

A

Minutes of Meeting of Planning Committee of Mid Ulster District Council held on Monday 13 April 2015 in Cookstown District Council Offices

Members Present:	In the Chair, Councillor Kearney (Chair) Councillors Bateson, Bell, Clarke, Cuthbertson, Gildernew, Glasgow, McAleer, McEldowney, McKinney, McPeake, Mallaghan, Mullen, Reid and Robinson
Officers in Attendance:	Mr Tohill, Chief Executive Dr Chris Boomer, Area Planning Manager Mr Melvin Bowman, Senior Planning Officer Ms Karen Doyle, Senior Planning Officer Mr Phelim Marrion, Senior Planning Officer Ms Sinead McEvoy, Principal Planning Officer Ms Emma McCullagh, Senior Planning Officer Mrs Grogan, Committee Services/Senior Admin Officer
Others in Attendance:	Councillors McFlynn, Monteith and Quinn Mr Jim Hughes Mr Daniel McCusker

The meeting commenced at 7.04 pm.

P25/15 Apologies

None

P26/15 Declarations of Interest

The Chair reminded members of their responsibility with regard to declarations of interest.

Matters for Decision

P27/15 Receive and Confirm Minutes of the Planning Committee Meeting held on Monday 2 February 2015

Proposed by Councillor Clarke
Seconded by Councillor McPeake and

Resolved That the minutes of the meeting of the Planning Committee held on Monday 2 March 2015, (P16/15 – P24/15) were considered and signed as accurate and correct.

P28/15 Planning Applications for Determination

The Area Planning Manager presented information on the following application.

The Area Planning Manager outlined the background to the above application and recommended the following subject to the standard conditions listed below as advised by the statutory consultees:

NIEA (Natural Heritage)

- 1) No development shall commence until a newt survey to NIEA, Natural Heritage specifications, has been carried out and submitted to the Council.

Reason: To determine the status of newts on the site.

- 2) The species-rich hedgerow with trees south-east of the site and in the control of the developer shall be retained.

Reason: To retain the biodiversity interest within the site.

- 3) Scrub and tree removal shall not be carried out between 1st March and 31 August.

Reason: To minimise impacts on breeding birds.

NI Water

- 4) All services within the development shall be laid underground.

Reason: In the interest of amenity.

- 5) The development hereby permitted shall not be occupied until the (sewage disposal/drainage) works have been completed in accordance with the submitted plans.

Reason: In the interest of public health.

- 6) The development hereby permitted shall not be occupied until the works for the disposal of sewage have been provided on the site to serve the development hereby permitted in accordance with details to be submitted to and approved by the Council.

Reason: In the interest of public health.

- 7) The development shall not begin until drainage works have been carried out in accordance with details submitted to and approved in writing by the Council.

Reason: To safeguard the site and adjacent land against flooding and standing water.

NIEA – Waste Management Unit

- 8) If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Council shall be notified immediately. This new contamination shall be fully investigated in accordance with the Model Procedures for the management of Land contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Council in writing and subsequently implemented and verified to its satisfaction.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

Roads Service

- 9) The vehicular access, including visibility splays of 2.4m x 80m in both directions shall be provided prior to the commencement of any other works or other development hereby permitted.

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

- 10) The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway before the development hereby permitted is commenced 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.

Environmental Health

- 11) The development hereby permitted shall not remain open for business prior to 07:00hrs nor after 20:00hrs Monday to Friday, 08:00hrs to 14:00hrs on Saturdays nor at any time on a Sunday.

Reason: In the interests of residential amenity.

- 12) Prior to the operation of the proposed development, additional sound insulation shall be provided to the roof in accordance with the details specified on page 19 of the 'Acoustic Report – stamped received by area planning office 20th August 2012' such that an Rw of 37Db is achieved.

Reason: In the interests of residential amenity.

- 13) Prior to the operation of the proposed development an acoustic barrier shall be erected on the south-west facing boundary of the site in accordance with the detail shown on drawings. The barrier shall be at a height (measured as the ridge of the mound excluding landscaping) no less than 4.5m above the finished floor height of the main building.

Reason: In the interests of residential amenity.

Planning

- 14) The development hereby permitted shall be substantially complete before the expiration of 2 years from the date of this permission.

Reason: To ensure the orderly development of the site.

- 15) The existing mature trees and vegetation along the entire site boundaries shall be retained except where it is required to provide sight lines. No trees or vegetation shall be lopped, topped or removed without the prior consent in writing of the Council, unless necessary to prevent danger to the public in which case a full explanation shall be given to the Department in writing at the earliest possible moment.

Reason: In the interests of visual amenity.

- 16) All planting comprised in the approved plans shall be carried out in the first planting season following the occupation of the building and any trees or shrubs which, within a period of 5 years from the occupation of the building, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others with others of similar size and species.

Reason: In the interests of visual amenity.

The Chair welcomed any comments relating to the above application.

Mr J Hughes was in attendance as an objector to the planning application and outlined his concerns and felt that it was most convenient that his dwelling was not evident on the plan presented.

Mr Hughes continued to say that there was a history of oil pollution which the applicant was allowed by NIEA to clean up himself but no records evident of where the oil was taken to. It was stated that DMAC Engineering had indicated to the Planning Service that they couldn't relocate elsewhere and the only option was replacement sheds on the site, but it was later known that they purchased a site in Killyman. He also advised that there were numerous newts on the site.

Mr Hughes asked that the application be deferred for an office meeting as DMAC Engineering has had numerous office meetings but he hasn't had the opportunity for one to discuss his concerns.

Mr D McCusker, General Manager was in attendance for the applicant DMAC Engineering and advised that everything has been explored by all the relevant government agencies and was satisfactory. He advised that the business was growing from strength to strength and there were more opportunities for expansion on the original site.

The Chairman thanked both Mr Hughes and Mr McCusker for their views.

The Area Planning Manager advised that all relevant information for the application and Mr Hughes concerns were taken on board. The Developer was also advised that all unauthorised work was to be removed. The NIEA were satisfied that pollution control was in place and satisfactory.

The Area Planning Manager raised concern about having all the facts in place and having to consider deferring the application again.

Councillor Mallaghan stated that this application has been ongoing from 2011 and felt that it was important to have both the Objector and Developer in attendance tonight.

Councillor Mallaghan highlighted the significance of the engineering/construction sector to the economy and would fully support the recommendation of approval.

Councillor McPeake agreed with the recommendation of the Area Planning Manager and advised that a lot of work has gone into this application and the economic benefits are huge.

Councillor Reid stated that it was a good detailed report, highlighting the need for job creation in the engineering sector but he raised concerns for Mr Hughes who lives so close to the DMAC Engineering site.

Councillor Reid wanted it recorded that the whole thing stinks to high heaven and that Planning was not adhered too. Job creation and expansion will lead to more problems. If issues had have been dealt with better, Mr Hughes and others may not have objected as much. He stressed that he was not speaking on behalf of anyone but as a Councillor for the area and felt that everybody's rights should be adhered too.

Councillor Bell asked that clarity be brought to this application as no formal proposal has been made.

Proposed by Councillor Mallaghan
Seconded by Councillor McPeake and

A vote was taken.

For:	12
Abstained:	2
Against:	0

Councillors Reid and Glasgow abstained from voting.

Resolved: That it be recommended to the Council to go with the recommendation of the Area Planning Manager and approve Planning Reference M/2011/0126/F.

Mr Marrion presented information on the following application.

**M/2014/0261/F Research, development and testing facility at 220 East of
Farlough Glen, Dungannon for Chieftain Trailers Ltd**

Mr Marrion outlined the details of the above application and advised it was to erect a proposed research and development and testing facility for Chieftain Trailers comprising a large building with open storage and testing and holding yards and ancillary car parking.

Mr Marrion recommended that the planning approval be granted subject to the following conditions:

- 1) As required by Article 61 of the Planning (Northern Ireland) Act 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: Time Limit

- 2) All existing trees and hedgerows within the site and on the site boundaries shall be permanently retained intact and no lopping, topping, felling or removal shall be carried out without the prior written approval of the Council unless necessary to prevent danger to the public in which case a full explanation shall be given to the Council in writing within one week of the work being carried out. All proposed planting shall be carried out in the first planting season following the commencement of development on site and any trees or shrubs that die within 5 years of planting shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the development integrates into the immediate area and to ensure the maintenance of screening to the site.

- 3) The vehicular access, including visibility splays of (4.5m * 90.0m) and (90.0m) forward sight distance shall be provided in accordance with Drawing No. 02 (Rev 03) bearing the date stamp 09/02/15, 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.

- 4) The gradient of the access road shall not exceed 4% (1 in 25) over the first 10m outside the road boundary.

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

- 5) The width of the vehicular access shall be (6.0m) for the first (20.0m) including (10.0m) radii and shall be provided in accordance with Drawing No. 02 (Rev 03)

bearing the date stamp 09/02/15, prior to the commencement of any other works or other development hereby permitted.

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

Proposed by Councillor Mallaghan
Seconded by Councillor Gildernew and

A vote was taken.

For:	14
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to go with the recommendation and approve Planning Reference M/2014/0261/F.

Mrs McCullagh presented information on the following application.

**I/2014/0354/O Dwelling and garage on a farm at land adjacent to 20
Cookstown Road, Moneymore, for Mr Robert Forsythe**

Ms McCullagh stated that this is an outline planning application for a proposed dwelling and garage on a farm.

Ms McCullagh recommended that planning permission be granted subject to the following conditions:

- 1) As required by Section 62 of the Planning Act (Northern Ireland) 2011, application for approval of the reserved matters shall be made to the Local 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.

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

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

- 3) A landscaping plan shall be submitted and approved as part of the Reserved Matters application and shall identify the location, species and numbers of trees and hedges to be planted. During the first available planting season after the commencement of development on site, all proposed trees and hedges indicated in the approved landscaping plan at Reserved Matters stage, shall be planted as shown and permanently retained thereafter, unless otherwise agreed by the Local Planning Authority in writing.

Reason: In the interest of visual amenity.

- 4) If within a period of 5 years from the date of the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

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

- 5) The dwelling hereby permitted shall have a ridge height not more than 5.5m from finished floor level.

Reason: So that the building integrates into the surrounding countryside.

- 6) The under build of the proposed dwelling shall not exceed 0.45m at any point within its proposed footprint.

Reason: So that the building integrates into the surrounding countryside.

- 7) Details of existing and proposed levels within the site, levels along the roadside and the finished floor level of the proposed dwelling shall be submitted for approval at Reserved Matters stage. The dwelling shall be built in accordance with levels agreed at Reserved Matters stage.

Reason: To ensure that the dwelling integrates into the surrounding countryside.

- 8) A suitable 1.8 metre high privacy wall or fence shall be erected to the rear of the approved property in accordance with details to be approved at Reserved Matters stage. The fence or wall shall be completed in accordance with approved plans prior to the occupation of the dwelling hereby approved.

Reason: To safeguard residential amenity.

- 9) The dwelling shall be sited in the area shaded green on the stamp approved plan No 01 date stamp received 5th November 2014, unless otherwise agreed in writing.

Reason: To safeguard residential amenity.

- 10) The dwelling shall be orientated with the front elevation running parallel to Cookstown Road, and gable end towards No 20 Cookstown Road, details of which shall be agreed at Reserved Matter stage.

Reason: To safeguard residential amenity.

- 11) A scale plan at 1:500 shall be submitted as part of the reserved matters application showing the access to be constructed in accordance with the attached form RS1 including sight lines of 2.4m by 120m in both directions. The access as approved at Reserved Matters stage shall be constructed in accordance with the approved plans, prior to the commencement of any other development hereby approved.

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

Councillor Mallaghan left the meeting at 8pm and returned at 8.02 pm (Did not vote).

Proposed by Councillor Reid
Seconded by Councillor McKinney and

A vote was taken.

For:	13
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to go with the recommendation and approve Planning Reference I/2014/0354/O.

Ms Doyle presented information on the following application.

I/2014/0403/O Infill bungalow and garage at lands 38m NW of 30 Mullan Road, Cookstown for Anthony Rocks

Ms Doyle stated that this is an outline planning application for a proposed infill bungalow and garage in the countryside.

Ms Doyle recommended that this proposal be refused for the reasons provided below:

- 1) The proposal is contrary to Policy CTY1 of Planning Policy Statement 21, Sustainable Development in the Countryside in that there are no overriding reasons why this development is essential in this rural location and could not be located within a settlement.
- 2) The proposal is contrary to Policy CTY8 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the proposal is not a small gap in an otherwise substantial and built up frontage.

- 3) The proposal is contrary to Policy CTY13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the proposed site lacks long established natural boundaries and is unable to provide a suitable degree of enclosure for the building to integrate into the landscape and therefore would not visually integrate into the surrounding landscape.
- 4) The proposal is contrary to Policy CTY14 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the building would, if permitted result in a suburban style build-up of development when viewed with existing and approved buildings and would therefore further erode the rural character of the countryside.
- 5) The proposal is contrary to policy CTY2a of PPS21 in that it has not been demonstrated that;
 - It lies outside a farm
 - It is associated with a focal point such as a social/community building/facility or is located at a cross-roads
 - The proposal has a suitable degree of enclosure and is bounded on at least two sides with other development
 - The proposal can be absorbed into the existing cluster through rounding off and consolidation and will not significantly alter its existing character or visually intrude into the open countryside.

Councillor Bell suggested that this application be deferred for an office meeting as all issues have not been taken into consideration by Planning.

Proposed by Councillor Bell
Seconded by Councillor McPeake

A vote was taken.

For:	12
Abstained:	2
Against:	0

Resolved: That it be recommended to the Council to defer for an office meeting Planning Reference I/2014/0403.

Ms Doyle presented information on the following application.

**H/2014/0406/F New dwelling and garage at 40m South East of 51
Annaghmore Road, Castledawson for Heather Patton**

Ms Doyle stated that this proposal is a full application for a single storey dwelling and garage as part of an existing cluster. The dwelling has a modest frontal projection which extends the hall and provides access via the front door. A single chimney is expressed along the eastern ridgeline. There is also a rear sunroom extension to the dwelling.

Ms Doyle recommended that planning permission is refused on the grounds that the proposal is contrary to Policy CTY2a and CTY14 of Planning Policy Statement 21. The proposed dwelling is not located within an existing cluster of development, the proposed site is not bounded on at least two sides and the dwelling would if permitted intrude into the countryside resulting in a suburban form of development.

Councillor Bateson enquired what the protocol would be if the applicant wanted to withdraw.

The Area Planning Manager advised that there is no protocol, 3 Councils informed an applicant written to and now decision for this Committee. He informed the Committee that he would be happy to contact the Agent to advise of refusal and give them an opportunity for withdrawing. If Agent not happy with this then it will be issued.

Councillor McKinney stated that this would need to be a one off and not protocol, need to be careful this is only done once.

Councillor Gildernew wanted it recorded that this is an exception as it's the first meeting.

Councillor Reid sought clarification on how consistency can be shown.

The Area Planning Manager advised that the Committee make the decisions and Officers issue decisions the following day.

The Chief Executive informed the Committee that once a decision is taken at Committee, that decision is effective immediately.

Proposed by Councillor Reid
Seconded by Councillor McAleer and

A vote was taken.

For:	14
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to refuse Planning Reference H/2014/0406/F.

Mr Marrion presented information on the following application.

M/2014/0567/F Development of an in vessel composting facility and associated works at lands to the South of 17 Aghnagar Road, Ballygawley for Northway Mushrooms Ltd

Mr Marrion stated that this proposal is for the erection of compost manufacturing facility within a covered and enclosed building, covered storage area for chicken manure and gypsum, external yards areas for the storage of bales of straw,

circulation space and wheel wash facility. The proposed dwellings are circa 15,000sqm in floor space in 2 buildings connected by a high level conveyor. The buildings are 13m in height (tunnel building for pasteurisation and packaging) and 16m in height (for the bunker building, primary mixing and storage of gypsum waste and chicken manure). The buildings are proposed with grey walls and roofs, similar to the adjacent buildings on the adjoining sites. Tanks for the collection of rainwater for use in the compost manufacturing process and an interceptor and treatment plant for the disposal of waste water from the yards and office buildings into the adjacent stream.

Mr Marrion recommended approval as the proposal meets PPS2, PPS3, PPS4, PPS11, PPS15 and PPS21 and with following conditions:

- Access to be provided prior to the commencement of development
- Parking to be provided prior to the commencement of operations from the building
- Landscaping to be provided and retained
- Deliveries and collections shall not be made outside the hours of 0700 to 2300 and at no times of Sundays
- Volume and type of waste not to exceed the limits specified in the planning statement.
- All dirty water collectors to be connected to the package treatment plant prior to the commencement of any operations
- All doors to be kept closed except where reasonably necessary for access
- Monitoring noise and odour to be carried out within 6 months of the commencement of operations
- All vehicles used for the transportation of waste to the site must exit through the wheel wash which must be maintained in a fully operational condition

In response to a query about monitoring the conditions, the Area Planning Manager advised that the Council along with other government agencies e.g. NIEA would be responsible for their own monitoring relating to their line of work.

Proposed by Councillor Reid
Seconded by Councillor Gildernew and

A vote was taken.

For:	14
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to approve Planning Reference M/2014/0567/F.

Ms McCullagh presented information on the following application.

**I/2015/0013/F Installation of 250kw solar array and associated
infrastructure at Magheraglass landfill site, Knockaleary
Road, Cookstown for Cookstown District Council**

All members declared an interest in the above application.

Ms McCullagh stated that this proposal is a full planning application for the installation of 250kw solar array and associated infrastructure to include photovoltaic panels, support frames, inverter units, fencing and CCTV cameras.

Ms McCullagh recommended planning approval be granted subject to the following conditions:

- 1) As required by Article 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.

- 2) Within 12 months of the cessation of electricity generation at the subject site, all above ground structures shall be removed and the site restored in accordance with a scheme to be submitted to and agreed with the Department at least one year prior to the commencement of any decommissioning works, unless otherwise agreed by the Department in writing.

Reason: To restore the site and maintain the landscape quality of the area.

Proposed by Councillor Mallaghan
Seconded by Councillor Mullen and

A vote was taken.

For:	14
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to approve Planning Reference I/2015/0013/F.

Mr Marrion presented information on the following application.

**M/2015/0015/O Site for dwelling at lands adjoining (South West) of 48
Cravenny Road, Ballygawley for Lee Galloway**

Mr Marrion stated that this is an Outline application for a dwelling on lands adjoining and south west of No 48 Cravenny Road, Ballygawley.

Mr Marrion advised that no evidence was submitted with this application as to why it is an exceptional case to the policy. This application fails to meet any of the criteria of CTY1 in PPS21 and therefore refusal is recommended.

The reasons for refusal are:

- 1) The proposal is contrary to Policy CTY1 of Planning Policy Statement 21, Sustainable Development in the Countryside in that there are no overriding reasons why development is essential in this rural location and could not be located within a settlement.
- 2) The proposal is contrary to Policy CTY8 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the proposal would, if permitted, result in the addition/creation of ribbon development along Craveny Road.
- 3) The proposal is contrary to Policy CTY13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the proposed building is a prominent feature in the landscape, the proposed site lacks long established natural boundaries to provide a suitable degree of enclosure for the building to integrate into the landscape and therefore would not visually integrate into the surrounding landscape.
- 4) The proposal is contrary to Policy CTY14 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the building would, if permitted, be unduly prominent in the landscape, create or add a ribbon of development and would therefore result in a detrimental change to (further erode) the rural character of the countryside.

Proposed by Councillor McPeake
Seconded by Councillor Mullen and

A vote was taken.

For:	14
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to refuse Planning Reference M/2015/0015/O.

Ms McCullagh presented information on the following application.

**I/2015/0056/0 Infill dwelling and garage at 15m East of Rogully Road,
Loup for Thomas McVey**

Ms McCullagh stated that the proposal is for a rural dwelling described by the applicant as “Proposed infill dwelling and garage”.

Ms McCullagh recommended that planning permission is refused on the grounds that:

- 1) The proposal is contrary to Policy CTY1 of Planning Policy Statement 21, Sustainable Development in the Countryside in that there are no overriding

reasons why this development is essential in this rural location and could not be located within a settlement.

- 2) The proposal is contrary to Policy CTY8 of Planning Policy Statement 21, Sustainable Development in the Countryside and in that the existing pattern of development does not fulfil the criteria required to be considered as an exception and if approved would create a ribbon of development along the Rogully Road.
- 3) The proposal is contrary to Policy CTY13 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the siting of the proposed dwelling lacks a suitable degree of enclosure and would be prominent in the landscape.
- 4) The proposal is contrary to Policy CTY14 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the building would, if permitted result in a prominent and suburban style build-up of development when viewed with existing and approved buildings and would create a ribbon of development along the Rogully Road which would result in a detrimental change to the rural character of the countryside.

Councillor McFlynn (non-member of Committee) requested a deferral for an office meeting on the above application. She advised that the applicant wasn't in position to be in attendance tonight.

The Area Planning Manager felt that there was a reasonable argument and wouldn't oppose an office meeting.

Proposed by Councillor Bell
Seconded by Councillor Mullen and

A vote was taken.

For:	12
Abstained:	2
Against:	0

Resolved: That it be recommended to the Council to defer for an office meeting Planning Reference I/2015/0056/0.

Ms McCullagh presented information on the following application.

I/2015/0060/F Retrospective application for retention of industrial storage building of 27 Corvanaghan Road, Cookstown for Patrick Keenan, Roacktown Quarry

Ms McCullagh stated that the applicant applies for the retention of an industrial storage building, partly constructed. The site has previously been occupied by storage buildings and therefore this can be considered as a partial replacement. The new building will be a couple of metres taller than the existing. The proposal is

directly in between a dwelling at no 29 and the quarry offices at no 27 Corvanaghan Road.

The proposal measures 28m wide by 22.7m deep with ridge height of 9.4m. External material proposed is grey plastic coated steel corrugated sheeting.

Ms McCullagh recommended planning approval be granted without condition.

Proposed by Councillor McPeake
Seconded by Councillor Clarke and

A vote was taken.

For:	14
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to approve Planning Reference I/2015/0060/F.

Councillor Gildernew left the meeting at 8.50 pm and returned at 8.54 pm.

Councillor Glasgow left the meeting at 8.54 pm and 8.57 pm.

Councillor McFlynn (non-member) left the meeting at 8.55 pm.

P29/15 Letter of Comfort for Mortgage Lenders

Mr Bowman presented paper and advised that it was to seek members agreement on offering assurance to applicant's mortgage lenders on issues concerning occupancy conditions.

Councillor McPeake left the meeting at 8.55 pm.

Mr Bowman recommended that members accept the adoption of a similar approach and agree that Planning Officer's issue a similar comfort lender to those who may request this assurance in the future.

Proposed by Councillor Cuthbertson
Seconded by Councillor Mallaghan and

Councillor Gildernew and Glasgow were not present during discussion so didn't vote)

A vote was taken.

For:	12
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to accept the recommendation

Mr Bowman left the meeting at 8.56 pm and returned at 8.58 pm.

P30/15 Programme of Preparatory Work

Ms McEvoy presented paper and stated that the purpose of the report was to provide members with an update on the current position regarding the preparatory work to inform the future Mid Ulster Local Development Plan.

Ms McEvoy recommended that:

- 1) Members are requested to note and agree the programme of preparatory work for the Mid Ulster Local Development Plan outlined at section 3.0 of the report.
- 2) The Committee agree that it would be appropriate to invite representations for inclusion in the Statement of Community involvement. The best mechanism for doing this is by firstly preparing a draft Statement and using this as a basis for consultation.

Proposed by Councillor McAleer
Seconded by Councillor Bell and

Resolved: That it be recommended to the Council to accept the recommendation.

P31/15 Current Appeals and Recent Appeal Decision

Mr Bowman presented paper and advised it was to provide members with details of current live appeal cases as of 31st March 2015 and to inform of recent Planning Appeals Commission (PAC) decisions.

Mr Bowman recommended that members be requested to note details of appeals cases and consider the recent PAC decisions.

Proposed by Councillor Clarke
Seconded by Councillor Mallaghan and

A vote was taken.

For:	13
Abstained:	0
Against:	0

Resolved: That it be recommended to the Council to accept the recommendation as outlined.

For Information

P32/15 Confirmation on Scheme of Delegation

The Area Planning Manager presented paper to inform committee members of Department of the Environment (DoE) approval for Mid Ulster District Council's Scheme of Delegation on Planning.

The Area Planning Manager asked that the committee notes that the DOE has agreed Mid Ulster Council's Scheme of Delegation for the determination of planning applications.

CONFIDENTIAL BUSINESS

Proposed by Councillor Cuthbertson
Seconded by Councillor McKinney and

Resolved That items P33/15 be taken as confidential business.

P34/15 Duration of Meeting

The meeting was called for 7pm and ended at 9.55 pm

CHAIR _____

DATE _____

B

Development Control Officer's Professional Planning Report

Application ID	H/2013/0182/F
Case Officer	Karen Doyle
Description of Proposal	Proposed residential development (6 no dwellings)
Applicant Name and Address	Mr. P Scullion C/o Agent
Location of Development	North East of 1 3 5 7 Oakvale Manor, Magherafelt
Agent Name and Address	Vision Design 31 Rainey Street Magherafelt BT45 5DA
Date Valid	22.05.2013
Date of last Neighbour Notifications	03.12.2014
Date of A31 Determination & Decision	N/A
Date of Appropriate Assessment & Decision	N/A
Date of EIA Determination & Decision	N/A
Date Advertised	06.06.2013 and 06.02.2014

Detail of the proposal

This is a full application seeking planning permission for a residential development with access via Oakvale Manor through a portion of land that has been left for future development purposes in order that this application site can be accessed. Initially there were 8 dwellings proposed but this has been amended to 6 dwellings, comprising of 2 detached dwellings and 4 semi-detached dwellings.

Site and Environs

The application site is situated immediately adjacent to and North East of 10 Coolshinney Road, Magherafelt, within the settlement limits of Magherafelt town and defined as white land by the Magherafelt Area Plan 2015. The site is currently vacant. The north eastern boundary is defined by mature trees approximately 10 metres in height, the south eastern boundary is defined by close board fencing approximately 2 metres in height, the south western boundary is defined by close board fencing approximately 2 metres in height and the north western boundary is defined by temporary security fencing and a stretch of thorn hedging approximately 3 metres in height.

The surrounding area is characterized by agricultural fields, both detached and semi-detached dwellings in Oakvale Manor, and detached dwellings in the immediate vicinity on the Coolshinney Road.

Relevant site histories

Planning permission was granted for a single dwelling on the western half of the application site under planning reference H/2011/0252/F.

Approval was also granted for 14 houses and 15 apartments under H/2008/0130/F on land to the immediate east of the application site.

Representations

6 letters of objection were received, from the occupants of No 9 Oakvale Manor and also from Ward Design. The issues raised in the letters of objection are as follows:

- Sewage and drainage concerns with an additional 6 houses given that Oakvale Manor is situated below level of Moneymore Road;
- An additional 6 dwellings is less than desirable in the area and will devalue house prices;
- Unacceptable increase in traffic;
- Access should be taken from Coolshinney Road and not through the existing housing development of Oakvale Manor;
- Access in between the 2 dwellings in Oakvale Manor is not possible to the required standards;
- Inaccurate P2 certificate as some land is included within the red line that is not in the ownership of the applicant;
- It would result in a density much higher than what currently exists on the Coolshinney Road which is detached houses on large plots;
- Loss of privacy to no 10 Coolshinney Road with windows at first floor level overlooking into that property

Water Management Unit, NI Water and Rivers Agency all find the proposal to be acceptable as detailed below in respect of drainage and sewerage.

The issue of devaluation of existing properties is not a determining factor in assessing a planning application.

The addition of 6 dwellings at this location is not considered to be unacceptable. Roads Service find the proposal acceptable and a strip of land has been left for future access into this portion of land. The P2 certificate is correct, initially additional land was required for the new road to be adopted. However following meetings when the application was deferred the number of units was reduced to 6 and Transport NI considered that the road did not have to be adopted and could remain private with a dropped kerb arrangement at the access to the new dwellings and this has been shown and accepted by Transport NI. No further objections have been received following neighbour notification

The loss of privacy to No 10 Coolshinney Road has been addressed through the submission of an amended scheme, the neighbours and objectors were notified of the amended scheme and no further letters of objection have been received.

Statutory consultees

There were 5 consultees for this application, Transport NI, Rivers Agency, Environmental Health, Water Management Unit and NI Water.

NIEA: Water Management Unit stated that the main foul sewer terminates at Magherafelt Waste Water Treatment Works and therefore they have no objection to the sewage disposal element of this proposal. They note the intention to direct site drainage from this site to a sewer operated by NI Water which will require permission from NI Water and should this be granted they have no objection to this proposal. They acknowledged the issues raised in the letters of objection and advised that Rivers Agency should be consulted.

Rivers Agency stated that the concerns can be allayed through the submission of a Drainage Assessment as required under PPS 15 Annex D9. Following an initial reluctance to submit a Drainage Assessment this was submitted and eventually found to be acceptable by Rivers Agency in March 2015.

Environmental Health did not consider any comment to be necessary.

NI Water stated that there is available capacity at the receiving Waste Water Treatment Works / Sewer Network and have no objections to the proposal.

Roads Service required additional information through 3 consultation responses and find the proposal acceptable and provided conditions and informatives in March 2014.

Development Plan and Key Policy Consideration

Magherafelt Area Plan 2015

PPS 1 General Principles

PPS 3 Access, Movement and Parking

PPS 7 Quality Residential Environments

Addendum to PPS 7 – Safeguarding the Character of Established Residential Areas

PPS 12 Housing in Settlements
DCAN 8 Housing in Existing Urban Areas
DCAN 15 Roads
Creating Places

The application site is defined as unzoned land and is situated within the settlement limits of Magherafelt by the Magherafelt Area Plan 2015 and therefore the principle of development is acceptable subject to the relevant policy tests.

In line with PPS 7, Policy QD1 and policy LC 1 of the Addendum to PPS7 proposals for residential development must be based on an overall design concept that draws upon the positive aspects of the character and appearance of the surrounding area. Policy QD1 of PPS 7 states in established residential areas proposals for housing development will not be granted where they would result in unacceptable damage to the local character, environmental quality or residential amenity of these areas. In response to the 8 dwellings initially proposed it was the opinion of the Department that the proposed layout and density would appear out of context and at odds with the existing character of the area given that only semi-detached houses were being proposed and were sited gable end to the Coolshinney Road. Of these 8 dwellings 3 were backing onto No 10 Coolshinney Road and there were concerns in respect of overlooking into this property. Issues concerning the access to the site and the layout of the road serving the proposed dwellings were resolved through the submission of additional details.

There is a strong residential character of large detached dwellings on generous plots orientated towards the Coolshinney Road in the immediate vicinity of the site. The higher density/formal layout of Oakvale Manor is not reflective of the Coolshinney Road. The initial proposal of 8 dwellings consisted of 4 pairs of semi-detached dwellings with no frontage onto the Coolshinney Road. Oakvale Manor consists of both detached and semi-detached dwellings and although semi-detached dwellings are not out of character with the wider area their predominance within the proposal together with, concerns of overlooking onto No 10 Coolshinney Road and the density of the proposed dwellings the application was presented to the then Magherafelt District Council with an opinion to refuse in September 2013. The application was deferred for further consideration.

Following a meeting with a planning officer at the Department in October 2013 revised drawings were submitted showing an amended scheme consisting of 6 dwellings with 2 pairs of semi-detached dwellings framing the entrance to the application site and 2 detached dwellings on much larger plots fronting onto Coolshinney Road using the same proposed access through Oakvale Manor. The two storey detached dwellings that have been designed to front onto Coolshinney Road are in keeping with the immediate character of that area. When travelling along the Coolshinney Road these will sit well with the context of the area in terms of layout, scale, massing and appearance of the buildings and landscaped areas given that along the Coolshinney Road at present there are a mixture of single storey and two storey dwellings. The 2 pairs of semi-detached dwellings, when read together with the detached dwellings are in keeping with the character of Oakvale Manor and therefore respect the surrounding context. The finishes on all the dwellings are smooth render painted white with Oxford Buff brick which sits neatly with the materials and detailing that exist in the area. Rather than 3 semi-detached dwellings overlooking onto No 10 Coolshinney Road there is now one detached dwelling with no windows at first floor level in the gable wall and part of one of the semi-detached houses at site 2 with bedroom windows to the rear of the first floor elevation, however these are not considered to serve living accommodation rooms and the degree of overlooking is not considered to be a determining factor.

It is considered that the amended plans address the previous concerns raised during the processing of this application.

Conditions:

1. As required by Article 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.

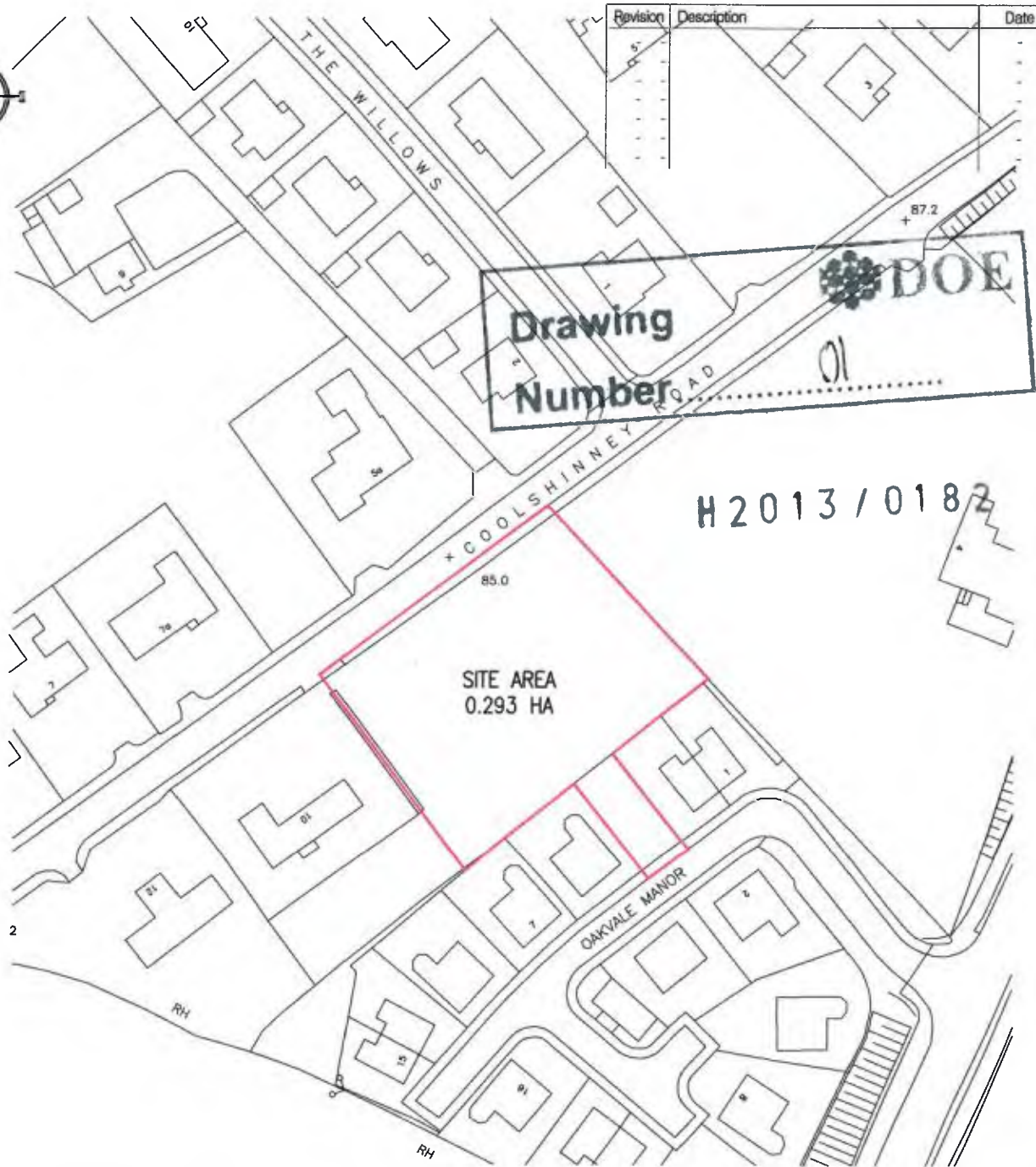
Reason: Time Limit.

2. The vehicular access, including visibility splays of 2.4m x 33m in both directions at the main access and 2.0m x 33m from each internal dwelling, shall be in place in accordance with Drawing No 09/2 bearing the date stamp 11th April 2014, prior to the commencement of any other works or other development hereby permitted.

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

3. 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 before the development hereby permitted is commenced 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.



Location Plan
Scale 1:1250



Client Pat Scullion						
Project Proposed residential development North East of Oakvale Manor, Magherafelt						
Drawing Title Location plan					Area 0.293 Ha	
Job no 2391	Drawing no. L01	Scale/Sheet 1:1250	Drawn By -	Date May 2013	Revision -	I.G. 09307SW3

vision design

architecture renewable energy project management

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Tel: 028 7930 0866

Deferred Consideration Report

Summary	
Application ID: H/2013/0244/F	
Proposal: Change of house type from previously approved dwelling on the farm H/2012/0206/RM and increase in site curtilage	Location: 170m North West of 150 Gulladuff Road Bellaghy
Applicant Name and Address: Mr Andrew Dempsey C/O Newline Architects	Agent name and Address: Newline Architects 48 Main Street Castledawson BT45 8AB
<p>Summary of Issues: this application proposes a change of house type from that previously approved (bungalow) to a split level dwelling.</p> <p>The application was previously recommended for refusal in Oct 2013 on the grounds of Policy CTY13 of PPS21 in that it proposed an unacceptable design, was of inappropriate scale and the site lacked a sufficient degree of vegetation to adequately screen the proposed dwelling.</p> <p>Deferral office meetings have previously been held with both the applicant and objectors.</p>	
<p>Summary of Consultee Responses: No objections were raised to the proposal.</p>	
<p>Characteristics of the Site and Area:</p> <p>The site is 170m north of 150 Gulladuff Road, Bellaghy and is therefore located in the open countryside. The site is accessed via a long shared laneway, which has a managed hedge on both sides approx 1.5m-2m high in parts. The site itself is bounded by a hedge/treeline approx 4-6m high in parts, the northern boundary is defined by a similar hedgerow/treeline, as is the eastern and western boundaries. The site is in an elevated position in the landscape when viewed from the public road to the south west.</p>	
<p>Deferred Consideration:</p> <p>Permission for a dwelling and garage on a farm was granted under applications H/2011/0547/O and H/2012/0206/RM. A related deferred application H/2013/0256/F seeks the retention of a related domestic shed which has already been constructed on site but which doesn't comply with the approved double garage.</p> <p>The case officer in forming a recommendation to refuse permission recognised the transient views of this site travelling along the Gulladuff Road in both directions with visible long views across the site from the public road. With tree and hedge removal having taken place from the site integration</p>	

of the proposal will be poor and from public viewpoints along the road the proposal would lack integration. The overall scale, form and massing of the rear elevation of the proposed dwelling was not felt to be suitable for the site.

Following the recommendation to refuse permission the agent submitted amended plans on the 23rd Sept 2014 proposing the following amendments:

- The house has been moved back into the site to reduce any possible overlooking to the rear of adjoining property.
- The finished floor level is proposed to be lower than the previously approved dwelling.
- The existing boundary to the SE is to be supplemented and new semi-mature planting provided.

A number of objections had been received in relation to this proposal. The Points raised are as summarised follows:-

- The applicant does not have his own active farm business and previous permission should be investigated.
- Difference in site levels will have a dominant effect and result in visual intrusion
- Potential to Impact on neighbour's privacy due to the scale and height of the proposed dwelling and Overlook rear garden decreasing privacy.
- Impact of increased traffic on the laneway and especially during construction along laneway and overall increase in traffic will lead to a danger for pedestrians.
- Laneway in poor state of repair.
- There has been a removal of trees and hedges conditioned to be retained under the previous approval H/2011/0547/O and H/2012/0206/RM.
- Unauthorised boundary walls have been constructed.
- The Overall site size is not a true reflection of what the applicant owns.
- Concerns relating to a Right of way to objector's property.

Further consideration of case following amended plans:

The Magherafelt Area Plan designates this site as being located within the open countryside. The primary policy for consideration with regard to this application for change of house type is PPS 21 CTY 13- Integration and Design of Buildings in the Countryside.

Planning permission will be granted for a building in the countryside where it can be demonstrated it can be visually integrated into the surrounding landscape and it is of an appropriate design.

In response to the amended plans further written objection was received raising the following concerns:

- Queries relating to site levels and finished ridge heights
- Trees which have been removed still shown on plans.
- Moving the dwelling will impact on view and leads to a further loss of privacy.
- Proposed planting will take a long time to establish and mature.

Following an office meeting with the occupants of No's 150a and 152 Gulladuff Road on the 13th Feb 2015 it was agreed that site levels would be further clarified, that vegetation would be conditioned along with a 1.8m close board fence along the common boundary with No 150a. The objectors offered to submit an independent site survey for comparison with those levels submitted by the agent.

A survey of the site was received from the objectors and the agent was asked to compare this to the submitted plans. It has been confirmed that the levels tie in with the original survey and that all existing and proposed finished floor levels match what was submitted in the agent's original submission.

Cross section drawings submitted by the agent also demonstrate that finished ridge height will not exceed that of the adjacent dwelling. These will be included along with the stamped Approved.

An acceptable planting scheme is shown on the site plan which along with the boundary fencing will assist both with visual integration and reducing overlooking to adjoining property.

Having met with the objector's agreement has been reached on protecting their amenity by the means outlined above and this will be a condition on any approval notice.

Having re-visited the site, and in considering the sectional drawings submitted by the agent, given the degree of set back from the Gulladuff Road and intervening vegetation between the site and the road along with the proposed repositioning of the dwelling further down slope I am satisfied that on balance this change of house type, which intends to be finished with a lower ridge height than the bungalow approved on the site, can be adequately integrated into this rural area and therefore accord with the requirements of Policy CTY13 of PPS21.

I therefore recommend Approval subject to the following conditions:

Conditions

- Provision and permanent retention of a 1.8m high close board fence prior to occupation of the dwelling.
- Proposed planting during the first available planting season after occupation of the dwelling.
- Finished Ridge height to be in accordance with approved cross-section plans.

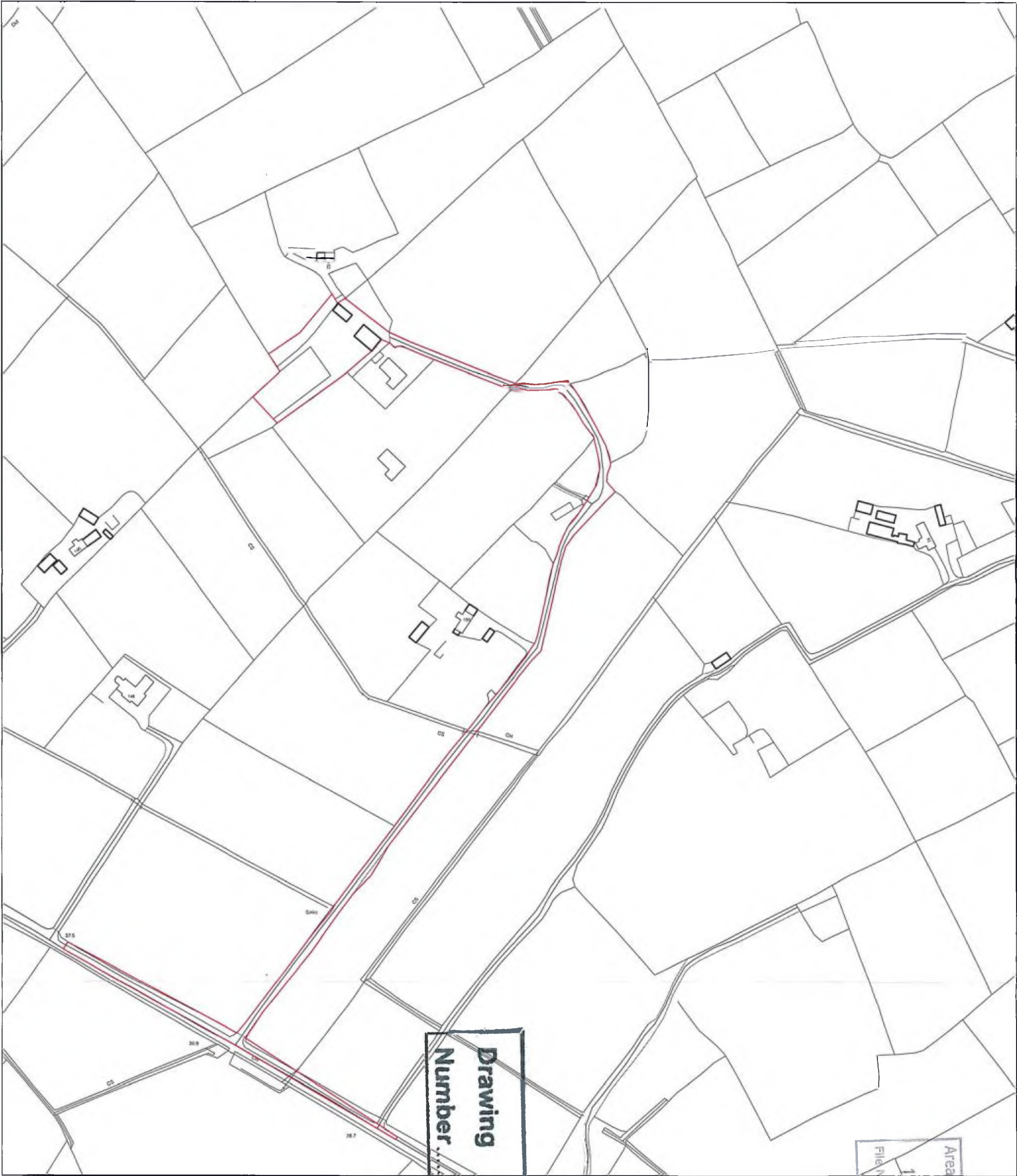
Signature(s): Melvin Bowman

Date 21/4/2015

Site at 170m North West of 150 Gulladuff Road
Bellaghy



-  Site
-  Adjoining Land



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NOTES

REVISIONS:			
No.	Description	Date	By Checked



PROJECT NO: 491-shed DRAWING NO: PL01a
PROJECT TITLE: Retention of Existing Farm Shed
at Site 170m North West of
150 Gulladuff Road
Bellaghy
DRAWING TITLE: Site Location Map
DATE: June 2013
DRAWN BY: mk
CHECKED BY: mk
SCALE: 1:2500

Area Planning
RECEIVED
12 MAR 2014
Ballymena 2
File Name: 491-shed

NEWLINE
ARCHITECTS
48 MAIN STREET, CASTLEDAYSON, BT45 8AB
028 75 468396
martin@newlinearchitects.co.uk
www.newlinearchitects.co.uk

Deferred Consideration Report.

Summary	
Application ID: H/2013/0256/F	
Proposal: The retention of existing garage and storage for vintage agricultural vehicles and machinery, auxiliary to the previously approved dwelling (H/2012/0206/RM) (amended proposal)	Location: 170m north west of 150 Gulladuff Road Bellaghy
Applicant Name and Address: Mr Andrew Dempsey C/O Agent	Agent name and Address: Newline Architects 48 Main Street Castledawson BT45 8AB
Summary of Issues: <p>This building has been constructed on the position of an approved double garage which was granted permission in a previous application for a dwelling and garage on a farm. It was originally described as the retention of a farm shed with farm machinery storage and isolation unit with vintage engine repair hobby space on mezzanine. The approved garage also contained a first floor games room.</p> <p>The application was previously deferred in December 2013 having been recommended for refusal on basis of Policy PPS21. The shed as built was deemed to be inappropriate in terms of:</p> <ul style="list-style-type: none"> • scale and massing, • its use of materials • and was likely to have a detrimental impact on neighbouring amenity. 	
Summary of Consultee Responses: No objections raised.	
Characteristics of the Site and Area: <p>This site is located in the rural area as designated In the Magherafelt Area Plan approximately 200m North east of 146 Gulladuff Road. The site is located along an existing laneway and set well back from the main road. Approval has been granted on the site for a dwelling and garage on a farm under previous application H/2012/0206/RM. A related deferred application H/2013/0244/F which proposes a change of house type and enlarged curtilage remains under consideration. Works have commenced on site in the form of the large garage / shed and are not in accordance with development approved at the site. There has also been some infilling of the</p>	

site to accommodate the proposed associated dwelling house.

Deferred Consideration:

An opinion to refuse permission in 2013 resulted in the submission of an amended proposal being submitted in September 2014. The description of the proposal was also amended to read, 'The retention of existing garage and storage for vintage agricultural vehicles and machinery, auxiliary to the previously approved dwelling (H/2012/0206/RM)'.

Amended plans propose the following amendments:

1. One third of the building to be removed from the adjoining neighbours shared boundary.
2. metal cladding to be added to the top of the garage to improve its visual appearance.
3. windows on mezzanine floor level blocked up and clad over except for windows to the wash area and stairwell for ventilation purposes.
4. landscaping to be provided along SE elevation.

Following re-consultation with neighbours written objection was received from the occupants of Nos 150A and 152 Gulladuff Road raising the following concerns:

1. it is considered that the garage remains a prominent feature in the landscape and remains overpowering.
2. hard filling of the site will make planting difficult and the applicant has removed trees from the site boundaries. New planting will take some time to become established. There remain uncertainty around site levels.
3. this is not a farm shed yet it has been constructed to look like one and is not of domestic scale therefore also being contrary to Policy EXT1 of PPS7.
4. It will have a negative impact on the value of No 150 Gulladuff Road.
5. as the applicant works full time there is increased likelihood that the repair of vintage Agricultural vehicles will take place at weekends leading to increased noise nuisance.
6. there is a fire risk associated with the building as it may not have had the benefit of building control approval.
7. there has been no justifiable need to store vintage vehicles at the site.
8. there remain inaccuracies in plans in relation to window openings and floor plans and uncertainty in relation to proposed and existing elevations.

Following an office meeting with the occupants of Nos 150a and 152 Gulladuff Road on the 13th Feb 2015 it was agreed that site levels would be further clarified, that vegetation would be conditioned along with a 1.8m close board fence along the common boundary with No 150a and that discrepancies in floor plans and elevations would be addressed. The objectors offered to submit an independent site survey for comparison with those levels submitted by the agent.

Further amended plans were received on the 5th March correcting the elevations. In addition a survey of the site was received from the objectors and the agent was asked to compare this to the submitted plans. It has been confirmed that the levels tie in with the original survey and that all existing and proposed finished floor levels match what was submitted in the agent's original submission.

Consideration.

The amended proposal as shown on plans submitted in Sept 2014 provides a significant reduction by over one third of the existing buildings footprint. This also has the benefit of increasing the distance between No 150a (objectors dwelling) and the shed to 15.5m at its closest point. I note that No 150a also has a sizeable garage which is located between it and the shed, this also helping to reduce the overall impact of the shed.

The external amendments greatly improve the visual appearance of the shed and will result in a much more traditional rural appearance and less of a semi-industrial impression presently exhibited by the existing structure.

Having examined critical views of the shed from public vantage points along both Gulladuff Road and the shared laneway to the site I am satisfied that as a building in the rural area that it will satisfactorily visually integrate in this area of open countryside and therefore will comply with the policy tests of Policy CTY1 , CTY13 and CTY14 of PPS21. Whilst for domestic purposes only, it is the case that the buildings proposed design is not typical of normal domestic design which under normal circumstances would architecturally match an adjoining dwelling, however, when completed to its amended form the building will present a more rural agricultural appearance which will blend in to an acceptable degree, in my view, with other surrounding rural buildings.

At the meeting with objectors on the 13th Feb 2015 it was agreed by all parties that any potential loss of amenity to No 150a could be adequately dealt with by way of a section of close board fencing between the shed and the proposed dwelling and with the added softening of this by way of planting to the outside of the fence. I would therefore propose that this mitigation is secured by way of a planning condition and the precise location appropriately identified on the site plan.

Policy EXT1 of PPS7 provides a further Policy context for this proposal. Whilst the associated dwelling has yet to be constructed on the site, the shed is located within what will be its approved curtilage. This Policy therefore still provides an appropriate policy context. Paragraph A13 of the policy deals with ancillary buildings in the rural area and states that in such rural locations ancillary buildings should be designed as part of the overall layout to result in an integrated rural group of buildings. I am satisfied that the amended design offered will help to achieve this and that an overall visual impression of a compact group of buildings will be achieved.

In terms of neighbouring amenity, the reduction in size and increased separation distance now provided for between the shed and the adjoining dwelling at No 150a reduces the existing unacceptable overbearing impact that the building has on that property. The addition of screen fencing will offer continued privacy to the side and rear garden of No 150a. No objections have been raised by the Environmental Health Department.

Having visited the site and examined the issues raised by objectors I am satisfied that on balance the amended proposal is acceptable and is in accordance with Planning Policy and when completed will not lead to a loss of amenity to adjoining properties.

I therefore recommend Approval subject to the following conditions:

Conditions

- **The works hereby approved shall be substantially completed within a period of 6 months from the date of this permission.**
- **Prior to the shed becoming operational or the associated dwelling being occupied (which ever is sooner) a 1.8m high close board fence shall be erected and permanently retained at the position identified in blue on the stamped approved site plan with a**

- native species hedgerow provided to the outside.**
- **The use of the shed shall be restricted to domestic purposes only.**

Signature(s): Melvin Bowman

Date 21/4/2015

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: I/2014/0162/F	Target Date: 02/09/2014
Proposal: Increase tower height of wind turbine from 31m as approved under I/2010/0268/F to 40m (Amended P1 Form Description and Turbine Type)	Location: 356m NW of 30 Limehill Road Pomeroy
Referral Route: Objections received	
Recommendation:	Approval
Applicant Name and Address: NI Wind Options 1 Elmfield Avenue Warrenpoint BT34 3HQ	Agent Name and Address: Donnelly Design Services 8 Devesky Road Carrickmore Co Tyrone BT79 9BU
Executive Summary:	
Signature(s):	

Case Officer Report		
Site Location Plan – See below map		
Consultations:		
Consultation Type	Consultee	Response
Non Statutory	Roads - Enniskillen Office	Substantive Response Received
Non Statutory	Env Health Cookstown District Council	Substantive Response Received
Non Statutory	Ofcom Northern Ireland	Substantive Response Received
Non Statutory	Belfast International Airport	No Objection
Non Statutory	National Air Traffic Services	No Objection
Non Statutory	UK Crown Bodies - D.I.O. Safeguarding	No Objection
Non Statutory	UK Crown Bodies - Crown Commissioners	No Objection
Representations:		
Letters of Support	None Received	
Letters of Objection	2	
Number of Support Petitions and signatures	No Petitions Received	
Number of Petitions of Objection and signatures	No Petitions Received	
Summary of Issues <p>Two letters of objection have been received from the residents of No. 40 and 44A. They have raised issues that the existing turbine on the site is already causing problems to include noise and shadow flicker and it is having a detrimental impact on the established character of the area. The residents have stated that any increase in height will create additional problems to include enhanced noise and shadow flicker.</p>		
Characteristics of the Site and Area <p>The site is located within an existing agricultural field north west of 30 Limehill Road just north of Pomeroy village. The existing turbine is located 600m back from the roadside. The site is accessed off an existing concrete laneway that serves the existing farm</p>		

dwelling and farm buildings to the south east of the site.

The site is located within Landscape Character Area no. 43 - Carrickmore Hills which has a high to medium sensitivity rating in the supplementary Planning Guidance - 'Wind Energy Development in Northern Ireland's Landscapes'. Its character could easily be overwhelmed by inappropriately scaled or poorly sited wind turbines.

There are critical views of the site from along the Limehill Road and from laneways off this public road with dwellings clustered and located along them. Rocwell factory is located within this cluster of development. The site has a backdrop when viewed from the Limehill Road and some tree cover helping to screen the lower parts of the turbine.

This area is a broad, generally open upland fringe landscape and is generally open and exposed. There are sparse tree cover except for scrubby woodlands with some localised enclosure by landform and hedgerows

Detail of the proposal:

This is a Full Planning Application to increase the tower height of the existing wind turbine from 31 metres (Previous Planning Approval I/2010/0268/F) to 40 metres to export electricity to the grid. The turbine proposes to be 250 kw capacity.

Materials: Turbine tower to be solid tubular tower and 3 blades to be completely painted white.

Height from ground/base to hub - 40 metres

Height from base to top of vertical blade tip - 55 metres

The minimum separation distance from the nearest existing dwelling should be 10 times rotor diameter to avoid any noise or shadow flicker issues. In this case, the rotor diameter is 30 metres giving 300 metres expected minimum separation distance. The nearest dwelling is approximately 250 metres at No. 44 Limehill Road.

Access to the site is proposed to use the existing laneway.

Planning Assessment of Policy and Other Material Considerations.

Cookstown Area Plan 2010 - located in the rural remainder
PPS 21 – Sustainable development in the countryside
PPS 18- Renewable Energy
Wind Energy Development in Northern Ireland's Landscapes

As the proposal is for development in the countryside it falls for consideration under PPS21. Policy CTY1 of PPS21 states that Planning Permission will be granted for non-

residential development including renewable energy projects in accordance with PPS18. One of the main policies effecting this proposal is RE1 contained in PPS18 Renewable Energy.

Under Policy RE 1 - of PPS18 Renewable Energy - development that generates energy from renewable resources will be permitted provided the proposal, and any associated buildings and infrastructure, will not result in an unacceptable adverse impact on:

- (a) Public safety, human health, or residential amenity;
- (b) Visual amenity and landscape character;
- (c) Biodiversity, nature conservation or built heritage interests;
- (d) Local natural resources, such as air quality or water quality; and
- (e) Public access to the countryside.

Proposals will be expected to be located at, or as close as possible to the source of the resource needed for that particular technology.

Where any project is likely to result in unavoidable damage during its installation, operation or decommissioning, the application will need to indicate how this will be minimised and mitigated.

(a) Public Safety, human health or residential amenity.

Wind energy is a clean energy and there are no harmful by-products. Risks to human health during construction are governed by the Health and Safety Executive for Northern Ireland. Turbines collapsing and parts flying off including ice throw are rare but can occur. Due to the size and scale of the turbine and separation distance of this proposal from existing residential development I do not have any public safety or human health concerns in this respect.

A noise impact assessment was submitted in support of this application and it considers noise predictions for two potential turbines at the 6 nearest properties, the closest of these being the objector's property at number 44 Limehill Road at 239 metres away. The two turbines included a Nordex N27 and a Vestas V29. The report concludes that the highest potential noise level from the turbines complies with the appropriate noise limit for the quiet daytime limit and night-time periods, as defined by ETSU-R-97.

However, when this report was assessed by Environmental Health Department, they found that the wind shear value was incorrect and when amended the department's figures would indicate that the Nordex N27 would be in breach of a number of the proposed daytime limits and two of the proposed night time limits. The department was content with the results presented for the Vestas turbine.

The report submitted concludes that no shadow flicker effects will be experienced by any residential property based on the application site.

Normally, only dwellings within 130 degrees either side of north and within 10 times the rotor blade diameter will be affected by shadow flicker. There are 2 dwellings that fall

within the 300m radius and within the 130 degrees, and therefore within potential shadow flicker zone and these are No. 44 and No.44a Limehill Road. These dwellings are identified as the objector's dwellings. The applicant submitted a shadow flicker report which concludes that no shadow flicker effects will be experienced by any residential property based on the application site. It concluded that no properties will be effected by the proposal above the timings set out in PPS 18 BPG as key principles (i.e. not exceeding 30 hours per year or 30 minutes per day.) They attached these results on a shadow flicker map. No other properties will be adversely impacted by shadow flicker according to guidance contained within Best Practice Guidance to PPS18.

Due to the position of the turbine, the topography of the land, and the increase in height with the proposed turbine I would have concerns with over dominance, the increase in height would intensify the overpowering impact on the residential amenity of the two nearest properties. (No.s 44 and 44A). However, the closest property no.44 which would be my main concern is orientated facing away from the turbine and as such somewhat alleviating this issue. This property will still have the most significant view of any of the objectors, however, their views of the turbine are obscured to a certain degree by vegetation in the garden and the treeline along their South West boundary.

(b) visual amenity and landscape character;

Wind Energy Development in Northern Ireland's Landscapes- supplementary Planning Guidance to accompany PPS18 'Renewable Energy' identify this landscape area as LCA 43 Carrickmore Hills and is classed as high – medium sensitivity for wind energy development. The landscape quality is poor marginal farmland with a rough character and in relatively poor condition. There are critical views of the site from along the Limehill Road and from laneways off this public road with dwellings clustered and located along them. Rocwell factory is located within this cluster of development. The site has a backdrop when viewed from the Limehill Road and some tree cover helping to screen the lower parts of the turbine.

This landscape within this area could easily be overwhelmed by inappropriately scaled or poorly sited turbines however, as this is just for the increase in height of an existing turbine, I have no concerns with the visual impact of this proposal in this landscape.

(c) biodiversity, nature conservation or built heritage interests;

The site appears to be located outside any designated areas, more than 50 metres from any hedgerows and therefore Bats are not an issue under current guidance notes from NIEA Natural Heritage.

(d) local natural resources, such as air quality or water quality;

The turbine is constructed off site from metal and is constructed on site. There is no impacts on local natural resources from its construction. The proposal is a clean energy and there will be no impacts on air quality, it is located on stable agricultural land and therefore there is no risk of landslide or pollution of groundwater.

(e) Public access to the countryside.

The proposal will not impact on public access to the countryside. The site is located within an existing agricultural field north west of 30 Limehill Road just north of Pomeroy village. The existing turbine is located 600m back from the roadside. The site is accessed off an existing concrete laneway that serves the existing farm dwelling and farm buildings to the south east of the site.

Consultation responses.

Consultations sent to Roads Service, NATS - Air Traffic Safety, Ministry of Defence - Defence Infrastructure Organisation and Crown Commissioners, Belfast International Airport, Cookstown District Council Environmental Health Department, OFCOM Media and Communications.

Roads Service has no objection subject to 2.4m x 80m visibility splays.

NATS has no objection.

Ministry of Defence has no objection other than that the structure is fitted with an aviation warning light and the developer must notify UK DVOF and Powerlines at the Defence Geographic Centre before development commences.

Belfast International Airport has no safeguarding issue with the proposal, however, they would recommend that the developer installs a warning light to warn low flying aircraft.

Cookstown District Environmental Health have no objections.

Ofcom Media and communications has no objection.

The Crown Estate has no objection.

Other Material Considerations

If approved, site restoration on cessation of electricity production can be controlled by planning condition.

While the wider environmental, economic and social benefits of this proposal are acknowledged, I am of the opinion that these benefits do not outweigh concerns about potential impacts on residential amenity.

The site does not flood, The land is not contaminated and the end use is of low risk to contamination.

Consideration of Objectors

Two letters of objection have been received from the residents of No. 40 and 44A.

They have raised issues that the existing turbine on the site is already causing problems to include noise and shadow flicker and it is having a detrimental impact on the established character of the area. The residents have stated that any increase in height will create additional problems to include enhanced noise and shadow flicker. These

factors have all been thoroughly considered within the above assessment.

Neighbour Notification Checked

Yes

Summary of Recommendation:

The proposal will have a detrimental effect on the locality.

In my opinion the proposal complies with PPS21 policy CTY1 and consequently PPS18 in that it will not result in any significant increase on the impact upon:

- (a) Public safety, human health, or residential amenity;
- (b) Visual amenity and landscape character;
- (c) Biodiversity, nature conservation or built heritage interests;
- (d) Local natural resources, such as air quality or water quality; and
- (e) Public access to the countryside.

With regards to policy RE1 part (a) it is our opinion that the increase in height would not result in a significant increase on the impact on nearby residential amenity.

In terms of the visual assessment there are no landscapes into which a wind turbine will not introduce a new and distinctive feature, however as the turbine is already built we are in a position to fully assess its impact on residential amenity, the increase in height of the turbine would not significantly intensify the impact on the residential amenity of the two nearest properties. (No.s 44 and 44A).

I consider the proposal to be unacceptable in terms of PPS 18 and NIEA's document 'Wind Energy Development in Northern Ireland's Landscapes.

The proposal appears to meet the policy tests of all the relevant policy.

I would Recommend Approval of the application.

Conditions

Signature(s)

Date:

ANNEX	
Date Valid	20th May 2014
Date First Advertised	4th June 2014
Date Last Advertised	12th November 2014
Details of Neighbour Notification (all addresses) The Owner/Occupier, 30 Limehill Road,Pomeroy,Tyrone,BT70 2RX Declan McCallan 44 Limehill Road,Lime Hill,Pomeroy,Tyrone,BT70 2RX, Paul McCallan 44A Limehill Road,Lime Hill,Pomeroy,Tyrone,BT70 2RX,	
Date of Last Neighbour Notification	4th November 2014
Date of EIA Determination	
ES Requested	No
Planning History Ref ID: I/2011/0246/F Proposal: Proposed farm dwelling & garage Address: 30, Limehill Road, Pomeroy, Decision: Decision Date: 16.02.2012 Ref ID: I/2002/0162/F Proposal: Proposed removal of existing steep hill/mound of sand-gravel type material to third party lands to provide an appropriate gradient of ground level so as to be usable for general agriculture purposes Address: Rear of 30 Limehill Road, Pomeroy Decision: Decision Date: 12.09.2002 Ref ID: I/2010/0268/F Proposal: Proposed erection of a 31m Vestos V27 225kw Wind Turbine to serve for export to the grid Address: Site 335 metres North West of 30 Limehill Road, Pomeroy Co. Tyrone Decision: Decision Date: 20.10.2011	

Ref ID: I/2014/0162/F

Proposal: Increase tower height of wind turbine from 31m as approved under I/2010/0268/F to 40m

Address: 356m NW of 30 Limehill Road, Pomeroy,

Decision:

Decision Date:

Summary of Consultee Responses

Consultations were sent to Roads Service, NATS - Air Traffic Safety, Ministry of Defence -Defence Infrastructure Organisation and Crown Commissioners, Belfast International Airport, Cookstown District Council Environmental Health Department, OFCOM Media and Communications.

Roads Service has no objection subject to 2.4m x 80m visibility splays.

NATS has no objection.

Ministry of Defence has no objection other than that the structure is fitted with an aviation warning light and the developer must notify UK DVOF and Powerlines at the Defence Geographic Centre before development commences.

Belfast International Airport has no safeguarding issue with the proposal, however, they would recommend that the developer installs a warning light to warn low flying aircraft.

Cookstown District Environmental Health have no objections subject to the turbine being condition to be the Vestas Model..

Ofcom Media and communications has no objection.

The Crown Estate has no objection.

Drawing Numbers and Title

Drawing No. 02 REVISION 01

Type: Proposed Elevations

Status: Submitted

Drawing No. 01

Type: Site Location Plan

Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:

Response of Department:

ANNEX	
Date Valid	20th May 2014
Date First Advertised	4th June 2014
Date Last Advertised	12th November 2014
Details of Neighbour Notification (all addresses) The Owner/Occupier, 30 Limehill Road, Pomeroy, Tyrone, BT70 2RX Declan McCallan 44 Limehill Road, Lime Hill, Pomeroy, Tyrone, BT70 2RX, Paul McCallan 44A Limehill Road, Lime Hill, Pomeroy, Tyrone, BT70 2RX,	
Date of Last Neighbour Notification	4th November 2014
Date of EIA Determination	
ES Requested	No
Planning History Ref ID: I/2011/0246/F Proposal: Proposed farm dwelling & garage Address: 30, Limehill Road, Pomeroy, Decision: Decision Date: 16.02.2012 Ref ID: I/2002/0162/F Proposal: Proposed removal of existing steep hill/mound of sand-gravel type material to third party lands to provide an appropriate gradient of ground level so as to be usable for general agriculture purposes Address: Rear of 30 Limehill Road, Pomeroy Decision: Decision Date: 12.09.2002 Ref ID: I/2010/0268/F Proposal: Proposed erection of a 31m Vestos V27 225kw Wind Turbine to serve for export to the grid Address: Site 335 metres North West of 30 Limehill Road, Pomeroy Co. Tyrone Decision: Decision Date: 20.10.2011	

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Proposal: Increase tower height of wind turbine from 31m as approved under I/2010/0268/F to 40m

Address: 356m NW of 30 Limehill Road, Pomeroy,

Decision:

Decision Date:

Summary of Consultee Responses

Consultations were sent to Roads Service, NATS - Air Traffic Safety, Ministry of Defence -Defence Infrastructure Organisation and Crown Commissioners, Belfast International Airport, Cookstown District Council Environmental Health Department, OFCOM Media and Communications.

Roads Service has no objection subject to 2.4m x 80m visibility splays.

NATS has no objection.

Ministry of Defence has no objection other than that the structure is fitted with an aviation warning light and the developer must notify UK DVOF and Powerlines at the Defence Geographic Centre before development commences.

Belfast International Airport has no safeguarding issue with the proposal, however, they would recommend that the developer installs a warning light to warn low flying aircraft.

Cookstown District Environmental Health have no objections subject to the turbine being condition to be the Vestas Model..

Ofcom Media and communications has no objection.

The Crown Estate has no objection.

