

Committee Report

Committee Meeting Date: 19th September 2023

Application ID: LA04/2021/1808/F

Proposal:
Proposed residential development comprising of 14 dwellings, access from Lagmore View Lane and Lagmore Glen, completion of remaining areas of open space (including hard and soft landscaping), provision of parking bays and speed cushions to improve road safety along Lagmore View Road, and all associated site works.

Location:
Lands South and East of 148-163 Lagmore View Lane North and West of 37 81 82 and 112 Lagmore Glen and Lagmore View Road, Belfast.

Referral Route: Major development (site area greater than 1 hectare)

Recommendation: Approval

Applicant Name and Address:
Antrim Construction Company Ltd
130-134 High Street
Holywood
BT18 9HW

Agent Name and Address:
TSA Planning Ltd
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Belfast
BT1 4NL

Executive Summary:

The application seeks full planning permission for a residential development comprising 14 dwellings (8 detached and 6 semi-detached), access from Lagmore View Lane and Lagmore Glen, completion of remaining areas of open space (including hard and soft landscaping), provision of parking bays and speed cushions to improve road safety along Lagmore View Road, and all associated site works.

The key issues in the assessment of the application are:

- Principle of Development (including Loss of Open Space)
- Layout, scale and design
- Traffic, Movement and Parking
- Private Amenity Provision
- New Open Space Provision
- Impact on Amenity
- Affordable Housing Provision
- Drainage and Flooding
- Other Environmental Matters
- Impact on existing Electrical Infrastructure
- Section 76 planning agreement
- Pre-application Community Consultation

The principle of residential use and general layout has been established on the site through planning permission S/2010/0834/F which is extant and partially complete.

The development is proposed on a sloping site located in the west of the city close to the settlement limits. The proposal would see 14 dwellings replace an approved block of 12 apartments and open space area, as previously approved as part of a larger scheme of 41 units, along with an area of open space and number of new traffic calming measures along Lagmore

View Road. The proposal also includes the development of a previously approved area of open space which runs along the south-western boundary of the site.

A significant component of the scheme is the realignment of the main access road (Lagmore View Road) which serves the site and wider area, with accompanying traffic calming measures to address an acknowledged road safety issues arising from existing road layout. The application, including road realignment has the support of the local community association.

Statutory Consultees

DFI Roads – Final response awaited

DAERA – No objection

DFI Rivers – No objection

NI Water – No objection

NI Housing Executive – Support

Non-Statutory Consultees

BCC Environmental Health – No objection

BCC Plans and Policy team – advice provided (see main assessment)

BCC Landscape Planning and Development Unit – advice provided (see main assessment)

NIE – No objection

Two letters of objection and two letters of support have been received. These are detailed in the main report.

It is recommended that planning permission is approved in the planning balance, given the overall benefits associated with the proposal, namely the improved road layout, landscaped open space and new housing including an element of affordable housing.

It is requested that delegated authority is given to the Director of Planning & Building Control to finalise the wording of conditions and Section 76 planning agreement – including the requirement to secure three of the units as affordable housing – and deal with any other issues that may arise from outstanding consultations.

