

Title of Report:	Planning Committee Report – LA01/2025/1210/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: LA01/2025/1210/F

Ward: Lurigethan

App Type: Full

Address: Former Ulsterbus Parking Site located along Ballyemon Road, 120m South West of junction with Coast Road, Cushendall

Proposal: 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)

Con Area: Yes

Valid Date: 17.11.2025

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: 0 **Petitions of Objection:** 0

Support: 0 **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 a change of use to a Translink Parking Area to provide additional valet parking in conjunction with application LA01/2023/0848/F for redevelopment of the existing hotel at 6 Coast Road, Cushendall.
- The site is located outside the settlement development limit of Cushendall as identified on Map 05/03 of the Northern Area Plan 2016. The site is located within the defined Cushendall Conservation Area, within the Local Landscape Policy Area (CLL 01) and within Antrim Coast and Glens AONB. An archaeological site (standing stone) exists approximately 30 south of the site.
- There are 0 representations received in relation to this application.
- 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), PPS2, PPS3, PPS 6, PPS15 (Revised) and PPS16.
- Consultation was carried out with DFI Roads, Environmental Health, NI Water, NIEA (NED), NIEA (WMU) and the local Development Plan Team.
- Parking is not provided to the necessary standards in terms of manoeuvring etc but rather provides a valet parking area to be operated by staff to provide a valet service in conjunction with the proposed hotel at 6 Coast Road.
- The application is the subject of a legal agreement to retain the use in conjunction with the proposed hotel.
- 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 120m Southwest of the junction of Ballyemon Road and Coast Road, Cushendall.
- 2.2 The application site comprises an irregular shaped plot which consists of a yard area and layby sited at the roadside of Ballyemon Road. The plot extends approximately 31m along the road frontage. The existing layby area extends back between 2.5m and 4m from the edge of the public carriageway and comprises a flat area laid out in hardstanding. To the immediate rear of this area is the existing yard which acts as a parking area currently used by Translink for parking a small number of buses/vehicles.
- 2.3 The yard area is laid out in hardstanding partially comprises cobbles / block paving while the remainder is laid out in gravel. The yard is fairly flat and extends to just below 600sqm in area with the roadside boundary defined by a 3m blockwork wall and security gate. The blockwork wall extends to part of the southwestern and northeastern boundaries. However, the remaining boundaries are primarily defined by an existing steep rockface which rises from either end of the site to approximately 10m above plot level. Surrounding land is considerably elevated with roadside ditches to either side of the site and surrounding land rising steeply to the rear of the site comprising mature trees and vegetation.
- 2.4 The site is located approximately 155m from the hotel site at 6 Coast Road and within 75m of the designated urban area. A public footpath exists on the opposite side of the road extending in both directions and linking with the public footpath in Cushendall Town.
- 2.5 As per the Northern Area Plan 2016, the site is located outside the defined settlement limits of Cushendall Town and is within the rural

remainder. The site is located within Cushendall Conservation Area and Local Landscape Policy Area (CLL 01) as defined by the local Plan and is also within the Antrim Coast and Glens AONB. An archaeological site (standing stone) exists 30m south of the site but is located on surrounding elevated land and is generally unaffected by the existing site or proposal.

- 2.6 Although the site is located within quite close proximity of the urban setting, it is rural in character and dominated by rising slopes to the east and mature trees and vegetation within the surrounding context which is reflective of its position within the defined local landscape policy area and conservation area.

3.0 RELEVANT HISTORY

- 3.1 E/1993/0135: Change of use of former coal yard to bus park with alterations to access. Permission Granted 30-11-1993.
- 3.2 LA01/2025/1211/DCA (Conservation Area Consent) - Removal of walls to the front of the site. 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 Application LA01/2023/0848/F proposes the redevelopment of the existing hotel at 6 Coast Road, Cushendall. The development proposes demolition of much of the existing structure and substantial building works to provide improved facilities including function room, restaurant, gym, bar and additional bedrooms.
- 4.2 The works result in an increase in the building footprint and reduction of the limited car parking on site with only two disabled spaces provided. The proposal is primarily reliant on existing on-street parking and public parking facilities to provide sufficient parking arrangements to serve the proposal.
- 4.3 The subject application is submitted in conjunction with LA01/2023/0848/F and proposes the provision of private valet car parking facilities to serve the proposed hotel in addition to the

existing public parking availability and seeks to reduce the impact on on-street and public car parking facilities. The proposal consists of a separate, off-site, development along the Ballyemon Road to provide 24no car parking spaces, available as a service to hotel guests.