Drawing Numbers and Title

Drawing No. 02 REVISION 01

Type: Proposed Elevations

Status: Submitted

Drawing No. 01

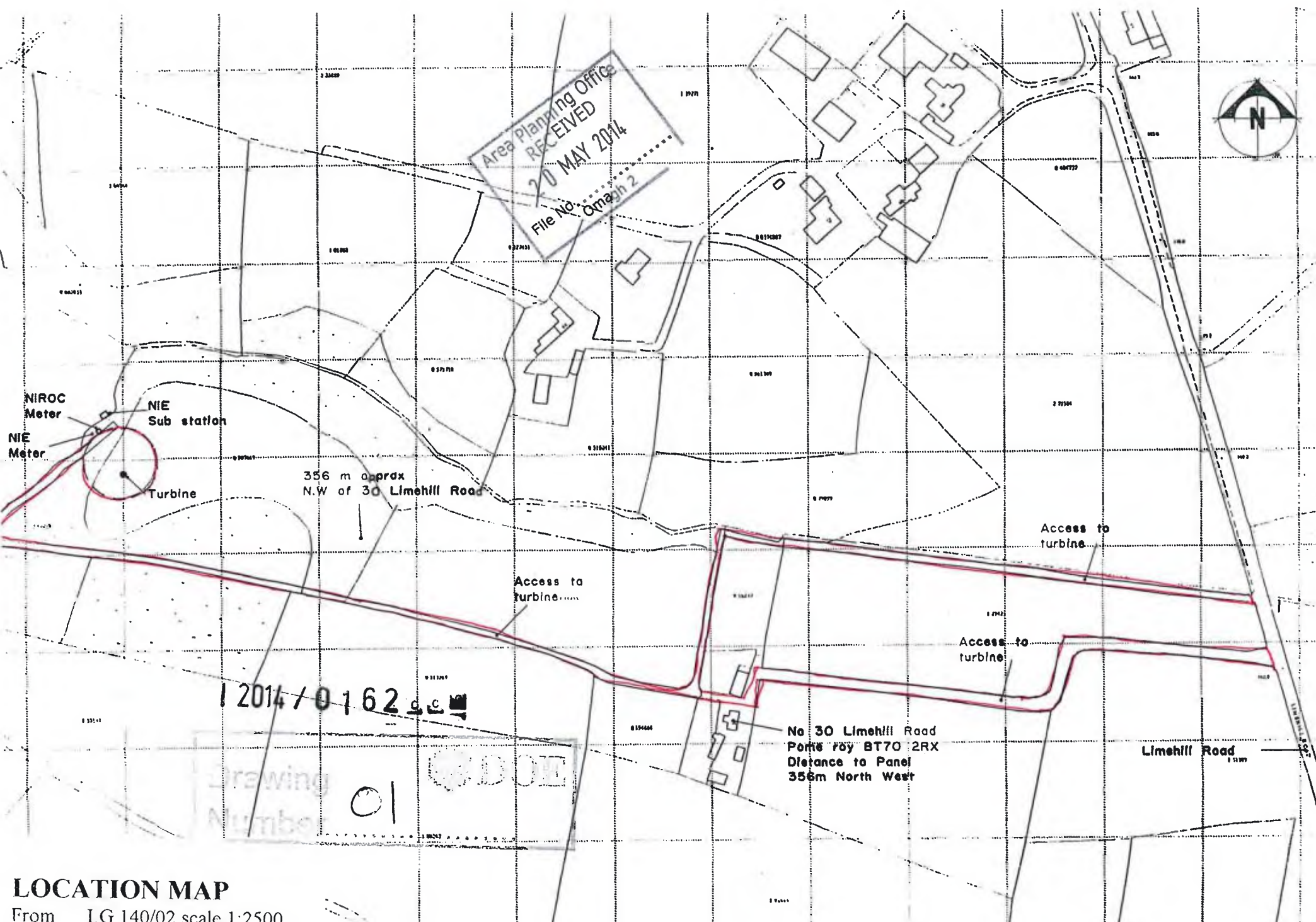
Type: Site Location Plan

Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:

Response of Department:



Area Planning Office
RECEIVED
20 MAY 2014
File No. 0162



NIEOC Meter
NIE Sub station
NIE Meter
Turbine

356 m approx
N.W of 30 Limehill Road

Access to turbine

Access to turbine

Access to turbine

2014 / 0162

Drawing
Number

01

No 30 Limehill Road
Point 70 BT70 2RX
Distance to Panel
356m North West

Limehill Road

LOCATION MAP
From I.G 140/02 scale 1:2500









Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council



Development Control Officer's Professional Planning Report

Application ID	I/2014/0173/LBC
Case Officer	Emma McCullagh
Description of Proposal	Installation of four replica sliding sash windows (composite and u PVC construction) for security/ health and safety reasons
Applicant Name and Address	Shane Beckett Eaglesfield House 20 High Cross Road Cookstown BT80 8U
Location of Development	9 Loy Street Cookstown BT80 8PZ
Agent Name and Address	N/A
Date Valid	23.05.2014
Date of last Neighbour Notifications	N/A
Date of A31 Determination & Decision	n/a
Date of Appropriate Assessment & Decision	n/a
Date of EIA Determination & Decision	n/a
Date Advertised	04.06.2014

Site and Environs: The site is located within the limit of development for the settlement of Cookstown. That limit has been defined by the Cookstown Area Plan 2010, which although past its notional date is still a material consideration.

The dwelling to which the proposal relates is a 3 storey terraced unit at the end of a row of 5.

The dwelling has recently undergone renovation and has been converted into flats.

Designated as part of the Area of Townscape Character.

Detail of the proposal: Removal of 2.4 meters of front boundary wall (as required by gas safety rules). The property in question is a listed building and the application is for listed building consent.

Relevant Site Histories: current application - I/2014/0174/LBC on same property for Removal of 2.4 meters of front boundary wall (as required by gas safety rules)

I/2011/0241/F – Approval for Proposed conversion of existing dwelling house and detached coach house into 4 no self contained apartments and associated siteworks at 9 Loy Street.

I/2013/0067/CA - the non compliance with previous approval above in relation to the installation of uPVC windows in Listed Building

Representations: NONE

Development Plan and Key Policy Consideration:

The site is located within the development limits of Cookstown and is within an area of townscape character as defined in Cookstown Area Plan 2010 and so the relevant policies include PPS1 and BH15 of PPS6.

There currently exists an open enforcement case in relation to the non compliance with previous approval (I/2013/0067/CA). Warning letter issued by Planning 12th November 2013 with remedial action required stated and is;

Remove unauthorised uPVC windows in listed building and replace with single glazed putty fronted timber sliding sash windows (to replicate the original windows prior to their unauthorised removal).

PPS6 Annex E12-18 provides advice in regard to the importance of windows in establishing the overall appearance and character of the building internally and externally. Annex E15 advises ‘windows should be repaired, or if beyond repair should be replaced like for like. It advises ‘the insertion of factory or standard windows of all kinds, whether in timber, aluminium, galvanised steel or plastic is almost damaging to the character and appearance of historic buildings.

It is considered the submitted retrospective application fails to meet the relevant criteria in PPS6.

- The essential character of the building and its setting has been compromised and features of special interest have been impaired.
- The works fail to make use of traditional or sympathetic building materials and techniques, in keeping with those found on the building.
- The architectural details are not in keeping with the building.

Other Policy and Material Considerations

Consultation with Northern Ireland Environment Agency –Historic Building Unit has resulted in a recommendation of refusal, for the reason listed below.

Further information was submitted by the applicant regarding other listed buildings to be used as comparison.

NIEA were consulted with this information and still stated the proposal fails to adhere to their guidance policy.

Recommendation:

REFUSAL

Refusal reason

The proposal is contrary to Policy BH8 of the Department's Planning Policy Statement 6: Planning, Archaeology and the Built Heritage in that No 9 Loy Street Cookstown (HB09/14/007C) is listed under Article 42 of the Planning (NI) Order 1991 and the alterations would, if permitted, detract from its appearance and character and result in a loss of its architectural and historic integrity



OS Ref: 124-07 NE2
IG Ref: 281065/378057

Revision	Date
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portadown	F: 028 38 334612
(c) omagh b162 3ag	E: office@andersonarchitect.com

Job Title
**Proposed Conversion of No. 9 Loy Street,
Cookstown into 4 No. Self Contained
Apartments for Mr S Beckett**

Drawing Title
Site Location Plan

Scales	Date	Drawn by	Checked
1:1250	December, 2013	W. Gibson	D. A.
Drawing Number 21121/LBC/001		Revision	

Area Planning Office
RECEIVED
2014
Drawing Number
211410173145C

Development Control Officer's Professional Planning Report

Application ID	I/2014/0174/LBC
Case Officer	Emma McCullagh
Description of Proposal	Removal of 2.4 meters of front boundary wall (as required by gas safety rules)
Applicant Name and Address	Shane Beckett Eaglesfield House 20 High Cross Road Cookstown BT80 8U
Location of Development	9 Loy Street Cookstown BT80 8PZ
Agent Name and Address	n/a
Date Valid	23/05/14
Date of last Neighbour Notifications	n/a
Date of A31 Determination & Decision	n/a
Date of Appropriate Assessment & Decision	n/a
Date of EIA Determination & Decision	n/a
Date Advertised	04/06/2014

Site and Environs:

The site is located within the limit of development for the settlement of Cookstown. That limit has been defined by the Cookstown Area Plan 2010, which although past its notional date is still a material consideration.

The dwelling to which the proposal relates is a 3 storey terraced unit at the end of a row of 5.

The dwelling has recently undergone renovation and has been converted into flats.

Designated as part of the Area of Townscape Character.

Detail of the proposal: Removal of 2.4 meters of front boundary wall (as required by gas safety rules)

Relevant Site Histories: current application - I/2014/0173/LBC on same property - Installation of four replica sliding sash windows (composite and u PVC construction) for security/ health and safety reasons

I/2011/0241/F – Approval for Proposed conversion of existing dwelling house and detached coach house into 4 no self contained apartments and associated siteworks at 9 Loy Street.

Representations: NONE

Development Plan and Key Policy Consideration:

The site is located within the development limits of Cookstown and an area of townscape character as defined in Cookstown Area Plan 2010 and so the relevant policies include PPS1 and BH15 of PPS6.

The application is for the removal of 2.4m of front boundary wall. The front plinth wall is an important feature of the listed building and its setting. It articulates the public/private zone between the public footpath and the private property, and defines the front cartilage of the building. The wall is protected as a cartilage structure under Article 42/7 of the Planning (NI) Order 1991, its removal compromises the setting of No. 9 Loy Street and the adjacent listed buildings , No's 5 & 7 Loy Street.

NIEA request that the plinth wall and coping stone is reinstated, across the front of the property to the same height, width and coping stone detail. It is also requested that the front boundary hedge is reinstated and pedestrian access from Loy Street as per the approved drawings of I/2011/0241/F.

Other Policy and Material Considerations

The works are in breach of the approved drawings in relation to I/2011/0241/F which notes 'low level stone wall retained to front boundary as per NIEA advice'.

The applicant submitted details from Flo Gas showing two sides must be left open on the gas tank proposal in line with gas safety rules and so a section of existing wall have to be removed to comply with this. However this work was carried out and the tank put in on the site of a listed building without prior consent. NIEA have been provided with this information and still remain of the same opinion that the removal of the wall is contrary to policy and should be reinstated.

A further plan showing the detail of the gas tank as existing on site was submitted by the applicant on 20/04/15 and NIEA now consider the gas tank, fully buried and covered has a limited detrimental impact on the listed building. However in relation to the removal of the front boundary wall, it is still an important feature of the listed building and its setting and the proposal fails to meet the relevant criteria of PPS6 in that the essential character of the building and its setting have been compromised.

Recommendation:

REFUSAL

Refusal reason

The proposal is contrary to Policy BH8 of the Department's Planning Policy Statement 6: Planning, Archaeology and the Built Heritage in that No 9 Loy Street Cookstown (HB09/14/007C) is listed under Article 42 of the Planning (NI) Order 1991 and the alterations would, if permitted, detract from its appearance and character and result in a loss of its architectural and historic integrity



OS Ref: 124-07 NE2
IG Ref: 281065/378057

Revision _____ Date _____
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Job Title
**Proposed Conversion of No. 9 Loy Street,
Cookstown into 4 No. Self Contained
Apartments for Mr S Beckett**

Drawing Title
Site Location Plan

Scales	Date	Drawn by	Checked
1:1250	December, 2013	W. Gibson	D. A.

Drawing Number
21121/LBC/001

Area Planning Office
RECEIVED
23 MAY 2014
File No.
Omagh 4



Drawing

Number

21121/LBC/001

Deferred Consideration Report

Summary	
Application ID: M/2014/0190/F	
Proposal: Retention of existing building for domestic purposes and extension of existing curtilage for domestic purposes.	Location: 23 Cavan Road Killyman Dungannon Co Tyrone BT71 6QW
Applicant Name and Address: Andrew Armstrong 23 Cavan Road Killyman Dungannon BT71 6AW	Agent name and Address: Andy Stephens Matrix Planning Consultancy LLP 29 Old Belfast Road Newtownards Co Down BT23 4SG
Summary of Issues: This application has been amended from its original description which proposed the 'Retention of existing building for domestic use' to a proposal for the 'Retention of existing building for domestic purposes and extension of existing curtilage for domestic purposes'. A number of local objections have been received to the application.	
Summary of Consultee Responses: No objections.	

Deferred Consideration:

As amended on the 9th Jan 2014 I am reassessing an amended application which now includes both the retention of a shed and an extension to the residential curtilage of No 23 Cavan Road. Killyman, Dungannon.

The proposal seeks the retention of the shed as built with dimensions of 10m x 9.9m with overall height of 6.7m. External materials are of corrugated sheeting to walls and roof with a 1m high brick base.

Relevant site history:

2 Enforcement Notices (1991) to cease use of the building as an oil depot and remove the shed. Whilst the use has ceased the shed had remained since then.

M/2012/0574/F – Retention of shed for use as a workshop (refused) 6/12/2013 for the following reasons:

1. The proposal is contrary to Policy PED 6 - Small Rural Projects of Planning Policy Statement 4 - Planning and Economic Development in that it has not been demonstrated that there is no suitable site within the settlement.
2. The Department has insufficient information, as requested under Article 7(4) of the Planning (General Development) Order (NI) 1993, in that; it has not been demonstrated that the Roads Service requirements including a 6 metre wide access road for the first 20m can be provided.
3. The proposal is contrary to Policy CTY1 of Planning Policy Statement 21 in that there are no overriding reasons why this development is essential in this rural location and could not be located in a settlement.

Representations:

Tom Elliott MLA

- local residents are concerned with this latest application for the existing building for domestic use and have a genuine fear that if planning permission is granted for a domestic building that the shed could be converted into a commercial workshop in the future.

Ross Planning (on behalf of residents of Cavan Road)

- this long running saga can be traced back to 1991 and to the non-compliance with an Enforcement Notice.
- There is evidence that the applicant's intention for the building is not domestic.
- The application contained a number of flaws when submitted in relation to its description and discrepancies in plans.
- The application lacks a supporting statement
- The appropriate actions as required by the Enforcement Notice should be taken immediately.
- Previous refusal on the site (M/2012/0574/F) which sought the retention of the building as a workshop demonstrated the applicant's intention to use the shed as a tool making business.
- There is a concern that this application represents an incremental attempt to establish a

use within the building that could be augmented to a business use.

- PPS7 directs domestic garages to being located within the curtilage however this shed is 22m east of the present curtilage. The proposal is therefore contrary to Paragraph A24 of the Annex to PPS7.

Ulster Farmers Union.

- This building is not, was not, and cannot be described as domestic use.
- The building was subject of a demolition order which was never enforced.
- The application is an attempt to legalise and validate what had previously been deemed inappropriate.

Lucy Melrose (27 Cavan Hill Road) – submitted on behalf of Messers G, G & A Hazlett, 27 Cavan Road, Dungannon.

- The building is entirely separate from the dwelling with a 6ft wall creating a physically distinct barrier.
- The shed is not accessible directly from No 27 (the adjacent dwelling)
- The building is disproportionate both to the domestic residence and to any domestic function that it could conceivably serve.
- No explanation has been given of what domestic purpose requires a building of this scale.
- Unless there is clear reason in the public interest, a development that is not in accordance with the development plan should not be permitted.
- The proposal is contrary to PPS1/21 and there are no overriding reasons to counter this.
- The inaction of the Department in relation to Enforcement action does not convert to a reason for approval.
- The applicant has made an application for 3 phase electricity – this would not be required for a domestic shed.
- The Department does not have to right the wrong in relation to a vendor's obligation to alert the applicant to the enforcement notice relating to the property when he purchased it.
- There is no merit or substance to the suggestion that the Hazlett family not having raised objections to the building over the years is material to the decision. They were not told that enforcement notice had been served.
- The Department's actions appear to encourage the applicant to seek to avoid the consequences of enforcement action by applying for permission to retain the building for some other (unspecified) purpose.
- The Department has acted unlawfully.

Development Plan and Key Policy Consideration:

This is a site located in the rural area as defined by the Dungannon Area Plan. Policy CTY1 of PPS21 must be considered. CTY1 outlines a range of types of development which in principle are considered to be acceptable in the countryside.

Policy CTY1 advises that there are a range of types of development that may be acceptable in principle in the countryside. This includes residential and non-residential development. Whilst specific reference is not made to domestic garages, it would be perverse to consider that these are somehow unacceptable.

In considering the matter of extending the curtilage, there is a clear physical subdivision created by the wall which separates the shed and associated yard area from the existing clearly defined curtilage of No 23 Cavan Road. In considering whether an extension of the curtilage of No. 23 to include the area which the shed is presently located on is acceptable, consideration must primarily

be given to visual amenity, neighbouring amenity and landscape character.

No. 23 Cavan Road is located relatively remotely from the nearest other occupied dwelling and at a point where the existing shared laneway turns sharply and along the rear of the shed, the laneway itself defining the proposed curtilage extension. Whilst the curtilage is effectively doubled by the proposal I do not view this as being to the extent that rural character or amenity is unacceptably impacted upon. Considering that the Planning Department could, if necessary and reasonable to do so, restrict the applicant's future Permitted Development Rights relating to the extended curtilage area, this would ensure that no other buildings are constructed without the need for express planning approval.

Dealing with the shed, the planning policy context for it is provided for by the Addendum to PPS7 'Residential extensions and Alterations'. The preamble to this document states that proposals for a domestic garage or an outbuilding, or other built development ancillary to residential property will also be considered under the provisions of this addendum. Its Policy, EXT1, states that planning permission will be granted for a proposal to extend or alter a residential property where all of 4 criteria are met.

These criteria are as follows:

1. The scale, massing, design and external materials of the proposal are sympathetic with the built form and appearance of the existing property and will not detract from the appearance of the surrounding area.
2. The proposal does not unduly affect the privacy or amenity of neighbouring residents
3. The proposal will not cause the unacceptable loss of, or damage to, trees or other landscape features, and
4. Sufficient space remains within the curtilage of the property for recreational and domestic purposes including the parking and manoeuvring of vehicles.

It is argued by objectors that the proposal fails the first 3 of the shed is not appropriate due to its scale and use of finishes which are considered to be more typical of a commercial workshop. They also contend that the shed is visible, stands alone in the wider open countryside setting and the critical views are transient from the east. From the east It is argued that the building is unduly prominent with a complete lack of visual screening or filtering.

Notwithstanding the enforcement notice and history, members are advised that this structure is not permitted development under the Planning (General Development) (Amendment) Order (NI) 2012 as the shed was not constructed in the established curtilage and is within 2m of the boundary of the proposed curtilage and has an eaves height exceeding 2.5m and is over 4m in height at ridge level. This said it is worth noting that rural dwellers can build a sizeable structure without the need for planning permission and the garage has less impact than many rural outbuildings.

Metal clad sheds are now a common feature in the grounds of residential properties in rural areas and the structure exhibits a number of features shared by agricultural buildings.

Views of the shed are very limited in my view primarily only to the approach to No 23 on the laneway and from a short glimpse from the nearby M1. The presence of No 23 itself and existing trees to its boundary offer in my view an acceptable degree of screening to the Cavan Road side.

The proposal before Committee is clearly described as being for a domestic shed thus if approved will be expressly for such a use. Any proposal to use the shed for any other non- domestic purpose would require a separate planning consent. At the time of my site visit on the 3rd Feb 2015 I observed a boat and other domestic items being stored inside the shed.

Whilst the shed is subject to an Enforcement Notice requiring its removal, some weight should also

be given to the fact that the building has stood for 24 years. No complaints were received over that time albeit objectors claim they were not aware of the Enforcement Notice.

The objectors also argue the inaction against the Enforcement Notice should not convert to a reason for approval. I share this view and have not attached determining weight to the argument that because of its presence over the period it should automatically be allowed. In recommending approval it is my view that the determining factors are that the shed does not result in visual intrusion and sufficiently meets the test in relation to Policy CTY13 of PPS21 in that its position in relation to the existing dwelling assist the shed to blend with the landscape. However this could be assisted with additional landscaping.

Account has also been taken on the impact on neighbouring amenity, however, the separation distances mean that any effects are marginal and would not warrant refusal.

In addition, one must be aware that the guiding principle in determining applications is that development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause harm to interests of acknowledged importance (PPS1).

In all the above circumstances I have not been persuaded that the scale, massing, design and external finishes of the shed are not sympathetic to the built form and appearance of the existing property and I do not consider that it would detract from the appearance and character of the surrounding area. I am also satisfied that the extension of the curtilage of No 23 will not detract from rural character or impact on neighbouring amenity.

I recommend that the application should be approved subject to the following conditions:

Conditions:

Conditions

1. This permission authorises only private domestic use of the subject building and does not confer approval on the carrying out of trade or business there from.

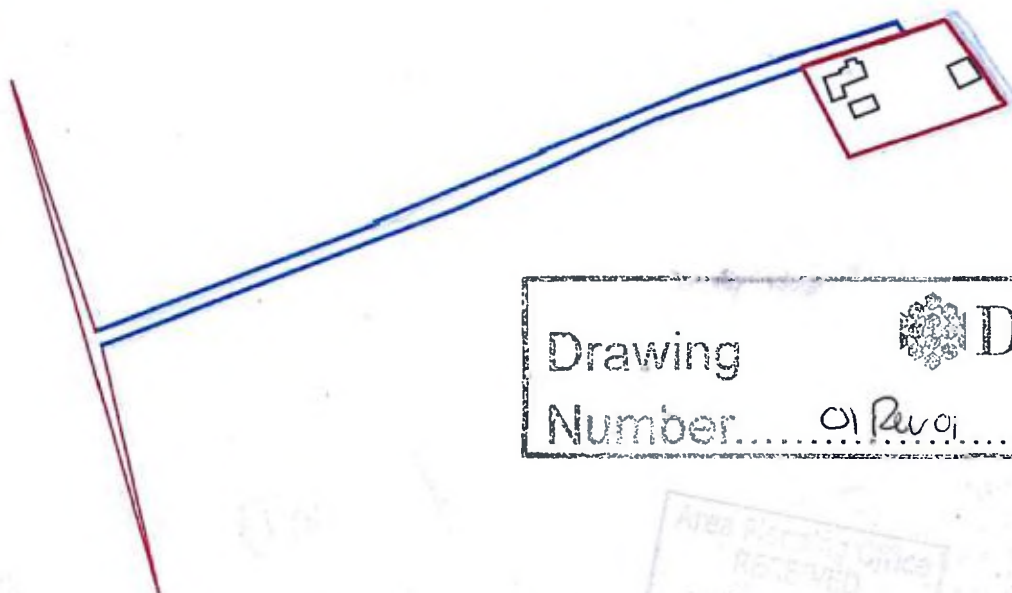
Reason: To enable the Department to retain control over the nature of the use on site.


2. Notwithstanding the provisions of the Planning (General Development) Order (NI) 1993, or any Order revoking and re-enacting that Order, no building, structure, hard surface or enclosure shall be erected, provided, maintained or improved within the red outline of the site on the approved plan, date stamped 28-APR-2014 .

Reason: To preserve the amenity of the countryside.

3. A detailed planting scheme shall be submitted to the Planning Department and agreed in writing within 3 months from the date of this permission.

Signature(s): Melvin Bowman
Date: 24/4/2015



Drawing  DOE
 Number..... 01 Rev 01.....

AREA PLANNING OFFICE
 RECEIVED
 09 JAN 2015
 File No.
 C. Omsch 2

Site Location Plan Scale 1/2500
Applicant - Mr Andrew Armstrong
Location - 23 Cavan Road, Killyman, Dungannon
Proposal - Retention of existing building for domestic use
and extension to curtilage

Development Control Officer's Professional Planning Report

Application ID	I/2014/0193/F
Case Officer	Emma McCullagh
Description of Proposal	Proposed alterations and single storey extension to Moe's Bar.
Applicant Name and Address	MMD Leisure LLP 53 Main Street Coalisland BT71 4NB
Location of Development	86 Chapel Street Cookstown
Agent Name and Address	Clarman and Co Unit 1 33 Dungannon Road Coalisland BT71 4HP
Date Valid	04.06.2014
Date of last Neighbour Notifications	20.06.2014
Date of A31 Determination & Decision	n/a
Date of Appropriate Assessment & Decision	n/a
Date of EIA Determination & Decision	n/a
Date Advertised	19.06.2014

Site and Environs:

The site is located at no.86 Chapel Street, Cookstown. Currently contained within the site is a Licensed Premises- a mid terrace two storey building finished in a smooth white render, black framed windows with a slate tile roof. The building is located to the South of the town centre and fronts directly onto the Eastern side of Chapel Street. There is a two storey projection located centrally to the front facade of the building which provides the main entrance to the premises. There is a projection to the rear- a two storey section which then drops down to single storey towards the Eastern boundary of the site.

The adjoining property to the South of no86 fronting onto Chapel St is an off licence whilst another adjoining property to the rear fronting onto the Fountain Road is a vacant commercial unit. The proposal is to extend the licenced premises into the area of the demolished vacant retail outlet. Currently deliveries to the existing bar would seem to be serviced via a right of way, which also provides access the rear of other properties on Chapel Street as well as some residential properties on Fountain Road.

The surrounding area is urban in character. The site is located to the South of Cookstown Town Centre and within the development limits as designated in the Cookstown Area Plan 2010. The site fronts onto the A29 Protected Route.

There is a mixture of land uses in the immediate vicinity;

To east; semi detached dwellings with detached dwellings to rear of same.

To south; vacant car sales garage and associated compound, with detached residential units beyond on Fountain Road.

To west; existing two story building with off sales to ground floor. Beyond that Chapel Street and residential properties beyond again.

To north; residential properties, some of which have rear access from the adjoining right of way.

Detail of the proposal:

This is a full application for proposed alterations and single storey extension to Moe's Bar. Includes extension to public bar, restaurant area, an open courtyard, walled smoking area, lobby, store, ladies and disabled toilets and bin storage.

Relevant Site Histories: On the same site; I/2012/0324/F - Demolition of single storey retail unit and construction of a single storey extension to existing bar. **PERMISSION REFUSED**

1. The proposal is contrary to DES 2 of the Department's Planning Strategy for Rural Northern Ireland, Planning Policy Statement 1: General Principles, and DCAN 7 Public Houses in that the proposal would if permitted unduly affect the amenity of the existing adjacent and nearby residents to the site by reason of noise, nuisance and general disturbance.
2. The proposed development is contrary to PPS 3 - Access, Movement and Parking and would, if permitted, prejudice the safety and convenience of road users since provision cannot be made clear of the highway for the parking, turning, loading and unloading of vehicles which would be attracted to the site/premises.

Representations:

A number of objections/representations have been received in relation to this proposal; The main issues raised relate to Traffic/parking, Noise and Anti-social behaviour. Proposal has the potential for an increase in late night activity, events and number of patrons in the

premises. Neighbouring residential properties already have to deal with customers/taxis/buses parking, and increased traffic especially in the early hours of the morning. Problems also occurring with delivery vehicles blocking access to the properties served by alley (right of way) to the rear (East) of the premises. The right of way access is outside the remit of planning.

Noise levels from the public house/disco/live bands as well as outside after closing time is identified as an existing problem that will only be exacerbated by an increase in floorspace and activity.

Objections also describe instances of anti-social behaviour such as;

- trespassing, urinating and litter on streets and private property.
- anti social and indecent behaviour.
- criminal damage to both property and vehicles.
- fighting inside and out of premises with police and ambulance in attendance.
- taxis and cars on footpath and parking on private spaces.

Anti-social behaviour outside of the premises is beyond the remit of the Department, however any possible loss of amenity due to external noise is a valid planning consideration. Access, Delivery and Parking issues are dealt with through consultation with TransportNI.

Development Plan and Key Policy Consideration:

The application site is located within the development limits of Cookstown, but outside the town centre, as defined in Cookstown Area Plan 2010. It is subject to policy consideration under PPS1, PPS3 and PPS5.

The proposal is an extension to existing business Moe's Bar, where it is proposed to demolish the existing Central Electric supplies shop which currently abuts the existing bar and front Fountain Street (has area of 151sqm), and replace it with an extension to the existing bar.

PPS5 advises that town centres are centres of major generators of journeys for employment, shopping services and entertainment. This proposal is located outside the defined limits of Cookstown town centre, however it is located on the main road approaching the town centre. PPS5 promotes vitality and viability, the proposed extension will create additional jobs for the bar.

DCAN7 – Public Houses relates to noise, nuisance and general disturbance to nearby residents and the issues are taken into greater detail below.

The main issues in regard to this application are the impact on the amenity of nearby residents by reason of noise, nuisance and general disturbance and parking/road safety issues.

Amenity of nearby residents by reason of noise, nuisance and general disturbance

DCAN 7 Public Houses states noise from live entertainment and discos in public houses can be a source of annoyance to neighbours. The control of such forms of entertainment is the responsibility of Public Entertainment Licensing Department of the relevant district council. When considering this extension to the existing public house account has been taken of the likely effects of the intensification of the existing use on the surrounding area. The extension

is to create a restaurant and outdoor smoking area. The increase in patronage for this proposal would not significantly increase to such an extent as to warrant refusal on this basis.

Environmental Health stated the objections received were similar to those raised under I/2012/0324/F and the material changes between the two applications will not affect their response.

In relation to external patron noise EHO state they have no legal redress to noise and anti-social behaviour in the street arising from those who have frequented the bar for the evening.

In regard to delivery noise they advise a condition should be put in place ensuring there are no greater than 4 deliveries per week and all deliveries are undertaken between hours of 07.00 and 19.00.

Entertainment Noise levels and external plant noise can be controlled by condition. Also in relation to noise via external doors, it has been clarified by the agent that the rear door to the premises will not be used for access and egress to the property, and clientele would be managed at night by accessing and egressing via the front door of the property. A condition will be attached ensuring that access and egress is via the front door only after 21.00hrs.

Double glazing will be installed on the Chapel Street and Fountain Road facades. A condition will be attached to ensure this is carried out.

To address the issue of neighbour nuisance and noise from the previous refusal I/2012/0324/F, the public entrance onto Fountain Road has been removed, the overall size of the bar extension is much reduced (now 40.2sqm/433sq ft), the previous dining area has been removed, It would increase the patrons to 23 that could be seated (including bar stools). The public bar is now 10.4m from the public entry serving the rear of commercial and residential properties fronting Chapel Street. An area has been provided the house the existing bin area.

Parking/Road safety issues.

Transport NI have stated their refusal reasons based on the proposed extension in relation to PPS3, due to it prejudicing the safety and convenience of road users due to parking, turning and loading of vehicles and because it would lead to vehicles stopping and parking on the highway interfering with the free flow of traffic on Chapel Street and Fountain Road. Due to the relative modest size of the extension it would not attract any further service arrangements than are existing.

The agent in response to Transport NI comments have mentioned approval I/2013/0377/F as a comparison. This is McDonalds Drive thru approved on Killymoon Road. They feel the level of car parking, entering of cars, swept paths for lorries and junction analysis were not as stringent as in this case.

Parking Standards under Bars and Restaurants inside the development limits are as follows;

1 space per 5m² NFA

1 lorry space when than 500m² GFA.

Cycle Parking Standard - minimum of 5 spaces for bars, and minimum of 2 spaces for Restaurants.

Transport NI used the total extension floor area to calculate the required amount of parking spaces required.

The precise amount of car parking will be determined according to the specific characteristics of the development and its location should have regard to these standards or any reduction provided for an area of parking restraint. The character of Cookstown main street is on street car parking.

We would be of the opinion that the intensification of the net floor area to include the extended bar and seating area totalling 40m² should be used. This would be excluding the open courtyard, smoking area, lobby, store, toilets and bin storage.

Plc form states they would expect 50 more customers on daily basis and it would seem reasonable this would be people going to the bar and restaurant area, rather than the areas mentioned which were excluded from the floor space calculation.

Using the figure the Parking Standards it would mean 8 spaces would be required. The applicant has provided for 5 spaces plus the existing on-street parking will be used. (The majority of parking within Cookstown is on-street.)

Under the same parking standards non- food retail has a requirement of 1 space per 20m² GFA. Therefore the existing retail unit (151sqm), which is to be lost to the extension, would require 8 spaces also. So the Roads requirement is like for like. Accordingly in terms of traffic generation and parking it is our view the new proposal will result in an improvement of the current situation

However any further application for this establishment would be assessed as a cumulative affect and any intensification would be considered under the policy in line with Planning and Roads issues.

Recommendation: On balance, I recommend permission be granted subject to conditions below, after considering the previous application, the response from Environmental Health and the requirements for parking as per the Parking Standards guidance taking into account the usable internal floor area mentioned, an Approval is recommended.

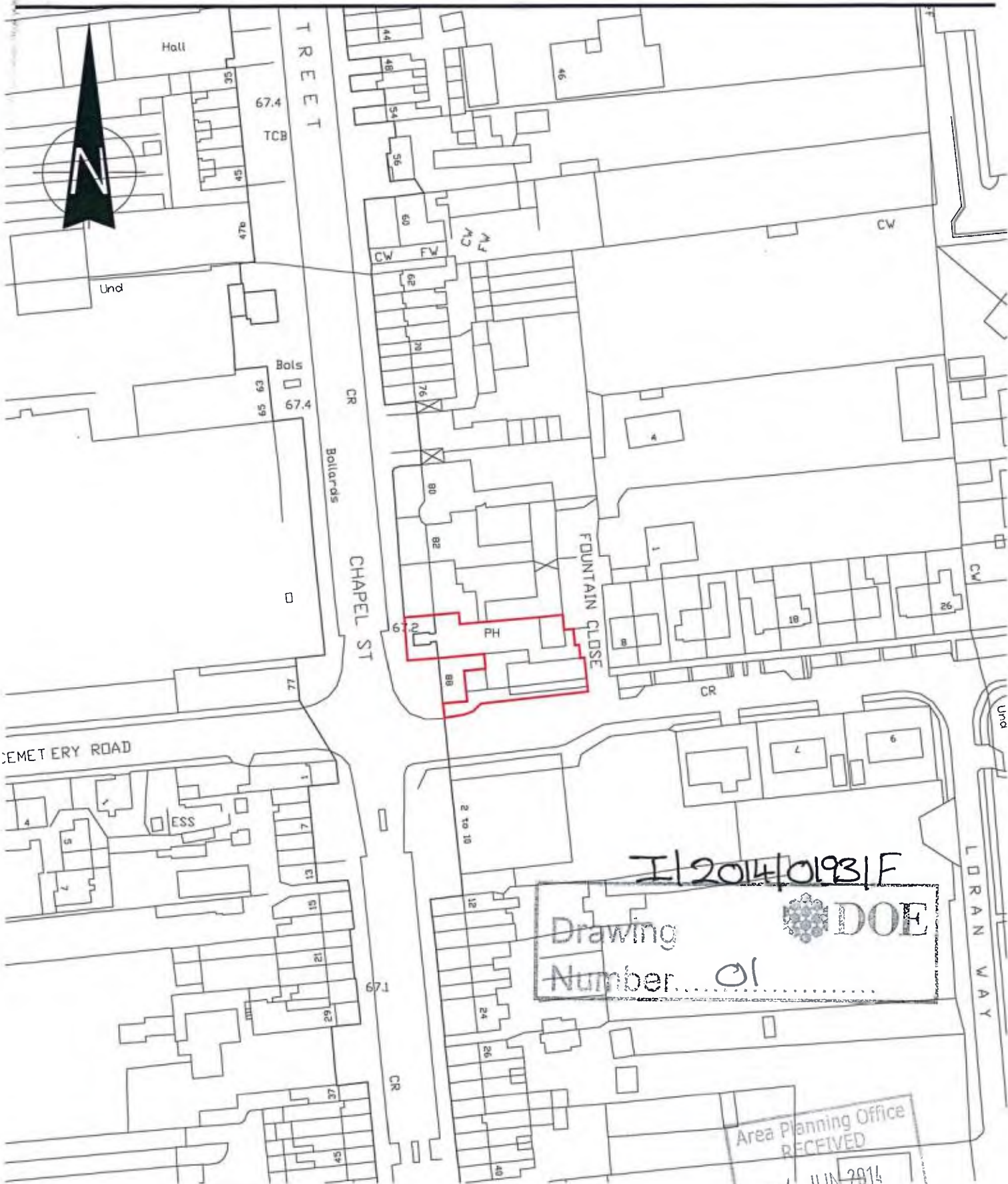
Conditions

1. As required by Article 61 of the Planning Act (NI) 2011 the development hereby permitted should be carried out within 5 years of the date of this permission.

Reason: Time limit

2. All deliveries to the premises should be undertaken between the hours of 07.00-19.00hrs, and should not exceed 4 deliveries per week.
3. A post completion sound test should be carried out by the applicant to ensure that entertainment noise within the premises does not exceed an LAeq 95dB (5 min). Written confirmation of these results should be forwarded to this Department.
4. External plant should not exceed an LAeq of 40dB (5min) when measured at a distance of 1m from the plant.
5. The double glazing installed on the Chapel Street and Fountain Road facades should be 10/12/6 specification.
6. Access and egress from the property should only be via the front door on Chapel Street after 21.00hrs.

Reason for 2- 6 : In the interests of neighbouring amenities.



Location Plan
Scale 1 : 1 2 5 0

I/2014/0193/F
 Drawing
 Number... 01

Area Planning Office
 RECEIVED
 - 4 JUN 2014
 File No.
 Omagh 4

Project Title Proposed Alterations & Single Storey Extension to Moe's Bar and Retention of Existing Digital Signage At 86 Chapel Street, Cookstown		Drawing Title Location Plan			
Client MMD Leisure LLP	Project No. 2952		Stage 3	Dwg. No. 01	Scale 1:1250
	Drawn by LH		Checked By DC	Revision May 2014	

Unit 1, 33 Dungannon Road
 Coalisland
 TEL: 02887 747900 FAX: 02887 747901
 e-mail: cm@clarman.com

Development Control Officer's Professional Planning Report

Application ID	H/2014/0209/O
Case Officer	Karen Doyle
Description of Proposal	2 storey dwelling
Applicant Name and Address	Robert Niblock 21 Auburn Drive, Magherafelt, BT45 5ED
Location of Development	Adjacent to 2 Beechland Drive, Magherafelt, BT45 6BH
Agent Name and Address	M.J Fullerton Design, 12 Rainey Court, Magherafelt, BT45 5BX
Date Valid	03.06.2014
Date of last Neighbour Notifications	05.09.2014
Date of A31 Determination & Decision	N/A
Date of Appropriate Assessment & Decision	N/A
Date of EIA Determination & Decision	N/A
Date Advertised	19.06.2014

Detail of the proposal:

This is an outline application for a new 2 storey dwelling.

Site and Environs:

The site comprises the side and rear garden of at the end of a pair of semi-detached dwellings within the Beechland residential estate. The northern boundary of the site abuts the rear garden space of 4 adjacent dwellings in a terrace to the north. The rear garden space extends in a south easterly direction in a narrow band approx. 5m wide at the rear of the existing property tapering down to approx. 3.25m at the rear boundary. The overall site is relatively flat. The roadside boundary of the site is defined by hedge approx. 1m high affording privacy and screening from the adjoining footpath along the front of the property.

The site is located within the settlement limit of Magherafelt and is not zoned for any particular use. The Beechland estate comprises a mix of 2 storey and single storey dwellings laid out either in a terrace of houses or in pairs of semi-detached dwellings. To the immediate rear of the application site is an industrial estate which comprises a mix of uses including McErlain's Bakery, a veterinary clinic and Beam vacuums.

Relevant Site Histories:

H/2007/0267/O - This was an application for a single dwelling in the front garden of the existing property which is the subject of this 2014 planning application. The application was refused for the following reason on 16th May 2008,

"The proposed development is contrary to policy QD1 of Planning Policy Statement 7 and would, if permitted, result in over development of the site, which is too restricted to permit the erection of a dwelling of reasonable design and dimensions and with adequate amenity space and will result in development which is out of character for this area".

Representations:

No objections were received to the planning application.

There were 3 consultations carried out with Transport NI, Environmental Health and NI Water.

Transport NI are objecting to the proposal for the following reasons:

1. The proposal is contrary to Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 2, in that it would, if permitted, prejudice the safety and convenience of road users since visibility splays of 2.0 metres x 33 metres from the proposed access cannot be provided in accordance with the standards contained in the Department's Development Control Advice Note 15.
2. The proposal is contrary to planning policy statement 3, access, movement and parking, policy amp 2, in that it would, if permitted, prejudice the safety and convenience of road users since the proposed access is located in close proximity to a road junction where the slowing down and turning movements of vehicles entering and leaving the access would conflict with traffic movements at the junction.
3. The proposal is contrary to Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 7, in that it would, if permitted, prejudice the safety and convenience of road users since adequate provision cannot be made clear of the highway for the parking of vehicles which would be attracted to the site.

Development Plan and Key Policy Consideration:

Magherafelt Area Plan 2015.
PPS 1 - General Principles

PPS 3 - Access, Movement and Parking.
PPS 7 - Quality Residential Environments.
DCAN 15 - Vehicular Access Standards 2nd Edition.

The application site is defined as white land and is situated within the settlement limits of Magherafelt by the Magherafelt Area Plan 2015 and therefore the principle of development is acceptable subject to the relevant policy tests.

In line with PPS 7, Policy QD1 and policy LC 1 of the Addendum to PPS7 proposals for residential development must be based on an overall design concept that draws upon the positive aspects of the character and appearance of the surrounding area. Policy QD1 of PPS 7 states in established residential areas proposals for housing development will not be granted where they would result in unacceptable damage to the local character, environmental quality or residential amenity of these areas. This proposal is to change a pair of semi-detached dwellings into a terrace of 3 dwellings with the 3rd dwelling being located in the side garden of No 2 Beechland Drive. The useable area of rear garden to the proposed dwelling is to be sited behind the rear garden of No 2 Beechland Drive.

The current proposal before the Department is similar to the original 2007 application in that no in curtilage parking is proposed. In this instance Roads Service are recommending refusal on 3 grounds: visibility splays, close proximity to junction and provision can't be made clear of the highway for vehicles attracted to the site. The current site is approximately 127m from the junction of Aughrim Road and Beechland Road and directly opposite the internal road junction.












The applicant has indicated that arrangements for this proposal involve alteration of an existing access onto a public road and ticked for pedestrian use only - no vehicular use. On approach from the NE a parking area has been provided for those properties 14-24 Beechland Road. At least four of those 6 properties have provided in curtilage parking/hardstanding for the potential parking of vehicles. This means that the approach from the NE is largely unhindered and vehicles have the potential to be approaching the front of the application site at speed. This frontage is largely blind until you are parallel with the lean to at the side of no 24 Beechland Road approx. 11-12m away from the nearest edge of the application site. The potential for a road traffic accident, if a vehicle were to be parked on the main road at the front of the site with a vehicle travelling NE from the lower land combined with the fact the site is located opposite a road junction in my opinion will be a greater risk than at present. I believe it is unrealistic to expect any resident of the application site to park either in the provided car parking area along 14-24 Beechland Road or in the garages between 4 and 6 Beechland Drive, therefore failing to provide adequate and appropriate provision for parking.

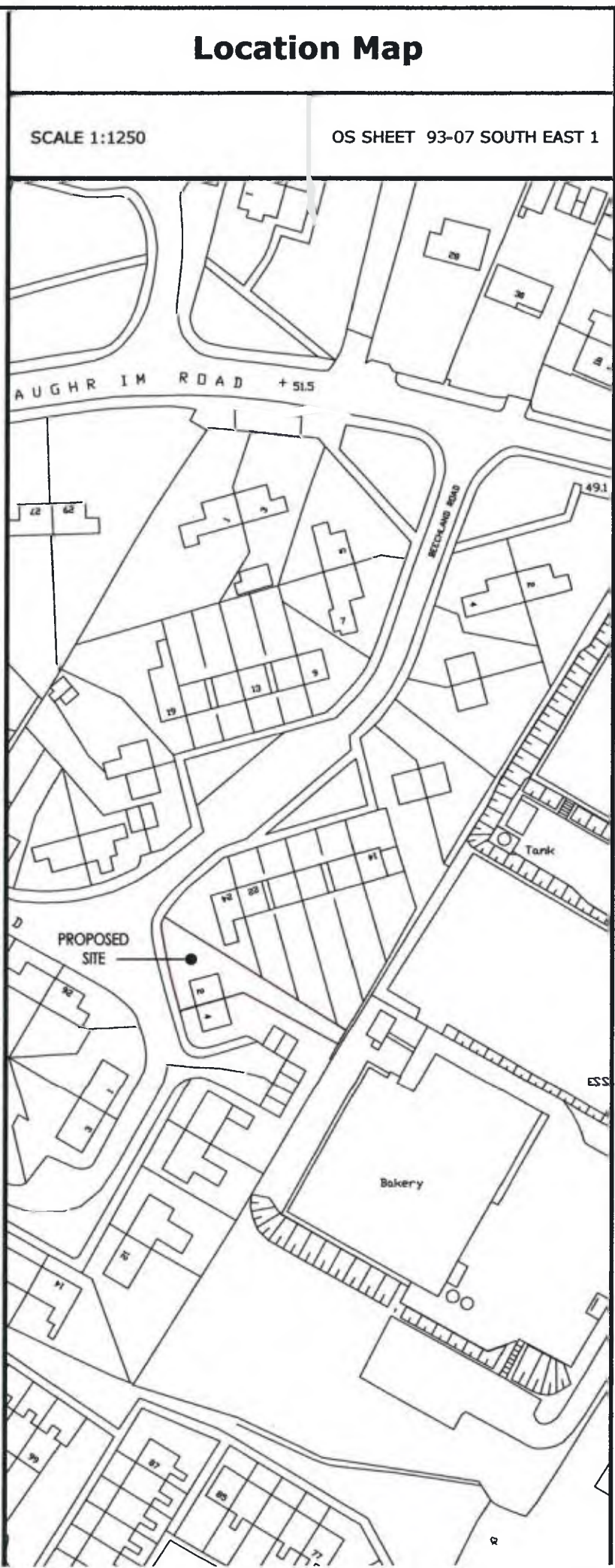
Point (h) of PPS 7, Policy QD1 states that the design and layout will not create conflict with adjacent land uses and there is no unacceptable adverse effect on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance. In terms of private amenity space the applicant is proposing to cut the rear garden space of No 2 Beechland Drive into two portions and separated by a 1.8m high close boarded fence and in my opinion the fence will not adequately protect the amenity of the residents of No 2 and a wall will lead to a 'tunnel effect' and make the development feel somewhat cramped, despite the annotation on drawing no 01 received 03 June 2014 indicating 95sq metres was being provided. The area of private garden shown for No 2 is 51 sq. metres and although the minimum areas of private amenity space have been provided it is my opinion that this will not result in a quality residential environment.

Recommendation:

Members are asked to note that under the control of the Department of Environment this application was taken to the then Magherafelt District Council with a recommendation to refuse the application in December 2014. Following a meeting with Dr Boomer in February 2015 the application was presented to Council, again with a recommendation to refuse the application in March 2015. At the time Magherafelt District Council agreed to accept the opinion to refuse the application. However as the application had not issued and it is important to consider this application in conjunction with a very similar proposal at the neighbouring dwelling (Ref H/2014/0189) it was considered any further determination should be made by committee. It is my recommendation that planning permission be refused on the following grounds:

1. The proposed development is contrary to policy QD1 of Planning Policy Statement 7 and would, if permitted, result in over development of the site, which is too restricted to permit the erection of a dwelling of reasonable design and dimensions and with adequate amenity space and will result in development which is out of character for this area.
2. The proposal is contrary to Policy QD1 of Planning Policy Statement 7 Quality Residential Environments in that it has not been demonstrated that the development would create a quality and sustainable residential environment and fails to meet the requirements of criteria (h) of Policy QD1 as it has been considered that the design and layout will result in an unacceptable adverse effect on neighbouring residential properties in terms of overlooking and overshadowing and the proposed dwelling will have an overbearing impact.
3. The proposal is contrary to Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 2, in that it would, if permitted, prejudice the safety and convenience of road users since visibility splays of 2.0 metres x 33 metres from the proposed access cannot be provided in accordance with the standards contained in the Department's Development Control Advice Note 15.
4. The proposal is contrary to planning policy statement 3, access, movement and parking, policy amp 2, in that it would, if permitted, prejudice the safety and convenience of road users since the proposed access is located in close proximity to a road junction where the slowing down and turning movements of vehicles entering and leaving the access would conflict with traffic movements at the junction.
5. The proposal is contrary to Planning Policy Statement 3, Access, Movement and Parking, Policy AMP 7, in that it would, if permitted, prejudice the safety and convenience of road users since adequate provision cannot be made clear of the highway for the parking of vehicles which would be attracted to the site.

COL	GENERAL NOTES
	EXISTING TREES
	EXISTING HEDGEROW
	PROPOSED PLANTING
	PROPOSED HEDGEROW
	EXISTING DWELLING/ BUILDING
	PROPOSED DWELLINGS
	NEW FENCE LINE
L	GENERAL NOTES
	VEHICULAR ROUTE
	DWELLING FRONTAGE
	MAIN ACCESS POINT
	VIEWS TO OPEN SPACE
E NOTES/ CONDITIONS:	
MENT(S) SHALL NOT EXCEED 8% (1 IN 12.5) OVER THE FIRST 5M BOUNDARY. WHERE THE VEHOCULAR ACCESS CROSSES GE, THE ACCESS GRADIENT SHALL BE BETWEEN 4% (1 IN 25) 3% (1 IN 40) MINIMUM AND SHALL BE FORMED SO THAT THERE IS 3E OF SLOPE ALONG FOOTWAY. E THERE IS A SATISFACTORY MEANS OF ACCESS IN THE SAFETY AND THE CONVENIENCE OF ROADS USERS.	
OR FORM ANY BUILDING HEREBY PERMITTED SHALL HARD SURFACED AREAS HAVE BEEN CONSTRUCTED AND RKED IN ACCORDANCE WITH THE APPROVED DRAWING KING AND SERVICES WITHIN THE SITE. NO PART OF THERE HARD SHALL BE USED FOR ANY PURPOSE AT ANY TIME OTHER THAN JING AND MOVEMENT OF VEHCILES. E THAT ADEQUARE PROVISION HAS BEEN MADE FOR PARKING, AFFIC CIRCULATION WITHIN THE SITE.	
YES NOT EMPOWER ANYONE TO BUILD OR ERECT ANY OR FENCE OR ENCROACH IN ANY OTHER MANNER ON A (INCLUDING A FOOTWAY AND VERGE) OR ON ANY OTHER MANAGED BY THE DEPARTMENT OF REGIONAL DEVELOPMENT TE PERMISSIONS AND ARRANGEMENTS ARE REQUIRED.	
J. BE TAKEN TO PREVENT THE DEPOSIT OF MUD AND OTHER ACENT ROAD BY VEHICLES TRAVELLING TO AND FROM THE E. ANY MUD, REFUSE ETC DEPOSITED ON THE ROAD AS A ELOPMENT MUST BE REMOVED IMMEDIATELY BY THE ACTOR.	
V PLANT AND MATERIALS SHALL BE STORED WITHIN THE SITE.	
LITY OF THE DEVELOPER TO ENSURE THAT: DES NOT FLOE FROM THE SITE ONTO THE PUBLIC ROAD AND E DRAINAGE IS ACCOMMODATED AND NO WATER FLOWS OAD ONTO THE SITE.	



Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: H/2014/0218/RM	Target Date:
Proposal: Erection of 2 no industrial units, 1 no utility block, car parking facilities, security fencing, drainage and associated site works	Location: Lands approximately 10 m west of unit 10 Station Road Industrial Estate Station Road Magherafelt
Referral Route: Objection received to the proposal	
Recommendation:	Approve
Applicant Name and Address: Gorsehill Ltd Industrial Estate Unit 10 Station Road Magherafelt BT45 5EY	Agent Name and Address: mc2 architects ltd 120 Aughrim Road Castledawson Magherafelt BT45 8HB
Executive Summary:	
Signature(s): Malachy McCrystal	

Case Officer Report

Site Location Plan



This is a reserved matters application for the 'Erection of 2 no industrial units, 1 no utility block, car parking facilities, security fencing, drainage and associated site works' at Station Road, Magherafelt.

Consultations:

Consultation Type	Consultee	Response
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received
Non Statutory	NI Water - Multi Units West - Planning Consultations	No Objection
Non Statutory	Env Health Magherafelt District Council	Add Info Requested
Non Statutory	Rivers Agency	Substantive Response Received

Representations:

Letters of Support	None Received
Letters of Objection	1
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

The statutory consultees are satisfied with the proposal (see Appendix), however one objector raised the following concerns:-

1. They were not neighbour notified on the outline application;
2. The site should not be considered as existing industrial land;
3. Impact on residential amenities;
4. Inadequate landscaping

In response to the objection revised drawings were required to alleviate the impact of amenity. The outline approval remains valid because at the time the only requirement in law was to place a press notice in the local paper which was done. The other points are addressed in the report.

Representations

One representation was received in respect of this application and raises the following issues:-

- Not receiving neighbour notification letter for the associated outline application and therefore the decision was flawed. It was also flawed in that the Department limited its consideration of the proposal to PPS1 and PPS4. It would be wrong to compound errors therefore by determining the proposal without considering all material considerations; While the objector may not have been neighbour notified regarding the outline application, this was not a statutory obligation and therefore does not invalidate the decision in any way. The proposal was advertised in the local press in the normal manner on 15th August 2013 and no representations were received.
 - Whilst the objector may be correct in stating that the subject lands have not previously been developed, they are none-the-less still identified within the Magherafelt Area Plan 2015 as 'Major Area of Existing Industry' and as outline approval has already been granted, the applicant is entitled to submit a reserved matters application which satisfies all the outline conditions. The fact that the site has not been farmed in the past 15 years is immaterial and while they may have become overgrown they are not covered by any designation within the Magherafelt Area Plan leading to their protection. During the site inspection, at which time I walked the site, I did not encounter any evidence to support the claims that these are wet lands, nor to lead me to the conclusion that a flora and fauna survey was required. However, it should be noted that at that point in time, a large part of the site was already cleared of vegetation.
 - That the proposal should not be approved unless all potential nuisances are obviated by design and that the proposal is contrary to Policies PED 8 and PED 9 of PPS 4.
- In considering this issue, Environmental Health have advised that subject to the imposition of stated conditions, there is no reason why the proposal should not be acceptable. In relation to the criteria listed in policy PED 9, in my opinion the proposal satisfies all of these apart from paragraphs (j) and (k) insofar as the landscaping along the Station Road boundary should be strengthened to provide a suitable degree of screening from this public view point. However, this can be dealt with by way of condition.
- The design creates problems with insufficient landscaping belt along the Station Road and northern boundaries with a series of doors facing the residences thereby creating a potential noise nuisance.

The lack of landscaping can be covered by condition. The doors facing The Brambles development have now been removed and Environmental Health have accepted this and provided relevant conditions to ensure the amenity of these dwellings are not adversely affected.

Description of proposal

The proposal is for the erection of Workshop A, workshop B, Workshop C, a utility block, additional staff car parking, hard standing areas with circulating/turning area and associated security fencing and landscaping.

The utility block measures 15.4m x 9.5m with a 5.7m high wall plate level and a 25° roof pitch giving a ridge height of 8.2m. This is a two storey building providing 126m² of offices and canteen facilities on the ground floor and 129m² of storage facilities on the first floor. There is a roller shutter door at first floor level in one gable end with an external staircase at the other gable end.

Workshop A is a 6 bay single storey building measuring 42.0m x 20.0m, creating 840m² floor space, with a wall plate height of 7.5m and a low 5° roof pitch giving a ridge height of 8.65m. The building has roller shutter doors on one side and pedestrian accesses on the other side in each bay with additional pedestrian access doorways in each gable end.

Workshops B and C is essentially one building with a double pitch roof with a row of internal structural stanchions along the centre line of the building. The building measures 72.9m x 40.9m with a wall plate height of 10.0m and a low 5° roof pitch giving a ridge height of 11.1m creating 2981m² floor space. The building is a twelve bay building with roller shutter doors in each bay with two pedestrian access doors on one side, two pedestrian access doors on the other side elevation and one pedestrian access doors in each gable end. These workshops are orientated so that the roller shutter doors are facing into the site and away from the Brambles housing development.

The external finishes on all buildings are as follows:-

- Roof : insulated composite cladding panels in dark grey/black
- Walls : Insulated composite cladding panels
Utility block – as above at high level over rough cast render in grey colour at low level
- Windows : Aluminium / uPVC / hardwood painted in black
- Doors : Aluminium / uPVC / hardwood in a colour to be confirmed
- Rain water goods : Aluminium powder coated gutter and rain water pipes in dark grey/black

Workshop A and the utility block are sited to the northern end of the site while Workshops B and C are located parallel to the existing unit 10 and also parallel to Station Road. This building is underneath the line of one of the existing overhead lines, both of which are to be relocated (pending NI Power approval). The access to the new extended site is to be taken through the existing access to unit 10 and through the existing car park. This will reduce the impact on the existing road system as there is not the need for direct access onto Station Road. Additional car parking is to be provided along the southern boundary. A new security fence is also proposed around the perimeter of the site to tie in with the existing security fencing.

Characteristics of the Site and Area

The site is located on Station Road just within the settlement limits of Magherafelt and falls between the existing industrial premises at Station Road, the redundant former Magherafelt Council yard, the Brambles housing development and the open countryside to the north. Although the site is a green field site it is identified as part of a major area of existing industry within the Magherafelt Area Plan 2015. The site is 1.3ha in area and the proposed access is to be taken from an existing hammer head to the front of unit 10 within the industrial estate. The site is rough overgrown land which has had some tree and shrub removal carried out. There are

three phase overhead electricity lines traversing the northern part of the site with one electricity pole located within the site close to the north-eastern corner and a second line traversing the middle of the site. The land to the east and south of the site is also identified as an area of existing industry. Unit 10 immediately bounding the site to the east is owned and operated by the applicant as a metal fabrication business.

Views into the site can be achieved from the Station Road to the West. Planning history on the site relates to an application for an extension to Station Road Industrial Estate which includes Ref: H/1995/0082/F which was granted permission on the 4 July 1995 and H/2013/0279/O - Proposed erection of industrial unit, car parking facilities, security fencing, drainage and associated site works, approved 18.03.2014.

To the south west of the site, across Station Road is The Brambles, a residential development. Numbers 1 and 3 would be most affected by the proposed development. To the north of the Brambles and directly across the Station Road from the site, is the former Magherafelt Council yard which has recently been sold. Immediately north of the site is open countryside which forms part of the Local landscape Policy Area MT 34.

Planning Assessment of Policy and Other Material Considerations

The proposal accords with the Magherafelt Area Plan 2015 insofar as it is located within an area designated as a 'Major area of existing industry'. The principle of development was also established when outline planning approval was granted on 18th March 2014 under H/2013/0279/O for 'Proposed erection of industrial unit, car parking facilities, security fencing, drainage and associated site works. Two conditions attached to the outline approval related to the submission of reserved matters details and to the commencement of works. A third condition related to access arrangements.

Under the provision of Section 6 (4) of the Planning Act (NI) 2011 the determination must be made in accordance with the Plan unless material considerations indicate otherwise.

The overarching criteria for considering industrial development within settlements is PPS 4 Policy PED 1 – Economic Development in Settlements which states that in terms of extensions for economic development in settlements, an extension will be determined on its merits having regard to Policy PED 9.

Policy PED 9 – General criteria for economic development; states that a proposal, in addition to other policy provisions of this PPS, will be required to meet a range of criteria which are addressed below:

- (a) The use is compatible with surrounding land uses as it is on the periphery of the existing industrial area and in an area zoned as industrial use. Thus care does have to be given to the amenity of the residential properties at the Brambles on Station Road. These are considered later in the report;
- (b) It is my view that the separation distance is adequate to ensure that the proposal does not impact on neighbouring amenity by reason of loss of light, overshadowing or visual intrusion. The design will not cause overlooking and care has been taken to ensure the increased structure does not result in noise nuisance.
- (c) The site is immediately south of Local Landscape Policy Area MT34 – North and East Magherafelt as identified in the Magherafelt Area Plan and has mature trees along this boundary which helps reduce any adverse impact on the natural heritage. There are no built heritage features in the immediate vicinity.
- (d) Rivers Agency advise that the site is affected by a watercourse flowing along the southern boundary with an undesignated watercourse traversing the site. However Rivers Agency

have no records of flooding at the site and advise that there may be localised flooding that the Agency is unaware of. Flood maps NI show that a large portion of the site lies within the predicted 100 year flood plain and consequently its development would be contrary to PPS 15 (FLD1). However, as the site already has extant outline approval, the reserved matters application must be assessed against the conditions on the outline approval. Determining weight should be given to the outline approval for this site with the reserved matters meeting the outline conditions.

- (e) Environmental Health have advised that the proposed development is acceptable as it has been amended to satisfactorily address the issue of noise. Appropriate conditions have also been provided to protect the amenity of local residents;
- (f) No concerns regarding emissions or effluent have been raised;
- (g) Transport NI advised that they have no objection to the proposal;
- (h) Transport NI have not raised any issues regarding access or manoeuvring in the site and I am satisfied that the increased parking is sufficient to meet the needs of the additional employees;
- (i) As the site is located on the edge of the settlement provisions are already in place to enable walking or cycling to the site, albeit along the public road/footpath.
- (j) The site layout, building design are acceptable. The landscaping can be improved by the provision of a good quality hedge along the Station Road boundary;
- (k) The site is adequately enclosed by means of a new security fence. The provision of a good quality hedge along the Station Road boundary would, through time, screen the site from this public view.
- (l) It is in the applicants interest to guard against crime and with the proposed security fence around the site perimeter the site should be secure.
- (m) The site is not located in the countryside, however, the aforementioned hedge along the Station road boundary would aid integration.

Recommendation

It is recommended that permission is granted subject to the following conditions:-

1. As required by Article 61 of the Planning Act (Northern Ireland) 2011 the development to which this approval relates must be begun by whichever is the later of the following dates:-

- i. The expiration of a period of 5 years from the grant of outline planning permission; or
- ii. The expiration of a period of 3 years from the date hereof.

Reason: Time limit.

2. During the first available planting season after the occupation of the building hereby approved a hawthorn or native species hedge shall be planted in a double staggered row 200mm apart, at 450 mm spacing, 500 mm to the rear of the sight splays along the front boundary of the site.

Reason: To ensure the provision of a high standard of landscape.

3. If within a period of 5 years from the date of the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place, unless the Council gives its written consent to any variation.

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

4. Prior to 07.00 hours and after 23.00 hours the premises shall not remain open for business, deliveries by commercial vehicles shall not be made to and from the site and the processing plant and equipment shall not be in operation.

Reason: In the interests of residential amenity.

5. The level of noise emitted from the site shall not exceed that as stated within Table 1 below, between the hours of 07.00 and 23.00. The character of noise emitted from the site shall not require a rating in excess of +3dB(A) when assessed against Section 9 of BS4142:2014 Methods for rating and assessing industrial and commercial sound.

Table 1. Noise limits from permitted industrial units and associated activities

Location	Noise limit LAeq,1hr
Southern Boundary of No. 39 Station Road	44
Eastern Boundary of No.1 The Brambles	41
Eastern Boundary of No.3 The Brambles	43

ANNEX	
Date Valid	6th June 2014
Date First Advertised	26th June 2014
Date Last Advertised	
Details of Neighbour Notification (all addresses) The Owner/Occupier, 1 The Brambles Ballyheifer Magherafelt Liam Ward 2 The Brambles Town Parks Of Magherafelt Magherafelt The Owner/Occupier, 3 The Brambles Ballyheifer Magherafelt The Owner/Occupier, 38 Station Road Ballyheifer Magherafelt The Owner/Occupier, 39 Station Road Ballyheifer Magherafelt The Owner/Occupier, 40 Station Road Ballyheifer Magherafelt The Owner/Occupier, Unit 10, Station Road, Town Parks Of Magherafelt, Magherafelt, Londonderry, BT45 5EY, The Owner/Occupier, Unit 9, Station Road, Town Parks Of Magherafelt, Magherafelt, Londonderry, BT45 5EY,	
Date of Last Neighbour Notification	17th June 2014
Date of EIA Determination	This is a reserved matters application
ES Requested	No
Planning History Ref ID: H/2011/0471/O Proposal: Replacement dwelling on site of existing vacant and derelict cottage Address: Site approx 120 m east of no 49 Station Road Magherfelt BT45 5EB, Decision: Decision Date: 03.02.2012 Ref ID: H/1986/0500 Proposal: HV O/H LINE BM 8126 Address: AGHASKIN, BALLYHEIFER AND TOWNPARKS MAGHERAFELT Decision: Decision Date: Ref ID: H/2002/0354/F Proposal: Compressor House to Side of Existing Factory. Address: Station Road Industrial Estate, Station Road, Magherfelt Decision: Decision Date: 22.07.2002	

Ref ID: H/2006/1046/F

Proposal: Covered area over existing concrete yard.

Address: Unit 10, Station Road Industrial estate, Station Road, Magherafelt

Decision:

Decision Date: 21.03.2007

Ref ID: H/2002/0353/F

Proposal: Storage Unit for Existing Factory.

Address: Station Road Industrial Estate, Station Road, Magherafelt.

Decision:

Decision Date: 24.03.2003

Ref ID: H/2000/0639/F

Proposal: Proposed Extension Of Steel Fabrication Factory

Address: Industrial Estate, Station Road, Magherafelt

Decision:

Decision Date: 06.02.2001

Ref ID: H/1997/0606

Proposal: FACTORY FOR MANUFACTURE OF TRAILERS

Address: STATION ROAD INDUSTRIAL ESTATE MAGHERAFELT

Decision:

Decision Date:

Ref ID: H/1995/0082

Proposal: EXTENSION TO INDUSTRIAL ESTATE

Address: STATION ROAD INDUSTRIAL ESTATE MAGHERAFELT

Decision:

Decision Date: 04.07.1995

Ref ID: H/1993/6055

Proposal: LANDS FOR INDUSTRY STATION ROAD MAGHERAFELT

Address: STATION ROAD

Decision:

Decision Date:

Ref ID: H/2013/0229/F

Proposal: Change of access position from previously approved site H/2011/0471/O

Address: Site approx 120m East of 49 Station Road, Magherafelt,

Decision: PG

Decision Date: 16.09.2013

Ref ID: H/2014/0218/RM

Proposal: Erection of 2 no industrial units, 1 no utility block, car parking facilities, security fencing, drainage and associated site works

Address: Lands approximately 10 m west of unit 10 Station Road Industrial Estate Station Road Magherafelt,

Decision:
Decision Date:

Ref ID: H/2013/0279/O

Proposal: Proposed Erection of Industrial Unit, Car Parking Facilities, Security Fencing,
Drainage and Associated Site Works

Address: Lands approx 10m West of Unit 10 Station Road Industrial Estate, Station Road,
Magherafelt, BT45 5EY,

Decision: PG

Decision Date: 19.03.2014

Summary of Consultee Responses

Transport NI have been consulted and have advised that they have no objections to the proposal.

River Agency were consulted and have advised that the site is affected by a watercourse flowing along the southern boundary with an undesignated watercourse traversing the site. However Rivers Agency have no records of flooding at the site and advise that there may be localised flooding that the Agency is unaware of. Flood maps NI show that a large portion of the site lies within the predicted 100 year flood plain and consequently its development would be contrary to PPS 15 (FLD1).

EHD were consulted and following consideration of the noise impact assessment and subsequent amendments to the proposal, advised of appropriate conditions which should be attached to any approval.

