

Planning Committee Report LA01/2018/0456/F	17th April 2019
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	Development Management & Enforcement Manager
Cost: (If applicable)	N/A

<u>App No:</u>	LA01/2018/0456/F	<u>Ward:</u>	WATERSIDE
<u>App Type:</u>	Full Planning		
<u>Address:</u>	Lands at Loreto College, Castlerock Road, Coleraine.		
<u>Proposal:</u>	Development of 6 no. modular classrooms in two single storey blocks, 31 no. car parking spaces, gas tank with surrounding enclosure, alterations to the existing internal road and associated landscaping.		
<u>Con Area:</u>	N/A	<u>Valid Date:</u>	16.04.2018
<u>Listed Building Grade:</u>	Some buildings on site have a Grade B1 & B2.		
Applicant:	Mr Michael James		
Agent:	MRL Architects		
Objections:	11	Petitions of Objection:	0
Support:	1	Petitions of Support:	0

Drawings and additional information are available to view on the Planning Portal- www.planningni.gov.uk

1.0 RECOMMENDATION

- 1.1 That the Committee has taken into consideration and agrees with the reasons for the recommendation set out in section 9 and the policies and guidance in sections 7 and 8 and resolves to **APPROVE** planning permission subject to the conditions set out in section 10.

2.0 SITE LOCATION & DESCRIPTION

- 2.1 The site is located at Loreto College, Castlerock Road, Coleraine. The site contains a number of school buildings, which are predominately single-storey. There are two-storey buildings on site. The main school building on site consists of two-storey building, which has single-storey elements in part. The main building on site has a red brick finish and a grey tiled roof. To the west of the site is an existing sports hall, which is two-storey, with single-storey elements. The sports hall has been finished with a red brick and a grey tiled roof. There is an existing solar panel on the roof of the sports hall. At the rear of the main building are two existing mobile classrooms and a single-storey red brick, CDT building. The existing mobile classrooms are single-storey. The CDT building is a single-storey red brick building.
- 2.2 At the front of the site are two existing car park areas consisting of a 59 and 22 car parking area. There are 11 existing sports pitches on the site and the boundary treatment at the front of the site consists of approximately 2m high hedging, metal fencing, access gates and red brick pillars at two entrance points into the site. The old entrance point to the site where the old existing Gatelodge school building is located consists of 1.2m high metal fencing and concrete pillars. The existing Loreto Convent is located at the centre of the site and is a grade B1 listed and has a two-bay with a two-storey attic in a late Victorian style. The Loreto Chapel which incorporates part of the convent consists of a grade B2 listed building which is an attached double-height single-cell rendered chapel. There are a number of grass areas of the site and play areas for school children. The boundary treatment at the rear of the site consists

of 2m high hedging and vegetation. There are many residential dwellings which surround the site.

- 2.3 The site is not zoned under the NAP 2016 and falls within the development limit of Coleraine. The site falls within the Loreto College Local Landscape Policy Area. The site has 3 existing listed buildings on site. The site does not fall within any other protected areas or designations. The area is of mixed use, but is predominately characterised by residential dwellings and school infrastructure. There are some pockets of commercial within the immediate locality.

3.0 RELEVANT HISTORY

C/1988/0487- Loreto College Castlerock Road, Coleraine- Extensions and alterations, new car park, access road, bus lay by and LPG compound to school- Approved: 27.11.1988.

C/1994/0002- Loreto College Castlerock Road, Coleraine- Erection of sports hall, athletics track and playing field- Approved: 19.07.1994.

C/1994/0767- Loreto College Castlerock Road, Coleraine- Temporary Classroom- Approved: 05.10.1995.

C/1999/0293- Loreto College Castlerock Road, Coleraine- Erection of single-storey building to provide technology accommodation- Approved: 22.07.1999.

LA01/2017/0419/F- Loreto College, Castlerock Road, Coleraine BT52 3JZ- Provision of 2no. temporary triple modular classrooms (6 in total) along with gas storage tank and associated ground works within the curtilage of the school grounds to meet the imminent shortfall in appropriate classroom accommodation (that will arise as a result of the increase in the approved enrolment number for September 2017 in line with the

phased closure of St Joseph's College as approved by the Education Minister in 2016)- Application withdrawn: 21.07.2017.

LA01/2017/1102/F- Land Located Within The Curtilage Of Loreto College, Castlerock Road, Coleraine, BT51 3JZ- The provision of 1 no double mobile classroom unit and 1 no triple mobile classroom unit to provide total of 5 no classroom teaching spaces along with gas storage tank and associated ground works within the curtilage of the school grounds to meet the imminent shortfall in appropriate classroom accommodation (that will arise as a result of the increase in the approved enrolment numbers for Sept 2017 in line with the phased closure of St Joseph's College as approved by the Education Minister in 2016)- Application withdrawn: 19.01.2018.

4.0 THE APPLICATION

- 4.1 The application is for the development of 6 no. modular classrooms in two single storey blocks, 31 no. car parking spaces, gas tank with surrounding enclosure, alterations to the existing internal road and associated landscaping. The external walls of the classroom will be finished with mini-micro insulated wall cladding which will be horizontally laid and painted in a cream finish. There will be aluminium gutters and downpipes proposed on the external facades. The proposed roofs will be finished with Kingspan composite metal roof panels with a dark grey finish.
- 4.2 The proposed windows will be finished with UPVC coloured white and the proposed doors will be finished with aluminium framed double glazed doors. The new car parking area will be located to the west of the existing CDT building. A new propane gas tank, which will be encompassed by 1.8m high galvanized metal fencing painted green will be located to the north of the proposed classrooms. 16 new trees and hedging has been proposed to the northern boundary of the proposed classrooms. Internal road infrastructure has been proposed within the confines of the site, consisting of new tarmac areas, ramps and a new access layout.