Habitat Regulations Assessment

- 4.4 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.

5.0 PUBLICITY & CONSULTATIONS

5.1 External:

Advertising: Application initially advertised on 03-12-2025.

Neighbours: No neighbours exist within the relevant notification area.

Representations: 0 representations have been received.

5.2 Internal:

Consultation with Six (6) consultees was carried out in relation to this application.

- DfI Roads – sight visibility splays required for the proposed development are 2.4m x 60.0m which require earthworks on both sides and the installation of a retaining wall. DfI Roads has no objections to the proposal.
- Environmental Health – No Objections.
- NI Water – No Objection
- 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.

- NIEA (WCU) – Water Catchment Unit has no objections to the proposal.
- Development Plan – 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 \(SPPS Ed. 2\) \(2025\).](#)
- [A Planning Strategy for Rural NI – Policy DES4](#)
- [Planning Policy Statement 2: Natural Heritage.](#)
- [Planning Policy Statement \(PPS\) 3: Access, Movement, and Parking](#)
- [DCAN 15](#)
- [Parking Standards](#)
- [Planning Policy Statement 6: Planning, Archaeology and the Built Heritage.](#)
- [Planning Policy Statement 15 \(Revised\) Planning and Flood Risk](#)
- [Planning Policy Statement 16 – Planning and Tourism](#)
- [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, submitted legal agreement, design, amenity, impact on Conservation area and Local Landscape Policy Area.

Principle of Development

- 8.1 The site is located outside the defined settlement limit of Cushendall Town and is within Cushendall Conservation Area and Local Landscape Policy Area (CLL 01).
- 8.2 The application must be considered having regard to the RDS, NAP, SPPS Ed. 2 and PPS policy documents.
- 8.3 The proposal relates to development ancillary to application LA01/2023/0848/F for the proposed redevelopment of the existing

hotel site at 6 Coast Road. 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 and is assessed under application LA01/2023/0848/F.

- 8.4 Although located outside the defined settlement limit, the subject site comprises an existing layby and yard sited at the roadside of Ballyemon Road. The yard area is laid out in hardstanding and partially comprises cobbles / block paving while the remainder is laid out in gravel. The roadside boundary is defined by a 3m blockwork wall and security gate. The remaining boundaries are primarily defined by an existing steep rockface which rises from either end of the site to approximately 10m above plot level.
- 8.5 The subject plot has been the subject of previous planning permission under application E/1993/0135 which was granted for a Change of use of a former coal yard to a bus park. Permission was granted 30-11-1993 and remains the current lawful use. The existing use is considered sui generis as per The Planning (Use Classes) Order (NI) 2015 in that it is not within any of the standard defined use classes. Although the proposed use is as a car park facility, this is in conjunction with the proposed hotel redevelopment rather than as a stand-alone proposal. The hotel use is also considered a sui generis use, and planning permission is required for the current proposal.
- 8.6 Although planning permission is required for the change of use to the subject site, both the existing and proposed uses are generally comparable in nature. The existing lawful use remains as a bus park used by Translink. While ancillary to the proposed hotel development under application LA01/2023/0848/F, the proposed use relates only to the provision of additional car parking facilities for hotel patrons on site. No additional built development is required beyond that necessary to provide visibility splays which includes excavation to the existing roadside ditches and provision of a retaining structure.
- 8.7 Although located in the countryside, the principle of development is considered appropriate on the basis of the existing lawful use and comparable nature of the use proposed and is acceptable subject to all other planning and environmental criteria.

