



Planning Committee Report LA01/2017/0626/F	25th October 2017
PLANNING COMMITTEE	

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

**Ramore Avenue
Portrush
LA01/2017/0626/F**

25th October 2017

<u>No:</u>	LA01/2017/0626/F	<u>Ward:</u> PORTRUSH and DUNLUCE
<u>App Type:</u>	Full Planning	
<u>Address:</u>	Ramore Avenue, Portrush	
<u>Proposal:</u>	Provision of new footpath, car parking spaces, vehicular entry and associated earthworks to the Western section of Ramore Avenue.	
<u>Con Area:</u>	No	<u>Valid Date:</u> 18.05.2017
<u>Listed Building Grade:</u>	N/A	
Agent:	AECOM Beechill House, Beechill Road, Belfast, BT8 7RP	
Applicant:	Causeway Coast and Glens Borough Council Cloonavin 66 Portstewart Road Coleraine BT52 1EY	
Objections: 2	Petitions of Objection:	0
Support: 0	Petitions of Support:	0

Drawings and additional information are available to view on the Planning Portal- 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 conditions set out in section 10.

2.0 SITE LOCATION & DESCRIPTION

- 2.1 The site comprises a linear portion of ground along Ramore Avenue which includes the public road and footpath and narrow strip of the recreation grounds.

- 2.2 The area is predominately residential, the existing on-street car parking serves the residential units and businesses in the area.

3.0 RELEVANT HISTORY

LA01/2017/0024/PAN Public realm scheme including resurfacing footways in granite and exposed aggregate concrete, decorative street lighting, feature lights along promenade seating areas, new seat furniture, rearrangement of car parking and loading bays along Main Street, Eglinton Street, changes to junction geometry and traffic lights at Ramore Avenue Lansdowne Road Bath Road Bath Terrace Bath Street Church Pass Atlantic Avenue Main Street Eglinton Street (from Causeway Street to Train Station) Dunluce Avenue (Eglinton Street to Dunluce Car Park) Causeway Street (Main Street to Library). Acceptable 20.01.17

LA01/2017/0379/F Public Realm Scheme including resurfacing footways in granite and exposed aggregate concrete, decorative street lighting, feature seating areas along the promenade, new street furniture, re-arrangement of car parking at Bath Road and outside the Coastal Zone, new controlled pedestrian crossing on Causeway Street, improved pedestrian access between Bath Terrace and Bath Road, improved stepped access and wall at War Memorial at Main Street Eglinton Street (from Causeway Street to Train Station) Dunluce Avenue (Eglinton Street to Dunluce Car Park) Causeway Street (Main Street to Library). Approve 29.06.17

4.0 THE APPLICATION

- 4.1 Planning permission is sought for environmental improvements including resurfacing of footpaths, parking spaces, vehicular entry to the recreation grounds and associated earthworks.
- 4.2 This includes the provision of a new footpath abutting the recreation grounds, the realignment of the parking and new railings and planters.
- 4.3 The proposal was initially submitted as part of a major application LA01/2017/0379/F but the Ramore Avenue element was withdrawn following amendments which required additional lands.

5.0 PUBLICITY & CONSULTATIONS

External

5.1 Neighbours: There are 2 (two) objections to the proposal

The letters of objections raise concerns including:

- introduction of traffic control measures
- parking provision on Princess Street and notes that the proposal will not alleviate the existing problem but rather direct traffic towards Princess Street.

- 5.1 The first raises concern regarding traffic speeds on Ramore Avenue and suggests the introduction of traffic control measures.
- 5.2 The second objection raises concerns with regards parking provision on Princess Street and notes that the proposal will not alleviate the existing problem but rather direct traffic towards Princess Street.
- 5.3 In considering the objections the Planning Authority consulted with Transport NI. In their response dated 27th June they acknowledge receipt of the objections but do not sustain the content of the objection.
- 5.4 The proposal significantly increases the number of parking spaces on Ramore Avenue and the narrowing of the entrance with a pedestrian crossing point should help to reduce traffic speeds on approach. It does not follow that this narrowing would funnel traffic onto Princess Street but rather that the increased parking on offer is likely to encourage users onto Ramore Avenue. While it is accepted that the Ramore Restaurant does impact on residential parking within the area, the proposed development can only be seen as a positive measure which should alleviate some of the pressure.

Internal

Environmental Health Department – No Objection

Transport NI – No Objection subject to condition.

NI Water – No Objection

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 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 8: Open Space, Sport and Outdoor Recreation

Planning Policy Statement 16: Tourism

Planning Strategy for Rural Northern Ireland

8.0 CONSIDERATIONS & ASSESSMENT

8.1 The main considerations in the determination of this application relate to the impact on traffic matters, open space, tourism, the Local Landscape Policy Area and the visual impact of the proposed works.

