

<b>Planning Committee Report Item 5.3</b>	<b>22<sup>nd</sup> June 2016</b>
<b>PLANNING COMMITTEE</b>	

<b>Linkage to Council Strategy (2015-19)</b>	
<b>Strategic Theme</b>	Protecting and Enhancing our Environment and Assets
<b>Outcome</b>	Pro-active decision making which protects the natural features, characteristics and integrity of the Borough
<b>Lead Officer</b>	Shane Mathers
<b>Cost: (If applicable)</b>	N/a

**ITEM 5.3**  
**Lands to the rear of No 50 Old**  
**Coach Road**  
**Portstewart**

**LA01/2016/0133/O**  
**Outline Application**

**22<sup>nd</sup> June 2016**

<b><u>App No:</u></b>	LA01/2016/0133/O	<b><u>Ward:</u></b>	Atlantic
<b><u>App Type:</u></b>	Outline Planning		
<b><u>Address:</u></b>	Lands to the rear of No 50 Old Coach Road, Portstewart		
<b><u>Proposal:</u></b>	Proposed residential development with private amenity space, car parking, access and ancillary site works.		
<b><u>Con Area:</u></b>	N/A	<b><u>Valid Date:</u></b>	01 February 2016
<b><u>Listed Building Grade:</u></b>	N/A	<b><u>Target Date:</u></b>	
<b>Applicant:</b>	Mr Ian McLean, 6 Malin Crescent, Portstewart, BT55 7DN.		
<b>Agent:</b>	Clyde Shanks, 5 Oxford Street, Belfast, BT1 3LA		
<b>Objections:</b>	13	<b>Petitions of Objection:</b>	1
<b>Support:</b>	1	<b>Petitions of Support:</b>	0

Drawings and additional information are available to view on the Planning Portal- [www.planningni.gov.uk](http://www.planningni.gov.uk)

## 1 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 reasons set out in section 10.

## 2 SITE LOCATION & DESCRIPTION

- 2.1 This is a linear roadside site measuring 0.9 ha located on the southern side of Old Coach Road, close to its junction with Lever Road. The site comprises the curtilage of a disused caravan park, a disused shop (finished in red brick and dash render) which fronts onto Old Coach Road and ancillary

buildings. The site is relatively flat. A vehicular access is located at and set about 10m from the back of Old Coach Road. A 7m deep strip of hard surfacing is located along the back of the footpath at Old Coach Road. A phone box is located to the back of the Old Coach Road frontage. A 3m high stone wall defines all perimeter boundaries and some internal boundaries. There are no significant natural features on site.

2.2 The site is abutted by housing development to the south and west; by Old Coach Road to the north with housing beyond and playing fields / children's play park to the east. A public footpath runs along the northern boundary of the site. The existing character can be defined as a mix of semi-detached two storey and single storey dwellings and two storey terraced dwellings set in modest plots. There is a variation of finishes in the vicinity, predominantly roughcast render and profiled roof tiles. The houses adjoining the south boundary are located on higher ground. Critical views are from Old Coach Road and the adjacent public open space to the east.

2.3 The site is within the settlement limits of Portstewart as designated in the Northern Area Plan 2016.

### **3 RELEVANT HISTORY**

No relevant planning history.

### **4 THE APPLICATION**

4.1 Outline Planning Permission is sought for a proposed residential development with private amenity space, car parking, access and ancillary site works.

4.2 The initial proposal was for 33 units and was for mix of housing including a detached, semi-detached, terrace and apartment development. Following objections, which included the potential loss of a stone wall, a revised concept drawing was submitted showing the existing perimeter wall retained on three boundaries with a proposed stone wall to match the existing wall at the site frontage. The proposal was also reduced by 1 No. unit from original submission to 32 units.

- 4.3 The 32 No units, consists of 12 No. apartments in two blocks framing the proposed access, 6 No. townhouses, 14 No. semi-detached, private amenity space, landscaping, access and ancillary works.
- 4.4 A single vehicular access onto Old Coach Road with a 2.4m wide footpath along the Old Coach Road frontage with 2.4 x 70m sight visibility splays is the shown access arrangement.
- 4.5 An indicative conceptual elevation showing the view west from the proposed access road – the concept shows two storey dwellings and two and a half storey dual aspect apartment buildings framing the access; dual aspect dwellings are also shown at key sites throughout the layout; formal screen hedge and trees are to form an avenue and screen planting. The dwelling units are proposed from one and a half story (nearest dwellings on Lever Road) with a ridge height of 7 metres to two and a half storey (apartments fronting Old Coach road) with a maximum ridge height of 10.5 metres.
- 4.6 The application is accompanied by the following documentation:
- Transport Assessment Form
  - Drainage Assessment
- 4.7 The potential impact of this proposal on Special Protection Areas, Special Areas of Conservation 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 conservation objectives/features of Skerries and Causeway SAC or any other European site. The proposal complies with Planning Policy Statement 2: Natural Heritage.
- 4.8 An EIA determination was carried out on 23<sup>rd</sup> February 2016 after consultation with the necessary consultees. It was determined that given the scale, nature and location of the proposal, that it is unlikely to have significant environmental effects and an environmental statement is not required.