Demolition within a Conservation Area

- 8.8 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 LA01/2025/1211/DCA to be considered in conjunction with the current application.
- 8.9 Paragraphs 6.18 & 6.19 of the Strategic Planning Policy Statement (SPPS), Policy BH14 of PPS6 relate to demolition in a Conservation Area, with Policy BH12 of PPS6 relating to new development proposals which are required to respect or enhance the character of the Conservation Area Setting.
- 8.10 Paragraphs 6.18 & 6.19 of the SPPS and Policy BH12 of Planning Policy Statement 6 (PPS6) state that any new development proposals should respect or enhance the character of the Conservation Area Setting and where any proposed development would harm the character, appearance or setting, it will not normally be permitted. Therefore, the general policy objectives aim to be sensitive to the surrounding built heritage and characteristics, prevent erosion of character from inappropriate development.
- 8.11 A Design and Access statement has been provided which provides a detailed analysis of the site and proposal. The site is identified as a previously developed area historically used as a bus parking depot, located within an accessible walking distance of the proposed Cushendall Hotel. It is acknowledged that the development does not involve any major structural alterations, building works, or intensification of the site that would affect the character or appearance of the Conservation Area.
- 8.12 In relation to the demolition, the associated Conservation Area Consent application (LA01/2025/1211/DCA) identifies the extent of the built form to be demolished, comprising the roadside boundary wall which is not considered to positively contribute to the character and appearance of the Conservation Area.

- 8.13 Consultation has been carried out with the Local Development Plan Team Conservation Section, and no objections have been raised in relation to the demolition works proposed, as the existing wall is considered to have limited architectural or historic merit that does not positively contribute to the Conservation Area setting.

Design / Character

- 8.14 The site is located within the Antrim Coast and Glens AONB and Designation CLL01 of the NAP 2016 (Court McMartin Local Landscape policy Area) which is identified as including numerous tree groups. The LLPA designation is extensive, and the existing tree lined approach into the edge of the town centre along Ballyemon Road is an attractive feature within it.
- 8.15 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.
- 8.16 The technical drawings indicate bank removal to various depths across the site's visibility splays and the provision of new walls. A new masonry wall along the site frontage is proposed, set forward of the existing boundary wall. The wall extends to approximately 0.5m in height finished with roughcast render and concrete coping which is considered an acceptable form and finish for the site.
- 8.17 An extensive retaining structure is proposed to the LHS exiting due to the proposed excavation works to the roadside ditch necessary to provide the required visibility splays. This wall is similarly finished but steps up to approximately 2.1m in height adjacent the site which is comparable to the existing wall and reduces in height relative to the public road due to rising ground levels.

- 8.18 The submitted tree survey identifies 20 individual trees within and adjacent to the site and provides details of their species, dimensions, condition and arboricultural value. The surveyed trees include Ash, Hawthorn, Sycamore, Larch and Beech, with the trees generally assessed as Category B trees of moderate quality. The survey and associated tree constraints information have been prepared in accordance with BS5837:2012 and identify the principal arboricultural constraints associated with the site.
- 8.19 The revised landscape and layout information identifies and clarifies the extent of vegetation removal required to facilitate the proposed visibility splays and access arrangements. The trees identified for removal comprise T2 (Ash), T3, T4 and T5 (Hawthorn) to facilitate the north-eastern visibility splay, and T8, T9 and T10 (Sycamore) to the south-western side and splay of the site.
- 8.20 The extent of proposed tree removal is considered acceptable from a Conservation Area perspective, in that the removal is confined to relatively small clusters of trees either side of the proposed car park and does not result in large-scale clearance of the existing vegetation or the creation of visually significant gaps along this established treelined approach to Cushendall. Furthermore, the revised landscaping proposals include a significant level of replacement planting to mitigate any loss, comprising new trees, hedgerow, shrubs and groundcover planting.
- 8.21 The existing established vegetation makes an important contribution to the visual character and attractive tree covered approach to Cushendall. Whilst the removal of individual trees will result in some loss of established vegetation, the revised proposal demonstrates that vegetation removal has been limited to that necessary to facilitate the required access and visibility arrangements. The retention of the majority of the existing trees and vegetation, together with the proposed replacement landscaping, will ensure that the character and visual setting of the Conservation Area are retained.
- 8.22 Other than the works identified above, the proposal involves only minor works and will retain the use of the existing surfaced area with vehicles parked within a screened site.

