this proposal. Concerns relate to overlooking directly into windows and loss of privacy. However the proposed windows on the side elevation are quite narrow and only for small bedrooms. They have been set back from the boundary main gables. They do not look directly into neighbouring windows as shown on the plans. Some windows are presented at an angle to avoid looking directly at the neighbouring block of apartments. The new development windows are set back sufficiently from the neighbouring developments and the adjacent property will not be detrimentally impacted upon. It is similar to the previous extant approval.

8.20 The principle of such a high density residential development has already been approved under application C/2006/0989/F for the construction of 26 no. apartments with car parking and storage area and also again under application LA LA01/2016/0779/F for the proposed construction of 24 no residential apartments including parking. Therefore it is the considered view that given the historical approval on site and the new layout giving careful consideration to avoid a detrimental impact on the neighbouring property, that the proposal is deemed to meet the above criteria. Overall the layout and arrangement of apartments in the proposed development will be such that there will not be a significantly adverse impact on neighbouring properties. The site is surrounded by neighbouring residential apartment properties and the relevant properties have been neighbour notified as per statutory procedure. It is considered to be sufficient separation distance from the proposed roof terrace to the existing neighbouring roof apartments to avoid any detrimental impact in terms of noise, disturbance, overlooking or overshadowing.

8.21 In terms of general noise and disturbance, this should only be relevant during construction and the developer will have to adhere to construction rules and guidance in terms of operation times. These are included on informatives in the Environmental Health response.

8.22 It is considered that the proposal complies with criteria (h) of PPS 7.

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

8.23 The development has been designed to deter crime and promote personal safety.

Other matters

8.24 Objections were received suggesting that the council should vest Lansdowne Lane so that rear parking can be accommodated along the back of the Lansdowne Cresent. Vesting land or properties is not under control of Planning and therefore this is not a material planning consideration to which any significant weight is attached.

8.25 The proposal complies with policy QD1 of Planning Policy Statement 7 Quality Residential development.

Addendum to PPS 7: Safeguarding the Character of Established Residential Areas

8.26 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 5not less than those set out in Annex A.

8.27 The proposal will see the construction of 12 apartments within the site. The site already has an approval for 24 apartments in 2016 and 13 apartments in 2019. There are similar densities in the area. Given this the proposed density is considered acceptable and will not significantly erode the character, environmental quality or amenity to an unacceptable level.

8.28 The pattern of development reflects adjoining developments and the proposal fits in with the character of the area. It has already received planning for an apartment block in 2016. All the units

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

Addendum to PPS 6

Policy ATC 2 New Development in an Area of Townscape Character

8.29 The Department will only permit development proposals in an Area of Townscape Character where the development maintains or enhances its overall character and respects the built form of the area. The Department will also require that any trees, archaeological or other landscape features which contribute to the distinctive character of the area are protected and integrated in a suitable manner into the design and layout of the development.

8.30 Designation as an ATC puts an onus on prospective developers to produce a high standard of design, which respects and is sympathetic to the particular qualities of the area in question.

8.31 Objections have been received regarding the proposal and how it is out of character with the ATC. This is a derelict site and most of the existing Lansdowne terrace is vacant and in much need of regeneration. Bringing the vacant site back into use has an overall positive result and outweighs the negative. Paragraph 4.27 of the SPPS 2nd edition states that where the design of proposed development is consistent with relevant LPD policies and/or supplementary design guidance, planning authorities should not refuse permission on design grounds, unless there are exceptional circumstances. The application proposal is in compliance with LDP policies and design guidance. The proposal will enhance the overall character as it is a high quality development with a quality design and proposes high quality materials. It respects the built form. There are no landscape features on the site. In terms of archaeology Historic Environment Division have been consulted

and have no objections. The proposal complies with the Addendum to PPS 6.