Drawing Numbers and Title

Drawing No.
Type:
Status: Submitted

Drawing No. 05/1
Type: Floor Plans
Status: Submitted

Drawing No. 06/1
Type: Proposed Elevations
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No. DOC 01/2
Type: Further Particulars
Status: Submitted

Drawing No. 05
Type: Proposed Floor Plans
Status: Submitted

Drawing No. 04
Type: Proposed Elevations
Status: Submitted

Drawing No. 03
Type: Proposed Elevations
Status: Submitted

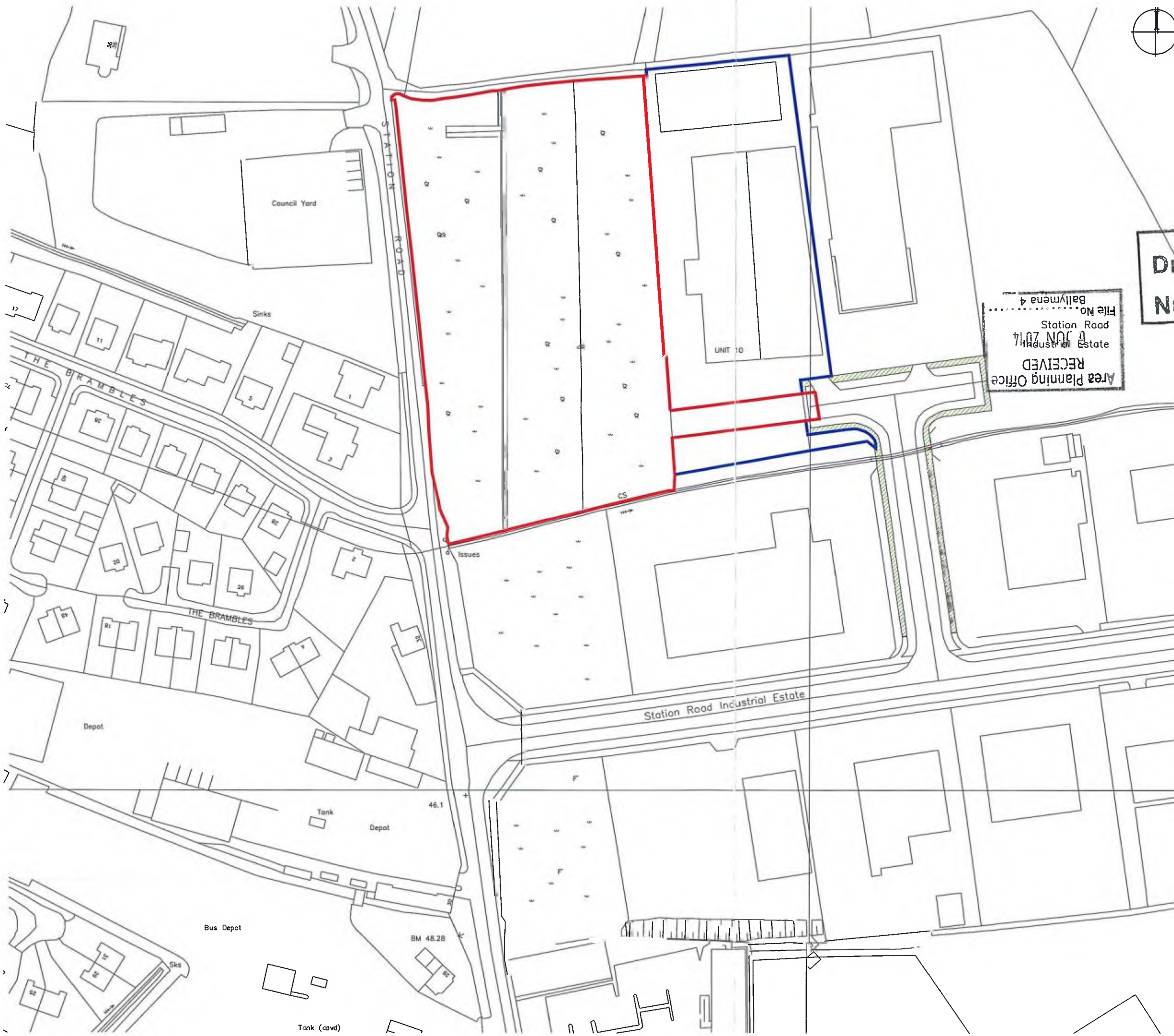
Drawing No. 02
Type: Site Layout or Block Plan
Status: Submitted

Drawing No. 01
Type: Site Location Plan
Status: Submitted

Drawing No. 06
Type: Proposed Elevations
Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:
Response of Department:



THIS DRAWING HAS BEEN PRODUCED FOR THE BELOW NAMED CLIENT, & BELOW NAMED PROJECT & IS SUBMITTED AS PART OF A PLANNING APPLICATION & IS NOT INTENDED FOR USE BY ANY OTHER PERSON OF FOR ANY OTHER PURPOSE

H2014/0218

DOE
Drawing
Number 01

Area Planning Office
RECEIVED
6 JUN 2014
Station Road
Industrial Estate
File No. Ballymena 4

REV	DATE	AMENDMENT	DWN	CKD
-----	------	-----------	-----	-----

All dimensions in millimetres, unless otherwise stated.
CONTRACTORS &/or SITE WORKERS: Figured dimensions to be followed in preference to dimensions scaled from this drawing.

This dwg to read in conjunction with Architects' specification, Structural Engineers', Mechanical & Electrical dwgs.

All dimensions to be checked on site.
Where discrepancies occur within this dwg or between this dwg & site & other aforementioned documentation, the Architect should be informed immediately.


Work is not to start on site until all statutory approvals have been granted, and all necessary insurances in place.

All materials & workmanship to be in strict accordance with BS 5617 (1978) Code of Practice & specifications.

mc² architects ltd

120 aughrim road, castledawson, magherafelt, bt45 8nb

t 078 6092 9893
e info@mc2architects.co.uk
w www.mc2architects.co.uk

PROJECT		
EXTENSION OF EXISTING INDUSTRIAL SITE		
LOCATION		
Lands at Station Road Ind. Est, Station Rd, Magherafelt		
CLIENT		
Gorsehill Ltd		
DWG TITLE		
LOCATION MAP		
SCALE 1/1250	DATE May '14	DRAWN MWM
		CHK 

PROJECT No.	DWG No.	REV
13-25	PL01	-

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Development Control Officer's Professional Planning Report

Application ID	H/2014/0261/O
Case Officer	Karen Doyle
Description of Proposal	Proposed Infill Dwelling and Garage
Applicant Name and Address	Mrs. Christine Mc Grogan c/o Agent
Location of Development	Adjacent and North East of 39 Creagh Road, Toomebridge
Agent Name and Address	CMI Planners Ltd. Unit C5 80-82 Rainey Street Magherafelt BT45 5AG
Date Valid	11.07.2014
Date of last Neighbour Notifications	28.07.2014
Date of A31 Determination & Decision	N/A
Date of Appropriate Assessment & Decision	N/A
Date of EIA Determination & Decision	N/A
Date Advertised	31.07.2014

Detail of the proposal

This is an outline application for Infill dwelling and garage.

Site and Environs

This site is located adjacent to and NE of 39 Creagh Road, Toomebridge. There are two single storey road side dwellings adjacent to the site. The application site fronts the Creagh Road but it is proposed to set the new dwelling back from the road. Access is to be taken via an existing laneway which serves a very small derelict stone building north-west of the site, part of which runs through the middle of the application lands. The site is part of a larger area of agricultural land with the only defined boundary being a wooden fence between the site and the adjacent dwelling. There is a post and wire fence along the laneway serving the stone out building.

This site is within the rural countryside as identified in the Magherafelt Area Plan 2015.

Relevant site histories

Planning approval was granted for a farm dwelling for McGrogan Bros on the opposite side of the road to the application site. The plans submitted as part of that application (H/2012/0110/O) showed the lands now under consideration of a new dwelling as being in the ownership of the McGrogan Bros.

Representations

There were no objections to the application.

Statutory consultees

A total of 3 consultations were carried out with the following responses:

DRD Roads Service: - No objection subject to Condition.

NI Water: - No objection

Environmental Health: - No objection subject to informative

Development Plan and Key Policy Consideration

Magherafelt Area Plan 2015.

Planning Policy Statement 1 'General Principles'

Planning Policy Statement 3 'Access, Movement and Parking'

Planning Policy Statement 21 'Sustainable Development In the countryside'

This site is in the rural area. Policy CTY 1 of PPS 21 states there are a range of types of development which in principle are considered to be acceptable in the countryside. No case has been given in relation to farm needs, essential business needs or on the basis of a special personal and domestic circumstances, nor does the characteristics of the site suggest a rural cluster or that a replacement policy can apply. The application is for a proposed infill dwelling and garage and thus it must be considered within the context of Policy CTY 8, "Ribbon Development", which allows for the development of a small gap sufficient only to accommodate up to a maximum of two houses within an otherwise substantial and continuously built up frontage. The definition of a substantial and built up frontage includes a line of 3 or more buildings along a road frontage without accompanying development to the rear. In this case I do not consider there to be a substantial and continuously

built up frontage nor is there small gap site at this location. There are two roadside dwellings at No's 39 and 41 Creagh Road and a large gap between this and the next building which is set back 110m metres from the roadside. I do not consider the stone building to be part of the frontage, indeed the site forms part of an overall large agricultural field. The two roadside dwellings have a roadside frontage onto the Creagh Road, the 3rd building does not have a frontage onto the Creagh Road, in fact it reads with the private lane from which it is accessed and not the Creagh Road.

In the Justification and Amplification of Policy CTY 8 it is stated that a ribbon does not necessarily have a continuous or uniform line. Buildings sited back, staggered or at angles and with gaps between them can still represent ribbon development, if they have a common frontage or they are visually linked. However in this case the 3rd building is situated at such a distance away from No 39 Creagh Road and set so far back off the main road that it does read as a building that completes a substantial or continuously built up frontage. Any approval on this site would read as an extension of a ribbon of development continuing from No's 39 and 41.

Turning to Policy CTY 13, "Integration and Design of Buildings in the Countryside" This site lacks any form of natural boundaries and a building on the site would be unacceptable in terms of integration. Indeed it relies primarily on the use of new landscaping for integration which is contrary to CTY 13. There are open views of the site from the public road. It is considered that the site is unable to provide a suitable degree of enclosure for a building to integrate into the landscape. The proposal is therefore contrary to Policy CTY 13.

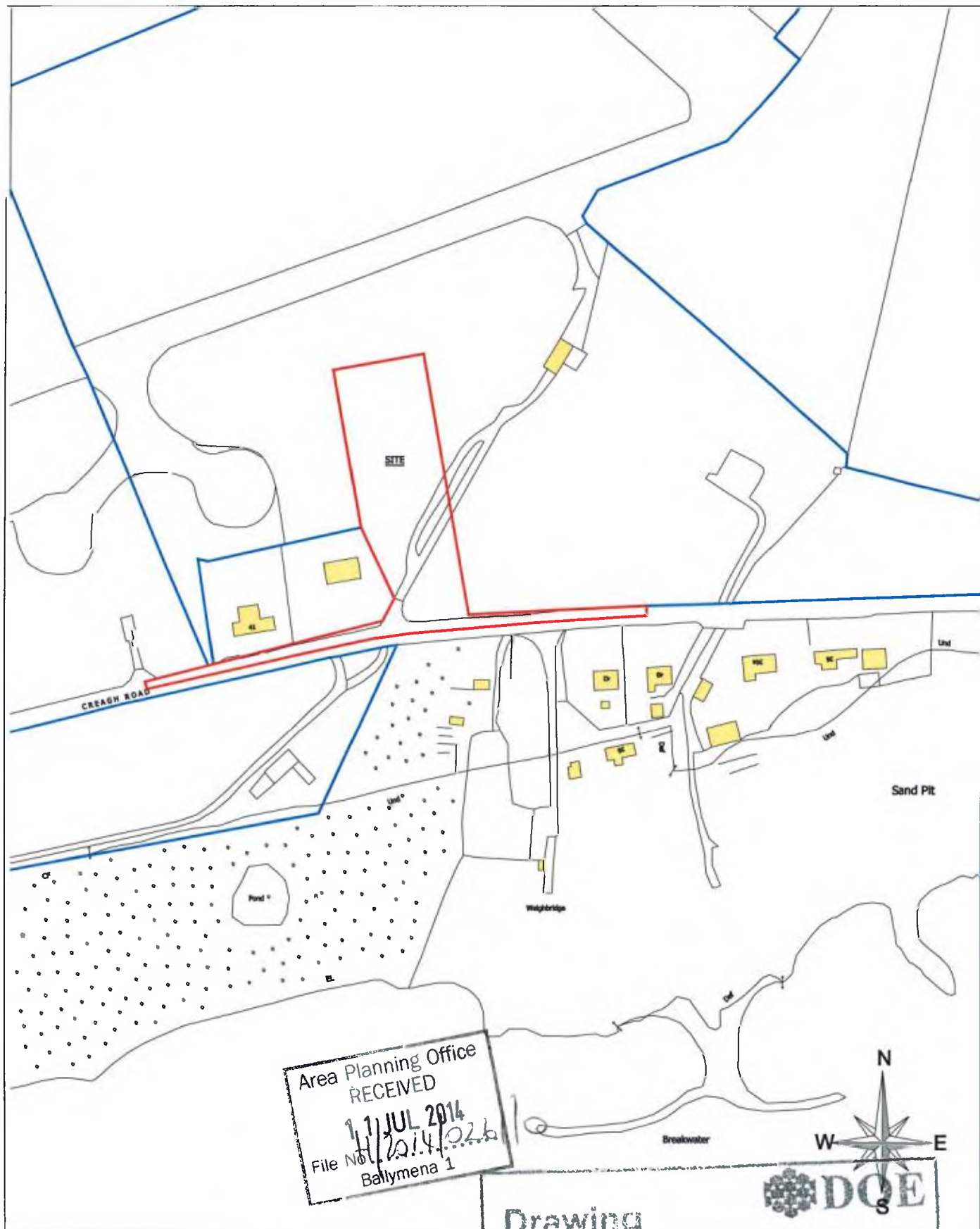
Policy CTY 14 "Rural Character" must also be considered in assessing this site. Within CTY 14 there is a list of criteria which must be considered in assessing an application for a new dwelling in the countryside. It is my opinion that this site fails to meet the criteria as an approval will result in a suburban style build-up of development when viewed with existing dwellings, and it will add to a ribbon of development. This will result in a detrimental change to the rural character of the area and as such the proposal is contrary to Policy CTY 14.

Recommendation

Following an assessment of the relevant planning policies a refusal of this application is recommended.

Reasons for refusal.

1. The proposal is contrary to Policy CTY 1 of Planning Policy Statement 21, Sustainable Development in the Countryside in that there are no overriding reasons why this development is essential in this rural location and could not be located within a settlement.
2. The proposal is contrary to Policy CTY 8 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the proposal would, if permitted, result in the addition of ribbon development along the Creagh Road.
3. The proposal is contrary to Policy CTY 13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the proposed site lacks long established natural boundaries to provide a suitable degree of enclosure for the building to integrate into the landscape and therefore would not visually integrate into the surrounding landscape.
4. The proposal is contrary to Policy CTY 14 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the building would, if permitted, result in a suburban style build-up of development when viewed with existing buildings, add to a ribbon of development and would therefore result in a detrimental change to further erode the rural character of the countryside.



Location Plan
Scale 1:2500

Drawing

Number 01



**Planners
Ltd.**

Unit C5
The Rainey Centre
80-82 Rainey St
Magherafelt
BT45 5AG

Mr Christopher Cassidy Planning Consultant
chris.cassidy@cmicharteredplanners.com

Tel: 028 7963 2350

Client

Mrs Christine McGrogan

Project

**Proposed In-Fill Dwelling & Garage adjacent to
and NE of 39 Creagh Road, Toomebridge**

Drawing
Title

Location Map

Scale/Sheet

1:2500 @ A4

Date

June 2014

Job No.

820

Drawing no.

L01

Revision

-

Drawn By

-

**Development Management Officer Report
Committee Application**

Summary	
Committee Meeting Date:	Item Number:
Application ID: I/2014/0390/O	Target Date: 23/03/2015
Proposal: Site for infil dwelling and garage	Location: 30m NE of 23 Shivey Road Cookstown BT70 3JQ
Referral Route:	Recommendation Refusal
Recommendation:	Refusal
Applicant Name and Address: Mr D Mulholland 31 Shivey Road Cookstown BT70 3JQ	Agent Name and Address:
Executive Summary:	
Signature(s):	

Case Officer Report		
Site Location Plan – See map		
Consultations:		
Consultation Type	Consultee	Response
Non Statutory	Roads - Enniskillen Office	Substantive Response Received
Non Statutory	Env Health Cookstown District Council	No Objection
Non Statutory	NI Water - Single Units West - Planning Consultations	Substantive Response Received
Representations:		
Letters of Support	None Received	
Letters of Objection	None Received	
Number of Support Petitions and signatures	No Petitions Received	
Number of Petitions of Objection and signatures	No Petitions Received	
Summary of Issues None		
Characteristics of the Site and Area <p>The proposed site is located within a rural area, outside any designated settlement as defined under CAP 2010. The site takes the form of a triangular cut out in the Western corner of a larger agricultural field that borders Shivey Rd.</p> <p>The proposed site is accessed via a field gate that serves the host field, but no formal access. The field is immediately north of the existing dwelling at number 23 and south of no.31 on the farm which includes a bungalow undergoing construction work, and some outbuildings to rear.</p> <p>On day of site visit there was a visibly cleared field with a pile of topsoil in the SW corner. A mixed deciduous hedge (approx 1.5 metres) defines the roadside boundary. The S boundary of the site is defined by a mixed deciduous hedge and the SE boundary is defined by mature deciduous trees and the NE boundary remains undefined. Views of the site are limited to the access point, due to roadside hedging.</p>		
Planning Assessment of Policy and Other Material Considerations PPS 21 Sustainable Development in the Countryside Cookstown Area Plan 2010 PPS 3 Access, Movement and Parking PPS 21 Sustainable Development in the Countryside		

CTY 1 Development in the countryside
CTY 8 Ribbon Development
CTY 13 Integration and Design of Buildings in the Countryside
CTY 14 Rural Character

CTY8 - There is a gap between 31 Shivey Road and No 23 Shivey Road where this site is located. There is also a dwelling approved (I/2012/0282/RM) adjacent to no.31 (which takes access off the existing laneway to no.31) and another site under construction SW of no.23.

In Policy CTY 8 of PPS21 there is scope for infilling of a small gap site sufficient only to accommodate up to 2 no. dwellings within an otherwise substantially built up frontage. However, it is my opinion that the gap between the frontage of development is sufficient to accommodate at least 3 dwellings when taking into account existing plots sizes and the roadside frontage size of Nos 23, 31. There are also two recent approvals along this stretch of Road (Planning Ref I/2012/0282/RM and I/2009/0153/F). These have not been built and therefore cannot be considered as buildings within the frontage. Even should they be built it is my opinion that the gap is easily capable of accommodating more than two dwellings.

In a written Ministerial Statement published on 16th July 2013 we are offered some clarification on the implementation of CTY8 and in particular to gap or infill sites. The statement states “.....furthermore, when applying policy CTY 8 officers have been reminded of the need to take account of extant permissions when assessing whether a suitable infill opportunity exists.” In this particular case we have taken into account the existing live permissions and considered that as the dwelling has not yet been constructed we would remain of the opinion that the proposal is not in compliance with the current policy.

It is therefore my opinion that this gap does not fall within the meaning of ‘a small gap site’ as described in policy CTY8 in that it is sufficient only to accommodate up to a maximum of 2 dwellings in an otherwise substantial and continually built up frontage.

The proposal is contrary to policy CTY8 of PPS21 in that it will add to a ribbon of development.

CTY14 - The proposal will also add to an existing ribbon of development, and will further erode the rural character of this area of countryside, adding to an existing suburban style build-up in the area. The proposal is contrary to CTY14 of PPS21.

PPS 3 – Access, movement and parking. Transport NI have been consulted and have responded with no concerns subject to conditions regarding the construction of the access.

Neighbour Notification Checked

Yes

Summary of Recommendation:

Recommendation- refuse.

Contrary to CTY8 (Ribbon) and CTY14 (Build up and Ribbon) of PPS21.

Refusal Reasons

1. The proposal is contrary to Policy CTY8 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the proposal would, if permitted, result in the addition of ribbon development along Shivey Road.

2. The proposal is contrary to Policy CTY14 of Planning Policy Statement 21, Sustainable Development in the Countryside in that:

the building would, if permitted result in a suburban style build-up of development when viewed with existing and approved buildings;

the building would, if permitted create or add to a ribbon of development;

and would therefore further erode the rural character of the countryside.

Signature(s)

Date:

ANNEX	
Date Valid	8th December 2014
Date First Advertised	24th December 2014
Date Last Advertised	
Details of Neighbour Notification (all addresses) The Owner/Occupier, 19 Shivey Road Strews The Rock The Owner/Occupier, 23 Shivey Road Strews The Rock The Owner/Occupier, 24 Shivey Road Strews The Rock The Owner/Occupier, 25 Shivey Road,Strews,The Rock,Cookstown,Tyrone,BT70 3JQ	
Date of Last Neighbour Notification	16th December 2014
Date of EIA Determination	
ES Requested	No
Planning History Ref ID: I/2014/0390/O Proposal: Site for dwelling and garage Address: 30m NE of 23 Shivey Road, Cookstown, BT70 3JQ, Decision: Decision Date: Ref ID: I/2012/0282/RM Proposal: Proposed dwelling and garage Address: 35m SW of 31 Shivey Road, Rock, Decision: PG Decision Date: 04.09.2012 Ref ID: I/2011/0442/O Proposal: Dwelling and garage Address: 35m SW of 31 Shivey Road, Rock, Decision: Decision Date: 17.04.2012 Ref ID: I/2003/0562/O Proposal: Site for dwelling. (Dwelling shall be of a mobile construction)	

Address: Adjacent to 31 Shivey Road, Rock, Dungannon

Decision:

Decision Date: 19.09.2003

Ref ID: I/1994/0101

Proposal: Dwelling

Address: APPROX 160M S.W OF 31 SHIVEY ROAD STREWS COOKSTOWN

Decision:

Decision Date:

Ref ID: I/1976/0337

Proposal: 11KV O/H LINE

Address: STREWS, DUNGANNON

Decision:

Decision Date:

Summary of Consultee Responses

Environmental Health, Transport NI and NI Water were consulted and have responded with no objection subject to conditions.

Drawing Numbers and Title

Drawing No. 02

Type: Housing Concept Plan

Status: Submitted

Drawing No. 01

Type: Site Location Plan

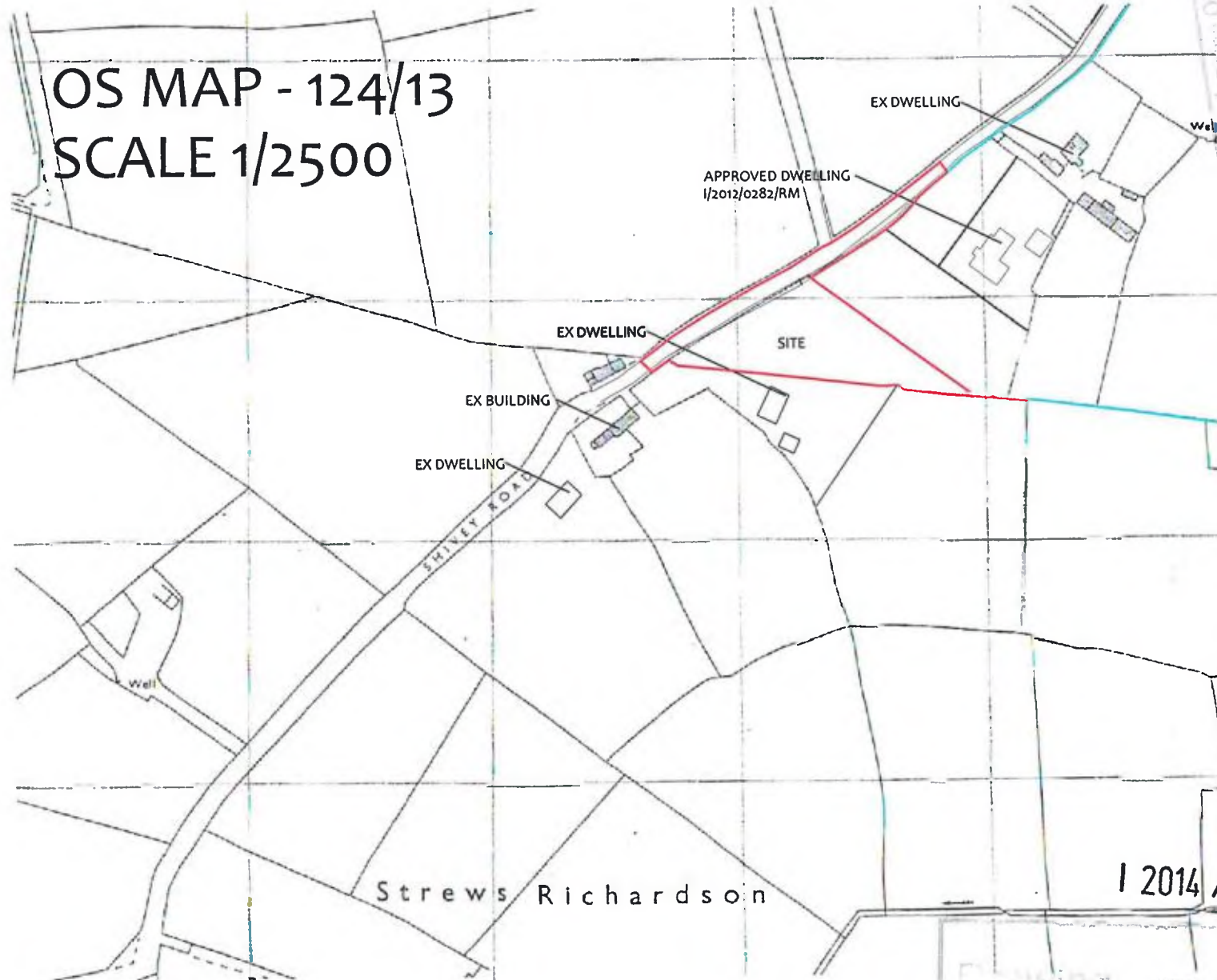
Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:

Response of Department:

OS MAP - 124/13
SCALE 1/2500



Area Planning Office
RECEIVED
08 DEC 2014
File No. Omagh 3

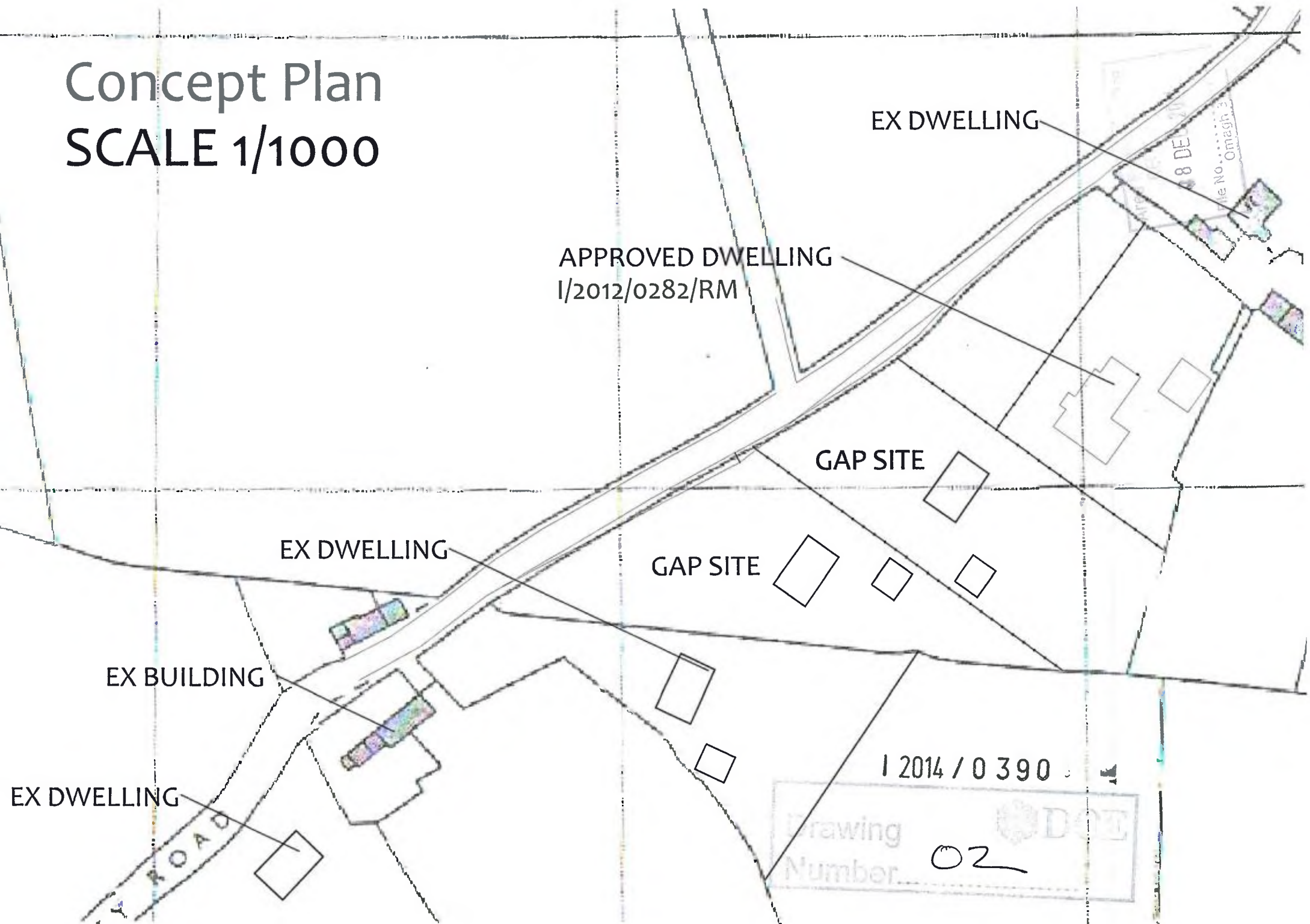
Strews Richardson

1 2014 / 0 390

Planning
01
DUE

Concept Plan

SCALE 1/1000



Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: I/2014/0402/O	Target Date: 14/04/2015
Proposal: Site for dwelling	Location: Lands 25m north of 54 Meenanea Road Dunnamore Cookstown Co Tyrone
Referral Route: Recommended Refusal	
Recommendation:	Refusal
Applicant Name and Address: Mr F Corey c/o 76 Main Street Pomeroy	Agent Name and Address: Building Design Solutions 76 Main Street Pomeroy BT70 2QP
Executive Summary:	
Signature(s):	

Case Officer Report

Site Location Plan – See map

Consultations:

Consultation Type	Consultee	Response
Non Statutory	Roads - Enniskillen Office	Substantive Response Received
Non Statutory	NI Water - Single Units West - Planning Consultations	Substantive Response Received
Non Statutory	Env Health Cookstown District Council	No Objection
Non Statutory	DARDNI - Omagh	Substantive Response Received

Representations:

Letters of Support	None Received
Letters of Objection	None Received
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

None

Characteristics of the Site and Area

The red line of this planning application consists of 19 fields in total, centred around no. 54 Meenanea Road, Cookstown. The dwelling sits facing the roadside with a 1 metre high wall and 1.5 metre high board fence. There is a large tin agricultural style shed to the rear and a relatively new looking storey and a half dwelling further to the rear. The roadside boundaries comprise a low cropped native species hedgerow and the majority of the internal field boundaries are made up of dry stone walls.

The proposed site is located within an Area of Outstanding Natural Beauty. The site nestles in between undulating agricultural landscape. The site is located north of the settlement of Dunnamore. Development in the wider surrounding area is mainly defined by dispersed rural settlement.

Planning Assessment of Policy and Other Material Considerations

The site lies outside the settlement limit and within the AONB. Given the rural location of application site the proposal shall be assessed under Planning Policy Statement 21- Sustainable Development in the Countryside and in particular with the following;

- Policy CTY1- Development in the Countryside;
- Policy CTY8 -Ribbon Development;
- Policy CTY13- Integration and Design of Buildings in the Countryside and;
- Policy CTY14 Rural Character.

Policy CTY1 provides clarification on which types of development are acceptable in the countryside, such as a dwelling on a farm, a dwelling to meet the needs of a non agri-business, a dwelling based on personal and domestic circumstances, a replacement dwelling or if the site could be considered a small gap site within a substantial and built up frontage. In this instance the application is for a farm dwelling and therefore must be considered against Policy CTY10 of PPS21.

Policy CTY 10 states that planning permission will be granted for a dwelling house on a farm where all of the following criteria can be met:

- (a) the farm business is currently active and has been established for at least 6 years;
- (b) no dwellings or development opportunities out-with settlement limits have been sold off from the farm holding within 10 years of the date of the application. This provision will only apply from 25 November 2008; and
- (c) the new building is visually linked or sited to cluster with an established group of buildings on the farm

With respect to (a) it is considered that this policy criteria is NOT met as the applicant has not provided an Agricultural Business Identification number. On the P1C form the applicant has stated that they do not hold a active Business ID, they have not farmed the land in the last 10 years and now lease the land to a local farmer who is in receipt of Single Farm Payments. The applicant has stated that the farm has been in existence for over 30 years. Therefore the proposal is not acceptable under this policy.

With respect to (b) there are no records indicating that any dwellings or development opportunities outwith settlement limits have been sold off from the farm holding within 10 years of the date of the application.

With respect to (c) it is noted that the application site is located to the rear of and would be visually linked with the existing dwelling and other building and accessed via the existing lane.

CTY 13 – There are no concerns regarding the integration within the proposed site.

CTY 14 – The proposal if approved would also add to build up in the area when red with the existing dwellings and approvals and would therefore further erode the rural character of this area.

It is considered that the proposal is not in compliance with the criteria of Policy CTY 10 and CTY 14.

The application was advertised on 14.01.2015 and Neighbour Notifications were issued on 11.3.2015 however no representations were received in respect to this application.

Neighbour Notification Checked

Yes

Summary of Recommendation:

It is considered that the proposal is not in compliance with the criteria of Policy CTY 10 part A & CTY 14

Reasons for Refusal:

Refusal Reasons

1. The proposal is contrary to Policies CTY1 and CTY10 of Planning Policy Statement 21, Sustainable Development in the Countryside and does not merit being considered as an exceptional case in that it has not been demonstrated that the applicant has a farm Business Id number which is currently active and has been established for at least 6 years.

2. The proposal is contrary to Policy CTY14 of Planning Policy Statement 21, Sustainable Development in the Countryside in that:

the building would, if permitted result in a suburban style build-up of development when viewed with existing and approved buildings;

and would therefore further erode the rural character of the countryside.

Signature(s)

Date:

ANNEX	
Date Valid	19th December 2014
Date First Advertised	14th January 2015
Date Last Advertised	
Details of Neighbour Notification (all addresses) The Owner/Occupier, 54 Blackrock Road, Beagh More, Cookstown, Tyrone, BT80 9NZ, The Owner/Occupier, 54 Meenanea Road, Beagh More, Cookstown, Tyrone, BT80 9NZ,	
Date of Last Neighbour Notification	1th March 2015
Date of EIA Determination	
ES Requested	No
Planning History Ref ID: I/2014/0402/O Proposal: Site for dwelling Address: Lands 25m north of 54 Meenanea Road, Dunnamore, Cookstown, Co Tyrone, Decision: Decision Date:	
Ref ID: I/2005/1497/F Proposal: Removal of condition 8 (siting condition) of Outline Planning Approval I/2003/1125/O. Address: 100m North west of 55 Blackrock Road, Cookstown. Decision: Decision Date: 02.01.2007	
Ref ID: I/2004/1137/O Proposal: Proposed single storey dwelling & domestic garage Address: 60m East of 54 Blackrock Road, Dunnamore Decision: Decision Date: 04.02.2005	
Ref ID: I/2004/0882/RM Proposal: Dwelling & Garage Address: 100M North West of 55 Blackrock Road, Cookstown Decision: Decision Date: 27.01.2005	
Ref ID: I/2003/1125/O Proposal: Proposed site for dwelling	

Address: 100m NorthWest of 55 Blackrock Road, Cookstown

Decision:

Decision Date: 07.05.2004

Ref ID: I/2003/0734/Q

Proposal: Proposed site

Address: Blackrock Road Dunamore Cookstown

Decision:

Decision Date:

Ref ID: I/1999/0586/F

Proposal: Dwelling

Address: Adjacent to 54 Blackrock Road Beaghmore Dunamore Cookstown

Decision:

Decision Date: 04.02.2000

Ref ID: I/1999/0150

Proposal: Proposed dwelling house

Address: ADJACENT TO 54 BLACKROCK ROAD BEAGHMORE DUNAMORE COOKSTOWN

Decision:

Decision Date:

Ref ID: I/1997/4007

Proposal: Alterations to Dwelling

Address: 54 BLACKROCK ROAD COOKSTOWN

Decision:

Decision Date:

Summary of Consultee Responses

TransportNI, Environmental Health and NI Water have responded with no objections to the proposal subject to conditions. Dard response confirmed that there was no Business ID with the proposal.

Drawing Numbers and Title

Drawing No. 01

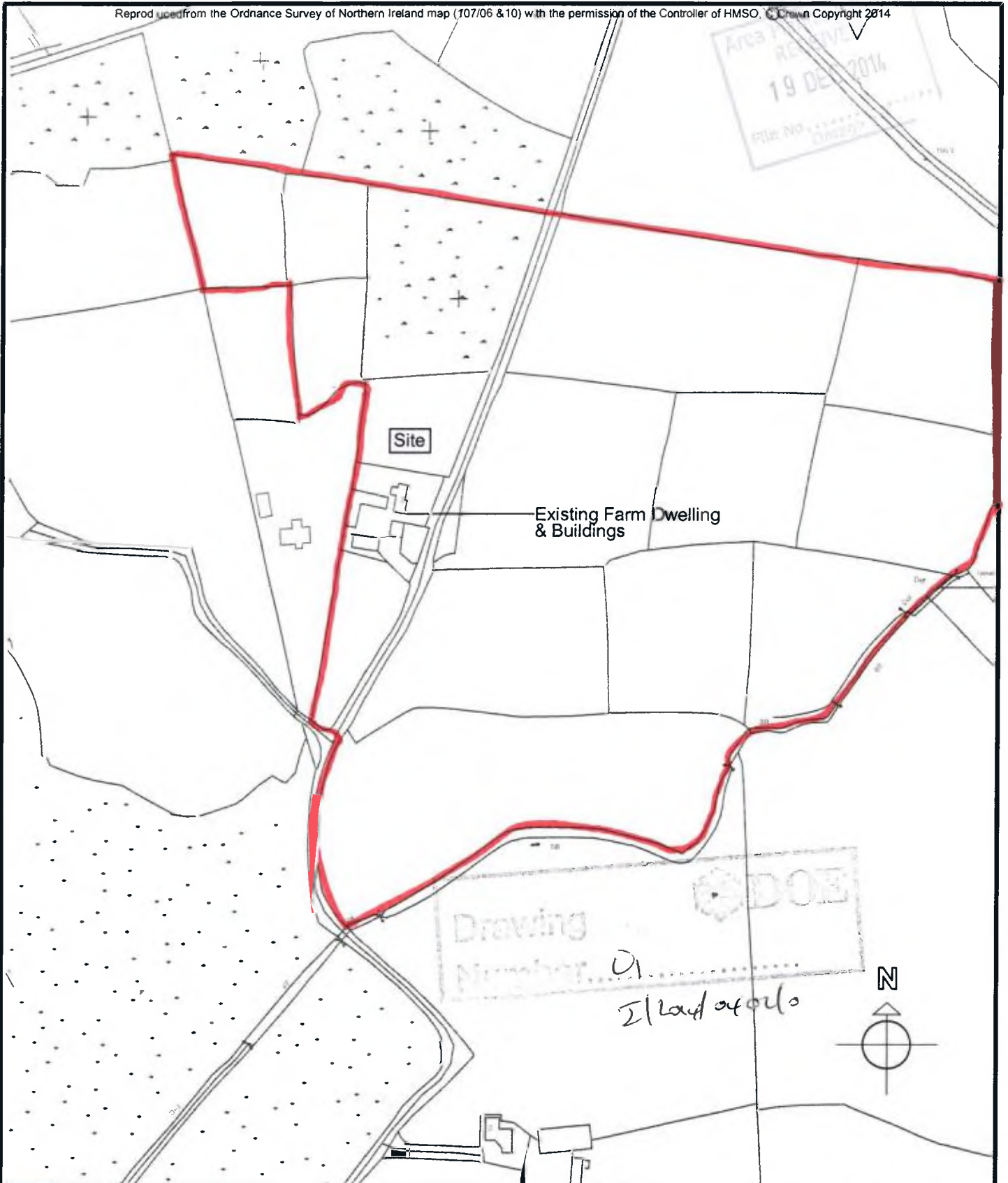
Type: Site Location Plan

Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:

Response of Department:



bds	project	Proposed Dwelling at Lands Approx. 25 M N of 54 Meenanea Road, Dunnamore, Cookstown, Co. Tyrone				
	client	Mr. F. Corey				
	dwg title	Location Plan				
	dwg no.	2259-C-011	scale	1:2500		
	drawn	A.B.	checked	P.B.	date	Dec.'14

building design solutions

- architecture & planning -

76 Main Street, Pomeroy, Co. Tyrone
Tel:- 028 8775 9292 Fax:- 028 8775 9393

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Architectural Technologists

info@buildingdesignsolutions.org.uk
www.buildingdesignsolutions.org.uk

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: H/2014/0439/O	Target Date:
Proposal: Dwelling and garage on a farm	Location: 30m North West of 34 Motalee Road Desertmartin
Referral Route: Application has been recommended for refusal	
Recommendation:	Refusal
Applicant Name and Address: Mr Niall Higgin 42 Insicarn Road Moneymore BT45 7RS	Agent Name and Address:
Executive Summary: Application for Dwelling and garage on a farm	
Signature(s):	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	DARDNI - Coleraine	Substantive Response Received
Non Statutory	Roads - Enniskillen Office	Add Info Requested
Non Statutory	NI Water - Single Units West - Planning Consultations	Superseded by further Consultation
Non Statutory	Env Health Magherafelt District Council	Substantive Response Received
Non Statutory	DARDNI - Coleraine	Add Info Requested
Non Statutory	Roads - Enniskillen Office	Substantive Response Received

Representations:

Letters of Support	1
Letters of Objection	None Received
Number of Support Petitions and signatures	No Petitions Received

Number of Petitions of Objection and signatures	No Petitions Received
<p>Characteristics of the Site and Area</p> <p>The site is located in the open countryside in accordance with the Magherafelt Area Plan 2015, approximately 1 mile north east of Desertmartin. The site is located in the southern portion of an existing agricultural field, adjacent to an existing one storey dwelling. The farm outbuildings are located to the rear of both dwellings. The site is set back from the Motalee Road by approximately 160 metres. The site is bound to the east by an existing fence that surrounds the other dwelling. There is an existing hedgerow boundary to the south west, however there is no defined northern boundary on the site. The site is relatively flat. The surrounding area is characterised by relatively flat land with the predominant land uses of an agricultural nature.</p>	
<p>Planning Assessment of Policy and Other Material Considerations</p> <p><u>Relevant Site Histories:</u></p> <p>The dwelling at No. 34 Motalee road, adjacent to the site, was previously approved under reference H/1995/0042.</p> <p><u>Representations:</u></p> <p>1 neighbour notification letter was sent to the occupier of 34 Motalee road. A letter of support was received from L Higgins at 34 Motalee road.</p> <p>Consultations have been carried out with Transport NI, Environmental Health and NI Water who have raised no objections.</p> <p>A consultation has also been carried out with DARD which is discussed later in the report.</p> <p><u>Development Plan and Key Policy Consideration:</u></p> <p>The site is located in the open countryside as defined by the Magherafelt Area Plan 2015. There are no other designations on the site. Development in the countryside is controlled under the provisions of PPS 21 Sustainable Development in the countryside.</p> <p>Policy CTY 1 of PPS 21 allows for a single dwelling on a farm subject to the policy tests laid down in policy CTY 10. This requires the applicant to provide evidence of an active farm business, established for at least 6 years. The applicant has provided a DARD Business number, but this only established that the business has been active for 15 months (since January 2014).</p> <p>In the absence of any other evidence to suggest a dwelling is needed to meet the essential needs of a non-farm business or due to special personal or domestic circumstances and given the proposal is not for a replacement, within an existing cluster or to infill a small gap site, it is my</p>	

opinion that the policy requirements have not been met.

I am satisfied that other policy tests of CTY 10 have been met. It appears that no dwellings or development opportunities have been sold off from the farm holding within 10 years of the date of the application. With the exception of this planning application, no planning applications have been made in respect of land within the farm holding in the last 10 years. The proposed development is sited sympathetically to visually link with the established group of buildings on the farm and the proposed access is via the existing lane.

Furthermore, I am content that policy tests in relation to design and integration in the countryside (CTY 13) and impact on rural character (CTY 14) have been met. I have no concerns in relation to road safety and neighbouring amenity, as the occupier of the only neighbouring dwelling made a representation supporting the application.

Neighbour Notification Checked

Yes

Summary of Recommendation:

I recommend that planning permission is refused on the grounds that:

1. The proposal is contrary to Policy CTY1 of Planning Policy Statement 21, Sustainable Development in the Countryside in that there are no overriding reasons why this development is essential in this rural location and could not be located within a settlement.
2. The proposal is contrary to Policy CTY1 and CTY 10 of Planning Policy Statement 21. The proposal does not merit being considered as an exceptional case as it not been demonstrated that the farm business has been established for at least six years

Signature(s)

Date:

ANNEX	
Date Valid	15th December 2014
Date First Advertised	5th January 2015
Date Last Advertised	
Details of Neighbour Notification (all addresses) L Higgins 34 Motalee Road,Luney,Magherafelt,Londonderry,BT45 5JU, The Owner/Occupier, 34 Motalee Road Luney Magherafelt	
Date of Last Neighbour Notification	30th December 2014
Date of EIA Determination	
ES Requested	Yes /No
Planning History Ref ID: H/2014/0439/O Proposal: Dwelling and garage on a farm Address: 30m North West of 34 Motalee Road,Desertmartin, Decision: Decision Date: Ref ID: H/1995/0042 Proposal: FARM DWELLING Address: 34 MOTALEE ROAD DESERTMARTIN Decision: Decision Date: Ref ID: H/1992/0608 Proposal: SITE OF FARMWORKERS DWELLING Address: MOTALEE RD MAGHERAFELT Decision: Decision Date: Ref ID: H/1993/0606 Proposal: SITE OF REPLACEMENT FARM DWELLING Address: MOTALEE ROAD DESERTMARTIN	

Decision:

Decision Date:

Ref ID: H/2010/0588/F

Proposal: Change of House Type on site already passed as a replacement dwelling. Retention of part of old dwelling as a store.

Address: 36 Motalee Road, Desertmartin, Magherafelt, BT45 5JU,

Decision:

Decision Date: 23.02.2011

Ref ID: H/2008/0074/F

Proposal: Proposed replacement dwelling

Address: 36 Motalee Road, Desertmartin, Magherafelt

Decision:

Decision Date: 17.09.2008

Summary of Consultee Responses

Drawing Numbers and Title

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No. 03
Type: Details of Access to the Public Road
Status: Submitted

Drawing No. 01 REV 1
Type: Site Location Plan
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

Drawing No.
Type:
Status: Submitted

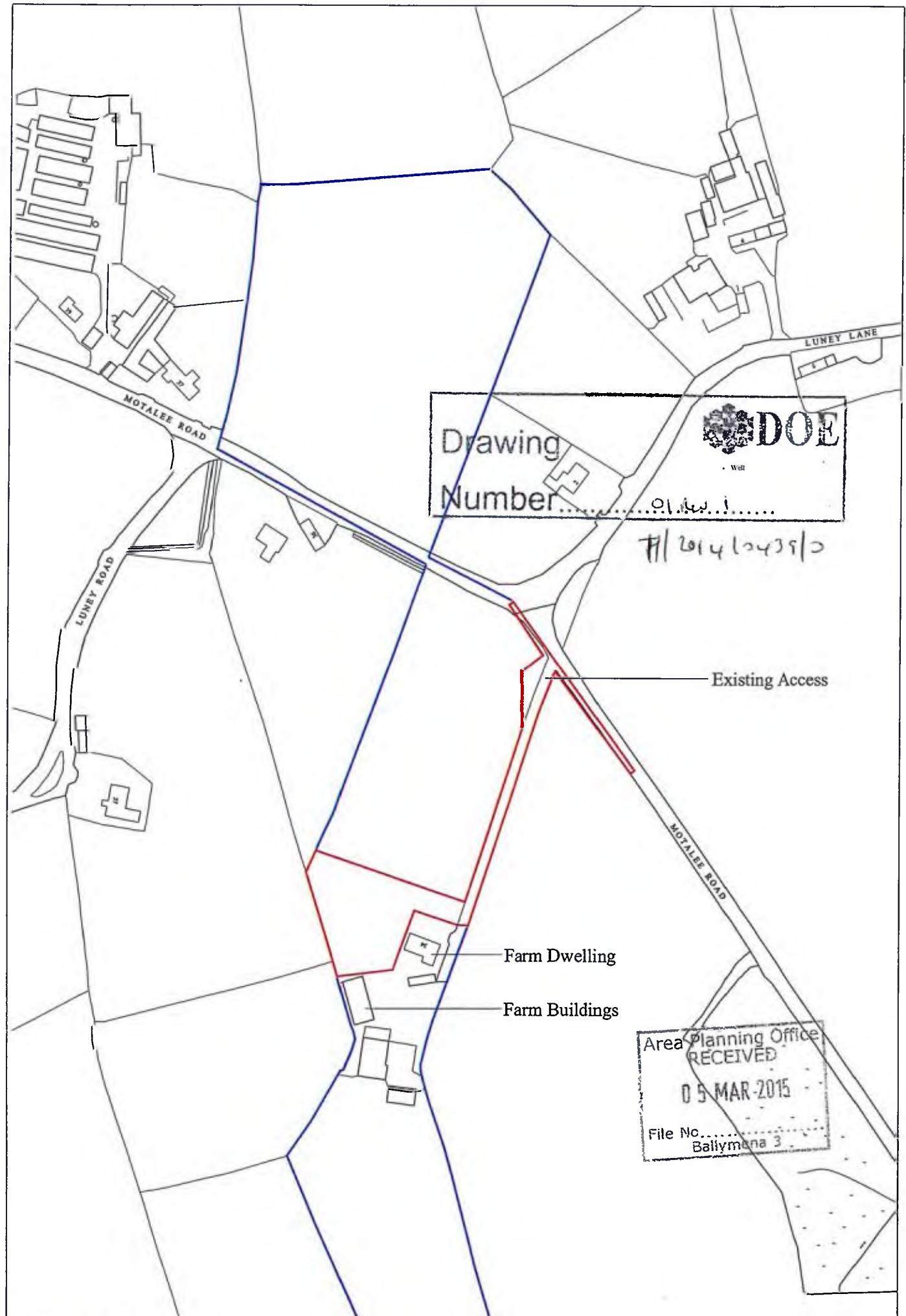
Drawing No.
Type:
Status: Submitted

Drawing No. 02
Type: Farm Boundary Map
Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:

Response of Department:



Scale 1:2500

Application ID	H/2014/0441/F
Case Officer	Lorraine Moon
Description of Proposal	Dwelling (change of house type from previous approval H/2011/0286/RM)
Applicant Name and Address	Peter O'Neill 5 Castle Crescent Castledawson
Location of Development	20m SE of 29 Broagh Road Knockoughrim
Agent Name and Address	Ivan McDonald 17 Lissadell Avenue Portstewart BT55 7SY
Date Valid	15.12.2014
Date of last Neighbour Notifications	06.01.2015
Date of A31 Determination & Decision	N/A
Date of Appropriate Assessment & Decision	
Date of EIA Determination & Decision	N/A
Date Advertised	05.01.2015

Site and Environs:

The site is located approximately 2 mile south of Knockloughrim, in the open countryside in accordance with the Magherafelt Area Plan 2015. The site is located 20metres South East of 29 Broagh Road on the roadside of Broagh Road, Knockloughrim and is visible from the public road itself. There is a sharp turn on the road at the point of the proposal site, this is a minor road in nature.

The proposal site is within the corner of a large agricultural field. The site is unbounded to the eastern side and bounded on the northern side by a stone wall and the remains of a stone structure exists to the NW of the site but outside the red line of the proposal site.

The proposal site is very overgrown and it was unclear from the site visit whether work had actually commenced on site.

There is an established farm yard, associated farm yard and buildings immediately adjacent the site to the SW, there is also a detached relatively newly constructed dwelling located adjacent to the proposal site on the NE side.

Access to the proposal site is gained via an existing agricultural access/laneway.

The surrounding area is characterised by an undulating landscape. The predominant land use is of an agricultural nature, with single dwellings and associated outbuildings also visible in local area.

Detail of the proposal:

The proposal is a full application for a dwelling (change of house type from previous approval H/2011/0286/RM).

A single storey detached dwelling has been proposed with a ridge height of 5.5m in height 16m frontage with a stepped back side projection and a small front porch. The chimneys are expressed on the ridge, the wall finishes are a painted dash or smooth render and the roof finish is to have blue/black tiled/slatted roof.

Relevant Site Histories:

Outline approval was granted on 19/05/2008 on the proposed site for a dwelling and garage under H/2005/0291/O.

Reserved Matters approval was granted on 15/11/2011 on the proposed site for a dwelling and garage under H/2011/0286/RM

Representations:

3 neighbour notification letters were sent to the occupiers of 27, 28 & 29 Broagh Road.

2 letter of representation have been received

1. Received from Mr J McErlean 74 Mullaghboy Road, Bellaghy, points raised:
 - Challenge of land ownership
 - Stated that he didn't received neighbour notification despited being owner of land required for access
 - Stated errors on land registry maps
2. Received from Mr J Brennan 30 Broagh Road, Knockloughrim, points raised:
 - Stated applicants ownership map is inaccurate
 - Limitation of workings and potential future expansion of neighbouring farm and implications this may have on any development within close proximity.

The issues raised by both representations had been dealt with fully under the previous outline and reserved matters application on the site and I fully satisfied that there no new issued or additional

issues to be considered at this stage but rather the points raised would be considered civil matters.

Development Plan and Key Policy Consideration:

Magherafelt Area Plan 2015

PPS 21 Sustainable Development in the countryside (CTY 1, CTY 2a, CTY 13, CTY 14)

PPS 21 Sustainable Development in the Countryside (CTY1, CTY13 & CTY14)

The site is located in open countryside in accordance with the Magherafelt Area Plan 2015. There are no other designations on this site.

The principle of development has already been established on the proposal site and it has been demonstrated by the submission of a letter from Magherafelt District council's building department that development begun before on the site prior to the expiry date of the relevant approvals.

Under CTY13 a new building will be unacceptable where the design of the building is inappropriate for the site and its locality. The propose dwelling is for a bungalow is simple in form using smooth rendered walls and black tile or slate roof. The window and doors openings are based on the rural tradition and there is adequate boundary treatment and landscaping.

Other Policy and Material Considerations

I am satisfied that the proposal is adequately sited and designed to avoid a significant adverse impact on neighbour amenity and that the proposal will not lead to a significant deterioration in road safety under the provisions of PPS 3 Access, Movement and Parking.

Recommendation:

I recommend that planning permission is approved

Conditions

1) This approval is effective from the date of this decision notice

Reason: Retrospective application.

2) All existing mature trees and vegetation along the boundaries shall be permanently retained except where it is required to provide sight lines. No trees or vegetation shall be lopped, topped or removed without the prior consent in writing of the Department, unless necessary to prevent danger to the public in which case a full explanation shall be given to the Department in writing at the earliest possible moment.

Reason: In the interests of visual amenity.

3) During the first available planting season after the occupation of the building for its permitted use, trees/hawthorn/natural species hedges shall be planted along the undefined boundaries of the site as indicated in drawing No. 02 which was received on 15th December 2014.


Reason: In the interest of visual amenity and to ensure the development integrates into the countryside.

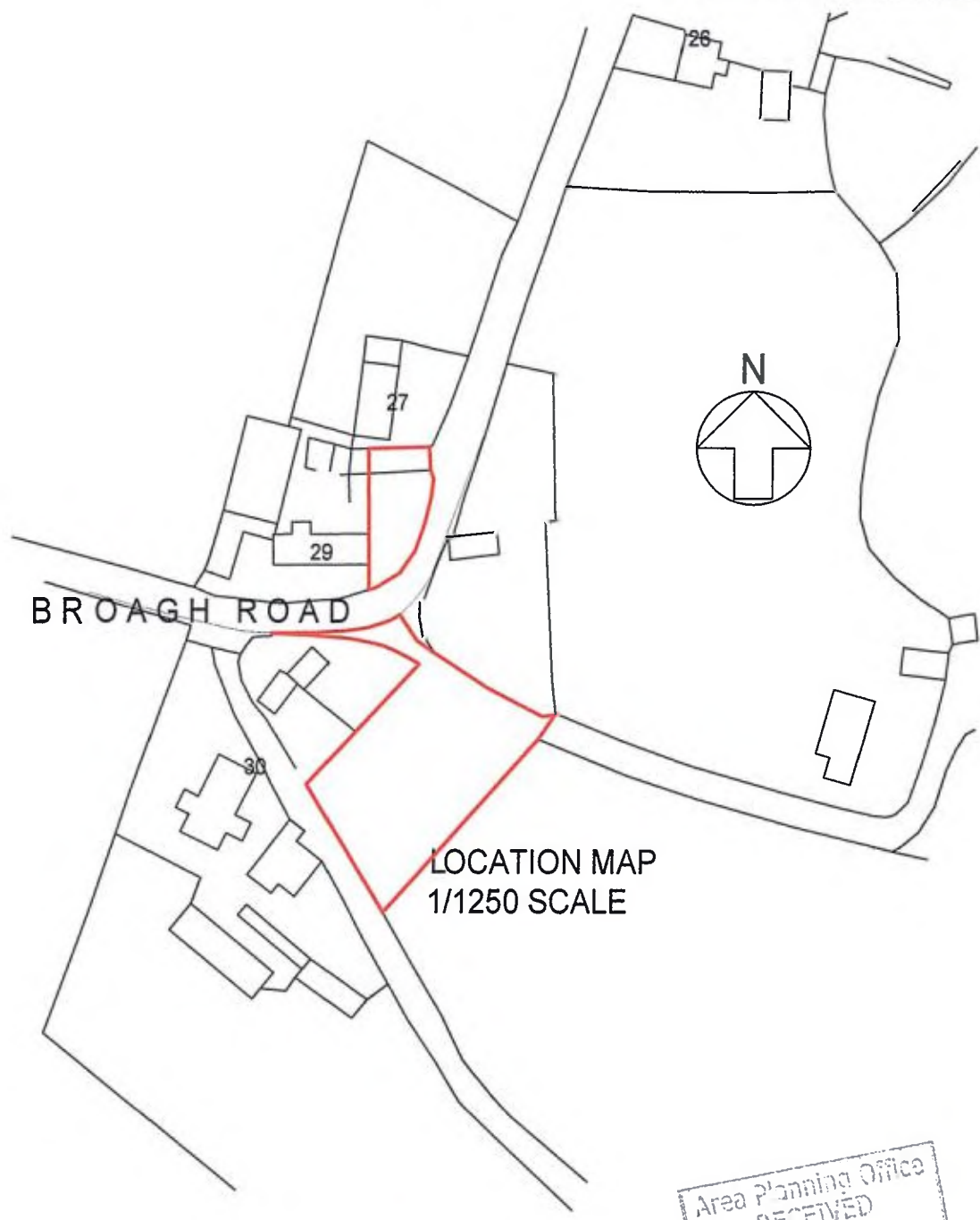
4) Notwithstanding the provisions of The Planning (General Permitted Development) Order (Northern Ireland) 2015, or any Order revoking and re-enacting that Order, no buildings, walls, gate pillars, fences or other structures, other than the development permitted by subsequent approval of reserved matters shall be erected within the site or on the site boundary without the written consent of the Planning Department.

Reason: To preserve the amenity of the countryside.

Lorraine Moon

Date

Drawing  DOE
Number.....01.....



LOCATION MAP
1/1250 SCALE

Area Planning Office
RECEIVED
5 DEC 2014
H2014/0441
File No.....
Ballvmena 3



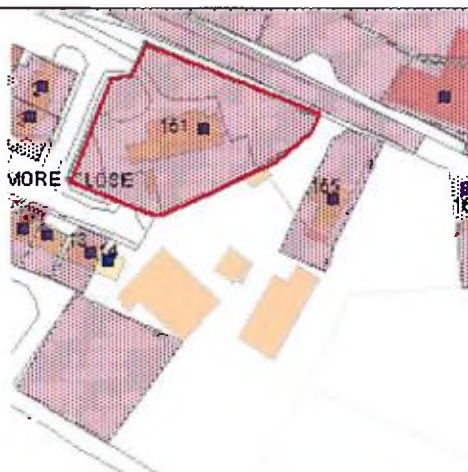
Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 5 th May 2015	Item Number:
Application ID: M/2014/0448/F	Target Date: N/A
Proposal: Proposed single storey extension, car parking and synthetic pitch with ballstop fencing	Location: Tamnamore EOTAS 151 Tamnamore Road Dungannon
Referral Route: Objection received	
Recommendation:	Approve
Applicant Name and Address: Southern Education and Library Board c/o Gregory Architects	Agent Name and Address: Gregory Architects 4 Crescent Gardens Belfast
Executive Summary:	
Signature(s):	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	Roads - Enniskillen Office	Substantive Response Received
Non Statutory	Roads - Enniskillen Office	Substantive Response Received
Non Statutory	NI Water - Multi Units West - Planning Consultations	Consulted in Error

Representations:

Letters of Support	None Received
Letters of Objection	1
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

Potential impact on parking
Design

Characteristics of the Site and Area

The site to be developed lies at Tamnamore EOTAS, (an educational facility) 151 Tamnamore Road, Dungannon.

The building is single storey, finished in red brick and concrete tiled roof (hipped style) and pvc windows. There is limited space surrounding the building for recreational purposes.

Boundaries are defined by a low wall and metal railings (painted blue) above - approx 1.5 metres high along the south eastern boundary and there is a 3 metre high wire fence along the north and western boundaries of the site. There are mature trees on a grassed area to the front of the school.

The site to be developed lies within the settlement of Tamnamore as designated in the Dungannon and South Tyrone Area plan 2010.

There is a mix of landuses in the area surrounding this site. To the rear of the building (east) there is a dwelling and several industrial sheds at No 155 Tamnamore Road, along the southern

and western boundaries of the site is the access road into Tamnamore Close and beyond this is a row of two-storey terraced dwellings (15 metres from the school boundary) to the south and a pair of single storey semi-detached dwellings to the west (again 15 metres from the boundary of the site).

The proposal is for an extension to the existing school building which will be located along the western gable (ie RHS) of the school.

The extension will increase the overall length of the building by 19 metres (bringing it to 43 metres overall) and will be within 1 metre of the school boundary to the west and 3 metres to the rear (south).

The extension will be 18 metres in depth (6 metres deeper than the side elevation of the existing building). The ridge height of the new portion of the building will be 5.5 metres which is 0.6 metres below that of the main building.

The extension will provide 2 new classrooms, a resource area and a staff room.

The style of the extension will be modern but will incorporate red brick finish of the existing school and the shape of proposed fenestration will reflect that of the existing building. Otherwise finishes are powder coated aluminium cladding to roof, light grey aluminium windows and render coating to part of the front facade of the school.

A synthetic football pitch is proposed to the rear of the school which will replace an existing area which appears to be currently used as a football pitch.

Site History - Planning permission was granted 22nd July 2014 for a mobile classroom to the rear of the school.

Neighbours Notified - Nos 2, 3, 10, 11, 12, 13, 14 Tamnamore Close, No 155 Tamnamore Road and CP Plant Hire, Tamnamore Road.

One objection letter has been received from a resident at No 12 Tamnamore Close on the grounds that there will be an increase in traffic to the school which will exacerbate an existing problem of on-street parking within Tamnamore Close and problems of access for service vehicles to the school. This results in restricting resident's access to their homes and has implications for the safety of children and will result in further pollution. Other concerns include the capability of the sewers to cope with any additional toilets and increased noise disturbance resulting from the use of the proposed synthetic pitch to the rear of the school.

Consultations;

Transport NI were consulted on 18.09.2014 and requested the creation of additional parking bays 08/10/2014 and specific details of amendments that are required including the provision of 2 additional parking bays, extension to the existing turning head and also the repositioning of the pedestrian crossing point.

Amended plans were received on 06/02/2015 and Transport NI replied to their consultation dated 16/02/2015 on 23/02/2015 with an opinion to approve and suggested alternatives.

On 04/03/2015 Transport NI were again consulted on the objection letter that was received on 02/02/2015 and stated that the site requirement had been calculated based upon the projected figures that were submitted to the Department.

NI Water was also consulted on 04/03/2015 in relation to the issues identified in relation to sewerage capacity however they have declined to comment on this application.

Planning Assessment of Policy and Other Material Considerations

This site lies within the development limit of Tamnamore as designated in the Dungannon and South Tyrone Area Plan 2010.

This application shall be assessed under;
RDS 2030
PPS 1 General Principles
PPS 3 Access, Movement and Parking
Dungannon and South Tyrone Area Plan 2010

PPS 1 states that a proposal should not unacceptably affect amenities of nearby residents and this issue of amenity is considered under the assessment below;

This application shall be assessed under policy COM 1 Community Uses of the Dungannon and South Tyrone Area Plan 2010.

Planning permission will normally be granted for community uses within settlements provided all of the criteria specified within the policy area met.

It is unlikely that the proposal will have a negative impact on the amenity of surrounding residents. It is proposed to increase the numbers already attending the school by only 5 pupils (total 24) and 2 staff (total 6). The numbers attending the school are low when compared with that of a traditional school.

There should be no increase in the level of noise generated at the school resulting from this extension or the synthetic pitch to the rear of the school given that this area is already used for recreation as there is a hardstanding area which is used for recreation / football.

Given the separation distance between the proposed extension and the adjoining properties both opposite at Nos 2 and 3 Tamnamore Close and also the row of dwellings at Nos 5 - 14 I do not foresee there being any difficulty with overshadowing or loss of light.

It is proposed to reduce the number of toilets within the school from 7 to 6. Therefore there will be no increase on pressure on the sewerage infrastructure in this area.

The proposal will not prejudice comprehensive development (on zoned sites) or conflict with conservation interests.

The proposed extension is subordinate to the main school building and although it is of modern design, it is in keeping with its character. Development in the vicinity of this site could be described as a mix of design and there is no particular architectural style, therefore the style of the proposed extension to the building will not be out of character with other development in the area.

The requirement for the provision of additional parking is set out within the Department's Parking Standards document and this has been calculated at one space for each member of staff and half that total number for visitors. This brings the total requirement to 9 spaces.

It is proposed to provide one additional parking space for each of the two additional staff at the facility, bringing the total parking provision to 6 spaces. The increase in parking provision under this application is relative to the proposed increase in numbers and therefore I am satisfied that this proposed extension will not result in any increase in on-street parking on Tamnamore Close or give rise to any negative impact on the amenity of residents.

The proposed increase in pupil numbers of 5 bringing the total to 24 is unlikely to result in any significant increase in traffic to the school. Transport NI are satisfied that the access arrangement, parking provision and layout of the proposal are acceptable.

There is no requirement for additional infrastructure and the proposal is in accordance with prevailing regional planning policies.

Neighbour Notification Checked

Yes

Summary of Recommendation:

It is recommended that PERMISSION is approved subject to conditions

Conditions

1. As required by Article 34 of the Planning (Northern Ireland) Order 1991, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: Time Limit.

2. The additional car parking spaces are provided in accordance with the plans before the development is utilised for educational purposes.

Reason: To ensure there is no increase in on-street parking

Informatives

1. The approval does not empower anyone to build or erect any structure, wall or fence or encroach in any other manner on a public roadway (including a footway and verge) or on any other land owned or managed by the Department for which separate permissions and arrangements are required.

2. Notwithstanding the terms and conditions of the Department of Environment's approval set out above, you are required under Article 71 - 83 inclusive of the Roads (NI) Order 1993 to be in possession of the DRD's consent before any work is commenced which involves making openings to any fence or hedge bounding the site. The consent is available on personal application to the Roads Service Section Engineer whose address is Main Street, Moygashel, Dungannon.

A deposit will be required.

3. It is the responsibility of the developer to ensure that surface water does not flow from the site onto the public road, the existing roadside drainage is accommodated and no water flows from the public road onto the site and surface water from the roof of the development hereby approved does not flow onto the public road, including the footway.

4. 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.

5. 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.

Signature(s)

Date:

ANNEX	
Date Valid	15th September 2014
Date First Advertised	24th September 2014
Date Last Advertised	N/A
Details of Neighbour Notification (all addresses) The Owner/Occupier, C P Plant Hire Ltd, Tamnamore Road, Tamlaghtmore, Dungannon, Armagh, BT71 6HW, The Owner/Occupier, 10 Tamnamore Close, Tamlaghtmore, Dungannon, Tyrone, BT71 6HN, The Owner/Occupier, 11 Tamnamore Close, Tamlaghtmore, Dungannon, Tyrone, BT71 6HN, Wright 12 Tamnamore Close Tamlaghtmore Dungannon The Owner/Occupier, 13 Tamnamore Close Tamlaghtmore Dungannon The Owner/Occupier, 14 Tamnamore Close Tamlaghtmore Dungannon The Owner/Occupier, 155 Tamnamore Road, Tamlaghtmore, Dungannon, Armagh, BT71 6HL, The Owner/Occupier, 2 Tamnamore Close Tamlaghtmore Dungannon The Owner/Occupier, 3 Tamnamore Close Tamlaghtmore Dungannon	
Date of Last Neighbour Notification	19th September 2014
Date of EIA Determination	N/A
ES Requested	No
Planning History Ref ID: M/2014/0254/F Proposal: Provision of 1no modular classroom to be relocated from Fivemiletown PS and installed to the rear of the school and associated ground works. Address: Tamnamore EOTAS, 151 Tamnamore Road, Dungannon, BT71 6HL, Decision: PG Decision Date: 22.07.2014 Ref ID: M/1984/0560 Proposal: ERECT A MOBILE CLASSROOM AND CONVERT ENTRANCE LOBBY TO TOILET Address: TAMNAMORE PRIMARY SCHOOL, 151 TAMNAMORE ROAD, DUNGANNON Decision: PG Decision Date: 11.12.1984	

Summary of Consultee Responses

Transport NI – No objections

Drawing Numbers and Title

Drawing No. 01

Type: Site Location Plan

Status: Submitted

Drawing No. 02

Type: Block Plan

Status: Submitted

Drawing No. 03

Type: Existing Plans and Elevations

Status: Submitted

Drawing No. 04/Rev1

Type: Proposed Site Plan

Status: Submitted

Drawing No. 05

Type: Proposed Plans and Elevations

Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:

Response of Department:

Appendix 1

Consultation Responses

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2014/0448/F
Proposal	Single storey extension, car parking and synthetic pitch.
Location	Tamnamore EOTAS, 151 Tamnamore Road, Dungannon.
Date of Consultation	04/03/15
Date of Response	23/03/15

Dear Sir/Madam,

Further to letter of objection dated 02/02/15 and issues raised in relation to parking, the internal site requirement is calculated using the projected figures, submitted on the associated Transport Assessment Form, (TAF).

Philip Burns,
Development Control.

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2014/0448/F
Proposal	Single storey extension, car parking and synthetic pitch.
Location	Tamnamore EOTAS, 151 Tamnamore Road, Dungannon.
Date of Consultation	16/02/15
Date of Response	23/02/15

Dear Sir/Madam,

Approve drawing 04 (Rev.01), received 06/02/15, including the following informatives:

ROADS INFORMATIVES

- The approval does not empower anyone to build or erect any structure, wall or fence or encroach in any other manner on a public roadway (including a footway and verge) or on any other land owned or managed by the Department for Regional Development for which separate permissions and arrangements are required.
- Notwithstanding the terms and conditions of the Department of Environment's approval set out above, you are required under Article 71-83 inclusive of the Roads (NI) Order 1993 to be in possession of the Department for Regional Development'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 Roads Service Section Engineer whose address is Main Street, Moygashel, Dungannon. A monetary deposit will be required to cover works on the public road.
- Provision shall be made to the satisfaction of Roads Service, to ensure that surface water does not flow from the site onto the public road.