- 8.23 The use of the site as a valet parking operation in association of the new development is considered appropriate and will result in limited impact on the setting, character and appearance of the Local Landscape Policy Area. The proposed development will not have an adverse impact on the character, setting or appearance of the Conservation Area and conforms with the Cushendall Conservation Area Guide and Policy context of Paragraphs 6.18 & 6.19 of the SPPS2 and Policy BH12 of PPS6.

Criteria for Tourism Development

- 8.24 Policy TSM7 of PPS16 sets out general criteria for tourist proposals.
- 8.25 In terms of the general criteria (g – o) which in addition to design criteria are also set out under TSM 7.
- 8.26 (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;
- 8.27 The proposal utilises an existing site currently used for a comparable use. Proposed development / built form is limited and in keeping with the Conservation Area and Local Landscape Policy Area.
- 8.28 h) it does not harm the amenities of nearby residents;
- 8.29 The site is outside the settlement limit with the nearest residential receptor located approximately 55m away. Vehicular movements will be fairly limited given the number of spaces available and valet services provided. The proposal is not considered to impact on the amenities of nearby residents. The local Environment Health Department (EHD) has been consulted and raise no objection in terms of the potential impact on residential amenity.
- 8.30 (i) it does not adversely affect features of the natural or built heritage;
- 8.31 The site is significantly removed from any existing listed buildings with no visual connection.
- 8.32 The application site is hydrologically linked to the following European designated site:

- Red Bay Special Area of Conservation (SAC) which is designated under Irish Law: European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011) as amended.
- Glenballylemon River Area Special Scientific Interest (ASSI) which is declared under the Environment Order (Northern Ireland) 2002.

8.33 The applicant has submitted:

- Outline CEMP (June 2026).
- Site photographs.
- Updated Biodiversity Checklist

8.34 The outline CEMP states that no lighting will be provided for security purposes. NED is content with this and advises that a condition is attached to the decision notice to ensure that no lighting is proposed as part of this application.

8.35 NED notes that some vegetation may require removal and advises that the vegetation on the site may support breeding birds. All wild birds and their nests are protected under the Wildlife (Northern Ireland) Order 1985 (as amended), known as the Wildlife Order. NED advises that any removal of buildings/structures and vegetation on site should be undertaken outside the bird breeding season which occurs from 1st March to 31st August.

8.36 NIEA (NED) is content that provided the mitigation measures proposed are implemented in full, the development is unlikely to result in any significant impact to the associated designated site(s). It is recommended that a final CEMP is submitted to the Planning Authority for approval prior to any decision on the application.

8.37 No works are proposed which may impact the nearby archaeological site.

8.38 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;

- 8.39 No foul sewage is proposed. Surface water is proposed to be disposed of to the mains sewer. Water Catchment Unit has considered the impacts of the proposal on the surface water environment and on the basis of the information provided is content with the proposal subject to conditions, the proposal complies with Planning Policy Statement 15: Planning and Flood Risk Policy FLD 4, the applicant referring and adhering to DAERA Standing advice and any relevant statutory permissions being obtained. WCU also recommends the installation of an oil interceptor.
- 8.40 The existing site is already laid out in hardstanding and used for parking. While connection to mains is proposed, NI Water advise that there is no public surface water sewer within 20m of the proposed development boundary and the applicant should liaise with DFI Rivers Agency to see if discharge would be possible to any local watercourses. Following this, the applicant may wish to requisition NI Water to provide a suitable storm outfall sewer to the approved discharge location. 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.
- 8.41 (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;
- 8.42 See Access and Parking Below.
- 8.43 (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;
- 8.44 Criteria (n) and (o) are not applicable.