Northern Area Plan - Area of Townscape Character Designation PHT 02 Area of Townscape Character

8.32 An Area of Townscape Character is designated as identified on Map No. 3/04a – Portrush. Key features of the area will be taken into account when assessing development proposals are as follows:

1. The mixture of two and three storey buildings with generally uniform consistent eaves height within each section of terrace;

2. The overwhelming prevalence of smooth and painted rendered buildings with plain facades with and without embellishment;

3. The strong vertical emphasis to the front elevations and the pitched, mainly natural slated roofs, with relatively little variation in the eaves line/ridge height of the buildings in their quite separate two and three storey settings;

4. The largely uniform angle of roof pitch, ridge height, alignment and eaves detail in each terrace;

5. The rhythm of the chimney stacks and ornamental pots;

6. The lining out of dormer windows with windows or bays in the same elevation and with their traditional gable roof design without dominating the roof-scape or exceeding the ridge height of the building;

7. The frequent detailing of angled bay windows with masonry piers between the glazing units, all contributing to the strong vertical emphasis and uniformity within the terraces;

8. The traditional sliding sash window proportions with head and sill levels lining out and constituting a clear rhythm along the street frontage;

9. The almost universal traditional two-paned sash-type window, many still constructed of timber;

10. The deep [two courses] window sills with a traditional profile, especially in respect of the leading edge;

11. The architectural detailing of many of the buildings varying from relatively simple moulded window surrounds to much more ornate string courses, parapets and elaborate entrance features as seen at Mount Royal;

12. The attractive door-cases with pilaster columns and moulded canopies as characteristic of even modest terraces such as Golf Terrace;

13. The prevalence of traditional panelled doors with a painted finish and some with bolection moulded detailing;

14. The use of round-section cast iron or aluminium downpipes and gutters;

15. The attractive wrought iron railings enclosing the small private spaces in front of some of the dwellings in Kerr Street; and

16. The uniform rhythm of the terraces and the regular pattern of the fenestration which has remained unaltered due to the lack of introduction of projecting balconies and balustrades or by the insertion of French windows or patio doors.

8.33 The proposed development has a high quality design with quality materials throughout and the design and layout have already been accessed in the main part of the report above in assessing PPS 7. A similar design has already been approved and has extant approval. HED have been consulted and have no objections. In considering all this, it is considered that the proposal is in general conformity with the guidelines set out above for the ATC. Therefore, the proposal complies with the guidance for the Area of Townscape Character as presented in the Northern Area Plan.

Sewerage

8.32 NI Water was consulted in relation to this application and have no objections. There is a public surface water sewer and public water main within 20m of the site boundary which can adequately service this proposal. The proposal is regarded acceptable from a sewage perspective and will not result in an environmental impact.

Access and Parking

8.33 Concerns have been raised by objectors in relation to Increased traffic congestion, loss of public on street parking and disabled parking concerns.

8.34 Parking has been considered earlier in this report at paragraphs 8.16-8.17. In terms of parking for the development there is underground parking and it is considered acceptable. There will be loss of on street parking at the new entrance for the underground parking however there is deemed to be sufficient on street parking in this area. Most of the buildings are derelict along Landsdowne Crescent. All the streets surrounding this area have on street parking and there is a large public car park at the northern end of the terrace. DFI roads have been consulted with the objections and state that they have no objections. In terms of the Section 75 they comment: The reference to a Section 75 Impact Assessment on disabled residents does not fall under DfI Roads Development Control's assessment process for planning applications. Section 75 is used by public authorities to analyse how their policies, budgets, and services impact equality of opportunity and good relations.

8.35 The proposal is considered acceptable in terms of road safety and does not prejudice road safety or inconvenience the flow of traffic. The proposal meets the requirements of Policies AMP 2 of PPS 3.

Habitats Regulations Assessment

8.36 The potential impact of this proposal on Special Areas of Conservation, Special Protection Areas 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, conservation objectives or status of any of these sites.

9.0 CONCLUSION

9.1 The proposal is considered acceptable at this location having regard to the Northern Area Plan 2016, SPPS and other material considerations. The proposal will not result in unacceptable damage to the Area of Townscape Character. The proposal is considered acceptable in terms of layout, scale and massing and will not significantly harm the surrounding context and is appropriate to the character and topography of the site. The proposal is not considered to create unacceptable conflict with adjacent land uses and there is no unacceptable adverse effect on neighbouring properties. The proposal is regarded acceptable from a sewage perspective and will not result in an environmental impact. Access arrangements are acceptable. Approval is recommended.