## 5.0 PUBLICITY & CONSULTATIONS

### 5.1 External

There are 13 No. objections to the proposal from 8 No. separate addresses; 1 No. objection from an unidentified address; a petition objecting to the proposal and a letter of support.

The reasons for objecting are summarised below:

- Unacceptable density / the agents selection of small, arbitrary sample areas for the density study does not provide a complete overview of the pattern of development in the vicinity / the density is not in keeping with the density adjacent to the site / while PPS12 encourages increased density, it advocates great care should be taken to ensure that when considering an increase in housing density in established residential areas to ensure the proposed density, form, scale, massing and layout respect that of adjacent housing / proposed density significantly exceeds the current density / over-development.
- Policy BH2 of PPS6 makes no reference to prior identification by NIEA as a factor identifying whether archaeological remains are of local importance; the agent has not suitably demonstrated the impact of the development on archaeological remains and has made no attempt to assess the significance of any archaeological remains within the boundary; Policies BH3 and BH15 of PPS6 should also apply.
- Affordability issues with regard to the local population / proposal is likely to be holiday homes or second homes / high prevalence of buy-to-let in Portstewart.
- Portstewart is full of properties which lie vacant for a great percentage of any given year.
- Neither Portstewart town nor its local population will benefit from the proposal.
- It is unlikely that the historic wall (which pre-dates 1840 and formed part of the old Montague estate and would be classed as a 'famine wall') around the perimeter of the site will be left standing as it is proposed to build right out to the footpath / the character of the wall should be retained and maintained / strong objection to the destruction of the wall / retention of the wall would add character to the proposed development / every effort

should be made to retain the wall / there is little left of bygone Portstewart / the revised plans still plan to remove the historic wall fronting onto Old Coach Road.

- Proposal is contrary to Policy QD1 of PPS7 by reason of overlooking, loss of light, overshadowing, noise and other disturbance.
- Impact of removal of historic wall on garden wall.
- The ridge height of the proposed dwellings (circa 10m) exceeds that of dwellings in the immediate vicinity of the application site.
- The proposed site layout suggests a 2.5m separation distance between the dwellings and adjacent properties.
- Significant impact on Mullaghacall LLPA (PTL10) which is a valuable recreational space in the heart of Portstewart (negative impact to and from the LLPA).
- Unacceptable visual impact / will affect the character of the neighbourhood / unacceptable design
- Impact on view
- Portstewart is becoming a place to put undesirable / anti-social elements
- Misleading site address
- That Policy ATC2 of PPS6 (Areas of Townscape Character) applies and the historic walls should be designated an Area of Townscape Character
- The historic wall should be spot-listed by the Council
- Assertion that the Council owns the land to the right of the current shop on the site
- Significant traffic entering and exiting the site along Old Coach Road (which is a main thoroughfare to and from local schools and the town centre); the apartment block are to be sited adjacent to the footpath at Old Coach Road and would cause a significant blind spot to drivers leaving the site, thereby putting pedestrians and vehicles on the main road in danger. Anyone leaving the Warren would not have clear sight past the apartments. Any development outside the historic wall will

cause similar problems and should be rejected or significantly limited

- The apartments will be an extremely dominant feature and totally out of character with the area / the apartments should be sited at the rear of the development where they would not cause overlooking
- The closing down of the caravan site and change to residential use goes totally against the tourism element of the Northern Area Plan / the caravan site could have been sold as a going concern
- The apartments are outside the area for apartments in the Northern Area Plan and should be refused
- The developer is legally responsible for damage to the historic wall
- Question whether the development is to remain private after development is complete – if so, can the development proceed on that basis
- Could a shop be included in the proposal to service the local community
- 89 Old Coach Road was not notified about the proposal
- Proposal will reduce the value of surrounding property

The petition includes 467 signatures and opposes the demolition of the front wall section of the Old Coaching Wall on Old Coach Road, Portstewart. The petition suggests:

- the Planning Department should protect this priceless piece of heritage for the future enjoyment of residents and tourists
- the wall defines the heart of Portstewart
- Portstewart has lost much of its charming character
- Modern development should not be allowed to impinge further on local heritage, including the protection of structures which are not officially listed by NIEA
- There are many old unlisted walls around Portstewart where development has been sympathetically and tastefully incorporated around them



The petition asks that the Planning Committee consider the contents of the petition prior to determining the planning application.