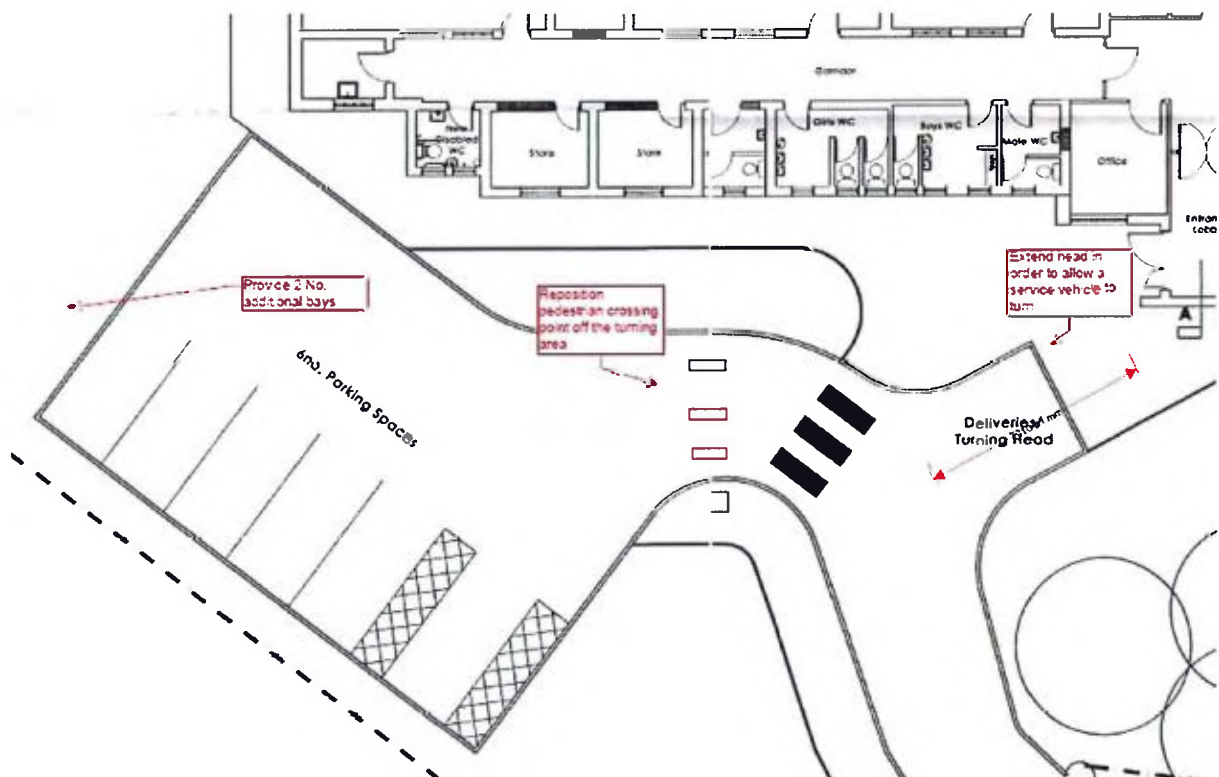
REASON: In the interest of public safety and traffic management.

Philip Burns,
Development Control.

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2014/0448/F
Proposal	Single storey extension, car parking and synthetic pitch.
Location	Tamnamore EOTAS, 151 Tamnamore Road, Dungannon.
Date of Consultation	26/11/14
Date of Response	15/12/14

Dear Sir/Madam,
Please advise the agent to revise; drawing 04, as follows:



Philip Burns,
Development Control.

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2014/0448/F
Proposal	Single storey extension, car parking and synthetic pitch.
Location	Tamnamore EOTAS, 151 Tamnamore Road, Dungannon.
Date of Consultation	18/09/14
Date of Response	08/10/14

Dear Sir/Madam,

Please advise the agent to revise; drawing 04, creating additional bays, in accordance with the Planning Service Parking Standards document, as the proposed extension will effectively remove all of the existing parking area.

Complete question 22, on the P1 form.

Philip Burns,
Development Control.



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

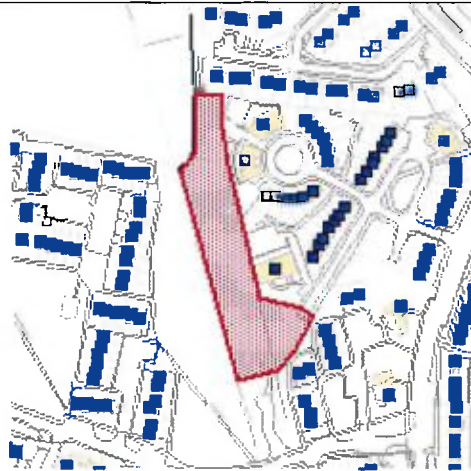
Development Management Officer Report Committee Application

Summary

Committee Meeting Date: 5 th May 2015	Item Number:
Application ID: M/2014/0566/O	Target Date: 19 th March 2015
Proposal: Proposed housing development	Location: Between Annagole Park and Lisnahull Park Dungannon
Referral Route: Two letters of objection received	
Recommendation:	Approval
Applicant Name and Address: Glengannon Inns Ltd 30 Mullaghmore Road Dungannon BT70 1QT	Agent Name and Address: J Aidan Kelly Ltd 50 Tullycullion Road Dungannon BT70 3LY
Case Officer: Cathy Hughes	
Signature(s):	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	NI Water - Multi Units West - Planning Consultations	Substantive Response Received
Non Statutory	Water Management Unit	Substantive Response Received
Non Statutory	Industrial Pollution & Radio Chemical Inspectorate	Substantive Response Received
Non Statutory	Land and Resource Management	Substantive Response Received
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received
Non Statutory	Env Health Dungannon and South Tyrone Borough Council	Substantive Response Received

Representations:

Letters of Support	None Received
Letters of Objection	2
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

Concern about the loss of open/recreational space.

Characteristics of the Site and Area

This application site comprises a narrow parcel of land to the rear and west of Annagole Park. An area of open space separates it from Lisnahull Park to the west and immediately south of the site sits a stone monument.

The site measures 0.6 hectares and is approximately 190 metres long and 20 metres wide and 60 metres at its widest to the south.

Currently the site is an area of open space along the old disused railway line. It sits above the land to the west and the southern boundary is hedgerow with the eastern boundary a close board fence.

Details of the proposal

This is an outline application for a proposed residential development on land between Annagole Park and Lisnahull Park in Dungannon.

The applicant has submitted a concept plan and a proposed layout as an indication of what development may be subsequently applied for on this site if it was granted approval. This shows two apartment blocks one located in the northern section of the site and the other in the southern section. In between these are three blocks of 4 terraced houses.

This outline application will deal with the principle of residential development on this site.

Relevant Site Histories:

M/2006/1646/F was refused planning permission on this site and including a parcel of land to the east for 2 blocks of 24 apartments in January 2007. This was subsequently appealed and an informal hearing took place with the PAC dismissing the appeal in July 2009 on the grounds that a contaminated land survey was necessary and had not been provided.

Planning application M/2005/1213/O for phase two housing was withdrawn in June 2006 as it was recommended for refusal due to road safety concerns.

Consultations and Representations:

Transportni, Environmental Health section of Dungannon and South Tyrone Borough Council, NI Water and the Land Resource Management, Water Management Unit, Industrial Pollution & Radio Chemical Inspectorate sections of NIEA were all consulted about this development proposal (see Appendix).

NIEA Water Management Unit advised consulting with the Land Resource Management section and NIW to determine if there is capacity. There have no objections to this proposal provided there is sufficient WWTW capacity.

NI Water say there is available capacity and they have no objections.

Transportni provided a RS1 form which any reserved matters application must comply with.

NIEA Industrial Pollution & Radio Chemical Inspectorate have no objections. Environmental Health section of Dungannon and South Tyrone Borough Council and NIEA - Land Resource Management responded with recommend conditions to be attached to any approval.

The application was advertised in the local press and 82 letters were sent to residents neighbouring this site.

There were two letters of objection to this proposal. One was from a representative of a local residents group who believes this site should be kept as open space for recreational space and the other lodged an objection.

Planning Assessment of Policy and Other Material Considerations

Development Plan and Key Policy Consideration:

Under the provisions of Section 6 (4) of the Planning Act (NI) 2011, determination of planning applications must be made in accordance with the Plan unless material considerations indicate otherwise.

This application site is located within the development limits of Dungannon in the western section of the town. It is mostly whiteland in the Dungannon and South Tyrone Area Plan with a designated Peripheral Cycle Route going through the site in a north south orientation along the eastern boundary of the site. The land immediately west and south of the site is zoned as existing recreation and open space. The land to the east is zoned as housing DH25 which is mostly developed, apart from a small triangular portion which is included within this application site.

The land is not zoned for open space use or identified as existing open space in the plan. Members of the Committee may wish to note that the land was identified in the Draft Plan for the Western Distributor Road, but following objections it was removed in favour of an eastern route which also attracted objection and was deleted from the Adopted Plan on the recommendation from the PAC following the Public Inquiry.

The issues of whether the land should be safeguarded for use as open space or to provide for future transport proposals were rehearsed at the appeal in July 2009 for housing development on this site.

The appeal for M/2006/1646/F which was dismissed in July 2009 was for 24 apartments in two blocks. The Department originally refused permission on the grounds that it was contrary to Policy OS1 in PPS 8 for the retention of open space. However the PAC did not accept this as the site offers no amenity or recreational benefits in its current state.

The application was also deemed contrary to Policy TRAN 3 of the Dungannon and South Tyrone Area Plan 2010 in that it would prejudice the existing use or future provision of the pedestrian and cycling route as identified in the plan.

The PAC did not sustain this reason for refusal. The notion that the land should be safeguarded in order to allow feasibility was also considered too vague.

Furthermore the only transport proposal in the plan was for a cycleway which could be accommodated in the new development proposed.

Contamination was considered a problem on the site during the appeal mentioned above as a Phase 1 Environmental Risk Assessment demonstrated a moderate risk of contamination. It recommended a Phase 2 investigation be carried out with soil and groundwater samples and a Gas Risk Assessment and it was due to these reasons the PAC dismissed this appeal.

A Phase 2 Generic Quantitative Risk Assessment was submitted as part of this application and NIEA Land and Resource Management have verified its acceptability and advise adding conditions to address any probable risks.

PPS 7 -Quality Residential Environments provides criteria for assessing housing developments in Policy QD1 -Quality in New Residential Development. The development respects the surrounding area which is predominantly residential in character. No archaeological or built heritage features have been identified on the site. I am satisfied this site could accommodate the amounts of units as detailed on the concept plan, given the adequate amount of amenity space can be provided.

Parking is identified on the concept plan but at this outline stage it cannot be determined if it complies with part (f) of the policy as I am unable to determine the exact number of units and thus the number of parking spaces to be provided. A movement pattern supporting walking and cycling is identified on the concept plan. As the Peripheral Cycle Route which goes through this site is identified in the Plan, I feel the provision of such a route should be attached to any approval of planning permission on this site.

Neighbour Notification Checked

Yes

Summary of Recommendation:

As the surrounding area is residential and the consultees have no objections to this proposal and are satisfied with findings of the Generic Quantitative Risk Assessment, I would be minded to approve the principle of residential development on this site in Dungannon town.

Conditions

1. As required by Section 62 of the Planning Act (Northern Ireland) 2011, application for approval of the reserved matters shall be made to the Council 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

2. 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 Council, in writing, before any development is commenced.

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

3. Full particulars, detailed plans and sections of the reserved matters required in Conditions 01 and 02 shall be submitted in writing to the Council and shall be carried out as approved.

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

4. A scale plan at 1:500 shall be submitted as part of the reserved matters application showing the access to be constructed 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.

5. 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 Layout of Housing Roads Design Guide 1980 and, for the purpose of adopting private streets as public roads, the Council 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 that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

6. All services within the development should be laid underground.

Reason: In the interests of visual amenity

None of the dwellings shall be occupied until works for the disposal of sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved by the Council.

Reason: In the interests of public health.

Development shall not begin until drainage works have been carried out in accordance with details submitted to and approved in writing by the Council.

Reason: To safeguard the site and adjacent land against flooding and standing water.

7. If during development works, new contamination and risks are encountered which have not previously been identified, works should cease and the Department shall be notified immediately. A "No Development Area" will be agreed and this new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Council in writing, and subsequently implemented and verified to its satisfaction.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

After completing all remediation works under Condition 7 and prior to the occupation of the development, a verification report needs to be submitted in writing and agreed with the Council. This report should be completed by competent persons in accordance with the Model Procedures for the Management of Land Contamination (CLR11). The verification report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all risks and achieving the remedial objectives.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

8. No development shall take place until full details of all proposed tree and shrub planting and a programme of works, have been approved by the Council, 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.

9. A landscape management plan, including long term design objectives, performance indicators, management responsibilities and maintenance schedules for all landscaped areas, other than small, privately owned domestic gardens, (except for trees or other vegetation retained in the public interest) shall be submitted to and approved by the Council prior to the occupation of the development or any phase of the development, whichever is the sooner. The landscape management plan shall be carried out as approved.

Reason: To ensure the sustainability of the approved landscape design through its successful establishment and long term maintenance.

10. No development including site clearance works, lopping, topping or felling of trees, trucking machinery over tree roots, shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Council and these works shall be carried out as approved. These details shall include: (proposed finished levels/existing and proposed contours/means of enclosure/car parking layout/vehicle and pedestrian access and circulation areas/hard surface materials/minor artifacts and structures e.g. street furniture, play equipment, refuse storage, lighting/existing and proposed services above and below ground/retained historic landscape features and proposals for restoration).

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

11. No development shall take place until a plan of the site has been submitted to and approved by the Council indicating the existing and proposed contours, the finished floor level(s) of the proposed building(s) and the position, height and materials of any retaining walls. Development shall be carried out in accordance with the approved plans.

Reason: To ensure the development takes account of the site's natural features and to safeguard the amenities of the proposed dwellings.

12. Notwithstanding the provisions of the Planning (General Permitted Development) Order (NI) 2015, or any Order revoking and re-enacting that Order, no garages/extensions shall be erected other than those expressly authorised by this permission.

Reason: To preserve the open plan nature of the development

13. Notwithstanding the provisions of the Planning (General Permitted Development) Order (NI) 2015, or any Order revoking and re-enacting that Order, no buildings, walls, gate pillars, fences or other structures shall be erected within the curtilage of any dwelling house forward of any wall of that dwelling house which fronts onto a road.

Reason: To preserve the open plan nature of the development

14. The Peripheral Cycle Route must be identified in any layout.

Reason: To promote a movement pattern as identified in the Plan.

Informatives

1. This notice relates to drawing No 01 which was received on 4th December 2014.
2. 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.
3. 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.
4.
 - The storm drainage of the site, during both the construction and operational phases of the development, should be designed to the principles of Sustainable Drainage Systems (SuDS) in order to minimise the polluting effects of storm water on waterways. Construction of SuDS should comply with the design and construction standards as set out in the Construction Industry Research and Information Association (CIRIA) manual C697. A separate site handbook (C698) for the construction of SuDS has also been produced by CIRIA.
 - Discharge consent under the terms of the Water (Northern Ireland) Order 1999 may be required for the discharge of site drainage during the construction phase of the proposed development.
 - An application form to obtain a discharge consent can be obtained by contacting NIEA, WMU by visiting our web site at www.nienviroment.gov.uk/waterhome/regulation_of_discharges_industrial/industrial_and_private_sewage_2.htm
 - Due to the close proximity of the site to a watercourse, the selected contractor(s) will need to ensure that no polluting discharges occur during the construction phase. The site owner needs to make the selected contractor(s) aware that they will be held legally responsible for any polluting discharges which occur during the construction phase. The applicant should be informed that it is an offence under the Water (Northern Ireland) Order 1999 to discharge or deposit, whether knowingly or otherwise, any poisonous, noxious or polluting matter so that it enters a waterway or water in any underground strata. Conviction of such an offence may incur a fine of up to £20,000 and / or three months imprisonment.
 - The applicant should ensure that measures are in place to prevent pollution of surface or ground water as a result of the activities on site, both during construction and thereafter.
5. Although it has been determined above if NIW infrastructure is within 20m of your proposal, consultation with NIW is required at an early design stage by means of a Predevelopment Enquiry to determine how your proposal may be served.
6. Should the developer encounter soil conditions which differ from those encountered during the site investigation, it is recommended that the developer engage in the services of a competent person to carry out further assessment to negate any potential risk to the final site user.

7. The purpose of Condition 7 is to ensure that the risk assessment and any remediation work are undertaken to a standard that enables safe development and end-use of the site such that it would not be determined as contaminated land under the forthcoming Contaminated Land legislation i.e. Part 3 of the Waste and Contaminated Land Order (NI) 1997. It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks.

- The applicant should ensure that the management of all waste are suitably authorized through the Waste Management Regulations (NI) 2006 and/or the Water Order (NI) 1999. This should be demonstrated through a Site Waste Management Plan (see <http://www.netregs.gov.uk>)

- It is recommended that the applicant consult with the Water Management Unit within the NIEA regarding any potential dewatering that may be required during the redevelopment works including the need for discharge consent. Discharged waters should meet appropriate discharge consent conditions.

Signature(s)

Date:

ANNEX	
Date Valid	4th December 2014
Date First Advertised	24th December 2014
Date Last Advertised	26th December 2014
Details of Neighbour Notification (all addresses) The Owner/Occupier, 1 Lisnahull Gardens Lisnahull Dungannon The Owner/Occupier, 10 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 10 Lisnahull Gardens Lisnahull Dungannon The Owner/Occupier, 11 Lisnahull Gardens Lisnahull Dungannon The Owner/Occupier, 12 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 14 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 16 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 17 Lisnahull Park Lisnahull Dungannon The Owner/Occupier, 18 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 18 Lisnahull Park Lisnahull Dungannon McNally 19 Lisnahull Park Lisnahull Dungannon The Owner/Occupier, 2 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 2 Lisnahull Gardens Lisnahull Dungannon The Owner/Occupier, 20 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 20 Lisnahull Park Lisnahull Dungannon The Owner/Occupier, 20 Mullaghmore Road Lisnahull Dungannon The Owner/Occupier, 21 Lisnahull Park Lisnahull Dungannon The Owner/Occupier, 22 Annagole Lisnahull Dungannon The Owner/Occupier, 22 Corrainey Park Drumcoo Dungannon The Owner/Occupier, 22 Lisnahull Park Lisnahull Dungannon The Owner/Occupier, 23 Lisnahull Park Lisnahull Dungannon	

The Owner/Occupier,
 23 Wellbrook Avenue Lisnahull Dungannon
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 24 Annagole Lisnahull Dungannon
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 24 Lisnahull Gardens Lisnahull Dungannon
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 24 Lisnahull Park Lisnahull Dungannon
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 24 Mullaghmore Road Lisnahull Dungannon
 Mary McGeary
 25 Lisnahull Park Lisnahull Dungannon
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 25 Wellbrook Avenue Lisnahull Dungannon
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 26 Annagole Lisnahull Dungannon
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 3C Corrainey Park Drumcoo Dungannon
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 3D Corrainey Park Drumcoo Dungannon
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3E Corrainey Park Drumcoo Dungannon
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 3F Corrainey Park Drumcoo Dungannon
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 4 Corrainey Park Drumcoo Dungannon
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 4 Lisnahull Gardens Lisnahull Dungannon
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 60 Annagole Lisnahull Dungannon
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 62 Annagole Lisnahull Dungannon
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 70 Annagole Lisnahull Dungannon
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 78 Annagole Lisnahull Dungannon

The Owner/Occupier,
 8 Corrainey Park Drumcoo Dungannon
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 8 Lisnahull Gardens Lisnahull Dungannon
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 80 Annagole Lisnahull Dungannon
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 82 Annagole Lisnahull Dungannon
 The Owner/Occupier,
 84 Lisnahull Park Lisnahull Dungannon
 The Owner/Occupier,
 9 Lisnahull Gardens Lisnahull Dungannon

Date of Last Neighbour Notification	9th December 2014
Date of EIA Determination	N/A
ES Requested	No

Planning History

Ref ID: M/2002/1425/F
 Proposal: Housing Development and Site Road
 Address: Site Adjacent to 18 Mullaghmore Road Opposite Hawthorn Crescent Dungannon
 Decision:
 Decision Date: 06.04.2005

Ref ID: M/2014/0566/O
 Proposal: Proposed housing development
 Address: Between Annagole Park and Lisnahull Park, Dungannon,
 Decision:
 Decision Date:

Ref ID: M/2005/1797/F
 Proposal: 12no. apartments to replace 6 no. semi-detached dwellings approved under M/2001/1238
 Address: 'Annagole', Newell Road, Dungannon
 Decision:
 Decision Date: 06.04.2007

Ref ID: M/2001/0781/Q
 Proposal: Housing Development
 Address: Newell Road Dungannon
 Decision:
 Decision Date: 18.02.2002

Ref ID: M/1975/0089
 Proposal: PETROL FILLING STATION, SHOPS, PUBLIC HOUSE, CAR PARK AND HOUSING
 Address: NEWELL ROAD, DUNGANNON

<p>Decision:</p> <p>Decision Date:</p> <p>Ref ID: M/2005/1213/O</p> <p>Proposal: Phase two Housing development.</p> <p>Address: 'Annagole' , Newell Road, Dungannon located between Corraíney Park and Lisnahull Park.</p> <p>Decision:</p> <p>Decision Date: 16.06.2006</p> <p>Ref ID: M/2006/1646/F</p> <p>Proposal: 24 Apartments in two Blocks</p> <p>Address: Annagole Newell Road Dungannon Located Between Corraíney Park and Lisnahull Park</p> <p>Decision:</p> <p>Decision Date:</p> <p>Ref ID: M/2001/1238/F</p> <p>Proposal: Proposed Housing Development comprising of 37 No Town Houses, 27 Apartments and 6 semi detached dwellings</p> <p>Address: North of Corraíney Park, Newell Road, Dungannon, Co Tyrone</p> <p>Decision:</p> <p>Decision Date: 15.10 2002</p>
<p>Summary of Consultee Responses</p> <p>Transportni, Environmental Health section of Dungannon and South Tyrone Borough Council, NI Water and the Land Resource Management, Water Management Unit, Industrial Pollution & Radio Chemical Inspectorate sections of NIEA were all consulted about this development proposal. None have any objections to this proposal.</p>
<p>Drawing Numbers and Title</p>
<p>Drawing No. 01</p> <p>Type: Site Location Plan</p> <p>Status: Approved</p>
<p>Notification to Department (if relevant)</p> <p>Date of Notification to Department:</p> <p>Response of Department:</p>

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2014/0566/O
Proposal	Proposed housing development
Location	Between Annagole Park and Lisnahull Park, Dungannon
Date of Consultation	08/12/2014
Date of Response	07/01/2015

transportni has no objection subject to:

A plan at 1:500 scale (min.) shall be submitted as part of the reserved matters application showing the access and internal arrangements to be constructed 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.

G.Daly.

Issued on behalf of Development Control

Planning Application Consultation (DC) Checklist

(To be returned to Planning Service with Initial Consultation Response)

Priority Road Name →	Annagole Park	Planning Ref →	M/2014/0566/O
Application suitable for RS cat F process?	No	Site visited?	Yes
Transport Assessment Required?	Yes/No	Note: Site visit not normally required for cat F process when: - plans contain sufficient information, or - site is known to case officer.	

Visibility Splays and Forward Sight Distances (DCAN 15):			
Traffic speed (85%ile) on priority road →	19mph		
Speed limit →	30mph		
Road Width (m) →	5.7m	Verge Width (m) →	2.3m – 3.3m F/Path
Access	Requirement (m) ↓	Available?	Comment
X-distance →	N/A	Yes/No	
Y-distance →	N/A	Yes/No	
Forward sight dist →		Yes/No	
Reasons for variations from standards, if required e.g. preservation of trees/hedges:			

Infrastructure:		Comment / Req'd Standard ↓
Does 'Creating Places' apply?	Yes	
Private Streets Determination required?	Yes	
Additional infrastructure required?	Yes	Connecting footpath
Technical/Geotechnical Assessment req'd?	Yes	
Car parking provision?	Yes	
DMRB relaxation/departure from standard?	Yes/No	
Street furniture to be moved/removed?	Yes	
Addnl street lighting required (RSPPG E011)?	Yes	
Gradients OK?	Yes	Required

(To be returned to Planning Service with Initial Consultation Response)

Surface water and drainage provision OK?	Yes	Required
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Site Sketch:

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Has 3 rd Party Comment been received and considered?	Yes	
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Roads Service Recommendation on Application (Case Ref: M/2014/0566/0)

	Tick	Reason
No objection to the proposal		
No objection, subject to Conditions	X	
No objection, with Informatives	x	
Further details reqd from applicant		
Further analysis required		
Not acceptable		
Additional comments, if any?		

	Name	Grade	Signature	Date
Case Officer:	<u>G.Daly.</u>			07/01/2015
Supervisory Officer: (Only required for PS determined sites)				

2

Environmental Health Department

Our Ref:

Planning Ref: M/2014/0566/O

Date: 27-1-15

Comments on Planning Application

Location: Between Annagole Park and Lisnahull Park, Dungannon

Proposal: Proposed housing development

I refer to the Generic Quantitative Risk Assessment (report no.14-1186) which has been submitted in association with the above outline proposal. The report concludes that the site is "Free of any significant contamination" and does not recommend any remedial measures in relation to the proposal. It is however noted within the certificate of analysis that no details were provided regarding the dates these samples were collected. This sample date should be submitted to the planning service.

It is recommended that the following informative is attached to any planning permission issued.

Should the developer encounter soil conditions which differ from those encountered during this site investigation it is recommended that the developer engage the services of a competent person to carry out further assessment to negate any potential risk to the final site user.

Cathy Hughes
Western Area Planning Office
County Hall
Drumragh Avenue
Lishamallard
OMAGH
BT79 7AF

9 February 2015

Your Ref: M/2014/0566/O
Our Ref: WMU/PC/ 23512-1

Dear Cathy Hughes

Type: PS - Outline
RE: Proposed housing development
Location: Between Annagole Park and Lisnahull Park ,Dungannon

The response from the Water Management Unit (WMU) of Northern Ireland Environment Agency (NIEA) to the above planning application is as follows:

NIEA WMU would like to advise the applicant and DOE Planning that groundwater matters are now dealt with through Land and Groundwater Team of Waste Management (formerly Land and Resource Management Unit) of Northern Ireland Environment Agency. All issues relating to both groundwater and contaminated land for this application will fall under their remit.

WMU recommend that DOE Planning Division consult with NIEA's Waste Management on this application with regard to all groundwater / contaminated land issues if not already having done so.

NIEA, WMU is concerned that the sewage loading associated with the above proposal has the potential to cause an environmental impact if transferred to the Dungannon waste water treatment works (WWTW). NIEA would therefore recommend that DOE Planning Division consult with Northern Ireland Water Limited (NIW) to determine if the WWTW will be able to cope with the additional load or whether the existing WWTW would need to be upgraded.

If NIW indicate that the WWTW is able to accept the additional load, with no adverse effect on the operation of the WWTW or its ability to comply with its design standard, then NIEA WMU would have no objection to this aspect of the proposal.

WMU recommends the following measures be incorporated:

In order to decrease the risk of the incorrect diversion of 'foul' sewage to drains carrying rain/surface water each building shall be provided with such sanitary pipework, foul drainage and rain-water drainage as may be necessary for the hygienic and adequate disposal of foul water and rain-water separately from that building. The drainage system should also be designed to minimize the risk of wrongly connecting the 'foul' sewage system to the rain-water drainage system, once the buildings are occupied.

The buildings associated with this planning application should not be occupied unless the necessary sewerage infrastructure is in place to transfer foul sewage to a NIW sewer in an acceptable manner.

Should a sewage pumping station be required for this development then the applicant must apply to NIEA WMU for a Water Order (1999) consent for an 'emergency overflow'.

WMU notes the intention to direct site drainage to a waterway. WMU would recommend that DOE Planning consult with the Department of Agricultural and Rural Development (DARD) Rivers Agency to seek advice on any considerations that may need to be made within their remit.

WMU recommends the following measures be incorporated:

- The storm drainage of the site, during both the construction and operational phases of the development, should be designed to the principles of Sustainable Drainage Systems (SuDS) in order to minimise the polluting effects of storm water on waterways.
- Construction of SuDS should comply with the design and construction standards as set out in the Construction Industry Research and Information Association (CIRIA) manual C697. A separate site handbook (C698) for the construction of SuDS has also been produced by CIRIA.
- It should be noted that several SuDS features may be useful pollution prevention measures during the construction phase.
- Any oil tanks serving the development should be bunded. Pollution Prevention Guideline (PPG2).

Discharge consent under the terms of the Water (Northern Ireland) Order 1999 may be required for the discharge of site drainage during the construction phase of the proposed development.

However the applicant should be aware that there is no guarantee that discharge consent will be granted, as a number of site specific factors need to be taken into account in assessing the suitability of the proposed means of effluent disposal.

An application form to obtain a discharge consent can be obtained by contacting NIEA, WMU at the above address, or by visiting our web site at:-

http://www.ni-environment.gov.uk/water-home/regulation_of_discharges_industrial/industrial_and_private_sewage_2.htm

With Regards to works in or near a waterway

NIEA WMU Pollution Prevention Team **MUST BE** consulted about any work to be conducted in; near or liable to affect any waterway in order to agree a method statement with the contractors prior to the commencement of any works.

This should reflect all mitigation measures identified to prevent pollution of the water environment during the construction operational / maintenance phase of the project. Such measures must be in place prior to the commencement of any works and should be incorporated in method statements.

Works method statements should:

- Identify the perceived risks to a waterway e.g. from cement, concrete, grout, fuels/ oil/ hydrocarbons and suspended solids,
- Identify potential pollution pathways,
- Identify mitigation measures that will be employed to minimise the risk of pollution to any waterway (as defined by the Water (NI) Order 1999) e.g.
 1. Safe refuelling, handling and storage practices for earth stockpiles and secondary containment for chemicals, oil, fuels etc
 2. Emergency spill procedures should be addressed and should include the NIEA Pollution hotline 0800 80 70 60
- Demonstrate adherence of working practises to the precepts contained in relevant PPG's. e.g. PPG5 Works in, near or liable to affect watercourses and PPG6 Working at Demolition and Construction sites. These can be found at http://www.netregs.org.uk/library_of_topics/pollution_prevention_guides/construction_ppgs.aspx

WMU would like to highlight the requirements of the Control of Pollution (Oil Storage) Regulations (Northern Ireland) 2010 which are effective from 20th March 2011. These relate to the storage of ANY oils (as defined by the regulations). A key requirement of the Regulations is that oil storage containers over 200litres (fixed or mobile) must have a secondary containment system (of 110% capacity) as defined by the regulations (a bund, which is an outer wall or enclosure designed to contain the contents of an inner tank, or a drip tray) to ensure that any leaking oil is contained and does not enter the aquatic environment. Guidance on how the Regulations will apply to your development can be found at: www.netregs.org.uk

- The Regulations create new standards for above Oil Storage facilities in industrial, commercial and Institutional sectors.
- Make provision for the need for secondary containment of 110% all types of oil stored in containers over 200 litres.
- Compliance immediately for all new all new oil storage facilities installed after 20th March 2011.
- Compliance immediately for oil storage facilities that existed prior to 20th March 2011 of those located within 10m of a waterway OR 50m of a well, spring or borehole.
- Compliance by 31st December 2015 for all remaining oil storage facilities.

The applicant should comply with all the relevant Pollution Prevention Guidelines (PPG's) in order to minimise the impact of the project on the environment. Relevant PPG documents will include but may not be limited to:

PPG 01 - General guide to pollution prevention
PPG 02 - Above ground oil storage
PPG 05 - Works in, near or liable to affect watercourses
PPG 06 - Working at demolition and construction sites
PPG 21 – Pollution incident response planning

Compliance with the advice in PPG 05 and 06 will help to minimise the impact of the construction phase of the project on the environment.

These PPG's can be accessed by visiting the NetRegs website at:

<http://search.netregs.org.uk/search?w=pollution%20prevention%20guidelines>

Hard copies are available from NIEA WMU upon request.

WMU Pollution Prevention team will be happy to advise further as required.

Due to the close proximity of the site to a watercourse, the selected contractor(s) will need to ensure that no polluting discharges occur during the construction phase.

The site owner needs to make the selected contractor(s) aware that they will be held legally responsible for any polluting discharges which occur during the construction phase.

The applicant should be informed that it is an offence under the Water (Northern Ireland) Order 1999 to discharge or deposit, whether knowingly or otherwise, any poisonous, noxious or polluting matter so that it enters a waterway or water in any underground strata. Conviction of such an offence may incur a fine of up to £20,000 and / or three months imprisonment.

The applicant should ensure that measures are in place to prevent pollution of surface or ground water as a result of the activities on site, both during construction and thereafter.

Issued on behalf of
Water Management Unit
Northern Ireland Environment Agency

Planning Application Number:

M/2014/0566/O

Date of return

09/02/2015

1 Is comment necessary in relation of Water and Sewerage Services?

YES

Water Supply Service

2 Is a public water supply in close proximity to the proposal?

Public water supply within 20m of your proposal, consultation with NIW is required to determine how your proposals can be served. Application to NIW is required to obtain approval to connect.

Sewerage Service

3 Is a public foul sewer in close proximity to the proposal?

Foul sewer within 20m of your proposal, consultation with NIW is required to determine how your proposal can be served.

4 Is a public surface water sewer in close proximity to the proposal?

Surface water sewer within 20m of your proposal, consultation with NIW is required to determine how your proposal can be served. Application to NIW is required to obtain approval to connect.

5 Status of receiving Waste Water Treatment Works / Sewer Network.

Available Capacity

6 Is the proposed development in close proximity of a Waste Water Treatment Works?

N/A

Additional Information

To ensure compliance with the Water and Sewerage Service (NI) Order 2006 consultation with NIW is essential at design stage with regard to the following matters;

Water Supply Requirements	The water requirements for you proposal may be eligible for the provision of a public watermain if it will serve more than 1 property and each property will have an individual supply direct from the proposed public watermain under Article 76 of the above order.
Foul and Surface Water sewerage requirements	The sewers within your proposal may be eligible for consideration for adoption under Article 161 of the above order if they meet the criteria as set out in the current Sewers for Adoption specification;
Trade Effluent(if stated in box to right)	
Septic Tank Emptying (if stated in box to right)	
NIW Infrastructure crossing the site (if stated in box to right)	
	No construction to be made, trees planted or other obstruction made within 3m (or 1.5 times the depth whichever is greater) of sewers, or 4m (or 1.5 times the depth whichever is greater) of watermains. A diversion may be necessary. Consultation with NIW is required at an early design stage. REASON: To prevent disturbance/ damage to existing sewers / watermains and in the interest of public safety.

The following may also apply:-

	The applicant is advised to contact NIW through its Customer Relations Centre on 08457 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 Customer Relations Centre on 08458 770002.
Grease trap installation (if stated in box to right)	
Oil/Petrol/Chemical Interceptor instalation (if stated in box to right)	
Access through 3rd Party land (if stated in box to right)	

Site Specific Comments

Northern Ireland Water would make the following site specific comments

Although it has been determined above if NIW infrastructure is within 20m of your proposal, consultation with NIW is required at an early design stage by means of a Predevelopment Enquiry to determine how your proposal may be served.

Notes to Planning Office

1 Planning Service should refer to the following Standard Planning Conditions

All services within the development should be laid underground. the interests of visual amenity	REASON: In
None of the dwellings hereby permitted shall be occupied until the (sewage disposal/drainage) works have been completed in accordance with the submitted plans interest of public health	REASON: In the
None of the dwellings shall be occupied until works for the disposal of sewage have been provided on the site to serve the development hereby permitted, in accordance with details to be submitted to and approved by the Department. In the interests of public health.	REASON:
Development shall not begin until drainage works have been carried out in accordance with details submitted to and approved in writing by the Department. REASON: To safeguard the site and adjacent land against flooding and standing water.	

Issued on behalf of Developer Services South Regional Manager

Miss Cathy Hughes
Western Area Planning Office
Local Planning Division
Department of the Environment
County Hall
Drumragh Avenue
Lisnamallard
Omagh
BT79 7AF

23rd February 2015

Dear Miss Hughes,

**PLANNING APPLICATION M/2014/0566/O – PROPOSED HOUSING DEVELOPMENT
LOCATED BETWEEN ANNAGOLE PARK AND LISNAHULL PARK DUNGANNON**

The Inspectorate notes that the proposed development will be situated approximately 2.4km from the closest IPRI-regulated installations (located in Granville Industrial Estate).

However, given the controls in place on the installations and the distance involved, it is unlikely that these installations will have a significant impact on the proposed development.

**Industrial Pollution and Radiochemical Inspectorate
Northern Ireland Environment Agency**

Waste Management (WM) (formerly Land and Resource Management)**Planning Application No:** M/2014/0566/O**WM Reference:** PLAN 1 4535**Proposal:** Proposed Housing Development**Site location:** Between Annagole Park and Lisnahull Park, Dungannon.**Date of response:** 9th March 2015**Consultee response:** ☒ Final Substantive Reply ☐ Interim Reply**Summary of response:**

Stratex Ltd (Stratex) have presented a generic quantitative risk assessment (GQRA) informed by site investigation data in support of the above application. No unacceptable risk to the water environment was identified.

Waste Management (WM) (Land and Groundwater Team) have no objection to the proposed development and advise that the conditions and informatives, as detailed below, are attached to any Planning Decision Notice.

Supporting comments:

The comments below are not exhaustive but serve to capture key points in support of the Waste Management (WM) (Land and Groundwater Team) position outlined above. These comments are made on consideration of the following reports:

- Stratex Ltd (Stratex) "Generic Quantitative Risk Assessment", dated September 2014. Report ref 14-1186.
1. The priorities of the WM in assessing this planning application are to consider the potential for contamination to be present at the site that could impact on environmentally sensitive receptors including groundwater and surface water. As the authoritative body with respect to environmental health WM would ask that you ensure that the Environmental Health Department of Dungannon District Council have an opportunity to comment on all relevant information.
 2. Stratex Ltd (Stratex) have identified a number of historical and current potential sources of contamination at and adjacent to the application site, namely:
 - Railway line on site (removed 1960's)
 - Supermarket and petrol filling station located south east of the site (no distance given).
 - A car wash (former petrol filling station), fuel storage yard and tile store located north of the site (no distance given).
 - A bus depot 200m east of the site.
 3. Stratex identify a culverted watercourse bisecting the site with Black Lough located 900m south of the site. The site is underlain by productive limestone bedrock.
 4. To inform the GQRA presented in support of the current planning application, six (6) boreholes (BH01 – BH06) to 5.0 m below ground level (mbgl) were advanced at the site in May 2014. Each borehole was installed with groundwater monitoring equipment. Stratex state that monitoring and sampling of groundwater could not be undertaken as the installations were reported as "dry".

5. Uncertainty remains regarding the design of the monitoring boreholes as groundwater strikes were reported from 4.4mbgl in borehole BH05, with the monitoring wells installed to 3.0mbgl only. However, WM note that, other than shallow Made Ground, no visual or olfactory evidence of contamination impacts were reported in the intrusive investigation.
6. WM consider this site to be a low risk to the water environment. However, should new contamination and risks be encountered during development works, remediation may be required. Therefore a condition is recommended for the investigation and, if necessary, remediation of any unforeseen contamination. A Quantitative Risk Assessment (QRA) may be needed to assess the remedial requirements for unforeseen contamination present at the site. This should be carried out in accordance with the Model Procedures for the Management of Land Contamination (CLR11), which can be obtained at <http://publications.environment-agency.gov.uk/PDF/SCHO0804BIBR-E-E.pdf>.
7. The applicant should note that the Planning Act (NI) 2011 is introducing reforms to the Northern Ireland planning system and transferring the majority of planning functions to the new district councils in April 2015. The new system is intended to ensure all necessary information is provided at the outset of the application process to support more efficient and effective development management.

PROPOSED CONDITIONS

Wording for proposed conditions concerning the management of land contamination are provided below and should you wish to discuss or have further clarity then do not hesitate to get in touch with the Land and Groundwater Team in the Waste Management Unit. In addition to imposing planning conditions to address contamination and its risks, it is essential to ensure that these planning conditions are complied and discharged.

1. If during development works, new contamination and risks are encountered which have not previously been identified, works should cease and the Department shall be notified immediately. A "No Development Area" will be agreed and this new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Department in writing, and subsequently implemented and verified to its satisfaction.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

2. After completing all remediation works under Conditions 1 and 2 and prior to the occupation of the development, a verification report needs to be submitted in writing and agreed with the Department. This report should be completed by competent persons in accordance with the Model Procedures for the Management of Land Contamination (CLR11). The verification report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all risks and achieving the remedial objectives.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

PROPOSED INFORMATIVES

1. The purpose of Conditions 1 – 2 is to ensure that the risk assessment and any remediation work are undertaken to a standard that enables safe development and end-use of the site such that it would not be determined as contaminated land under the forthcoming Contaminated Land legislation i.e. Part 3 of the Waste and Contaminated Land Order (NI) 1997. It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks.
2. The applicant should ensure that the management of all waste are suitably authorized through the Waste Management Regulations (NI) 2006 and/or the Water Order (NI) 1999. This should be demonstrated through a Site Waste Management Plan (see <http://www.netregs.gov.uk>)
3. It is recommended that the applicant consult with the Water Management Unit within the NIEA regarding any potential dewatering that may be required during the redevelopment works including the need for discharge consent. Discharged waters should meet appropriate discharge consent conditions.

Should you have any queries regarding this response please contact the Waste Management Unit

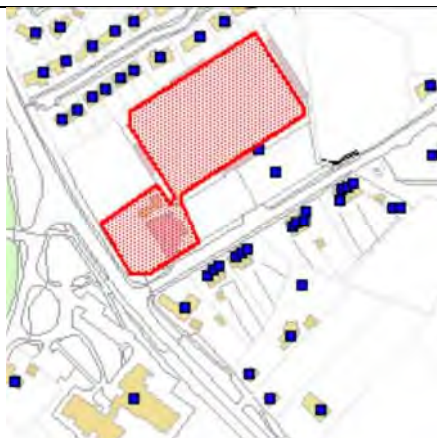
Issued on behalf of the Waste Management (Formerly Land and Resource Management (LRM)) within the NIEA

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 5 th May 2015	Item Number:
Application ID: M/2014/0576/O	Target Date: 27 th March 2015
Proposal: Proposed 3G training pitch and associated changing rooms. Proposed conversion of existing grass pitch into a 3G surface	Location: Stangmore Park Far Circular Road Dungannon BT71 6PP
Referral Route: Three objections received	
Recommendation:	Approval
Applicant Name and Address: Dungannon United Youth Football Club C/o Mr Joe McAree Mullaghanagh Black Lane Dungannon BT71 7AY	Agent Name and Address: Sam Smyth Architecture Unit 45d DGN Enterprise Centre 2 Coalisland Road Dungannon BT71 6JT
Case Officer: Cathy Hughes	
Signature(s):	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	Env Health Dungannon and South Tyrone Borough Council	Substantive Response Received
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received

Representations:

Letters of Support	None Received
Letters of Objection	4
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

Noise and light pollution
Lack of parking
Traffic congestion and intensification
Hours of use

Characteristics of the Site and Area

This application site is located at the Dungannon Swifts football grounds in Dungannon. The surrounding area is mostly residential in character with a mixture of dwelling types. The site sits below the A29 Protected Route which is adjacent and south west of the site and the Far Circular Road runs along the south eastern boundary.

Currently the site is occupied by two pitches, a full size one and a training pitch with some buildings also. The existing clubhouse is a single storey building finished in brown brick which sits with the gable elevation abutting the south eastern boundary of the site. The front of this building faces into the car park with the rear facing the A29. North of this is a two storey building with external steps accessing first level. This building accommodates changing rooms and the player's lounge.

Detail of the proposal:

This is an outline application for a proposed 3G training pitch, associated changing rooms and the conversion of existing grass pitch into a 3G surface at Stangmore Park in Dungannon. The existing clubhouse occupies a footprint of approximately 485 square metres and this planning application proposes to demolish this building and put a 3G training pitch measuring 40 metres by 27 metres in its place.

The existing changing room building occupies a footprint of approximately 207 square metres. The proposed extension would increase this by almost 200 square metres to 406 square metres. It includes a two storey projection with glazing at first floor level and entrance doors on the south eastern elevation which faces the Far Circular Road. The rear north western elevation which faces the existing training pitch will have a similar appearance to that proposed at the front, without the doors.

Relevant Site Histories:

There is some planning history associated with this site.

Planning applications were approved for recreation use on this site for temporary clubrooms and car park under M/1975/0230 and new club facilities under M/1979/0153. Applications M/2007/1565/F and M/2009/0302/F were later approved for a new clubroom building to provide new changing facilities in May 2008 and June 2009.

Planning application M/2010/0183/F was granted approval in May 2010 for a ground floor extension to the existing changing rooms/clubhouse to provide storage and M/2010/0376/F was granted planning approval for floodlights in August 2010.

Consultations and Representations:

Environmental Health section of Dungannon and South Tyrone Borough Council and Transportni were consulted on this application and have no objection in principle to this proposal.

A total of 39 neighbours were notified about this proposed development.

There were two letters of objection received about this proposal from the residents of two properties directly adjacent to the existing clubhouse.

Planning concerns were raised over;

- high levels of light and noise pollution when the main pitch is in use
- Intensification and congestion of traffic along Far Circular Road
- Lack of parking on the site resulting in parking along Far Circular Road
- Absence of boundary treatment of the proposed 3G pitch
- Lack of mitigating measures for light and noise pollution
- Hours of use
- No finishes or materials have been indicated
- Inadequate separation distance between the new pitch and residential properties

Development Plan and Key Policy Consideration:

The site is located within the development limits of Dungannon and is designated as an Existing Recreation and Open Space in the Dungannon and South Tyrone Area Plan.

The Dungannon and South Tyrone Area Plan safeguards all major areas of existing open space for that use through the zoning of the relevant areas.

Policy OS 1 – Protection of Open Space in PPS 8 states development will not be permitted where it would result in the loss of existing open space or land zoned for the provision of open space.

This application site is zoned as Existing Open Space, however the proposal will actually create more open space within the site as a building will be demolished and a new pitch created. The established use on this site will not be changed therefore it complies with the policy requirements of PPS 8.

The objectors have raised issues in relation to neighbouring amenity (noise and nuisance), traffic movement, parking and design.

In response the agent argues that;

- The new proposed pitch is a reinstatement and relocation of an old pitch which was on the grounds from mid 1980s to early 2000s.
- As the existing clubhouse will be demolished, any noise from this will be removed and the extension to the existing changing rooms is at a distance further from neighbouring residents.
- The proposal includes 7 extra parking spaces. No official compliant has been made regarding issues of car parking on match day which is an entirely separate issue not concerning this application.
- The applicant is content that the proposed new pitch will not be utilised after 22.00 hours.
- A 2 metre high hedge will be planted along the south eastern boundary to act as a visual and sound buffer for residents along Far Circular Road.
- Four floodlights will also be included at each corner of the new pitch which would sit at a slightly lower level than the existing street lighting.
- The proposal will have little adverse effect on the amenities of the existing land use and buildings as it is an existing clubroom facility within an area of open space.

In rebuttal to the additional information the agent submitted, the neighbouring objector does not agree with the comparison of what previously existed on the site in mid-1980 and the proposed development and believes it to be disingenuous.

They highlighted concerns about the opening hours to 22.00 hours and the frequency which the proposed development could be used which would also increase the frequency of noise nuisance.

Other Policy and Material Considerations

In considering the arguments put forward by the agent and objectors, careful consideration needs to be given to the position of the proposed pitch, any associated development such as floodlighting and car parking in relation to the position of existing properties.

The existing main pitch sits approximately 18 metres from the rear of 10 properties at Ranfurly Crescent to the north which comprises two story semis and detached bungalows. The proposed new pitch will be approximately 22 metres from the nearest part of three properties to the south at Stangmore Terrace and Moy Road. Stangmore Terrace is a terrace of two storey dwellings with small front garden areas separating it from the public footpath along Far Circular Road. The end property at No 46 Moy Road is a bungalow which is a B&B and fronts onto the Moy Road with the side gable being closest to this proposal.

It is my opinion that the separation distances and changes of level, coupled with mitigating measures such as landscaping, provision of car parking would be sufficient to ensure that unacceptable impacts on neighbouring amenity do not occur. It is also noted that as illustrated above, planning histories have demonstrated the established recreational use of the land on this site for some 35 years and both Environmental Health and Transportni have no objections to this proposal.

Neighbour Notification Checked

Yes

Summary of Recommendation:

As this proposal complies with PPS 1 and 8, I am of the opinion that conditions could be attached in order to remedy the issues of concern from the nearby residents, therefore I recommend approval

Conditions

1. As required by Section 62 of the Planning Act (Northern Ireland) 2011, application for approval of the reserved matters shall be made to the Council 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

2. 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 Council, in writing, before any development is commenced.

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

3. Full particulars, detailed plans and sections of the reserved matters required in Conditions 01 and 02 shall be submitted in writing to the Council and shall be carried out as approved.

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

4. No development including site clearance works, lopping, topping or felling of trees, trucking machinery over tree roots, shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Council and these works shall be carried out as approved. These details shall include proposed finished levels, means of enclosure, car parking layout, vehicle and pedestrian access and circulation areas, hard surface materials and structures e.g. refuse storage, lighting.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

5. No development including site clearance works, lopping, topping or felling of trees, trucking machinery over tree roots, shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Council and these works shall be carried out as approved. These details shall include: (proposed finished levels/existing and proposed contours/means of enclosure/car parking layout/vehicle and pedestrian access and circulation areas/hard surface materials/minor artefacts and structures e.g. street furniture, play equipment, refuse storage, lighting/existing and proposed services above and below ground/retained historic landscape features and proposals for restoration).

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

6. No development shall take place until full details of all proposed tree and shrub planting and a programme of works, have been approved by the Council, 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.

7. Full details of the position, size, orientation and direction of glare of the proposed floodlighting columns shall be provided at Reserved Matters stage.

Reason: To protect residential amenity.

8. Adequate car parking arrangements are provided in accordance with Parking Standards.

Informatives

1. This notice relates to drawing Nos 01 03 and 05 which were received on 12th December 2014.

2. 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.

3. This determination relates to Planning Control only and is not to be construed as binding the Department in respect of any application required, or consent, agreement or approval obtained for or in connection with a Conservation Area Grant, an International Fund for Ireland Grant or an Urban Development Grant, and the Department reserves the right to seek such revised plans as it may deem appropriate in respect of such applications. You are also advised that Planning approval may be required in respect of any such revised plans as the Department may specify.

ANNEX

Date Valid	12th December 2014
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Date First Advertised	7th January 2015
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Date Last Advertised	9th January 2015
-----------------------------	------------------

Details of Neighbour Notification (all addresses)

The Owner/Occupier,
 1 Stangmore Terrace Stangmore (Knox) Dungannon
 The Owner/Occupier,
 10 Stangmore Terrace,Stangmore (Knox),Dungannon,Tyrone,BT71 6PP,
 The Owner/Occupier,
 11 Stangmore Terrace,Stangmore (Knox),Dungannon,Tyrone,BT71 6PP,
 The Owner/Occupier,
 12 Far Circular Road,Coolhill,Dungannon,Tyrone,BT71 6LW,
 The Owner/Occupier,
 12 Stangmore Terrace,Stangmore (Knox),Dungannon,Tyrone,BT71 6PP,
 The Owner/Occupier,
 13 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 13 Stangmore Terrace,Stangmore (Knox),Dungannon,Tyrone,BT71 6PP,
 The Owner/Occupier,
 14 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 14 Stangmore Terrace,Stangmore (Knox),Dungannon,Tyrone,BT71 6PP,
 The Owner/Occupier,
 15 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 16 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 17 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 18 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 19 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 2 Stangmore Terrace Stangmore (Knox) Dungannon
 The Owner/Occupier,
 2-10,Far Circular Road,Stangmore (Knox),Dungannon,Tyrone,BT71 6LW,
 Anthony McColgan
 20 Deans Road Bleary Lurgan
 The Owner/Occupier,
 20 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 21 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 22 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,
 23 Ranfurly Crescent,Coolhill,Dungannon,Tyrone,BT71 6PH,
 The Owner/Occupier,

24 Ranfurly Crescent, Coolhill, Dungannon, Tyrone, BT71 6PH,
 The Owner/Occupier,
 25 Ranfurly Crescent, Coolhill, Dungannon, Tyrone, BT71 6PH,
 The Owner/Occupier,
 26 Ranfurly Crescent, Coolhill, Dungannon, Tyrone, BT71 6PH,
 The Owner/Occupier,
 28 Ranfurly Crescent, Coolhill, Dungannon, Tyrone, BT71 6PH,
 The Owner/Occupier,
 3 Far Circular Road, Stangmore (Knox), Dungannon, Tyrone, BT71 6LW,
 The Owner/Occupier,
 3 Stangmore Terrace Stangmore (Knox) Dungannon
 The Owner/Occupier,
 4 Stangmore Terrace Stangmore (Knox) Dungannon
 David Cowan
 46 Moy Road Stangmore (Knox) Dungannon
 David Cowan
 46, Moy Road, Dungannon, Tyrone, Northern Ireland, BT71 7DT
 The Owner/Occupier,
 48 Moy Road, Stangmore (Knox), Dungannon, Tyrone, BT71 7DT,
 The Owner/Occupier,
 5 Far Circular Road, Stangmore (Knox), Dungannon, Tyrone, BT71 6LW,
 The Owner/Occupier,
 5 Stangmore Terrace Stangmore (Knox) Dungannon
 The Owner/Occupier,
 6 Ranfurly Crescent, Coolhill, Dungannon, Tyrone, BT71 6PH,
 The Owner/Occupier,
 6 Stangmore Terrace Stangmore (Knox) Dungannon
 The Owner/Occupier,
 7 Far Circular Road, Coolhill, Dungannon, Tyrone, BT71 6LW,
 The Owner/Occupier,
 7 Ranfurly Crescent, Coolhill, Dungannon, Tyrone, BT71 6PH,
 The Owner/Occupier,
 7 Stangmore Terrace, Stangmore (Knox), Dungannon, Tyrone, BT71 6PP,
 The Owner/Occupier,
 8 Stangmore Terrace, Stangmore (Knox), Dungannon, Tyrone, BT71 6PP,
 The Owner/Occupier,
 9 Stangmore Terrace, Stangmore (Knox), Dungannon, Tyrone, BT71 6PP,
 The Owner/Occupier,
 Free Presbyterian Church Of Ulster, Far Circular Road, Coolhill, Dungannon, Tyrone, BT71 6LW,

Date of Last Neighbour Notification	31st March 2015
Date of EIA Determination	N/A
ES Requested	No

Planning History

Ref ID: M/2014/0576/O

Proposal: Proposed 3G training pitch and associated changing rooms. Proposed conversion of existing grass pitch into a 3G surface

Address: Stangmore Park, Far Circular Road, Dungannon BT71 6PP,

Decision:

Decision Date:

Ref ID: M/2010/0376/F

Proposal: Proposed floodlights to football field

Address: Stangmore Park Far Circular Road Dungannon Co Tyrone

Decision:

Decision Date: 10.08.2010

Ref ID: M/1979/0153

Proposal: NEW CLUB FACILITIES

Address: FAR CIRCULAR ROAD, STRANGMORE, DUNGANNON

Decision:

Decision Date:

Ref ID: M/1979/015301

Proposal: NEW CLUB FACILITIES ON VACANT GROUND ADJACENT TO EXISTING PLAYING FIELDS

Address: FAR CIRCULAR ROAD, STANGMORE, DUNGANNON

Decision:

Decision Date:

Ref ID: M/2010/0183/F

Proposal: Ground floor extension to existing changing rooms/clubhouse to provide storage

Address: Stangmore Park, Dungannon

Decision:

Decision Date: 04.05.2010

Ref ID: M/2004/0576/A

Proposal: 2 no. 48 sheet Advertisement hoarding

Address: Stangmore Park Football Ground, Far Circular Road, Dungannon

Decision:

Decision Date: 23.09.2004

Ref ID: M/2007/1565/F

Proposal: Proposed new clubroom building to provide new changing facilities.

Address: Stangmore Park, Dungannon, Co Tyrone

Decision:

Decision Date: 21.03.2008

Ref ID: M/2009/0302/F

Proposal: Proposed new clubroom building to provide new changing facilities

Address: Stangmore Park, Dungannon

Decision:

Decision Date: 09.06.2009

Ref ID: M/1975/0230

Proposal: ERECTION OF TEMPORARY CLUB ROOMS AND CAR PARK

Address: STANGMORE PARK, MOYGASHEL, DUNGANNON

Decision:

Decision Date:

Ref ID: M/2005/1798/A

Proposal: 1 No A8 sheet ad . Horadings

Address: Stangmore Park Football Ground Far Circular Rd Dungannon

Decision:

Decision Date: 23.11.2005

Ref ID: M/2008/0482/F

Proposal: Proposed mixed business/recreational building incorporating a retail outlet, storage provision and a keep fit gym facility

Address: Stangmore Park, Dungannon

Decision:

Decision Date: 24.07.2008

Ref ID: M/1997/0720

Proposal: Turnstiles and Toilet Block

Address: STANGMORE PARK MOYGASHEL DUNGANNON

Decision:

Decision Date:

Ref ID: M/1990/0001

Proposal: Illuminated Sign

Address: FAR CIRCULAR ROAD STANGMORE DUNGANNON

Decision:

Decision Date:

Ref ID: M/1989/0630

Proposal: Spectators Stand

Address: DUNGANNON SWIFTS FOOTBALL CLUB FAR CIRCULAR ROAD STANGMORE DUNGANNON

Decision:

Decision Date:

Summary of Consultee Responses

Environmental Health and Transportni have no objections

Drawing Numbers and Title
<p>Drawing No. 03 Type: Block/Site Survey Plans Status: Submitted</p> <p>Drawing No. 05 Type: Elevations and Floor Plans Status: Submitted</p> <p>Drawing No. 01 Type: Site Location Plan Status: Submitted</p>
Notification to Department (if relevant) Date of Notification to Department: Response of Department:



Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: M/2014/0602/F	Target Date: 30.01.2015
Proposal: Proposed replacement two storey dwelling house and detached domestic garage	Location: 220m NW of 15 Ashfield Road Ballymacan Clogher
Referral Route: Case officer recommendation of refusal to Planning Committee.	
Recommendation:	Refusal
Applicant Name and Address: Mr David Potter 15 Ashfield Road Ballymacan Clogher	Agent Name and Address: McCann Architecture Castletown Fintona Co Tyrone BT78 2BX
Executive Summary: The proposal is for a replacement dwelling in the countryside outside of any defined settlement limit in the Dungannon & South Tyrone Area Plan 2010. No other hazards or zonings applicable to the site.	
Signature(s): 	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	Roads - Enniskillen Office	Substantive Response Received

Representations:

Letters of Support	None Received
Letters of Objection	None Received
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

No neighbours required notification and no representations were received. Transport NI recommended approval, subject to standard conditions.

Characteristics of the Site and Area

The site comprises two portions of land:

The larger area to the north slopes downwards from the south eastern tip of land to the north west approx 160m. This parcel of land is bounded on two sides by public roads to the west and north. The northern boundary of the site is defined by the Fardross Road whilst the western boundary is defined by Ballymacan Road. There are clear views into the site from both roads given the limited hedge cover and the moderately to steeply rising land at the south eastern corner of the site where the applicant has proposed to build the dwelling. The proposed site is skyline, top of ridge location.

The smaller parcel of land is to the immediate south. The plot measures approx 20-30m x 80m. This plot comprises an old dwelling and outbuildings and mature native species trees, within the curtilage, to the south. All walls are substantially intact and the roof and windows are gone. The property has obviously not been lived in in a substantial period of time. This site is nestled in the landscape and the existing dwelling is single storey. The property was accessed by a single agricultural lane bounded on both sides by mature native species hedge approx 1m high. The land mass rises beyond the site, providing adequate back drop.

Planning Assessment of Policy and Other Material Considerations

History: No historical applications on this site.

The proposal is for a replacement dwelling in the countryside. As such, Planning Policy Statement 21 is the relevant policy consideration and CTY 3 - Replacement Dwellings is the appropriate section within;

CTY3 -Replacement Dwellings.

CTY 3 allows for the granting of planning permission where a number of criteria are met. The first of these is that there is a dwelling to replace. CTY 3 states that as a minimum all external structural walls are substantially intact. I have inspected the dwelling to be replaced and can confirm that all walls are substantially intact.

CTY 3 then goes on to extrapolate which other forms of development may be eligible for consideration under the policy. There then follows a number of criteria against which all applications for consideration under CTY 3 must adhere, I will deal with these in order;

The first requirement is that the proposed replacement dwelling should be sited within the established curtilage of the existing building, unless either (a) the curtilage is so restricted that it could not reasonably accommodate a modest sized dwelling, (the proposed dwelling situated 55-60m to the north of the existing curtilage in a new field and the proposed site is a cut out site of a larger field with no boundaries along its north west boundary) or (b) it can be shown that an alternative position nearby would result in demonstrable landscape, heritage, access or amenity benefits. I am of the opinion that the existing curtilage is not so restricted that it could not accommodate a modest bungalow with retention of existing boundaries. It has not been demonstrated that the alternative position could result in terms of demonstrable landscape, heritage, access or amenity benefits.

Case officer is of the opinion that the alternative position as indicated does not offer any demonstrable landscape, heritage, access or amenity benefits as the site is an open position, the proposed dwelling is two storey in nature and would appear completely incongruous in the

landscape and constitute a skyline/top of ridge location when viewed from the 'T' junction at the nw of the site.. The existing structure is single storey in nature and nestled in the landscape with defined boundaries with mature vegetation.

The second criteria is that the overall size of the new dwelling should allow it to integrate into the surrounding landscape and would not have a visual impact significantly greater than the existing building;

The size of the new dwelling will not allow it to integrate into the surrounding landscape. There are no boundaries along the north and north west of the indicated siting position and the plot is a cut out plot of a larger field. The proposed dwelling will have a visual impact significantly greater than the existing building, from both the road to the north where the existing dwelling cannot be seen and from the road to the west; the proposed dwelling is approx. 8.3m high and approx. 9.5m x 16m wide, the current dwelling is approx. 12.5 x 6m.

The third criteria is that the design of the replacement dwelling should be of a high quality appropriate to its rural setting and have regard to local distinctiveness;

I do not consider the replacement dwelling design is of high quality appropriate to its rural setting, the proposed dwelling has 2 no two storey front projections, a suburban design trait, which serve to increase the visual appearance of the proposed dwelling, the windows on the ground floor also have a horizontal emphasis, not traditional features found in the countryside.

The fourth criteria requires that all necessary services are available or can be provided without significant adverse impact on the environment or character of the locality;

all necessary facilities appear to be available.

and finally; access to the public road will not prejudice road safety or significantly inconvenience the flow of traffic.

Transport NI had no objection subject to condition.

Additionally, the dwelling is top of ridge/skyline when viewed from the adjacent 'T' junction so this open aspect is critical from this public vantage point. I have contacted the agent by telephone to suggest siting on the footprint of the existing dwelling or behind it. A bungalow or storey and a half dwelling with careful landscaping may be acceptable on the footprint of the existing dwelling. The applicant has control of lands to the rear of the copse of trees south of the existing dwelling, the current design may be acceptable to the immediate east of these trees. given the more secluded and low lying nature of that land. The agent has advised the applicant is keen to pursue the proposal as submitted and asked me to proceed on that basis.

CTY 13 - Integration and Design of Buildings in the Countryside.

CTY 13 allows for permission to be granted where a new building can be visually integrated into the landscape and it is of an appropriate design. CTY 13 lists a number of points against which a new building would be unacceptable;

Whilst I feel it would be unnecessary to rehash the above points, I believe the qualifying criteria laid out in cty 13 are not met because;

the proposed dwelling will be a prominent feature in the landscape;
the site lacks long established boundaries and is unable to provide a suitable degree of enclosure for the building to integrate into the landscape
it relies primarily on the use of new landscaping for integration;

the design of the building is inappropriate for the site and its locality; and finally the proposal fails to blend with the landform, existing trees and slope which provide a backdrop.

I therefore recommend to the Planning Committee the application be refused, as being contrary to CTY 3 and CTY 13 of PPS 21.

Neighbour Notification Checked

Yes

Summary of Recommendation:

That the application be REFUSED on the grounds below

Refusal Reasons

1. The proposal is contrary to Policies CTY1 and CTY3 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the proposed replacement dwelling is not sited within the established curtilage of the existing dwelling and it has not been shown that the alternative position nearby would result in demonstrable landscape, heritage, access or amenity benefits; the overall size of the proposed replacement dwelling would have a visual impact significantly greater than the existing building; the design of the replacement dwelling is not of a high quality appropriate to its rural setting and does not have regard to local distinctiveness.
2. The proposal is contrary to Policy CTY13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that: the proposed building is a prominent feature in the landscape; the proposed site lacks long established natural boundaries/ is unable to provide a suitable degree of enclosure for the building to integrate into the landscape; the proposed building relies primarily on the use of new landscaping for integration; the design of the proposed building is inappropriate for the site and its locality; the proposed building fails to blend with the landform, existing trees, buildings, slopes and other natural features which provide a backdrop and therefore would not visually integrate into the surrounding landscape.

Signature(s)

Date:

ANNEX	
Date Valid	22nd December 2014
Date First Advertised	14th January 2015
Date Last Advertised	
Details of Neighbour Notification (all addresses) None required.	
Date of Last Neighbour Notification	None required.
Date of EIA Determination	None required.
ES Requested	Yes /No
Planning History Ref ID: M/2014/0602/F Proposal: Proposed replacement two storey dwelling house and detached domestic garage Address: 220m NW of 15 Ashfield Road, Ballymacan, Clogher, Decision: Decision Date:	
Summary of Consultee Responses Transport NI returned comment of no objection subject to condition, 30.01.2015.	
Drawing Numbers and Title	

Drawing No. 01
Type:
Status: Submitted

Drawing No. 02
Type:
Status: Submitted

Drawing No. 03
Type:
Status: Submitted

Drawing No. 04
Type:
Status: Submitted

Drawing No. 05
Type:
Status: Submitted

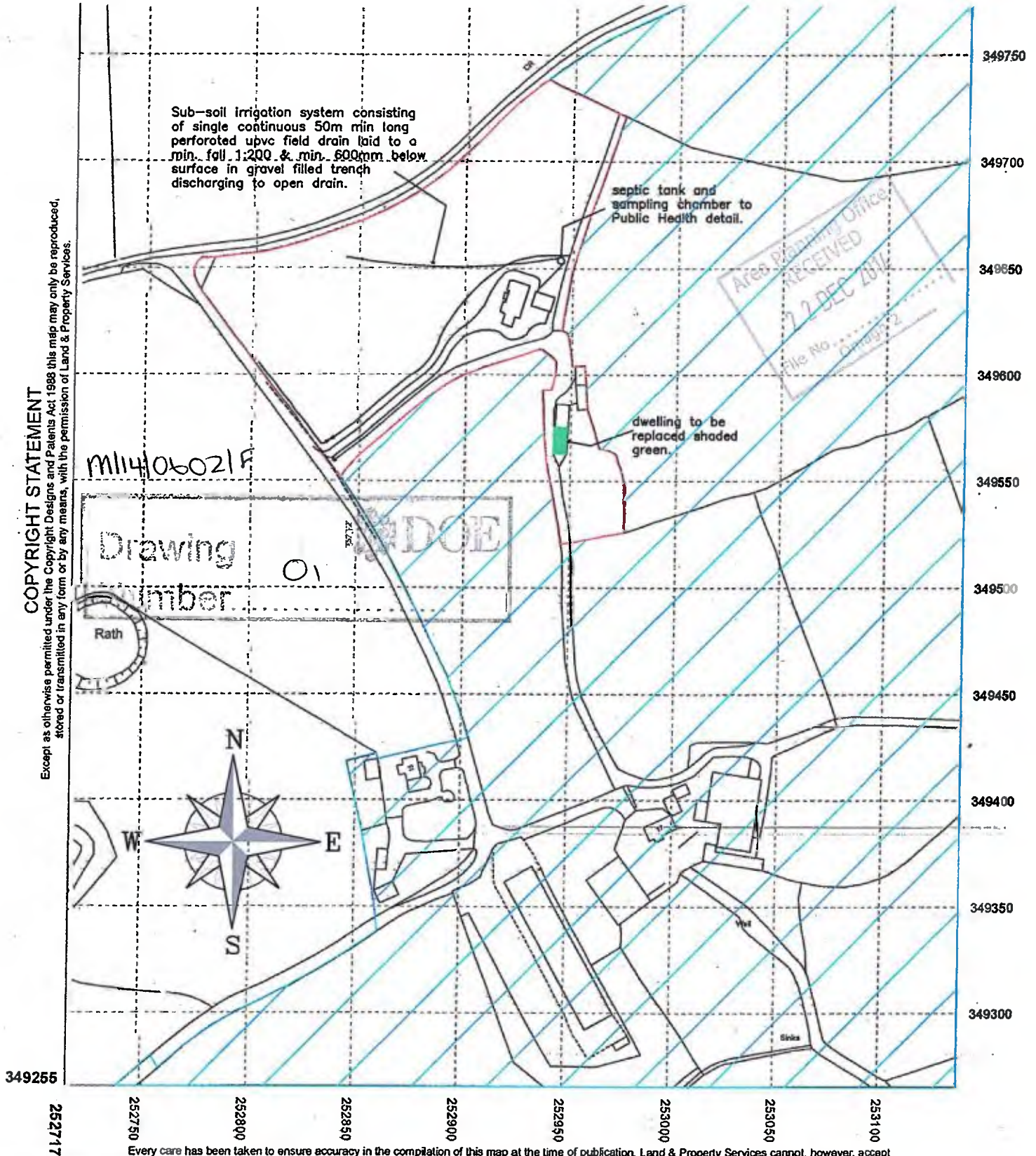
Drawing No. 06
Type:
Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:
Response of Department:

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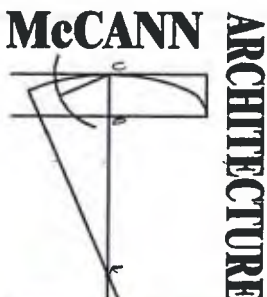
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CLIENT:
Mr. JONATHAN POTTER.
PROJECT:
Proposed Replacement Dwelling
House at ASHFIELD ROAD,
BALLYMACAN, CLOGHER.