4.3 Habitats Regulations Assessment

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:

12 third party representations have been received with this application which consist of 11 objections and 1 letter of support. The letters of objection have raised the following points of concern:

- 1) The increase of 400 new pupils into the site which will impact on roads infrastructure will increase congestion along the Castlerock Road.
- 2) The scheme is not compatible with neighbouring residential dwellings in the Castlerock Road area.
- 3) Traffic ramifications which will impact the character of the area.
- 4) The cumulative impact of the scheme of local services within the area.
- 5) The existing roads infrastructure is overloaded at present and the proposed development will exasperate the existing roads infrastructure along the Castlerock Road.
- 6) Potential negative impacts on economic and tourism interests in the immediate context.
- 7) Noise disturbance and impacts on local air quality in terms of fumes from motor vehicles.
- 8) Road safety in terms of the safety of school children and visitors to the site and the impacts of existing traffic.

- 9) The traffic chaos which is caused at drop off times in the morning period and in the afternoon period. Car parking on the main road, cycle paths, bus stops and on double yellow lines. The impact on pedestrians as a result of illegal parking.
- 10) Lack of notification on the third application and access to information by the planning authority.
- 11) A proper traffic management plan is required for this site and in the immediate context in terms of road safety.
- 12) There is adequate space and access with the school grounds to provide a drive in and drop of facility for school children. This should be implemented within this application.
- 13) The speed limit along the Castlerock road of 40mph, with parents dropping children off will potentially result in a fatality or serious injury.
- 14) Data contained within the traffic assessment form is inaccurate as are comments made by AECOM.
- 15) The statements regarding drivers arriving and departing with multiple pupils is inaccurate.
- 16) The Education Authority has shown disregard for neighbour's concerns and has wasted public money with their applications.
- 17) The health and safety of cyclists.
- 18) The existing G01 pitch within the school grounds should be used as parking area as it has not been used as a sports pitch for many years.

One letter of support was received with this application from Mr Philip Irwin (Director of Investment and Infrastructure) Department of Education. The letter of support stated that the classrooms were required for school children in the local area due to the closure of St. Josephs College in the immediate context.

5.2 Internal:

NI Water- offered no objections subject to conditions and informatives.

Environmental Health- has no objections subject to informatives.

DFC Historic Environment Division (HED)- has no objections to the proposed development.

DFI Roads- has stated the following in reference to the proposed development:

- 5.3 DFI Roads acknowledges receipt of the representations received on 18 Jul 2018, 24 Jul 2018, 02 Aug 2018, 06 Aug 2018, & 07 Aug 2018. DFI Roads has noted that some of the representations refer to a consultation process promised by the Education Authority to address the traffic management concerns on the Castlerock Road. DFI Roads will require the proposal formulated at the conclusion of this consultation process to be formally submitted to the Planning Authority for consideration.

6.0 MATERIAL CONSIDERATIONS

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

A Planning Strategy for Rural Northern Ireland

Regional Development Strategy 2035

Strategic Planning Policy Statement (SPPS) 2015

PPS 3: Access, Movement and Parking

Planning Policy Statement 6 Planning, Archaeology and the Built Heritage

Supplementary Planning Guidance

Development Control Advice Note 15 Vehicular Access Standards

8.0 CONSIDERATIONS & ASSESSMENT

Planning Policy

- 8.1 The application site is located within the development limit of Coleraine and falls within the Loreto College LLPA.
- 8.2 The proposal must be considered having regard to the SPPS, PPS policy documents and supplementary planning guidance specified above. The main considerations in the determination of this application relate to: the principle of development; design; amenity; any potential impacts on the built heritage; boundary treatments; and car parking/traffic matters.

Principle of Development

- 8.3 The concept of having additional classroom accommodation on this site is considered acceptable, as the site has existing educational infrastructure and is an extensive plot of land which can accommodate more development on site. There is a precedent for this type of development on site and this has been demonstrated via the previous permissions which were granted in the 1990s. The proposed principle of development is considered acceptable in the context of the site and the immediate context.
- 8.4 The principle of school accommodation on site has been established for decades and the proposal is considered acceptable.

SPPS- Strategic Planning Policy Statement (SPPS)

- 8.5 The Strategic Planning Policy Statement outlines the aim to provide sustainable development and with respect to that should have regard to the development plan and any other material considerations. The general planning principles with respect to this proposal have been complied with.
- 8.6 Paragraph 2.3 states that; 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. The basic question is whether the proposal would unacceptably affect amenities and the existing use of land and buildings that ought to be protected in the public interest. The proposed scheme will not affect the residential amenity of surrounding residents and is considered acceptable from a residential amenity aspect.
- 8.7 Paragraphs 4.23-4.27 of the SPPS refer to good design with new developments. Good design should be the aim of all those involved in new educational infrastructure and this should be encouraged everywhere. All new educational infrastructure should demonstrate a high quality of design, layout (including road infrastructure considerations) and landscaping. Good design contributes to the creation of places suitable for children and all development of this nature should be safe and attractive

which is also a key element in achieving sustainable development. The design of the scheme is considered acceptable and will not detract from the character of the immediate context.

- 8.8 The design of the scheme is considered acceptable and will not detract from the character of the area. The design of the classrooms is of a similar design to existing mobile classrooms which exist on site and the proposed materials are of a better quality than the existing mobile structures on site. Therefore the concept of the design is considered acceptable and there is a precedent for this form of design at the rear of the main school building. The proposed classroom will not be visible from the front of the site and are considered acceptable from a visual amenity perspective. The proposed scheme complies with the policy context within the SPPS.

Planning Strategy for Rural Northern Ireland- Policy DES2:

- 8.9 The proposed classrooms have been proposed on a site which is characterised by educational buildings and facilities. The classrooms will not be visible from the Castlerock Road and will not have a negative impact of the character of the area. Additional car parking will be provided on site and the classrooms will be located on an area of open grass. The development will not result in loss of amenity areas and enough amenity space will remain for children who use the site. The materials which will be used in the construction of the classroom structures will mirror similar outbuildings on site. The proposed development will not detract from the character of the nearby listed buildings which are located in close proximity to the new classroom locations. The classrooms are an acceptable form of development for an educational use, which is present on site. The new classrooms will provide better facilities for children who attend the school. The development is acceptable in terms of design and scale.