10.0 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. If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing, and subsequently implemented and verified to its satisfaction.

   Reason: Protection of environmental receptors to ensure the site is suitable for use.

3. After completing any remediation works under Condition 1, and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with Planning Authority. This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks The verification report should present all the remediation, waste management and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and wastes in achieving the remedial objectives.

   Reason: Protection of environmental receptors to ensure the site is suitable for use.

4. No development shall be commenced until a Sewer Adoption Agreement has been authorised by NI Water to permit a connection to the public sewer. Development shall not be occupied until the foul and surface water drainage works onsite and/or off-site have been constructed in accordance with relevant NI Water approvals, in accordance with the Water and Sewerage Services (Northern Ireland) Order 2006 and Sewerage Services Act (Northern Ireland) 2016.

   Reason: To prevent pollution and to ensure public safety. To ensure compliance with the Water and Sewerage Services (Northern Ireland) Order 2006 and the Sewerage Services Act (Northern Ireland) 2016.

5. A formal water / sewer connection application must be made for all developments prior to occupation, including those where it is proposed to re-use existing connections.

   Reason: To prevent pollution and to ensure public safety. To ensure compliance with the Water and Sewerage Services (Northern Ireland) Order 2006 and the Sewerage Services Act (Northern Ireland) 2016.

6. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No. 06/1 published 21st May 2026 and DfI Roads FCD 1 form attached prior to the commencement of any other development hereby permitted. 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.

7. The access gradient to the development hereby permitted shall not exceed 8% (1 in 12.5) over the first 5 m 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 users.

8. All external facing and roofing materials shall be carried out as specified on the approved plans.

   Reason: In the interests of the character and appearance of the Area of Townscape Character.

9. All hard and/or soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Council. All hard surface treatment of open parts of the site shall be permeable or drained to a permeable area. All hard landscape works shall be permanently retained in accordance with the approved details.

   Reason: In the interests of the character and appearance of the area.

11 INFORMATIVES

1. This permission does not confer title. It is the responsibility of the developer to ensure that he controls all the lands necessary to carry out the proposed development.

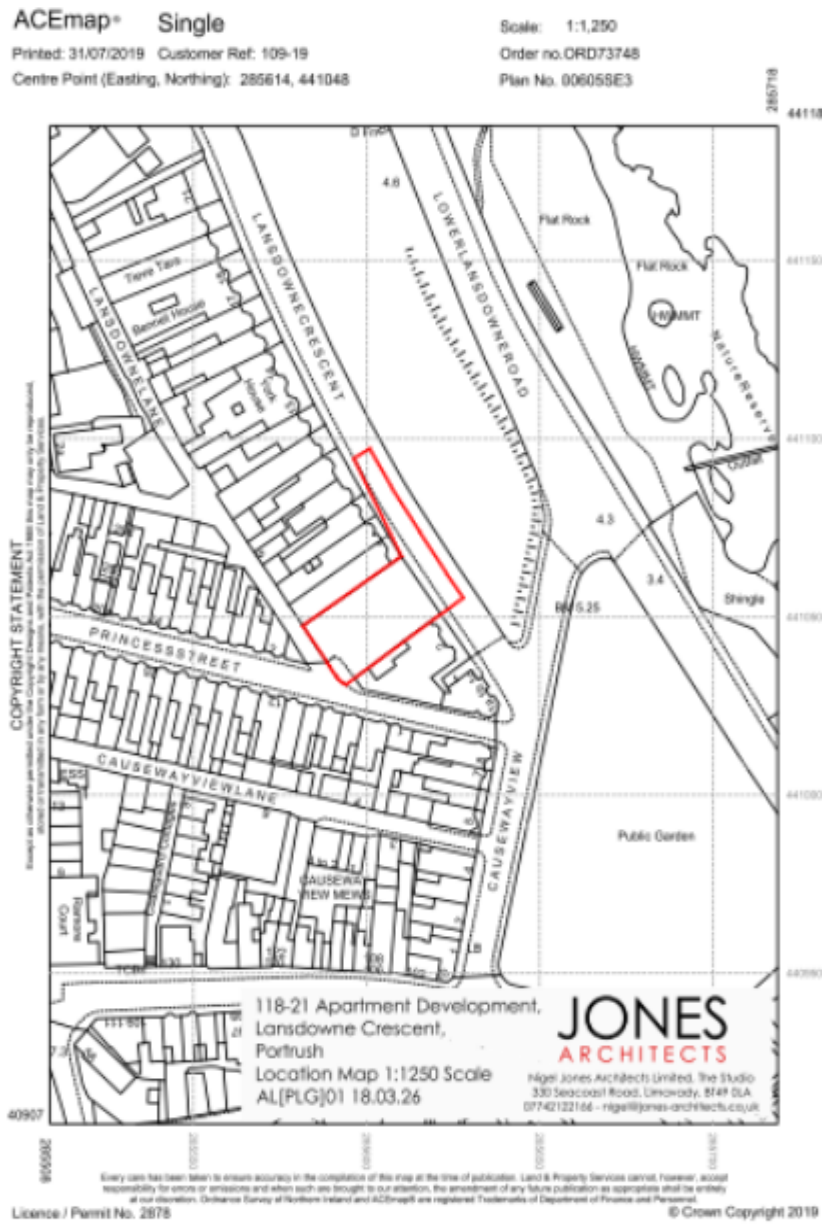
2. This approval does not dispense with the necessity of obtaining the permission of the owners of adjacent buildings for the removal of or building on the party wall or boundary whether or not defined.