Case Officer Report

Site Location Plan and Layout





1.0	Description of Proposed Development
1.1	The application seeks full planning permission for the erection of 14 dwellings (8 detached and 6 semi-detached), access from Lagmore View Lane and Lagmore Glen, completion of remaining areas of open space (including hard and soft landscaping), minor road realignment and traffic calming measures along Lagmore View Road, and all associated site works.
1.2	The proposal alters a previously approved housing layout on a larger site consisting of 41 units, which included a single block of 12 apartments to the north and a strip of open space along the south / south-eastern boundary (S/2010/0834/F). The development is proposed on the site of the approved apartment block and open space.
1.3	12 of the proposed 14 units are accessed from the main access road which runs along the northern boundary of the site and ties in with the main Lagmore road network. Two of the units are accessed via the existing Lagmore View access road to the south-east. These access points provide links to existing public transport networks.
1.4	Importantly, the proposal also includes alterations to the Lagmore View Road intended to improve highway safety, including minor road realignment to straighten two existing speed control bends. The extent of speed control tables are also being reduced to minimise potential for motorists to mount the footpath. Speed control cushions are also being introduced as additional traffic calming measures. The applicant has presented a case that the proposed dwellings are necessary to fund these works.
2.0	Description of Site
2.1	The site is located on the western edge of the Belfast urban area and just within the settlement limits as defined the Belfast Urban Area Plan and in Draft Belfast Metropolitan Area Plan 2015 (both versions).
2.2	The application site is located east of neighbouring fields and lies between the residential properties on Lagmore View Road, Lagmore Glen and Lagmore View Lane. Application documentation defines the site as extending to 2.42ha, the majority of which (approximately 1.62ha) is existing road infrastructure and existing/proposed open space provision that is part laid in grass and part comprising rough ground and hardstanding.

2.3 2.4	<p>The applicant has noted that part of the site was being temporarily used as a site compound during construction works, and this is not an uncommon situation.</p> <p>The site is located on the periphery of the Lagmore housing development with housing abutting the site to the north, west and south-west. The existing levels fall quite significantly from north to south through the site. Overhead powerlines traverse the site running close to, and parallel with, the south-western boundary. Some scrub occupies the site and site boundaries.</p>
3.0	Planning History
3.1 3.2 3.3	<p>S/2000/1332/O – Site for housing and to develop lands to rear of Lagmore Dale, Stewartstown Road, Belfast. Permission granted in October 2001.</p> <p>S/2010/0834/F – Residential development of 41 dwellings comprising apartments, semi-detached and detached housing including provision of equipped children's play area and other associated public open spaces & landscaping. Permission Granted October 2013</p> <p>LA04/2018/0005/F - Erection of 6 detached and 8 semi-detached dwellings and associated parking, relocation of public open space previously approved under planning permission S/2010/0834/F with associated play park, landscaping, and site works. Lands south & east of 148-163 Lagmore View Lane & 20-26 Lagmore View Road and north & west of 37 81 82 105-114 Lagmore Glen, Lagmore Glen, Belfast. Withdrawn.</p>
4.0	Policy Framework
4.1	<p>Development Plan – operational policies Belfast Local Development Plan, Plan Strategy 2035</p> <p>Development Plan – zoning, designations, and proposals maps Belfast Urban Area Plan (2001) BUAP Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)</p> <p>Regional Planning Policy Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)</p> <p>Other material considerations Developer Contribution Framework Creating Places Belfast Agenda (Community Plan)</p>
4.2	<p>The following policies in the Plan Strategy are relevant to consideration of the application.</p> <p><i>Strategic Policies</i> Policy SP1A – managing growth and supporting infrastructure delivery Policy SP2 – sustainable development Policy SP3 – improving health and wellbeing Policy SP4 – community cohesion and good relations Policy SP5 – positive placemaking Policy SP6 – environmental resilience Policy SP7 – connectivity Policy SP8 – green and blue infrastructure network</p>