Car Parking and Access Matters

- 8.10 Policy AMP1 of PPS3, Creating an Accessible Environment applies. The policy states that the aim is to create a more accessible environment for everyone. Accordingly developers

should take account of the specific needs of people with disabilities and others whose mobility is impaired in the design of new development.

Where appropriate, the external layout of development will be required to incorporate all or some of the following:

Facilities to aid accessibility e.g. provision of dropped kerbs and tactile paving etc, together with the removal of any unnecessary obstructions: Convenient movement along pathways and an unhindered approach to buildings; Pedestrian priority to facilitate pedestrian movement within and between land uses; and Ease of access to reserved car parking, public transport facilities and taxi ranks.

- 8.11 The development proposes the intensification of an existing access and proposes visibility splays of 4.5m x 120m. The existing access width is 6.5m. There are no major changes proposed to the front of the site and in terms of road safety matters a condition has been placed on the permission regarding road safety matters and that a travel management plan will need to be submitted and authorised by the Planning Department before the development becomes operational. The development will comply with Policy AMP 1 when the applicant complies with the conditions on the permission. DFI Roads has stated that they will require additional information in order to fully consider all traffic matters. This will be achieved via condition and DFI Roads will be consulted in reference to the travel management plan to discharge the conditions on the permission.
- 8.12 Policy AMP 2 Access to Public Roads applies to this development. The policy states that planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access, onto a public road where:
- 8.13 a) Such access will not prejudice road safety or significantly inconvenience the flow of traffic; and
b) The proposal does not conflict with Policy AMP 3 Access to Protected Routes

DFI Roads has indicated that they will consider additional information to address the concerns raised in the representations as they refer to a consultation process promised by the Education Authority to address the traffic management concerns on the Castlerock Road. Therefore, the proposed development will comply with Policy AMP 2 once the applicant has submitted a travel management plan for the site. The Castlerock Road is not a protected route.

DCAN 15: Vehicular Access Standards

- 8.14 The entry and exit radii shall be sufficient to accommodate the largest vehicle likely to use the access. In most cases 10m radius should be adequate but, where this is not practical, a minimum of 6m may be permitted. The minimum width of the access shall be 6.0m for a two-way access and 3.75m for a one-way access. The gradient of the access shall not normally exceed 4% over the first 10m outside the public road boundary (see section 13.4 for accesses onto trunk roads). The remainder of the access should have a gradient less than 10% so that it may be used during wintry weather.
- 8.15 The increase of staff and pupils on site necessitates further car parking on site. An additional 35 spaces will be provided on site and this is compliant with policy AMP 7 car parking and access arrangements of PPS3.
- 8.16 Significant congestion can be caused by the setting down and picking up of pupils and adequate facilities for this activity shall be provided in the form of a lay-by, with a turning area if necessary, which presently exists at the front of the school site. In some cases the setting down or turning area may have to be provided within the site. If so, the setting down or turning area should be separated from areas used by children by a fence, wall or other appropriate measures. A new car parking area has been proposed on the site as this will ease some of the pressures regarding the setting down and picking up of pupils. To address this issue further the applicant will be required to submit a travel management plan to discharge conditions on the permission before the commencement of the development on site. The intensification of the existing access does comply with the standards in DCAN 15.

Design and Amenity

- 8.17 The concept of additional classroom accommodation on this site in the proposed location is considered acceptable. The proposed classrooms will be located to the east and north-east of the existing CDT building at the rear of the main building on site. The classrooms will measure 35.85m in length, 7.1m in width and 4.15m in height. It is determined that given the flat topography of the site at this location and adequate size of plot of land to accommodate this development that the classrooms are acceptable on site. The scale, layout and design are in context with the existing buildings on site and will not be visible from the front of the site. The classrooms will have no impact on visual amenity. The classrooms propose a contemporary design and will not be out of character in the context of the school site.
- 8.18 The scale and massing of the classrooms are similar to existing mobile classroom structures on the site and will improve upon the existing classrooms in terms of materials and overall design quality. New landscaping has been proposed to the north and west of the proposed classrooms which will consist of 16 mature trees and hedging. This will help the proposed classrooms to visually integrate into the visual context of the site. The proposed materials are considered acceptable and will improve upon the existing mobile classrooms which exist on site.
- 8.19 There is a huge amount of amenity space on this site and the proposed classrooms will have a minimal impact on the amount of amenity space for school children on site. The proposed scheme is acceptable in a visual context and amenity space will not be significantly impacted as a result of the proposed classrooms or the proposed parking area which will be located to the west of the existing CDT building.
- 8.20 The proposed classrooms will have no impact on surrounding residential dwellings in terms of overlooking or overshadowing issues. The closest residential property at No. 9 College Park is approximately 160m from the proposed classrooms. In terms of noise disturbance, Environmental Health has indicated that provided that external transient noise associated with students moving to classrooms or at playtimes is effectively

controlled/managed, deterioration in amenity should not be envisaged. The proposed car park will be located approximately 100m away from the closest residential property at No. 9 College Park and the site will normally only be used during school hours between 9am to 4pm. The proposed classrooms will not have an unacceptable impact on residential amenity.

Northern Area Plan 2016- Loreto College LLPA

8.21 The site falls within Loreto College Local Landscape Policy Area. Within the LLPA policy it states the following:

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below.

1. Visually significant and mature deciduous trees in the vicinity of the handsome group of original buildings.

Any further development at this large school complex should respect the existing mature deciduous trees.

The proposed development will be located in a position which is far enough removed from the existing mature deciduous trees on site. The scheme will propose 16 new mature trees which will add to the visual significance of the Loreto College LLPA. The proposed development complies with the policy requirements within the Loreto College LLPA and is considered to comply with the policy requirements as set out under the NAP 2016.

