

Title of Report:	Planning Committee Report – LA01/2023/0848/F
Committee Report Submitted To:	Planning Committee
Date of Meeting:	28th October, 2026
For Decision or For Information	For Decision – Legal Agreement Item.
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	
Included in Current Year Estimates	N/A
Capital/Revenue	
Code	
Staffing Costs	

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: LA01/2023/0848/F

Ward: Lurigethan

App Type: Full

Address: 6 Coast Road, Cushendall

Proposal: Proposed alterations and extension of the Glens Hotel Cushendall, to provide additional bedrooms, restaurant, function room, bar & gymnasium.

Con Area: Yes

Valid Date: 11.09.2025

Listed Building Grade: N/A

Agent: GMR Architects Ltd 411a Ormeau Road. Belfast. BT7 3GP

Applicant: Z Property Development. 667 Shore Road Whiteabbey. BT37 0ST

Objections: 8 **Petitions of Objection:** 0

Support: 4 **Petitions of Support:** 0

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

Executive Summary

- This is a full application seeking alterations and extension of the existing Glens Hotel in Cushendall.
- The site is located within the settlement development limit of Cushendall as identified on Map 05/03 of the Northern Area Plan 2016. The site is located just outside Cushendall town centre and is within Cushendall Conservation Area. The site is also within a defined Area of Archaeological potential as well as the consultation zone of a number of archaeological sites. Numerous listed buildings exist within immediate proximity of the subject site. The site falls just outside a Local Landscape Policy Area and is within Antrim Coast and Glens AONB.
- There are 13 representations including 8 letters of objection, 4 letters of support and 1 comment. Objections were from 4 separate addresses. Letters of support were from two different addresses.
- The principle of development is acceptable, and the proposal will not result in unacceptable damage to the character of the surrounding area or neighbouring amenity and meets the policy considerations below.
- The proposal complies with all relevant planning policies including the Northern Area Plan, SPPS Edition 2 (2025), PPS3, PPS 6. PPS15 (Revised) and PPS16.
- Consultation was carried out with DFI Roads, Environmental Health, NI Water, NIEA, HED (HBU), HED (HMU), DFI Rivers and Development Plan (Conservation Section).
- Parking Provision has not been provided which meets the required Parking Standards. Two disabled parking spaces are provided on site. An additional application has been submitted to provide valet parking (24 spaces) at a nearby location on Ballyemon Road which is the subject of a legal agreement. All other parking is reliant on onstreet parking and existing public parking.
- The application is recommended for **APPROVAL**.

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 site is located at 6 Coast Road, Cushendall.
- 2.2 The application site comprises an irregular shaped plot located within Cushendall which fronts onto Coast Road. The site extends back approximately 44m along the eastern boundary and has a road frontage of approximately 57m. The western boundary tapers substantially to the rear boundary which itself comprises a short area extending to approximately 14.5m.
- 2.3 The site incorporates a large 2 ½ storey, pitched roof building with extensive frontage of approximately 22m and a gable of approximately 8.5m. The building includes extensive single storey and two storey projections to the rear and western elevations which create a much larger overall footprint. The building also includes a single storey projecting entrance and second storey mid roof dormers to the front. The western third of the plot comprises a small car parking area with vehicular access onto Coast Road.
- 2.4 The public road rises steeply from the junction of Mill Street / Bridge Street and continues beyond the subject site as far as the junction with Dalriada Avenue approximately 240m east. A public footpath extends across the site frontage and continues in both directions. Lands to the immediate west and north (rear) of the site sit substantially below the site level and as a result these boundaries are defined by extensive retaining walls which abut the neighbouring convenience shop plot and golf course respectively. The eastern boundary is defined by the existing built form comprising the eastern gable and a large two storey rear projection which extends along the driveway serving the neighbouring property at No 8A Coast Road.

- 2.5 As per the Northern Area Plan 2016, the site is located within the defined settlement limits of Cushendall Town, is located just outside the defined town centre which runs along the western boundary of the site and is within Cushendall Conservation Area. The site is also within a defined Area of Archaeological potential as well as the consultation zone of a number of archaeological sites. Numerous listed buildings exist within immediate proximity of the subject site. The site falls just outside the LLPA zoning which runs to the northern and western boundary of the site but falls within Antrim Coast and Glens AONB.
- 2.6 The character of the area is reflective of its proximity to the town centre with numerous commercial premises including public houses, retail, cafes etc within the immediate site context. A number of residential properties also exist within proximity of the site and become the primary use as you travel east from the subject site.

3.0 RELEVANT HISTORY

- 3.1 E/1974/0099: Extension to Hotel - Permission Granted 1-12-1975.
- 3.2 E/1979/0176: Porch Extension to Hotel. Permission Granted 28-11-1979.
- 3.3 E/1980/0047: Alterations and extensions to hotel. Permission Granted – 19-04-1980.
- 3.4 E/1983/0180: Alterations of existing roof space to provide bedrooms. Permission Granted 18-11-1983.
- 3.5 E/1998/0131 - Erection of conservatory and raised patio area to rear first floor of hotel. Permission Granted 26-01-1998.
- 3.6 E/2006/0262/F: Extension to existing function room and provision of additional storage area at lower ground floor level. - Permission Granted 28-03-2007.
- 3.7 LA01/2019/0549/PAD Demolition of existing vacant hotel building and construction of an apartment complex with 17 no. apartments, both 1 x 2 bed with associated parking. PAD Concluded 07-04-2022.

- 3.8 LA01/2023/0080/PAN - Alterations and extension of the Glens Hotel Cushendall, to provide additional bedrooms, restaurant, function room, bar and gymnasium. Proposal of Application Notice Acceptable. 09-02-2023.
- 3.9 LA01/2023/0849/DCA - Proposed alterations and extension of The Glens Hotel Cushendall, to provide additional bedrooms, Restaurant, Function room, Bar & Gymnasium including part demolition of walls and roof to facilitate proposed alterations and extension of the existing building. Under consideration in conjunction with current application.
- 3.10 LA01-2025-1210-F Planning application for Proposed Valet Parking in lieu of former Ulsterbus Parking. To be used in conjunction with proposed Hotel Development at 6 Coast Road Cushendall (Plan Refs: LA01/2023/0848/F & LA01/2023/0849/DCA).

4.0 THE APPLICATION

- 4.1 The application proposes demolition of a substantial portion of the existing structure to the rear and western elevations including the existing lower ground floor storage areas and offices, the kitchen, bar, function room, terrace and conservatories on the ground floor, three bedrooms on the first floor as well as the existing roof and dormers. The retained structure extends to what was likely the original narrow gabled, pitched roof structure which is positioned towards the site frontage.
- 4.2 The application proposes substantial building works across all three levels, extending the frontage of the retained building to the existing western gable, increasing the existing ridge and eaves height and significantly increasing the building footprint with additional development across the majority of the plot.
- 4.3 The proposed development incorporates a new gym and additional patron facilities on the lower ground floor which incorporates much of the rear section of the site. This area also includes staff facilities, storage areas and plant rooms.
- 4.4 The proposed ground floor includes extensive extension and redesign of the frontage with provision of a large outside front

terrace across the western half of the building and the creation of three distinct elements generally comprising a lobby / foyer area, a bar and a restaurant all with separate entrances. The central ground floor area incorporates a kitchen and patron facilities while the rear ground floor area comprises a large function room and small outside terrace.

- 4.5 The proposed first floor provides 19 guest suites with a separate communal area and three stairwells.
- 4.6 The proposed second floor provides an additional 19 guest suites (38 in total) with three stairwells and small storage areas.
- 4.7 Only a small external area is retained along the western site boundary providing vehicular access and two disabled parking spaces with a narrow service area providing access to the side and rear of the development.

Habitat Regulations Assessment

- 4.8 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.

Design and Access Statement

- 4.9 A Design and Access Statement is necessary as per The Planning (General Development Procedure) Order (NI) 2015. This has been received and meets the legislative requirements.

5.0 PUBLICITY & CONSULTATIONS

5.1 External:

Advertising: Application initially advertised on 06-09-2023.

Neighbours: Neighbours first notified 31-08-2023.

Representations: 13 representations have been received including 8 letters of objection, 4 letters of support and 1 comment. The objections were from 4 separate addresses. Letters of support were from two different addresses.

Issues raised by objectors include the following:

- Parking / Traffic Congestion.
- Road Safety.
- Accuracy of Car Parking Study.
- Public Transport / Accuracy of Travel Plan.
- Use of Valet parking.