	<p><i>Spatial Development Strategy</i> Policy SD1 – Settlement hierarchy Policy SD2 – Settlement Areas</p> <p><i>Shaping a Liveable Place</i> Policy HOU1 – Accommodating new homes Policy HOU2 – Windfall housing Policy HOU4 – Density of Residential Development Policy HOU5 – Affordable Housing Policy HOU6 – Housing Mix Policy HOU7 – Adaptable and Accessible Accommodation Policy DES1 – Principles of Urban Design Policy DES2 – Masterplanning Approach for Major Development Policy RD1 – New Residential Developments Policy HC1 – Promoting healthy communities</p> <p><i>Transport</i> Policy TRAN1 – Active travel – walking and cycling Policy TRAN 2 – Creating an accessible environment Policy TRAN4 – Travel plan Policy TRAN6 – Access to public roads Policy TRAN8 – Car parking and servicing arrangements</p> <p><i>Building a Smart Connected and Resilient Place</i> Policy ENV1 – Environmental Quality Policy ENV2 – Mitigating Environmental Change Policy ENV3 – Adapting to Environmental Change Policy ENV4 – Flood Risk Policy ENV5 – Sustainable Drainage Systems (SuDS)</p> <p><i>Promoting a Green and Active Place</i> Policy OS1 – Protection of Open Space Policy OS3 – Ancillary Open Space Policy NH1 – Protection of Natural Heritage Resources Policy TRE1 – Trees Policy LC1 – Landscape</p> <p><u>Supplementary Planning Guidance</u></p> <p>Affordable Housing and Housing Mix Residential Design Placemaking and Urban Design Masterplanning approach for Major developments Sensitive Uses Sustainable Urban Drainage Systems Transportation Trees and Development</p>
<p>5.0</p>	<p>Statutory Consultees DFI Roads – Awaiting final response DAERA – No objection DFI Rivers – No objection NI Water – No objection NI Housing Executive – Support</p>

6.0	<p>Non-Statutory Consultees BCC Environmental Health – No objection BCC Plans and Policy Team – Advice provided (see main assessment) BCC Landscape Planning and Development Unit – Advice provided (see main assessment) NIE – No objection</p>
7.0 7.1 7.2	<p>Representations Two letters of objection have been received, raising the following issues (with an officer response immediately below each).</p> <ol style="list-style-type: none"> 1. New road safety measures and impact on existing road safety issues. <i>DFI Roads had initially highlighted concerns with regard to the proposed bollards, which were subsequently removed. New traffic calming measures have been included in the form of speed control cushions with road realignment and reduction in extent of speed control tables. These changes have been welcomed by DFI Roads given road safety issues associated with current road layout.</i> 2. More housing will lead to more traffic. <i>DFI Roads are satisfied that the existing road network can accommodate the proposed additional dwellings and has offered no objection to the application. The proposal will only create two additional dwellings units</i> <p>Two letters of support have been received from a local Residents Association highlighting positive engagement between the developer and the community.</p>
9.0 9.1 9.2 9.3	<p>PLANNING ASSESSMENT</p> <p>The key issues in the assessment of the proposal are:</p> <ul style="list-style-type: none"> • Principle of Development (including Loss of Open Space) • Layout, scale and design • Traffic, Movement and Parking • Private Amenity Provision • New Open Space Provision • Impact on Amenity • Affordable Housing Provision • Drainage and Flooding • Other Environmental Matters • Impact on existing Electrical Infrastructure • Section 76 planning agreement • Pre-application Community Consultation <p>Development Plan Context</p> <p>9.2 Section 6(4) of the Planning (Northern Ireland) Act 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> <p>9.3 Section 45(1) of the Act states that in determining planning applications, the Council must have regard to the local development plan, so far as material to the application, and to any other material considerations.</p>