Location Map
From O.S. Plan 195-16 NW

Drawn by	Scale
P 15 / 2196 / 01	1:2500
Date	Drawn by
December 2014	E.J. McCann
Revisions	

CASTLETOWN, FINTRONA Co. TYRONE, BT78 2BX
TELE / FAX 028 6284 1662
E-MAIL: mccannarchitecture@btinternet.com

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 5 th May 2015	Item Number:
Application ID: I/2015/0011/A	Target Date: 28/04/2015
Proposal: Retention of existing signage incorporating LED electronic display	Location: 2-4 Dungannon Road Cookstown
Referral Route: Recommendation to refuse	
Recommendation:	Refuse
Applicant Name and Address: Tyre Safety Centre Ltd 2-4 Dungannon Road Cookstown	Agent Name and Address: Henry Marshall Brown Architectural Partnership 10 Union Street Cookstown BT80 8NN
Officer: Paul McClean	

Case Officer Report		
Site Location Plan		
Consultations:		
Consultation Type	Consultee	Response
Non Statutory	Roads - Enniskillen Office	Substantive Response Received
Representations:		
Letters of Support	None Received	
Letters of Objection	None Received	
Number of Support Petitions and signatures	No Petitions Received	
Number of Petitions of Objection and signatures	No Petitions Received	
Summary of Issues		
NA		
Detail of the proposal: This is an application for the retention of existing signage incorporating LED electronic display. The sign is currently situated in the SW corner of the site, is built on top of a concrete base, is double mounted, is situated at right angles to the public road, and measures a total height of 6.18 metres.		
Characteristics of the Site and Area The site is located within the development limits of Cookstown as defined in the Cookstown Area Plan 2010, white land with access onto a protected route and adjacent to Safe Routes to School Corridor. The site is at No 2-4 Dungannon Roadt, Simpsons Tyre Safety Centre. The site also incorporates a Toymaster Store. To the west of the site is Asda, McDonalds and a roadside bus stop. To the NW is KFC. To the north and south is residential development. At the NW corner of the site is a traffic light cross roads junction with Castle Road, Killymoon Street, Sweep Street and Dungannon Road. No trees will be affected by this proposal.		
Relevant Planning History: I/2014/0065/CA- current enforcement case for unauthorised signage- awaiting outcome of this subject advertisement consent application I/2015/0011/A.		
Area Plan The site is located on unzoned land within the development limits of Cookstown as defined in the Cookstown Area Plan 2010. Adjacent and west of the site is a protected route and Safe Routes to School Corridor.		
Legislation Under the provisions of Article 67 (1) of the Planning (NI) Order 1991 (now provided for in Section 130 of the Planning Act (NI) 2011) the interests of 'amenity' and 'public safety' are the only considerations that can be assessed in the exercise of advertisement control.		
Policy AD1 of PPS17 provides for outdoor advertisement consent where the proposal respects amenity when assessed in the context of the general characteristics of the locality and does not prejudice public safety.		
Amenity The area is defined by a superstore, retail warehousing and two drive through restaurants. There		

are also a number of other signs in the area. As such it is my opinion that this proposal would not have a significant detrimental effect on visual amenity. However, it is important to note the position of the sign adjacent to a residential property which was neighbour notified to which no objections were received. Other residential properties are further from the sign and will be less impacted.

Public Safety

Policy AD1 also requires the sign to not prejudice public safety. TransportNI have advised that as the sign is close to a road junction it distracts the attention of motorist from the traffic signals thereby creating a traffic hazard. The applicant maintains that historically there was a sign at this location and has provided photographic evidence of this. This sign was non illuminated and did not have the same impact. Furthermore the area has changed following development of Asda and other commercial properties resulting in a major change in traffic movement. I therefore would share the view of TransportNI concerns.

Consultee replies

TransportNI have concerns about the public safety aspect of this sign and recommend that the proposal is refused for the following reasons;

The proposal is contrary to Planning Policy Statement 17, Control of Outdoor Advertisements, Policy AD1, in that it would, if permitted, prejudice the safety and convenience of road users since the erection of this proposal in close proximity to a road junction, would distract the attention of motorists from road traffic signals, thereby creating a traffic hazard.

The proposal is contrary to Planning Policy Statement 17, Control of Outdoor Advertisements, Policy AD1, in that the development would, if permitted prejudice the safety and convenience of road users since it would lead to a proliferation of signs thereby creating a traffic hazard.

Neighbour Notification Checked	Yes
---------------------------------------	------------

Summary of Recommendation:

It is my opinion that the proposal is contrary to policy AD1 of PPS17 in that it would if approved prejudice public safety.

Refusal Reason

1. The proposal is contrary to Planning Policy Statement 17, Control of Outdoor Advertisements, Policy AD1, in that it will prejudice the safety and convenience of road users since the illuminated sign is in close proximity to a road junction and is a distraction to the attention of motorists from road traffic signals, thereby creating a traffic hazard.

Date: 23.04.2015

Signature:

ANNEX	
Date Valid	13th January 2015
Date First Advertised	NA (advertisement consents are not advertised)
Date Last Advertised	NA
Details of Neighbour Notification (all addresses) The Owner/Occupier, 1 Castle Mews,Gortalowry,Cookstown,Tyrone,BT80 8GD, The Owner/Occupier, 1 Castle Road,Gortalowry,Cookstown,Tyrone,BT80 8JY, The Owner/Occupier, 1 Killymoon Crescent,Gortalowry,Cookstown,Tyrone,BT80 8JX, The Owner/Occupier, 10 Dungannon Road,Gortalowry,Cookstown,Tyrone,BT80 8TL, The Owner/Occupier, 3 Castle Road,Gortalowry,Cookstown,Tyrone,BT80 8JY, The Owner/Occupier, 45 Killymoon Street,Gortalowry,Cookstown,Tyrone,BT80 8JZ, The Owner/Occupier, 54 Killymoon Street,Gortalowry,Cookstown,Tyrone,BT80 8JZ, The Owner/Occupier, 56 Killymoon Street,Gortalowry,Cookstown,Tyrone,BT80 8JZ, The Owner/Occupier, 58 Killymoon Street,Gortalowry,Cookstown,Tyrone,BT80 8JZ, The Owner/Occupier, 6 Dungannon Road,Gortalowry,Cookstown,Tyrone,BT80 8TL, The Owner/Occupier, 60 Killymoon Street,Gortalowry,Cookstown,Tyrone,BT80 8JZ, The Owner/Occupier, Mc Donalds Restaurants Ltd,Sweep Road,Gortalowry,Cookstown,Tyrone,BT80 8JW,	
Date of Last Neighbour Notification	31st March 2015
Date of EIA Determination	NA
ES Requested	No



Revision:

1 2015 / 0011

Client:

TYRE SAFETY CENTRE LTD

Scheme:

PROPOSED REPLACEMENT SIGN
AT 2-4 DUNCANNON ROAD,
COOKSTOWN.

01

Drawing:

LOCATION MAP

Scale:

1/2500

Date:

JAN. 2015

Dwg No.:

14179-01

Drawn By:

CM

henry marshall brown
architectural partnership

10, Union Street,
COOKSTOWN.

Co. Tyrone
BT80 8NN

Tel. no: 028 8676 3515

Fax no: 028 8676 6658

Email: info@hmbarchitecture.co.uk



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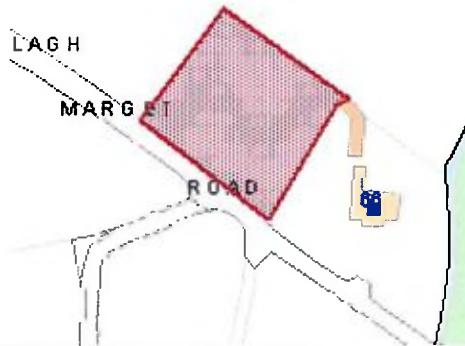


Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 5 th May 2015	Item Number:
Application ID: M/2015/0016/O	Target Date: 30 th April 2015
Proposal: Dwelling and garage	Location: Adjacent to and West of 66 Mullaghmarget Road Dungannon
Referral Route: Refusals recommended	
Recommendation:	Refusal
Applicant Name and Address: Mr Connor Mc Kearney 66 Mullaghmarget Road Dungannon BT71 6QX	Agent Name and Address: Mr Seamus Donnelly 80a Mountjoy Road Aughrimderg Coalisland BT71 5EF
Case Officer: Cathy Hughes	
Signature(s): <i>C Hughes</i>	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	Health & Safety Executive for NI	
Non Statutory	Env Health Dungannon and South Tyrone Borough Council	Substantive Response Received
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received
Non Statutory	DETI - Geological Survey (NI)	No Objection

Representations:

Letters of Support	1
Letters of Objection	None Received
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

Erection of dwelling based on personal and domestic circumstances

Characteristics of the Site and Area

This is an outline application for a dwelling and garage adjacent to and west of No 66 Mullaghmarket Road Dungannon.

This application site occupies a square cut out of a larger agricultural field along Mullaghmarket Road. The immediate area is rural in character with single dwellings located along the roadside on along laneways.

The site measures approximately 0.25 hectares and is flat with the land rising slightly in the remainder of the field to the north and west. The south eastern boundary which defines the curtilage of No 66 Mullaghmarket Road comprises both a wooden post fence. This dwelling adjacent to the site is a bungalow with an outbuilding to the rear and close to the south eastern

boundary of the site.

Both the north eastern and north western boundaries are undefined on the ground. The south western roadside boundary comprises a well established hedgerow approximately 1.5 metres in height with a gate located close to the western corner of the site.

There is no planning history on this application site.

Planning Assessment of Policy and Other Material Considerations

Representations and Consultations:

The Environmental Health section of Dungannon Borough Council have no objection in principle to this proposal and provided a list of informatives.

The GSNI (Geological Survey of Northern Ireland) of DETI (Department of Enterprise, Trade and Investment) were consulted due to the proposed hazard of abandoned mines. They have no concerns due to a distance of 44 metres from the closest mine shaft.

Transportni have no objections and state any subsequent application must provide visibility splays of 2.4 metres by 60 metres.

Neighbours were notified as is a statutory requirement and there were no objections received.

Development Plan and Key Policy Consideration:

This site is located outside of any settlement limits in the countryside as defined in the Dungannon and South Tyrone Area Plan 2010, therefore PPS 21 - Sustainable Development in the Countryside is applicable.

Policy CTY 1 states a range of instances where a dwelling in the countryside may be permissible.

The application does not meet the policy tests in relation to a Dispersed Rural Community (CTY 2) nor would it meet the criteria of a CTY 2a - New Dwelling in an Existing Cluster. There is no replacement opportunity on the site (CTY 3) and no option for the Conversion and Reuse of Existing Buildings as in CTY 4. No case been offered as to why it meets the essential needs of a Non- Agricultural Business (CTY 7) or a dwelling on a farm (CTY 10).

However the applicant has presented a case for Personal and Domestic Circumstances, therefore Policy CTY 6 is applicable.

CTY 6 allows a dwelling in the countryside for the long term needs of an applicant where there are compelling and site specific reasons relating to the applicant's personal or domestic circumstances.

Policy CTY 6a states the onus is on the applicant to provide satisfactory evidence that a new dwelling is a necessary response to their circumstances and that genuine hardship would otherwise be caused were it refused.

In this case the applicant has provided medical evidence supported by a Doctor.

Whilst I am sympathetic, it is my opinion that the evidence presented has not demonstrated the need for an additional dwelling. I am of the view that alternative solutions such as an annex to the applicant's parents' dwelling have not been fully explored, and the applicant's rational for not pursuing an annex as permitted by the policy is not sufficiently substantive.

It should also be noted that the site is close to three settlements. It is less than 1 kilometre from the Bush to the south, Coalisland is located 1 kilometre to the north and Edendork is approximately 1 kilometre to the northwest.

Any application assessed under PPS 21 must also meet the policy test for integrating a building provided by CTY 13.

This site represents a cut out of a larger agricultural field with no defined boundaries to the rear or sides, other than the fence bounding the curtilage of the parent's dwelling.

Accordingly, the policy tests in terms of an adequate degree of enclosure without the need for additional planting have not been met.

Furthermore a building would fail to blend with the landform or any natural features.

If the Committee wish to discuss the medical evidence presented in this application, it is my view this should occur in a closed session.

Neighbour Notification Checked

Yes

Summary of Recommendation:

Having taken into consideration the information submitted by the applicant and his parents' Doctor, I am not of the opinion that genuine hardship would be caused if planning permission were refused.

Given the location of this site and its proximity to one town and two villages, I do not think it is an unreasonable distance for the applicant to reside in one of these settlements while continuing to provide care for his parents.

The case presented is not an overriding reason as to why the applicant could not live in the nearby settlements of Coalisland, the Bush or Edendork given their close proximity to the site.

Therefore refusal is recommended as this application fails to meet any of the criteria of CTY 1 in PPS 21.

Refusal Reasons

1. The proposal is contrary to Policy CTY1 of Planning Policy Statement 21, Sustainable Development in the Countryside in that there are no overriding reasons why this development is essential in this rural location and could not be located within a settlement.
2. The proposal is contrary to Policy CTY6 of Planning Policy Statement 21, Sustainable Development in the Countryside in that the applicant has not provided satisfactory long term evidence that a new dwelling is a necessary response to the particular circumstances of the case and that genuine hardship would be caused if planning permission were refused and that there are no alternative solutions to meet the particular circumstances of this case.
3. The proposal is contrary to Policy CTY13 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the proposed site lacks long established natural boundaries to provide a suitable degree of enclosure for the building to integrate into the landscape and therefore would not visually integrate into the surrounding landscape.

Signature(s)

Date:

ANNEX	
Date Valid	15th January 2015
Date First Advertised	28th January 2015
Date Last Advertised	30th January 2015
Details of Neighbour Notification (all addresses) The Owner/Occupier, 65 Mullaghmarget Road, Aghakinsallagh The Owner/Occupier, 57 Mullaghmarget Road, Aghakinsallagh The Owner/Occupier, 59 Mullaghmarget Road Aghakinsallagh Glebe Dungannon The Owner/Occupier, 65 Mullaghmarget Road Aghakinsallagh Glebe Dungannon The Owner/Occupier, 66 Mullaghmarget Road, Aghakinsallagh P H McKenna Health Centre, 10a Lineside, Coalisland, Co. Tyrone, BT71 4LP	
Date of Last Neighbour Notification	20th January 2015
Date of EIA Determination	
ES Requested	Yes /No
Planning History Ref ID: M/1974/0286 Proposal: ERECTION OF DWELLING HOUSE Address: ALKINSALLAGH, DUNGANNON Decision: Decision Date: Ref ID: M/1974/028601 Proposal: ERECTION OF DWELLING HOUSE Address: ATKINSALLAGH, DUNGANNON Decision: Decision Date: Ref ID: M/2015/0016/O Proposal: Dwelling and garage Address: Adjacent to and West of 66 Mullaghmarget Road, Dungannon, Decision: Decision Date:	

Summary of Consultee Responses

Environmental Health, GSNI and TransportNI have no objections.

Drawing Numbers and Title

Drawing No. 01
Type: Site Location Plan
Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:
Response of Department:

Environmental Health Department

Our Ref:

Planning Ref: M/2015/0016/O

Date: 05/02/15

Comments on Planning Application

Location: Adjacent to and West of 66 Mullaghmarget Road, Dungannon

Proposal: Dwelling and garage

The Environmental Health Department has no objection in principle to the above proposed development subject to:

1. A Consent to Discharge Sewage Effluent being obtained from Water Management unit, The Northern Ireland Environment Agency, as required by the Water (Northern Ireland) Order 1999.
2. Any new or existing septic tank unit being a minimum of 15 metres from the proposed development or any other habitable dwelling/building such as an office or such dwelling/building in the course of construction or the subject of a planning approval.
3. A legal agreement being obtained in relation to lands used in connection with any septic tank/drainage arrangement where such lands are outside the ownership of the applicant or outside the area marked in red which is the subject of this application. This agreement must ensure that the lands in question will always be available for the intended purpose and also that any occupier/owner of the proposed development will have access to these lands for maintenance/improvement works as required. Such legal agreement should be included in any planning approval as a planning condition.
4. The applicant ensuring that the proposal does not compromise any existing drainage arrangements serving existing neighbouring premises or developments not completed/commenced which are the subject of a planning approval.
5. Planning Service receiving confirmation from Northern Ireland Water that a mains water supply is available and that it is feasible for the proposed development to be connected to same. Where mains water supply is not available, the applicant/agent is strongly advised to contact this department before any detailed plans are prepared. (The District Council cannot approve plans for housing development unless a satisfactory water supply is available).

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2015/0016/O
Proposal	Dwelling & garage.
Location	West of 66 Mullaghmarget Road, Dungannon.
Date of Consultation	20/01/15
Date of Response	06/02/15

Dear Sir/Madam,

- A plan at 1:500 scale (min.) shall be submitted as part of the reserved matters application, showing the access point to be constructed 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.

Philip Burns,
Development Control.

Planning Application Consultation (DC) Checklist

(To be returned to Planning Service with Initial Consultation Response)

Priority Road Name →	Mullaghmarget	Planning Ref →	M/2015/0016/O
Application suitable for RS cat F process?	No	Site visited?	Yes
Transport Assessment Required?	No	Note: Site visit not normally required for cat F process when: - plans contain sufficient information, or - site is known to case officer.	

Visibility Splays and Forward Sight Distances (DCAN 15):			
Traffic speed (85%ile) on priority road →		31	
Speed limit →		60	
Road Width (m) →	4.2	Verge Width (m) →	1.1
Access	Requirement (m)	Available?	Comment
X-distance →	2.4	Yes	Achievable
Y-distance →	60.0	No	Achievable reposition fence/ hedge lines in NW & SE directions
Forward sight dist →			
Reasons for variations from standards, if required e.g. preservation of trees/hedges:			

Infrastructure:		Comment / Req'd Standard ↓
Does 'Creating Places' apply?	No	
Private Streets Determination required?	No	
Additional infrastructure required?	No	
Technical/Geotechnical Assessment req'd?		Not assessed
Car parking provision?	N/A	
DMRB relaxation/departure from standard?	No	
Street furniture to be moved/removed?	No	
Addnl street lighting required (RSPPG E011)?	No	

(To be returned to Planning Service with Initial Consultation Response)

Gradients OK?		To comply with standard
Surface water and drainage provision OK?		To comply with standard

1

Site Sketch:

Has 3 rd Party Comment been received and considered?	No	
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Roads Service Recommendation on Application (Case Ref:)		
	Tick	Reason
No objection to the proposal		
No objection, subject to Conditions	√	
No objection, with Informatives		
Further details reqd from applicant		
Further analysis required		
Not acceptable		
Additional comments, if any?		

	Name	Grade	Signature	Date
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Planning Application Consultation (DC) Checklist

(To be returned to Planning Service with Initial Consultation Response)

Case Officer:	<u>Philip Burns</u>	<u>PTO</u>		06/02/15
Supervisory Officer: (Only required for PS determined sites)				

Geological Survey of Northern Ireland

Colby House
Stranmillis Court
Malone Lower
Belfast
BT9 5BF
Phone: 028 9038 8462
Fax: 028 9038 8461
E-mail: gsni@detini.gov.uk

Our Ref: E1/15/133
Your Ref: M/2015/016/O

Cathy Hughes
Western Area Planning Office
County Hall
Drumragh Avenue
Lismallard
Omagh
BT79 7AF

31st March 2015

MINING SEARCH FOR SITE AT LANDS ADJACENT TO 66 MULLAGHMARGET ROAD, DUNGANNON

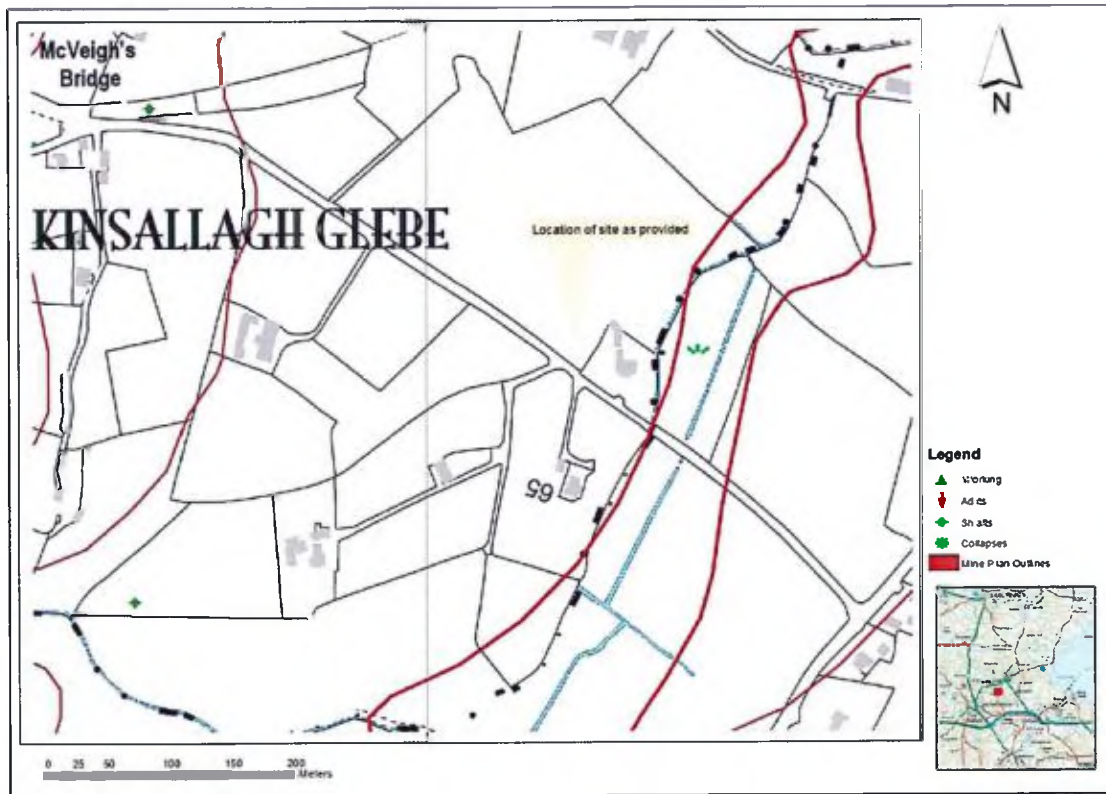
A search of the Geological Survey of Northern Ireland "Shafts and Adits Database" indicates that the proposed site is approximately 400m from the closest known mine shaft, these mine shafts are indicated as trial pits. Due to the nature of the proposal and distance, abandoned mines should not pose any concern.

Further information regarding historic mining records, borehole records and site investigation reports can be obtained by contacting GSNI.

This letter summarises the information currently held by GSNI. We acknowledge that our databases may not be comprehensive and that in certain circumstances the precise location of features and boundaries cannot be guaranteed as being accurate. I would therefore draw your attention to the attached "Conditions and Limitations".

Conditions and Limitations:

Use by the customer of information provided by the Geological Survey of Northern Ireland is at the customer's risk. The Department of Enterprise and Investment gives no warranty, expressed or otherwise implied as to the quality or accuracy of information supplied by the Survey. The report provides only general indications of ground conditions and must not be relied upon as a source of detailed information about specific areas or as a substitute for site investigation or ground surveys. Users must satisfy themselves, by seeking appropriate professional advice and carrying out ground surveys and site investigations if necessary, that the ground conditions are suitable for any particular use or developments



Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: I/2015/0047/F	Target Date: 29/5/15
Proposal: Proposed dwelling	Location: 44m North West of 203 Mountjoy Road Stewartstown Dungannon BT71 5DZ
Referral Route: Letter of objection received in relation to the proposal.	
Recommendation:	Approval
Applicant Name and Address: Thomas Shepherd 203 Mountjoy Road Stewartstown Dungannon BT71 5DZ	Agent Name and Address: Seamus Donnelly 80a Mountjoy Road Aughrimderg Coalisland BT71 5DF
Executive Summary:	
Signature(s):	

Case Officer Report		
Site Location Plan – See map		
Consultations:		
Consultation Type	Consultee	Response
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received
Non Statutory	DARDNI - Omagh	Substantive Response Received
Representations:		
Letters of Support	None Received	
Letters of Objection	1	
Number of Support Petitions and signatures	No Petitions Received	
Number of Petitions of Objection and signatures	No Petitions Received	
Detail of the proposal: The proposal is for a dwelling in compliance with Policy CTY 10 of Planning Policy Statement 21 (PPS 21).		
Characteristics of the Site and Area The site is located approximately 1.2 km north east of Mountjoy/Brockagh church and access to the site is via laneway from the Mountjoy Road. Located in the south eastern corner of a large field with south eastern and western boundaries defined on the ground and the remaining are not. The south eastern boundary includes large trees and the south western boundary is a hedge alongside the access laneway. The ground level of the site is on or about that of the laneway. Views of the site are from the Mountjoy Road in the area when the laneway meets the Mountjoy Road. The immediate area is rural with farm yard and detached dwellings close by. The general area is again rural and the settlement of Mountjoy /Brockagh is nearby to the south. The laneway at present services two dwelling as well as the farm yard and lands beyond.		
Planning Assessment of Policy and Other Material Considerations Relevant Site Histories: No relevant planning history on this site. Neighbouring permissions relate to development already constructed Representations: Telephone call (9/3/15) and letter of objection (19/3/15) both from; Ms Carmel McConaghy, 201 Mountjoy Road Stewartstown.		

Objection relating to the damage that a further increase in traffic, including construction traffic would do to the laneway, which is currently in a poor state of repair.

Development Plan and Key Policy Consideration:

The site is located within the open countryside as defined by the Cookstown Area Plan 2010 (CAP) where Planning Policy Statement 21 (PPS 21): Sustainable Development in the Countryside applies.

A case under CTY 1 has been presented on the basis of farming activity and the application is to be considered under the provisions of CTY 10 – Dwellings on Farms.

The information provided with the application has been assessed and it has been identified the farm business is currently active and has been established for at least 6 years. A check on the farm lands has not identified any dwellings or development opportunities that have been sold off from the farm holding since 25th November 2008 and the new building has been sited to visually link with the existing group of farm buildings, which are located to the east of the proposed dwelling.

The proposed siting of the dwelling is not prominent in the landscape and the site utilizes the existing hedge and tree boundaries of the field. These boundaries provide sufficient long established natural boundaries with integration value. The design of the proposed building is acceptable and appropriate for the site and the siting ties in successfully with the existing trees and existing farm building to the rear. Thus the proposal meets the policy tests in CTY 13 on integration. As the building is proposed some 170metres along the lane from the Mountjoy Road a suburban style is not present and no ribbon is created nor would the development adversely impact on the rural character of the area, thus meeting policy CTY 14 requirements.

Other Policy and Material Considerations:

In my opinion a dwelling on this site could be allowed without resulting in a loss of neighbouring amenity or a negative impact on highway safety. The only other issue which has been identified is that of the objection by a resident on the laneway. The objector has advised that the laneway is currently not in great repair and that a further increase in traffic and activity on the laneway will lead to further problems. In addition the construction phase of the development would cause major disrepair to the laneway. The applicant has claimed ownership of the laneway by the completion of certificate A and the objector has not questioned the ownership but would share joint use of same. The state of repair of the lane way is a matter between the applicant and the objector and in my opinion would not be a planning matter which would result in a negative opinion being presented.

Neighbour Notification Checked

Yes

Summary of Recommendation:

That planning permission be APPROVED with conditions.

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.

2. All landscaping comprised in the approved details of landscaping drawing no 01 dated 13th February 2015 shall be carried out in the first planting season following the commencement of the construction of the development hereby approved and any trees or shrubs which, within a period of 5 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 others of similar size and species.

Reason: To ensure the development integrates into the countryside.

3. The vehicular access, including visibility splays of 2.4m x 75m in both directions, shall be in place in accordance with Drawing No. 01 bearing the date stamp 13th February 2015, prior to the commencement of any other works or other development hereby permitted.

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

4. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway before the development hereby permitted is commenced 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.

Informatives

1. 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.

2. This permission does not confer title. It is the responsibility of the developer to ensure that he controls all the lands necessary to carry out the proposed development.

Signature(s)

Date:

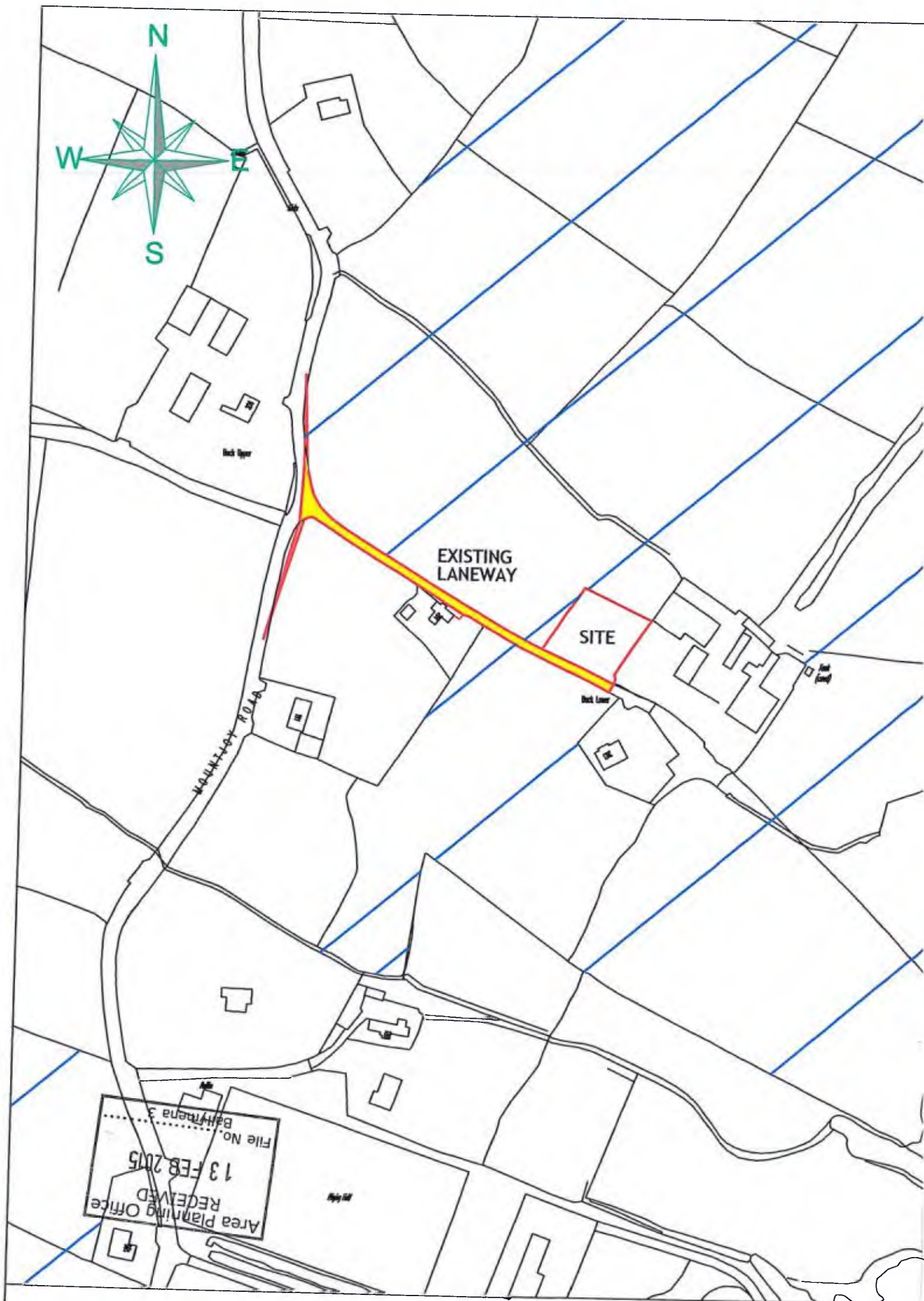
ANNEX	
Date Valid	13th February 2015
Date First Advertised	4th March 2015
Date Last Advertised	
Details of Neighbour Notification (all addresses) 201, Mountjoy Road, Stewartstown, Tyrone, Northern Ireland, BT71 5DZ 206 Mountjoy Road Back Upper Stewartstown	
Date of Last Neighbour Notification	25th February 2015
Date of EIA Determination	N/A
ES Requested	No
Planning History Ref ID: I/2010/0258/F Proposal: Single storey gable extension and alterations to dwelling Address: 201 Mountjoy Road, Dungannon Decision: Decision Date: 27.07.2010 Ref ID: I/1978/0511 Proposal: IMPROVEMENTS TO DWELLING Address: BACK UPPER, STEWARTSTOWN Decision: Decision Date: Ref ID: I/2015/0047/F Proposal: Proposed dwelling Address: 44m North West of 203 Mountjoy Road, Stewartstown, Dungannon, BT71 5DZ, Decision: Decision Date:	
Summary of Consultee Responses	
Drawing Numbers and Title	

Drawing No. 01
Type: Site Location Plan
Status: Submitted

Drawing No. 02
Type: Proposed Elevations
Status: Submitted


Notification to Department (if relevant)

Date of Notification to Department:
Response of Department:





Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 5 th May 2015	Item Number:
Application ID: M/2015/0050/F	Target Date: 18 th May 2015
Proposal: Change of Use from licensed bar (Sui Generis) to hot food takeaway (Sui Generis) at ground floor basement and ancillary offices/storage at the upper floors, the installation of extraction/ventilation equipment and alterations to shop front	Location: 70 Scotch Street Dungannon
Referral Route: Case officer does not agree with Transportni's recommendation for refusal	
Recommendation:	Approval
Applicant Name and Address: D P Realty Ltd c/o agent	Agent Name and Address: Pegasus Group Equinox North Great Park Road Almondsbury Bristol BS32 4QL
Case Officer: Cathy Hughes	
Signature(s): 	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received
Non Statutory	Env Health Dungannon and South Tyrone Borough Council	Substantive Response Received
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received
Non Statutory	Protecting Historic Monuments	Superseded by further Consultation
Non Statutory	NI Water - Single Units West - Planning Consultations	Consulted in Error
Non Statutory	Protecting Historic Monuments	No Objection

Representations:

Letters of Support	None Received
Letters of Objection	None Received
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

Transportni have concerns about parking

Characteristics of the Site and Area

This application site is located at No 70 Scotch Street in Dungannon. The site is occupied by a licensed bar called The Bailey which is closed approximately 5 years. It is a three storey building with a basement among a terrace of buildings along Scotch Street. This part of Scotch Street is a row of terraced buildings, the majority of which are three storey which slopes in a south westerly direction. Quinns bar sits to the north of the site and Orla's Hair Design to the south. The land

also slopes in a south easterly direction to the rear of the site.

Details of the proposal:

This is a full application for the Change of Use from a licensed bar (Sui Generis) to hot food takeaway (Sui Generis) at ground floor and basement level at No 70 Scotch Street in Dungannon. Ancillary offices and storage will be provided at the upper floors. New extraction/ventilation equipment is proposed to the rear of the building and some alterations to the shop frontage. Internal changes to the ground floor are proposed while no changes will occur in the basement.

Currently this building is vacant but the ground floor and basement were previously used by the licensed bar with the two upper floors vacant.

The P1 form states if approved this proposal would employ 30 full and part time staff and the business would operate from 11.00 to 23.00. The applicant for this proposal is on behalf of Dominos Pizza Group Ltd.

The front north western street elevation would see a window replaced with a door to the left of the existing door. This entrance would allow direct access to the upper floors and will also connect to the ground floor. Internal changes are proposed at ground floor and there are no changes proposed to the basement.

The two existing windows to the right of the door are to be replaced and the cills lowered to increase their height from 1.8 metres to 2.3 metres.

The rear elevation would see the introduction of a 4.7 metre high flue on the mono pitch roof of the rear ground floor and basement projection.

The first floor will be utilised as office space with a small kitchen.

The second floor would see three of the rooms utilised as storage, another as an office and the remaining room as a toilet, an ancillary to the takeaway on the ground floor.

Planning History:

M/2008/0211/O was granted planning approval in January 2009 for the demolition of former licensed premises and the erection of 8 No. apartments and associated car-parking. This has expired and was not implemented.

M/2005/2431/O was refused planning permission in September 2006 for 6 flats.

M/2003/0885/F was granted planning permission in August 2003 for the internal refurbishment and improvements to the street frontage of the bar.

Representations and Consultations:

The Environmental Health Department of Mid Ulster Council has no objections to this proposal and included a condition and informative to be included on any approval of planning permission.

The Historic Monuments Unit of NIEA have no archaeological concerns with this proposal.

Transportni were consulted on this application. They have concerns about the use of this proposed development which they feel will exacerbate parking and servicing difficulties on Scotch Street as vehicles will be encouraged to park on limited available on-street parking bays. They are not satisfied with the proposal to utilise on-street parking and the parking area at Lidl and Argos. They have said according to Parking Standards there is a deficit of 70 spaces and inadequate parking and servicing would inevitably put more of a burden on road safety and traffic progression along Scotch Street and therefore recommended refusal.

A total of 6 neighbour notification letters were sent and there was no response to this or the advertisement process.

Development Plan and Key Policy Consideration:

The application site is located within the development limits of Dungannon and also within the Town Centre Boundary, but outside the Primary Retail Core as defined in the Dungannon and South Tyrone Area Plan 2010. The surrounding area comprises a mixture of uses ranging from retail and entertainment at street level and office and residential uses at first floor level.

Paragraph 23 in PPS 5 – Retailing and Town Centres states “within town centres but outside the primary retail core, proposals for local services, offices and food uses will be determined on their own merits.”

Development Control Advice Note (DCAN) 4 – Restaurants, Cafes and Fast Food Outlets states that noise disturbance, smell and fumes, refuse and litter, traffic considerations and car parking and provision for people with disabilities, which DCAN 11 covers separately.

The established use of the building as a bar had the ability/potential to generate high noise levels. Details on the proposed ventilation system were submitted showing the replacement of compressors and the installation of a new flue with modern equipment is likely to reduce the noise levels which the existing equipment may have created. The height of the proposed duct will ensure any odours are discharged at such a height so they are adequately dispersed and will not be a nuisance.

In considering the potential nuisances, this proposal provides for refuse and recycling storage in the yard to the rear of the building. Consultations have occurred with Environmental Health who have no objection but advised the use of a condition controlling the method of ventilation and extraction. No objections were received in response to the advertisement in the local press or the neighbour notification process.

Customers with disabilities will be catered for by a wheelchair accessible ground floor area, toilet and a customer call point at the entrance to provide further assistance if required. This falls in line with the advice in DCAN 11 – Access for People with Disabilities.

However issues have arisen in relation to car parking.

Transportni consider the proposal has a deficit of 70 parking spaces, based on a sales area of 473 metres squared and have recommended refusal.

It is my opinion that given the sales area is limited to the front of the building on the ground floor covering an area of approximately 43 metres squared and with no other seating areas, Transportni have erred in their calculations.

The main nature of Domino's customers is predominantly through the delivery service, therefore not every customer will be attending the premises. Restricted parking exists on Scotch Street, with unrestricted parking provided opposite the site in the Lidl and Argos car park and to the rear of the site at Scotch Street Centre Pay and Display car park.

The agent submitted details of a planning appeal won by Dominos which showed how the Commissioner considered 200 metres to be a reasonable distance to walk to a takeaway premises.

It is my view there is no need for additional car parking.

Neighbour Notification Checked

Yes

Summary of Recommendation:

That planning PERMISSION be granted subject to conditions

Conditions

1. As required by Section 62 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

2. A proprietary odour abatement system shall be installed to suppress and disperse odours created from cooking operations on the premises. The outlet from any extract ventilation ducting shall terminate at a height not less than 1 metre above the ridge eaves height of the main building) and it should be directed away from nearby dwellings or offices.

Reason; To alleviate any odour nuisances

Informatives

1. This notice relates to drawing Nos 01, 03, 04, 06 and 07 which were received on 2nd February 2015.

2. 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.

3. 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.

4. This approval does not apply to any signs or advertising material which the developer or occupier may wish to erect at the premises.

5. Signs may require separate approval under the Planning (Control of Advertisements) Regulations (NI) 1992. Their size, construction, content and siting should be approved by the Department BEFORE any such signs are erected.

Signature(s)

Date:

ANNEX	
Date Valid	2nd February 2015
Date First Advertised	25th February 2015
Date Last Advertised	27th February 2015
Details of Neighbour Notification (all addresses) The Owner/Occupier, 68 Scotch Street Drumcoo Dungannon The Owner/Occupier, 7 John Street, Dungannon, Co Tyrone The Owner/Occupier, 72 Scotch Street Drumcoo Dungannon The Owner/Occupier, 72A Scotch Street Drumcoo Dungannon The Owner/Occupier, 72B Scotch Street Drumcoo Dungannon The Owner/Occupier, 9 Barrack St, Dungannon, Co Tyrone	
Date of Last Neighbour Notification	25th February 2015
Date of EIA Determination	N/A
ES Requested	No
Planning History Ref ID: M/2015/0050/F Proposal: Change of Use from licensed bar (Sui Generis) to hot food takeawya (Sui Generis) at ground floor basement and ancillary offices/storage at the upper floors, the installation of extraction/ventilation equipment and alterations to shop front Address: 70 Scotch Street, Dungannon, Decision: Decision Date: Ref ID: M/2007/0613/Q Proposal: Dungannon Town Centre Health Check Planning Search Address: Dungannon Town Centre Decision: Decision Date: Ref ID: M/1978/033501 Proposal: ERECTION OF WAREHOUSE/SALES ROOM Address: BARRACK STREET, DUNGANNON Decision: Decision Date:	

Ref ID: M/1978/0335
Proposal: ERECTION OF FURNITURE SHOP
Address: BARRACK STREET, DUNGANNON
Decision:
Decision Date:

Ref ID: M/1979/0188
Proposal: EXTENSION TO EXISTING WAREHOUSE
Address: BARRACK STREET, DUNGANNON
Decision:
Decision Date:

Ref ID: M/1978/0163
Proposal: ERECTION OF FURNITURE FACTORY
Address: BARRACK STREET, DUNGANNON
Decision:
Decision Date:

Ref ID: M/2003/0770/A
Proposal: Shop Sign
Address: 72 Scotch Street, Dungannon
Decision:
Decision Date: 12.08.2003

Ref ID: M/1974/0210
Proposal: YARD STORE FOR ADJOINING SHOP SUPPLIES
Address: SCOTCH STREET POST OFFICE, DUNGANNON
Decision:
Decision Date:

Ref ID: M/1978/0722
Proposal: FLAT CONVERSION
Address: 72 LOWER SCOTCH STREET, DUNGANNON
Decision:
Decision Date:

Ref ID: M/2003/0885/F
Proposal: Internal refurbishment of public house improvements to front facade and provision of signage for new name
Address: White Horse Inn 70 Scotch Street, Dungannon
Decision:
Decision Date: 28.08.2003

Ref ID: M/2007/1084/Q
Proposal: Proposed Social Housing Scheme
Address: Scotch Street, Dungannon
Decision:
Decision Date:

Ref ID: M/1998/0468

Proposal: Alterations to Licensed Premises

Address: 70 LOWER SCOTCH STREET DUNGANNON

Decision:

Decision Date:

Ref ID: M/2008/0211/O

Proposal: Proposed demolition of former licensed premises and the erection of 8 No. apartments and associated car-parking

Address: 70 Scotch Street, Dungannon, Co. Tyrone

Decision:

Decision Date: 15.01.2009

Ref ID: M/2005/2431/O

Proposal: Proposed 6 No. flats.

Address: 70 Scotch Street, Dungannon.

Decision:

Decision Date: 06.09.2006

Ref ID: M/1993/0578

Proposal: Change of use of vacant property to office accommodation and hair dressing salon including external alterations and 3rd storey extension to rear.

Address: 76 LOWER SCOTCH STREET DUNGANNON

Decision:

Decision Date:

Summary of Consultee Responses

Environmental Health and Historic Monuments Unit of NIEA have no archaeological concerns with this proposal, subject to conditions.

Transport NI have concerns about the use of this proposed development which they feel will exacerbate parking and servicing difficulties on Scotch Street as vehicles will be encouraged to park on limited available on-street parking bays. They are not satisfied with the proposal to utilise on-street parking and the parking area at Lidl and Argos. They have said according to Parking Standards there is a deficit of 70 spaces and inadequate parking and servicing would inevitably put more of a burden on road safety and traffic progression along Scotch Street and therefore recommended refusal.

Drawing Numbers and Title

Drawing No. 01
 Type: Site Location Plan
 Status: Approved

Drawing No. 02
 Type: Site Layout or Block Plan
 Status: Submitted

Drawing No. 03
 Type: Site Layout or Block Plan
 Status: Approved

Drawing No. 04
 Type: Proposed Elevations
 Status: Approved

Drawing No. 09
 Type: Existing Elevations
 Status: Submitted

Drawing No. 06
 Type: Elevations and Floor Plans
 Status: Approved

Drawing No. 07
 Type: Proposed Floor Plans
 Status: Approved

Drawing No. 08
 Type: Existing Floor Plans
 Status: Submitted

Drawing No. 05
 Type: Levels and Cross Sections
 Status: Submitted

Notification to Department (if relevant)

Date of Notification to Department:
 Response of Department:

Western Division
County Hall
Drumragh Avenue
Omagh
Co. Tyrone
BT78 7AF

Application Reference	M/2015/00050/F
Proposal	Change of use from licensed bar to hot food takeaway and ancillary offices/storage on upper floors.
Location	70 Scotch Street, Dungannon.
Date of Consultation	23/02/15
Date of Response	26/03/15

Dear Sir/Madam,

Transport NI has concerns in relation to the type of use of this development i.e. hot food takeaway, exacerbating parking and servicing difficulties on Scotch Street, by encouraging vehicles to park on the limited available on -street parking bays. There are already considerable parking restrictions along the site frontage. The applicant's proposal to utilise on-street parking and a private parking area serving Lidl and Argos is unsatisfactory.

This site does not comply with the Parking Standards document, which set the minimum level of car parking that new developments should offer, according to the floor area. There appears to be a parking deficit of approximately 70 spaces. Inadequate parking and servicing will inevitably put more of a burden on road safety and traffic progression along Scotch Street.

Refusal reasons are as follows:

- The development would, if permitted, prejudice the safety and convenience of road users since it would lead to vehicles standing on Scotch Street thus interfering with the free flow of traffic along this street.
- The development would, if permitted, prejudice the safety and convenience of road users since adequate provision cannot be made clear of the highway for the parking, loading and unloading of vehicles which would be attracted to the site.

Issued on behalf of Development Control by:

S. Hackett

(To be returned to Planning Service with Initial Consultation Response)

Priority Road Name →	Scotch St.	Planning Ref →	M/2015/0050/F
Application suitable for RS cat F process?	No	Site visited?	Yes
Transport Assessment Required?	No	Note: Site visit not normally required for cat F process when: - plans contain sufficient information, or - site is known to case officer.	

Visibility Splays and Forward Sight Distances (DCAN 15):

Traffic speed (85%ile) on priority road →		
Speed limit →	30	
Road Width (m) →	8.2	Verge Width (m) → 3.0m Footway
Access	Requirement (m) ↓	Available?
X-distance →		Existing established access
Y-distance →		
Forward sight dist →		

Reasons for variations from standards, if required e.g. preservation of trees/hedges:

Infrastructure:	Comment / Req'd Standard ↓	
Does 'Creating Places' apply?	No	
Private Streets Determination required?	No	
Additional infrastructure required?	No	
Technical/Geotechnical Assessment req'd?	Yes/No	Not assessed
Car parking provision?		Substandard
DMRB relaxation/departure from standard?	No	
Street furniture to be moved/removed?	No	
Addnl street lighting required (RSPPG EO11)?	No	



Environmental Health Department

Our Ref:

Planning Ref: M/2015/0050/F

Date: 15/04/15

Comments on Planning Application

Location: 70 Scotch Street, Dungannon

Proposal: Change of use from licenced bar (Sui Generis) to hot food takeaway (Sui generis) at ground floor basement and ancillary offices/storage at the upper floors; the installation of extraction/ ventilation equipment and alterations to shop front

This department has no objection to the proposed. The following condition and informative should be attached to any planning permission granted.

Condition:

A proprietary odour abatement system shall be installed to suppress and disperse odours created from cooking operations on the premises. The outlet from any extract ventilation ducting shall terminate at a height not less than 1 metre above the ridge eaves height of the main building) and it should be directed away from nearby dwellings or offices.

Informative :

The applicant shall ensure that any noise generating plant or equipment associated with the development (e.g. refrigeration units, ventilation fans) is appropriately specified, selected and located to avoid adverse impact on neighbouring residences.

NIEA: Historic Monuments Unit

Waterman House

5-33 Hill Street

Belfast

BT1 2LA

Planning Service Ref: M/2015/0050/F
NIEA: HMU Ref: SM11/1 TYR 54:46
Site: 70 Scotch Street, Dungannon
Date: 31/03/2015

Without prejudice to any other material consideration in this case, NIEA: Historic Monuments Unit has no archaeological concerns regarding this proposal.

Issued on behalf of

NIEA: Historic Monuments Unit



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Northern Ireland
Environment
Agency

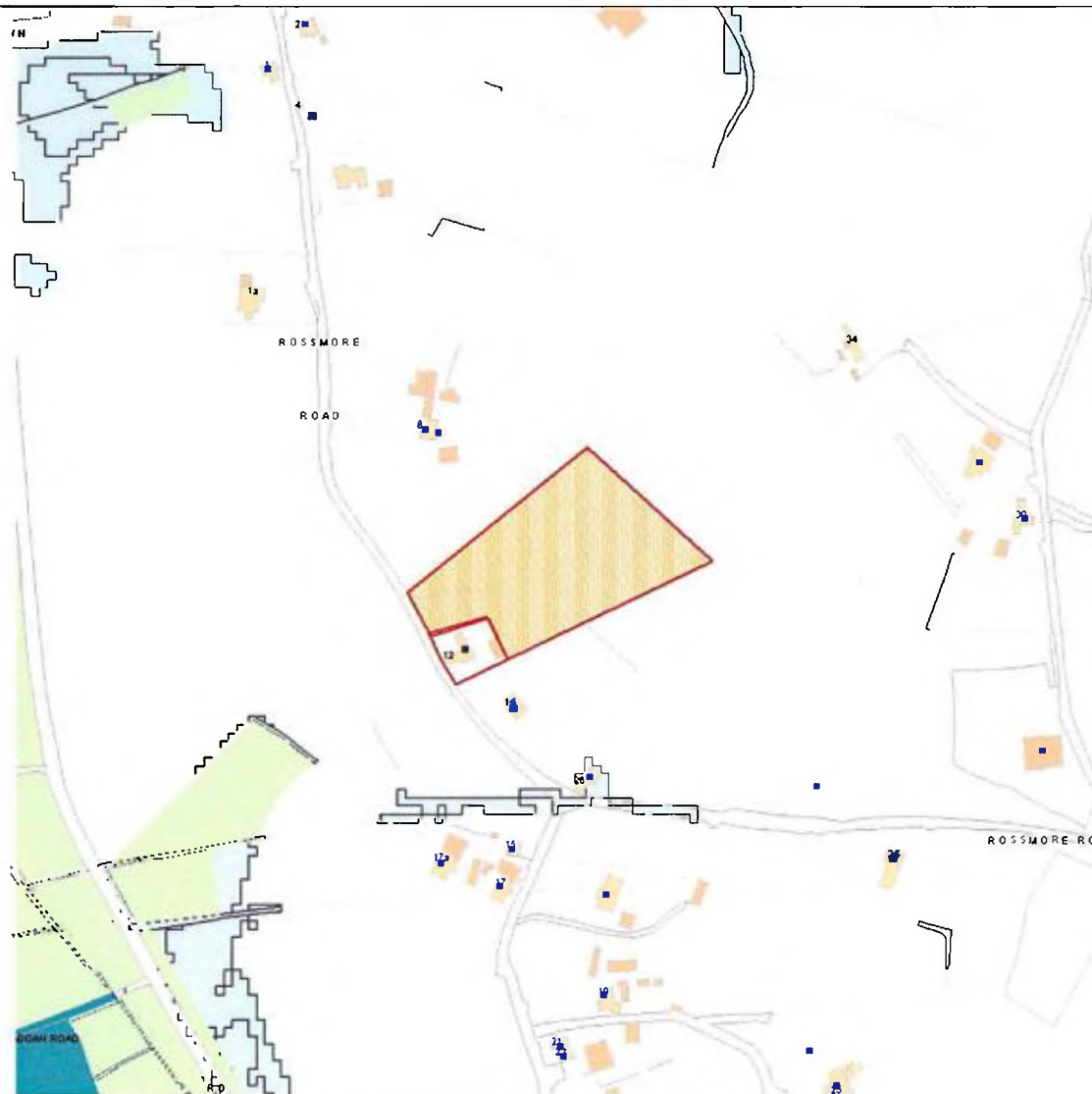


Development Management Officer Report Committee Application

Summary	
Committee Meeting Date:	Item Number:
Application ID: M/2015/0059/O	Target Date: 13.03.2015
Proposal: Proposed dwelling on infill site	Location: 60m North of 12 Rossmore Road Dungannon BT71 4BJ
Referral Route: Recommendation of refusal as being contrary to Planning Policy.	
Recommendation:	Refusal, Contrary to CTY8.
Applicant Name and Address: Ciaran Quinn McCormick Design	Agent Name and Address: McCormick Design 8 Old Castle Road Newtownstewart BT78 4HX
Executive Summary:	
Signature(s):	

Case Officer Report

Site Location Plan



Consultations:

Consultation Type	Consultee	Response
Non Statutory	NI Transport - Enniskillen Office	Substantive Response Received

Representations:

Letters of Support	None Received
Letters of Objection	None Received
Number of Support Petitions and signatures	No Petitions Received
Number of Petitions of Objection and signatures	No Petitions Received

Summary of Issues

The proposal lies outside of any settlement limit as defined in Dungannon & South Tyrone Area Plan. The applicant has applied under Cty 8 – Ribbon Development as a potential infill site.

Characteristics of the Site and Area

The northern boundary of the site is defined by mature native species trees and hedgerow approximately 10m tall. An overhead power line runs through the site in a sw-NE direction. A gorse hedge runs along the eastern boundary of the site and the land rises up moderately to steeply from the centre of the site towards the east. The southern boundary of the site is defined by a mature native species hedge line approx 4-5m tall. An existing bungalow lies at the south western boundary of the site at Rossmore Road. A hedge line also runs in a SW-NE line through the centre of the application site.

A recently erected mobile home lies at the south of the application site within the site. The area to the front has been hard cored and runs to the access of the application site abuts Rossmore Road.

Rossmore Road is a minor single carriage road with high hedging and banking to the east and above the Dungannon - Cookstown Road.

Planning Assessment of Policy and Other Material Considerations

History:

M/2013/0140/F - Guesthouse - Refused - 28.04.2014 - Ciaran Quinn

Planning Appeal 2014/A0060 - PAC dismissed appeal - 25.11.2014 - Ciaran Quinn

The proposal lies approx 1km on the northern side of the settlement limit of Dungannon in the open countryside. As such the relevant policy consideration is PPS 21 - Sustainable Development in the Countryside.

The applicant has applied for a dwelling on an infill site. The relevant section within PPS 21 is CTY 8, Ribbon Development.

CTY 8 allows for development of a small site sufficient only to accommodate up to a maximum of two houses within an otherwise substantial and continuously built up frontage (provided this respects the existing development pattern along the frontage in terms of size, scale, siting and plot size and meets other planning and environmental requirements.) CTY 8 goes on to clarify that the definition of a substantial and continuously built up frontage includes a line of 3 or more buildings along a road frontage without accompanying development to the rear.

The first judgement then is to establish whether the frontage is substantial and continuously built up. The policy definition is a line of 3 or more buildings along a road frontage without accompanying development to the rear.

Travelling in a northerly direction from the application site access point there is no development along road frontage for approximately 235metres where 4 Rossmore Road is located. The farmhouse, no 8, lies between no 4 and the application site. Number 8 Rossmore Road is set back off the road frontage, approx 65 and is accessed by a single track lane with mature vegetation on both sides and vegetation along the front of the dwelling. I do not consider number 4 therefore to constitute a 'building along a road frontage' given the set back distance and the fact that travelling along the Rossmore Road in either a northerly or southerly direction that one has little, if any, discernible impression of its existence in the landscape.

Travelling in a southerly direction past the proposed application site access there are 2no dwellings at road side which would clearly comply with policy definition of development along

road frontage. There is therefore no other 'book end' to enclose the application site and provide opportunity for same to be considered an infill plot.

The application site must also respect the existing development pattern in terms of size, scale, siting and plot size as well as meeting other environmental requirements. The application site is broadly rectangular in shape with access point onto Rossmore Road. The site area measures 11,153sq metres. The average plot size of nos 8, 12 and 14 Rossmore Road are approx 2,330 sq metres, with two of the plots having plots significantly smaller than that average. I do not consider then that the plot respects either the size or the scale of the existing development pattern along Rossmore Road.

The plot is well screened from Rossmore Road. I consider that a modest dwelling towards the rear of the site would not be visible from the southern approach at no 14 nor would it be visible from the northern approach. CTY 13 - Integration and Design of Buildings is not a test of invisibility, and accordingly I judge the application site to comply with this policy.

The shape of the site is such that it allows a dwelling to be set back off the Rossmore Road. Any dwelling sited back in the site combined with retention of boundaries would not adversely effect the character of the area. The topography of the area is such that transient views are extremely short distance, even at site frontage a dwelling could be located on site to minimise visual intrusion. I therefore suggest that the proposal also complies with CTY 14 - Rural Character.

The site lies within a zoning for the monument to the north. NIEA Monuments were consulted on the previous application M/2013/0140/O. They returned comment of no objection given the distance from the graveyard to the north. Accordingly as the site remains the same, I have not consulted them on this occasion. There are no other site specific zonings in the Dungannon - South Tyrone Area Plan 2010.

Having assessed the proposal against all relevant policy considerations I recommend to the Planning Committee that the application be refused as being contrary to CTY 8 of PPS 21.

Neighbour Notification Checked

Yes/No

Summary of Recommendation:

I recommend to the committee that permission be refused as the proposal does not constitute an infill site in an otherwise substantially nor continuously built up frontage.

Conditions/Reasons for Refusal:

Refusal Reasons

1. The proposal is contrary to Policy CTY 08 of Planning Policy Statement 21, Sustainable Development in the Countryside, in that the development would, if permitted, result in the creation of ribbon development along Rossmore Road and the roadside frontage is not deemed to be either substantial nor continuously built up.

Signature(s)

Date:

ANNEX	
Date Valid	9th February 2015
Date First Advertised	25th February 2015
Date Last Advertised	
Details of Neighbour Notification (all addresses) The Owner/Occupier, 12 Rossmore Road Ross Beg Dungannon The Owner/Occupier, 14 Rossmore Road Ross Beg Dungannon The Owner/Occupier, 8 Rossmore Road Ross Beg Dungannon	
Date of Last Neighbour Notification	17th February 2015
Date of EIA Determination	n/a
ES Requested	Yes /No
Planning History Ref ID: M/2013/0140/F Proposal: Two storey 3 no. bedroom guesthouse with owner accommodation with associated car parking and landscaping Address: 40m NE of 12 Rossmore Road, Dungannon, Decision: PR Decision Date: 28.04.2014	
Summary of Consultee Responses Transport NI -No objection subject to condition.	
Drawing Numbers and Title	
Drawing No. 01 Type: Site Location Plan Status: Submitted	
Notification to Department (if relevant) Date of Notification to Department: Response of Department:	

C

Subject: Local Development Plan Preparatory Paper – Public Utilities

Reporting Officer: Dr Chris Boomer, Planning Manager

1	Purpose of Report
1.1	The purpose of this paper is to inform members on the provision and capacity of public utilities up to 2030 in order to assist judgements on the allocation of housing growth and other development in the new Local Development Plan.

2	Background
2.1	As agreed in the programme of preparatory work, this is the sixth paper in a series of preparatory papers aimed at building capacity with members, providing baseline information and linking with important ongoing work in relation to the development of a Community Plan and other strategic work being undertaken by the Council.

3	Key Issues
3.1	The existing provision of public utilities and their ability to meet the current and future needs of Mid Ulster.
3.2	Issues to consider when formulating planning policies relating to certain types of public utility development as part of the Local Development Plan
3.3	The provision of public utilities within the plan area is primarily the responsibility of a number of government Departments and statutory bodies as well as the District Councils.
3.4	No information has been received from NI WATER in relation to the capacity of existing Waste Water Treatment Works (WWTW's) in the various settlements across the district. The information has been requested and will be used to update this paper once provided.

4	Resources
4.1	<u>Financial</u> - None
4.2	<u>Human</u> - None
4.3	<u>Basis for Professional/ Consultancy Support</u> - None
4.4	<u>Other</u> - None

5	Other Considerations
5.1	N/A

6	Recommendations
6.1	<p>The key elements of any LDP strategy relating to the following themes are identified as follows:</p> <p>Telecommunications</p> <ul style="list-style-type: none"> • Develop an approach which promotes the development of telecommunications infrastructure whilst also paying close attention to the impact such development will have. This may mean for example, that certain areas are designated at local policies plan stage as areas where no telecommunications development will be permitted in order to protect sensitive landscapes, provided there is not a recognised 'Not Spot' at that location i.e. no telecommunication coverage at all. Any such policy changes would be brought through the introduction of Countryside Policy Areas. <p>Recycling and Waste Management</p> <ul style="list-style-type: none"> • Facilitate the implementation of the Waste Management Plan when formulating Plan Strategy and Local Policies Plan. <p>Flood Risk, Drainage and Water Supply</p> <ul style="list-style-type: none"> • Ensure that development land is zoned in areas where the "headroom capacity" of existing Waste Water Treatment Works is such that development can be supported by sewerage infrastructure. • Avoid zoning land for habitable development in or close to existing WWTS's. • Local development plans should be compatible with and compliment the Flood Risk Management Plans which will be published by DARD at the end of 2015. • Avoid zoning land for habitable development which has been identified as being at risk of flooding, either on the Strategic / Hazard / Climate Change Flood Maps. • Formulate planning policy which makes drainage a key element of design and which promotes the use of SuDS. <p>Energy Supply and Renewables</p> <ul style="list-style-type: none"> • Adopt a policy position that recognises the value of wind energy development but provides policy which gives greater weight to environmentally sensitive areas and greater protection to neighbouring amenity. Any such policy changes would be brought through the introduction of Countryside Policy Areas. • In relation to biomass development, adoption of current planning policy would ensure continued support for such development while ensuring potential impacts are minimised. • Develop a policy for achieving gains, where possible, for local settlements affected by proposals for commercial energy production.

7	List of Documents Attached
7.1	<p>Position Paper – Public Utilities</p> <p>Appendix 1: Map showing capacity of the 11kV network across NI</p> <p>Appendix 2: Table showing existing WWTW capacity in Magherafelt District</p> <p>Appendix 3: Table of Mid Ulster Settlements which have 1% chance of flooding in any given calendar year</p> <p>Appendix 4: Map of extent of Climate change Flood risk in Mid Ulster District</p>

MID ULSTER

Position Paper Six

Public Utilities

5 May 2015

Utilities

Purpose: To provide the Council with an overview of matters relating to public utilities and implications for land use in the Mid Ulster District.

Content: The paper provides:

- (i) The regional policy context for public utilities in the Mid Ulster Area
- (ii) An overview of public utilities in the Mid Ulster Area and their provision in the existing Cookstown, Dungannon and South Tyrone and Magherafelt Area Plans
- (iii) An outline of the main proposals for public utilities over the plan period
- (iv) The main implications of the level of provision of public utilities for the amount and location of development in the Mid Ulster Area.

Recommendation: That the Council notes the findings and considers how this preparatory study shall be used to inform subsequent policies and proposals in the Local Development Plan.

1.0 Introduction

- 1.1** This preparatory paper is aimed at:
- building the capacity of members to make informed planning decisions, particularly within the plan making context;
 - providing baseline information which will inform planning policy making at local level; and
 - linking with important ongoing work in relation to the development of a Community Plan and other strategic work being undertaken by the Council.
- 1.2** The purpose of this paper is to inform the newly formed Council for Mid Ulster on the provision and spare capacity of public utilities up to 2030 in order to assist judgements on the allocation of housing growth and other development in the new Local Development Plan. It sets out the regional policy context for public utilities and includes an examination of existing physical infrastructure of the new Council area. It examines initial responses from a number of

government bodies and statutory bodies, including the council, whom have a responsibility for the various public utilities in relation to future supply. This paper contains an evaluation of how public utilities can be addressed in the Plan within the context of the RDS, the Strategic Planning Policy Statement and in accordance with the Departments' (DOE) Development Plan Practice Note 5- Preferred Options Paper. It is incumbent upon the Council to consider the availability of infrastructure when accommodating growth and that this can act as a constraint on development or a requirement for new development.

2.0 Public Utilities

2.1 The provision of public utilities within the plan area is primarily the responsibility of a number of government Departments and statutory bodies as well as the District Councils. The private sector, is however, playing an increasingly important role. In accordance with the Department's Development Plan Practice Note, this paper provides an evaluation of the following utilities:

- Telecommunications
- Recycling and Waste Management
- Flood Risk, Drainage and Water Supply
- Energy Supply and Renewables
- Cemetery provision

2.2 It is important to note that no information has been received from NI WATER in relation to the capacity of existing Waste Water Treatment Works (WWTW's) in the various settlements across the district. The information has been requested and will be used to update this paper once provided.

3.0 Regional Policy Context

3.1 The Regional Policy Context is provided by the Regional Development Strategy (RDS) 2035 and regional planning policy statements. A summary of these documents as they pertain to plan making and utilities policy is provided in the following sections.

(a) Regional Development Strategy (RDS) 2035

3.2 Infrastructure is a key consideration when allocating housing growth. Strategic planning places emphasis on the importance of the relationship between location of housing, jobs, facilities, and services and infrastructure. The RDS sets out clear policy aims and objectives regarding public utilities including:

3.3 Telecommunications – Policy RG3 of the RDS 2035 acknowledges that Northern Ireland currently enjoys a first class telecommunications network but that in such a fast moving market, competitive advantage can soon be lost if continued development is not facilitated. Therefore it is important to continually improve international and internal connectivity.

- 3.4** The RDS 2035 envisages that next generation broadband services will be available to provide support for 85% of businesses.
- 3.5** Policy SFG14 of the RDS 2035 also recognises that rural areas can be disadvantaged by their remote location in terms of access to essential services and important information technologies. In this regard, it is important to ensure that telecommunication services in rural areas are not neglected.
- 3.6** Therefore, the key policy aims of the RDS 2035 regarding telecommunications are:
- Invest in infrastructure to facilitate higher broadband speeds, whilst also considering the impact such infrastructure may have on the environment.
 - Increase the use of broadband.
 - Improve telecommunications services in rural areas to reduce rural / urban imbalance.
 - Utilise existing connectivity with North America and mainland Europe in order to further aid foreign and direct investment.
- 3.7** **Energy Supply** – Policy RG5 of the RDS 2035 recognises that there is a need to promote a range of renewable energy sources in order to ensure a more diverse and secure supply of energy for the future. Development consisting of infrastructure to provide renewable energy will be the subject of a Strategic Environmental Assessment or an Environmental Impact Assessment and decision makers will have to balance the impact on the environment against the benefits of a secure, renewable energy source.
- 3.8** Therefore, the key policy aims of the RDS 2035 regarding renewable energy are:
- Increase the contribution of renewable energy sources to the overall energy mix. This will require an increase in the amount of renewable energy and renewable heat installations, both onshore and off shore.
 - Encourage new gas infrastructure including provision of natural gas to further enhance the provision of energy supply
 - Strengthen the grid in order to support the increasing number of renewable electricity installations.
 - Develop smart grid initiatives to improve the responsiveness of the electricity grid. Smart grids are modernized electricity grids which use information and communication technology to monitor data relating to customer behavioural trends and therefore improve the efficiency and sustainability of production.
- 3.9** **Waste Management** – Policy RG10 of the RDS 2035 promotes the implementation of the European Union's revised Waste Framework Directive¹. Article 4 of this Directive promotes a 5 step approach to dealing with waste, with each step being ranked according to its environmental impact - the "waste hierarchy."

¹ Revised EU Waste Framework Directive (WFD) – Directive 2008/98/EC

- 3.10** The “waste hierarchy” promotes waste minimisation as the first four options and states that waste disposal should only happen as a fifth and final option. The “waste hierarchy” is laid out in Figure 1 below.

TABLE 1. WASTE HIERARCHY

STAGES		DETAIL
WASTE MINIMISATION	STAGE 1 - PREVENTION	using less material in design and manufacture, keeping products for longer, re-use, using less hazardous materials
	STAGE 2 – PREPARING FOR REUSE	checking, cleaning, repairing, refurbishing, whole items or spare parts
	STAGE 3 - RECYCLING	turning waste into a new substance or product, includes composting if it meets quality protocols
	STAGE 4 - RECOVERY	includes anaerobic digestion, incineration with energy recovery, gasification and pyrolysis which produce energy (fuels, heat and power) and materials from waste, some backfilling
	STAGE 5 - DISPOSAL	landfill and incineration without energy recovery

- 3.11** As well as promoting the “waste hierarchy,” the RDS 2035 also promotes the “proximity principle” which states that waste should be dealt with as close as possible to the point of generation in an effort to minimise the negative effects of waste transportation.
- 3.12** **Water, sewerage and flood risk** – Policy RG12 of the RDS 2035 advises that increased population, changes in household formation and climate change are putting pressure on our water resources and drainage systems. Therefore, the planning for the provision of water and sewage infrastructure and treatment facilities is both a practical and environmental necessity for regional development.
- 3.13** As part of the housing evaluation framework, the “resource test” states that when assessing land to be potentially zoned for housing, consideration must be paid to the water, sewerage and waste infrastructure of an area to ensure that it is adequate to support the provision of future housing.
- 3.14** Therefore, the key policy aims of the RDS 2035 regarding water and sewerage are:
- The integration of water and land use planning. Land use planning should be informed by current water and sewerage infrastructure and the capacity of that infrastructure to absorb future development. This will involve the planning authority working in conjunction with NI Water.

