

## List of delegated planning applications with objections received / recommendation to refuse

**Week Ending 09 August 2024**

<b>Item Number 1</b>			
<b>Application Reference</b>	LA05/2022/0518/F	<b>Date Valid</b>	24.05.2022
<b>Description of Proposal</b>	Increase of car parking spaces by 3, create a new asphalt surfaced access with bus loop and halt (shelter) located on the Blaris interchange roundabout to the east of the existing park and ride access	<b>Location</b>	Sprucefield Park and Ride Lisburn
<b>Group Recommendation</b>	Approval	<b>Case Officer</b>	Laura McCausland
<b>Reasons for Recommendation</b>			
All relevant planning material considerations have been satisfied.			
<b>Representations</b>			
<b>Objection Letters</b>	<b>Support Letters</b>	<b>Objection Petitions</b>	<b>Support Petitions</b>
1	N/A	N/A	N/A
<b>Consideration of Objections</b>			
<b>Issue</b>	<b>Consideration of Issue</b>		
As this proposal affects the access to the existing National Cycle Network, Sustrans should be consulted on the proposals.	The application will not impact on the existing National Cycle Network therefore it was not necessary to consult Sustrans in respect of the proposal.		

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<b>Item Number 2</b>			
<b>Application Reference</b>	LA05/2023/0167/0	<b>Date Valid</b>	22.02.2023
<b>Description of Proposal</b>	The proposal is for four additional dwellings in the grounds of No23 Duncans Road. This will involve the removal of existing barn and erection of new dwelling within the footprint of the barn and the erection of three further dwellings in a paddock to the south of the existing house.	<b>Location</b>	23 Beech House Duncans Road, Lisburn
<b>Group Recommendation</b>	Approval	<b>Case Officer</b>	Sinead McCloskey
<b>Reasons for Recommendation</b>			
All relevant planning material considerations have been satisfied.			
<b>Representations</b>			
<b>Objection Letters</b>	<b>Support Letters</b>	<b>Objection Petitions</b>	<b>Support Petitions</b>
2	N/A	N/A	N/A
<b>Consideration of Objections</b>			
<b>Issue</b>	<b>Consideration of Issue</b>		
Traffic - A report submitted using data collected in March 2022 – at that time Duncans Road was under traffic control measures – this data would be distorted as vehicles speeds were reduced - updated report should be submitted.	<p>The agent rebutted these comments stating that the speed survey took place when the first phase of the fence work was being carried out. This was at the Antrim Road end of Duncans Road between Beechdene Drive and Stockdam Road junctions. There was two-way traffic along the section of Duncans road affected by the entrance and sightlines to 23 Duncans Road and beyond. We were aware of these works and contacted Road Service to seek advice. They confirmed that it was ok to proceed with the speed survey. A further consultation was issued to DFI Roads to comment on these matters.</p> <p>They responded stating that they are satisfied with the applicant's speed survey, as it is comparable with their own surveys, which were taken when there was still free flowing traffic at this location and was not being slowed down by the roadworks associated with the new boundary fence. The roadworks were far enough away from the site to not cause traffic to</p>		

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	<p>slow down on the approaches, this is evident by the fact the speeds measured were over 30 mph. DfI – Roads had also conducted a speed survey with the 2021 PAD application, which was prior to the aforementioned roadworks.</p> <p>As such Roads offered no objection to the development proposals.</p>
<p>Access to and from site would be restricted due to its width - it would be difficult for two vehicles to use the lane at the same time. Access location is beyond a bend on Duncans Road, and this could lead to collisions.</p>	<p>DFI Roads also provided comment on this matter raised in the objection stating - Regarding the access width to the site, DfI Roads have requested a 6.0-metre-wide access (adequate for 2-way traffic). Also, the location of the access benefits from very good visibility splays for all drivers using the road, therefore it will not be creating a dangerous situation.</p> <p>As such Roads offered no objection to the development proposals in this regard.</p>
<p>NIW have concerns with regards to sewers and recommend refusal until issues are resolved.</p>	<p>An initial consultation response from NIW stated that they were recommending refusal as a high-level assessment has indicated potential network capacity. It was recommended that a Wastewater Impact Assessment was submitted. Following consultation with NIW, the agent submitted a WWIA and an email from NIW to the agent confirmed that the conditions for the WWIA will be met on delivery of the proposal. A subsequent consultation was sent to NIW following receipt of this information. They responded on the 21<sup>st</sup> May 2024 recommending approval of the proposals, providing a condition to be attached to a decision notice.</p>
<p>Concerns regarding the removal of trees and impact on wildlife in area - bats and birds.</p>	<p>The Design and Access Statement confirms that with the exception of the removal of some young cherry blossom trees in the driveway, all the trees on the site would be retained. A Tree Survey, a Biodiversity Checklist, an Ecological Statement and a Bat Survey were all submitted in support of the application. NED were consulted and stated that they were content with the proposed development and that it is unlikely to significantly impact badgers, smooth newts or priority habitats. The proposal will not adversely impact bats or birds.</p>
<p>Concerns that the number of dwellings would increase to five – impact of this on privacy, traffic, sewage, water and noise.</p>	<p>The scheme has been assessed against the provisions of Policy HOU4 and guidance contained within Creating Places. The separation distances have been deemed acceptable, with three units above the 10m separation distance as stipulated in guidance. The fourth unit will be on the footprint of an existing barn building. It will be a smaller building than the existing in terms of scale and mass. There is a 5m high mature hedge to the rear of this proposed dwelling along the common boundary which will also assist in protecting the privacy of both the proposed and the existing dwelling. This is an outline application, so no design details are</p>