3. This permission does not alter or extinguish or otherwise affect any existing or valid right of way crossing, impinging or otherwise pertaining to these lands.

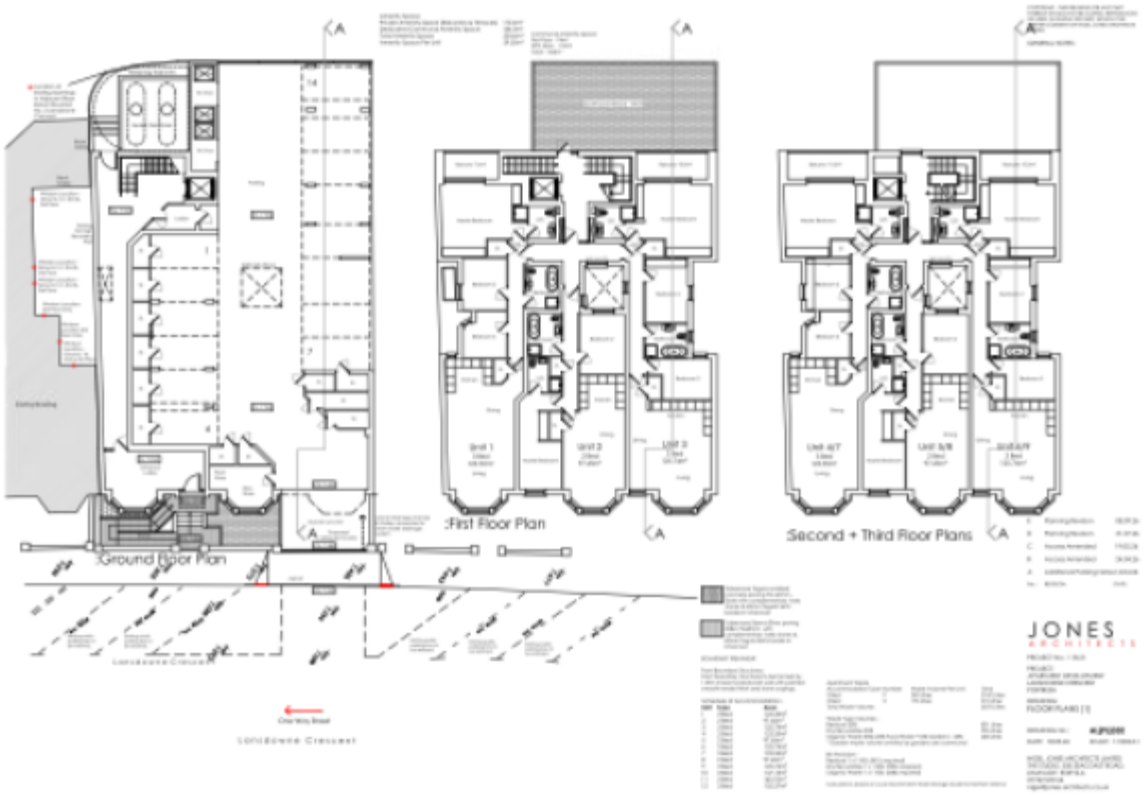
4. This determination relates to planning control only and does not cover any consent or approval which may be necessary to authorise the development under other prevailing legislation as may be administered by the Council or other statutory authority.