- Manage future water demand by reducing waste. To help manage future water demand in new developments, initiatives such as grey water recycling and rainwater harvesting should be promoted.
- Encourage sustainable surface water management. This will involve the encouragement of initiatives such as Sustainable Development Systems (SuDS) in significant development proposals. SuDS endeavour to use natural systems with low environmental impact (such as trans- evaporation) to dispose of dirty water and surface water in order to reduce the amount of water being released back into water courses.

3.15 In relation to development and flood risk, Policy RG8 of the RDS 2035 states that residential development should not take place in areas which are known to be at risk of flooding. This policy also states that as part of the Housing Evaluation Framework, an assessment of flood risk should be considered when allocating land for housing growth.

3.16 Similarly, Policy RG1 of the RDS 2035 states that when allocating land for economic growth and employment, areas which are at risk of flooding should be avoided, where possible.

(b) Draft Strategic Planning Policy Statement (SPPS)

3.17 A draft SPPS was launched for consultation in February 2014 and is intended to combine 20 different planning policy statements into one policy. Therefore the council needs to be mindful of the key objectives in the SPPS when preparing the local development plan. The draft SPPS contains objectives in respect of a range of the utilities included in this paper and sets out considerations that councils may wish to pursue in the preparation of LDP's:

Telecommunications – the development of high quality telecommunications infrastructure is essential for continued economic growth. Growth of new telecommunications infrastructure should be promoted whilst keeping the impact on the environment to a minimum. The policy states that where new infrastructure is required then it should be sited in a location which minimises the impact in terms of visual, environmental and amenity issues.

LDP preparation: the council may discuss with telecommunications operators the anticipated extent of the network coverage required over the plan period. LDPs may in certain circumstances and, subject to technical limitations on location and siting, allocate specific sites for major new telecommunications development. LDPs should bring forward policies which set out the detailed criteria for consideration of new telecommunications development in its area including siting, design and impact upon visual amenity.

Policy Objectives :

- ensure that where appropriate new telecommunications development is accommodated by mast and site sharing;
- ensure that the visual and environmental impact of telecommunications development is kept to a minimum;

- minimise, as far as practicable, undue interference that may be caused to terrestrial television broadcasting services by new development; and
- encourage appropriate provision for telecommunications systems in the design of other forms of development.

Energy Supply & Production- Promote increased contribution of renewable energy to overall energy supply whilst addressing environmental, visual and amenity issues and protecting the natural and built heritage. The SPPS seeks to facilitate the siting of renewable energy generating facilities in appropriate locations within our built and natural environment in order to achieve Northern Ireland's renewable targets. Overhead power lines should avoid areas of landscape sensitivity including areas of Outstanding Natural Beauty (AONB's).

LDP preparation: councils should set out policies and proposals that support a diverse range of renewable energy development taking into account the above-mentioned policy objectives. Plans should clearly set out the factors that will be taken into account for decision-making. These factors will depend on the scale of the development and its local context, but are likely to include matters such as: public safety, human health, residential amenity; visual amenity and landscape character; biodiversity, nature conservation, built heritage interests; local natural resources, such as air quality or water quality; public access to the countryside; cumulative impact; communications interference; and wider environmental, economic and social benefits

Policy Objectives :

- ensure that the environmental, landscape, visual and amenity impacts associated with or arising from renewable energy development are adequately addressed;
- ensure adequate protection of the region's built, natural, and cultural heritage features;
- facilitate the integration of renewable energy technology into the design, siting and layout of new development and promote greater application of the principles of Passive Solar Design

Flood Risk & Drainage- Prevent future development that may be at risk from flooding or that may increase risk of flooding. Promote sustainable development through the retention and restoration of natural flood plains and natural watercourses as a form of flood alleviation and an important environmental and social resource. Promote sustainable development through encouraging the use of sustainable storm water management for the drainage of new development.

LDP preparation: LDPs should also promote sustainable drainage within the plan area, for example by requiring such solutions, where appropriate to individual zonings, as a key site requirement.

Policy Objectives:

- prevent inappropriate new development in areas known to be at risk of flooding, or that may increase the flood risk elsewhere;
- ensure that the most up to date information on flood risk is taken into account when determining planning applications and zoning / designating land for development in LDPs;
- adopt a precautionary approach to the identification of land for development through the LDP process and the determination of development proposals, in those areas susceptible to flooding where there is a lack of precise information on present day flood risk or

<p>climate change flood risk</p> <ul style="list-style-type: none"> • seek to protect development that is permitted within flood risk areas by ensuring that adequate and appropriate measures are employed to mitigate and manage the flood risks; • promote sustainable development through the retention and restoration of natural flood plains and natural watercourses as a form of flood alleviation and an important environmental and social resource; • promote sustainable development through encouraging the use of sustainable storm water management for the drainage of new development; • promote public awareness of flood risk and the flood risk information that is available and of relevance to undertaking development;
<p>Waste Management – The SPPS promotes adherence to the Northern Ireland draft Waste Management Strategy published in 2013. In line with the RDS, this promotes the 5 step Waste Hierarchy</p> <p><u>LDP preparation:</u> In preparing LDP's, councils should assess capacity of the existing waste management facilities and should identify specific sites for the development of future facilities. The impact of existing or proposed waste management facilities on neighbouring areas should be considered. LDP's should also take into account the 5 step Waste Hierarchy and should bring forward policies for determining all proposals for waste management facilities.</p> <p><u>Policy Objectives:</u></p> <ul style="list-style-type: none"> • promote development of waste management and recycling facilities in appropriate locations; • ensure that detrimental effects on people, the environment, and local amenity associated with waste management facilities (e.g. pollution) are avoided or minimised; and • secure appropriate restoration of proposed waste management sites for agreed after-uses.

(c) Existing Planning Policy Statements

3.18 The following Planning Policy Statements currently provide the planning policy context for the assessment and determination of utility developments and include:

- PPS 10- Telecommunications
- PPS 11- Planning and Waste Management
- PPS 15-Planning and Flood Risk
- PPS 18-Renewable Energy
- PPS 21- Sustainable Development in the countryside
- A Planning Strategy for Rural NI
- Supplementary Planning Guidance- Wind Energy in Northern Ireland's Landscapes

The key issues from these policy statements relevant for the LDP preparation include:

- Facilitating the continued development of telecommunications infrastructure but ensuring that visual and environmental impact is kept to a minimum;
- The council may consult with telecommunications operators over the plan period to ascertain the extent of network coverage in plan area and over plan period. The council may allocate certain sites for the provision of tall masts to encourage site sharing;
- Promoting the development, in appropriate locations, of waste management facilities to meet need as identified by the Waste Management Plan;
- Consideration of the impact of existing or proposed waste management facilities when zoning land for development and ensuring incompatibility of adjacent land uses are avoided. The COMAH Directive (EU Directive 96/82/EC) requires development plans to ensure that appropriate distances are maintained between hazardous substances and residential areas of public use / open space;
- A presumption against development within designated floodplains;
- Promotion of development of renewable energy resources which will not negatively impact on the environment, landscape or amenity of nearby land uses;
- Careful consideration must be given to distinctive landscape areas including Lough Neagh Basin and Clogher Valley when considering wind energy proposals;
- Integration of new electricity powerlines and cables into the existing landscape and townscape;
- Development relying on non-mains sewage will only be acceptable were it does not create or add to a pollution problem.

4.0 Existing Area Plans covering Mid Ulster

- 4.1** The Area Plans for Cookstown, Magherafelt and Dungannon are the statutory plans for the Mid Ulster District and provide the framework against which to assess development proposals. The three main towns also have their own specific Town Centre Masterplans which were completed by the Department of Social Development (DSD) in conjunction with the local council and are concerned with urban regeneration initiatives in each respective town centre.
- 4.2** Information on constraints upon development within the respective development plans, which are related to utility provision, is laid out below, as well as relevant information contained within each town centre master plan.

Cookstown Area Plan 2010 (CAP 2010)

4.3 Drainage – There are certain areas where flood risk is a particular concern:

- Ballinderry River; West bank downstream from Kings Bridge
- Ballinderry River; west bank near Glenavon Hotel, downstream from Derryloran Bridge
- Ballinderry River, Coagh
- Ballymully River, Moneyhaw area of Moneymore

In keeping with the RDS 2035, the CAP advocates the use of Sustainable Urban Drainage Systems (SuDS) in order to promote sustainable drainage.

4.4 Sewage Capacity – an area of land located at the junction of Tullynagee Road and Turnaface Road, Moneymore has been zoned as an area of constraint on development by virtue of limited sewage infrastructure.

4.5 Waste – The Magheraglass landfill site was opened in 1997 and has a life expectancy of approximately 25 years.

Cookstown Town Centre Masterplan

4.6 The Masterplan has identified the need for the provision of higher quality telecommunications and has floated the idea of a town centre wireless (WIFI) network, both of which would contribute to an increase in job opportunities and an improved quality of life within the town centre.

Dungannon and South Tyrone Area Plan 2010 (DSTAP 2010)

4.7 Drainage – There are certain areas where flood risk is a particular concern:

- Augher, Clogher, Moy and Caledon on the River Blackwater
- Castlecaulfield, Donaghmore, Newmills on the Torrent River
- Ballygawley River at Ballygawley

Magherafelt Area Plan 2015 (MAP 2015)

4.8 Drainage - Areas which are noted for being at risk of flooding are as follows:

- South of Maghera
- North and East of Tobermore
- South of Castledawson
- Upperlands
- Curran
- Culnady
- Clady
- Inishrush

- East of Tamlaght

Utility Provision in Mid Ulster

5.0 Telecommunications and Broadband

- 5.1** The broadband market in Northern Ireland is fully privatised with the principal provider being British Telecom (BT) with other providers such as Plusnet, EE and SKY. Northern Ireland currently enjoys the best fixed line broadband infrastructure in the UK² although there are some rural areas which still have limited connectivity.
- 5.2** In accordance with the aims of the RDS 2035 and the draft SPPS, it is vital to ensure that we continue to improve the broadband network in order to ensure that businesses remain competitive and that rural communities do not feel cut off or isolated.
- 5.3** There have been numerous improvements to the broadband network which have taken place in recent years and the Mid Ulster District has benefited from these;

Broadband Improvement Project

- 5.4** This project is designed to provide for the first time, improve or increase broadband services in certain areas. Work began in February of 2014 and it is envisaged that work will finish at the end of 2015.
- 5.5** Work has already taken place to improve or provide broadband in the following areas within the Mid Ulster District³;
- Aughnacloy
 - Ballyronan
 - Bellaghy
 - Caledon
 - Coagh
 - Cookstown
 - Draperstown
 - Maghera
 - Magherafelt
 - Moneymore
 - Toomebridge
 - Tulnacross

² Irish Central Border Area Network (ICBAN) Telecommunications Action Plan

³ www.nidirect.gov.uk/broadband-improvement-project

Next Generation Broadband Project

- 5.6** This project was launched by DETI in a bid to increase the competitiveness of local businesses. It aimed to update around 1265 telecommunications cabinets with fibre technology so that broadband speeds could be increased. Work has been completed on this project across Northern Ireland including in the Mid Ulster District. For example towns such as Dungannon, Moneymore, Coalisland and Magherafelt can now connect to broadband speeds of up to 10MB per second.

Northern Ireland Broadband Fund

- 5.7** This was a £1.9m fund which was set aside to help support projects which aimed to improve broadband across Northern Ireland. In the Mid Ulster District, there were three projects which benefitted from this fund:
- a) Installation of a WIMAX wireless broadband connection in the Ballyronan Area
 - b) Delivery of improved Broadband using fixed wireless technology in an area running from Augher to Lough Melvin in Fermanagh.
 - c) Installation of a WIMAX wireless broadband connection in Dungannon.
- 5.8** The installation of apparatus to improve the Broadband network will usually constitute Permitted Development under Part 18 of the Schedule to the Planning (General Permitted Development) Order (Northern Ireland) 2015. As such, it is not envisaged that the planning process will have an impact on the provision of such development.

Telecommunications and Mobile Data Coverage

- 5.9** The Irish Central Border Area Network (ICBAN) is a cross border organisation which exists to improve the quality of life and increase prosperity in the central Ireland / Northern Ireland border area. The former councils of Dungannon South Tyrone District and Cookstown District were members of ICBAN. Part of ICBAN's role is to examine the telecommunications infrastructure in the area and seek to improve the provision of the same.
- 5.10** (ICBAN) have stated that whilst the fixed line broadband coverage in Northern Ireland is the best in the UK, mobile broadband coverage is the poorest in the UK.⁴ Mobile Data Coverage in the Mid Ulster District, like the majority of the west of Northern Ireland, is poor by comparison to the rest of the UK.
- 5.11** Table 2 below sets out the availability of 3G data coverage in the Mid Ulster district as broken down by the historic LGD areas. The low percentage of 3G coverage in the Magherafelt area is notable, with only the Moyle District

⁴ Irish Central Border Area Network (ICBAN) Telecommunications Action Plan

having lower coverage in the whole of Northern Ireland. The information is taken from the OFCOM UK Mobile Services Map 2013.

Table 2 – Mobile Data coverage in MID Ulster District

AREA	% OF PREMISES WITH 3G COVERAGE FROM ALL OPERATORS	% OF GEOGRAPHICAL AREA WITH 3G COVERAGE FROM ALL OPERATORS
COOKSTOWN	50.5%	22.7%
MAGHERAFELT	0.6%	1.7%
DUNGANNON	33.6%	9.9%

- 5.12** 3G is the most common type of mobile broadband connection but 4G broadband connectivity is more recent and is the fastest mobile connection available. Similar to 3G coverage, 4G coverage in Mid Ulster with the two main providers, O2 and Vodafone is relatively poor. A less popular provider, EE, does provide significant 4G coverage for the Mid Ulster District. The extent of 4G coverage for the main providers is laid out below. Information is taken from each providers “coverage checker map.”

Table 3 – Extent of 4G coverage in Mid Ulster

PROVIDER	DESCRIPTION OF COVERAGE IN MID ULSTER
VODAFONE	<p>No coverage in Mid Ulster District apart from the following areas where coverage is available;</p> <ul style="list-style-type: none"> • Sporadic outdoor coverage (variable indoors) to the west of Pomeroy. • Sporadic outdoor coverage (variable indoors) to the North of Fivemiletown and Ballygawley • Sporadic outdoor coverage near Moygashel and Coalisland. • Sporadic outdoor coverage near Drpaerstown • Good indoor and outdoor coverage at Moy.
O2	<p>No coverage in Mid Ulster District apart from the following areas where coverage is available;</p>

	<ul style="list-style-type: none"> • Good outdoors and indoors at Moy • Good outdoors North of A4 between Fivemiletown and Clogher
EE	<p>Widespread coverage in Mid Ulster District apart from the following areas;</p> <ul style="list-style-type: none"> • No coverage from Kileeshil area to Fivemiletown along the A4 • No coverage from Aughnacloy to Caledon • No coverage north of Maghera • No coverage along lough shore from Ballyronan to Ardboe

- 5.13** Strong connectivity to mobile data services is vital in supporting businesses who need to operate on the move and also for connecting rural communities who may feel cut off or isolated from other parts of the community. As can be seen from the tables above, mobile broadband connectivity in Mid Ulster is poor with significant room for improvement.
- 5.14** ICBAN have stated that one of the reasons for poor mobile coverage in Northern Ireland is that “the planning regime for mobile infrastructure in Northern Ireland may be too onerous, being tougher than the corresponding regimes for England, Scotland and Wales⁵.”
- 5.15** As part of its Action Report, IBCAN have suggested that the planning authorities in Northern Ireland should consult with operators to identify what the barriers are to providing a better mobile broadband service.
- 5.16** Moving forward, it is for the council to decide if they wish to adopt policies for telecommunications development which are in line with existing policy or if they want to develop a more restrictive policy, for example, having regard for the visual impact of telecommunications infrastructure. To a lesser extent than in the past, concerns amongst some concerning potential health implications also exist, however these concerns remain unfounded

⁵ Irish Central Border Area Network (ICBAN) Telecommunications Action Plan

5.17 Options for Council in considering Telecommunications

Having evaluated the information available in respect of telecommunications, the options for the council are to:

1. Adopt policies which are in line with existing planning policy contained within Planning Policy Statement 10 (PPS 10) Telecommunications;
2. Develop a more restrictive policy, having regard to concerns over potential health implications, visual and/or environmental impact on the landscape;
3. Develop an approach which promotes the development of telecommunications infrastructure whilst also paying close attention to the impact such development will have. This may mean for example, that certain areas are designated at local policies plan stage as areas where no telecommunications development will be permitted in order to protect sensitive landscapes, provided there is not a recognised 'Not Spot' at that location i.e. no telecommunication coverage at all. Any such policy changes would be brought through the introduction of Countryside Policy Areas.

- 5.18** Due to the fact that concerns over the health implications of telecommunications development have been unfounded, and that to restrict such development would perhaps have a negative impact on the economy, it would perhaps be unwise to adopt option 2. By adopting option 3, the council would be able to continue to support telecommunications development whilst also safeguarding areas which are considered to be of particular scenic value or environmental importance.

7.0 Recycling and Waste Management

- 6.1** The DOE is responsible for the drafting of legislation on waste and implementation of waste management policy and the promotion of a more sustainable approach to dealing with waste in Northern Ireland. The District Councils are responsible for the collection and disposal of waste in their area. Recycling and composting is similarly the responsibility of the councils and is facilitated through the provision of domestic recycle bins, bottle banks and civic amenity sites throughout the district. Mid Ulster Council provides a bulky household waste collection service for those who cannot transport their waste to civic amenity sites.
- 6.2** The Northern Ireland Waste Management Strategy 'Delivering Resource Efficiency', (DOE 2013) contains actions and targets to meet EU Directive requirements. This strategy moves the emphasis of waste management in Northern Ireland from resource management with landfill diversion as the key driver, to resource efficiency i.e. using resources in the most effective way while minimising the impact of their use on the environment. It is the

responsibility of the district councils to prepare a Waste Management Plan (WMP) under the provisions of the Waste and Contaminated Land (Northern Ireland) Order 1997.

- 6.3** Three sub-regional voluntary groups were formed in Northern Ireland in recognition of the mutual benefits to be gained from a regional approach to waste management planning. Both Cookstown and Dungannon Councils were member councils of the Southern Waste Management Partnership (Swamp 2008) which was originally formed in 2000. Magherafelt Council was a member council of the North West Region Waste Management Group which was established in 1999. Each group formed a Waste Management Plan for their area. The Swamp group currently have a draft WMP, which is a review of the WMP prepared in 2006, setting out the arrangements for waste management within the Swamp Region over the period up to 2020.
- 6.4** The North West Region Partnership's 'Review of the Waste Management Plan 2006-2020, was DOE determined in January 2015. This plan also sets out arrangements for waste management and covers the period from 2012 to 2020.
- 6.5** In terms of existing infrastructure the Mid Ulster Council operates 12 centres for recycling and disposing of household waste in the District as tabled below.

Table 4 - Existing Recycling Centres in Mid Ulster

Recycling Centre	Location
Ballymacombs Recycling Centre	Ballymacombs Road (near Bellaghy)
Castledawson Recycling Centre	Moyola Road, Castledawson
Clogher Recycling Centre	Fintona Road, Clogher
Coalisland Recycling Centre	Derry Road, Coalisland
Cookstown Recycling Centre	Molesworth Street, Cookstown
Draperstown Recycling Centre	Workspace Industrial Estate, Magherafelt Road, Draperstown
Drumcoo Recycling Centre	Coalisland Road, Dungannon
Fivemiletown Recycling Centre	Screeby Road, Fivemiletown
Maghera Recycling Centre	Station Road Industrial Estate, Maghera
Magherafelt Recycling Centre	Ballyronan Road (adjacent to Council offices)
Moneymore Recycling Centre	Moneyhaw Road, Moneymore
Tullyvar Recycling Centre	Tullyvar Road, Aughnacloy

- 6.6** There are 3 landfill sites in the Mid Ulster District located at Ballymacombs Road, Bellaghy, Tullyvar, Aughnacloy, and Magheraglass, Cookstown. The site at Ballmacombs Road is temporarily closed and has a temporary cap. It is estimated that there could still be up to 40,000 tonnes of capacity in this site

and it will be required to be filled at some stage to produce the proper contours required for permanent capping and closure. There is void capacity at the Tullyvar landfill Site for the 15 year period of the Local Development Plan if required. The landfill site at Magheraglass may close by 2017 however there is a waste transfer station operating at this site which will continue for the foreseeable future.

6.7 In consultations with the former Cookstown, Dungannon and Magherafelt Councils the following issues and proposals regarding future waste management have been identified as issues currently being reviewed or implemented:

- There are proposals to carry out redevelopment works at both the Drumcoo and Coalisland civic amenity sites. Budgetary spend has been approved for the Drumcoo site and also for the Coalisland site pending clarification on land ownership issues.
- The Clogher recycling centre is restricted in terms of operational capacity and this issue has been raised with the (Dungannon) council.
- There would be a future need for a transfer station to be located somewhere in the Dungannon area.
- Consideration to amending some operations at the Cookstown Recycling Centre and amended planning approval may be sought in the near future. The adjacent council property at Station Yard, Molesworth Street, Cookstown has been earmarked as a potential location for a future waste transfer station.
- The Moneymore recycling centre has benefited from recent improvements and is appropriate for the requirements of nearby settlements.
- The Mid Ulster District Council are currently in the process of obtaining a license for a bio-waste transfer for brown bin waste in the Council Depot at Magherafelt. It currently operates a composting exemption for brown bins but with a change in the process a licence for bio-waste transfer is now required. A more specialised dedicated transfer facility in the future for black and brown bin material may need to be considered for the Magherafelt Depot.
- The council owns an old landfill site on the Mullagh Road, just outside Maghera. This site may be a suitable site for future waste management facilities if required.
- All three previous councils highlighted that there was no requirement for additional landfill facilities in the District.

These issues do not need strategic policy change as they are local matters that can be addressed by the LDP.

6.8 Planning can contribute to the timely provision of an integrated network of waste facilities which are essential if EU targets are to be met. Following the recent transition on 1st April 2015 of the three councils to form the new Mid Ulster District Council, the future of the waste management in the District is likely to be subject to change. The Mid Ulster Council will prepare their own WMP this year to replace the two existing WMP's. The Local Development

Plan will be prepared having regard to this new Waste Management Plan. There is no requirement for work on the LDP Plan Strategy or Local Policies Plan to be delayed in anticipation of the forthcoming WMP. Proposals regarding waste management can continue to be dealt with by way of the development management process. In the event that the Council needs to safeguard land for waste management to cater for the municipal waste needs of the district over the plan period this can be done at the Local Policies Plan Stage.

- 6.9** It is also important to note that the recycling and use of waste for energy production is a growth area in the private sector.

7.0 Flood Risk, Drainage and Water Supply

Water Supply

- 7.1** The responsibility for the provision of water supply within the district is the responsibility of Northern Ireland Water (NI WATER).
- 7.2** The Mid Ulster district is supplied with water from a variety of sources;

Table 5- existing water Supply in Mid Ulster

NATURAL WATER SOURCES	SERVICE RESERVOIRS	WATER TREATMENT WORKS
Lough Neagh	Magherafelt Road (Moneymore)	Moyola WTW (Castledawson)
Lough Fea	Unagh	Castor Bay WTW (Dungannon)
	Mullaghboy Hill (Magherafelt)	Seagahan WTW (Lurgan)
	Windmill Hill	Killyhevlin WTW (Enniskillen)
	Guladuff	
	Draperstown	

- 7.3** These existing installations are expected to be sufficient to supply the Mid Ulster District throughout the Plan period and there are no significant proposals to be shown in the plan. The lack of water supply is not considered to be a likely constraint upon development.

Sewerage Facilities

- 7.4** The provision of sewage treatment facilities in the Plan Area is also the responsibility of NI WATER.

- 7.5** The RDS 2035 proposes that the Mid Ulster District will need approx 13,300 new houses by 2025⁶ so it is important to bear in mind the impact that this housing need will have on the existing sewage network capacity.
- 7.6** When preparing the LDP, the potential capacity of the existing sewage infrastructure in an area will have a bearing on whether or not land is zoned for new development. The information contained within the Cookstown and Dungannon South Tyrone area Plans relating to the capacity of WWTW's was collected from the relevant authority some time ago and due to the passage of time cannot be relied upon for the purpose of preparing the LDP. The same information from the Magherafelt Area Plan is contained in Appendix 2. However, it should be noted that whilst this information is slightly more up to date, it may not provide a totally accurate reflection of the WWTW capacity that exists today.
- 7.7** A request for information regarding the capacity of the existing WWTW's in the district has been sent to NI WATER. Once this up to date information has been received, the extent of any constraint placed on development because of WWTW capacity will be clear. This paper will therefore be updated once the information becomes available.
- 7.8** Proximity to existing WWTW will also be a factor in considering the location of new development land as part of the LDP. When selecting land for development, it is generally desirable to avoid land which is near existing treatment works as these can cause nuisance. Guidelines are in place between DOE Planning and NI WATER regarding what can be considered acceptable distances between development and WWTW's. For example, a WWTW with a design equivalent population of 5,000 should not be within 300m of inhabited development.
- 7.9** The EU "Floods Directive" (2007/060/EC) came into force on the 26th November 2007 and aims to establish a framework that will contribute to reducing the impact of flooding on communities and the environment.
- 7.10** Compliance with this Directive is the responsibility of the Rivers Agency (Department of Agriculture and Rural Development) and they have begun implementing the directive by establishing flood risk and hazard maps which were published in 2013.
- 7.11** With specific reference to flooding in each river basin, DARD are currently planning to publish specific Flood Risk Management Plans (FRMP's) for the three River Basin areas in Northern Ireland (Neagh – Bann, North West and North East). These plans are currently at consultation stage and will hopefully

⁶ Housing Growth Indicator (HGI) – RDS 2035, p101

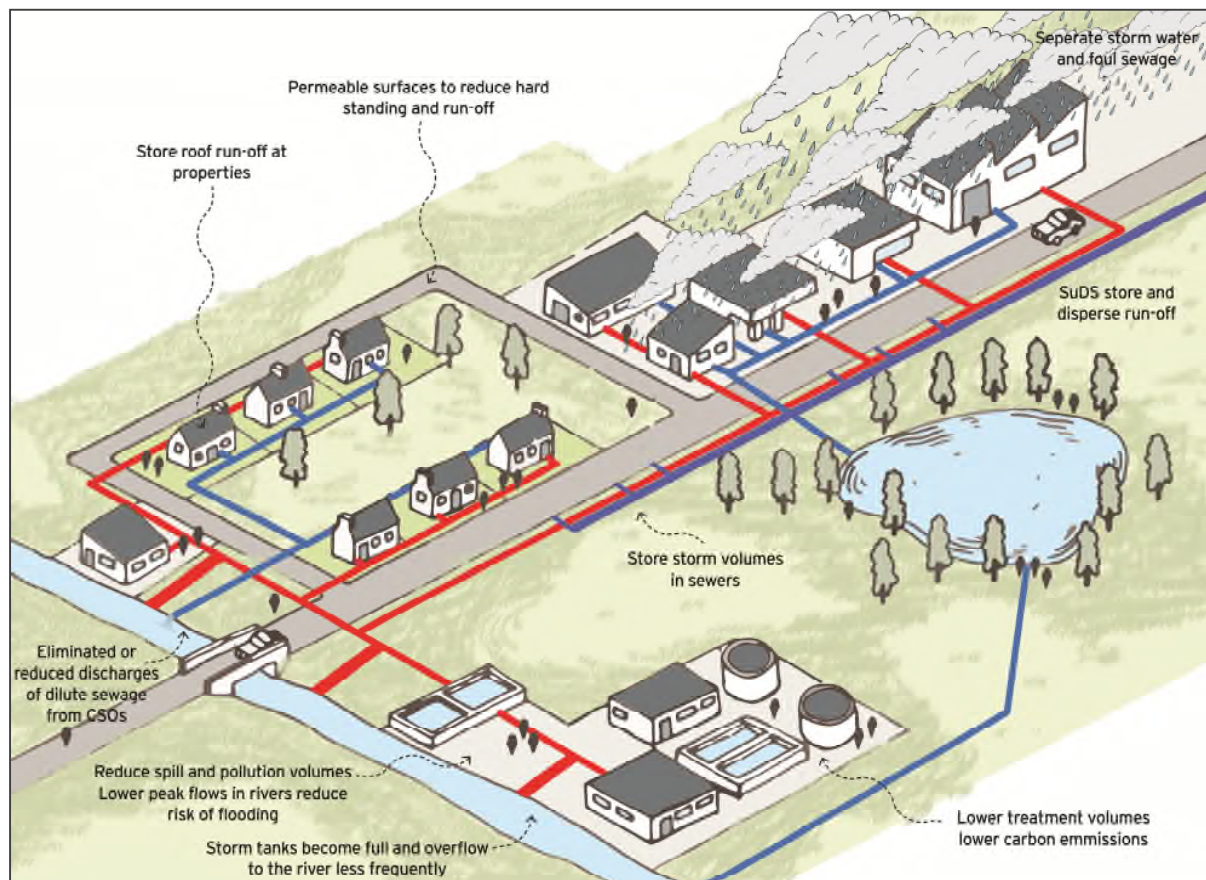
be published in December 2015 and the council should ensure that the new LDP is compatible with these FRMP's.

- 7.12** Rivers Agency Planning Advisory Unit advises on the flooding potential for individual sites which are the subject of specific planning applications and where flooding is likely to occur. Rivers Agency will operate a presumption against development in accordance with Planning Policy Statement 15 (PPS 15). Rivers Agency has advised that any flooding policy prepared as part of the policies plan should be closely aligned with the current planning policy i.e. PPS 15.
- 7.13** If not controlled in the correct way, development can increase flood risk by:
- a) using up land which is required for flood relief pondage.
 - b) allowing new development to take place on land which is in danger of flooding and therefore posing a threat to the safety of that new development
 - c) increasing the volume of water which is entering a particular watercourse in the form of sewage or industrial effluent runoff.
- 7.14** Information from the Rivers Agency Flood Maps (Strategic Flood Map / Flood Hazard Map) is summarised in Tables, (a), (b) and (c) in Appendix 3. This identifies lands in existing settlements in the Mid Ulster District which have a 1% chance of flooding in any given calendar year. The list should not be considered exhaustive.
- 7.15** When preparing local policies as part of stage 2 of the Development Plan process, the council should ensure that land which has been identified as being at risk of flooding is not zoned for certain types of development such as housing or industry. Such zoning would eradicate the natural function of such land as a flood relief pondage area. The LDP should also take account of the "Climate Change" Flood map (see Appendix 4) as well as the information contained in the Strategic and Hazard Flood Maps.
- 7.16** When zoning land for development, the council should avoid land which has been identified as being at risk of flooding. Even if the proposal involves altering the levels of the land to mitigate against the potential for flooding, this will only serve to shift the flood risk to another location further along the water course.
- 7.17** The council should be aware that there are certain areas which are subject to planned flood alleviation schemes. These schemes are yet to be commenced and are currently at design stage meaning it may be several years before they are implemented. They are located at the following locations;

- (i) Coalisland Flood Alleviation Scheme
- (ii) Bocketts Road, Ballygawley

- 7.18** The Department for Regional Development (DRD) has launched a consultation paper entitled “Sustainable Water” on the best way forward for managing the water supply in Northern Ireland. The paper has 5 parts and was launched for public consultation in June of 2014. The final paper is expected to be released in summer of 2015.
- 7.19** Part 3 of the document entitled “Flood Risk Management and Drainage” is relevant to the preparation of development plans and planning policy. The document makes a range of recommendations through its policies, which may be considered when preparing the Local Development Plan.
- 7.20** It calls for the construction of “resilient development” which can withstand extreme rainfall events with minimal or no flood damage. The document also stresses that the planning authority should prevent development in areas of high flood risk and ensure that future development does not increase flood risk. The document proposes achieving these aims through the following measures;
- When zoning land for development, large surface water schemes such as lakes, wetlands and wet woodlands could be created to meet the future drainage needs of proposed development in the area. A local example is the Craigavon Balancing Lakes, created in the 1970’s to take rainwater from built up areas of Craigavon and which also provide a recreational facility.
 - Planning policy could require, at design stage, that drainage proposals are considered so that the final design can be such that surface water run-off is minimised. It is likely that a range of SuDS will need to be employed to ensure this. Examples of such are green roofs, permeable paving, soak aways, ponds and wetlands.
 - Planning Policy should require that SuDS are the preferred option for all new development. The Diagram below shows how Sustainable Drainage Systems work.
 - Planning Policy should incorporate the requirement for “design for exceedance” proposals in all new development. This means that new development must show how the proposed drainage system will cope in the event of water run off flows exceeding normal or expected levels.

DIAGRAM 1 – SUSTAINABLE DRAINAGE SYSTEMS



7.21 Taking account of this information, the council may, when preparing a Local Development Plan and local planning policies, try to ensure that the following objectives are realised;

- Ensure that development land is zoned in areas where the “headroom capacity” of existing Waste Water Treatment Works is such that development can be supported by sewerage infrastructure.
- Avoid zoning land for habitable development in or close to existing WWTWS’s
- Ensure the LDP is compatible with and compliments the Flood Risk Management Plans which will be published by DARD at the end of 2015
- Avoid zoning land for habitable development which has been identified as being at risk of flooding, either on the Strategic / Hazard / Climate Change Flood Maps.
- Formulate planning policy which makes drainage a key element of design and which promotes the use of SuDS.

8.0 Reservoirs

8.1 The incoming Reservoirs Bill (Northern Ireland) will attempt to ensure that the existing 130-150 reservoirs in Northern Ireland are managed in a more efficient and safety conscious manner.

- 8.2** Where development is proposed in close proximity to a reservoir, the developer will be required to submit a detailed flood risk assessment to show how the development will not be at risk of flooding from the nearby reservoir.
- 8.3** Consequently, when preparing an LDP the council should not allocate land for development close to existing reservoirs. To do so would be to require the developer to carry out a flood risk assessment, thus complicating the planning application process.
- 8.4** In the Mid Ulster District, there are 15 reservoirs and these are detailed below. Most of these reservoirs are in, or close to, rural settlements.

Table 6 - Existing reservoirs in Mid Ulster District

NAME OF RESERVOIR	LOCATION
Aghintain	Fivemiletown
Altmore	Cappagh
Black Lough	Dungannon
Cappagh	Cappagh
Killyfaddy	Clogher
Lough Fadda	Fivemiletown
The Park Lake	Dungannon
Brookend Park	Ardboe
Drum Manor Fish Ponds (Upper and Lower)	Cookstown / Kildress
Rectory Lodge (Lake 1 and Lake 2)	Cookstown
Lough Fea	Cookstown / Draperstown
Craigs - Upperlands	Upperlands
Green Dam	Uppelands
Island Dam	Upperlands
New Dam	Upperlands

9.0 Energy Supply- Electricity

- 9.1** Energy in the District is primary produced by the use of fossil fuels to generate electricity. There are three fossil fuel generating plants in NI, located at Ballylumford (Islandmagee, Antrim), Kilroot (Carrickfergus) and Coolkeeragh (L'Derry) which supply electricity to a wholesale market known as the Single Electricity Market (SEM- a wholesale market across the island of Ireland). Mutual energy Limited also supplies electricity to the pool via the Moyle interconnector. To underpin economic growth, the Mid Ulster District needs a modern and sustainable economic infrastructure including robust electricity connections. Electricity supply in the Mid Ulster District and NI as a whole is not an issue. Therefore current policy regarding electricity provision is operating suitably and it is considered that it does not require review.

Map displaying existing energy infrastructure in NI



Source: www.detni.gov.uk

10.0 Renewable Energy

10.1 The European Commission's Renewable Energy Directive (2009/28/EC) establishes overall policy for the production and promotion of energy from renewable sources in the EU and specifies national renewable energy targets for each country. The Strategic Energy Framework (DETI 2010) states that Northern Ireland will seek to achieve 40% of electricity consumption from renewable sources by 2020. In line with this, the Northern Ireland Executive in their programme for Government, have set a target that by 2015, 20% of all electricity will be generated from renewable sources.

10.2 For the 12 month period January 2014 to December 2014, 19.0% of total electricity consumption in Northern Ireland was generated from renewable sources located in Northern Ireland. This represents an increase of 1.7 percentage points on the previous 12 month period (January 2013 to December 2013).⁷ Therefore continued development of renewable energy resources is vital to facilitating the delivery of international and national commitments on both greenhouse gas emissions and renewable energy.

10.3 New private forms of renewable energy development are likely to increase in use in the Mid Ulster District over the plan period and will require connection to the electricity network. The Renewable Integration Development Plan (RIDP) was established in 2007. It has reviewed the network capacity

⁷ DETI-Statistics on Electricity Consumption and Renewable Generation in Northern Ireland- September 2014

limitations in the north and west of NI and the north west of the Republic of Ireland, against the renewable generation expected to seek connection there by 2020. The level is aligned with the NI and RoI governments' targets to have 40% of electricity from renewable sources.

10.4 The Northern Ireland Housing Executive (NIHE) is designated as Northern Ireland's only Housing Energy Conservation Authority (HECA). In its 2009 HECA report, the NIHE stated that they were committed to installing a range of renewable energy source across their housing stock. The report stated that they had installed a range of renewable energy installations in their properties and that the most effective of these were wood pellet boilers and photovoltaic solar panels. The main renewable energy installations provided by NIHE are as follows:

- solar water heating panels - 2,032 dwellings
- solar photovoltaic (PV) panels - 32 dwellings
- micro-CHP field trial - 10 dwellings
- ground source heat pump - 1 dwelling
- solar air heating and ventilation systems - 55 dwellings
- wood pellet boilers - 26 dwellings
- wind turbine - 1 dwelling

10.5 The main sources of renewable energy are the wind, the sun (solar), moving water (hydropower), heat extracted from the air, ground and water (including geothermal energy) and biomass (wood, biodegradable waste and energy crops). The key issues regarding each of these energy sources are discussed below:

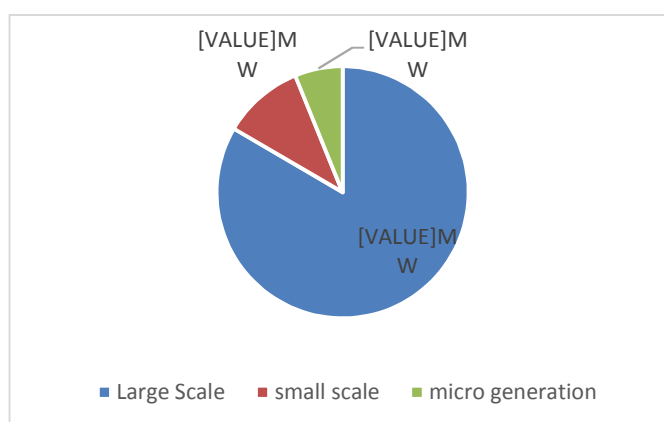
10.6 **Wind-** Electricity generated by onshore windfarms is the most established, large scale source of renewable energy in NI. Of all renewable electricity generated within Northern Ireland over the 12 month period January 2014 to December 2014, 92% was generated from wind.⁸ Additional figures supplied by Northern Ireland Electricity (NIE) indicate that when all committed renewable energy generating facilities are connected to the grid, 66.6% of renewable energy generation will be provided by wind energy with the remaining 33.4% being supplied by solar energy (20.7%), Hydropower (2.2%) and Anaerobic Digestion / Biogas (10.5%).⁹

10.7 The majority of energy derived from wind in Northern Ireland comes from large scale generation as opposed to small scale or micro generation. Large scale generation consists of wind farms whilst small scale or micro generation consist of a range of renewable technologies including single turbines or even micro turbines. At the end of February 2015, 639MW of renewable energy

⁸ DETI-Statistics on Electricity Consumption and Renewable Generation in Northern Ireland- September 2014

⁹ Presentation provided by NIE entitled "Renewables – Sub Groups"

was generated from large scale generation with 80MW and 47MW being generated from small scale generation and micro generation respectively.¹⁰ This information is illustrated in the graph below;

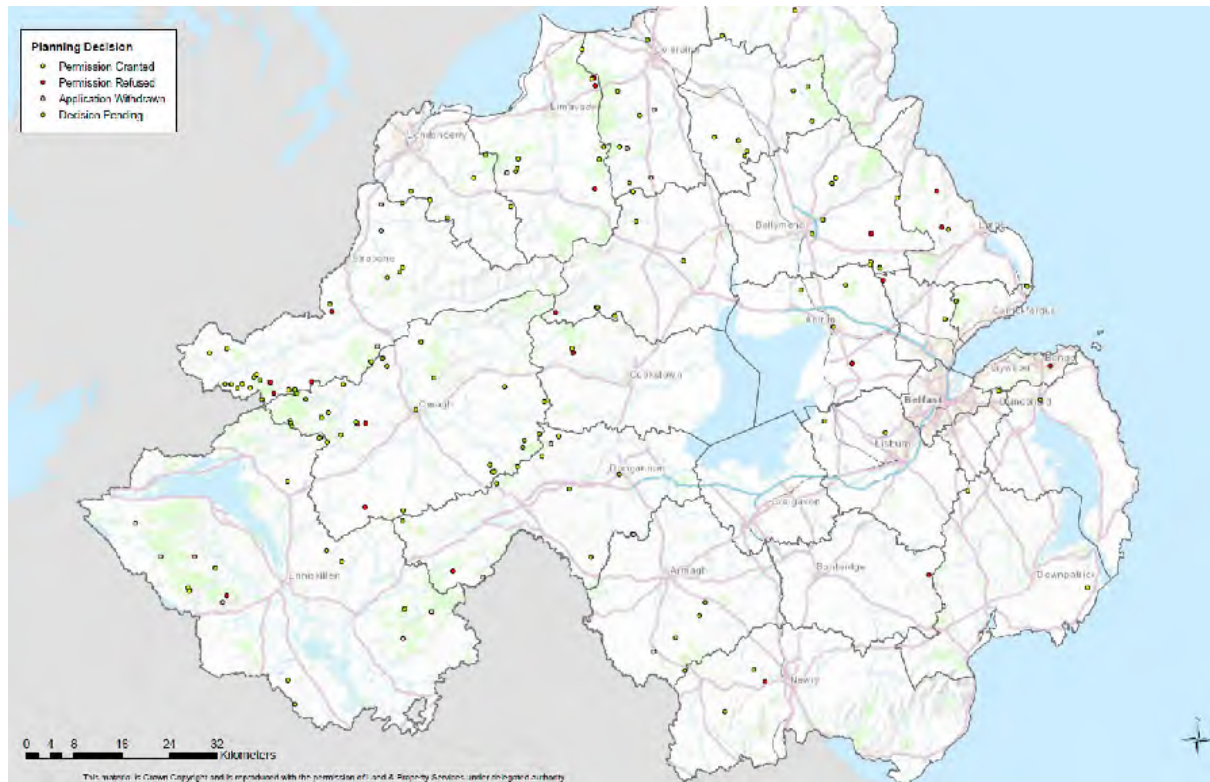


- 10.8** At present in the Mid Ulster District there are 10 windfarm installations consisting of more than a single turbine which have received planning permission, another two applications are currently being assessed. When compared to Northern Ireland as a whole, there have been 126 planning approvals for windfarms in Northern Ireland. In relation to single wind turbines, there are 349 approvals for such proposals in Mid Ulster, with 2662 in the whole of Northern Ireland¹¹.
- 10.9** However public attitude towards wind energy development is changing. The residents of the Mid Ulster District are custodians of some of Northern Ireland's most important landscape areas including the Sperrin Area of Outstanding National Beauty (AONB). There are concerns regarding the proliferation of single turbines and resulting visual intrusion, safety and the increasing size and massing of turbines. The Sperrins Forum is a group aiming to promote recreation and tourism activities within the Sperrin AONB. They have recently submitted a letter of concern regarding the number of wind turbines and wind farms erected and currently being assessed which lie within the AONB. Their concerns include detrimental impact upon the pristine environment, biodiversity and negative impact on the tourism / leisure sectors.

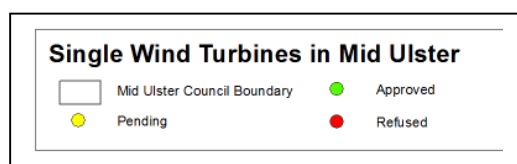
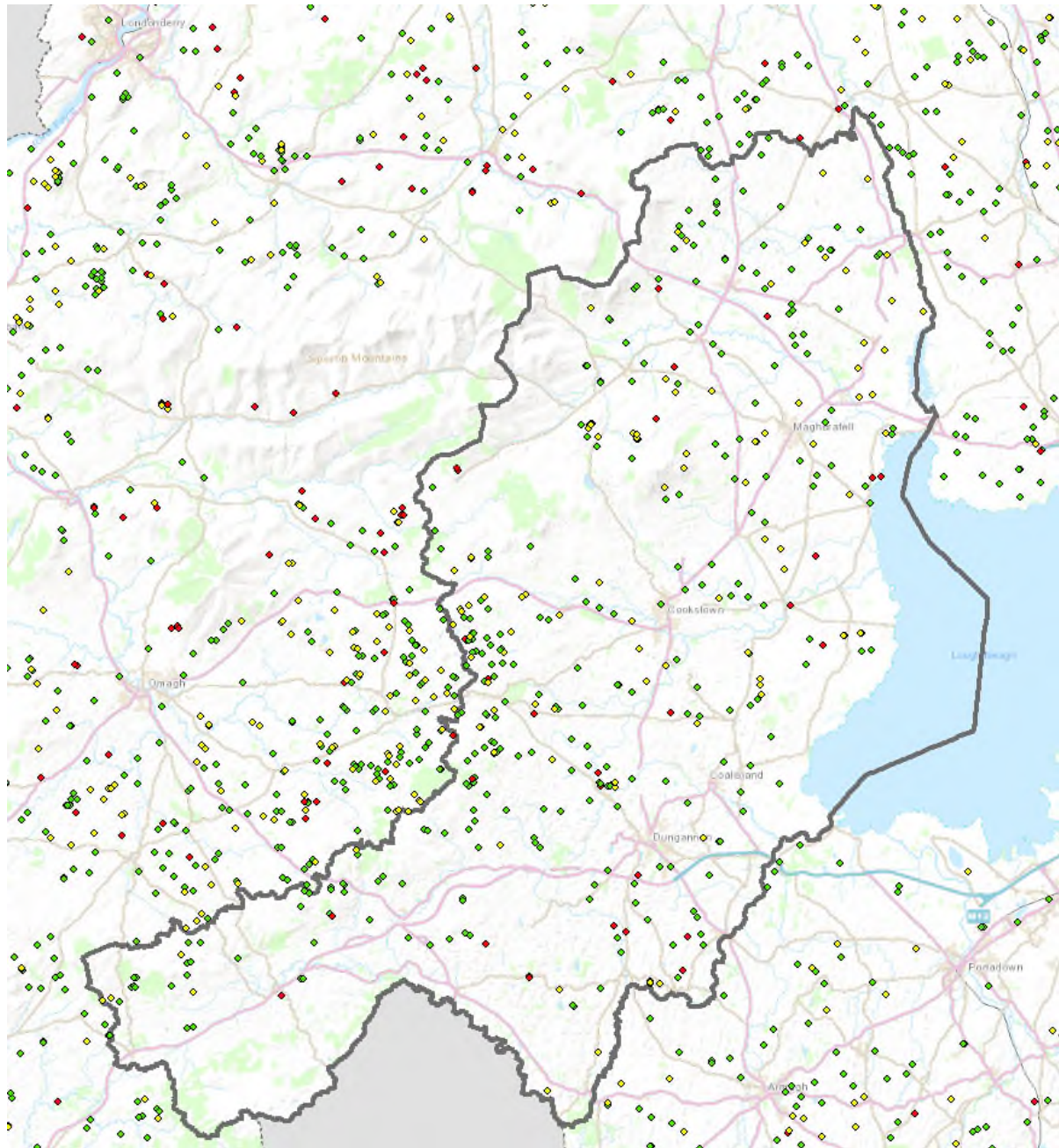
¹⁰ Presentation provided by NIE entitled "Renewables – Sub Groups"

¹¹ DOE – Renewable Energy Statistics

Map of approved and pending wind farms in Northern Ireland



Map of approved and pending single wind turbines in Mid Ulster Area



10.10 Options for Council in considering wind energy development:

Having evaluated the information available in respect of wind energy, the options for the council are to:

1. Adopt policies which are in line with existing planning policy contained within Planning Policy Statement 18 (PPS 18) Renewable Energy and the Best Practice Guidance to PPS18.
2. Develop a more restrictive policy, having regard to concerns relating to impacts on AONBs and sensitive landscapes, bio-diversity and tourism.
3. Adopt a policy position that recognises the value of wind energy development but provides policy which gives greater weight to environmentally sensitive areas and greater protection to neighbouring amenity. Any such policy changes would be brought through the introduction of Countryside Policy Areas.

10.11 As outlined earlier, Northern Ireland is on course to meet the targets of 40% set out by the Strategic Energy Framework and 20% as set out by the NI Executive. Consequently, a more restrictive policy may hinder the progress made thus far and reverse the positive trends experienced to date. By adopting option 3, the Council would be able to continue to support renewable wind energy development whilst also safeguarding areas which are considered to be of particular scenic value and also reducing potential impacts on neighbouring properties.

10.12 Sun- Active solar photovoltaic (PV) technologies generates electricity from daylight. The most common form of device is a solar panel or module typically 0.5 to 1m² in size, dark in colour and having low reflective properties. Although roof mounted is most common, modules can be mounted on sides of buildings, or on free standing support structures on the ground. A number of modules are usually connected together in an array to produce the required output, which can vary from a few square metres to several hundred square metres. In most cases involving dwelling houses, providing the building is not listed or in a conservation area and the installation complies with the relevant constraints, PV will be 'permitted development' and a planning application will not be required. Passive Solar Design (PSD) is an environmentally benign approach to ensure that domestic scale buildings capture maximum light and heat from the sun whilst being positioned in the landform to act as a buffer against the worst of the elements. To date, operational planning policy regarding solar power has not raised any particular key issues.

10.13 Water- Water flowing from a higher to a lower level drives a turbine which produces mechanical energy. This mechanical energy is usually turned into electrical energy by a generator. There are no large scale hydroelectric schemes in the Mid Ulster District. Hydro developments anticipated will

generally small in scale and subject to design, ecological and fisheries considerations being carefully assessed this type of renewable energy development is unlikely to cause significant concern.

10.14 Heat- Ground source heat pumps operate by circulating water (or another fluid) through pipes buried in the ground. The water temperature in the pipes is lower than the surrounding ground and so it warms up slightly. This low grade heat is transferred to a heat pump, which raises the temperature to around 50°C. Water source heat pumps operate in a similar way, with the pipes being submerged in water. Air source heat pumps extract heat in the air and use a fan to draw air over coils that extract energy. Air-source heat pumps can be located in the roof space or on the side of a building. They are similar in appearance to air conditioning boxes. To date, existing operational policy has not raised any significant issues with these types of renewable energy developments subject to careful planning consideration including archaeological implications.

10.15 Biomass: Biomass fuels, including wood and energy crops, can be utilised to provide energy either by combustion or fermentation / digestion technologies. There are currently three main categories of biomass plant:

- Plant designed primarily for the production of electricity
- Combined heat and power plant (CHP)
- Plant designed for the production of heat.

10.16 Emissions and waste products from biomass energy production include airborne emissions, emissions to watercourses and ash. Anaerobic digestion (AD) is a process which bacteria break down organic material in the absence of oxygen to produce a methane rich biogas. This can be combusted to generate electricity. Thermal processes can also be used extract energy from waste. These processes use a high temperature to release the chemical energy in the fuel. Planning issues from these renewable energy developments that require consideration include:

- Visual intrusion-the plant is an industrial feature with a chimney;
- Noise from plant and traffic operations;
- Any effects on health, local ecology or conservation from the plant and air / water borne emissions;
- Traffic to and from the site in order to transport biomass fuel and subsequent by-products.

10.17 Options for Council in considering biomass development:

Having evaluated the information available in respect of biomass development, the options for the council are to:

1. Adopt policies which are in line with existing planning policy within Planning Policy Statement 18 (PPS 18) and the related Best Practice Guidance to PPS18 and within Planning Policy Statement 11 (PPS 11) Planning and Waste Management in the case of biomass from waste.
2. Develop a more restrictive policy, having regard to concerns over environmental impact, visual impact and amenity impact;

10.18 Given the important of renewable energy development to achieving the NI Strategic Energy Framework target, option 2 would conflict with the regional guidance. By adopting current planning policy the Council would be able to support energy supply and production whilst ensuring potential impacts are minimised.

Renewables and Electricity Connection

10.19 The electricity network in NI is facing an unprecedented demand for the connection of renewable generation. The total amount of renewable generation already connected to the network is 729MW, with a further 455MW committed to connect. Renewable energy connection is very reliant on the existing infrastructure. However at present the transmission and distribution networks cannot provide, on an unrestricted basis for all of this connected renewable generation.

10.20 Since the introduction of increased Renewable Obligation Certificate (ROC) incentives for small scale generation in April 2010, there has been a large increase in the amount of small scale generation either connected to, or committed to connect to the 11kV network. NIE have recently produced their latest 11kV network heat map (February 2015) to provide guidance on capability of the 11kV network to accept further small scale generation (see Appendix 1). This heatmap identifies where investment is currently required. This map is a simple visual representation however it displays that in the Mid Ulster District Plan Area locations such as Pomeroy, Ballygawley and Fivemiletown are already at saturation point.

10.21 The existing energy infrastructure needs to be overhauled to ensure it will be fit for purpose. This includes strengthening the grid and developing smart grid initiatives. The upgrading of the electricity grid will involve more overhead powerlines and power installations. The following table provides details of the various projects presently underway or planned in NI to aid renewables integration into the electricity network:

Table 7 - Transmission Projects in Northern Ireland for renewables integration

<p><u>Short Term Plan (STP)</u> Increasing capacity of existing 110kV network by using Dynamic Line Rating techniques combined with selective up-rating- Work Completed</p>
<p><u>Medium Term Plan (MTP)</u> Series of individual projects designed to reinforce 110kV network to increase capacity & remove bottlenecks-Work ongoing</p>
<p><u>Renewable Integration Development Plan (RIDP) & Network 25</u> The RIDP has identified the issues which will arise due to the connection of renewable generation (in the north and west of NI) & in 2013 the project had arrived at a preferred overall scheme option. The scheme involves new extra high voltage, 275 and 110 kV infrastructure and the uprating of some existing circuits. However, phase 4 of the RIDP is now focused on the preparation of a transmission plan for the whole of NI (Network 25) supported by an associated Strategic Environmental Assessment.</p>
<p><u>Generation Cluster Infrastructure</u> To facilitate the connection of renewable generation to the grid NIE will 'cluster' their arrangements for the connection of generators (generally onshore wind farms) so that generators will share transmission network infrastructure as far as possible. Clustered connections generally involve the construction of a 110/33kV substation, connection to the 110kV network & individual 33kV generation connections. There are to be at least 7 cluster substations developed before 2020.</p>
<p><u>North South Interconnector (NSI)</u> The proposed interconnector will require the construction of a new 275/400kV substation & a new 400kV overhead line between Turleenan (Dungannon) and Woodlnd (Meath). A planning application, ref O/2009/0792/F, was submitted in December 2009. The Environment Minister referred the application to the Planning Appeals Commission and a Public Inquiry commenced (& was adjourned due to legal challenges brought by objectors) in March 2012. An updated planning application, ref O/2013/0214/F, relating specifically to the works associated with the construction of overhead lines & towers was submitted to DOE in April 2013. Following a period of public consultation, this application has been returned to the PAC for recommencement of the Inquiry. The recommencement date of the Public Inquiry is unknown at this stage.</p>

11.0 Natural Gas

- 11.1** At present, Mid Ulster does not have a natural gas supply. Around 170,000 households and 12,000 businesses are connected to a natural gas supply in Northern Ireland¹² but this does not extend to our district.
- 11.2** However, in accordance with its powers under Article 8 of the Gas (Northern Ireland) Order 1996, the Utility Regulator for Northern Ireland has recently awarded licenses to two gas providers who will jointly provide a new supply of natural gas to the west of the country, including the Mid Ulster District. The two companies who will provide the new gas supply are:

¹² http://www.uregni.gov.uk/gas/market_overview/

- i. Mutual Energy (formerly Northern Ireland Energy Holdings)
- ii. Scotia Gas Network (SGN)

These two companies will be the exclusive joint providers of gas to the west. This means that whilst gas will be available in the Mid Ulster District, customers will not be able to choose their provider unlike other areas in the east of the country.

- 11.3** The new scheme has been entitled “Gas to the West” and the main beneficiaries will be the towns of Omagh, Strabane, Enniskillen, Derrylin, Cookstown, Dungannon (*including Coalisland*) and Magherafelt.

“Gas to the West”

- 11.4** It is anticipated that the scheme will be completed by 2016 and that in the years following completion, the number of connection types will grow year on year within the Mid Ulster District.
- 11.5** Gas providers enjoy certain permitted development rights under Class D of Part 14 of the Schedule to the Planning (General Permitted Development) Order (Northern Ireland) 2015. However, any part of the scheme which constitutes development and requires planning permission will be the responsibility of DOE and will not be devolved to the local councils.
- 11.6** As part of their license, the gas providers have drafted a development plan which sets out the numbers of potential new connections which will be secured under the scheme.
- 11.7** The numbers of different types of connections which it is hoped will be secured in the Mid Ulster District are set out in the table below. Detailed target figures as broken down by connection type are only projected up until 2026. It should be remembered that these are target figures and there is no guarantee that these figures will be achieved.
- 11.8** According to these figures, it is hoped that by the year 2026, there will be just over 6,000 connections to the natural gas network in the Mid Ulster District.
- 11.9** It is clear from these planned figures that the main beneficiaries of the new gas supply will be privately owned or rented housing. However, a significant number of businesses, both large and small, will also be supplied with natural gas. It is hoped that this will make the district more attractive to businesses who may wish to establish here. Gas is a cheaper, more efficient fuel and its availability in Mid Ulster will help to address the competitive advantage which natural gas provision has provided to other areas in the east of country.
- 11.10** The provision of natural gas will also contribute to a more diverse and secure supply of energy in line with policy RG5 of the RDS 2035

Table 8 - Cumulative target figures for new connections to the gas network under the Gas to the West Scheme ¹³

District (historic borough)	Connection Type	Annual cumulative target of new connections per financial year									
	Year	2017	'18	'19	'20	'21	'22	'23	'24	'25	'26
Cookstown	Large / Contract IC ¹⁴	1	3	6	7	7	7	7	7	7	7
	Small / Medium IC ¹⁵	7	28	39	56	72	88	106	122	139	155
	NIHE	32	129	161	193	225	257	270	283	296	309
	Domestic New Build	0	0	36	72	108	144	198	234	270	306
	Domestic owner occupied / private rental	41	164	328	430	533	635	737	840	942	1,045
	TOTAL	61	324	570	758	945	1131	1,318	1,486	1,654	1,822
Dungannon	Large / Contract IC	1	4	11	15	15	15	15	15	15	15
	Small / Medium IC	6	26	37	54	69	85	101	117	132	149
	NIHE	53	214	269	322	375	430	451	472	494	515
	Domestic New Build	0	0	54	125	196	267	338	427	498	569
	Domestic owner occupied / private rental	64	256	512	672	832	992	1,152	1,311	1,472	1,632
	TOTAL	124	500	883	1188	1,487	1789	2,057	2,342	2,611	2,880
Magherafelt	Large / Contract IC	1	1	4	7	7	7	7	7	7	7
	Small / Medium IC	5	21	29	41	54	66	78	91	103	116
	NIHE	23	92	115	138	161	184	193	202	212	221
	Domestic New Build	0	0	22	44	66	100	122	144	177	211
	Domestic owner occupied / private rental	29	118	237	311	385	458	532	606	680	754
	TOTAL	58	232	407	541	673	815	932	1,050	1,179	1,309

¹³ Annex 2 Part 3 of Scotia Gas License -

http://www.uregni.gov.uk/uploads/publications/Scotia_Gas_Networks_Northern_Ireland_Ltd_Grant.pdf

¹⁴ a connection for a non domestic premises which is anticipated to produce 732,500 KW hours per year

¹⁵ a connection for a non domestic premises which is anticipated to produce more than 73,250KW hours per year but less than 732,500 KW hours per year

Gas Network

11.11 It is proposed that the Mid Ulster District will be supplied by extending the existing North / South pipeline from Portadown to Cookstown and Dungannon with an additional feeder pipeline providing supply to Magherafelt

11.12 The potential new routes for the proposed gas lines are shown on the map below;¹⁶



12.0 Cemetery Provision

12.1 The majority of cemeteries in the District are provided by local churches of various denominations.

12.2 However, public cemeteries are also provided and maintained by the local council. Information supplied by the former councils would indicate that the public cemeteries in the old Magherafelt and Dungannon districts will be capable of coping with demand throughout the fifteen year plan period. Additional land will be needed during the plan period to allow for cemetery provision in the Cookstown area.

¹⁶ DETI website – Gas to the West section

- 12.3** Polepatrick cemetery near Magherafelt currently has around 2800 unused grave spaces. The current burial rate is approximately 10-15 per year which means there should be more than adequate provision in this plan period.
- 12.4** Cemeteries at Coolhill and Drumcoo in Dungannon are currently closed and have no further plots for sale; although around 10-15 burials a year still take place at these cemeteries in the form of “re openings” of existing family plots.
- 12.5** The predecessor council have indicated that the existing Cottagequin cemetery currently has 791 plots available and that the uptake on these plots is around 25 per year. In addition to the 791 plots, land is also available for a further 2000 plots at the Cottagequin site should the need arise.
- 12.6** In the Cookstown area, there is one council maintained cemetery at Forthill Park. There are approximately 100 burials per year at this cemetery and current availability is approximately 900 plots. Consequently, the Forthill Park Cemetery has a capacity of approximately 9-10 years and will not suffice for the incoming plan period.
- 12.7** There is additional land within the boundary of Forthill Cemetery which could potentially be utilised for future cemetery provision. The Forthill Cemetery site is currently zoned as Local Landscape Policy Area (LLPA) in the CAP 2010 and only development which is ancillary to the cemetery will be acceptable.
- 12.8** The council also owns land at Cabin Wood, off the Tullywiggan Road which was purchased for the purpose of future cemetery provision.
- 12.9** Table 18 below shows the capacity of existing public cemeteries in the Mid Ulster District.

Table 9 – Current capacity of cemeteries in Mid Ulster District for the plan period.

SITE	CAPACITY	CURRENT BURIAL RATE per YEAR	CAPACITY FOR PLAN PERIOD	ADDITIONAL LAND REQUIRED?
POLEPATRICK, MAGHERAFELT	2800	10-15	YES	NO
COTTAGEQUIN, DUNGANNON	791	25	YES	NO
FORTHILL PARK, COOKSTOWN	900	100	NO	YES

- 12.10** The Council may wish to zone land in Cookstown to allow for the required provision of additional space needed for future cemetery provision. Alternatively, the council may decide not to zone land but to allow any application for such development to be assessed on its own merits against existing planning practices. Currently, policy LLPA 2 of the CAP 2010 would allow for existing land within the cemetery site to be used for additional grave provision.
- 12.11** When planning for new cemetery provision it is important to consider the impact such development will have on the groundwater supply at the site in question. Cemetery development can lead to groundwater becoming contaminated and this is particularly important if there is a groundwater or surface water fed drinking water source in the locality.
- 12.12** Proposals to zone land for future cemetery development should be considered in liaison with NIEA Water Management Unit. In considering such proposals consideration should be given to the following documents;
- Planning Guidance Note: Cemeteries. A Guidance Note for Planning Officers and Applicants Seeking Planning Permission for New Cemeteries and Extensions to Existing Cemeteries;
 - Pollution Prevention Guidelines (PPG's), namely PPG 1, 4 & 5;
 - Cemeteries, Burials and the Water Environment, A Guidance Note.

13.0 Conclusions

- 13.1** This paper has provided an overview of utility provision within Mid Ulster and has looked the existing provision and spare capacity of public utilities over the plan period until 2030. Utility provision in the Local Development Plan must take account of the regional planning framework set out by the Regional Development Strategy 2035 and the draft SPPS to assist judgements on the allocation of housing growth and to ensure that sufficient land is allocated to meet the anticipated needs of the community. The provision of public utilities within the plan area is primarily the responsibility of a number of government Departments and statutory bodies as well as the District Councils, however the private sector is playing an increasingly important role. In terms of the role of the LDP it is therefore important to recognise that external providers have their own long term strategies and investment plans subject to budget constraint.
- 13.2** The LDP will not designate or zone specific sites for public utilities. However in accordance with regional and operational planning policy it will seek to locate new developments which maximise the efficient use of existing utility infrastructure whilst keeping the environmental impact to a minimum.

- 13.3** Where proposals to develop new or replace existing public utilities are known, these should be identified in the Plan. Where provision of an existing public utilities is limited and there are no known plans to upgrade during the plan period, development may be constrained as a result of this. As explained at the outset of this paper no information has been received from NI WATER in relation to the capacity of existing Waste Water Treatment Works (WWTW's) in the various settlements across the district.
- 13.4** Thus the key elements of any strategy relating to the following themes are identified as follows:

Telecommunications

- Develop an approach which promotes the development of telecommunications infrastructure whilst also paying close attention to the impact such development will have. This may mean for example, that certain areas are designated at local policies plan stage as areas where no telecommunications development will be permitted in order to protect sensitive landscapes, provided there is not a recognised 'Not Spot' at that location i.e. no telecommunication coverage at all. Any such policy changes would be brought through the introduction of Countryside Policy Areas.

Recycling and Waste Management

- Facilitate the implementation of the Waste Management Plan when formulating Plan Strategy and Local Policies Plan.

Flood Risk, Drainage and Water Supply

- Ensure that development land is zoned in areas where the "headroom capacity" of existing Waste Water Treatment Works is such that development can be supported by sewerage infrastructure.
- Avoid zoning land for habitable development in or close to existing WWTS's.
- Local development plans should be compatible with and compliment the Flood Risk Management Plans which will be published by DARD at the end of 2015.
- Avoid zoning land for habitable development which has been identified as being at risk of flooding, either on the Strategic / Hazard / Climate Change Flood Maps.
- Formulate planning policy which makes drainage a key element of design and which promotes the use of SuDS.

Energy Supply and Renewables

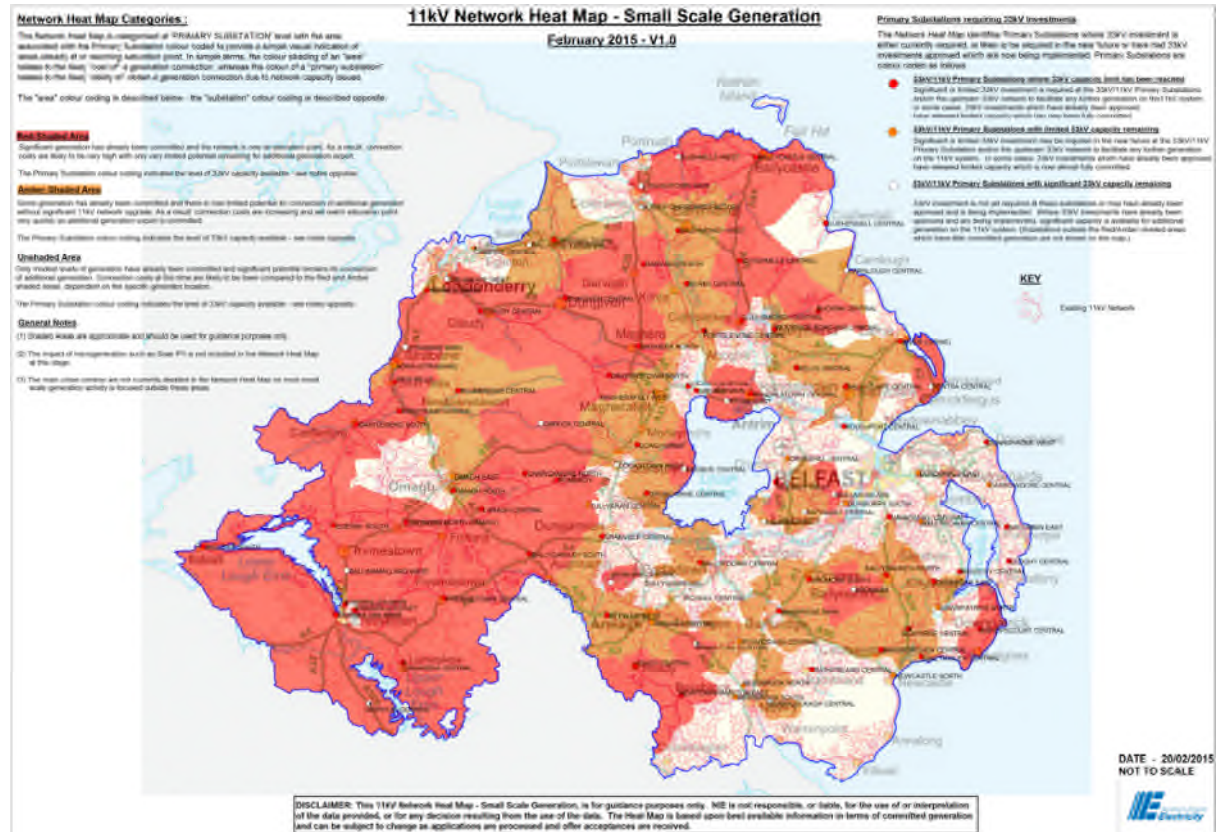
- Adopt a policy position that recognises the value of wind energy development but provides policy which gives greater weight to environmentally sensitive areas and greater protection to neighbouring amenity. Any such policy changes would be brought through the introduction of Countryside Policy Areas.
- In relation to biomass development, adoption of current planning policy would ensure continued support for such development while ensuring potential impacts are minimised.
- Develop a policy for achieving gains, where possible, for local settlements affected by proposals for commercial energy production.