9.4	<p>The Belfast Local Development Plan (LDP) when fully completed will replace the Belfast Urban Area Plan 2001 as the statutory Development Plan for the city. The Belfast LDP will comprise two parts. Part 1 is the Plan Strategy, which contains strategic and operational policies and was adopted on 02 May 2023. Part 2 is the Local Policies Plan, which will provide the zonings and proposals maps for Belfast and has not yet been published. The zonings and proposals maps in the Belfast Urban Area Plan 2001 remain part of the statutory local development plan until the Local Policies Plan is adopted.</p>
9.5	<p>Operational policies – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed in the report.</p>
9.6	<p>Proposals Maps – until such time as the Local Policies Plan is adopted, the Council must have regard to the land-use zonings, designations, and proposals maps in the Belfast Urban Area Plan 2001, both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (draft BMAP 2015) and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. It is considered that significant weight should be given to the proposals map in draft BMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious.</p>
9.7	<p><u>Belfast Urban Area Plan 2001 (BUAP)</u> The site is located on un-zoned “whiteland” within the development limits of Belfast.</p>
9.8	<p><u>Draft BMAP (v2004 and v2014) designations</u> In draft BMAP 2015 (v2004) the site is zoned for housing (Zoning ML02/16). In draft BMAP (2014) it is also zoned for housing (Zoning ML03/01).</p>
9.9	<p>Principle of Development (including Loss of Open Space)</p> <p>The site is located within a larger approved housing development (S/2010/0834/F) with residential use originally established at the site as part of a substantial outline scheme and housing masterplan (S/2000/1332/O). However, the proposal includes the development of a stretch of existing open space along the south-eastern boundary of the site. This area was also previously approved as open space as part of an approved layout for 41 units with 12 apartments approved on the application site, as shown below alongside the proposed layout. All dwellings approved under this extant permission have been built apart from the 12 apartments.</p>
	<div style="display: flex; justify-content: space-around;"> <div data-bbox="284 1444 670 1982">  <p>Approved layout</p> </div> <div data-bbox="758 1444 1332 1982">  <p>Proposed layout</p> </div> </div>

9.10	The total area of existing open space which would be lost as a result of the proposed development is approximately 4,800 square metres (0.48 ha).
9.11	The proposal has been assessed against Policy OS1 of the Plan Strategy which states that development that results in the loss of existing open space will not be permitted.
9.12	<p>However, the policy permits exceptions where either:</p> <ul style="list-style-type: none"> • it is clearly shown that redevelopment will bring substantial community benefits that decisively outweigh the loss of the open space; or • where it is demonstrated that the loss of open space will have no significant detrimental impact on the amenity, character or biodiversity of an area and where either of the following circumstances occur: <ul style="list-style-type: none"> (i) in the case of an area of open space of 2 hectares or less, alternative provision is made by the developer which is at least as accessible to current users and at least equivalent in terms of size, usefulness, attractiveness, safety and quality; or (ii) in the case of playing fields and sports pitches within settlement limits, it is demonstrated by the developer that the retention and enhancement of the facility can only be achieved by the development of a small part of the existing space - limited to a maximum of 10% of the overall area - and this will have no adverse effect on the sporting potential of the facility. This exception will be exercised only once.
9.13	Although argued initially by the applicant that Policy OS1 of the now superseded Planning Policy Statement 8 does not apply to the proposal as the site forms part of a housing zoning and is undeveloped, the area in question has been approved as open space under extant permission S/2010/0834/F to support the housing and was initially approved as open space in the original concept masterplan for the area. Within this context, the area must be assessed under Policy OS1, which is based on the same principles as the no longer extant PPS 8 of protecting existing areas of open space, irrespective of its physical condition.
9.14	In response to Policy OS1 and its exceptions, a number of potential community benefits (in this case material planning considerations) have been highlighted by the applicant. These include amenity benefits to the properties adjacent to the site, 14 new homes satisfying community requirements (with no apparent community desire for the previously approved apartments), new managed open space provision for the community and road improvements including additional parking bays, speed cushions and road realignment. The proposed road safety improvements are intended to address local people's concerns about the existing road layout and are supported by a Road Safety Audit submitted by the applicant, which in turn has been acknowledged by DFI Roads.
9.15	Although improvements to the road layout are not explicitly linked to the loss of open space and could be achieved irrespective of its loss, the applicant argues that the proposed housing will enable the necessary road improvements, which would otherwise not come forward.
9.16	DFI Roads has acknowledged that the current road layout, including the extent of raised speed control tables, is not ideal and has the potential to create a road safety issue. The applicant has presented the proposal as an opportunity to facilitate much needed road improvements whilst completing this part of the development and providing a high quality residential scheme with a landscaped open space area, albeit smaller than previously approved. It is evident from the financial information submitted, comparing the approved

and current proposals, that the 12 detached units would generate significant additional revenue to help fund the road improvements. It is also worth noting that during the course of the application the extent of the road improvement works has increased from around £40k for the original proposed scheme to in the region of £200k for the current scheme. The previously proposed bollards now making way for road realignment, speed control cushions and removal of long speed control tables. The resulting costs of the works has been exacerbated by the recent rise in cost of building materials and inflation.