The letter of support suggest that there is a need for smaller affordable homes for young adults in the area.

## 5.2 Internal

**NIHE:** Has no objection to the proposal, advising that under Policy HOU 2 of the Northern Area Plan, they identify a need for 20% of the units to be allocated as social housing units.

**NIEA:** Has no objection to the proposal.

**NI Water:** Has no objection to the proposal.

**Environmental Health:** Has no objection to the proposal.

**Rivers Agency:** has no objection to the proposal.

**Transport NI:** Has no objection to the proposal.

## MATERIAL CONSIDERATIONS

- 6.1 Section 45(1) of the Planning Act (Northern Ireland) 2011 requires that all applications must have regard to the local plan, so far as material to the application, and all other material considerations. Section 6(4) states that in making any determination where regard is to be had to the local development plan, the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 6.2 The development plan is:
  - Northern Area Plan 2016 (NAP)
- 6.3 The Regional Development Strategy (RDS) is a material consideration.
- 6.4 The Strategic Planning Policy Statement for Northern Ireland (SPPS) is a material consideration. As set out in the SPPS, until such times as both a new local plan strategy is adopted, councils will apply specified retained operational policies.

- 6.5 Due weight should be given to the relevant policies in the development plan.
- 6.6 All material considerations and any policy conflicts are identified in the “Considerations and Assessment” section of the report.

## **7.0 RELEVANT POLICIES & GUIDANCE**

The Northern Area Plan 2016

Strategic Planning Policy Statement (SPPS)

Planning Policy Statement 3: Access, Movement and Parking

Planning Policy Statement 6: Planning, Archaeology and the Built Heritage

Planning Policy Statement 7: Quality Residential Environments

PPS 7 Addendum: Safeguarding the Character of Established Residential Areas

PPS 8: Open Space, Sport and Outdoor Recreation

Planning Policy Statement 12: Housing in Settlements

Planning Policy Statement 15: Planning and Flood Risk

DCAN 8 - Housing in Existing Urban Areas

DCAN 15 - Vehicular Access Standards

Parking Standards

Creating Places

## **8.0 CONSIDERATIONS & ASSESSMENT**

- 8.1 The main considerations in the determination of this application relate to: the proposed design and layout; social housing; the

demolition of a perimeter wall; impact on residential amenity; flood risk; sewerage/drainage and; other matters.

8.2 In the Northern Area Plan, the site is not zoned for any specific use and is considered to be a whiteland site within the settlement development limit of Portstewart. A Major Area of Existing Open Space is located to the east of the site and Old Coach Road is an Existing Cycle Network.

8.3 The principle of the type and scale of development proposed must be considered having regard to the SPPS and PPS policy documents specified above.

### **Proposed Design and Layout**

8.4 The site is located within the settlement development limit for Portstewart as defined by Northern Area Plan. Policy QD2 (Design Concept Statements) of Planning Policy Statement 7 (Quality Residential Environments) requires *'the submission of a Design Concept Statement, or where appropriate a Concept Master Plan, to accompany all planning applications for residential development'*. It states that quality design proposals should emerge from a careful analysis of the sites location, surrounding context and the specific characteristics of the site itself. The Local Planning Authority expects to see a clear demonstration of the design thinking behind schemes and how this has developed from the analysis. The applicant has submitted a concept plan statement with the proposal, as required by Policy QD2 of PPS7.

8.5 PPS 7 also provides specific policy guidance in relation to housing proposals. Policy QD1 sets out the planning criteria which all proposals for residential development should conform to and this assessed below:

**(a)the development respects the surrounding context and is appropriate to the character and topography of the site in terms of layout, scale, proportions, massing and appearance of buildings, structures and landscaped and hard surfaced areas;**

The principal view will be from Old Coach Road and from the adjoining public open space to the east.