14.6 The information in this paper will be updated upon receipt of the required information from NI Water.

APPENDICES

Appendix 1

Heat Map showing capacity of the 11KV network across Northern Ireland



Appendix 2

Existing WWTW capacity in Magherafelt District

SETTLEMENT	WWTW STATUS (as per MAP 2015)
BALLYMAGUIGAN	WWTW in place but no further capacity during plan period
BALLYNESE	No WWTW available
BELLAGHY	WWTW available to allow for proposed development in plan period
CASTLEDAWSON	WWTW available to allow for proposed development in plan period
CLADY	WWTW available to allow for proposed development in plan period
CREAGH	WWTW available to allow for proposed development in plan period
CULNADY	WWTW available to allow for proposed development in plan period
CURRAN	WWTW update scheduled 2011-2013
DESERTMARTIN	WWTW in place but no further capacity during plan period
DRAPERSTOWN	WWTW available to allow for proposed development in plan period
GLEN	WWTW available to allow for proposed development in plan period
GLENONE	WWTW available to allow for proposed development in plan period
GRACEFILED	No WWTW available
GULLADUFF	WWTW update scheduled 2011-2013
INISHRUSH	WWTW available to allow for proposed development in plan period
KILROSS	WWTW available to allow for proposed development in plan period
KNOCKLOUGHRIM	WWTW in place but no further capacity during plan period
LONGFIELD	WWTW upgrade scheduled March 2012
MAGHERA	WWTW available to allow for proposed development in plan period
MAGHERAFELT	WWTW available to allow for proposed development in plan period
MONEYNEANY	WWTW available to allow for proposed development in plan period
STRAW	WWTW available to allow for proposed development in plan period
SWATRAGH	WWTW update scheduled 2011-2013
TAMLAGHT	WWTW available to allow for proposed development in plan period
TOBERMORE	WWTW available to allow for proposed development in plan period
THE WOODS	WWTW in place but no further capacity during plan period
UPPERLANDS	WWTW available to allow for proposed development in plan period

Appendix 3

Table (a) – Summary of areas in settlements within the historic Cookstown District Borough which have a 1% chance of flooding in any given calendar year.

SETTLEMENTS IN COOKSTOWN DISTRICT	AREA OF FLOOD RISK
DISTRICT TOWN	
Cookstown	<ul style="list-style-type: none"> a) Land at the north of the settlement, roughly running eastwards from southern end of area of scrub opposite Lisccole, across Lissan Road to junction of Coolreaghs Road and Claggan Lane b) Land at south of settlement to the east of Chapel Street, south of Fountain Road and to the West of Loran Way. c) Land at south of settlement, to the south of Holy Trinity School, immediately west of Chapel Street and East of Rathbeg. d) Land along the bank of the Ballinderry River to the south and west of the settlement.
OTHER SETTLEMENTS	
Ardboe	None
Ardtrea	None
Ballinderry	To at the north of the settlement on north and south banks of the Ballinderry River
Ballylifford	None
Ballyronan	Land immediately south of the Marina, and east of the junction of Ballyneill Road and Shore Road. Extending southwards along banks of existing watercourse
Churchtown	None
Coagh	Land on both banks of the Ballinderry River, running northwards along western edge of settlement adjacent to Ural Road.
Desertcreat	Land on the eastern bank of the Killymoon river to the north and west of the settlement.
Donaghey	None
Drapersfield	Land on banks of the Ballinderry River to the south of the settlement including football / rugby pitch and existing factory.
Drumullan	<ul style="list-style-type: none"> a) Within settlement – land to north west of junction of Moneyhaw Road and Littlebridge Road. b) Significant flood plains immediately outside settlement limits to south east, north west and north east.

Dunnamore	Land on banks of Ballinderry River at western end of the settlement
Dunman	Land along bank of Lissan Water, in the grounds of existing Dale Farm factory and land on eastern banks of Lissan Water adjacent to Lismoney Road.
Gortaclady	Minor flood risk on northern bank of the existing watercourse to the north of the settlement.
Grange	None
Kileenan	Minor flood risk on banks of existing watercourse to north of settlement
Moneymore	<ul style="list-style-type: none"> a) Lands at Turnaface Road on banks of Ballymully River, adjacent to Millrace housing development b) Lands at Turnaface Road and Ministers Walk on banks of Ballymully River, currently an area of open space c) Land on eastern bank of small watercourse, immediately east of existing care home at Cookstown Road d) Land at southern end of settlement, to the north of Ballymully River. Adjacent to Riverbrook housing development and consisting of open space and recreational facilities. e) Land to north east of junction of Market Street and Circular Road f) Land to rear of existing houses on western side of Circular Road and extending between Conyngham street and Hammond Street g) Land to south of Hammond Street, adjacent to existing laneway which serves WWTW. h) Land immediately south of settlement limit on southern boundary of Ballymully River at Springvale housing development and Elm Park housing development. Land at Elm Park extending northwards to Cookstown Road is currently protected by flood defence. i) Large swathes of land immediately south of the settlement limit along Ballymully River.
Moortown	None
Orritor	Minor flood risk at the north east boundary of the settlement
Pomeroy	Minor flood risk at the north of the settlement on Loughbracken Road
Sandholes	None

Stewartstown	None
The Loup	None
The Rock	Lands along the existing watercourse at the north of the Settlement, immediately north of Sacred Heart RC Church and to the west of Tullydonnell Road
Tullyhogue	None

Table (b) – Summary of areas in settlements within the historic Magherafelt District Borough which have a 1% chance of flooding in any given calendar year.

SETTLEMENTS IN MAGHERAFELT DISTRICT	AREA OF FLOOD RISK
DISTRICT TOWN	
Magherafelt	<ul style="list-style-type: none"> a) Land at the north of the settlement at Station Road industrial site. b) Land immediately outside the settlement limit to the east of Station Road industrial site. c) Land at the north of the settlement at the Brambles housing development and at Deramore Park housing development. d) Land at north east of the settlement at site of Sperrin Integrated College. e) Land at the east of the settlement, immediately east of the Sandy Grove housing development adjacent to the existing watercourse. f) Land at south east of settlement adjacent to watercourse immediately east of existing industrial site (Acheson Glover) g) Land at south of settlement on both sides of Ballyronan Road between the council offices and Meadowbank playing fields. Also extending to existing housing development at Meadowbank Drive and Hazelbrook. h) Land at Princess Drive, Greenvale Leisure Centre and Magherafelt High School i) Land immediately west of Meadowbank Shopping Centre extending along Westland Road and Glenbank Park to Rained Street j) Land at Rainey Endowed School and associated playing fields
OTHER SETTLEMENTS	
Ballymaguigan	None
Ballynease	Minor flood risk at north western edge of settlement
Bellaghy	Minor area of flood risk running north- south through settlement, adjacent to watercourse
Castledawson	Flood risk on both banks of Moyola River which runs

	<p>southward through the settlement.</p> <p>Significant areas of flood risk immediately outside the settlement limit at south east and north west</p>
Clady	Minor flood risk at watercourse on northern boundary of settlement.
Creagh	<p>Area of flood risk in south west of settlement limit.</p> <p>Large flood risk area immediately south east of settlement limit</p>
Culnady	Flood risk at eastern part of settlement
Curran	Area of flood risk in western part of settlement and large risk area immediately west of the settlement.
Desertmartin	Minor risk at southern edge of settlement
Draperstown	Minor area of risk along watercourse running through settlement
Glen	Area of flood risk along existing watercourse at Ballyknock road, south of St. Lurach's Gardens.
Glenone	Significant flood risk at north of settlement on south west banks of River Ban taking in Orchard Close / Orchard Way and significant area of flood risk immediately east of the settlement limit on western banks of the River Bann.
Gracefield	None
Gulladuff	None
Inishrush	Minor area of flood risk to east of settlement.
Kilross	None
Knockloughrim	None
Longfield	Minor flood risk at watercourse to south of settlement limit
Maghera	<ul style="list-style-type: none"> a) Land in use as business park at Station Road b) Land at east of settlement at Mullagh Park / Lane c) Area to south of settlement limit at junction between tobermore road and Glenshane Road, consisting of area of existing industry and area of open space. d) Area to west of settlement, to the south of Glen Road consisting of existing industry. e) Area to northwest of settlement, to the south of junction between Tirkane Road and Crawfordsburn Drive. f) Significant flood risk at land immediately south of the settlement limit at Glenshane Road.
Moneyneaney	Minor flood risk on banks of watercourse running through centre of settlement.
Straw	Area to west of settlement at Whitewater Court
Swatragh	Minor flood risk where watercourse crosses Main Street to the South of the settlement.
Tamlaght	None
Tobermore	<ul style="list-style-type: none"> a) Land to north of Loughhill Park housing development in area of existing open space. b) Land to south west of Magherafelt Road

	<p>zoned for housing; TE 03/02 in existing MAP 2015 area plan.</p> <p>c) Land to south of settlement on Desertmartin Road at Beech Hill Court</p> <p>d) Land immediately south of the settlement limit to the west of Desertmartin Road</p> <p>e) Land running parallel to and south of Main Street, to north of Hazel Grove.</p> <p>f) Large area flood risk, immediately north east of settlement limit.</p>
The Woods	None
Upperlands	Area of land in centre of settlement including old mill buildings and retail / business units

Table (c) – Summary of areas in settlements within the historic Dungannon and South Tyrone District Borough which have a 1% chance of flooding in any given calendar year.

SETTLEMENTS IN DUNGANNON SOUTH TYRONE BOROUGH	AREA OF FLOOD RISK
DISTRICT TOWN	
Dungannon	<p>a) Land at north west boundary of settlement limit to the north of Foxborough housing development and including some land which is zoned for phase 2 housing (DH 28 in DSTAP)</p> <p>b) Land immediately east of Dalriada Park (Quarry Lane) and at the junction of Quarry Lane and Mullaghmore Road</p> <p>c) Land at Newell Road, to north west of Newell Stores and south of Lisnahull Road. Currently zoned for Industry and business (DI 05 in DSTAP)</p> <p>d) Land at Dungannon Park, zoned as existing recreation and open space</p>
OTHER SETTLEMENTS	
Aghaginduff /Cabragh	Minor flood risk on eastern boundary along existing watercourse.
Annaghmore	Land within northern part of settlement limit and immediately north of settlement limit.
Augher	Land at north and east of settlement along banks of River Blackwater.
Aughnacloy	Land associated with Ballygawley Water to south of settlement at Monaghan Road and moving northwards into settlement between Moore Street and Sydney Street.
Ballygawley	Minor flood risk on eastern boundary of settlement on banks of Ballygawley Water.
Ballynakilly	None
Benburb	None
Brockagh / Mountjoy	Land at junction of Ballybeg Road and Mountjoy Road, running

	south east along Duckingstool River.
Caledon	None
Cappagh	None
Carland	Land to south of settlement at Carland Bridge on banks of Torrent River.
Carnteel	None
Castlecaulfield	Land on both sides of Torrent River, running through south of the settlement.
Clogher	<ul style="list-style-type: none"> a) Land at the south west of settlement, immediately west of the junction of Fintona Road and Ballagh Road. b) Land at the east of the settlement, between Old Monaghan Road and Rosies Lane, close to and partly including Richmond Drive c) Land immediately north east of Old Monaghan Road close to junction with main A4 along banks of Fury River.
Coalisland	<ul style="list-style-type: none"> a) Land adjacent to the Historic Waterway running through the middle of the settlement, to the north of Maplebrook Way and Mourne Crescent. b) Land to the south of the settlement on banks of the Torrent River and including part of Regents Court housing development. c) Land immediately west of Stewartstown Road to the north of junction with Annagher Road. d) Land at the Brambles housing development e) Land to east of settlement on Washing Bay Road, currently zoned for housing (CH12 of DSTAP 2010).
Dernagh / Clonoe	To north west of the settlement including land in Clondallion housing development.
Donaghmore	<ul style="list-style-type: none"> a) At north west of settlement to the south of Backford Bridge (junction of Pomery, Garvagh and Gortnagola roads) b) To north of settlement, land to south of Garvagh Road c) Land to south of settlement, immediately east of Castlecaulfield road.
Dyan	Small areas of land on banks of existing watercourse to south of settlement.
Edendork	None
Eglish	<ul style="list-style-type: none"> a) To south of settlement, adjacent to junction of Stiloga Road, to south of St Patricks RC Church b) Opposite the junction of Kilyliss Road, between Eglish Road and Beechville Heights c) At north of settlement, adjacent to Eglish Road opposite existing business premises.
Fivemiletown	None
Galbally	None
Granville	Small area of land to south and west of the settlement opposite existing business park.
Killeen	None
Killyman	Small area of land to west of the settlement on banks of existing watercourse.
Moy	<ul style="list-style-type: none"> a) Area of land at the south of the settlement adjacent to Benburb Road, close to and including existing area of recreation and open space. b) Land at eastern edge of settlement immediately north

	east of Charlemont Street
Newmills	Area in middle of settlement along the banks of the Torrent River
Tamnamore	Area to south and east of settlement, immediately south east of M1 motorway
The Bush	None
Tullyallen	None

Appendix 4 – Extent of Climate Change Flood Risk in Mid Ulster District



D

Subject: Local Development Plan Preparatory Paper - Transportation

Reporting Officer: Dr Chris Boomer, Planning Manager

1	Purpose of Report
1.1	To inform members of the regional planning and roads policy context in relation to transportation and to provide information on the strategic road network, various transportation schemes, future transportation initiatives, existing car parking provision and public transport services within the Mid Ulster plan area.

2	Background
2.1	This is the fifth preparatory paper aimed at building capacity with members providing baseline information and linking with important ongoing work in relation to the development of a Community Plan and other strategic work being undertaken by the Council.

3	Key Issues
3.1	Transport planning is a function that will remain with the Department for Regional Development
3.2	Consideration of the quality and capacity of both local and strategic transport infrastructure and its ability to meet demand in Mid Ulster.
3.3	Consideration of the role of the private car and other forms of transport in Mid Ulster.

4	Resources
4.1	<u>Financial</u> None
4.2	<u>Human</u> None
4.3	<u>Basis for Professional/ Consultancy Support</u> None

4.4	<u>Other</u> None
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5	Other Considerations
5.1	N/A

6	Recommendations
6.1	<p>The objectives of the Mid Ulster Local Development Plan should be to:</p> <ul style="list-style-type: none"> • reduce the distance travelled by private car users within Mid Ulster; • reduce travel times within Mid Ulster and introduce measures to improve connectivity between the three hubs; and, • protect road users and improve road safety for car users, public transport, cyclists and walkers.
6.3	<p>In seeking to achieve these objectives the Strategy for the Mid Ulster Local Development Plan should be to promote connectivity, use planning policy to encourage the use of public transport and to promote walking and cycling through a series of key measures.</p>

7	List of Documents Attached
7.1	Preparatory Paper – Transportation
7.2	Appendix 1: Maps 1 – 15
7.3	Appendix 2: SRTP Tables 8 -17
7.4	Appendix 3: Car Parking Availability Tables 18 – 22
7.5	Appendix 4: Ulsterbus/Goldline Time Tables 25 – 31



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

MID ULSTER

Preparatory Study

Transportation

5 May 2015

Purpose: To provide the Council with an overview of the regional planning and roads policy context in relation to transportation and to provide information on the strategic road network, various transportation schemes, future transportation initiatives, existing car parking provision and public transport services within the Mid Ulster plan area.

Content: The paper provides:

- (i) An overview of modes of travel and the organisations responsible for transportation in the plan area
- (ii) A review of the Regional Policy context, Strategic Roads Improvement schemes and Local Transport Studies.
- (iii) An overview of the policy context
- (iv) A review of existing Area Plans and Masterplans
- (v) An overview of Community Transport and Public Transport available in the plan area.
- (vi) Role of the Local Development Plan.
- (vii) An outline of options for the development of transportation over the plan period and recommendation for action.

Recommendation: That the Council considers the findings of the paper and the three options proposed for how transportation development can be addressed in the new Local Development Plan for Mid Ulster

1.0 Introduction

1.1 This is the fifth paper aimed at:

- building the capacity of members to make informed planning decisions, particularly within the plan making context;
- providing baseline information which will inform planning policy making at local level; and
- linking with important ongoing work in relation to the development of a Community Plan and other strategic work being undertaken by the Council

1.2 The purpose of this paper is to inform the newly formed Mid Ulster Council about the current transportation situation within the plan area. This will assist the new Council in the preparation of their Plan Strategy. This paper will provide an overview of the regional planning and roads policy context, existing Area Plans and Masterplans in relation to transportation and will provide details on various roads schemes, initiatives, public transport services and

existing car parking provision within the plan area. Whilst transport planning is a function that will remain with the Department for Regional Development, it will be important that the new Local Development Plan integrates transportation with landuse. Off street car parking is now a Local Government responsibility and must also be afforded greater weight in the preparation of the new plan. As part of the plan it will also be important to look more closely at how greater encouragement can be given to more sustainable forms of transport such as buses, cycleways and walkways.

1.3 MODES OF TRAVEL AND PUBLIC RESPONSIBILITIES

- 1.4 There are various public and private bodies involved in providing transport infrastructure and services throughout Northern Ireland. The main modes of travel used are private car, public transport, walking and cycling. According to a DRD/NISRA Travel Survey for Northern Ireland (TSNI) carried out in NI between 2011-2013, car travel made up just over four fifths (81%) of the total distance travelled, public transport (Ulsterbus, Metro, Other Bus, Northern Ireland Railways and Black Taxi) accounted for 7% of total distance travelled and walking 3%. These results are broadly consistent with surveys carried out in past years.

Roads and the Private Car

- 1.5 Between 2011-2013 the car was the most commonly used main mode of transport for both men (71%) and women (75%) in NI. In this period, 82% of households in the West of Northern Ireland (which includes Mid Ulster Local Government District) had access to at least 1 car, with 37% having access to 2 or more cars. According to the 2011 Census, car ownership in Mid Ulster is higher than the NI average (see Table 1)

Table 1: Percentage of households in Mid Ulster and NI owning one or more private vehicles

Car/Van Ownership	Cookstown District	Dungannon District	Magherafelt District	Northern Ireland (Whole)
No Car/Van	15.18%	16.0%	14.31%	22.7%
1 Car/Van	38.9%	40.15%	36.64%	41.38%
2 Car/Van	31.4%	30.94%	33.6%	27.04%
3 Car/Van	9.19%	8.24%	9.69%	6.28%
4+ Car/Van	5.24%	4.64%	5.72%	2.58%

Source: Census 2011

- 1.6 With an absence of railways and approx. 85% of Mid Ulster households owning a private vehicle, high reliance on the car as a mode of transport is expected to continue over the plan period. The challenge for planning will not be to reduce the number of private vehicles on the road but how we will reduce the need to travel as well reducing our consumption of fossil fuels.

- 1.7** Transport NI, previously known as DRD Roads Service, are the sole Road Authority in Northern Ireland. Transport NI is responsible for over 25,000km of public roads, 9700km of footways, 5800 bridges and 271,000 street lights. They were also previously responsible for 367 public car parks, however off street parking, has from the 1st April 2015, become a Local Government responsibility. Transport NI operates within the policy context set by DRD, whose strategic objectives are to maintain, manage and develop NI's transportation network. DRD is responsible for formulation of the Regional Transport Strategy, whilst Transport NI is responsible for its implementation.
- 1.8** It is important to acknowledge that whilst Mid Ulster Council is now responsible for off street parking it has no authority over the road network within the district. The new Local Development Plan may indicate a desire to see improvements to the existing road network within Mid Ulster but the Council will be limited in what it can achieve as it is DRD who have the authority and control the mechanisms for implementing such changes.

Public Transport

- 1.9** In the context of NI, public transport modes are primarily buses and trains. In 2011-2013 13% of households in NI said that they would be able to get a bus from their nearest bus stop every 15 minutes, an increase from 8% in 2001-2003. More than one quarter (28%) of households said they did not know how often they could get a bus from their nearest stop. As part of the TSNI one member of each household was asked how long it would take to walk to the nearest bus stop/NI Railways station. In 2011-2013, 68% of households lived within six minutes walk of a bus stop or place where they could get a bus. Relatively few households were close to a train station. 62% said it would take them 44 or more minutes or that it was not feasible to walk.
- 1.10** With approx 15% of households in Mid Ulster not owning a private vehicle, it is evident that there is a fairly substantial reliance on public transport to allow people the ability to travel. These people tend to be the elderly, disabled or economically disadvantaged. This statement is further backed up by evidence provided in Preparatory Paper 1 (Population and Growth) which found that in NI as a whole, 25% of retired couples, 33% of single pensioners and over 50% of single parents do not have access to a private car. This demonstrates that there may be an equality issue here which must be further considered. With two thirds of the population of Mid Ulster living in rural areas there is also a heavy reliance on buses to take children to and from Secondary and Grammar Schools in the main hubs of Dungannon and Magherafelt and to and from Secondary Schools in Cookstown.
- 1.11** According to NISRA in 2015, there were 56,887 residents in Mid Ulster Local Government District (LGD) in employment. 61% of these people travelled to work by car/van and only 1.86% used public transport (bus/rail). This figure clearly highlights the fact that public transport within the district is a seriously underutilised mode of transport. This may be explained, in part, by the level of

public transport service available within the district, in particular, the level of service available to rural dwellers.

Table 2: Mode of Travel to Work

Mode of Travel	Mid Ulster LGD	Northern Ireland
Work at home	13.85%	10.32%
Car/Van driver	61%	57.70%
Car/Van passenger	5.28%	4.92%
Bus	1.65%	4.77%
Rail	0.21%	1.31%
Walk	5.48%	7.74%
Cycle	0.29%	0.85%
Taxi	0.59%	1.35%
Motorcycle	0.12%	0.39%
Car Pool	10.35%	9.83%
Other	1.19%	0.82%

Source: NISRA Website 2015

- 1.12** DRD retains overall responsibility for public transport policy, whilst DOE is responsible for the safety and operating standards and licensing of bus routes. The majority of public transport services are provided by subsidiary companies of the Northern Ireland Transport Holding Company (NITHC), an overseeing public corporation. The principal NITHC subsidiary companies operating under the brand name Translink are: Metro (serves Belfast area), Ulsterbus (serves regional network) and Northern Ireland Railways (NIR). Only Ulsterbus operates in Mid Ulster LGD.
- 1.13** The week commencing the 16th March 2015 saw the beginning of a public consultation process whereby Translink started engagement with the public to assess the implications for the existing bus and rail networks as a consequence of the recent budget settlement for 2015-2016. With specific regard to Mid Ulster, the performance of the Cookstown and Magherafelt Town Services, as well as the Sperrin Rambler Service are under review. The closing date for this consultation was the 3rd April 2015, with changes being implemented in the Summer.
- 1.14** Community Transport is important for rural areas and more so in Mid Ulster given the large % of rural dwellers in the District. The Rural Transport Fund provides a Rural Bus Subsidy annually to support socially necessary but uneconomic bus services in rural area (eg) Sperrin Rambler. As a result of this need to cut Government expenditure and if austerity measures continue to be implemented it is likely that vital Translink services such as the Sperrin Rambler, may be under threat.

Cycling and Walking

- 1.15** Between 2011- 2013 37% percent of households in Northern Ireland owned at least one bicycle. A total of 14% of households owned one bicycle, 11% had two bicycles and a further 13% had 3 or more bicycles (TSNI). Despite this, only 1% of journeys per adult per year were by bicycle and 16% of journeys per adult per year were by foot.
- 1.16** A key Government priority for growing a sustainable economy involves promoting a modal shift from private car usage to cycling and walking. DRD have taken responsibility for co-ordinating relevant cycling and walking policy. A Cycling Unit was established in November 2013 and provides a focus and co-ordination role for cycling issues and cycling related activities. The Unit works towards making cycling an integral part of network planning and development and ensures that cycling provision is a key element in both strategy and delivery.
- 1.17** In August 2014 DRD published a Draft Bicycle Strategy for NI which sets out how they plan to make NI a cycling community over the next 25 years. The strategy promotes the development of a 'three pillar approach' for the development of cycling which includes careful planning, high quality infrastructure and effective behaviour change campaigns. The strategy also develops 4 key elements which will contribute to achieving the vision for cycling in NI:
1. Developing a comprehensive network in both urban and rural areas
 2. Safe Places
 3. Greater Numbers
 4. Inviting Places

A delivery plan will be published following the finalisation of this draft strategy.

- 1.18** The Cycling Unit plans to develop a number of Bicycle Network Plans for the urban areas within Northern Ireland. It may be some time before this is commissioned for the main hubs in Mid Ulster, if at all. DRD has also established a Greenways Working Group to scope a plan for the development of greenways.
- 1.19** As part of a wider programme of work to develop more sustainable transport arrangements, the DRD established a Cross-Sectoral Active Travel Forum in March 2010. Drawing representation from across government departments, local government, the voluntary and community sector, and the private sector, the Forum was tasked with developing a high level strategy for Active Travel. This document was produced in 2013 and aims to put walking and cycling at the heart of our local transport arrangements. The Active Travel Strategy and

Draft Bicycle Strategy will assist with the aim of making it easier to walk and cycle and will encourage a modal shift. These documents should be given due consideration at preferred option stage by Mid Ulster District Council.

- 1.20** Travelwise NI is an initiative to encourage the use of sustainable transport options such as walking, cycling, public transport or car sharing. The Travelwise Team forms an integral part of the Cycling Unit and continues to promote all sustainable options through supporting events, media campaigns and awareness programmes in partnership with schools and businesses.
- 1.21** At a local level Transport NI are responsible for implementation of the infrastructure to encourage walking and cycling along public highways. Other Departments also have a role to play (eg) Department of Education have been involved in encouraging “Safer Routes to School”. Voluntary and community organisations also have a part to play. The largest of these is Sustrans, an independent charity. Sustrans is active in promoting cycling infrastructure, particularly the National Cycle Network.
- 1.22** Having considered the different modes of travel and the responsibilities for their provision, it is apparent that in order to conform with Regional Policy, the new Mid Ulster Local Development Plan needs to promote a modal shift to more sustainable forms of transport. This could be achieved most effectively not only by creating additional cycle and walkways but by distributing and zoning open spaces to create green areas, as well as increasing permeability within new housing developments and avoiding the creation of too many Cul de Sac’s. The new Local Development Plan should also identify safe routes for schools, like those already designated in the Cookstown Area Plan 2010, which in turn could result in the prioritisation of public highway improvements by DRD (eg) Pelican Crossings and Footways. However the ability to achieve such a modal shift is limited and any successes will be primarily achieved in the three hubs. For the rural dweller in Mid Ulster the private car will remain the primary form of transport. As such, complimentary measures should be introduced in the plan which are aimed at reducing the need to travel long distances in order to access shops, recreation facilities and public services within the district.

2.0 Regional Policy Context

- 2.1** The Regional Policy Context is provided by the Regional Development Strategy (RDS) 2035 and regional planning policy statements. A summary of these documents as they pertain to plan making and transport development policy is provided in the following sections.

(a) Regional Development Strategy (RDS) 2035

- 2.2** The RDS 2035 is the key policy guiding development in Northern Ireland and is underpinned by a Spatial Framework and Strategic Planning Guidelines. The Spatial framework consists of urban hubs and clusters. The RDS 2035 identifies Dungannon and Cookstown as main hubs and Magherafelt as a local hub. It states that the three towns have the potential to form a cluster and are well positioned on two Key Transport Corridors.
- 2.3** Policy RG2 aims to deliver a balanced approach to transport infrastructure in order to remain competitive in the global market by promoting transport which balances the needs of our environment, society and economy. This focuses on managing the use of our road and air space and using our network in a better, smarter way. This will be developed further by Improving connectivity, maximising the potential of the Regional Strategic Transport Network, using road space and railways more efficiently, improving social inclusion, Managing the movement of freight, improving access to our cities and towns and improving safety by adopting a 'safe systems' approach to road safety.

(b) The Regional Transportation Strategy (RTS) 2002-2012

- 2.4** The RDS 2001 was supported by a 10-year Regional Transportation Strategy (RTS) 2002-2012. The RTS identified strategic transportation investment priorities and considered potential funding sources and affordability of planned initiatives over the 10 year period. The RTS signalled a move away from a transport system that is dominated by car use towards a more balanced and integrated system. Its main features included providing a transport system in which walking, cycling and public transport will be more attractive options. Of the £3500 million budget to be spent on improving transportation, 63% was to be directed to roads infrastructure, 35% to public transport and 2% promoting walking and cycling. This funding would contribute to, upgrading existing railways; improving bus corridors; local improvements in towns to assist pedestrians and cyclists; local highway infrastructure measures; and strategic highway improvements.
- 2.5** The initiatives of the RTS are presented across 4 "areas" comprising:
1. The Regional Strategic Transport Network (RSTN)
 2. The Belfast Metropolitan Area (BMA)
 3. Other Urban Areas (eg) Cookstown, Dungannon and Magherafelt
 4. Rural Areas (eg) Remainder of Mid Ulster District.

The delivery of the RTS is being achieved through three Transport Plans, the latter two being the most relevant to Mid Ulster.

1. **BMTP** - The Belfast Metropolitan Transport Plan 2004
2. **RSTNTP** - Regional Strategic Transport Network Transport Plan 2015
3. **SRTP** - Sub Regional Transport Plan 2015.

- 2.6** These contain the detailed programmes of major schemes and transport initiatives that the DRD wants to carry out to achieve the RTS objectives and targets. These Transport Plans link with relevant Development Plans and thus provide Northern Ireland with an integrated approach to transportation and land use planning. The RTS also gave a commitment that DRD would develop an Accessible Transport Strategy for NI, which was published in 2005.
- 2.7** The Regional Transportation Strategy included a commitment to carry out a review. The Minister for Regional Development made an announcement in the Northern Ireland Assembly on 14 September 2009 of his intention to commence a review of the Regional Transportation Strategy. In his statement the Minister commented "Since its publication in 2002 the speed and direction of change in our society has overtaken the current Regional Transportation Strategy and a review is timely." To assist in the Review a Discussion Document was developed and issued to key stakeholders. This Discussion Document helped inform and resulted in the publication of "Ensuring a Sustainable Transport Future – A New Approach to Regional Transportation". This is the most relevant and up-to-date document on Regional Transportation.

(c) DRD Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation.

- 2.8** This document sets out DRD's new approach to regional transportation and particularly future decisions on investment. Unlike the RTS, the emphasis of new approach moves away from specific road building schemes. Rather, it sets three high level aims for transportation along with twelve supporting objectives covering the economy, society and the environment. It will be used to guide decisions on strategic transportation interventions beyond 2015. The Department will continue to implement the current transport plans until their planned expiry and a new Delivery Plan is published.

Table 3: High Level Aims for Transportation

<i>New Approach to Regional Transportation</i>		
Vision	High Level Aim	Strategic Objectives
"to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life."	Support the Growth of the Economy	Improve connectivity within the region
		Use road space and railways more efficiently
		Better maintain transport infrastructure
		Improve access in our towns and cities
		Improve access in rural areas
		Improve connections to key tourism sites
	Enhance the quality of life for all	Improve safety
		Enhance social inclusion
		Develop transport programmes focussed on the user
	Reduce the Environmental Impact of Transport	Reduce Greenhouse gas emissions from transport
		Protect biodiversity
		Reduce water, noise and air pollution

Source: DRD Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation.

(d) Regional Strategic Transport Network Transport Plan 2015 (RSTN TP)

- 2.9** The purpose of the RSTN TP is to plan the maintenance, management and development of the NI Strategic Transport Network up to the end of 2015. It comprises the complete rail network, 5 Key Transport Corridors (KTC's), 3 of which encroach on Mid Ulster; 4 Link Corridors, Belfast Metropolitan Transport Corridor's and the remainder of trunk road networks. It also takes a realistic view of possible investment. The measures in the plan fall into the following categories (1) walk/cycle (2) bus (3) rail (4) highway.
- 2.10** The majority of measures promoting walking and cycling will be contained within the BMTP and SRTP. The RSTN TP envisages an investment of £7.4m for walking and cycling initiatives over the plan period. The RSTN TP proposes to review and improve inter-urban bus and coach services to provide a minimum of hourly services on KTC's that do not have rail services. The aim is to also reduce the average age of buses and coaches and provide higher standards of comfort and accessibility. Private operators will also be encouraged. The RSTN TP envisages an investment of £81.4m in bus initiatives over the plan period. Rail initiatives do not impact on Mid Ulster District.
- 2.11** With regards to highways, the RSTN TP contains proposals for Local Transport and Safety Measures and additional park and share sites to promote higher car occupancy and improved access to public transport.

Further measures are proposed to enhance the existing level of traffic information provided.

2.12 The RSTN TP addresses how to enhance accessibility to the main gateways and cross border links. It contains a list of Strategic Road Improvements (SRIs) each with a cost exceeding £1m. The purpose of an SRI is to deal with bottlenecks causing congestion through increased capacity and to alleviate town centres from through traffic using bypasses. It also contains a list of Widened Carriageway Schemes and Park and Share sites. The RSTN TP envisages an investment of £769.5m in highway initiatives over the plan period.

2.13 The following tables identify SRI's for the Mid Ulster Area, Widened Carriageway Schemes and Park and Share/Ride Schemes in the RSTN and details their current status. Proposals for all of these schemes will be taken through the DRD statutory process, independently of Development Plans.

Table 4: SRI schemes within Mid Ulster District and their current status (See also Map 1 Appendix 1)

Road	Road Description	Improvements	Status
A4	Dungannon to Ballygawley	Upgrade to dual carriageway	Complete
A5	Tullyvar near Ballygawley	Realignment	Complete
A6 M22	Castledawson Roundabout	Upgrade to dual Carriageway	Direction Order and Environmental NIP published in March 2011. Delivery dependent on future budgetary settlements.
A29	Carland Bridge, near Dungannon	Realignment	Complete

Source: Transport NI 2015

Table 5: Major SRI schemes currently in the forward planning schedule within Mid Ulster District (See also Map 1 Appendix 1)

Road	Road Description	Description	Status
A29	Cookstown By-Pass	2.8km single carriageway distributor road	Preferred alignment announced June 2010. Delivery dependent on future budgetary settlements. Note: Alignment is significantly different from the Eastern Distributor Road as

			indicated in the Area Plan
A31	Magherafelt By-Pass	3.0km single carriageway bypass	Contract awarded for delivery late 2016. Note: Alignment is significantly different from that indicated in the Area Plan.
A5	Western Transport Corridor	Dual carriageway	Project with DRD Minister. Drafting Order, Vesting Order & Environmental Statement likely to be published during 2015. Public Inquiry likely 2016.

Source: Transport NI 2015

Table 6: Widened carriageway schemes currently relevant to Mid Ulster District (See also Map 1 Appendix 1)

Road	RSTN Category	Status
A6 Curran (towards Castledawson Roundabout)	NW Corridor	Completed
A5 Ballygawley Roundabout (towards Omagh)	Western Corridor	Completed
A4 Clogher to Fivemiletown (towards Enniskillen)	SW Corridor	Completed
A4 Eglis (towards Ballygawley Roundabout)	SW Corridor	Completed
A6 Castledawson Roundabout (towards Dungiven)	NW Corridor	Completed
A31 Magherafelt Rd, Moneymore	Trunk Road	Under Construction
A29 Dungannon Rd Roundabout, Cookstown	Link Corridor	Not Progressed

Source: Transport NI 2015

- 2.14** Throughout the period of the RSTN TP Roads Service will, in conjunction with transport operators, seek to identify and provide viable Park and Share facilities on the RSTN. The table below identifies existing and proposed facilities over the plan period.

Table 7: Park and Share schemes currently relevant within Mid Ulster District (See also Map 2 Appendix 1)

Location	No. of Spaces	RSTN Category	Status
A6/U105, The Elk, Castledawson	18	NW Corridor	Existing
A6 Castledawson Roundabout	78	NW Corridor	Existing
A4/A45 Tamnamore	190	SW Corridor	Complete
A4/A5 Ballygawley	73	Western Corridor	Complete
Craigadick (South) Maghera	68	Link Corridor	Ongoing

Source: Transport NI 2015

(e) Sub Regional Transport Plan 2015 (SRTP)

- 2.15** The SRTP was launched on 11 June 2007. It is based upon the guidance provided by the RDS and RTS. The SRTP deals with the transport needs of the whole of Northern Ireland with the exception of the Belfast Metropolitan Area and the rail and trunk road networks which are covered in the Belfast Metropolitan Area and Regional Strategic Transport Network Plan.

In line with the RTS, the SRTP identifies a wide range of public transport improvements for the period 2002-2015. These include:

- Wall/Cycle Access to Bus/Rail Stations
- Bus/Rail Station Refurbishment
- Local Bus Services
- Bus Stop Improvement Strategy
- Parking at Bus and Rail Stations
- Bus Priority
- Taxis
- Transport Programme for People with Disabilities (TPPD)

- 2.16** The costs of the measures are consistent with the relevant indicative expenditure, by mode of transport, given in the RTS, enhanced by the Investment Strategy for Northern Ireland (ISNI).

- 2.17** The SRTP is concerned with two quite distinct areas designated by the RTS - Other Urban Areas (OUA) and Rural Areas. The main/local hubs of Cookstown, Dungannon and Magherafelt fall under OUA's and a large % of Mid Ulster District would also be designated as Rural Areas.
- 2.18** Traffic conditions in each of the 29 towns and cities in the SRTP area have been examined by Local Transport Studies. Each Local Transport Study has gathered data from a range of sources including traffic surveys in each OUA, including the Towns of Cookstown, Dungannon and Magherafelt. Each study has determined current traffic conditions and any associated problems whilst also estimating traffic conditions over a 10 year period, where possible in conjunction with the Development Plan process.
- 2.19** These Local Transport Studies contribute to the Technical Supplements which were prepared for individual Council areas. There are 3 proposed Transport Blueprints included within each of the Technical Supplements for the Towns of Cookstown, Dungannon and Magherafelt - Highways Blueprint; Walking Blueprint; and Cycling Blueprint.
- 2.20 Highways Blueprint** – includes a number of highway proposals/schemes dependent on appropriate levels of developer funding. Highway measures may include the construction of new highways or an increase in existing highway capacity. It also includes proposed traffic calming and management measures, proposed park and share/ride sites, proposed junction improvements, road designation changes and proposed linking of traffic signals. **Table 8 Appendix 2** identifies schemes included in the SRTP Highways Blueprint for all 3 of Mid Ulster's hubs as well as their current status. **Maps 3-5 Appendix 1** illustrate these highway schemes.
- 2.21 Walking Blueprint** - In the towns there are proposals for a continuous pedestrian network which will be designed and maintained to an appropriate standard. The pedestrian network will include links from the town centre to the bus stations where required. The aim is to provide footways which make it easy for children's buggies and people with mobility aids to pass easily. The Walking Blueprint distinguishes between the primary and secondary walking networks. The primary network includes the radial routes together with the main roads through the town centre. The secondary network comprises the lower trafficked local roads which accommodate movement within the residential areas or serving as feeder routes from these areas into the strategic network. The SRTP proposes to provide enhancements to this network to ensure a high standard pedestrian provision. Potential Additional Walking Routes have been identified in the Blueprints. These are links that are considered desirable to enhance network connectivity but are not affordable within the proposed RTS funding. **Tables 9-11 Appendix 2** show

proposed and existing schemes included in the SRTP Walking Blueprint for all 3 of Mid Ulster's hubs. **Maps 6-8 Appendix 1** illustrate these walkway schemes.

- 2.22 Cycling Blueprint** - Identifies facilities where it is considered that they are most needed and most likely to be well used. The provision of continuous cycle networks is considered most beneficial in towns with significant numbers of existing cyclists, or where large student populations and/or flat cycling conditions exist. Cycle routes may be on-road cycle lanes, shared footways/cycleways or off-road paths. **Tables 12-17 Appendix 2** show the proposed and existing schemes included in the SRTP Cycling Blueprint for all 3 of Mid Ulster's hubs. **Maps 9-11 Appendix 1** illustrate these cycling schemes.

(f) Draft Strategic Planning Policy Statement

- 2.23** The Draft SPPS was launched for consultation in February 2014 and is intended to supersede 20 individual planning policies into 1 strategic policy. The aims of the Draft SPPS with regard to transportation are to secure improved integration with land-use planning, consistent with the RDS; and to facilitate safe and efficient access, movement and parking. There are seven policy objectives identified for transportation and land-use planning within the Draft SPPS which are:

- Promote sustainable transport choices including walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- Ensure accessibility for all, particularly the needs of people with disabilities and others whose mobility is impaired;
- Promote the provision of adequate facilities for cyclists in new development;
- Promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;
- Protect routes required for new transport schemes including disused transport routes with potential for future reuse;
- Restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;
- Promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

- 2.24** The SPPS states that the preparation of a Local Development Plan (LDP) provides the opportunity to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. It advises that Councils should take account of the DRD Regional Transportation Strategy and transport plans and that they should

also undertake a local transport study to identify transportation and land use planning issues to be addressed in the LDP. These issues include:

- Land Use Allocations and Associated Transport Infrastructure
- New Transport Schemes, Walking and Cycling
- Disused Transport Routes
- Car Parking
- Protected Routes

(g) PPS 13: Transportation and Land Use

2.25 Planning Policy Statement (PPS) 13 was published in February 2005 to assist in the implementation of the RDS by being a material consideration in dealing with individual planning applications and appeals. The PPS is shaped by the following RDS strategic objectives:

- To develop a Regional Strategic Transport Network, based on key transport corridors, to enhance accessibility to regional facilities and services **(SPG-TRAN 1)**
- To extend travel choice for all sections of the community by enhancing public transport **(SPG-TRAN 2)**
- To integrate land use and transportation **(SPG-TRAN 3)**
- To change the regional travel culture and contribute to healthier lifestyles **(SPG-TRAN 4)**
- To develop and enhance the Metropolitan Transport Corridor Network; to improve public transport service in the Belfast Metropolitan Area; to manage travel demand within the Belfast Metropolitan Area **(SPG-BMA 3-5)**
- To create an accessible countryside with a responsive transport network that meets the needs of the rural community **(SPG-RNI4)**

The primary Objective of PPS 13 is to integrate land use planning and transport by promoting sustainable transport choices, promoting accessibility for all and reducing the need to travel, especially by private car.

(h) PPS 3 Access, Movement and Parking

2.26 PPS 3 sets out the Departments planning policies for vehicular and pedestrian access, transport assessment, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning. The Policy was prepared in close consultation with DRD and needs to be considered together with PPS 13 Transportation and Land use.

The main objectives of PPS3 are to:

- Promote road safety, in particular, for pedestrians, cyclists and other vulnerable road users;
- Restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;

- Make efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;
- Ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas;
- Ensure the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;
- Promote the provision of adequate facilities for cyclists in new development;
- Promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion; and
- Protect routes required for new transport schemes including disused transport routes with potential for future reuse

(i) Development Control Advice Note 15 (DCAN15)

- 2.27** The purpose of DCAN 15 is to give general guidance to intending developers, their professional advisors and agents on the standards for vehicular access. PPS3 refers to the Department's standards for vehicular accesses. DCAN15 sets out and explains those standards and is a material consideration for planning applications and appeals.

3.0 Existing Area Plans

- 3.1** The Area Plans for Cookstown, Dungannon and Magherafelt are the statutory plans for these areas and provide the policy framework against which to assess development proposals.

Cookstown Area Plan 2010

- 3.2** The Cookstown Area Plan was adopted in June 2004. It has identified the districts Protected Route network as consisting of:
- A29 (Money more - Dungannon);
 - A31 (Money more - Magherafelt); and
 - A505 (Cookstown - Omagh).
- 3.3** The Plan has been developed in line with the RDS and RTS's guidance, policies and proposals in seeking to meet the region's transportation challenges. The Plan sets out 4 Transport Policies which are:

TRAN 1 – New Roads and Road Improvement Schemes

Three major schemes are contained within DRD Roads Service Works Programme for Cookstown District and it was intended that these will be undertaken over the plan period. The schemes are the proposed Eastern Distributor Road in Cookstown (now referred to as the A29 Cookstown By-

pass), the proposed A29 Moneymore By-pass; and proposed improvements between the Sandholes Road and Omagh Road in Cookstown. Plan Policy Tran 1 states that proposals that would prejudice the implementation of these road schemes will not be permitted.

TRAN 2 – Development reliant upon the Cookstown Eastern Distributor Road.

This policy states that development proposals that rely on this new road will not normally be permitted in advance of the road being completed, however as the road is to be completed in stages, favourable consideration may be given to proposals where developers are willing to provide an appropriate section of the road to DRD's required standards and prevailing regional planning policy.

TRAN 3 – Retention of Car Parks in Cookstown Town Centre

Plan Policy TRAN 3 identifies 3 town centre car parks to be retained at Loy Street, Union Street and Burn Road/Orritor Street. Any development proposals that would result in the loss of parking spaces at these locations will normally be refused, exceptions to this would be if a number of spaces are to be lost due to an environmental improvement or other town centre scheme, or the lost spaces are to be replaced by more efficient car parking arrangements or a location conveniently situated to the Primary Retail Core of the Town Centre. All replacement Parking should be provided prior to alternative use of the existing car park.

TRAN 4 – Walkways/Cycleways and Routes to Schools

This policy states that development proposals that would prejudice the existing use or future provision of these routes will not be permitted. When such routes cross development zonings the developer will be required to make appropriate provisions for the route as an integral part of the development.

Dungannon and South Tyrone Area Plan 2010

- 3.4** The Dungannon and South Tyrone Area Plan was adopted in March 2005. It has identified the boroughs protected route network as consisting of:

- M1 (Dungannon to Belfast);
- A4 (Dungannon to Fivemiletown);
- A5 (Omagh to Aughnacloy);
- A29 (Cookstown to Moy);
- A28 (Aughnacloy to Caledon); and
- A45 (Granville to Dungannon).

- 3.5** Two major roads within the Borough are identified in the RDS as part of the Key Transport Corridors in Northern Ireland: -

- A4 Dungannon - Fivemiletown Road: The South Western Corridor; and
- A5 Aughnacloy - Omagh Road: The Western Corridor.

3.6 In addition, the A29 Cookstown to Moy Road is identified as part of one of three additional Link Corridors in the RTS.

3.7 There are three main policies of which the plan focuses on;

TRAN 1 New Roads and Road improvement schemes

The plan identified a protected road-line for the A29 Realignment at Carland between Dungannon and Cookstown, now complete.

Local Transport and Safety Measures

Within the Borough these will be undertaken by the DRD over the Plan period subject to available funding, to address local problems. Roads Service will continue to consult Dungannon and South Tyrone Borough Council annually on the schemes required and their prioritisation.

A New Distributor Road for Dungannon

DRD is committed to the provision of a new distributor road, which will provide relief to Dungannon town centre from through traffic and improve journey times on the A29 route. This is not in development and is dependent on future budgetary settlements.

3.8 Future Major Road Schemes

3.9 The plan states that DRD's 10 year forward planning schedule of Major Road Schemes for inclusion in the Regional Strategic Transport Network Transport Plan is being devised in consultation with all the District councils. It will be periodically reviewed, at which time By-passes for towns and villages such as Moy and Fivemiletown will be considered. These are currently not in development and are dependent on future budgetary settlements.

All road schemes and other Local Transport and Safety Measures will be undertaken as resources permit.

TRAN 2 - Retention of Car Parks in Dungannon and Coalisland Town Centres

The Dungannon and South Tyrone Area Plan identifies car parks at Anne Street West, Anne Street East, Castle Hill, Perry Street and Scotch Street in Dungannon, and Lineside and Cornmill in Coalisland as to be retained. Any development proposals that would result in the loss of parking spaces at these locations will normally be refused, exceptions to this would be if a number of spaces are to be lost due to an environmental improvement or other town centre scheme, or the lost spaces are to be replaced by more efficient car parking arrangements or a location conveniently situated to the

Primary Retail Core of the Town Centre. All replacement Parking should be provided prior to alternative use of the existing car park.

TRAN 3- Pedestrian and Cycling Paths

This policy states that development proposals that would prejudice the existing use or future provision of these routes will not be permitted. When such routes cross development zonings the developer will be required to make appropriate provisions for the route as an integral part of the development.

Magherafelt Area Plan 2015

- 3.10** The Magherafelt Area Plan was adopted in December 2011. In relation to Transportation DRD Roads Service commissioned detailed Local Transport Studies for Magherafelt town from 2004 – 2006. The studies considered the land use proposals contained in the draft plan and were used to inform the STRP for Magherafelt District, published in 2007.

The Plans Transportation Strategy which is prepared within the context of the objectives of the RDS and RTS has the following Key elements:

- Integration of transportation and land use
- Development of the transport infrastructure
- Reduction of Traffic Congestion
- Promotion of public transport use
- Promotion of walking and cycling
- Car parking

- 3.11** The Plan proposes 4 Transportation Schemes to be undertaken subject to the availability of resources. They are referred to as:

Proposal **COU 6** – Park and Ride/Park and Share Transportation Scheme at Castledawson roundabout. (Complete)

Proposal **COU 7** Park and Ride/Park and Share Transportation Scheme outside Maghera. (Complete)

Proposal **COU 8** Transportation for a new road link between A6 and Aughrim Road. (Not started)

Proposal **COU 9** Transportation Scheme for a new slip road on the northern side of the A6, between the A6 and Tobermore Road, Outside Maghera. (Not Started)

4.0 Town Centre Masterplans

4.1 Cookstown Town Centre Masterplan (May 2012)

4.2 The Cookstown Town Centre Masterplan (May 2012) was informed by a detailed information gathering process and analysis. This analysis included an element relating to transport and helped establish the strengths, weaknesses, opportunities and threats associated with the Town Centre. One of the strengths identified was the high level of free on and off street parking. **Table 18 Appendix 3** identifies the location of off street car parks and the number of spaces currently available in Cookstown. **Map 12 Appendix 1** illustrates all town centre car parks in Cookstown. A second strength was the wide footpaths which gave pedestrians plenty of space. The only relevant weakness identified was the lack of connectivity and pedestrian activity between the retail core and retail facilities at Broadfields and Station Square retail parks. No opportunities or threats associated with transport or infrastructure were identified.

4.3 The Masterplan set out 8 regeneration objectives to enable Cookstown Town Centre to achieve its vision over the next 10-15 years, one of which is creating better permeability and accessibility. This included:

1. The publication of a parking strategy – This has not yet been commissioned.
2. The publication a pedestrian accessibility strategy – This has not yet been commissioned.
3. Promotion of the delivery of Cookstown By-Pass – This is ongoing and the Council continue to lobby for this.
4. Assessment and optimisation of traffic signals in the Town Centre - This is ongoing and is continuously monitored.
5. A cycle provision programme. This has not yet been implemented.
6. Safe routes to school and public transport measures - The Council continue to try and upgrade private entries to the town centre (subject to funding). They encourage private developers to take an active role in this. School routes are constantly assessed and the Council work closely with Translink NI in this regard. The council also strive to create better pedestrian linkages to Broadfields and are seeking funding to further develop such linkages.

4.4 Dungannon Town Centre Masterplan (March 2010)

4.5 Research carried out to inform the Dungannon Town Centre Masterplan (March 2010) acknowledged that the Town Centre was experiencing increasing problems with congestion. A wide range of Transportation Policy was reviewed in order to establish the key issues including, the DSTAP (2010), DRD's Investment Delivery Plan for Roads, Sub Regional Transport Network Transport Plan 2015 (RSTNTP) and DRD's Sub Regional Transport Plan 2015 (SRTP). This research gathering and analysis helped establish the strengths, weaknesses, opportunities and threats associated with the Town Centre. Two of the strengths identified were; off-street parking availability and

accessibility from the M1 motorway. **Table 19 Appendix 3** identifies the location of off street car parks and the number of spaces currently available in Dungannon. **Map 13 Appendix 1** illustrates all town centre car parks in Dungannon. A weakness identified was the awkward and confusing accessibility/traffic circulation and linkages. Local bus service improvement was acknowledged as an opportunity and continued traffic congestion and confusing circulation was acknowledged as a threat.

- 4.6** The Dungannon Town Centre Master Plan also identifies 8 general Town Centre initiatives. These have involved collaboration and input from the Dungannon Regeneration Partnership (DRP) and Dungannon and South Tyrone Borough Council. Two of the initiatives included are:

Provision of cycle routes in Railway Park –

Railway Park is proposed to accommodate both Peripheral and National Cycle routes as identified in the DSTAP (2010). The peripheral route will connect council open space around the town. Part of this will be used for the National Cycle route which aims to connect Dungannon with other main towns in the region. Policy TRAN 3 aims to retain linkages within the town required to complete these routes. Under the Council's EARLS project funding has been secured to link the recreational spaces of Dungannon Park, Windmill Wood, Drumcoo Wood and Playing Fields and Railway Park. A contract for this has recently been awarded.

Dungannon Light Public Transport System –

One of the greatest challenges facing the town is its topography and the impact this has on pedestrian movement. The vision of the Masterplan is to provide a means of transport which would easily allow movement into the town centre. A light Public Transport System is given consideration in the Masterplan in order to enhance the movement of people between Beechvalley and Market Square, thus reducing congestion on Market Square and surrounding streets. A feasibility study has yet to be commissioned to further explore this idea.

4.7 Magherafelt Town Centre Masterplan (May 2011)

- 4.8** The Magherafelt Town Centre Masterplan was published in May 2011 and includes an analysis of traffic, parking and accessibility carried out by URS/Scott Wilson (2010). This analysis provides more detail than what is available in the Cookstown and Dungannon Masterplans.
- 4.9** Existing parking in the town is provided by on-street kerbside parking, which causes congestion in certain areas. Public off-street parking, operated by Transport NI (now Mid Ulster Council) and private operators is also available. There are also a number of private non-residential spaces in the town. **Tables 20-22 Appendix 3** show the location and spaces available for on-street and off-street parking in the town centre. **Map 14 Appendix 1** illustrates all town centre car parks in Magherafelt.

- 4.10** The data in tables 20-22 demonstrates that the free car parks are often fully occupied whilst pay and display car parks have spare capacity. This conforms to the view expressed in the MAP (2015) that there is sufficient car parking provision in the town. This data is important as the new Mid Ulster Council is now responsible for off-street parking.
- 4.11** Footways in the town are deemed sufficiently wide. There are numerous uncontrolled crossings with dropped kerbs and other locations with misaligned paving. Streets in the town are difficult to cross due to the lack of controlled crossing points and high traffic volumes (SRTP). The one zebra crossing at the top of Broad St can cause increased traffic congestion. Poor pedestrian signage and lighting is also evident in certain areas of the town, as well as poor pedestrian links and gaps in footways.
- 4.12** The main transport problems in the town are delays and congestion during peak hours. The town is located on the A31 Trunk Road and is close to the A6 Belfast/Derry strategic route. Consequently the road system through the town carries high volumes of traffic in addition to the locally generated traffic. On street parking and the limited capacity of the main junctions exacerbate the situation. The new by-pass should go some way to dealing with this congestion.
- 4.13** A designated cycle-way exists on the Moneymore Rd, terminating opposite St Pius X School. It doesn't extend to the town centre. There is no further provision for cyclists in Magherafelt. The Cycle Blueprint contained in the SRTP highlights one potential additional cycle route. **(see map 11 Appendix 1)**
- 4.14** Translink provides the main public transport services in Magherafelt, through Ulsterbus and Goldline Express. The town service operates Monday to Saturday and has four designated stops. Magherafelt Bus Station is deemed to be a category 2 station (Staffed/Unstaffed station with most facilities). The Rural Transport Fund (RTF) provides funding to the "Out and About Community Transport Scheme" which provides transport opportunities for people with reduced mobility. It also provides funding for a number of public transport bus services.

5.0 COMMUNITY TRANSPORT

- 5.1** Community transport is a term covering a wide range of solutions usually developed to cover a specifically identified transport need, typically run by the local community for local neighbourhoods on a not-for-profit basis. Community

transport provides the connectivity needed to get otherwise isolated or excluded groups of people to a range of destinations, and helps to develop sustainable communities. It is often provided via minibuses and volunteer car schemes. Table 23 below shows the Community Transport Providers currently in existence in each council district within Mid Ulster.

Table 23: Community Transport Providers in Mid Ulster

Council District	Community Transport Provider
Cookstown	CDM Community Transport - Cookstown
Dungannon	CDM Community Transport – Dungannon Derrytresk Community Centre
Magherafelt	Mid Ulster Community Services Ltd (Out and About Community Transport Scheme)

Source: www.ctonline.org.uk 2015

- 5.2** The DRD provides grants to community transport organisations under the Transport Programme for People with Disabilities (TPPD) and the Rural Transport Fund (RTF).
- 5.3** The TPPD has been in existence since 1991 and has complemented and augmented improvements in accessible transport by developing a range of specialised transport services for disabled persons in conjunction with a number of service operators. The TPPD currently funds a number of activities listed below:
- **Door to Door Transport** (Ceased 31st March 2013. Disability Action Transport Scheme (**DATS**) now provides an 'interim' specialised transport service for people living in towns or cities who find it difficult to use public transport. This service is currently available in Cookstown and Dungannon)
 - **Public Transport (Translink Easibus)** – Available in Belfast Only.
 - **Shop Mobility** – Available in Cookstown, Dungannon and Magherafelt.
 - **Dial a Lift** – Service for people living in rural areas not covered by the DAT urban scheme.
 - **Advice and Support** – Through the Inclusive Mobility and Transport Advisory Committee (Imtac)
- 5.4** The Rural Transport Fund (RTF) has been in existence in Northern Ireland since November 1998. Its primary objective is to support transport services designed to give people in rural areas improved access to work, education, healthcare, shopping and recreational activities and by so doing assists in reducing their social isolation.
- 5.5** The RTF offers support through two primary means of assistance; subsidy for new rural services provided by Translink and; revenue and capital funding for Rural Community Transport Partnerships (RCTPs). A rural Translink bus service which serves a section of Mid Ulster and is supported by the RTF is

the “**Sperrin Rambler – service 403**”. Translink have confirmed that this service is currently under review. RCTP’s are set up and managed by volunteers on a non-profit basis and may take different forms, reflecting their local nature. They encourage volunteers to use their own cars as part of social car schemes or to drive minibuses. RTCP’s have effectively become the primary source of accessible transport for many older people and people with disabilities living in rural areas.

- 5.6** The DRD, in July 2009 and November 2013, launched a Rural Transport Fund Voucher Scheme to provide financial assistance towards the cost of rural transport. This scheme is now closed indefinitely.
- 5.7** Community Transport Association (CTA) UK is the national representative body for not-for-profit passenger transport operators in the UK. It provides training, advice and information on accessible, voluntary and community transport provision and is in the forefront of work to promote minibus safety and accessibility standards. CTA NI was established in Northern Ireland in 1996 and is supported by DRD. CTA NI has worked with the RTF and TPPD teams to support the Rural Community Transport Partnership infrastructure across Northern Ireland.

6.0 PUBLIC TRANSPORT

- 6.1** Local bus services for Cookstown, Dungannon and Magherafelt are provided by Translink/Ulsterbus/Goldline Services. There are 2 main Ulster Bus Stations and 2 Sub Depots within Mid Ulster. **Maps 12-14 Appendix 1** show the locations of these 2 stations and the sub depot.

Table 24: Ulster Bus Stations and Sub Depots within the 3 District Council Areas.

District	Main Stations	Sub Depots
Cookstown		Cookstown Sub Depot (48 Molesworth St, Cookstown)
Dungannon	Dungannon Bus Station (2 Quarry Lane, Dungannon)	
Magherafelt	Magherafelt Bus Station (Union Road, Magherafelt)	Draperstown Sub Depot

- 6.2** All other towns and villages within Mid Ulster are served by bus stops. Regular services operate to the main towns and villages, though many are limited to school time requirements. Some services operate only for part of the route and some operate on specified days only and in some instances for selected parts of the year. **Tables 25-31 Appendix 4** detail the bus services currently available across the district. Within the urban areas, there are several services within the 3 District Towns. Express (Goldliner) services run to destinations within Northern Ireland and the Republic of Ireland. Bus Eireann Airport Service (Number 32) runs from Letterkenny, Donegal and does a pick up at Aughnacloy and Ballygawley.

- 6.3** This timetable data provided in **Appendix 4** would indicate that the provision of public transport within the 3 Districts concentrates on the District Towns and other settlements along main transport routes. Settlements which are not located along these routes are less well served, with some areas very poorly served or not served at all. Service provision is also poor at weekends, especially on Sundays. There are limited services to and from Cookstown Sub Depot, in comparison to Dungannon and Magherafelt Bus Stations. Excellent service provision is provided along the KTC from Derry to Belfast, picking up at Castledawson Park and Ride, and the Enniskillen to Belfast KTC, picking up at Dungannon Bus Station.
- 6.4** Mid Ulster District is well served by Park and Ride/Share sites. These are strategically located close to KTC's. There are sites at the following locations – Tamnamore Roundabout, Ballygawley, Maghera, Castledawson Roundabout and Toome. (**See Map 2, Appendix 2**)

6.6 TAXI SERVICES

There are currently four types of taxi in Northern Ireland. These can be identified by the colour of taxi plate on the front and back of the taxi.

Green - A green license plate means that the taxi must be pre-booked either in person, at a depot, or by phone. The majority of these are not wheelchair accessible.

Yellow - A yellow license plate means that the taxi can be hailed in the street or picked up from designated taxi ranks when the roof light is on. These taxis are wheelchair accessible and will have a taximeter.

White - A white license plate means the taxi can be pre-booked or hailed in areas outside a five mile radius of Belfast City Centre. These taxis are not required to be wheelchair accessible or have a meter.

White and Blue - White and blue license plates are issued to some taxis that operate like buses, that is, they charge passengers an individual fare on some routes. These taxis are not required to have a meter but are wheelchair accessible.

Taxi services provide an important and expanding transport service throughout all of the new Mid Ulster District, particularly in the main towns.

6.7 RAIL SERVICES

There are no rail services within the plan area. There are however remnants of the former railway network evident throughout the 3 Districts, many of which still retain features such as stone bridges, embankments and cuttings.

These disused routes offer the opportunity for transport and/ or recreational purposes (eg) Railway Park in Dungannon.

6.8 PRIVATE BUS SERVICES

The Airporter is a Derry/Londonderry-based private bus operator which provides a transfer service connecting the North West to both Belfast Airports, with 16 daily departures. Mid Ulster District benefits from this service as it picks up at Maghera, Catledawson and Toome Park and Share sites. Patrick Gallagher Coaches offers a private bus service from Donegal to Belfast with a pick up at Toome Park and Share and John McGinley Coaches provides a service from Letterkenny, County Donegal to Dublin, with pick up's in Aughnacloy and Ballygawley.

7.0 THE NEW LOCAL DEVELOPMENT PLAN (LDP) AND OPTIONS FOR TRANSPORTATION DEVELOPMENT

- 7.1** In preparing the Local Development Plan (LDP) for Mid Ulster it is important to assess the transport needs, problems and opportunities within the plan area and to ensure that appropriate consideration is given to transportation issues in the allocation of land for future development. Consideration should also be given to the DRD Regional Transportation Strategy and the relevant Transport Plans. This will ensure that the LDP and Transport Plans have a complementary role to play in promoting greater integration of transportation and land use planning. Draft SPPS seeks to secure this improved integration with land-use planning, consistent with the RDS; and to facilitate safe and efficient access, movement and parking.
- 7.2** The local transport studies carried out as part of the SRTP go some way to detailing transport issues, problems and opportunities in the three main towns in Mid Ulster. Consultation will be required with Transport NI when considering land use allocations and future development sites. This will allow for a detailed assessment of the impact of proposed development on the highway network and the possibility of providing suitable access. It is suggested that there are three options open to the Council in how they can approach transportation provision within Mid Ulster:

Option 1 – *The Idealistic Option*

This option is centred on maximising and encouraging the use of public transport as the primary mode of travel within Mid Ulster. It will involve the promotion of measures to not only encourage the use of public transport but also to discourage the use of the private car (e.g.) reducing the number of car parking spaces in town centres, increasing the cost of using car parks, introducing constraints within the towns to make it more difficult to get into the town using the private car and by increasing the number of cycle ways and bus service provision. This option is one that may be suitable in a city location but it is considered to be idealistic in the Mid Ulster context as it fails to take account of the fact that Mid Ulster has an extremely dispersed rural

community. This option fails to recognise rural aspirations and the rural way of life and its success would almost certainly be unachievable.

Option 2 – *The Roads Based Option*

This option is centred on maximising the use of roads and encouraging the use of the private vehicle as the primary mode of travel within Mid Ulster. It will involve measures such as increasing the number of car parks and car parking spaces within towns, reducing the cost of car parking, improving roads infrastructure which may indirectly result in less investment in cycle ways and bus services. The only role of the Local Development Plan in the context of this option would be to safeguard existing roads infrastructure and car parks. This option is not considered to be a feasible one for Mid Ulster primarily as Council only has responsibility for off street car parking, whilst DRD is responsible for roads infrastructure and investment. This option would also be unsustainable. It would result in an increase in car usage and therefore in pollution and would also lead to inertia and increased isolation and social deprivation, especially for section 75 groups and rural dwellers who do not have access to private vehicles.

Option 3 – *The Balanced Approach*

This option takes a more balanced approach to transportation development within Mid Ulster and given the high reliance on the private car within this area this approach will provide choice to the public. The use of public transport will be encouraged through measures such as designing for buses within our towns and settlements. It will also encourage the use of Park and Ride facilities through concepts such as car-pooling and also encourage the provision of these facilities at key locations across the district. This option will also seek to encourage the use of existing walk ways and increase the provision of these to ensure connectivity particularly within our towns. The design of new housing developments in a manner that can support connectivity within our towns will also be encouraged. This options will ensure that those living in rural and urban Mid Ulster will be provided with a choice of travel and that all people are treated fairly and equitably. This option will put less strain on natural resources (e.g.) fossil fuels and will contribute to economic growth throughout the district. This approach would therefore be considered as the Preferred Option for Mid Ulster.

8.0 CONCLUSION

- 8.1** This paper has provided an overview of transportation provision within Mid Ulster and has revealed a high reliance on the private car, which is explained in part by the high proportion of rural dwellers within the district. While there is a high reliance on the car it is important to note that 75% of employed people living within Mid Ulster also work within Mid Ulster (**See Map 15 Appendix 1**) making connectivity across the district an important consideration. As DRD will continue to make decisions and take responsibility for the provision of transportation services across Northern Ireland, Local Government will inevitably be restricted in it's role in relation to transportation.

What Mid Ulster Council can do is set out a number of objectives and a strategy which will inform the new Local Development Plan to ensure that it meets the needs of all road users whether they be those who live in the area, those who come to work in the area or visit it, or those who have developed businesses in the area and require better connectivity within the district and between the 3 main hubs those.

8.2 It is considered that the **objectives** of the Mid Ulster LDP should be to:

- reduce the distance travelled by private car users within Mid Ulster;
- reduce travel times within Mid Ulster and introduce measures to improve connectivity between the three hubs; and,
- protect road users and improve road safety for car users, public transport, cyclists and walkers.

8.3 Whilst the ability of the Local Development Plan to encourage a modal shift may be limited, its ability to achieve greater connectivity across the Mid Ulster region should be further explored. It is considered that the **Strategy** for the Mid Ulster LDP should be:

To *promote connectivity* through the following key measures:

- Facilitating by-passes around the three main towns. The Magherafelt by-pass is currently under way. Work on the by-pass for Cookstown has yet to be timetabled while the Dungannon by-pass has yet to pass design stage. The LDP will protect the line of such by-passes to ensure that new development proposals do not impact on their deliverability.
- Encourage the improvement of other important roads within the District and in particular between the three main hubs. A significant proportion of the Mid Ulster population live outside the main hubs and therefore reliance on the private car will continue. It is therefore imperative that roads within the District can accommodate this. There is currently very good connectivity to Belfast from the North and South of the district due to proximity to the KTC's and very good connectivity to Derry from the North of the district. This is beneficial to the hubs of Magherafelt and Dungannon, however Cookstown remains at a disadvantage geographically. The North-South link within the district, taking in Cookstown, is critical and demands improvement if the 3 hubs are to function as a "Cluster" as is promoted in the Regional Development Strategy.
- Continue to apply the 'Protected Routes' policy which will help to ensure road safety and also help ensure that travel times are not impacted due to a proliferation of accesses on to such routes.

To *use planning policy to encourage the use of public transport* through the following key measures:

- By protecting any existing and proposed park and ride facilities;
- By ensuring that new development is situated, where possible, close to public transport facilities.
- Ensuring that new developments are designed in a manner that can accommodate public transport provision within them where necessary.