9.17 When the application was first submitted, the applicant had indicated a proposed condition and trigger for the road works that would see their completion prior to the occupation of the first dwelling; however, that was on the basis of the road works being costed in the region of £40,000. The new road safety improvements that have arisen as the result of the issues/dangers identified in a Road Safety Audit have increased in price five-fold and are now in the region of £200,000, which is a significant abnormal upfront cost for 14no dwellings. Accordingly, officers advise that a suitable and reasonable trigger point for the road works being completed would be by occupation of the 8th dwelling. This will enable the developer to forward fund the road safety measures through the release of the first housing phase and ensure the necessary road improvements will continue to be delivered in a timely manner.

9.18 In terms of the quantitative loss of open space the proposal should be considered in the round, with the site forming a small part in a significant housing development. Within the application site the loss represents a total of approximately 2,200 square metres, amounting to 31% of the open space. However, when considered holistically the loss of 0.2 Ha of open space is only 3.6% of the total open space approved for the Lagmore/Mount Eagles housing development (5.5 ha). The overall approved open space within the Lagmore housing development is shown below. The plan also shows the location of the site in this wider context.



9.19 At a localised level, the subject proposal provides additional green spaces/amenity provision by finishing off the development, providing approximately 4,800 sqm of open green space. Critically, this ties together two existing areas of open space with an increased usable green space provision of almost 6,000sqm.

9.20 It is also worth noting at this point that part of the application site was approved for apartment development. The apartment proposal occupied an area of approximately 2,100 sqm as shown below (lower lefthand corner with “smudge effect”), the area hatched blue in the plan below (approx. 1,925 sqm) denotes an area earmarked for development in the original Lagmore Concept Masterplan. The blue area denotes an area earmarked for development in a previously approved Concept Masterplan, which would now be provided as open space.



9.21 The concept of developing this area was pulled through to the approved site layout under A/2010/0834/F as shown below. The grey area is annotated as such – ‘area for future development in keeping with concept masterplan’



9.22	The applicant's justification also looks at the overall open space provision within the wider Lagmore development as a whole and argues that the loss is not significant when viewed holistically with an open space provision of circa 25% of the entire housing area still remaining – this compares to previous policy requirement for 15% open space.
9.23	The Council's Landscape team has stated that the loss of new open space would be significant (when considered in the context of the application site). However, this must be considered in tandem with the overall open space provision on the site as required by Policy OS3, discussed further below. <i>Removal of approved playground:</i>
9.24	The Council's Landscape Planning and Development team has also noted that the proposed layout does not include an equipped children's play area, previously approved under planning reference S/2010/0834/F. The provision of the playground for the proposed 14 units would not be a policy requirement as such, but within the wider Lagmore Housing scheme would certainly have been a PPS8 consideration and is now a requirement under Policy OS3 of the Plan Strategy for sites greater than 5Ha or proposals for more than 100 units. However, the proximity to overhead powerlines has been highlighted by the applicant as a reason for omitting this formal play area, and this is supported by NIE comments and accepted by the Council's Landscape Planning and Development team. Furthermore, there was no planning condition on the previous permission to require the actual delivery of the play area or to delivery and manage the open space. It would therefore be unreasonable to object to the removal of the park from this location.
9.25	It is also noted that play parks are provided in the wider Lagmore area. Policy OS3 states that the Council will consider an exception to the requirement of a play park where a children's play area exists within reasonable walking distance from a site (generally around 400m).
9.26	There is no Local Equipped Area for Play (LEAP) within 400m of the subject site. The previous site approval did make provision for a LEAP but this was undeliverable given health and safety concerns associated with children's play equipment located below power lines.
9.27	However, there appears to be opportunity for residents to avail of a significant quantum of usable amenity throughout the wider Lagmore development. As shown in the concentric circle plan below, the Lagmore Youth Project and Lagmore Community Forum provide additional services for the local area and they are located within 400m of the site at the church grounds on Lagmore Drive.