Proposed density is 36 units per hectare. The agent has submitted a surrounding density drawing and associated calculation. The agents samples for density comparison are logical (ie directly adjacent to the site and opposite the site). The proposed density compares favourably to existing densities in close proximity to the site (35.4 units per hectare to the west of the site and 45 units per hectare on the northern side of Old Coach Road). PPS12 indicates that the density of the existing built form adjacent to the site is high density. The proposal does not represent over-development. The proposal does not raise any issues in relation to the building line and shows appropriate spacing between buildings. Whilst only submitted in concept form, the proposal is appropriate to the character and topography of the site in terms of layout, scale, proportions, massing and appearance of buildings. Existing and proposed levels can be provided in the detailed planning application and maximum ridge heights have been provided. The proposal presents an attractive outlook to the proposed dwellings. As such, the proposal respects the surrounding context.

The proposal does not raise any issues in relation to the Addendum to PPS7: Safeguarding the Character of Established Residential Areas, which requires that densities in residential areas are not significantly higher than that found in established residential areas and the pattern of development is in keeping with the overall character and environmental quality of the established residential area.

**(b) features of the archaeological and built heritage, and landscape features are identified and, where appropriate, protected and integrated in a suitable manner into the overall design and layout of the development;**

There are no issues arising in relation to listed buildings – there are no listed buildings close to the application site. There are no issues arising in relation to archaeology. The Department for Communities (formerly Department of the Environment) has the responsibility for identifying, recording and protecting our archaeological and built heritage through scheduling historic monuments, listing buildings of special architectural or historic interest and designating other sites and areas of heritage significance.

The wall around the perimeter of the application site is neither listed nor is it recorded as an archaeological feature so it is not

afforded protection under Planning Policy Statement 6. The Historic Environment Division (HED) of Department for Communities has the responsibility for designating such sites. There are no issues arising in relation to landscape features.

**(c) adequate provision is made for public and private open space and landscaped areas as an integral part of the development. Where appropriate, planted areas or discrete groups of trees will be required along site boundaries in order to soften the visual impact of the development and assist in its integration with the surrounding area;**

Policy OS2 (Public Open Space in New Residential Development) is engaged, by reason that the proposal is for more than 24 No. units. The proposal provides for circa 10% of public open space throughout the layout. No issues arising in relation to public open space provision, given that the application site is located adjacent to an existing area of public open space. Notwithstanding, the applicant has included approximately 10% of communal open space and indicates an access to the proposed open space which in turn provides access to the existing area of open space at the Warren.

The concept plan has a note advising that separation distances will be in accordance with Creating Places Design Guide; this will ensure adequate private open space provision. No issues arising in relation to boundary planting, given that the existing perimeter wall is to be retained.

**(d) adequate provision is made for necessary local neighbourhood facilities, to be provided by the developer as an integral part of the development;**

No issues arising in relation to local neighbourhood facilities. Given the size of the proposal, it is not of such significance as to require the provision of neighbourhood facilities as it is located within an established residential area.

**(e) a movement pattern is provided that supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way, provides adequate and convenient access to public transport and incorporates traffic calming measures;**

No issues arising in relation to the movement pattern - the movement pattern is acceptable, given that access to the site is

restricted on three sides. Footpath links are to be provided to Old Coach Road. However, an indirect link has been provided to the adjacent open space at the north-eastern corner of the application site. Bin access and management arrangements can be addressed via the detailed planning application.

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

No issues arising in relation to parking provision - Transport NI has been consulted as the competent authority and raises no objection to the level of parking provision

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

The proposal promotes a mix of dwelling types as advocated by PPS7. Dual frontage dwellings and apartments have been shown at the entrance to the site and at key sites throughout the layout. Whilst indicative elevations have been provided, detailed design will be addressed at reserved matters stage.

**(h) the design and layout will not create conflict with adjacent land uses and there is no unacceptable adverse effect on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance;**

Creating Places and DCAN8 provide guidance and advice supplementing PPS7, they are not statements of Policy but they are material in making planning decisions. Creating Places suggests that rear gardens should be a minimum of 10m on greenfield and low density developments (7.15 & 7.16), but allows for greater flexibility in relation to apartment, high density and inner urban locations. Whilst 10m is suggested as a generally appropriate rear garden dimension to minimise overlooking, this can be increased or decreased given the particular circumstance of each case. The submitted concept advises that separation distances are to be in accordance with Creating Places Design Guide. A revised concept was submitted showing one-and a half storey terraced dwellings adjacent to the existing dwellings along Lever Road. Issues relating to impact on privacy, natural light, overshadowing, dominance, noise and residential amenity can be addressed via the processing of the detailed planning application.