Representations made in support of the application have raised the following matters:

- Previous hotel catered for weddings, large functions plus had a public bar and restaurant operating daily. Valet parking was used for extremely busy periods and this worked well. Buses / coaches dropped off guests.
- Plenty of parking spaces in Cushendall as none off the streets are yellow lined and there are two public car parks.
- The proposal will not significantly impact existing congestion.
- Will bring employment to the town.
- Economic and employment boost.
- Hotels in other areas don't offer parking.
- Public transport facilities include six buses from Ballymena and five leaving Cushendall to Ballymena daily during peak season as well as the Antrim Coaster Service which travels the coast road to Belfast and back four times a day. Larne bus and Ballycastle bus services run daily.
- Car parking related to functions in original hotel was never an issue.

5.2 Internal:

Consultation with Eight (8) consultees was carried out in relation to this application.

- DfI Roads – No issues raised regarding access / road safety. Details in the Service Management Plan are acceptable. DfI

Roads highlights concerns regarding car parking provision but point out that this is an amenity issue for the Council to determine.

- Environmental Health – No Objections subject to conditions regarding noise, odour, deliveries and lighting.
- NI Water - An assessment has indicated network capacity issues. This establishes significant risks of detrimental effect to the environment and detrimental impact on existing properties. NIW confirm that a Wastewater Impact Assessment application has already been submitted and the process is well advanced and is ongoing with NI Water but not yet at a stage to permit the Stage 2 sign-off and the revising of NI Water planning recommendation. A sewer connection date has not been confirmed. Email from NIW confirms submission of stage 1 information and confirm that the proposals are suitable.
- NIEA (NED) - NED has considered the impacts of the proposal on designated sites and other natural heritage interests and on the basis of the information provided, has no concerns subject to recommended conditions.
- HED (HBU) - HED (Historic Buildings) has considered the impacts of the proposal on the listed buildings and on the basis of the information provided, are content subject to condition.
- HED (HMU) - Historic Environment Division (Historic Monuments) has assessed the application and on the basis of the information provided is content that the proposal is satisfactory to SPSPS and PPS 6 archaeological policy requirements.
- DFI Rivers – No Objections subject to informatives.
- Development Plan (Conservation Section) – No Objection to the proposal.

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 Edition 2 (2025) (SPPS) is a material consideration. As set out in the SPPS Ed. 2 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

7.1 The application has been assessed against the following planning policy and guidance:

- [Regional Development Strategy 2035 \(RDS\)](#)
- [The Northern Area Plan 2016 \(NAP\)](#)
- [The Strategic Planning Policy Statement Edition 2 \(SPPS Ed. 2\) \(2025\)](#)
- [Planning Policy Statement \(PPS\) 3: Access, Movement, and Parking](#)
- [DCAN 15](#)
- [Parking Standards](#)
- [Planning Policy Statement 6 – Planning, Archaeology and Built Heritage](#)
- [Planning Policy Statement 15 \(Revised\) Planning and Flood Risk](#)
- [Planning Policy Statement 16 – Planning and Tourism](#)
- [Cushendall Conservation Area Guide](#)

- [Recovery and Renewal – an economic strategy for the Causeway Coast and Glens Causeway Coast & Glens Borough Council July 2020](#)

8.0 CONSIDERATIONS & ASSESSMENT

The main considerations in the determination of this application relate to the principle of development, access, movement and parking, ancillary application with planning agreement, design, amenity, impact on Conservation area, impact on archaeology and Built Heritage as well as consideration of representations.

Principle of Development

- 8.1 The site is located within the defined settlement limits of Cushendall Town, is located just outside the defined town centre which runs along the western boundary of the site and is within Cushendall Conservation Area. A number of listed building exist with proximity of the site.
- 8.2 The application must be considered having regard to the RDS, NAP, SPPS Ed. 2 and PPS policy documents.
- 8.3 The policy context for assessing proposals for developing tourist uses is set out in Regional Policy, Planning Policy Statement 16 Tourism. The primary policy is TSM1 which relates to tourism development in settlements.
- 8.4 Policy TSM1 states that “Planning permission will be granted for a proposal for tourism development (including a tourist amenity or tourist accommodation) within a settlement; provided it is of a nature appropriate to the settlement, respects the site context in terms of scale, size and design, and has regard to the specified provisions of a development plan.”
- 8.5 Paragraph 7.4 of the supporting text of TSM 1 states that: “While the policy will provide for tourism development within settlements, account will be taken of the nature, size, scale and design of the development and its impact on the appearance and character of the surrounding area and neighbouring residential amenity. These considerations and the need for high-quality design in particular,

will be afforded substantial weight within Conservation Areas and Areas of Townscape Character.”

- 8.6 The subject site incorporates an existing hotel which is currently not operational (ceased approximately 2018) and has fallen into disrepair. The use as a hotel is a sui generis use as defined by The Planning (Use Classes) Order (NI) 2015. Planning history indicates a significant number of applications which granted planning permission relative to the hotel, which remains the lawful use on site. On this basis the principle of development is acceptable subject to all other planning and environmental criteria.

Demolition within a Conservation Area

- 8.7 The relevant legislation relating to the Control of Demolition in Conservation Areas is contained in Section 105 of the Planning Act (Northern Ireland) 2011). The definition of a ‘building’ within Section 105 includes any structure, erection and any part of a building, with no buildings within a Conservation Area to be demolished without Conservation Area Consent from the appropriate authority. Conservation Area Consent has been sought under application LA01/2023/0849/DCA to be considered in conjunction with the current application.
- 8.8 Paragraphs 6.18 & 6.19 of the Strategic Planning Policy Statement Edition 2 (SPPS2) and Policy BH14 of PPS6 relate to demolition in a Conservation Area. A guiding principle of paragraph 6.18 is to consider the desirability of enhancing the character or appearance of a Conservation Area where an opportunity to do so exists, or to preserve its character or appearance where an opportunity to enhance does not arise, with a general presumption against the grant of planning permission for development or Conservation Area Consent for demolition of buildings where proposals would conflict with this principle. This policy context advises that demolition of an unlisted building in a Conservation Area will only normally be permitted where the building makes no material contribution to the character or appearance of the area.
- 8.9 The concurrent Demolition Consent Application (DCA) identifies the extent of demolition proposed and it is noted that this proposal seeks to maintain the primary structure of the existing vacant hotel building, although this will be significantly altered during

redevelopment works, with the low profiled rear and side annexes to be demolished.

- 8.10 The elements to be demolished do not actively contribute to the Conservation area. However, while the existing hotel building is not of particular architectural or historic merit, neither does it negatively impact on the Conservation Area, as the existing building is considered to be of consistent design, respecting the locality and setting of the Conservation Area.
- 8.11 The partial demolition of this structure is considered acceptable provided that an opportunity is taken to enhance the Conservation Area setting through a suitable and acceptable replacement scheme, designed in accordance with Policy BH12.

Design / Character

- 8.12 The site occupies an important location within the Conservation Area with key public views of the site from along Coast Road, Ballyemon Road and Bridge Street and is viewed in the context of a number of listed and important historic buildings along the frontage of the lower end of Coast Road. These buildings include the two listed Buildings directly opposite the site at No.1 Coast and No.3 Coast Road with other buildings of note including No's 2, 8 and 10 within the immediate vicinity of the site. These buildings are important assets of the Conservation Area, which positively contribute to the character and setting.
- 8.13 A fundamental issue of the proposed design is that it should not over dominate and compete with the existing historic built form, or the character and streetscape of the Conservation Area which defines the legible character.
- 8.14 Paragraphs 6.18 & 6.19 of the SPPS2 and Policy BH12 of Planning Policy Statement 6 (PPS6) relate to development in Conservation Areas. The general policy objectives (Criteria test a-g) of Policy BH12 of PPS6 and the aims of the Cushendall Conservation Area Design Guide, are for any development to be sensitive to the surrounding built heritage and characteristics and to prevent erosion of character as a result of inappropriate development. Proposals are required to be designed to respect the site's context in terms of massing, height, scale, elevational appearance, materials and quality. Any new development should

seek to reinforce character and the special architectural or historic qualities of the Conservation Area.