- 9.28 Within 1,000m is the Mount Eagles Community Centre, Mount Eagles LEAP and the Lagmore Activity Park (a NEAP at White Rise).
- 9.29 Just beyond of the 1,000m band (approximately 1,200m) is the new Pairc Nua Chollan (on Stewartstown Road) and the Brook Leisure Centre (Twinbrook Road), both of which remain highly accessible and offer extensive services to the wider Colin area. Although marginally outside of the 1,000m distance for a Neighbourhood Equipped Area of Play (NEAP), the new park and leisure centre are signature projects/destinations and the Lagmore Feeder bus service terminates at the Colin Connect at the main entrance to the park. The Lagmore Bus can be boarded at Mount Eagles Square and Lagmore Drive. In addition, The Glider Service at McKinstry passes the new park and also another signature project/tourist destination in the Colin Glen Forest Park.
- 9.30 There are also two sizeable public greens in the immediate vicinity of the site either side of the main distributor road offering the opportunity for informal play. Proposed speed control measures between the two green spaces will improve connectivity and pedestrian safety allowing residents to move more freely between them. The proposal also delivers additional open space provision with a mix of hard and soft landscaping to complement the existing green adjacent to the site. Unlike the previous planning permission, there will be a requirement through a Section 76 planning agreement for these spaces to be properly laid out and managed.
- 9.31 The benefits associated with the scheme, namely the delivery and management of enhanced open space combined with the proposed road improvements, are cumulatively considered to represent substantial community benefit that decisively outweigh the loss of open space, as such complying with Policy OS1 of the Plan Strategy.

9.32	<p>Layout, scale and design</p> <p>The proposal has been assessed against the SPPS and Policies HOU4, HOU6, HOU7, DES1, DES2 and RD1 of the Plan Strategy.</p> <p><i>Density:</i></p>
9.33	<p>The Planning Service's Plans and Policy team has provided advice in relation to the new policies. It has been suggested that there should be a higher density on smaller parts of the site, which would in turn make more efficient use of the land and protect open space. The application site is the final phase of the wider Lagmore View and Glen Housing Development, which has an established density of 19 dph. This is calculated by considering the existing 371 dwellings across the 19.52 ha development site. There is also extant permission for another 12 apartments on the subject site which would lift the density slightly to 19.62 dph. This proposal for 14no dwellings in lieu of 12 apartments results in a net increase of 2 dwellings over the extant permission. The total developable area of the site is 0.7Ha. The 14 units therefore equates to a density of approximately 20 units per hectare, almost identical to the average density in the Lagmore area, and in conformity with the character of this established residential area in accordance with Policy RD1. Having regard to these factors, the proposed density is acceptable.</p> <p><i>Impact on the character and appearance of the area:</i></p>
9.34	<p>With the replacement of a block of 12 apartments with a more traditional housing layout of 14 units (8 detached and 6 semi-detached) it is clear that the proposal is more in keeping with the established residential character of the area and would represent a more sympathetic density and pattern of development. The dwellings are well spaced and are stepped down the slope in a manner which ensures no visual detriment nor adverse impact on amenity of prospective residents. The detached streetscape along the northern edge provides a high quality frontage onto the road with in-curtliage parking ensuring small gardens and trees provide a visual buffer to the street, and a softer landscape than the slightly higher density of the semi-detached dwellings to the immediate north. The proposed development is open to the front of the building lines, and any screening proposed onto the street to protect the private amenity of rear gardens (Nos 169, 177 and 179) will be a 1.8m high brick wall. This will ensure the provision of a high quality of finish onto the street.</p>
9.35	<p>The form of the dwellings is generally single and two storeys, in keeping with the area, with the three storey split level dwelling located at site Nos. 170-174 responding to the tighter contours along the south-western part of the site and located as such that it will not look out of place or unduly dominant. This three storey house type is the same as the adjacent dwellings to the immediate south-east in Lagmore View, which would be read with the proposal from the south-eastern approach to the site. Nos. 173 and 174 are actually accessed from the existing development at Lagmore View. The layout and form is responds to the sloping topography of the site to minimise the extent of physical retaining structures and ensures a balanced cut and fill exercise that minimises the amount of waste that would be excavated off site.</p>
9.36	<p>The built form with a mix of detached single storey and two storey dwellings and semi-detached three storey dwellings reflects the character of the adjoining housing to the north, east and southeast. The mix of red brick and off-white render finish reflects the finishes and material of both the dwellings that bound the site.</p>