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

No issues arising in relation to crime and personal safety

## **Social Housing**

- 8.6 Volume 1 Plan Strategy and Framework of the Northern Area Plan contains HOU 2: Social and Supported Housing which will be utilised to deliver an appropriate level of social housing and meet the current social housing need in settlements over the Plan period.
- 8.7 In order to assess any current social housing need the Housing Executive is consulted as the competent authority in this regard. This has been carried out in this case, and in its most recent assessment a new-build requirement of 81 social housing units for Portstewart for the five year period 2015-20 is projected.
- 8.8 Policy HOU 2 states that proposals for schemes of more than 25 residential units, or on a site of 1 hectare or more, will be required to contribute to meeting the needs of the wider community, where there is an established need for social or specialist housing. The policy goes on to say that a minimum of 20% of the total number of dwellings in the scheme will be required to be provided, subject to the level of need identified and in agreement with the Northern Ireland Housing Executive.
- 8.9 As this proposal is for more than 25 units (32) it meets the threshold to be considered under policy HOU 2. The Housing Executive has also identified a need for 81 social housing units in Portstewart. The Housing Executive seeks the application of HOU 2 to this site to help address the social housing need.
- 8.10 Therefore, in accordance with the Northern Area Plan and this policy, there is a requirement that 20% of these units should be social housing units. The Housing Executive advises the applicant to work with a registered housing association in this regard.

8.11 The Housing Executive has broken the 20% requirement down into the following mix of units, and seeks 7 units to help meet the current requirement:

4no. 1 Bed / 2 Person Units  
3 no. 2 Bed / 3 Person Units

### **Demolition of Perimeter Wall**

8.12 As stated in Para 8.5 (b) the wall surrounding the application site is neither listed nor is it recorded as an archaeological feature, so it is not afforded protection under Planning Policy Statement 6. That said the proposal seeks to retain the wall on 3 sides of the proposal and with a proposed stone wall to match the existing wall along the site frontage on Old Coach Road. The Historic Environment Division of DfC has been consulted in this regard and raises no objection to the proposal.

### **Flood Risk**

8.13 A drainage assessment was submitted with the planning application. Rivers Agency has been consulted as the competent authority in this regard and raises no objection under Policy FLD3 (Development and Surface Water (Pluvial) Flood Risk Outside Flood Plains) to it.

### **Sewerage / Drainage**

8.14 The applicant intends to use mains sewerage. NI Water has no objection to the proposed sewerage disposal arrangements. NIEA Water Management Unit has no objection to the impact on the surface water environment.

### **Other Matters**

8.15 There was an objection stating that the site address was incorrect. However, the site address is correct. The site is located to the rear of 50 Old Coach Road. The neighbour notification letter is a legal requirement to alert identified occupiers on neighbouring land of the location of proposals. The exact location and the extent of the proposal is shown on the accompanying location plan which can be viewed on the



planning portal or can be made available to view in the planning office.

8.16 89 Old Coach Road was not required to be notified about the proposal under the statutory neighbour notification requirements.

8.17 The impact the removal of the historic wall may have on an existing garden wall and any damage caused to the historic wall are civil matters to be resolved between the applicant / developer and affected parties. Notwithstanding this, the perimeter wall is to be largely retained.

8.18 An issue was raised in relation to the impact on a Local Landscape Policy Area. The proposal will not result in significant impact on Mullaghacall LLPA. The LLPA is located 0.4km to the south of the application site, with intervening built form between the application site and the LLPA.

8.19 There is an objection in relation to an impact on a private view. The planning system operates in the public interest of local communities and the region as a whole, and encompasses the present as well as future needs of society. It does not exist to protect the private interests of one person against the activities of another. The SPPS goes on to state that the basic question is not whether owners and occupiers of neighbouring properties would experience financial or other loss from a particular development, but whether the proposal would unacceptably affect amenities and the existing use of land and buildings that ought to be protected in the public interest. In this instance little weight can be attached to detrimental impact on private views as there is no unacceptable impact on the amenity of the existing residential dwellings. There is no unacceptable impact on public views.

8.20 The issues regarding anti-social behaviour and undesirable elements in Portstewart are matters for the PSNI and not the Planning Authority.

8.21 The site is not located within an Area of Townscape Character. As such, Policy ATC2 (New Development in an ATC) is not applicable to the proposal.