Access, Movement and Parking

- 8.45 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.
- 8.46 The current application has been submitted in association with application LA01/2023/0848/F for redevelopment of the existing hotel at 6 Coast Road. The original hotel incorporated 11 in-curtilage parking spaces and turning area. These spaces are removed as part of that development proposal with the provision of 2 disabled parking spaces on site. Vehicular access is also provided to serve the proposed disabled spaces and service deliveries.
- 8.47 A Parking Study has been provided in support of application LA01/2023/0848/F (Car Parking Note July 2025) which confirms that to fully comply with car parking standards 182 spaces are necessary (a shortfall of 180 spaces).
- 8.48 The survey submitted as part of LA01/2023/0848/F has compiled the total number of potential car parking spaces within the surrounding area of the proposed. The areas surveyed and the street/car park name and maximum number of spaces available 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 survey area, the maximum estimated number of potential parking spaces available within the surrounding hotel context is identified as 207.

- 8.49 The information provided indicates that significant on-street car parking exists within the locality as well as local car parks within close proximity of the site. The submitted traffic survey states that the existing parking provision is sufficient to serve the proposed hotel development (albeit at a shortfall to full standards) and that the proposal will not significantly impact on traffic flow through the town.
- 8.50 In order to reduce the potential reliance and impact on existing public parking as part of the hotel application the applicant has sought to provide additional private off-site parking controlled and operated by the hotel company. The current application proposes the provision of additional private parking at the subject site located approximately 130m southwest of the hotel site.
- 8.51 The subject site remains in third party ownership. The proposed parking area comprises an area of hardstanding with works to reposition the existing boundary wall and provided a retaining wall to the LHS exiting. The proposed alterations provide access arrangements to the necessary standards. However, the proposal does not include sufficient manoeuvring and turning areas within the site necessary to operate as a public car park. Instead, the application proposes a valet parking service for hotel guests as necessary / available, utilising this separate, off-site facility providing 24no car parking spaces, available as a service to hotel guests. This will operate in conjunction with available on-street parking, public car parking and coach drop-off availability in front of the hotel site. DFI Roads has confirmed access arrangements are acceptable while parking is an amenity issue for the Council to determine.
- 8.52 In order for the proposal to satisfactorily operate, and to compensate for the lack of manoeuvring ordinarily necessary to access individual parking spaces, the parking site will operate solely as a valet service. Information submitted in conjunction with LA01/2023/0848/F indicates that hotel users arriving to the site who wish to avail of off-site valet car park will drive to the hotel application site (where on-street parking exists) and exit their vehicle. Only members of staff will be permitted to drive the customer's vehicle to the valet car park after which where they will walk the short distance back to the hotel (public footpath exists opposite the parking site). The car will be retrieved only by a member of staff on request when the hotel customer wishes to

utilise their car or intends to leave. There will be no requirement for hotel users to walk between the site and the valet car park, and no customer access will be permitted.

- 8.53 In order to ensure that the proposed valet parking arrangement continues to operate in conjunction with the hotel proposal, the applicant has provided a draft legal agreement to be agreed between the hotel operator, the landowner and the Council. The applicant seeks planning permission for the proposed hotel on the basis that the additional parking service can be provided. Therefore, the proposed legal agreement is for a minimum 25 year period and binds the Hotel Site and the Car Park Site in order to secure the provision of parking for the period in which the Hotel is in use pursuant to the Hotel Planning Permission.

Drainage

- 8.54 The Strategic Flood Map (NI) indicates that the development does not lie within the 1 in 100 years fluvial or 1 in 200-year coastal flood plain. The site is unaffected by a designated watercourse and is not affected by pluvial ponding. Given the existing and proposed use a Drainage Assessment is not required by policy. Refer to paragraph 8.40 regarding surface water disposal.

Representations

- 8.55 No (0) representations have been received in relation to the current application.

9.0 CONCLUSION

- 9.1 The application proposes a car park to operate as valet parking in conjunction with the proposed Hotel Development at 6 Coast Road Cushendall (application LA01/2023/0848/F).
- 9.2 The existing site is currently used as a parking area for Translink and has been the subject of planning permission for this use.
- 9.3 The associated hotel development is of high-quality design and reintroduces a previous historic commercial and employment use within Cushendall town. 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 in keeping with the Council's economic development strategy.