- 8.15 The existing Glens Hotel building is three storeys in form, fronting directly onto Coast Road, (i.e. two full storeys with dormers to the second floor). The proposed development comprises a 2 ½ storey structure extending across the majority of the site frontage incorporating three vertical elements defined by individual commercial frontages and architectural features such as quoins and recessed sections in the front elevation and reduction in ridge height. The development respects the existing ground and neighbouring ridge levels within the site context and incorporates a narrow western gable redolent of the surrounding character. The frontage incorporates an increase in height from the original building but retains the existing front elevation and its two and half storeys profile. Contextual elevations demonstrate that the proposed building is acceptable in height and the relationship with the immediate neighbouring buildings such as 8 Coast Road is appropriate.
- 8.16 The elevational mass is broken down into units of a scale and proportion which are comparable to the existing buildings forming the existing streetscape along Coast Road. The proposed drawings illustrate how the emphasis of the street frontage is 'vertical', with the overall mass of the proposed front elevation broken down into 'blocks' in keeping with the surrounding existing architecture. Colour is used as part of the scheme to vertically break up the front elevation which negates any potential long horizontal features. The diverse mix of proposed internal uses i.e. hotel entrance / reception / public bar / restaurant / bedrooms to upper floors is reflected in the external front elevation and ensures that blank surfaces along the proposed front elevation are successfully avoided.
- 8.17 The rear of the main building incorporates significant development extending from the lower ground floor to second floor, comprising both flat roof and mansard roof elements which include balconies and terraces to the western elevation. This prominent elevation includes a visually strong narrow gable end and chimney detailing with stepped ridgeline which reflects the prevailing character of the Conservation Area. The front projection to the Main Street elevation is single storey and of appropriate scale and design with dormer features incorporating traditional pitched roofs.

- 8.18 The eastern elevation comprises a flat roof extension which forms the boundary to the adjacent properties at Nos 8 and 8A, reflective of that which exists, stepping down to take account of receding ground levels and the ridge height of the adjacent property at No 8A.
- 8.19 The scheme comprises the retention of the existing pitched roof profile on the main part of the building which is characteristic of the surrounding context and is replicated along the proposed street frontage development, incorporating natural slate and chimney stacks with pots introduced in an ad-hoc fashion. In addition, fascia and barge boards are kept dimensionally to a minimum to maintain the rhythm of the street frontage and maintain a 'domestic' character which is typical of the surrounding properties.
- 8.20 The ratio of solid to void in the elevational details respect the existing elevation and surrounding context with the proposed window openings diminishing in height, vertically on successive storeys which is in keeping with the original design. Wall piers between sets of bedroom windows are double the width of window openings and the proportions of existing top hung windows are maintained. Windowsills will be substantial, constructed in precast concrete, and have a traditional profile. Windows to the main elevations are sliding sash painted timber.
- 8.21 The building frontage incorporates traditional four panelled doors with the top two panels glazed on the main entrance door to the hotel. Door furniture such as knockers, letter boxes and handles will be of brass or bronze and of appropriate period design. The proposed materials to elevations will be primarily smooth render with varying colours of paintwork employed to break down the elevation and ensure the character and rhythm of Coast Road street frontage in particular is maintained. Rainwater goods will be black aluminium.
- 8.22 The mass of development to the rear although extensive, has a much less prominent visual aspect within the street context and is broken up into smaller elements and architectural features.
- 8.23 The architectural rhythm of Coast Road is maintained and will be enhanced by the proposed design. The proposed development will not have an adverse impact on the character, setting or

appearance of the Conservation Area and fully conforms with the Cushendall Conservation Area Design Guide and Policy context of Paragraphs 6.18 & 6.19 of the SPPS2 and Policy BH12 of PPS6.

Impact on the character and setting of a Listed Building

- 8.24 Policy BH11 of PPS 6 relates to development affecting the setting of a listed building. Policy states that: “The Department will not normally permit development which would adversely affect the setting of a listed building. Development proposals will normally only be considered appropriate where all the following criteria are met:
- the detailed design respects the listed building in terms of scale, height, massing and alignment;
 - the works proposed make use of traditional or sympathetic building materials and techniques which respect those found on the building; and
 - the nature of the use proposed respects the character of the setting of the building.
- 8.25 Historic Environment Division, (Historic Buildings), has considered the impacts of the proposal on listed buildings within the site setting and raise no objections subject to a proposed condition regarding the finishes indicated.

Criteria for Tourism Development

- 8.26 Policy TSM7 of PPS16 sets out design criteria as well as general criteria to achieve a high standard of design for tourist proposals. A proposal for a tourism use, in addition to the other policy provisions of this Statement, will be subject to the following design criteria:
- 8.27 (a) a movement pattern is provided that, insofar as possible, supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way and provides adequate and convenient access to public transport;
- 8.28 The site is located within Cushendall Town, immediately adjacent the identified town centre and within easy walking distance of the primary core of the town and existing facilities. The site is located on the main arterial route through Cushendall with immediate access to available public transport facilities. The proposal includes two on-site disabled parking spaces and meets the needs

of people whose mobility is impaired. The proposal is encompassed within the existing commercial plot and does not affect any existing public rights of way.

- 8.29 (b) the site layout, building design, associated infrastructure and landscaping arrangements (including flood lighting) are of high quality in accordance with the Department's published guidance and assist the promotion of sustainability and biodiversity;
- 8.30 The existing site is brownfield with no natural boundaries or vegetation. The proposal encompasses the entirety of the existing site with only the service access and disabled parking beyond the built footprint. The proposal utilises an existing commercial site to providing redevelopment of an existing use, is considered to be of high quality design in keeping with the surrounding context and promotes sustainability.
- 8.31 (c) appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are screened from public view;
- 8.32 Due to existing site levels, the proposed design includes a lower ground level which is significantly screened from view and encompasses the storage / service areas. Boundaries remain generally unchanged with the exception of redevelopment which takes place on the eastern boundary.
- 8.33 (d) utilisation of sustainable drainage systems where feasible and practicable to ensure that surface water run-off is managed in a sustainable way;
- 8.34 Connection to public surface network is proposed. There is no public surface water sewer within 20m of the proposed development boundary however access is available via extension of the existing public surface water network, or via direct discharge to a designated watercourse, at an agreed discharge rate. Any discharges into a NIW surface water sewer will be restricted to a rate which does not exceed Greenfield Runoff of 10 litres/second/hectare, unless otherwise agreed in writing. The application proposes the use of an attenuation tank on site to limit flow rates with storm discharge to an existing watercourse through the public network.

- 8.35 (e) is designed to deter crime and promote personal safety;
- 8.36 The proposal is for a hotel within Cushendall, within an enclosed site and is designed to deter crime and promote personal safety with public entrances located on the principal elevation and staff access to the rear.
- 8.37 (f) development involving public art – Not applicable.
- 8.38 The proposal is also subject to the following general criteria (g – o) which are also set out under TSM 7.
- 8.39 (g) it is compatible with surrounding land uses and neither the use or built form will detract from the landscape quality and character of the surrounding area;
- 8.40 The application does not propose a change from the use which exists and remains compatible with surrounding land uses which include residential, retail / commercial and recreational properties. The design does not detract from the landscape quality and character including the Conservation Area and adjacent Local Landscape Policy Area.
- 8.41 h) it does not harm the amenities of nearby residents;
- 8.42 The application proposes significant redevelopment of the existing site and intensification of the original use to providing additional / extended facilities. The proposal includes bar and restaurant facilities as well as a large function room, gym and additional bedroom suites. Such facilities have the potential to raise potential issues in relation to noise, odour, general disturbance and impact on privacy.
- 8.43 The application site is located within Cushendall Town and in close proximity to a number of residential properties as well as existing commercial properties and tourist accommodation. To the immediate west of the site is a local convenience store with separate access and car parking facilities. There is a significant difference in levels between the two plots with a large retaining

wall forming the party boundary. Extending further west the character is predominantly commercial and forms part of Cushendall Town Centre comprising a number of commercial uses such as public houses and guest rooms, restaurants, takeaways and retail.

- 8.44 To the immediate east of the site are two existing residential properties (Nos 8 and 8A). Both comprise detached residential properties. No 8A is set to the rear of No 8 and at a much lower level. A vehicular access to No 8A exists between the subject site and No 8 with the party boundary defined by existing development onsite comprising a large flat roof rear return which extends to the existing eaves height of the dwelling and within 2.5m of the western gable. Opposite the subject site and extending further east the character of the area is predominantly residential made up of detached dwellings.
- 8.45 The rear of the site backs onto the neighbouring golf course grounds which form part of the defined local landscape policy area (CLL 02).
- 8.46 In support of the application a Noise Impact Assessment and Odour Assessment have been provided.
- 8.47 Further supporting information in regard to the kitchen extraction system was provided by the agent in a letter dated 10th November 2023 (Doc 2) and a Risk Assessment for odour (Doc 3). These outlined that the proposed development includes a planned upgrade/change to the kitchen supply and extraction ventilation which will be subject to a final design and will include odour abatement measures.
- 8.48 The risk assessment for odour was carried out in line with 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems' document 2018. The findings demonstrate that the proposed development's kitchen extraction system will require a high level of odour control. It is concluded that in order to achieve a high level of odour control "the most appropriate second stage filtration depending on temperature, dwell time and physical space will be selected. This selection will incorporate one or more of the following second stage filtration methods; EPS, Ozone, Ultraviolet, Carbon Absorption".