Planning Policy

8.2 The site is located within the settlement limit for Portrush. The principle of the type and scale of development proposed must be considered having regard to the SPPS and PPS policy document specified above.

8.3 In the Northern Area Plan 2016 the site is located within the settlement limit of Portrush. Part of the site is designated as an area of open space, which covers the recreation grounds, and within the Ramore Head Local Landscape Policy Area (PHL01).

Traffic Matters

8.4 An objection raises concern regarding traffic speeds on Ramore Avenue and suggests the introduction of traffic control measures. Two pedestrian crossing points will be constructed on Ramore Avenue. The one next Princess Street will narrow the width of the road on the approach/entrance which may help to reduce traffic speeds. DfI Roads has been consulted on this objection and does suggest that traffic control measures should be included within this proposal. The matter of introducing traffic control measures is therefore given limited weight.

8.5 The second objection raises concerns with parking provision on Princess Street and notes that the proposal will not alleviate the existing problem but rather direct traffic towards Princess Street. It does not follow that the proposed pedestrian crossing would funnel traffic onto Princess Street but instead, the increased parking provision is likely to encourage users to seek car parking on Ramore Avenue. While it is accepted that the Ramore Restaurant does impact on residential parking within the area, the proposed development can only be seen as a positive measure which should alleviate some of the current pressure.

- 8.6 DfI Roads has been involved in the project from a pre-application stage, and following consideration of the application is satisfied that the proposed works are acceptable and raises no objection.
- 8.7 The proposal is consistent with the relevant policies and guidance, including PPS 3, and is therefore acceptable in terms of traffic matters.

Impact on Open Space

- 8.8 Policy OS1 of PPS8 establishes a presumption against development that would result in the loss of existing open space. An exception will be permitted where it is clearly shown that redevelopment will bring substantial community benefits that decisively outweigh the loss of the open space.
- 8.9 The works form part of a larger environmental improvement scheme which will improve the pedestrian environment. Ramore Avenue is currently served by a single narrow footpath. The proposed works provide an additional wider footpath which extends the coastal promenade and makes a positive contribution to outdoor recreation.
- 8.10 The proposed works would result in the loss of a narrow strip of the zoned open space. On the ground this equates to a small grass embankment and a private service road which runs around the circumference of the recreation grounds. When considered in the context of the community benefit afforded by the proposed works and the loss of the service road and embankment, the proposal is consistent with OS1 of PPS8.

Tourism

- 8.11 Policy TSM1 of PPS16 supports the provision of appropriate tourist amenities within settlements. The proposed works are in keeping with the spirit of the policy and will enhance the tourist experience for visitors. The proposed works make a positive contribution to the character and environmental quality of the main urban areas and enhance amenity value by extending the coastal walkway/promenade which links Curran Stand, Ramore Head, the Harbour and Mill Strand.

Ramore Head Local Landscape Policy Area

- 8.12 Part of the site is located within Local Landscape Policy Area PHL01: Ramore head LLPA. Ramore Head is a prominent dolerite headland and is one of the outstanding natural features of the North Coast. It is an area of great geological and landscape interest. .
- 8.13 The proposed will make a positive contribution to the environmental quality of the area and enhance the setting of the headland. The existing wall and railings are approximately 1.8 metres in height and visually screen the headland. The proposal seeks to replace the existing boundary treatment with a low level railing. Coupled with the new pedestrian promenade this will define a more positive relationship between the pedestrian corridor and the landscape setting.
- 8.14 Policy ENV 1 of the Northern Area Plan protects Local Landscape Policy Areas and advises that planning permission will not be granted for development proposals that would be liable to affect adversely those features, or combination of features, that contribute to the environmental quality, integrity or character of a designated LLPA. Under PHL01 NAP states that favourable consideration will be given to appropriately sited buildings for uses ancillary to the enjoyment of open space and existing recreational facilities. The proposed development is modest in scale and is not considered to detract from the environmental quality, integrity or character of the LLPA.

Impact on Visual Amenity

- 8.15 Policy DES2 requires development proposals in towns and villages to make a positive contribution to townscape and be sensitive to the character of the area surrounding the site in terms of design, scale and use of materials.
- 8.16 As outlined above, the proposed works make a positive contribution to the environmental quality of the area. It includes good quality materials and well-designed street furniture. The design details reflect the character and context of the area and by being part of the wider improvement scheme already approve

linking Curran and Mill Strand, the development provides a cohesive public realm which enhances the environment for visitors and residents and promotes accessibility.

9.0 CONCLUSION

9.1 This proposal is to provide environmental improvements including resurfacing of footpaths, parking spaces, vehicular entry to the recreation grounds and associated earthworks. This includes the provision of a new footpath abutting the recreation grounds, the realignment of the parking and new railings and planters. The development makes a positive contribution to the environmental quality of the area and enhances how the public use and enjoy the area. The proposal has been considered against the loss of open space and the location within the Ramore Head LLPA. The proposal is considered acceptable having regard to the Area Plan and other material considerations. Approval is recommended.