- 9.4 The hotel application is acceptable in principle in policy terms and meets all other planning and environmental criteria with the exception of the relevant Parking Standards, primarily relying on existing on-street and public parking.
- 9.5 The current application seeks to provide additional valet parking (24 spaces) at a nearby location on Ballyemon Road. The provision of additional valet parking service will aid in reducing the potential impact on existing parking within Cushendall as a result of the hotel and is subject to a legal agreement ensuring its continued use in association with that development.
- 9.6 The proposed use is comparable to the existing approved use and the necessary access improvements are provided. There are no road safety issues raised in relation to the current proposal.
- 9.7 Impact on both the Conservation Area and Local Landscape Policy Area are considered acceptable.
- 9.8 All other issues raised by consultees can be satisfactorily dealt with by way of Planning Conditions.
- 9.9 The application is recommended for **APPROVAL**.

10.0 PROPOSED CONDITIONS

	Drawing Nos: 01A, 03, 04F, 06C, 08, 09, 10B & Outline CEMP
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.

3	No development shall commence until the alterations to the existing vehicular access, including visibility splays and any forward sight distance, are provided in accordance with Drawing No. 04F and Drawing No. 08. 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.
4	No development shall commence until the proposed retaining walls requiring engineer's certification have been approved in accordance with 'RSPPG E077' (Technical Approval of Low Risk Highway Structures RSPPG E077). Reason: To ensure that the structure is designed in accordance with 'RSPPG E077' (Technical Approval of Low Risk Highway Structures RSPPG E077)
5	No development activity, including ground preparation or vegetation clearance, shall take place until a final Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Planning Authority. The approved CEMP shall be implemented in accordance with the approved details and all works on site shall conform to the approved CEMP, unless otherwise agreed in writing by the Planning Authority. The CEMP shall include the following: a) Construction methodology and timings of works; b) Pollution Prevention Plan; including suitable buffers between the location of all construction works, storage of excavated spoil and construction materials, any refuelling, storage of oil/fuel, concrete mixing and washing areas and any watercourses or surface drains present on or adjacent to the site; c) Site Drainage Management Plan; including Sustainable Drainage Systems (SuDS), foul water disposal and silt management measures; d) Peat/Spoil Management Plan; including identification of peat/spoil storage areas, management and handling of peat/spoil and details of the reinstatement of excavated peat/soil;

	e) Water Quality Monitoring Plan; f) Environmental Emergency Plan; Reason: To protect Northern Ireland priority habitats and species, to ensure implementation of mitigation measures identified within the Environmental Statement and to prevent likely significant effects on the Red Bay SAC and Glenballylemon River ASSI.
6	There shall be no external lighting of the site as stated on page 15 of the outline CEMP dated June 2026. Reason: To protect bats which are a European protected species.
7	No development shall commence until an agreed surface water discharge solution is delivered. 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
8	No retained tree, other than those required for the purpose of carrying out development as indicated on the approved Drawings, shall be cut down, uprooted or destroyed, or have its roots within its Root Protection Area damaged or be subject to any soil level changes, without the prior written consent of the Council, other than in accordance with the approved plans and particulars of this application. Development will be taken to include the main development, any associated buildings, access, parking, landscaping and service provision. Reason: To ensure the retention of trees and to ensure continuity of the landscape amenity afforded by these trees and the character and appearance of the Cushendall Conservation Area.
9	The approved landscaping scheme, including replacement tree, hedgerow, shrub and groundcover planting as detailed on Drawing No. 10B and the associated planting schedule, shall be implemented in full during the first available planting season following completion of the works, or in accordance with an alternative timescale agreed in writing by the Council. Reason: To ensure that appropriate replacement landscaping is provided to mitigate the visual impact of the development,

	reinstate vegetation removed as part of the works, and protect the character and appearance of the Cushendall Conservation Area.
10	Any tree or plant forming part of the approved landscaping scheme which, within five years of planting, dies, becomes seriously damaged or diseased, or is removed, shall be replaced during the next available planting season with a specimen of similar species and size, unless otherwise agreed in writing by the Council. Reason: To ensure the long-term establishment and maintenance of the approved landscaping and to safeguard the visual amenity and established treed character of the Cushendall Conservation Area.