- 8.49 The local Environment Health Department (EHD) has been consulted regarding the measures proposed. EHD recommends the inclusion of a number of conditions as part of any permission in order to ensure satisfactory abatement measures regarding odour control and protect the amenity of nearby sensitive receptors. This matter can be satisfactorily dealt with by way of the recommended conditions.
- 8.50 A Noise Impact Assessment has been conducted by KRM Acoustics, dated 24th January 2024. A noise survey was carried out at the front and rear of the site between the 15th and 27th November 2023 to determine the existing background and ambient noise levels at the site during the daytime and night-time.
- 8.51 The various noise sources associated with the proposed development were considered and the relevant third-party receptors identified.
- 8.52 The report predicted the potential noise impact of the proposed development for each of the scenarios at the identified receptors. Most of these scenarios were predicted as being below the measured background noise levels for daytime and night-time, except for Scenario 2, at receptors 1 and 2. The report prescribed that this exceedance was due to delivery activities which will take place at the site and as they would be below the residual measured noise levels, the impact was considered acceptable. The prediction for the delivery activity was on the basis that the activity would occur for 20 mins out of the hour during the daytime. It would be unlikely that delivery activities would occur every hour throughout the daytime period.
- 8.53 As a result, EHD advises that advise that the applicant/operator should follow good management practices when deliveries are being made to the premises to ensure that noise emissions are kept as low as possible.
- 8.54 A Service Management Plan Document has been provided. Refuse collection for the proposed development will occur via the Coast Road. An external bin store is available within the curtilage of the development.
- 8.55 On bin collection days, or when organised with Causeway Coast & Glens Borough Council (or other private waste management

company), the bins will be brought to a designated point on the street edge of Coast Road by the building's staff/maintenance team from the bin store to be collected.

- 8.56 Regarding the noise from music and other entertainment noise, assessment was made at each of the identified receptors, both through a closed window and through a partially open window. EHD highlighted that the initial report states that for receptors 5 & 6 (as identified) any potential screening from the adjacent supermarket was not taken into account in the model. The report notes that at each of the identified receptors there were no exceedances of the relevant criterion predicted, but that in tables 16 and 17 of the report there were exceedances at both 3 and 7 Shore Street through a partially open window.
- 8.57 Additional information from the acoustic consultant states that in order to mitigate the identified noise levels it is recommended that the proposed glazing system fitted to the function room windows be designed to achieve a level of attenuation as indicated. Following review of this information EHD recommends the inclusion of an additional condition to satisfactorily address this matter and raises no objections regarding noise impact from the proposal.
- 8.58 In terms of the impact from lighting, EHD recommends that no additional artificial lighting scheme be installed on the development without the submission and prior approval of a light impact assessment. This can be dealt with by way of appropriate condition.
- 8.59 In terms of the potential impact on privacy from overlooking and overshadowing, the main impact will be in relation Nos 8 and 8A Coast Road due to proximity and levels.
- 8.60 No 8 is immediately adjacent the site and similarly fronts onto Coast Road. This property sits just above the level of the existing hotel and is 2 ½ storeys in height with first floor mid-roof dormers and no gable windows. The retained element of the hotel is immediately adjacent and although it is subject to alterations it remains comparable in character to the existing form and below the ridge level of the existing dwelling. Three existing gable windows are retained and serve two bedrooms and an en-suite. This arrangement differs little from the existing building and is

unlikely to introduce a significant degree of direct overlooking between properties. The flat roof and mansard roof extension to the rear introduce a number of additional windows which primarily serve guest bedrooms with the exception of a stairwell window. A small number of windows are included on the flat roof projection and while they are likely to introduce a further degree of overlooking to the rear amenity area serving this property it is noted that it is already significantly overlooked by No 8A to the rear.

- 8.61 The Mansard roof element is set much further back and separated from the boundary by a flat roof element incorporating atrium windows. Although some overlooking may occur, it is significantly reduced by the separation distance and intervening roof as well as angle of view.
- 8.62 The proposal comprises a significant increase in development to the rear of the existing plot, adjacent No 8A Coast Road. Levels drop significantly from roadside to the level of No 8A which is sited in very close proximity to the existing built form which currently comprises a rear mono-pitch element and flat roof projection which extends to a height comparable to the eaves of No 8A.
- 8.63 The application proposes extending the flat roof element to the ridge height of No 8A before stepping up to a flat roof projection which extends back approximately 8.5m from the retained part of the building. The flat roof element comprises four atrium rooflights and extends approximately 5m from the boundary before stepping up to a 2 ½ storey element incorporating a mansard roof with bedroom windows facing east. The proposal introduces an increase in height of development along the party boundary and extends further to the rear of No 8A.
- 8.64 The proposal will inevitably increase overlooking to the front of this property which is already substantially overlooked by No 8. However, the introduction of the flat roof provides a degree of separation to the higher element of the building which will potentially aid screening to some degree and also removes the existing raised terrace area which is currently immediately adjacent No 8A. External areas of this nature have the potential to significantly impact upon privacy as well as create substantial disturbance from noise, particularly when in such close proximity. While some additional overlooking may occur, the proposed

development may potentially represent a betterment in terms of overall amenity to this property by removing this external function area immediately adjacent No 8A.

- 8.65 In terms of overshadowing, the existing property is already impacted to some degree by overshadowing although it is generally limited to the afternoon and evening as a result of relative positioning. The increased height of the proposed built form may potentially extend overshadowing to the front of the property for a slightly longer period although it is noted that No 8A is located to the immediate east and therefore overshadowing is likely to remain limited to the afternoon and evening. Overall, the rear amenity area of No 8A is not significantly impacted in terms of overshadowing from the development.
- 8.66 The proposed development is unlikely to significantly impact on any other residential property within the site context.
- 8.67 (i) it does not adversely affect features of the natural or built heritage;
- 8.68 As noted above, HED (Historic Buildings) are content with the design in terms of the setting of existing listed buildings and it is also considered acceptable in terms of the designated Conservation Area.
- 8.69 The site lies within an area of archaeological potential as defined within the Northern Area Plan and consultation with HED (Historic Monuments) has been carried out. HMU has confirmed that the proposal is satisfactory to SPPS2 and PPS 6 archaeological policy requirements due to the scale and nature of the proposed development.
- 8.70 j) it is capable of dealing with any emission or effluent in accordance with legislative requirements. The safeguarding of water quality through adequate means of sewage disposal is of particular importance and accordingly mains sewerage and water supply services must be utilised where available and practicable;
- 8.71 As noted above, surface water is to be disposed of via discharge to a watercourse through the public network. There is a public foul sewer within 20m of the proposed development boundary. An assessment has indicated network capacity issues and overloaded

sewage infrastructure. This establishes significant risks of detrimental effect to the environment and detrimental impact on existing properties. For this reason, NI Water recommends connections to the public sewerage system are curtailed. The Applicant is advised to consult directly with NI Water and will need to submit an application to NI Water for a Wastewater Impact Assessment at which time NI Water will assess the proposal to see if an alternative drainage or treatment solution can be agreed.

- 8.72 NIW has confirmed that a Wastewater Impact Assessment application, has already been submitted and the process is well advanced and ongoing with NI Water, however it is not yet at a stage to permit the Stage 2 sign-off and the revising of NI Water planning recommendation. A sewer connection date has not been confirmed. This can be dealt with by way of suitable condition.
- 8.73 (k) access arrangements must be in accordance with the Department's published guidance; (l) access to the public road will not prejudice road safety or significantly inconvenience the flow of traffic; (m) the existing road network can safely handle any extra vehicular traffic the proposal will generate;
- 8.74 See Access and Parking Below.
- 8.75 (n) access onto a protected route for a tourism development in the countryside is in accordance with the amendment to Policy AMP 3 of PPS 3, as set out in Annex 1 of PPS 21. (o) it does not extinguish or significantly constrain an existing or planned public access to the coastline or a tourism asset, unless a suitable alternative is provided;
- 8.76 Criteria (n) and (o) are not applicable.

Access, Movement and Parking

- 8.77 PPS 3 sets out planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. Policy AMP7 states that proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to the Department's

published standards or any reduction provided for in an area of parking restraint designated in a development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.