10.0 CONDITIONS

10.1 Regulatory Conditions:

1. As required by Section 61 of 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.

The Private Streets (Northern Ireland) Order 1980 and The Private Streets (Amendment) (Northern Ireland) Order 1992.

2. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992. The Department hereby determines that the width, position and arrangement of the streets, and the land to be regarded as being comprised in the streets, shall be as indicated on Drawing No. 05A bearing the date stamp 8th September 2017.

Reason: To ensure there is a safe and convenient road

system within the development and to comply with the provisions of the Private Streets (Northern Ireland) Order 1980.

3. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992. No other development hereby permitted shall be commenced until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing No. 05A bearing the date stamp 8th September 2017. The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

Reason: To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

4. All materials, signage, street furniture and road markings shall be agreed with the Council prior to the commencement of the proposed works.

Reason: To ensure that the works are acceptable and will be carried out satisfactorily.

5. Subject to the above conditions, the development shall be carried out in accordance with the stamped approved Drawing No's 01C Proposed Layout, 04A Details Sheet and 05A(Determination Plan) all bearing the date stamp 8th September 2017.

Reason: To ensure the development is carried out in accordance with the approved plans.

Informatives

The Private Streets (Northern Ireland) Order 1980 and The Private Streets (Amendment) (Northern Ireland) Order 1992.

- Under the above Orders the applicant is advised that before any work shall be undertaken for the purpose of erecting a building the person having an estate in the land on which the building is to be erected is legally bound to enter into a bond and an agreement under seal for himself and his successors in title with the Department to make the roads (including road drainage) in accordance with The Private Streets (Construction) Regulations (Northern Ireland) 1994 and The Private Streets (Construction) (Amendment) Regulations (Northern Ireland) 2001. Sewers require a separate bond from Northern Ireland Water to cover foul and storm sewer.
- The Applicant is advised that developers are also now responsible for the cost of supervision of the construction of streets determined under The Private Streets Order. A fee of £1,000 plus 2% of the total Bond value will be paid directly to TransportNI before the Bond Agreement is completed.
- Notwithstanding the terms and conditions of the Causeway Coast and Glens Borough Council's approval set out above, you are required under Articles 71-83 inclusive of the Roads (NI) Order 1993 to be in possession of the Department for Infrastructure's consent before any work is commenced which involves making or altering any opening to any boundary adjacent to the public road, verge, or footway or any part of said road, verge, or footway bounding the site. The consent is available on personal application to the DFI Roads Section Engineer whose address is DFI Roads, Northern Division, Causeway Coast and Glens (West), County Hall, Castlerock Road, Coleraine, BT51 3HS. A monetary deposit will be required to cover works on the public road.
- A Maintenance Manual shall be provided to DFI Roads on completion of the proposed works which highlights ownership and maintenance responsibilities.
- The applicant is advised to contact DFI Roads, Traffic Engineer at County Hall, Coleraine regarding locations of signage and road markings prior to the commencement of the works.

- The applicant is advised to contact the Street Lighting Engineer at County Hall, Coleraine regarding alterations to the existing street lighting network prior to commencement of the works.
- All construction plant and materials shall be stored within the curtilage of the site.

“Noise from construction activities should –

- not exceed 75 dB $L_{Aeq, 1hr}$ between 07.00 hours and 19.00 hours on Monday to Fridays, or 75 dB $L_{Aeq, 1hr}$ between 08.00 hours and 13.00 on Saturdays, when measured at any point 1 metre from any façade of any residential accommodation, and
- not exceed 65 dB $L_{Aeq, 1hr}$ between 19.00 hours and 22.00 hours on Monday to Fridays, or 13.00 hours to 22.00 hours on Saturdays when measured at any point 1 metre from any façade of any residential accommodation, and
- not be audible between 22.00 hours and 07.00 hours on Monday to Fridays, before 08.00 hours or after 22:00 hours on Saturdays, or at any time on Sundays, at the boundary of any residential accommodation. (As a guide the total level (ambient plus construction) shall not exceed the pre-construction ambient level by more than 1 dB(A). This will not allow substantial noise producing construction activities but other “quiet” activities may be possible). Routine construction and demolition work which is likely to produce noise sufficient to cause annoyance will not normally be permitted between 22.00 hours and 07.00 hours.”

Noise from Plant & Equipment

The applicant shall ensure that all plant and equipment used in connection with the proposal are so situated, operated and maintained as to prevent the transmission of noise and odour to surrounding sensitive receptors.

If during the course of developing the site the developer uncovers a pipe not previously evident, NIW should be notified immediately in order that arrangements may be made for investigation and direction in respect of any necessary measures

required to deal with the pipe. Notify NIW Waterline on 03458 770002.