Built Heritage Matters

8.22 There are existing listed buildings on site. The existing listed buildings are far enough removed from the proposed classrooms to be impacted upon. Historic Environment Division has stated the following in reference to the proposed application:

The application LA01/2018/0456/F (Development of 6 no. modular classrooms in two single storey blocks, 31 no. car parking spaces, gas tank with surrounding enclosure, alterations to the existing internal road and associated landscaping at

Loreto College, Castlerock Road, Coleraine) is in proximity to the following listed buildings of special architectural and historic interest, protected under Section 80 of the Planning Act (NI) 2011:

HB03/16/009 A: Loreto Convent (Grade B1)

HB03/16/009 B: Loreto Convent Chapel (Grade B2)

HB03/16/009 C: Gatelodge to Loreto Convent (Grade B2)

HED: HB is content that the proposal has no greater demonstrable harm on the setting of Loreto Convent, Chapel and Gatelodge as the listed buildings have sufficient presence to remain unaffected by this application, as assessed under SPPS (NI) and Policy BH11 (Development affecting the Setting of a Listed Building) of PPS6 Planning, Archaeology and the Built Heritage.

Historic Environment Division, notes that the development site is separated from the listed building by established built forms within the college complex. The proposal does not represent a demonstrable negative impact on the listed structures. Therefore, the proposed development will not impact the setting of the existing listed buildings on site. The scheme complies with planning policy statement 6.

Objection Consideration

- 8.23 There has been extensive comment from existing residents in the area. The majority of concerns raised by the objectors relate to traffic, road and parking concerns. The objectors have highlighted a wider concern in the Coleraine area, and specifically in the Castlerock Road area. This is a wider issue and cannot be dealt with under the remit of this planning application. In terms of an increase of 400 pupils at the site this is indeed the case over a phased period of three years. With the increase of pupils to the site this will likely increase the amount of vehicles who use the site. The main consideration is how the school intends to manage the increase of traffic to and from the site. DFI Roads has indicated that they will require further information to address the concerns raised by the surrounding residents. To address the DFI Roads and the objectors concerns a negative condition has been placed on the permission which

will require the applicant to submit a travel management plan which will address the issues highlighted by the objectors and DFI Roads.

- 8.24 In terms of the potential impact on local services, there is no evidence to suggest that the proposed development will have a negative impact on existing local services in terms of ambulance or fire services as an example. Regarding potential impacts on tourism and the economy, there is no evidence to suggest that the proposed development will have any impact on the tourism industry or the local economy. None of the consultees have highlighted any concerns regarding potential impacts of this nature.
- 8.25 The speed limit of 40mph which presently exists along the Castlerock Road is beyond the remit of the Planning Departments control and is a DFI Roads matter. If residents have concern with the speed limit they should make representations to DFI Roads. The major point of concern from the objectors appears to relate, to the existing significant congestion caused by the setting down and picking up of pupils and the fact that the proposed scheme will add to this existing problem. This issue as with the other roads concerns will be dealt with by way of negative condition. A planning condition will be recommended that the applicant must submit a travel management plan which will address the issues of setting down and picking up of pupils and issues relating to the road safety of school children, pedestrians, motorists and cyclists, before the development becomes operational.
- 8.26 In terms of notification of the application and access to information the planning department holds on the application, each member of the public can access information relating to the application via the public portal at <http://epicpublic.planningni.gov.uk/publicaccess/>. The Planning Department has carried out the correct neighbour notification process in relation to this application as highlighted by, The Planning (General Development Procedure) Order (Northern Ireland) 2015.

Letter of Support

8.27 One letter of support has been received in relation to the application from Mr Irwin (Director of Investment and Infrastructure) Department of Education. The main point within the letter of support details that the classrooms are required as there are existing schools in the area which will be closing over the next few years. In order to address these closures additional capacity is required for local children at Loreto College. The letter goes on to state that if the proposed classrooms do not receive permission there is the potential that local children would have to travel significant distance to attend schools due to lack of school places in the local area. The comments from the letter of support have been taken into account in the consideration of the application, in that the principle of the development is acceptable.

9 CONCLUSIONS

9.1 The concept of the development is considered acceptable on a site which already has many buildings used for educational purposes. The scheme will not impact residential amenity or have impact in terms of noise disturbance. The traffic and roads matters will be dealt with by way of negative condition which will request for a traffic/travel management plan to be submitted to deal with roads issues relating to the increase of pupils to the site. Historic Environment Division has stated that the proposed development will have no impact on built heritage features on site. The development will not have a negative impact on the character of Loreto College LLPA and will enhance this protected location with the inclusion of 16 mature trees and hedging. The design is considered acceptable in the context of the site and the scheme will have a minimal impact on existing amenity provision on site. The letters of objection and letter of support have been considered and on balance the proposed scheme is considered acceptable subject to conditions. Approval is recommended.

10 CONDITIONS

- 10.1 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.

- 10.2 No development shall commence until the vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with drawing No. 03A bearing the date stamp 05 Jun 2018, prior to the commencement of any other development hereby permitted. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway and such splays shall be retained and kept clear thereafter.

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

- 10.3 The additional modular accommodation hereby permitted shall not become operational until the hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No. 03A bearing the date stamp 05 Jun 2018 to provide adequate facilities for parking, servicing and circulating within the site. No part of these hard surfaced areas shall be used for any purpose at any time other than for the parking and movement of vehicles.

Reason: To ensure that adequate provision has been made for parking, servicing and traffic circulation within the site.

- 10.4 The development hereby approved shall not become operational until a Travel Management Plan for the school has been submitted to and agreed in writing with the Council.

Reason: To manage vehicles attending the school in the interests of convenience of road users.

- 10.5 All hard and soft landscape works shall be carried out in accordance with the approved details and the appropriate British

Standard or other recognised Codes of Practice. The works shall be carried out prior to the occupation of any part of the development hereby approved.

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

- 10.6 All planting, landscaping and boundary treatments comprised in drawing Nos 02A and 03A date stamped 5th June 2018, shall be implemented prior to the occupation of the classroom accommodation. If any planting, within a period of five years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with a similar size and species of planting.

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

11 INFORMATIVES

- 11.1 Existing school campus already connected to public water supply via a metered connection. Existing sewerage network within the school campus is private and the responsibility of Loreto College.

The applicant is advised to contact NIW Waterline on 03457 440088 or waterline@niwater.com, upon receipt of this consultation to discuss any areas of concern. Application forms and guidance are also available via these means.