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	<p>provided. However, at Reserved Matters Stage the design of all dwellings will be assessed in detail to ensure there will be no overlooking or concerns regarding the privacy of neighbouring dwellings. At this outline stage it is thought that there will be no adverse impact on the amenity of neighbouring residents in terms of loss of privacy. DFI Roads have no objection in terms of traffic generated by the proposal. NIW and NIEA Water Management Unit also do not have any objections to the proposal. Environmental Health have no objections to the proposal in terms of noise.</p>
<p>We have experienced a serious water leak emanating from this property which took many months to resolve, and the root of the problem was only discovered when the Water Board became involved.</p>	<p>NIW have been consulted twice regarding this application. The second occasion was following the submission of a Wastewater Impact Assessment by the agent directly to NIW. Following their assessment of this, a recommendation to approve was stated in the final consultation response.</p>
<p>Our property adjoins the proposed site to a length of approximately 50m and we believe that our privacy would be more greatly affected than other residents in the area.</p>	<p>It is not clear what property is referred to as no address was provided. That said, and having regard to the comments provided it is considered that the property is 24 Magheralave Grange. This is the property abutting the common boundary adjacent to the barn building currently on the site. The dwelling proposed at this location will sit on the footprint of the barn and will be of a smaller scale and mass. There is a large, mature boundary to the rear of this part of the site which will assist in providing privacy for both dwellings. The illustrative design details of this dwelling indicate that there will be no windows along the rear elevation. As this is outline stage, these design details can be assessed in detail at the Reserved Matters stage to ensure there will be no overlooking/privacy concerns affecting this neighbouring dwelling.</p>

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<b>Item Number 3</b>			
<b>Application Reference</b>	LA05/2024/0215/F	<b>Date Valid</b>	14.03.2024
<b>Description of Proposal</b>	Single storey rear extension to provide ground floor bedroom and shower room. Level access to be provided to front.	<b>Location</b>	15 Craignish Crescent, Belfast
<b>Group Recommendation</b>	Approval	<b>Case Officer</b>	Helen McGuinness
<b>Reasons for Recommendation</b>			
All relevant planning material considerations have been satisfied.			
<b>Representations</b>			
<b>Objection Letters</b>	<b>Support Letters</b>	<b>Objection Petitions</b>	<b>Support Petitions</b>
1	N/A	N/A	N/A
<b>Consideration of Objections</b>			
<b>Issue</b>	<b>Consideration of Issue</b>		
A fence matching what is already in place on the near side of the concrete shed should be placed where the shed will be removed.	<p>It is acknowledged that the existing shed along the boundary will be removed to allow for the placement of the proposed rear extension. The agent has provided confirmation that vertical board fencing will be erected where necessary. Additionally, this has been illustrated on the plans,</p> <p>Therefore, it is considered that the proposed extension will not result in an adverse impact on neighbouring amenity as the adjoining boundary will be reinstated.</p>		
Having the shed removed would mean that we would have to incur a cost at amending the fence.	This falls outside the remit of planning and therefore does not form part of the assessment of this application.		

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<b>Item Number 4</b>			
<b>Application Reference</b>	LA05/2021/0740/F	<b>Date Valid</b>	30.06.2021
<b>Description of Proposal</b>	2 Dwellings with Garages	<b>Location</b>	Between 28a and 32a Ballykeel Road (access via Ashdene Road), Moneyreagh
<b>Group Recommendation</b>	Refusal	<b>Case Officer</b>	Cara Breen
<b>Reasons for Recommendation</b>			
<ul style="list-style-type: none"> <li>▪ The proposal is contrary to Policy COU1 of the Lisburn and Castlereagh City Council Plan Strategy, in that it is not a type of development which in principle is considered to be acceptable in the countryside.</li> <li>▪ The proposal is contrary to Policy COU8 of the Lisburn and Castlereagh City Council Plan Strategy, in that the development, if approved, would add to a ribbon of development along the private laneway. No substantial and continuously built up frontage exists. Furthermore, the gap is not sufficient to accommodate two dwellings whilst respecting the existing pattern of development in terms of siting and being appropriate to the existing plot size and width. In addition, there is no visual linkage between the existing buildings.</li> <li>▪ The proposal is contrary to Policy COU15 of the Lisburn and Castlereagh City Council Plan Strategy, in that the ancillary works do not integrate with their surroundings.</li> <li>▪ The proposal is contrary to Policy COU16 of the Lisburn and Castlereagh City Council Plan Strategy, in that the proposed development does not respect the traditional pattern of settlement exhibited in that area, it would result in an adverse impact on the rural character of the area and the impact of proposed ancillary works would have an adverse impact on rural character.</li> </ul>			
<b>Representations</b>			
<b>Objection Letters</b>	<b>Support Letters</b>	<b>Objection Petitions</b>	<b>Support Petitions</b>
4	N/A	N/A	N/A
<b>Consideration of Objections</b>			
<b>Issue</b>	<b>Consideration of Issue</b>		
Confirm if vehicular access is to be from Ashdene Road/Impact of increase in vehicles.	<p>As per the Application Form and as per the submitted plans, the vehicular access to the private laneway is to be from the existing access point on Ashdene Road, as opposed to Ballykeel Road. This has been checked and confirmed with the Agent.</p> <p>DfI Roads were consulted as part of the processing of the application and they subsequently responded with no concerns, subject to the inclusion of stipulated conditions and informatives with any approval.</p>		

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<p>Concerns regarding whether the creation of 2 additional houses on the private laneway would make it a street.</p>	<p>This is not a material Planning consideration which is awarded determining weight in the assessment of the application.</p>
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