- 8.78 The site is located in an urban area within the settlement limits of Cushendall Town and is sited immediately adjacent the town centre as defined by the Northern Area Plan. The original hotel incorporated 11 in-curtilage parking spaces and turning area which incorporated approximately a third of the original site on the western extent. These spaces are removed as part of the development proposal with 2 disabled parking spaces provided on site. Vehicular access is provided approximately 14m west along the site frontage to serve the proposed disabled spaces and service deliveries.
- 8.79 The current application proposes an increase in existing hotel facilities including an increase in the number of bedrooms from 16 to 38. Based on the proposed use, and in line with current parking standards DFI Roads has identified the necessary parking as 182 spaces.
- 8.80 In support of the application a Parking Study (Car Parking Note July 2025) has been provided which confirms that to fully comply with car parking standards 182 spaces are necessary (a shortfall of 180 spaces). The Parking Study highlights that the existing hotel has a requirement to provide 104no car parking spaces in accordance with current parking guidelines and as it only provides 11no. spaces, there is an existing approved car parking shortfall of 93no. spaces. As 180 additional spaces are necessary (2 provided on site) the car parking study states that the proposed development is required to provide a net increase of 87no spaces beyond those necessary as part of the current proposal.
- 8.81 The Parking Study states that the parking standards relate to greenfield sites (Annex A of Parking Standards outlines the necessary car parking provision required for residents and callers in developments on green-field sites or in low-density areas although this is not referenced for non-residential development). The Study states that the application of full car parking standards in a town centre setting is in opposition to prevailing planning policy which is continually seeking to reduce the reliance on private car travel, specifically in built up areas. The Parking Study

advises that parking standards in this instance are outdated and do not take full account of the individual characteristics of the development site.

- 8.82 Parking Standards do allow for lesser provision for residential development in inner urban locations and other high-density areas but does not make such an allowance for non-residential development.
- 8.83 The development proposals outline plans to operate a valet parking service for guests which will consist of a separate, off-site, development along the Ballyemon Road to provide 24no car parking spaces, available as a service to hotel guests. Planning application LA01/2025/1210/F relates to this provision and is subject to a legal agreement to ensure the long term provision of this service.
- 8.84 The Parking Study (PS) states that the development proposal will be consistent with other similar developments in Cushendall (The Village B&B: No Parking On-Site, McNaughton's Guestrooms: No parking On Site) although it is noted that the current proposal is of a significantly different scale.
- 8.85 Hotel users arriving to the site who wish to avail of the off-site valet car park will drive to the application site and exit their vehicle. A member of staff will then drive the user's vehicle to the valet car park. The car will be retrieved by a member of staff when the hotel user intends to leave. There will be no requirement for hotel users to walk between the site and the valet car park. It is envisaged that any coach movements at the site will board / disembark all passengers at the hotel then drive to an offsite car park which is the same arrangement as occurs at the extant hotel.
- 8.86 The subject site is immediately adjacent the defined Town centre. The PS states that the NAP provides guidance on the factors which should be considered when assessing development proposals in Town Centres. The plan notes: "The provision of car parking facilities to serve centres of population must be viewed in the light of the Regional Development Strategy, which aims to encourage the use of public transport as well as other modes of transport. The Department's policy aims to provide a more efficient use of town centre land, an improvement in the urban environment, better traffic flows and greater safety for road users.

The operation of this policy implies the need for the provision of car park management measures to meet local demand. For all developments outside town centres, parking standards of PPS 3 will be applied.”

8.87 The PS points to Policy AMP 7 of PPS7 which states that Beyond areas of parking restraint identified in a development plan, a reduced level of car parking provision may be acceptable in a number of circumstances including:

- where, through a Transport Assessment, it forms part of a package of measures to promote alternative transport modes; or
- where the development would benefit from spare capacity available in nearby public car parks or adjacent on-street car parking...”

8.88 As part of this assessment, two parking studies were undertaken (May 2023 and April 2025). The most recent surveys were completed on two concurrent days, over the Easter Holiday weekend, envisaged to be during the proposal’s peak periods (Friday 18th April & Saturday 19th April 2025). Surveys during this time provide an indication of peak parking demand in line with the proposals for the site i.e. between 12:00 and 21:00 on a weekday and between 12:00 and 21:00 on a weekend day. An additional survey beat was made between 20:00 and 21:00 to better examine evening/nighttime parking demand.

8.89 The survey has compiled the total number of potential car parking spaces within the surrounding area. The areas surveyed and the street/car park name and maximum number of spaces includes Ballybrack Road (5 spaces), Mill Street (52 spaces), Shore Street (31 spaces), Bridge Road (12 spaces), Coast Road (34 spaces), Kilnadore Road (31 spaces) and Cushendall Car Park (42 spaces). Following examination of the initial survey area, the estimated number of potential parking spaces surrounding the site is identified as 207.

8.90 The results of the car parking surveys completed on Friday 18th April from 12:00 – 21:00 and Saturday 19th April from 12:00 – 21:00 are presented below.

8.91

Table 4-2: Survey Results Friday 18th April 12:00 – 21:00

Street/ Car Park	Capacity	Available Spaces – Friday 18 th April 2025								
		12:00– 13:00	13:00– 14:00	14:00– 15:00	15:00– 16:00	16:00– 17:00	17:00– 18:00	18:00– 19:00	19:00– 20:00	20:00– 21:00
A	5	3	3	3	0	0	0	1	2	2
B	52	28	30	33	35	33	31	38	26	30
C	31	9	19	17	19	13	14	11	13	15
D	12	2	4	5	5	3	4	1	6	4
E	34	25	23	30	30	31	27	32	29	29
F	31	30	30	30	30	30	29	29	31	30
G	42	5	17	10	11	14	12	11	12	9
Total	207	102	126	128	130	124	117	123	119	119

Table 4-3: Survey Results Saturday 19th April 12:00 – 21:00

Street/ Car Park	Capacity	Available Spaces –Saturday 19 th April 2025								
		12:00– 13:00	13:00– 14:00	14:00– 15:00	15:00– 16:00	16:00– 17:00	17:00– 18:00	18:00– 19:00	19:00– 20:00	20:00– 21:00
A	5	1	1	0	0	0	1	1	0	0
B	52	26	31	28	33	27	27	25	23	28
C	31	7	4	10	15	13	10	7	10	14
D	12	5	6	4	4	5	3	3	3	4
E	34	30	27	29	29	28	29	31	31	30
F	31	31	31	31	31	31	29	31	31	31
G	42	4	12	1	4	9	10	7	6	8
Total	207	104	112	103	116	113	109	105	104	115

8.92 The Car Parking Study states that the tables demonstrate that:

- During the two concurrent survey days, there is an abundance of available spaces to accommodate the excess parking demand generated by the redevelopment proposals with a minimum availability of 102no. spaces available at the busiest time. This meets the proposed maximum parking requirement to provide 87no. spaces.
- Parking is available on streets and within car parks in accessible proximity to the proposed site for those who wish to travel by private car.

8.93 The Car Parking Study goes on to state:

- The results of both the 2023 and 2025 parking surveys clearly demonstrate that the development proposal can avail of existing on-street on street parking and, in accordance with PPS3 “the development would benefit from spare capacity available in nearby public car parks or adjacent on-street car parking.”

- It is imperative to note that the availability of local on-street car parking at periods of peak demand is sufficient to meet the maximum car parking demand generated by the development proposals before factoring in the parking provision for hotel guests provided by the planned valet.
- The additional 27no spaces will allow for further amenity to hotel guests and will be used as a priority parking area by hotel guests before the use of locally available on-street parking.

8.94 In support of the application, a Travel Plan (TP) has also been submitted in conjunction with a Transport Assessment Form (TAF). The Travel Plan and TAF set out measures to influence travel to/ from the development and highlight the availability of sustainable modes to encourage a modal shift away from private car travel for both staff and guests.

8.95 The Travel Plan states that:

- The site benefits from 7 bus-stop located within a 400m walking distance of the site, in-line with the 400m walking catchment available to bus stops as recommended by 'Transport Assessment: Guidelines for Development Proposals in Northern Ireland'.
- Servicing of the proposed development will occur outside of peak hours via Coast Road. Loading outside of peak hours will allow the site to be serviced without causing any obstruction and delay to the surrounding road network.
- The development proposals will be provided to cater for seasonal/ international tourists to the area.
- Accommodation will be marketed directly towards tour operators who will shuttle guests to and from the hotel site via mini-bus and coach drop-offs and pickups.
- Staff and visitors can avail of sustainable transport options as an alternative to the private car.