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 03458770002.

No connection should be made to the public sewer from 23rd May 2016, in accordance with the Water and Sewerage Services (Northern Ireland) Order 2006 (as amended Water and Sewerage Services Act (Northern Ireland) 2016), until the mandatory Sewer Adoption Agreement has been authorised by NIW.

Statutory water regulations are in force, which are designed to protect public water supplies against contamination, undue consumption and misuse. All internal plumbing installation must comply with the current Water Supply (Water Fittings) Regulations (Northern Ireland). Applicants should contact NI Water's Water Fittings Regulations team via waterline@niwater.com if they have any queries.

All services within the development should be laid underground.

- 11.2 The applicant is advised that noise and vibration can be the cause of serious disturbance and inconvenience to anyone exposed to it and in certain circumstances noise and vibration can be a hazard to health. Noise and vibration emissions associated with site preparation and construction should be minimised. The applicant should ensure that all site works/any contractors have due regard to BS 5228: 2009 Parts 1 and 2. Appropriate thresholds of significant effects due to noise are detailed within Table E-1 of BS 5228 Part 1, this Department would advocate the ABC method in order to characterise the existing/ambient noise levels where such activities are to be carried out. Please see attached Construction Noise Advice Note, outlining measures to incorporate to reduce impacts.

Any noise generating plant and equipment shall be so specified (quietest plant), located and acoustically treated, as necessary so as to negate adverse noise impacts to sensitive receptors.

The applicant is advised to consider the proposed development in relation to impacts associated with artificial lighting schemes - which could give rise to light pollution due to light spillage and glare affecting sensitive neighbouring properties. Artificial Light which is substantiated as a statutory nuisance is actionable under Clean Neighbourhoods and Environment Act (NI) 2011. Light Pollution is also a material planning consideration. Where security lighting or artificial lighting is to be introduced this Department would advise to have due regard to the Guidance Notes on the Avoidance of Obtrusive Light, issued by the Institute of Lighting Engineers, the Guidance may be accessed at : www.ile.org.uk.

The applicant shall ensure that dust associated with the proposed development works (enabling and construction) is minimised by

employing best practicable means to suppress dust emissions and negate adverse impacts to nearby sensitive receptors.

The applicant should be aware that an updated Atlas of Radon Affected Areas in NI has been published in August 2015, via Public Health England. A radon affected area is defined as 1% probability or higher of present or future homes above the action level – 200Bq/m³ (annual average radon concentration). The applicant is strongly recommended to access the updated atlas at: <http://www.ukradon.org/information/ukmaps> and <https://www.gov.uk/government/publications/radon-indicative-atlas-for-northern-ireland>.

Further information regarding radon (How it affects you and Guidance with respect to what mitigation measures will be required to safeguard health) can be accessed from the Causeway Coast and Glens Borough Council website Health and Built Environment Department – Environmental Protection/Building Control sections accessed at: <https://www.causewaycoastandglens.gov.uk/live/health-and-built-environment/environment-health-and-well-being/environmental-protection>”.

*Building Regulations (NI) 2012 Guidance Technical Booklet C “Site Preparation and Resistance to Contaminants and Moisture, October 2012 : Section 3 provides further information on the level of protection required and directs to the Building Research Establishment (BRE Reports) which provide detailed guidance on protective measures relevant to new dwellings in NI).

Technical Booklet C can be accessed at: <http://www.buildingcontrol-ni.com/regulations/technical-booklets>

Note: The guidance in BR211 applies to all new buildings, extensions, conversions and refurbishment for domestic or non-domestic use (unless subject to local exemptions contained within the above Regulations).

The current 2015 edition of BR211 covers the whole of the UK and replaces three earlier guidance documents:

- BRE Report BR211 Radon: guidance on protective measures for new buildings – originally introduced in 1991 and amended in 1992, 1999 and 2007 covering England and Wales.

- BRE Report BR376 Radon: guidance on protective measures for new dwellings in Scotland – introduced in 1999. (Please note that whilst this guide has been superseded it is still referred to in Scottish Technical Handbook guidance.)

- BRE Report BR413 Radon: guidance on protective measures for new dwellings in Northern Ireland – introduced in 2001. (Please note that whilst this guide has been superseded it is still cited for Building Regulations purposes)

BR211 (2015) includes guidance for all building types including extensions, conversions and refurbishment. The report identifies the areas of England, Wales, Scotland and Northern Ireland where measures should be taken to provide protection against radon and offers extensive guidance on the technical solutions that are required to satisfy Building Regulations requirements.

Advice note on Construction Noise

There is a need to ensure that residents and businesses are protected from noise disturbance during construction works. This advice note has been prepared to help developers and their contractors ensure that they undertake their works in the most considerate manner, in order to reduce the impact of the work on local communities.

How to avoid Noise/Vibration Complaints

Some construction work is unavoidably noisy but many complaints can be avoided by carrying out work in a considerate manner. The time of day when noisy work is carried out and the methods used can make a big difference.

There are many general measures that can reduce noise levels at source such as:

1. Noisy plant or equipment should be situated as far as possible from noise sensitive buildings. Barriers (e.g. Site huts, acoustic sheds or partitions) to reduce noise reaching noise sensitive buildings should be employed where practicable;
2. Avoid unnecessary revving of engines and switch off equipment when not required;
3. Keep internal haul routes well maintained and avoid steep gradients;

4. Minimize drop height of materials;
5. Start-up plant and vehicles sequentially rather than altogether;
6. Use alternative reversing warning systems (white noise broadband reversing alarms); when reversing, mobile plant and vehicles should travel away from noise sensitive premises;
7. Choose quietest available plant and equipment (Refer to BS 5228 noise data information);
8. Vehicles and mechanical plant used for the purpose of the works should be fitted with effective exhaust silencers, maintained in good and efficient working order and operated in such a manner as to minimize noise emissions;
9. Compressors should be fitted with properly lined and sealed acoustic covers which should be kept closed whenever in use. Pneumatic percussive tools should be fitted with mufflers or silencers of the type recommended by the manufacturers;
10. Where practicable, equipment powered by mains electricity shall be used in preference to use of generators;
11. Generators shall be suitably positioned (furthest from sensitive receptors), and specified to ensure the quietest plant is employed and where required, to ensure no adverse impacts, acoustically screened/fully enclosed.
12. Plant shall be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
13. Noise emitting plant / machinery which is required to run continuously should be housed in acoustic enclosure wherever practicable.
14. Vibration levels shall not exceed the guidelines as prescribed within BS 5228: Part 2/Annex B

Good Practice Guidance in accordance with BS 5228: 2009 Parts 1 & 2 should be adhered to.