INFORMATIVES

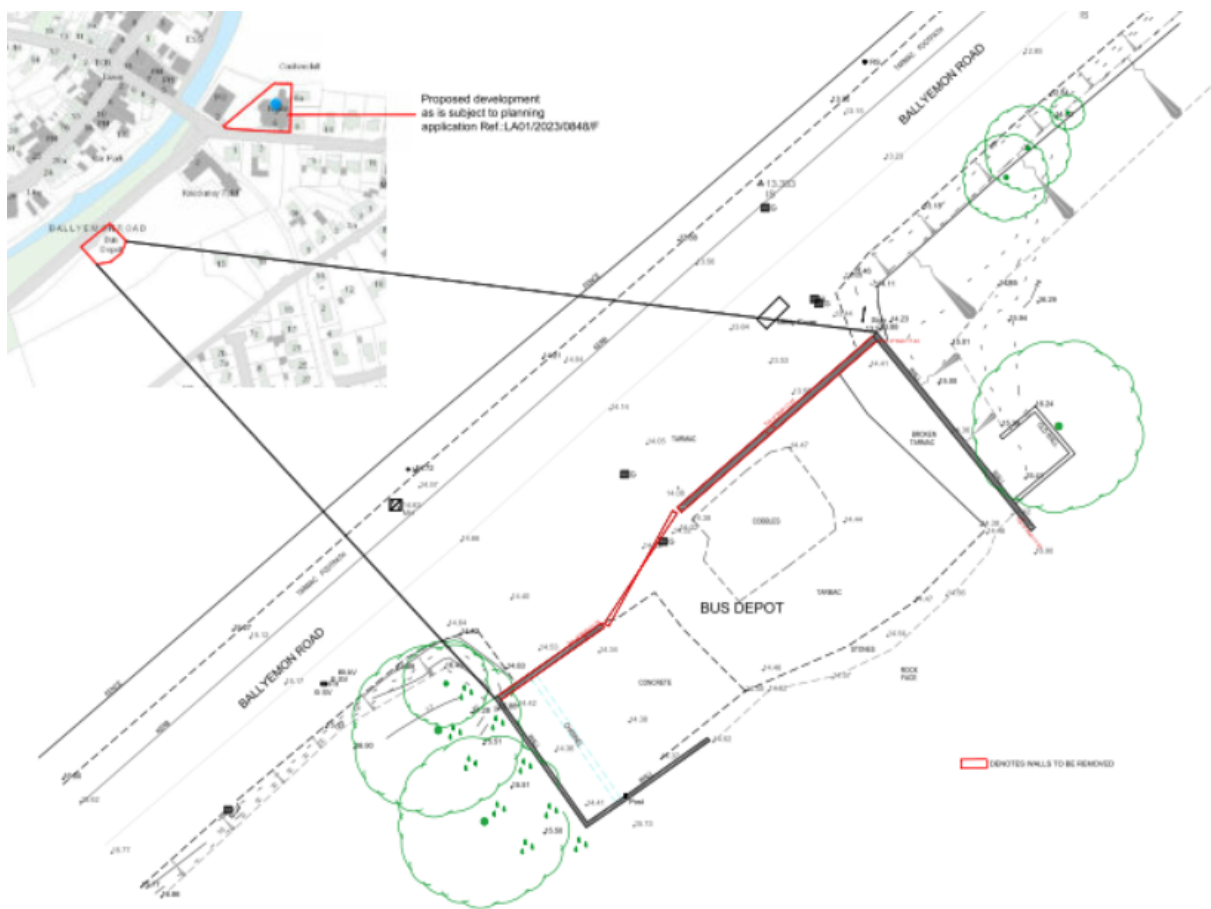
1	This planning permission is subject to a planning agreement under Section 76 of the Planning Act (Northern Ireland) 2011. This decision should be read in conjunction with the planning agreement.
2	This permission does not confer title. It is the responsibility of the developer to ensure that he controls all the lands necessary to carry out the proposed development.