8.96 The submitted Service Management Plan (SMP) states that a representative from the development management company will be responsible for initial delivery times of any regular vehicle deliveries to the premises. The development management company will take overall responsibility for compliance with the

SMP and will be responsible for the safe and efficient servicing of the site.

- 8.97 Deliveries shall be organised and spaced throughout the day. These will be managed and co-ordinated to arrive at different times to ensure sufficient space for delivery vehicles to access and egress from the development site.
- 8.98 Servicing will occur outside of peak hours via the internal parking area of the development site or from on-street parking bays along the Coast Road. Loading and unloading off the main roadway will allow the site to be serviced without causing any obstruction and delay to the surrounding road network.
- 8.99 The submitted Car Parking Study distinguishes between the extent of car parking necessary as part of the extant approval and additional development noting the existing shortfall associated with the current lawful use. However, the necessary car parking provision must be assessed against the development proposed and equates to 182 spaces.
- 8.100 Taking into consideration the survey results as indicated above, as well as the proposed ancillary valet parking at Ballyemon Road, there remains a shortfall in parking availability to serve the proposal.
- 8.101 A traffic comparison study has been provided which states the existing development site has the potential to generate 82 two-way trips per day (42 arrivals and 40 departures) when all modes of transport are considered. The proposed development has the potential to generate 245 two-way trips per day (125 arrivals and 119 departures) when all modes of transport are considered (163 potential additional trips each day).
- 8.102 The traffic study identifies the peak periods for traffic to be 08:00 – 09:00; and 17:00 – 18:00. The TRICS database has been further consulted to extrapolate the proposed site 85th percentile total vehicle trips rates associated with the anticipated busiest hours of operation at the site (08:00 – 09:00 and 17:00 – 18:00).
- 8.103 Table 4 of the Traffic Study illustrates that the development has the potential to generate 14 two-way vehicle trips in the AM peak hour and 11 two-way vehicle trips in the PM peak hour. This

equates to an additional two-way vehicle trips in the AM peak hour and an additional 7 two-way vehicle trips in the PM peak hour. The development proposals reflect an increase in trips when compared with the extant site use.

8.104 The results of the Traffic Study provided anticipate that the peak hour trips generated by the proposed site will be similar to peak hour trips generated by the surrounding area and therefore, it is considered that the existing road infrastructure in the vicinity of the site can accommodate the increase in traffic movements associated with the development proposal. The vehicle movements associated with the proposed development are not anticipated to cause any noticeable impact on the surrounding area and are therefore not considered to significantly impact on congestion.

8.105 In terms of the parking provided, the Traffic Study states that:

- To tackle growing congestion problems and help reduce reliance on the private car the Department and Council considers that in certain instances it will no longer be appropriate or desirable for developers to fully meet demand for car parking generated by their developments.
- With the site located on a main street in Cushendall, sustainable transport is available and there are numerous car parking facilities within the area which can be made use of.
- It has been noted by DfI Roads and Planning Department that Car Parking Standards are a maximum value and if a reduction can be achieved due to sustainable infrastructure, then a reduction should be given.
- Without even seeking a reduction in the parking standards the existing site operated mainly with on-street car parking. The proposed site extends the requirement for further on street parking, but the surveys and analysis indicate that there is sufficient car parking available to accommodate the accumulation of parking expected at the site.

8.106 While the proposal does not provide the necessary car parking provision, it is noted that it is not unusual for hotels within urban settings to provide no onsite parking. While many of these instances may relate primarily to similar developments within larger urban areas which are better served by public transport, it is

noted that significant public transport provision currently serves Cushendall. With the addition of private coach trips (which already exist through the village), this does have the potential to reduce the need for private car usage. The submitted traffic study indicates that emphasis will be placed on promoting transport away from private car usage for both patrons and staff.

- 8.107 The submitted information indicates that significant on-street car parking does exist within the locality as well as local car parks within close proximity of the site. The provision of an additional valet parking service will aid in reducing the potential impact on existing parking and is subject to a legal agreement ensuring its continued use in association with this development.
- 8.108 The previous use operated with the potential for coach drop off in front of the hotel as there are no parking restrictions along this part of the public road. This remains unchanged for the current proposal.
- 8.109 The details of submitted traffic survey indicate that existing parking provision is sufficient to serve the proposed development (albeit at a shortfall to full standards) and that the proposal will not significantly impact on traffic flow through the town. DFI Roads has not raised any issues regarding the proposed access arrangements to the site in terms of road safety and advise that the submitted service plan is acceptable.
- 8.110 The proposal fails to provide the full car parking requirements necessary for a proposal of this nature. However, it is noted that the application proposes redevelopment of an existing use and derelict site located at a key location within Cushendall Town and Conservation Area.
- 8.111 The proposed development is of high-quality design and reintroduces a previous historic commercial and employment use within Cushendall town. A proposal of this nature can act as a significant commercial anchor within the locality, and particularly where tourism forms a key component of the local economy as is the case. The redevelopment offers significant improvement in terms of the quality of the existing Conservation area as well as providing potential for employment and further economic development within the town as a result of additional tourist

facilities and is in keeping with the Council's economic development strategy.

- 8.112 There is no indication of a road safety issue or unacceptable impact on traffic flow. The extent of parking provision is not assessed by DFI Roads and is an amenity issue for the Council to determine. Given the level of available on street parking available within the locality, the nearby public car park and the legally agreed provision of additional valet parking, it is considered that the parking provision and servicing arrangements are sufficient to adequately serve the proposal and the reduction beyond full parking standards meets the acceptable circumstances outlined in Policy AMP 7. In addition, the shortfall is outweighed by the significant planning gain afforded by the current proposal.

Natural Heritage

- 8.113 Informal consultation with SES advised that formal consultation was not necessary (nearest designated site Red Bay SAC).
- 8.114 The site falls outside the adjacent Local Landscape Policy Area.
- 8.115 NED note the development site is within 50m of Glenballyemon River Area of Special Scientific Interest (ASSI) which is a site of national importance and is protected by the Environment (Northern Ireland) Order 2002. This is also a priority habitat. NED consider that there is a suitable buffer between the development site and the nearby designated site. NED are content that the proposal is unlikely to have significant impacts to the designated site / river corridor.
- 8.116 The existing hotel building has the potential to support nesting birds. All wild birds and their nests are protected. NED advises that any alteration of buildings on site should be undertaken outside the bird breeding season or checked by a suitably qualified ecologist with protective measures undertaken if any active nest is found.
- 8.117 The existing building on site was assessed by the ecologist within the biodiversity checklist to have moderate Bat Roost Potential (BRP). Following Bat Conservation Trust (BCT) guidelines, a minimum of two bat emergence surveys were completed on the building. NED notes that no bat roosts were recorded within the building.

8.118 The proposal is likely to require lighting. Bats are a European Protected Species and are subject to a strict level of protection. Bats are nocturnal species and are highly sensitive to artificial lighting in their environments.

8.119 Lighting details have been provided. NED note from the Horizontal Lux plans and from the Lighting Design document that lighting on site is limited to the rear terraces of the hotel. NED are content that the submitted drawings show that light spill on the northern boundary trees will be less than 1 lux and have recommended a suitable condition.

Drainage

8.120 The Strategic Flood Map (NI) indicates that the development does not lie within the 1 in 100 year fluvial or 1 in 200 year coastal flood plain. The site is unaffected by a designated watercourse. A DFI Rivers flood defence is in close proximity to the site, however the proposals have no effect on the existing maintenance regime or impede inspections as confirmed by DFI Rivers. A Drainage Assessment is not required by policy.

Representations

8.121 Thirteen representations have been received including 8 letters of objection, 4 letters of support and 1 comment. The objections were from 4 separate addresses. Letters of support were from two different addresses.

8.122 Issues raised by objectors include the following:

- Parking / Traffic Congestion
- Road Safety.
- Accuracy of Car Parking Study.
- Public Transport / Accuracy of Travel Plan.
- Use of Valet parking.

8.123 Refer to Access, Movement and Parking Section above. Two separate parking studies have been undertaken. There is no evidence that the details of the most up to date study is inaccurate. While the proposal does not meet the necessary parking standards, additional information has been provided in relation to

parking availability within the site context and an additional application has been submitted regarding the provision of an additional valet parking service which is subject to a legal agreement (application LA01/2025/1210/F). A traffic study indicates that the proposal will not have a detrimental impact on traffic flow and DFI Roads has raised no objections to the proposed vehicular access or Service Management Plan and have not raised concerns regarding road safety.