- 8.22 The agent has confirmed that the applicant controls and owns all the lands within the site curtilage.
- 8.23 There is no planning policy that seeks to protect caravan sites within the settlement limits.
- 8.24 There is no area of opportunity for apartments in the Northern Area plan.
- 8.25 There is no planning policy to protect the loss of a shop outside the town centre or other specified designated area.
- 8.26 An issue was raised in relation to the impact on the values of surrounding properties, though no evidence was submitted in support of this. However, as previously mentioned in Para. 8.19, the SPPS states that the basic question is not whether owners and occupiers of neighbouring properties would experience financial or other loss from a particular development, whether the proposal would unacceptably affect amenities and the existing use of land and buildings that ought to be protected in the public interest.

## **9.0 CONCLUSION**

- 9.1 This proposal is considered acceptable in this location having regard to the Area Plan and other material considerations. Planning policy does not seek to protect caravan parks in the urban area. There is significant opposition to this proposal, mainly in relation to any loss of the existing wall which is not legally protected. The development is an appropriate use of the land and is acceptable in terms of its layout and appearance and it seeks to protect most of the existing wall, or replace where necessary. There is a requirement for 7 social housing units on the site which will be dealt with by way if condition. All other matters can be secured by planning condition. Approval is recommended.

## 10 CONDITIONS

### 10.1 Regulatory Conditions:

01 As required by Section 62 the Planning Act (Northern Ireland) 2011, application for approval of the reserved matters shall be made to the Planning Authority within 3 years of the date on which this permission is granted and the development, hereby permitted, shall be begun by whichever is the later of the following dates:-

- i. the expiration of 5 years from the date of this permission; or
- ii. the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: Time Limit.

02 Approval of the details of the siting, design and external appearance of the buildings, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters"), shall be obtained from the Planning Authority, in writing, before any development is commenced.

Reason: To enable the Planning Authority to consider in detail the proposed development of the site.

03 The development hereby permitted shall include the provision of at least 20% of the overall number of dwelling units submitted at reserved matters stage for social housing units. Details of the mix, number, and location of the social housing units shall be submitted to and approved by the Planning Authority at reserved matters stage.

Reason: To ensure the provision of social housing units in Portstewart and to comply with Policy HOU 2 of the Northern Area Plan 2016.

04 No unit shall be occupied until the details of the legal agreement for the transfer of the social housing units to a NIHE recognised Housing Association has been submitted to the Planning Authority for agreement.

Reason: To ensure the provision of social housing in Portstewart and to comply with Policy HOU2 of the Northern Area Plan 2016.

- 05 The development hereby approved shall be designed in accordance with the provisions of Planning Policy Statement 7 (PPS 7) - Quality Residential Environments and shall generally accord with the provisions of the proposed site concept, Drawing No. 04 (Rev 01) date stamped 04 March 2016.

Reason: To ensure a quality residential development.

- 06 The buildings hereby permitted shall be no greater than 7m for one-and-a-half storey, 8.5m for two storey and 10.5m for two-and-a-half storey.

Reason: To ensure that the proposal is in keeping with the character of the area.

- 07 No development shall take place until a plan indicating floor levels of the proposed dwellings in relation to existing and proposed ground levels has been submitted to and approved by the Planning Authority.

Reason: To ensure resident's privacy is not adversely affected.

- 08 The depth of underbuilding between finished floor level and existing ground level shall not exceed 0.45metres at any point.

Reason: In the interest of visual amenity.

- 09 The development hereby permitted shall include provision of an area of 10% of the total site area within the application site for landscaped communal open space, the details of which shall be submitted to and approved by the Planning Authority at reserved matters stage. Details of the management of the open space shall be provided at reserved matters stage.

Reason: To ensure the provision and maintenance of public open space to comply Policy OS 2 of PPS 8 Open Space, Sport and Outdoor Recreation.

- 10 No development shall take place until full details of all hard and soft landscaping including boundary treatments and proposed tree and shrub planting and a programme of works, have been approved by the Planning Authority, and all tree and shrub planting shall be carried out in accordance with those details and at those times.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

- 11 A scale plan and accurate site survey at 1:500 (minimum) shall be submitted as part of the reserved matters application showing the access to be constructed and other requirements in accordance with the attached form RS1.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

- 12 The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

The development shall be in accordance with the requirements of the Department's Creating Places Design Guide and, for the purpose of adopting private streets as public roads, TransportNI shall determine the width, position and arrangement of the streets associated with the development and the land to be regarded as comprised in those streets.

Reason: To ensure there is a safe and convenient road system within the development and to comply with the provisions of the Private Street (Northern Ireland) Order 1980.