Methods of Working

The law requires you to use the Best Practical Means (BPM) to minimise noise. This means that noise should be taken into account when deciding the method of work and the machinery

which is to be used. Guidance on BPM can be found in British Standard 5228 (2009) "Noise and Vibration Control on Construction and Open Sites".

Care should be taken to ensure that use of non-construction equipment (e.g. radios) does not disturb people in the vicinity.

Noise/Vibration Complaints

Noise complaints can be minimized by employing the necessary noise mitigation measures, adherence to hours of working restrictions and compliance with noise/vibration limits.

A complaints procedure should be developed and employed, communication and liaison with nearby residents/receptors where noisy operations may be for prolonged periods is advisable.

Ensure that there is a clear point of contact and deal with complaints in a reasonable and transparent manner.

If a complaint is received by the Council about noise from a construction site. Officers will visit the complainant and the site to investigate and assess the severity of the problem. If the noise is causing a significant disturbance to anyone living or working in the area further action may be taken.

- 11.3 Precautions shall be taken to prevent the deposit of mud and other debris on the adjacent road by vehicles travelling to and from the construction site. Any mud, refuse, etc. deposited on the road as a result of the development, must be removed immediately by the operator/contractor.

All construction plant and materials shall be stored within the curtilage of the site.

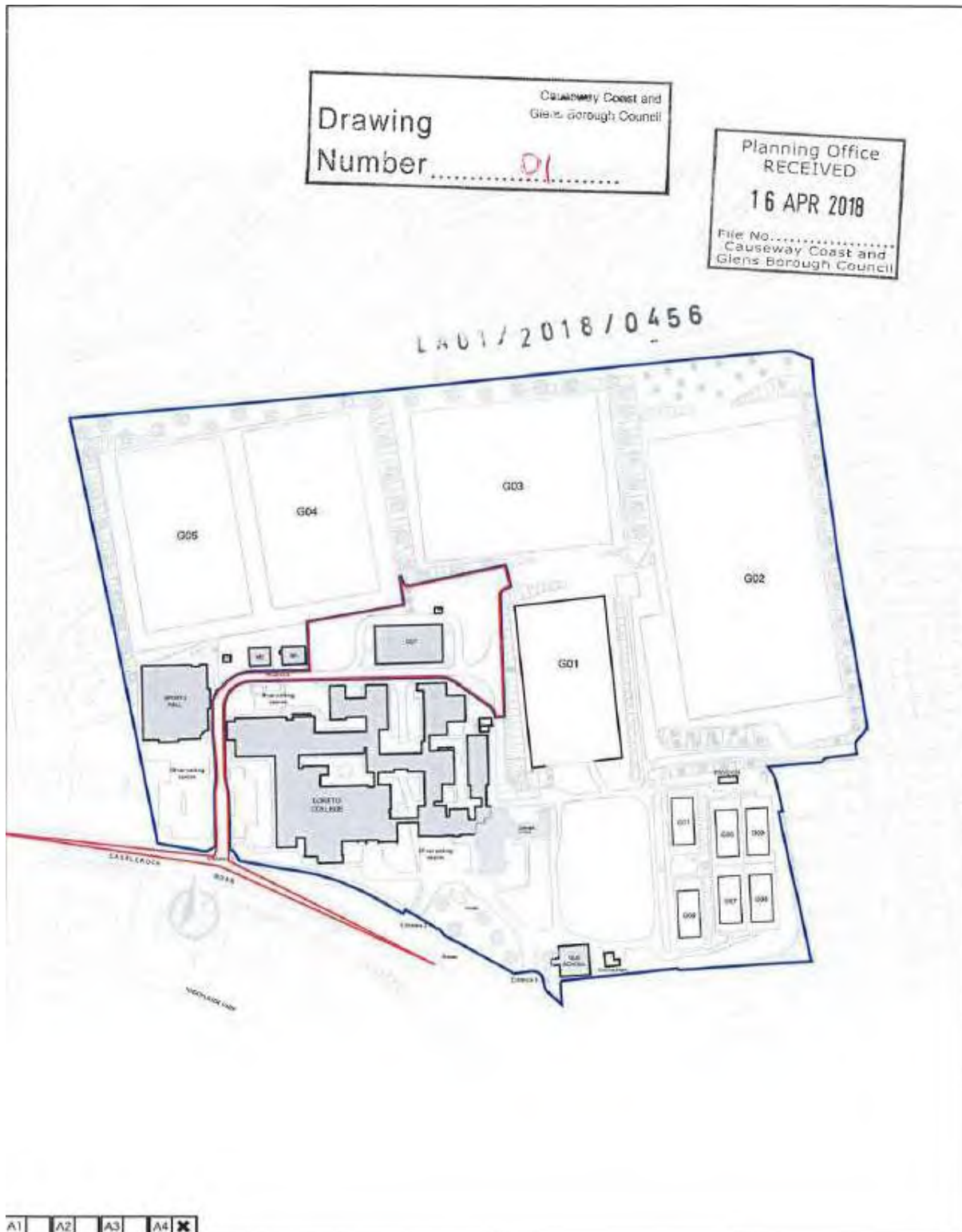
It is the responsibility of the Developer to ensure that water does not flow from the site onto the public road (including verge or footway) and that existing roadside drainage is preserved and does not allow water from the road to enter the site.