5. You should refer to any other general advice and guidance provided by consultees in the process of this planning application by reviewing all responses on the Planning Portal at https://planningregister.planningsystemni.gov.uk/simple-search

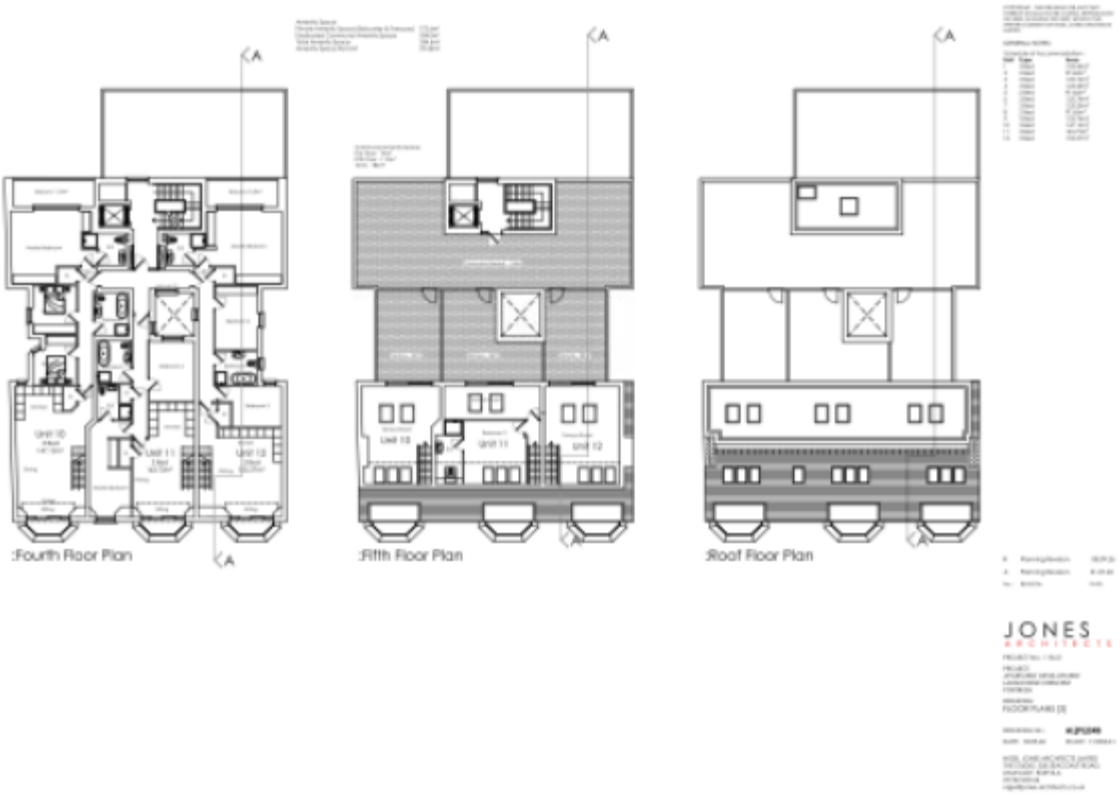
SITE LOCATION PLAN



PROPOSED BLOCK PLAN, 1st, 2nd and 3rd floor plans



PROPOSED 4th, 5th, roof floor plans



ELEVATIONS


SIDE ELEVATION
LANSDOWNE CRESCENT ELEVATION
LANSDOWNE LANE ELEVATION
SIDE ELEVATION
JONES
ARCHITECTS