8.124 A letter of support from the previous owner states that the traffic issues have existed both while the original hotel was operational and have continued during the period which it has been closed. The supporting information also states that congestion emanates from the junction of Bridge Street / Mill Street.

8.125 Two representations in support of the application also state that it will create an economic boost for the village it will bring much needed custom and employment. It will bring economic support to the local businesses.

9.0 CONCLUSION

9.1 The application proposes redevelopment of an existing hotel site within Cushendall village and Conservation Area.

9.2 The proposal is acceptable in principle in policy terms and meets all other planning and environmental criteria with the exception of the relevant Parking Standards. Two disabled parking spaces are provided on site along with the necessary access arrangements which also provides for service access to the site. An additional application has been submitted in conjunction with the current proposal to provide valet parking (24 spaces) at a nearby location on Ballyemon Road which is the subject of a legal agreement. All other parking is reliant on existing on street and public parking.

9.3 The proposed development is of high-quality design and reintroduces a previous historic commercial and employment use within Cushendall town. The redevelopment offers significant improvement and planning gain in terms of the quality of the existing Conservation area as well as providing potential for employment and further economic development.

- 9.4 There is no indication of road safety issues or unacceptable impact on traffic flow as a result of the proposal. It is considered that the parking provision and servicing arrangements are sufficient to adequately serve the proposal.
- 9.5 All other issues raised by consultees can be satisfactorily dealt with by way of Planning Conditions.
- 9.6 The application is recommended for **APPROVAL**.

10.0 PROPOSED CONDITIONS

	Drawing Nos: 01, 03D, 04B, 05B, 06D, 07D, 08B, 14D, 20, 21, 22, 30, Odour Assessment (Doc 03), Service Management Plan (July 2025) and Travel Plan (May 2023).																																		
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	The premises shall be used only for the use as described and for no other purpose in the Planning (Use Classes) Order (NI) 2015. Reason: To prohibit a change to an unacceptable use and prevent an unacceptable impact on residential amenity.																																		
3	The façade of the bar/function room of permitted development shall have acoustic glazing installed providing a Sound Reduction of at least the levels presented in Table 1: <table><tr><th rowspan="3">Source Name</th><th colspan="8">Frequency spectrum [dB]</th></tr><tr><th>63</th><th>125</th><th>250</th><th>500</th><th>1</th><th>2</th><th>4</th><th>8</th></tr><tr><th>Hz</th><th>Hz</th><th>Hz</th><th>Hz</th><th>kHz</th><th>kHz</th><th>kHz</th><th>kHz</th></tr><tr><td>Minimum level of attenuation for Bar/Function Room windows – dB R_w</td><td>19</td><td>22</td><td>26</td><td>29</td><td>35</td><td>36</td><td>32</td><td>32</td></tr></table> Table 1 – Sound Reduction levels	Source Name	Frequency spectrum [dB]								63	125	250	500	1	2	4	8	Hz	Hz	Hz	Hz	kHz	kHz	kHz	kHz	Minimum level of attenuation for Bar/Function Room windows – dB R _w	19	22	26	29	35	36	32	32
Source Name	Frequency spectrum [dB]																																		
	63		125	250	500	1	2	4	8																										
	Hz	Hz	Hz	Hz	kHz	kHz	kHz	kHz																											
Minimum level of attenuation for Bar/Function Room windows – dB R _w	19	22	26	29	35	36	32	32																											

	The noise levels emitted from the development shall comply with the National Rating 15 curve internally at the nearest residential receptor. Reason: In the interest of residential amenity
4	No amplified or relayed music shall be played externally. Reason: In the interest of residential amenity.
5	No additional external noise generating plant and equipment shall be permitted to operate within the development as approved. Reason: In the interest of residential amenity
6	Vehicle movements for deliveries by commercial vehicles (HGVs) to and from the site shall be restricted to between the hours of 07:00 to 23:00 hours only. Reason: In the interest of residential amenity.
7	Within 4 weeks of the Council being notified of a reasonable noise complaint, from the occupant of a dwelling which lawfully exists or has planning permission at the date of this consent, the permitted development operator shall at his/her expense employ a suitably qualified and competent person to undertake a noise survey to order to: Assess the level of noise immissions from the permitted development. The duration of such monitoring shall be sufficient to provide comprehensive information on noise levels with the development operating at the maximum capacity. • Details of the noise monitoring survey shall be submitted to Causeway Coast and Glens Borough Council for written approval prior to any monitoring commencing. • 2 weeks prior notification of the date of commencement of the survey shall be provided. The noise survey information shall include details of: • Any noise limit/s breaches • Recommendation of acoustic mitigation required. • Confirmation of implementation of mitigation measures and evidence of noise limit/s conformance.

	The noise survey information shall be provided within 4 weeks (unless extended with Causeway Coast and Glens Borough Council) further to a written request from the Council. Reason: In the interest of residential amenity.
8	No additional artificial lighting scheme shall be installed on the development hereby approved without the submission and prior approval of a light impact assessment which shall have regard to guidance contained within ILP document Guidance Note 1 for the reduction of obtrusive light 2021 (GN01-21) when conducting the assessment. Reason: In the interest of residential amenity.
9	In accordance with the Risk Assessment for Odour, dated 10th November 2023, the odour abatement technology and extraction systems serving the development hereby approved shall be designed, operated and maintained in order to achieve High Level Odour Control in accordance with EMAQ Guidance: "Control of Odour and Noise from Commercial Kitchen Exhaust Systems" (2022). Odour dispersion shall be secured by effective height of flues being no less than 1 metre above roof ridge height. Reason: In the interest of residential amenity.
10	Within 4 weeks of the Council being notified of an odour complaint, from the occupant of a dwelling which lawfully exists or has planning permission at the date of this consent, the permitted development operator shall at his/her expense employ a suitably qualified and competent person to undertake an odour survey to order to: Assess the level of odour immissions from the permitted development. The duration of such monitoring shall be sufficient to provide comprehensive information on odour levels with the development operating at the maximum capacity. • Details of the odour monitoring survey shall be submitted to Causeway Coast and Glens Borough Council for written approval prior to any monitoring commencing. • 2 weeks prior notification of the date of commencement of the survey shall be provided. The odour monitoring survey information shall include detail of:

	• Any breaches • Recommendation of mitigation measures required. • Confirmation of implementation of mitigation measures and evidence of odour emission conformance. The survey information shall be provided within 4 weeks (unless extended with Causeway Coast and Glens Borough Council) further to a written request from the Council. Reason: In the interest of residential amenity.
11	All external facing and roofing materials shall be as indicated on the approved drawings. The Coast Road elevation and its gables shall be; Roof: Natural Slate Windows: Traditional timber sliding sash windows. (Painted). Fascia Boards, signage boards, shopfront surrounds/mouldings: Timber (painted). Walls: Smooth Render. Doors: Timber. Reason: In the interests of the special architectural and historic qualities of the Listed Building.
12	The Lighting Design (drawings 20, 21 and 22) shall be implemented in full in accordance with the approved details and all works on site shall conform to the approved lighting design, unless otherwise approved in writing by the Planning Authority. Reason: To minimise the impact of the proposal on bats and other wildlife
13	No development shall progress beyond the foundation of buildings stage or change of use of any part of the existing building become operational until it has been demonstrated to the satisfaction of the Council and agreed in writing that the mains sewer and the receiving Waste Water Treatment Works has the capacity to receive the waste water and foul sewage from the development. Reason: To ensure an adequate means of sewage disposal is provided and to ensure protection of the aquatic environment.

14	No development shall be occupied / become operational until connection has been made to the public sewer. Reason: To ensure an adequate means of sewage disposal is provided and to ensure protection of the aquatic environment.
15	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. Reason: To ensure a practical solution to the disposal of surface water from this site.
16	Site services during the construction and operational phases shall be managed in keeping with the measures outlined in the Service Management Plan (July 2025) and Travel Plan (May 2023). Reason: In the interest of residential amenity and the convenience of road users.
17	The development hereby approved shall not become operational until the valet car parking on Ballyemon Road at site 120m South West of junction with Coast Road, Cushendall is completed and operated in accordance with the details of application LA01/2025/1210/F. Reason: To ensure a satisfactory form of development.

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 permission does not alter or extinguish or otherwise affect any existing or valid right of way crossing, impinging or otherwise pertaining to these lands.
3	This approval does not dispense with the necessity of obtaining the permission of the owners of adjacent dwellings for the removal of or building on the party wall or boundary whether or not defined.