- 11.4 The applicant's attention is drawn to:

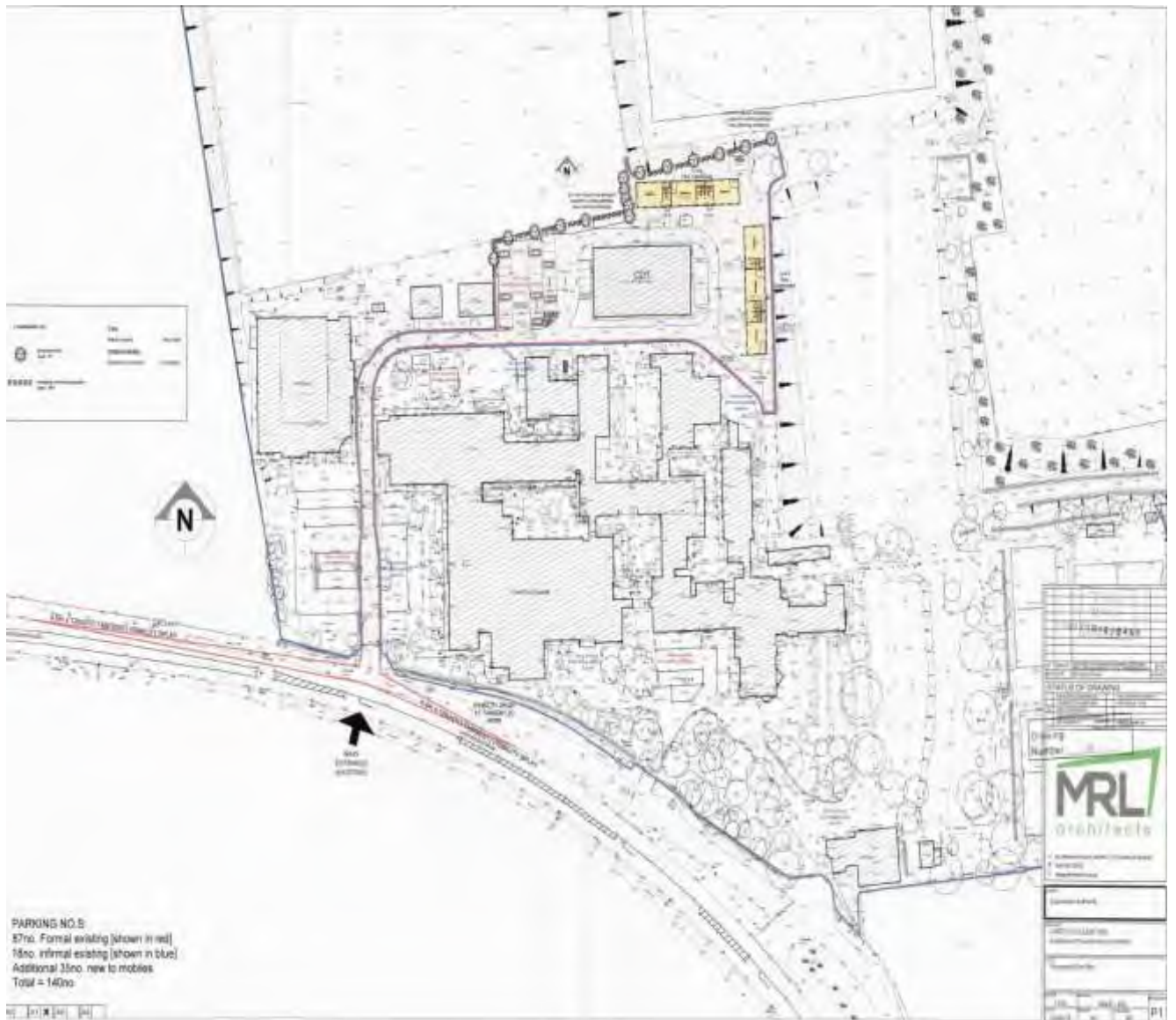
i. the relevant provisions of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978; and

- ii. the Code of Practice for Access for the Disabled to buildings.
- 11.5 The applicant is advised that the internal layout of the proposal should make adequate provision for the needs of people with disabilities. Further advice is set out in Development Control Advice Note 'Access for People with Disabilities' available from www.planningni.gov.uk.
- 11.6 This approval does not dispense with the necessity of obtaining the permission of the owners of adjacent sites for the removal of or building on the party wall or boundary whether or not defined.
- 11.7 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.
- 11.8 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.

Site Location Map



Site Plan



Addendum

LA01/2018/0456/F

Update

Turley, the Agent for the application submitted a supporting statement on 23 November 2018.

This sets out the need for the development in terms of the phased increase in pupil numbers to 1050 in the 2020-21 academic year. Staff numbers are shown to increase to 108 in the same period.

The submission sets out the voluntary community consultation that has taken place on the proposal.

It states that no additional buses are proposed to serve the site. Rather, double decker buses are to be used.

It advises that the site was identified following resident feedback to limit visual and noise impacts on neighbours.

It is highlighted that consultees have not objected to the proposal.

The update comments that a Design Team has been appointed to explore traffic management proposals at the school and that this is running in tandem with the planning application. It advises that the improvements are aimed at increasing the safety and accessibility of the school.

Consideration

The proposal is considered acceptable with regard to relevant considerations including the amenity and traffic issues raised in the supporting statement. The reasons for this are set out in the Planning Committee Report.

Traffic issues are regulated by the specific planning condition which requires a Travel Management Plan for the school to be submitted and agreed before the development becomes operational.

Recommendation

That the Committee note the contents of this Addendum and agree with the recommendation to approve, as set out in paragraph 9.1 of the Planning Committee Report.