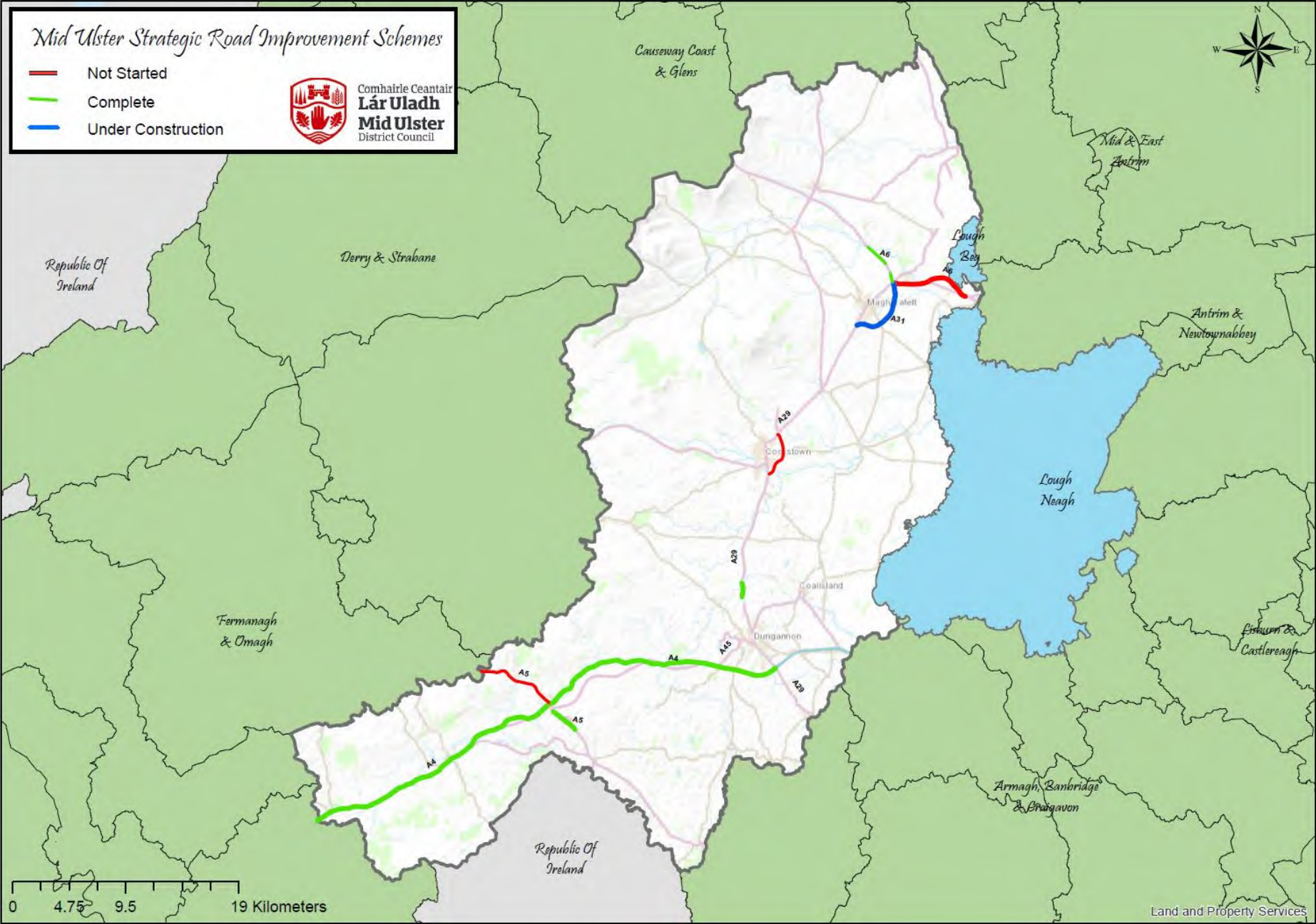
To *promote walking and cycling* through the following key measures:

- By safeguarding existing and proposed walk ways such as the Ulster Way and the Sustrans cycle network;
- By encouraging the design of new housing development schemes to ensure permeability between them and within towns and to encourage links with green spaces and corridors within the towns.
- By encouraging the adoption of the Safer Routes to Schools concept so that children can walk and cycle to school. This will invariably reduce the number of cars using the roads within the towns at key times.

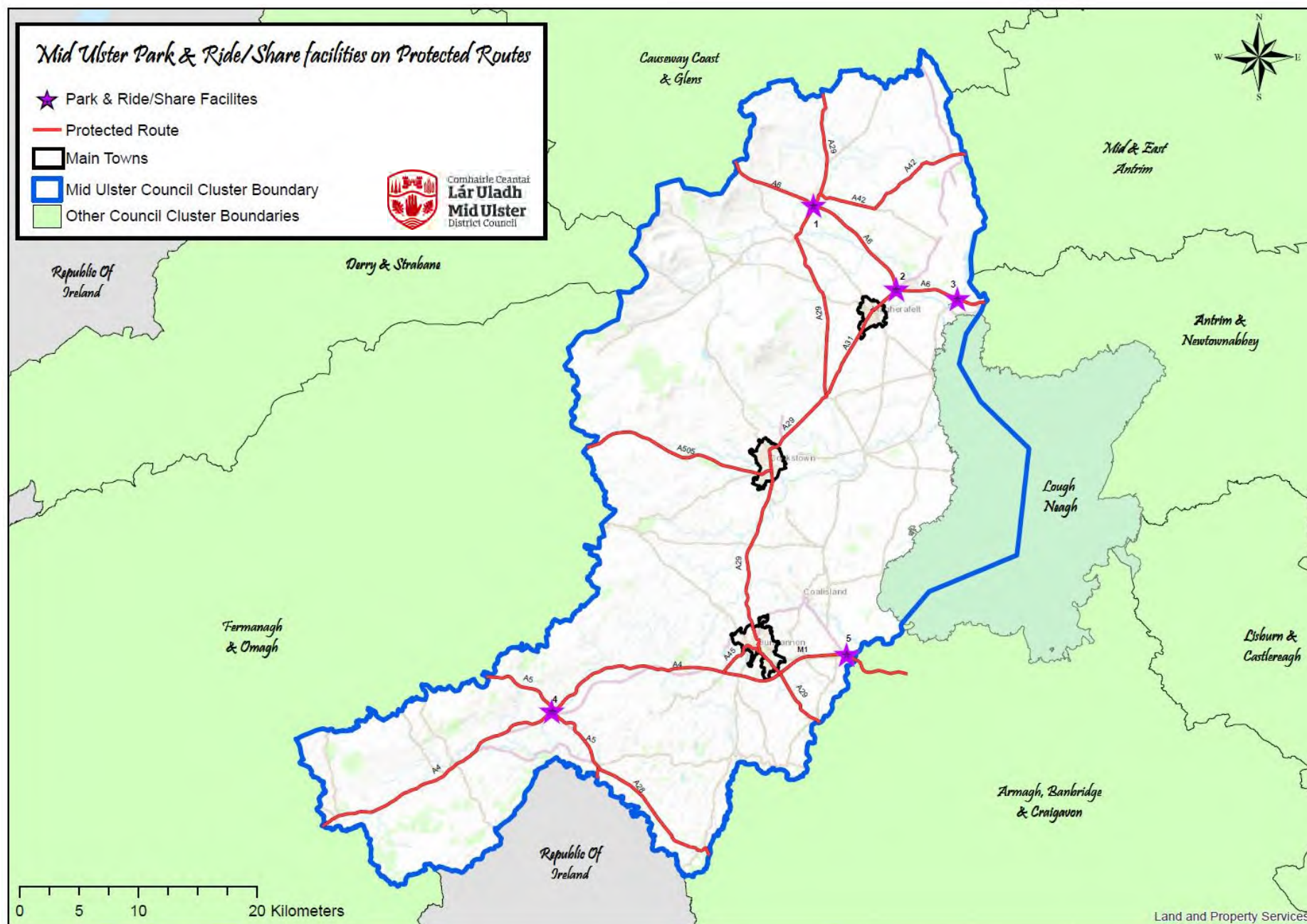
- 8.4** Transportation within the Mid Ulster District is an important consideration for the LDP and through the adoption of this Strategy there will be benefits to all road users and to the economy of the area.

Appendix 1 – Maps

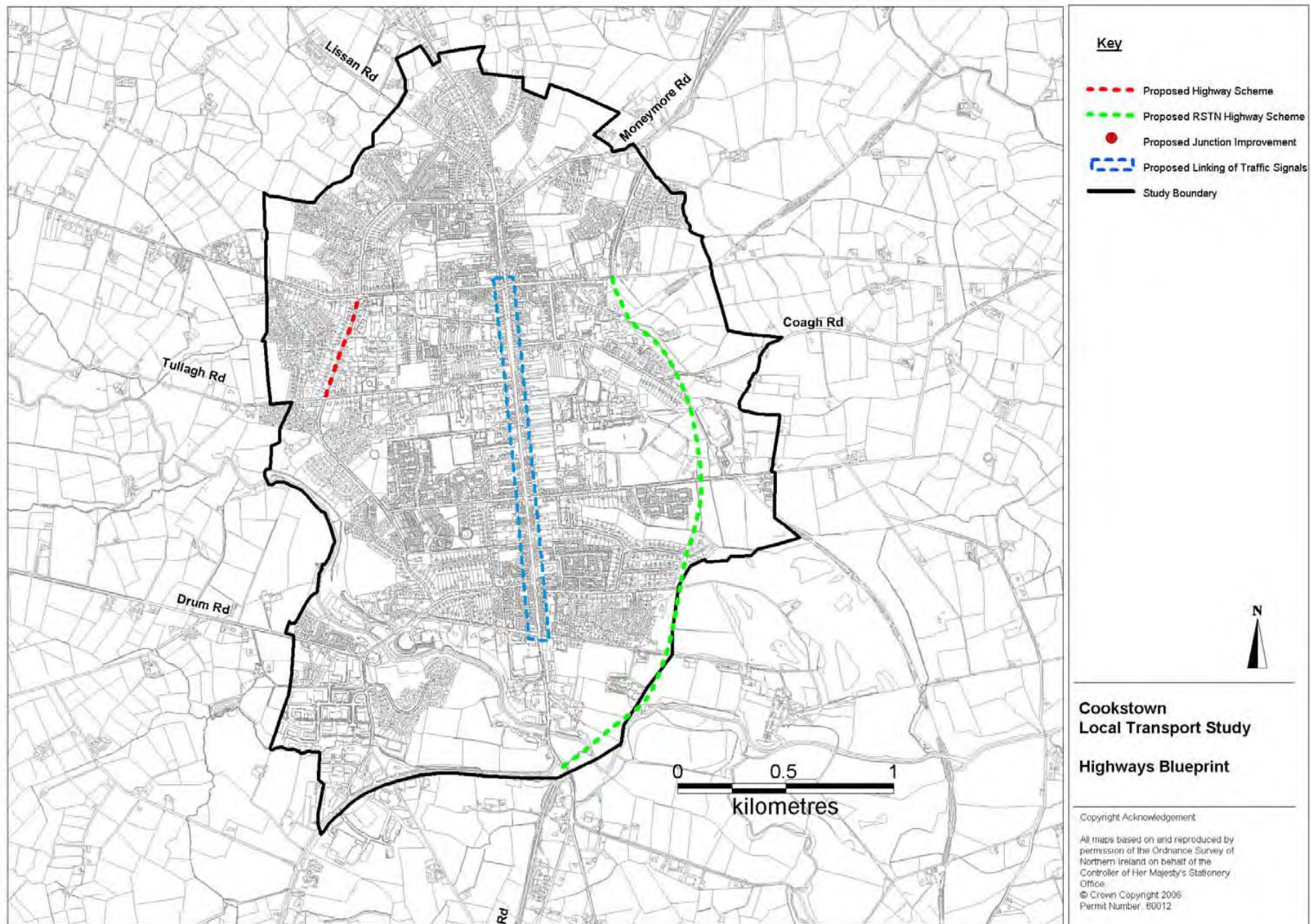
Map 1: Mid Ulster Strategic Road Improvement Schemes



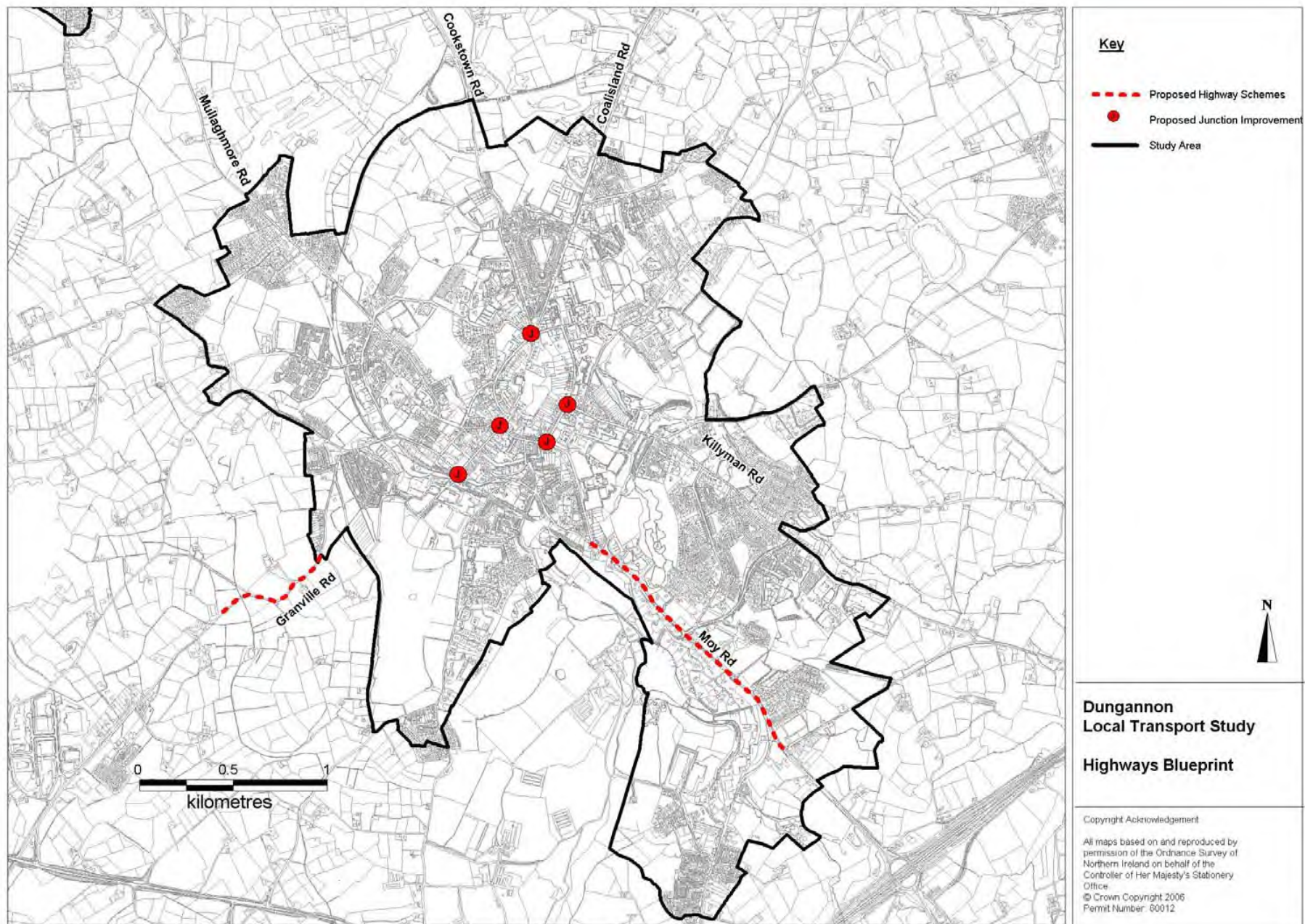
Map 2: Mid Ulster Park & Ride/Share Facilities



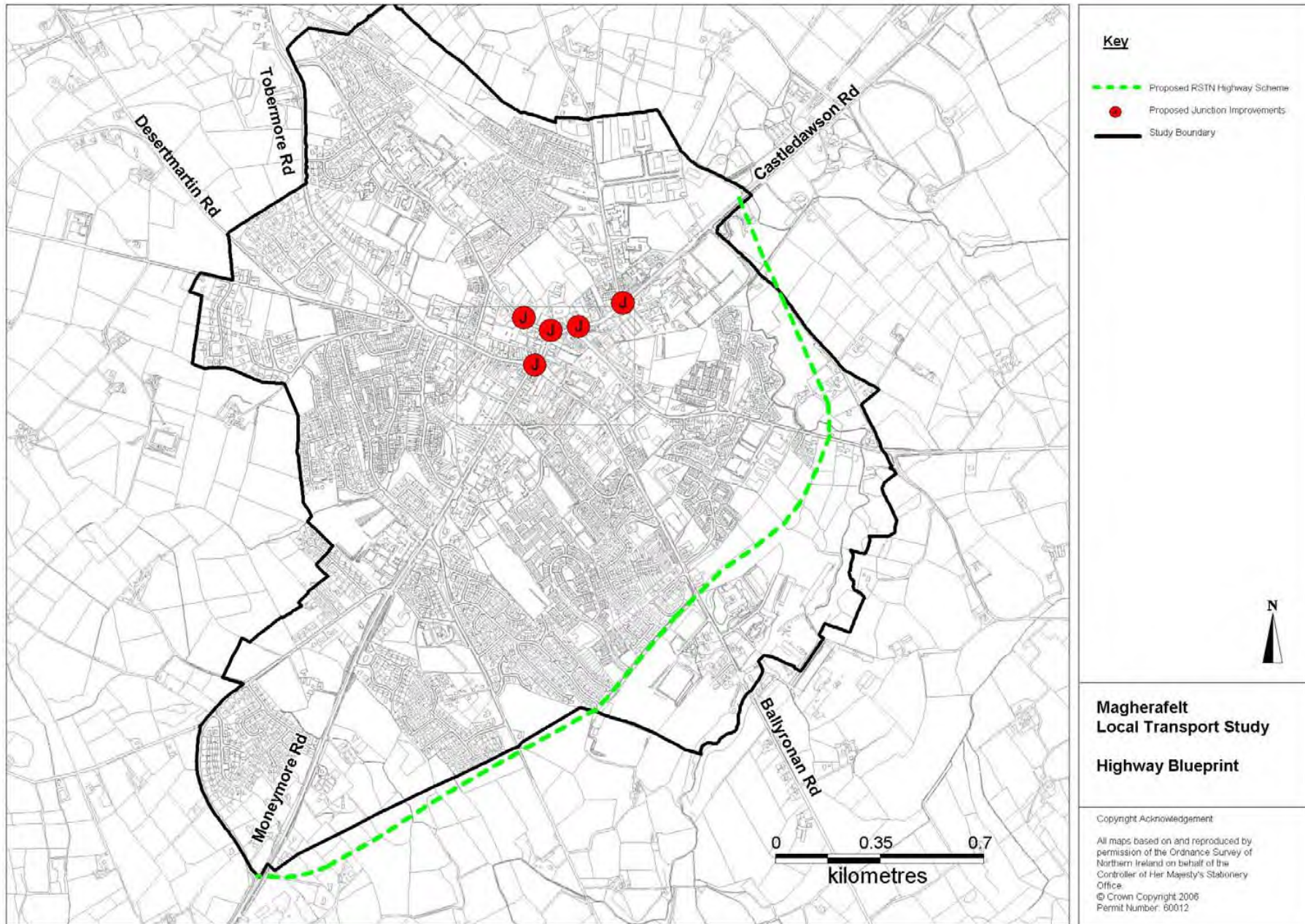
Map 3: Cookstown Local Transport Study Highways Blueprint



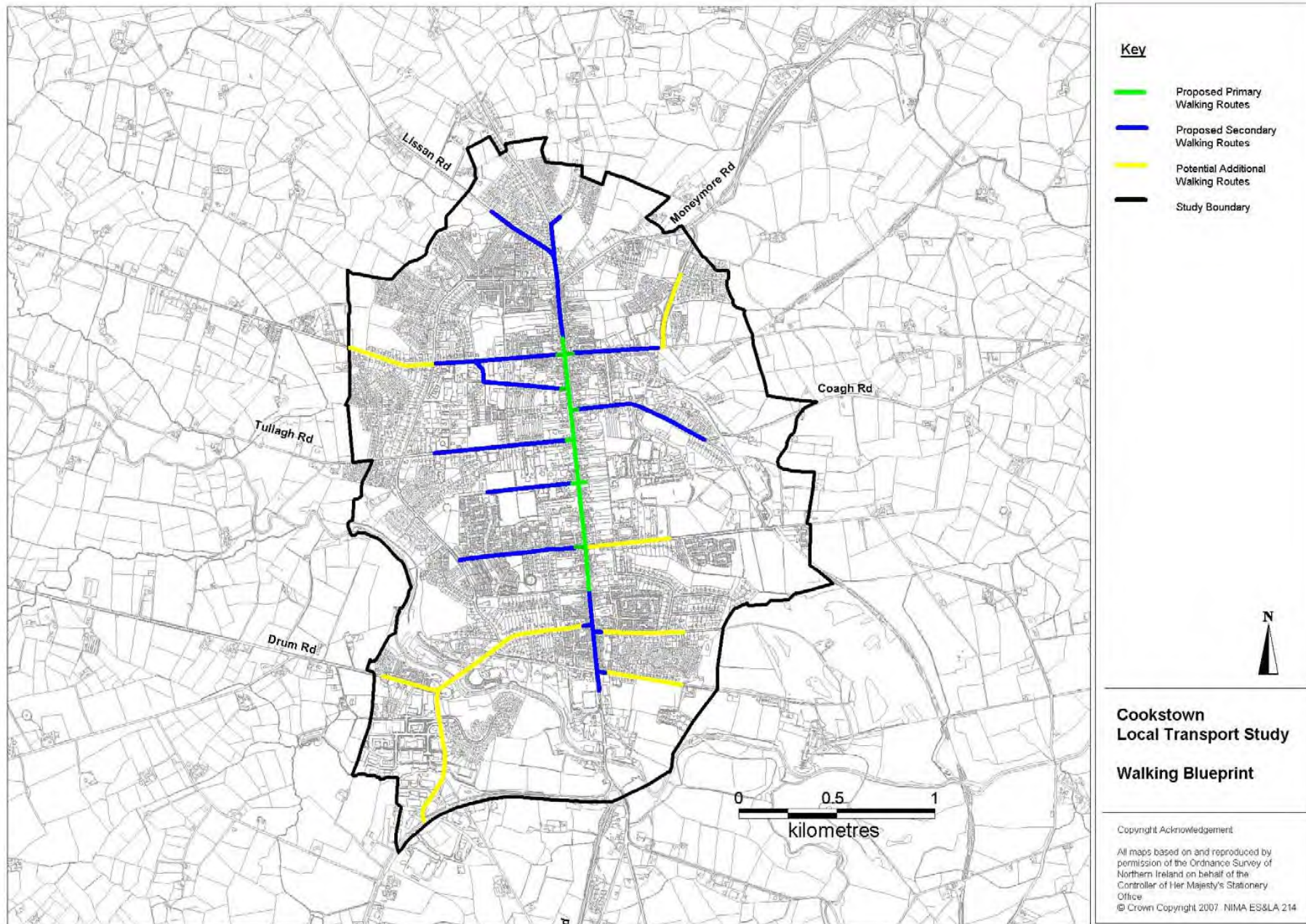
Map 4: Dungannon Local Transport Study Highways Blueprint



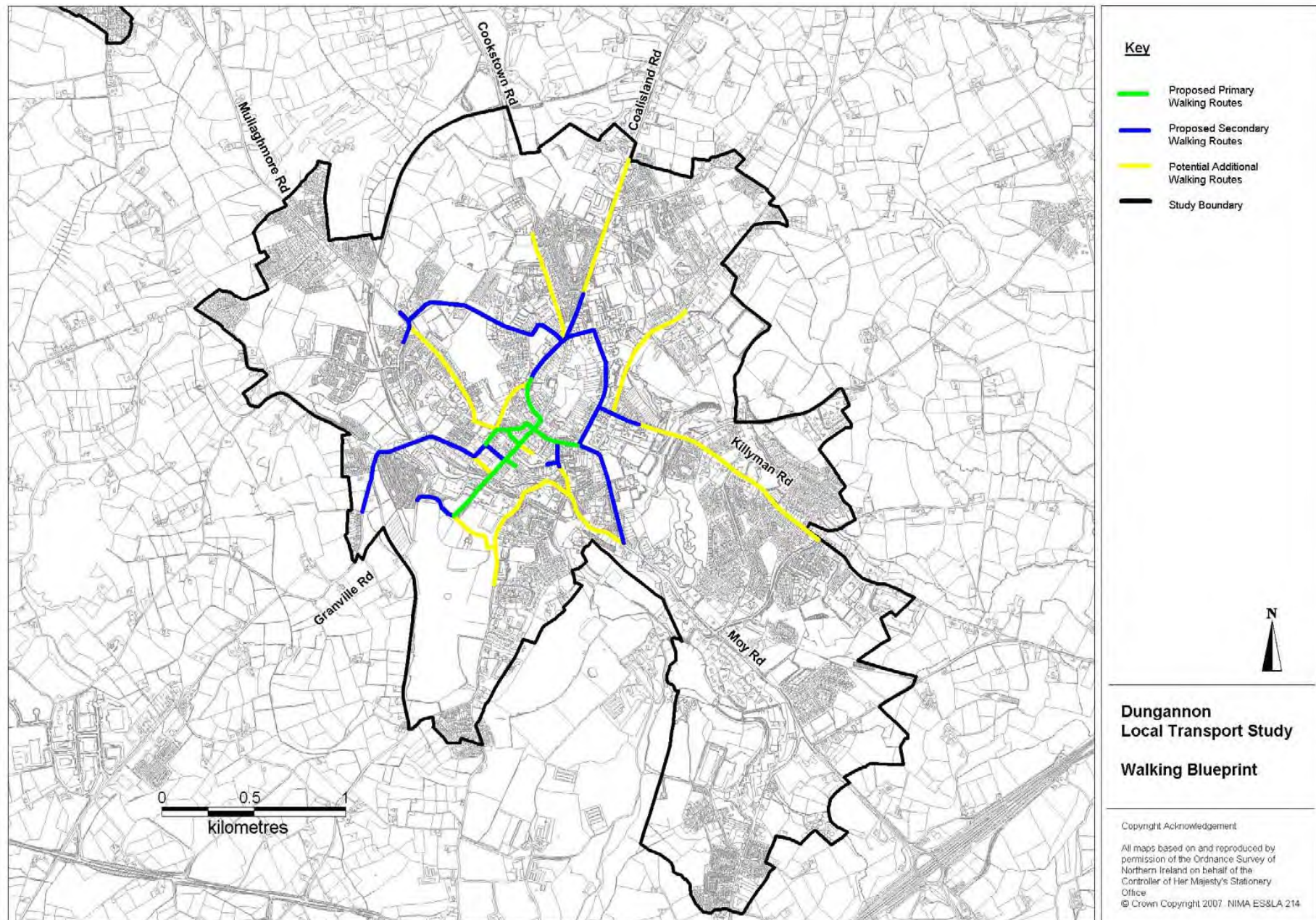
Map 5: Magherafelt Local Transport Study Highways Blueprint



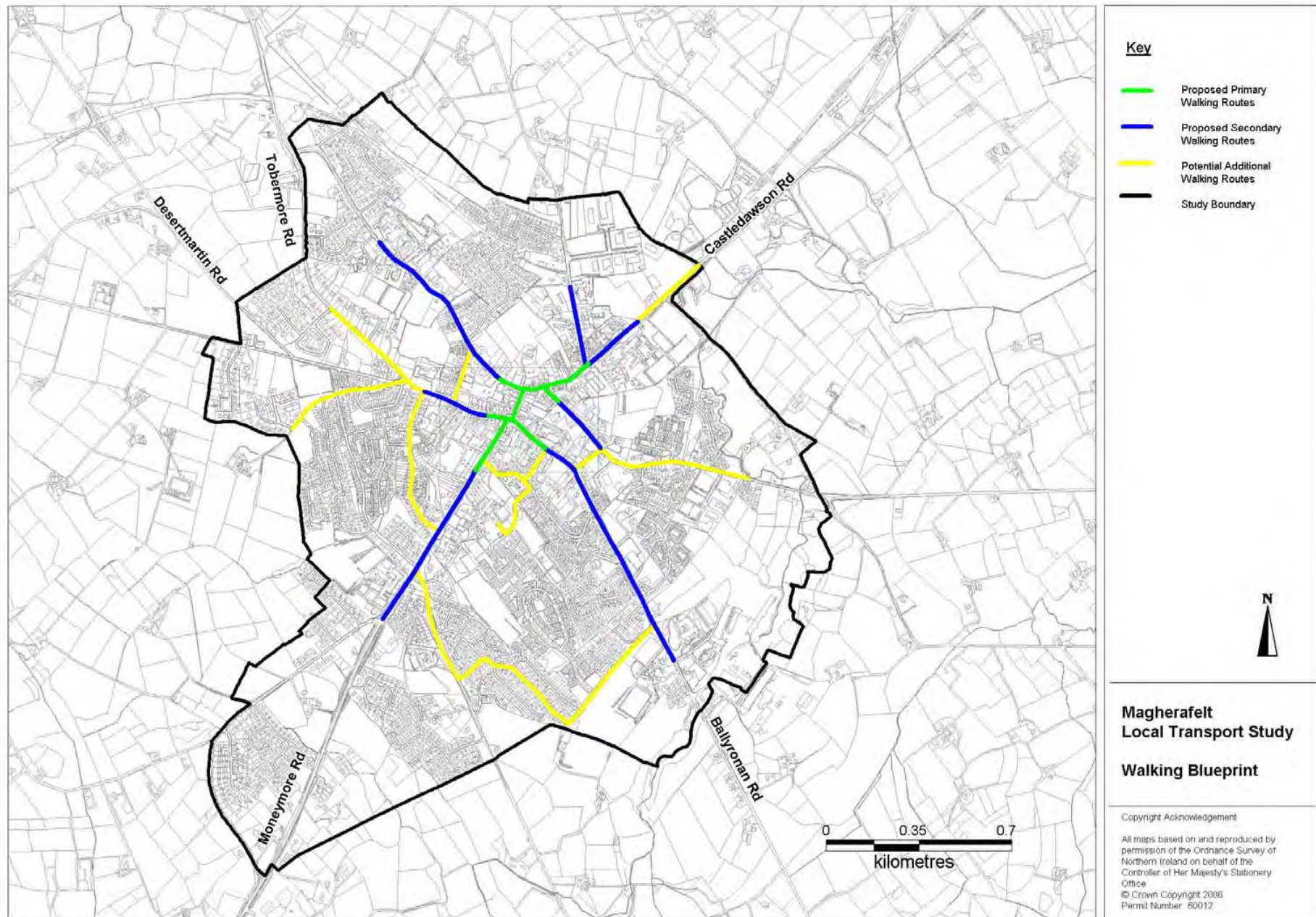
Map 6: Cookstown Local Transport Study Walking Blueprint



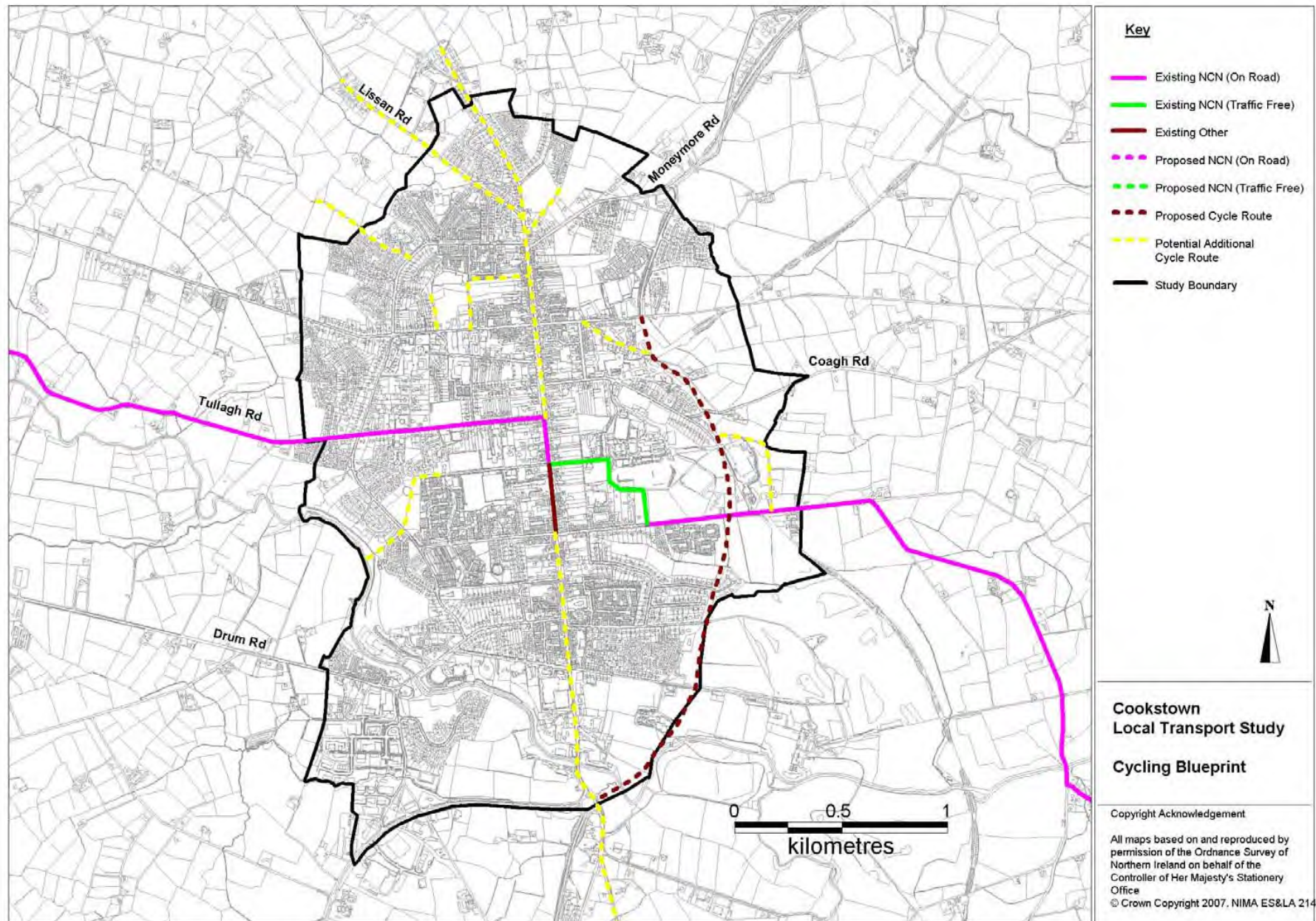
Map 7: Dungannon Local Transport Study Walking Blueprint



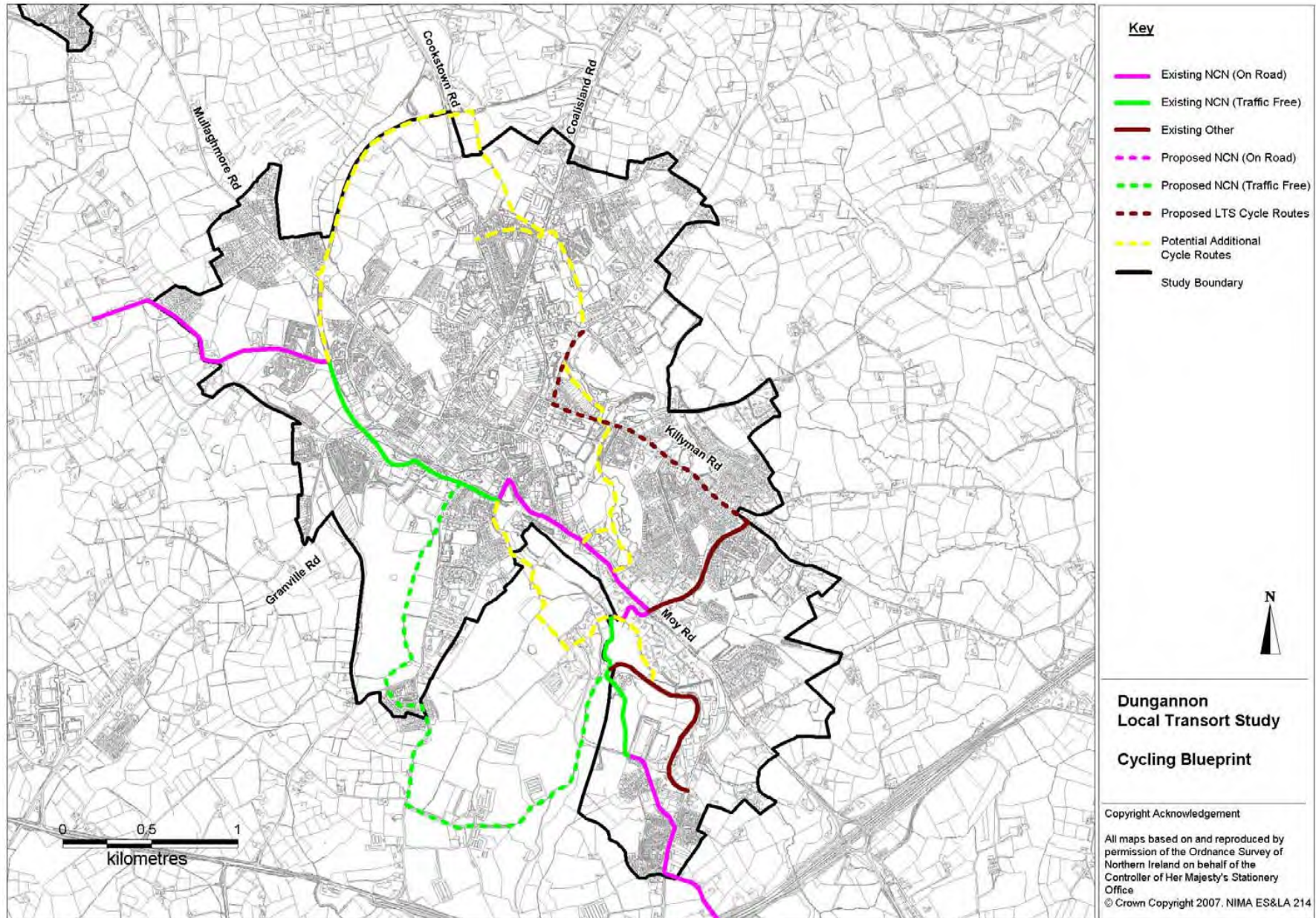
Map 8: Magherafelt Local Transport Study Walking Blueprint



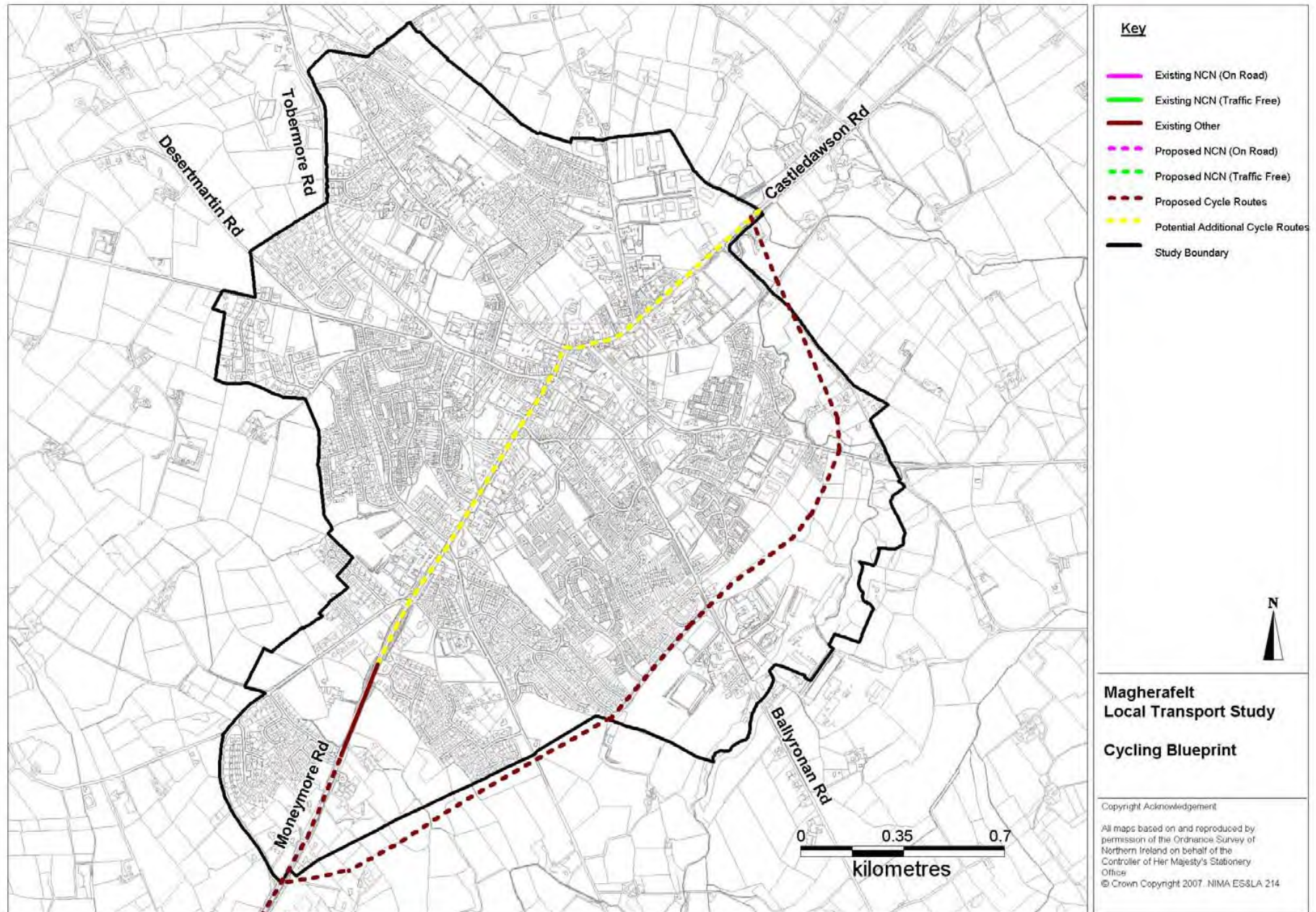
Map 9: Cookstown Local Transport Study Cycling Blueprint



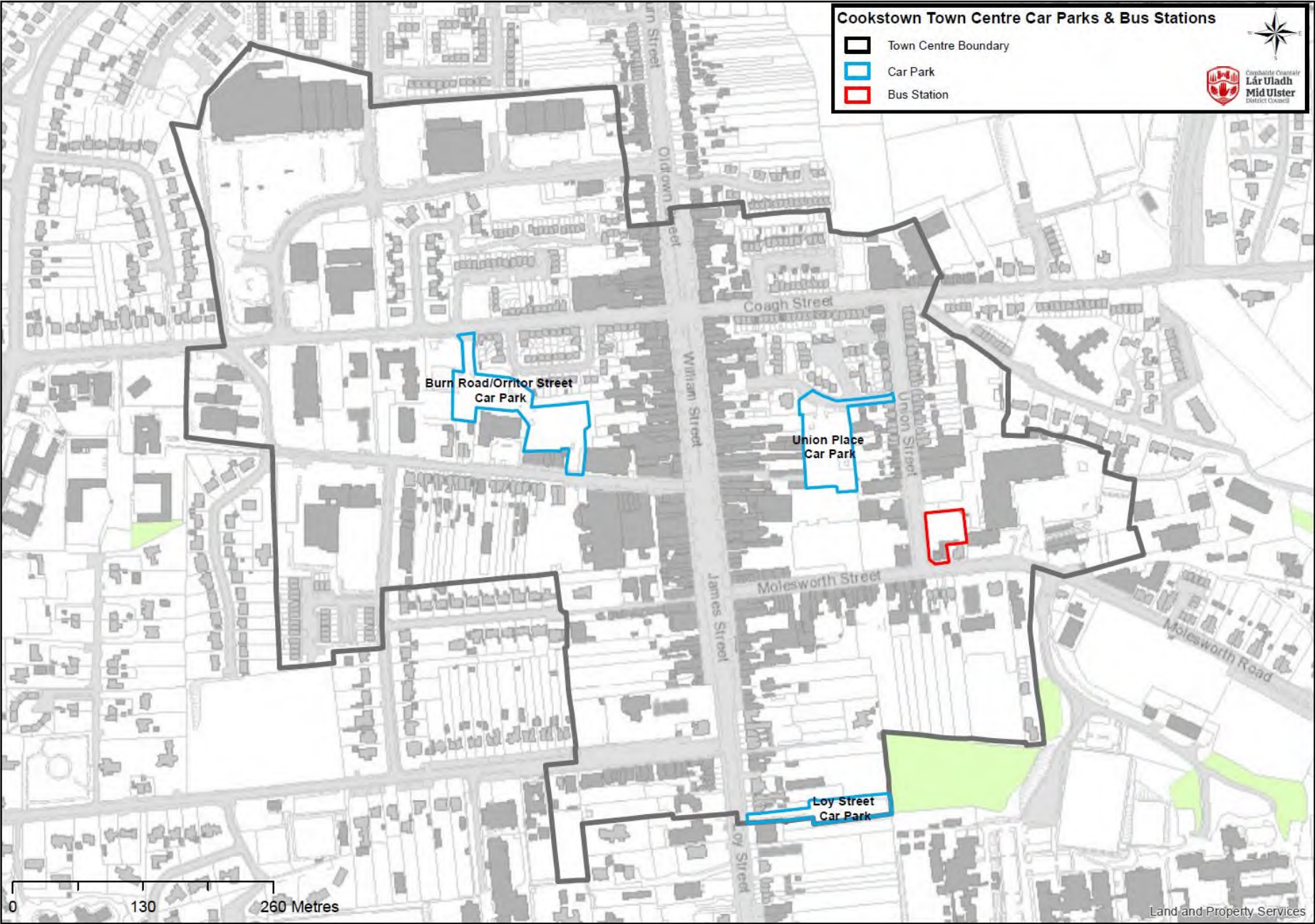
Map 10: Dungannon Local Transport Study Cycling Blueprint



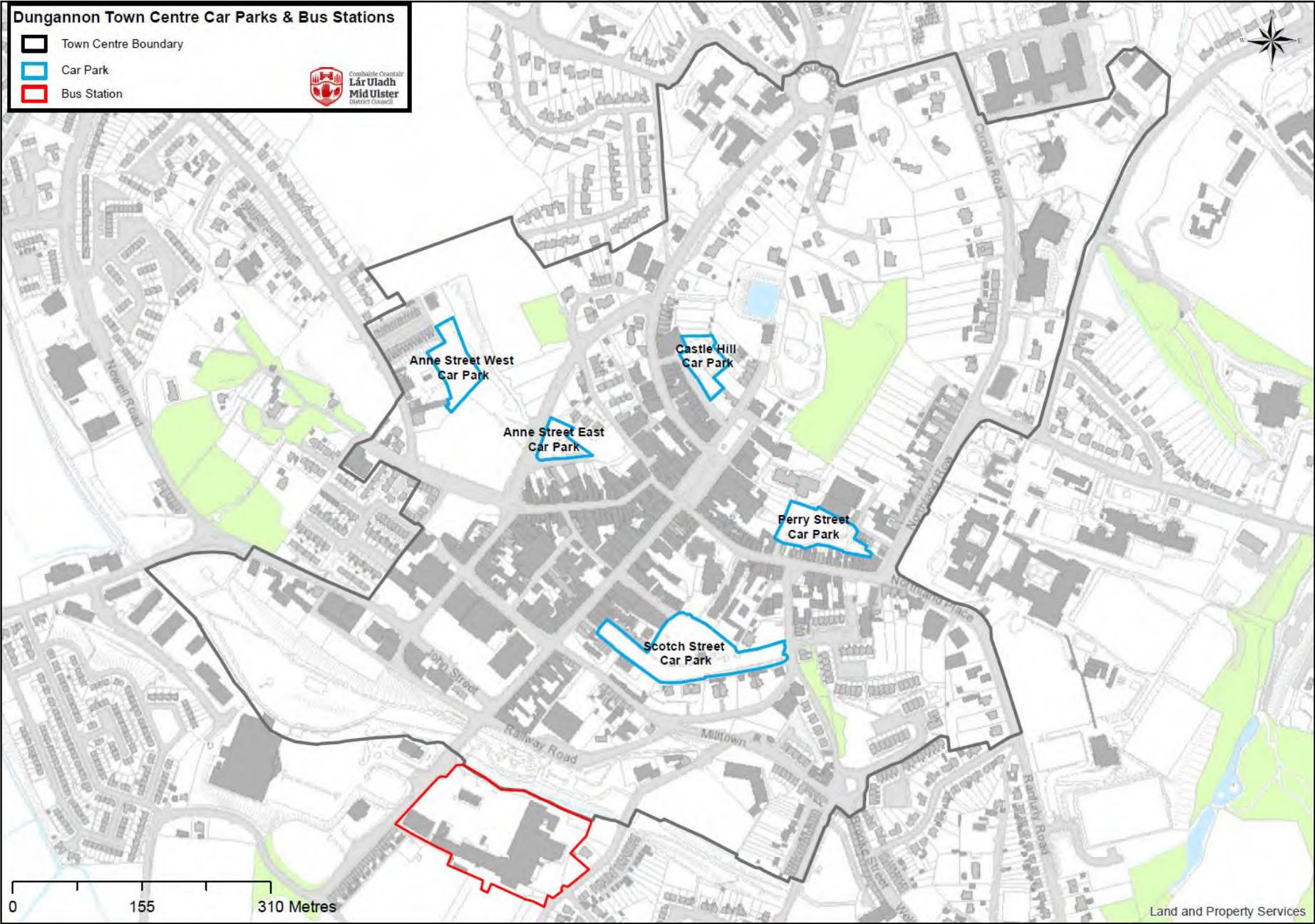
Map 11: Magherafelt Local Transport Study Cycling Blueprint



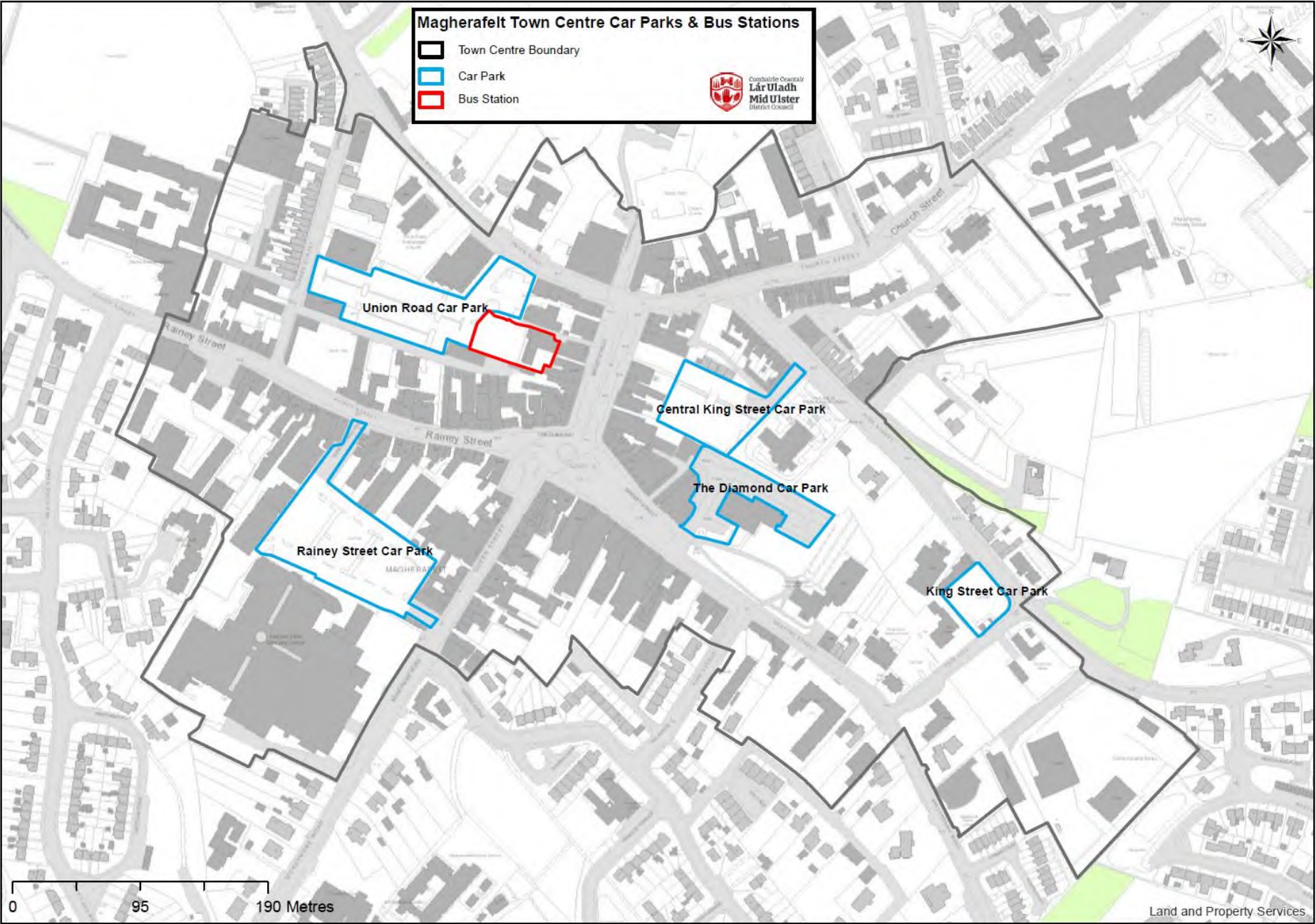
Map 12: Cookstown Town Centre Car Parks & Bus Stations



Map 13: Dungannon Town Centre Car Parks & Bus Stations

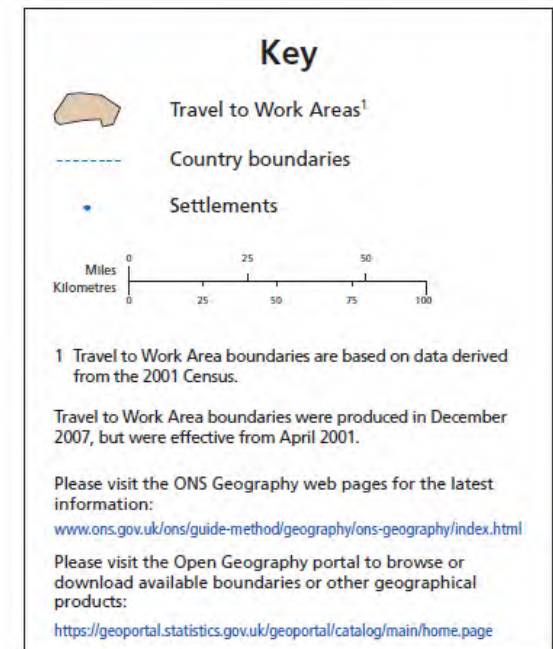


Map 14: Magherafelt Town Centre Car Parks & Bus Stations



Map 15 Northern Ireland Travel to Work Areas

(NISRA 2001 Information)



APPENDIX 2

SRTP TABLES

APPENDIX 2: SRTP TABLES

Table 8: Schemes included in the SRTP Highways Blueprint

Proposed Highway Schemes SRTP	Status	Proposed Highway Schemes RSTN TP	Status
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Source: Sub Regional Transport Plan 2015 – Technical Supplements

Section of Westland Road, Cookstown.	Complete	A29 Cookstown By-Pass	As Table 5
Section of A45 Granville Road, Dungannon.	Under Development	Section of A29 Link Corridor, Dungannon. A31 Magherafelt Bypass.	Complete
		A31 Magherafelt Bypass	As Table 5
Proposed Junction Improvement		Proposed Linking of Travel Signals	
Junction at Beechvalley, John St, Railway Rd Dungannon.	Under Consideration	Section of A29 Link Corridor (William St/James Street) Cookstown	Complete
Junction at Market Sq, Scotch Street, Dungannon.	Complete		
Junction/Roundabout at South Tyrone Hospital	Under Consideration		
Junction at Perry St, Northland Place and Northland Row, Dungannon	Complete		
Junction of Northland Row and Killyman Rd, Dungannon	Complete		

APPENDIX 2: SRTP TABLES

Table 9: Schemes included in the SRTP Cookstown Walking Blueprint

COOKSTOWN		
Proposed Primary Walking Routes	Proposed Secondary Walking Routes	Potential Additional Walking Routes (Not in RTS Funding)
<ul style="list-style-type: none"> William St, Cookstown (including small section of Orritor St and Coagh St) James St, Cookstown (including small section of Fairhill Rd) Loy Street, Cookstown 	<ul style="list-style-type: none"> Section of Claggan Lane Section of Lissan Rd Section of Coolreagh Rd Section of William St (Oldtown) Coagh St Section of Orritor Rd Molesworth St Section of Molesworth Rd Burn Rd Fairhill Rd Convent Rd/Lane Cemetery Rd 	<ul style="list-style-type: none"> East Circular Rd Orritor Rd Section of Fountain Rd Section of Killymoon Rd Section of Castle Rd Burn Rd Section of the A505 (Blackhill) Sandholes Rd

Source: Sub Regional Transport Plan 2015 – Cookstown Technical Supplement.

Table 10: Schemes included in the SRTP Dungannon Walking Blueprint

DUNGANNON		
Proposed Primary Walking Routes	Proposed Secondary Walking Routes	Potential Additional Walking Routes (Not in RTS Funding)
<ul style="list-style-type: none"> • Section of Thomas St • Market Square • Scotch St • Beechvalley • Perry St • Irish St • Section of William St • Georges St 	<ul style="list-style-type: none"> • Section of Park Rd • Section of Victoria Rd • Northland Place • Ranfurly Rd • Northland Row • Circular Rd • Section of Killyman Rd • Section of Thomas St • Section of Oaks Rd • Quarry Lane • Section of Newell Rd • Section of Mullaghmore Rd • Windmill Hill Rd • Section of William St • Ballygawley Rd 	<ul style="list-style-type: none"> • Section of Oaks Rd • Section of Coalisland Rd • Section of Carland Rd • Anne St • Donaghmore Rd • Link Rd between Thomas St and William St • Scotch St Centre • John St • Section of Killymeal Rd • Section of Killyman Rd • Brooke St • Section of Park Rd • Milltown • Washingford Row • Craigavon Crescent • Old Eglisish Rd • Manse Rd

Source: Sub Regional Transport Plan 2015 – Dungannon Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 11: Schemes included in the SRTP Magherafelt Walking Blueprint

MAGHERAFELT		
Proposed Primary Walking Routes	Proposed Secondary Walking Routes	Potential Additional Walking Routes (Not in RTS Funding)
<ul style="list-style-type: none"> • Broad St • Queen St • Section of Rainey St • Section of Union Rd • Section of King St • Church St • Market St • Section of Meeting St 	<ul style="list-style-type: none"> • Section of Station Rd • Section of Castledawson Rd • Section of King St • Section of Meeting St • Ballyronan Rd • Moneymore Rd • Section of Rainey St • Union Rd • Section of Hospital Rd 	<ul style="list-style-type: none"> • Section of Castledawson Rd • Fairhill • Section of Aughrim Rd • Kirk Ave • Section of Queens Ave • Princess Ave • Parkmore Rd • Section of Killyfaddy Rd • Rd running parallel to

		Meadowbank <ul style="list-style-type: none"> • Westland Rd • Section of Rainey St • Section of Tobermore Rd • Mullaghboy Lane
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Source: Sub Regional Transport Plan 2015 – Magherafelt Technical Supplement

Table 12: Existing Cycle Networks/Routes in Cookstown

Existing National Cycle Network/Cycle Routes - COOKSTOWN	
Existing National Cycle Network (On Road)	
Fairhill Road	
Tullagh Road	
Loy Street	
Fountain Road	
Cloghog Road	
Lower Grange Road	
Existing National Cycle Network (Traffic Free)	
Lane directly opposite Convent Road, cutting through Cookstown Leisure Centre and emerging on Fountain Road	
Existing Other	
Loy Street	

Source: Sub Regional Transport Plan 2015 – Cookstown Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 13: Proposed Cycle Networks/Routes in Cookstown

Proposed National Cycle Network/Cycle Routes – COOKSTOWN	
Proposed National Cycle Network (On Road)	
None	
Proposed National Cycle Network (Traffic Free)	
None	
Proposed Cycle Route	
Along the route of the proposed Eastern Distributor Road	
Potential Additional Cycle Routes (Not in RTS Funding)	
Section of Coolreagh Road	
Section of Lissan Road	
Walkway to immediate North of Moneymore Road	
A29 Route through the Town	
Lime Kiln Lane	
Walkway to rear of Vion factory	
Route through phase 1 housing land (West of Ratheen) and to SE of Adair Gardens	
Factory lane emerging onto Orritor Road	
Millburn Avenue	
Walkway SW of Morgan Drive	

Source: Sub Regional Transport Plan 2015 – Cookstown Technical Supplement.

Table 14: Existing Cycle Networks/Routes in Dungannon

Existing National Cycle Network/Cycle Routes – DUNGANNON	
Existing National Cycle Network (On Road)	
Northland Way	
Jacksonville Road, Moygashel	
Main Road, Moygashel	
Syerla Road, Moygashel	
Ballynorthland Demesne	
Section of the A29 (Moy Road)	
Brooke Street	
Mark Street	
Lisnahull Road	
Old Caulfield Road	
Existing National Cycle Network (Traffic Free)	
Walkway parallel and West of Newell Road and across Railway Park	
Route through Dungannon Park	
Existing Other	
Route through Dungannon Park	
Gortmerron Link Road	

Source: Sub Regional Transport Plan 2015 – Dungannon Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 15: Proposed Cycle Networks/Routes in Dungannon

Proposed National Cycle Network/Cycle Routes – DUNGANNON	
Proposed National Cycle Network (On Road)	
None	
Proposed National Cycle Network (Traffic Free)	
Section of Old Eglish Road	
Route along the Eastern Shore of Black Lough, through Lakeside Terrace and Park Avenue, back onto Old Eglish Road and North to Dungannon Park	
Proposed Cycle Routes	
Section of Killyman Road	
Section of Killymeal Road	
Potential Additional Cycle Routes (Not in RTS Funding)	
Altmore Drive	
Route connecting Cookstown Road, Mullaghmore Road and Lisnahull Road	
Route connecting Coalisland Road to Cookstown Road	
Route connecting Dunlea Vale, Killymeal Road, Killyman Road and Dungannon Park – accessing the Moy Road at two different points.	
Section of Mullaghanagh Road and route through Dungannon Park	

Source: Sub Regional Transport Plan 2015 – Dungannon Technical Supplement.

Table 16: Existing Cycle Networks/Routes in Magherafelt

Existing National Cycle Network/Cycle Routes – MAGHERAFELT	
Existing National Cycle Network (On Road)	
None	
Existing National Cycle Network (Traffic Free)	
None	
Existing Other	
Section of the Moneymore Road	

Source: Sub Regional Transport Plan 2015 – Magherafelt Technical Supplement.

APPENDIX 2: SRTP TABLES

Table 17: Proposed Cycle Networks/Routes in Magherafelt

Proposed National Cycle Network/Cycle Routes – MAGHERAFELT	
Proposed National Cycle Network (On Road)	
None	
Proposed National Cycle Network (Traffic Free)	
None	
Proposed Cycle Routes	
Route from the Castledawson Road through the Western and South Western portion of the Town boundary, joining the Moneymore Road.	
Potential Additional Cycle Routes (Not in RTS Funding)	
Section of the A31 road through the Town	

Source: Sub Regional Transport Plan 2015 – Magherafelt Technical Supplement.

APPENDIX 3

CAR PARKING AVAILABILITY TABLES

APPENDIX 3: CAR PARKING AVAILABILITY TABLES

Table 18: Off street location and spaces available in Cookstown

Location	Spaces	Free/Pay	1hr Waiting Restriction
Off Street Car Parks			
Burn road	106(6)	Free	No
Loy St	54(1)	Pay	No
Orritor road	129	Free Pay	No
Union Place	117 (2)	Pay	No
		Free	No
Sub Total	406 (9)		

Source: Transport NI 2015

Table 19: Off street location and spaces available in Dungannon

Location	Spaces	Free/Pay	1hr Waiting Restriction
Off Street Car Parks			
Anne St East	48 (2)	Pay	No
Ann St west	70	Free	No
Castle Hill	100(2)	Pay	No
Perry St west	36(2)	Pay	No
Perry St East	56	Free	No
Scotch St North	97(4)	Pay	No
Scotch St South	161(2)	Free	no
Sub Total	568 (12)		

Source: Transport NI 2015

APPENDIX 3: CAR PARKING AVAILABILITY TABLES

Table 20: On street location and spaces available in Magherafelt

Location	Spaces	Free/Pay	1hr Waiting Restriction
On Street	(Disabled Provision)		
Queen Street	0	N/A	N/A
Rainey Street	12(1)	Free	Yes
Broad Street	23(2)	Free	Yes
Market Street	50(3)	Free	Yes
Union Road	0	N/A	N/A
Church Street	20	Free	Yes
King Street	28+	Free	Yes
Meeting Street (Free)	0	Free/Short Stay	Yes
Fairhill Road	0	N/A	N/A
The Diamond	8(1)	Free/Short Stay	Yes
Sub Total	141		

Source: URS/Scott Wilson 2010

Table 21: Off street location and spaces available in Magherafelt

Location	Spaces	Free/Pay	1hr Waiting Restriction				
Off Street Roads Service Car Parks				Sept - 09 Normal	Dec - 09	Mar - 10	Jun – 10 Market Day or other busy day
King St	42(3)	Free	No	100%	71%	93%	112%
Rainey St	241(12)	Pay	No	53%	39%	57%	65%
Central	118(9)	Free	No	100%	95%	105%	103%
Union Rd	158	Pay	No	38%	44%	46%	59%
Union Rd	38(4)	Free	No	100%	61%	100%	84%
Sub Total	597						

Source: URS/Scott Wilson 2010

APPENDIX 3: CAR PARKING AVAILABILITY TABLES

Table 22: Other locations and spaces available

Location	Spaces	Free/Pay	1hr Waiting Restriction
Private			
Diamond Centre	112	Pay	No
Meadowlane	500	Free 1 st 4 hrs and after 6pm Mon-Sat. Free Sun	No
Sub Total	612		
Overall Total	1350		

Source: URS/Scott Wilson 2010

APPENDIX 4

ULSTERBUS AND GOLDLINE TIMETABLES

APPENDIX 4: ULSTERBUS AND GOLDLINE TIMETABLES FOR MID ULSTER.

Table 25: Ulster Bus Rural Services in Cookstown District

Service No.	Route Details	M-F	SAT	SUN
80	Cookstown – Coalisland - Dungannon	13	7	3
80D	Cookstown – Coalisland - Dungannon	1	0	0

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated

Table 26: Ulster Bus Urban Services in Cookstown District

Service No.	Route Details	M-F	SAT	SUN
89	Cookstown - Magherafelt	3	3	0
89A	Cookstown - Magherafelt	1	0	0
89B	Cookstown - Magherafelt	2	0	0
89C	Cookstown - Magherafelt	1	0	0
90	Cookstown – Heagneys Corner	1	0	0
90A	Cookstown – Heagneys Corner	1	0	0
91	Cookstown - Pomeroy	5	0	0
110	Cookstown – Magherafelt – Antrim – Belfast	9	4	1
390	Cookstown Town Service	3	0	0
278	Portrush-Coleraine-Cookstown-Monaghan	3	1	1

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated

Table 27: Ulster Bus Rural Services in Dungannon District

Service No.	Route Details	M-F	SAT	SUN
80A	Dungannon – Newmills - Coalisland	4	0	0
80B	Dungannon – Newmills - Coalisland	2	0	0
80C	Dungannon – Newmills - Coalisland	10	4	0
80H	Dungannon – Newmills - Coalisland	2	0	0

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated.

APPENDIX 4: ULSTERBUS AND GOLDLINE TIMETABLES FOR MID ULSTER.

Table 28: Ulster Bus Urban Services in Dungannon District

Service No.	Route Details	M-F	SAT	SUN
67	Dungannon – Moy - Portadown, High Street	7	1	0
67A	Dungannon – Moy - Portadown, High Street	1	0	0
67E	Dungannon – Moy - Portadown, High Street	3	2	0
67H	Dungannon – Moy - Portadown, High Street	0	0	0
72	Dungannon - Armagh	7	4	0
72B	Dungannon - Armagh	3	0	0
72C	Dungannon - Armagh	0	0	0
72D	Dungannon - Armagh	1	0	0
74A	Dungannon - Caledon	2	0	0
75	Dungannon – Maghery - Portadown	8	3	0
75A	Dungannon – Craigavon Hospital	6	6	2
76	Dungannon - Ballygawley	4	0	0
76A	Dungannon - Ballygawley	0	1	0
78	Dungannon - Ballygawley	9	0	0
78A	Dungannon - Ballygawley	0	1	0
80	Dungannon - Coalisland	13	7	3
80D	Dungannon - Coalisland	1	0	0
86	Dungannon – Carrickmore - Omagh	8	2	0
86H	Dungannon – Carrickmore - Omagh	3	0	0
261B	Dungannon – Sprucefield - Lisburn	2	0	0
261	Enniskillen – Dungannon - Belfast	17	11	11
273	Derry – Dungannon - Belfast	14	12	6
377A	Dungannon Town Service	3	3	0
377B	Dungannon Town Service	9	9	0
377C	Dungannon Town Service	5	5	0
377F	Dungannon Town Service	0	0	1

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated.

Table 29: Ulster Bus Rural Services in Magherafelt District

Service No.	Route Details	M-F	SAT	SUN
89	Magherafelt – Cookstown	3	3	0
112	Magherafelt - Draperstown	6	2	0
127	Magherafelt - Ballymena	8	5	0

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated

APPENDIX 4: ULSTERBUS AND GOLDLINE TIMETABLES FOR MID ULSTER.

Table 30: Ulster Bus Urban Services in Magherafelt District

Service No.	Route Details	M-F	SAT	SUN
89	Magherafelt – Cookstown	3	3	0
89A	Magherafelt – Cookstown	1	0	0
89B	Magherafelt – Cookstown	2	0	0
89C	Magherafelt – Cookstown	1	0	0
110	Magherafelt – Antrim – Belfast	12	3	0
111	Magherafelt – Maghera - Coleraine	6	0	0
116	Magherafelt – Maghera - Coleraine	0	0	0
116A	Magherafelt – Maghera - Coleraine	0	0	0
176	Magherafelt – Maghera - Coleraine	6	1	0
112	Magherafelt - Draperstown	6	2	0
127	Magherafelt - Ballymena	8	5	0
389A	Magherafelt Town Service	9	5	0
389B	Magherafelt – Castledawson Park and Ride	12	9	0
403	Magherafelt - Omagh	2	2	0

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated

Table 31: Goldline Express Services in Cookstown, Dungannon and Magherafelt Districts

Service No.	Route Details	M-F	SAT	SUN
209	Cookstown – Magherafelt – Antrim – Belfast	5	0	0
210	Cookstown – Magherafelt – Antrim – Belfast	1	2	0
X4	Derry – Cookstown – Dublin Airport - Dublin	3M-S		
X4	Derry – Dungannon – Dublin Airport - Dublin	3M-S		
212	Belfast – Castledawson Park & Ride - Derry	40	24	13

Source: Translink Website 2015. Note Return Journeys are generally the reverse of those indicated.

Note: X4 Journeys are calculated Monday to Sunday.