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 approval does not dispense with the necessity of obtaining the permission of the owners of adjacent lands for the removal of or building on the party wall or boundary whether or not defined.
5	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.
6	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
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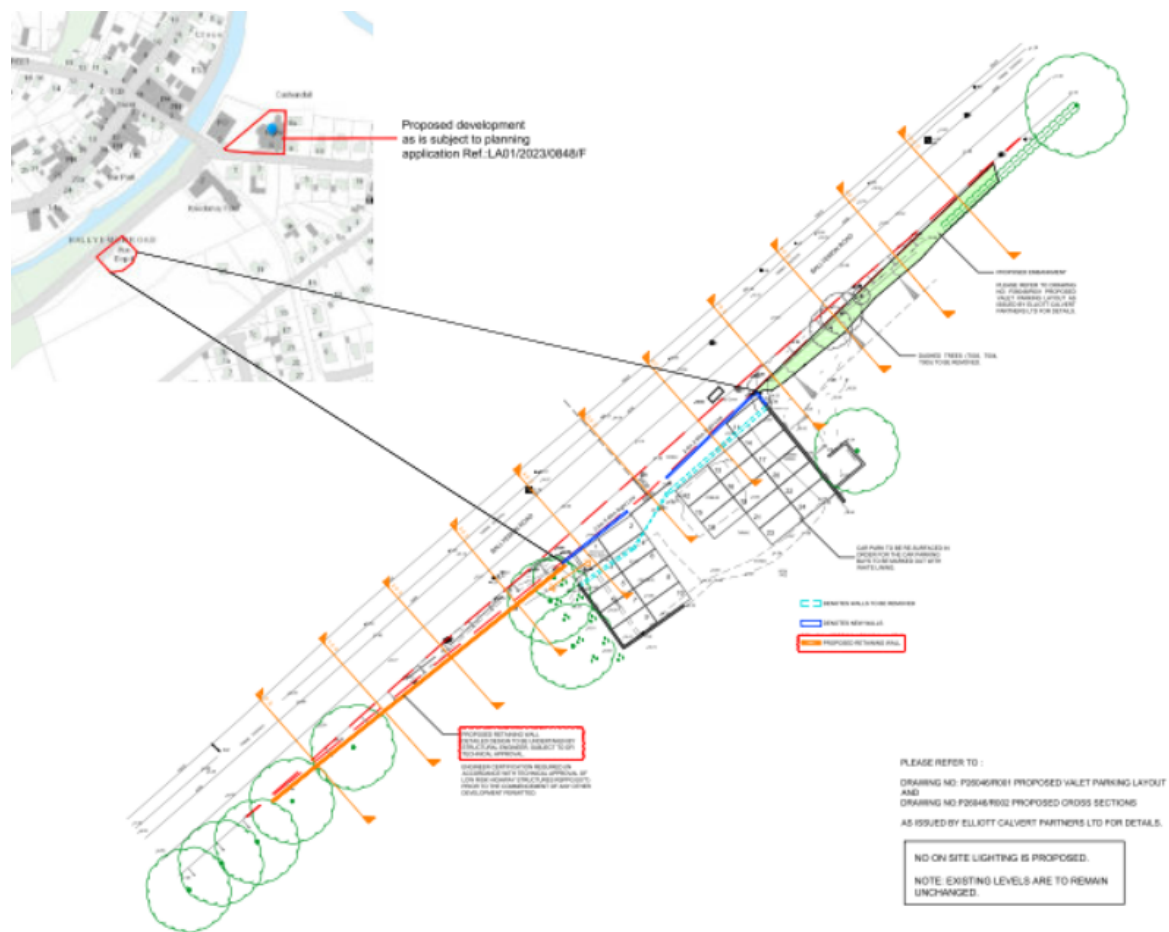
1. Site Location Plan



Existing Site Plan



Proposed Site Plan



Proposed Elevations



PC261028