Addendum 2

LA01/2018/0456/F

1.0 Update

- 1.1 The application went forward to the Planning Committee on the 19th of December 2018. The Committee deferred a decision on the scheme pending the submission of a traffic management plan. A Travel Management Plan was received on the 15th February 2019. This travel management plan encompasses traffic management considerations by endeavouring to reduce the number of car journeys to the school site.
- 1.2 The travel plan was prepared by AECOM on behalf of the agent. The travel plan explains what travel plans are, existing conditions, existing travel patterns and travel plan measures. It goes on to specify targets, provides monitoring and review methods and an action plan implementation strategy. The existing travel patterns section states that 31% of pupils travel to school by car, while 21% of pupils travel home by car.
- 1.3 The objectives of the Travel Plan are to:
 - Help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses, schools, hospitals and other organisations.
 - To encourage health and education providers and employers to promote walking to and from schools and places of work.
 - To achieve reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling; and
 - To reduce traffic speeds and improve road safety and personal security, particularly for pedestrians and cyclists.

1.4 The main measures of the travel plan are:

- A range of media will be used to convey the purpose of the School Travel Plan to pupils, staff and parents. It is important that the School Travel Plan has sustained prominence and as such a programme for the delivery of specific measures might be useful.
- A member of staff of Loreto College to be designated as Travel Plan Co-ordinator.
- To ensure its on-going development, the progression of the School Travel Plan to be regularly discussed at PTA meetings. Travel Plan Co-ordinator will chair the meetings.
- A package of measures will be introduced to encourage walking to school, amongst both staff and pupils.
- A package of measures will be introduced to encourage cycling to school, amongst both staff and pupils.
- A package of measures will be introduced to encourage the use of public/ private bus services for journeys to school, amongst both staff and pupils.
- A package of measures will be introduced to encourage car sharing for journeys to school.

1.5 The objectives and the main measures of the travel plan can be obtained via the public portal at

<http://epicpublic.planningni.gov.uk/publicaccess/>.

1.6 DFI Roads were initially consulted on the Travel Management Plan on 21 February 2019. Neighbours and objectors were consulted in reference to the travel management plan on 22nd February 2019. 5 further objections were received on 28th February 2019 and on 4th, 7th, 8th and 11th March 2019. These objections raised the following points of concern:

- The travel plan does not address road safety and traffic congestion.
- Is the appointment of a Travel Plan Coordinator (TPC) required?
- The existing teachers at the school do not have the capacity to implement the suggested measures within the Travel Plan.
- The 'snapshot surveys' proposed are not feasible.

- The school keeps referring that problems outside the school in terms of pick offs and drop offs are not the responsibility of the school.
- The waste of public money by the Education Authority by submitting 3 planning applications by not properly consulting with the surrounding residents is a major flaw of the process to date.
- The Travel Plan did not seek the engagement with surrounding residents and this therefore, fundamentally flawed.
- If this application is approved it will not make the Castlerock Road safer for children, pedestrians, cyclists or motorists.
- The travel management plan proposed is not a traffic management plan and does not address the issues of the residents.
- The 5 year plan within the Travel Management Plan is not realistic.
- DFI Roads should not be responsible for road safety matters outside the school site.
- The Education Authority appears to have rejected the practical proposals made by residents and their representatives to develop a pick off and drop off point within the grounds of the school site.
- The Travel Management Plan is aspirational and will does not alleviate the current traffic risks.

1.7 The residents have welcomed the proposal to reduce the speed limit along this stretch of the Castlerock Road to 30mph. All the concerns raised by the objectors which were road safety, parking, traffic, congestion and travel, related matters were passed to DFI Roads for comment on 8th 12th and 19th of March 2019. DFI Roads responded on 12th March and on 29th March 2019 stating that they have considered the comments from the objectors and are aware of additional measures being planned to address the concerns raised. However these do not fall within the scope of this current application.

- 1.8 The school does not have the capacity to control land outside the red line of the application site and the wider congestion issues along the Castlerock Road are outside the remit of the school's control. The concept of having additional classrooms on site is acceptable. 35 new car parking spaces will be created on site which will likely help reduce drop off and pick off points at the front of the school.
- 1.9 Any additional measures outside the red line of the application would be subject to a potential separate planning application to address external matters outside the school site.
- 2.0 A letter of support was received from Caoimhe Archibad MLA on 19th December 2018 and John Dallat MLA on 21st January 2019 stating that the provision of the classrooms are vital to the schools educational function and the interests of students. Both MLAs have stated that they strongly support the approval of the proposed scheme. 15 letters of support were received between the 29th March 2019 and 2nd April 2019. The further letters of support stated that they are aware that planners have recommended approval of the scheme and that DFI Roads has no objections to the proposed development. The letters of support state that they are in support of the Planning Committee approving the proposed development.
- 2.1 Following this recent round of consultations, DFI Roads has recommended the same conditions as per, their July 2018 response.

Recommendation

- 3.0 That the Committee note the contents of this Addendum and agree with the recommendation to **Approve**, as set out in paragraph 9.1 of the Planning Committee Report.

Erratum

LA01/2018/0456/F

1. Paragraph 4.1 states that the proposal includes 31 no. car parking spaces.

This is incorrect. Paragraph 4.1 should state that the proposal includes 35 no. new car parking spaces.

2. Paragraph 8.23 concerning objection consideration, confirms that objectors are correct in stating a 400 pupil increase over a phased period of three years.

This is incorrect. Paragraph 8.23 should have clarified that figures submitted with the application show an increase in 218 pupils over 3 years.

10 December 2018

Dear Planning Committee Member:

*Committee Members: Alderman Cole, Finlay, King, McKeown, Blair and Robinson;
Councillor Baird, Fielding, Hunter, Loftus, McCaw, McGurk,
MA McKillop, McLaughlin, Nicholl (Vice-Chair) and P McShane.*

In accordance with Part 8 of the Protocol for the Operation of the Planning Committee, it has been agreed that **site visits** should take place on the following planning applications scheduled for decision at the Planning Committee, to be held on **Wednesday 19 December 2018 commencing at 9:30 am.**

The First Site Visit will take place at Land Adjacent to 17 Strandview Road, Ballycastle, BT54 6AJ (LA01/2017/1113/O). Map attached. Followed by:

- LA01/2016/1370/O - 265 Clooney Road, Greysteel, BT47 3DZ; and
- LA01/2018/0456/F - Loreto College, Castlerock Road, Coleraine, BT51 3JZ.



D H Jackson
Chief Executive
Causeway Coast and Glens Borough Council