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	Developers should acquaint themselves of their statutory obligations in respect of watercourses as prescribed in the Drainage (Northern Ireland) Order 1973 and consult the Rivers Agency of the Department of Agriculture accordingly on any related matters.
6	Any proposals in connection with the development, either temporary or permanent which involve interference with any watercourse at the site:- such as diversion, culverting, bridging; or placing any form of structure in any watercourse, require the written consent of the Rivers Agency. Failure to obtain such consent prior to carrying out such proposals is an offence under the Drainage Order which may lead to prosecution or statutory action as provided for.
7	Any proposals in connection with the development, either temporary or permanent which involve additional discharge of storm water to any watercourse require the written consent of the Rivers Agency. Failure to obtain such consent prior to permitting such discharge is an offence under the Drainage Order which may lead to prosecution or statutory action as provided for.
8	If, during the course of developing the site, the developer uncovers a watercourse not previously evident, he should advise the local Rivers Agency office immediately in order that arrangements may be made for investigation and direction in respect of any necessary measures required to deal with the watercourse.
9	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

1. Site Location Plan



Existing Site Plan



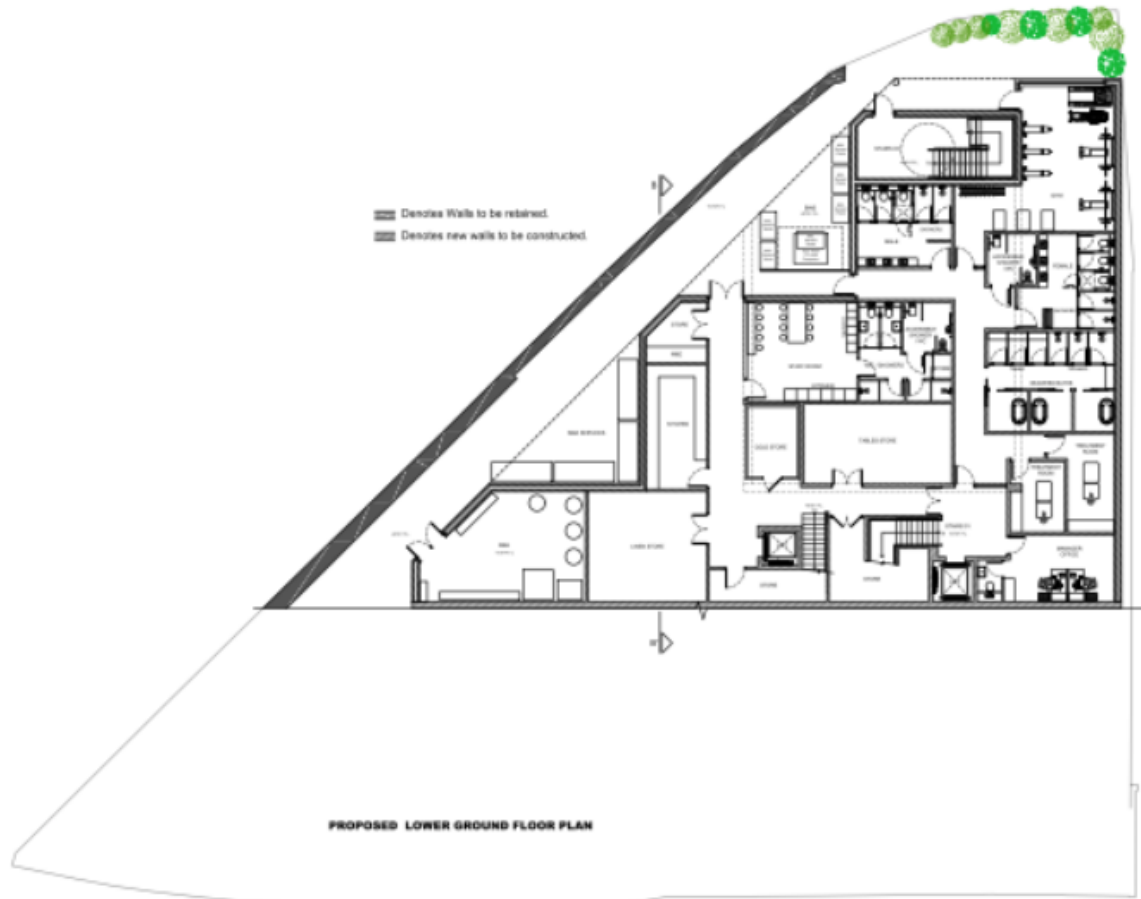
Proposed Site Plan



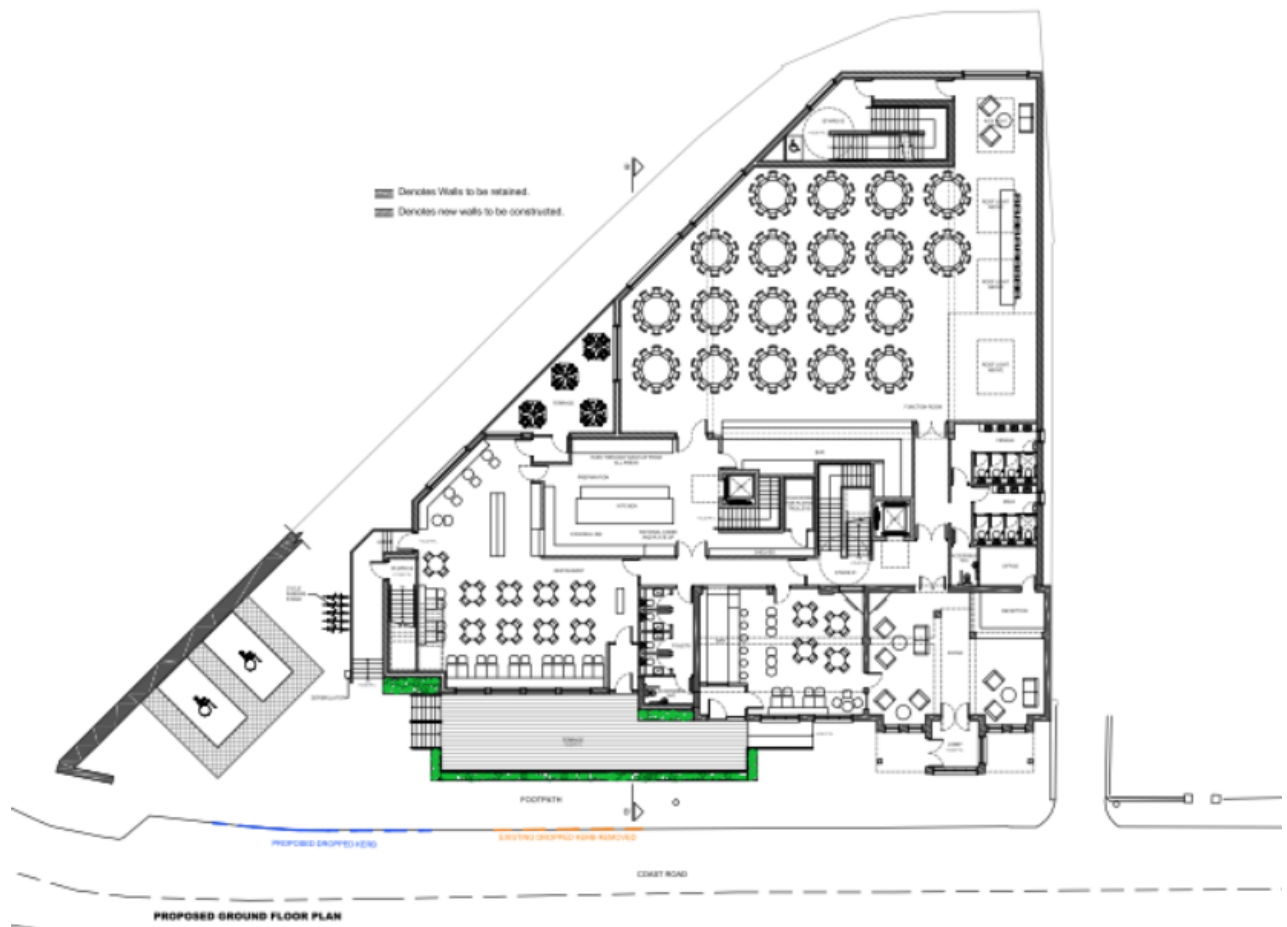
Contextual Visual



Proposed Lower Ground Floor Plan



Proposed Ground Floor Plans



Proposed First Floor Plans



Proposed Second Floor Plans



Proposed Elevations