	<p><i>Housing mix:</i></p>
9.37	Policy HOU6 requires that residential proposals for more than 5 units provide a suitable mix of house types and sizes to promote choice and assist in meeting community needs.
9.38	As stated above the proposed density is in keeping with the character of the wider Lagmore area and reflective of the site's edge of limits location. The same can be said for the mix of dwellings, 8 detached and 4 semi-detached units. As will be discussed further below, two units are bungalows and will cater for a particular need and are designed to meet the needs of those that require wheelchair access. It is proposed that these two bungalows are within co-ownership range and will form 3 of the units which will be secured as affordable housing through the Section 76 planning agreement.
9.39	As stated, the housing mix of 3 and 4 bed units has been driven by the communities desire for family homes, and a movement away from apartment development. It is considered that the proposed mix is responsive to the need in the area and responds appropriately to the physical characteristics of the site and the character of the Lagmore area. The housing mix is considered acceptable.
	<p><i>Adaptable and accessible accommodation:</i></p>
9.40	<p>Policy HOU7 of the Plan Strategy also sets out a number of detailed design criteria which are addressed below:</p> <ul style="list-style-type: none"> • All house types now afforded porches/canopies which ensure main entrances offer shelter from the weather. • Permanent living space is achieved within/in addition to a kitchen at entrance level in all house types presented, including split level dwellings (whose entrance level happens to be at 1st floor/upper ground floor level). • All house types have been updated to provide entrance level WC with space to provide a shower. • Each house type has an accessible bathroom on the same level as the main bedroom. The main bathroom on the split level house type is on the same level as the primary living accommodation which is set apart by a half flight of stairs. However, each house does have an ensuite and the floorplans have been annotated to demonstrate this as requested. • Glazing in the principal living space is sited to enable outlook when seated.
9.41	Policy HOU7 also requires that for residential developments of 10 units or more, at least 10% of units are wheelchair accessible, designed in accordance with a number of criteria.
9.42	This equates to a requirement for two dwellings of the 14 proposed and can be achieved by the two bungalow plots at 179/179a.
9.43	<p>A wheelchair accessible environment is provided in accordance with the space standards for wheelchair housing set out in appendix C (of the Plan Strategy):</p> <ul style="list-style-type: none"> • The dwellings are 86.6sqm which is in excess of the 80sqm required for a 3p/2b wheelchair bungalow.

	<ul style="list-style-type: none"> • All driveways meets disabled parking standards; • Pathways are wide enough to accommodate a wheelchair and have a firm surface, and where there is a level change the slope is gentle. • All entrance hallway, kitchen, living, dining area, bathroom and a main bedroom have an unobstructed turning circles. • All entrances, doorways and halls are an appropriate width and length allow for wheelchair access; • Recessed space at the entrances will enable storage of a second wheelchair; • No lift is necessary as the units in question are single storey. • In terms of storage, floorplans show indicative layouts of where wardrobes are to be located, and there are storage areas with regard to hot press/stores/cloaks. However, at 86.5sqm the dwellings have a footprint in excess of the 80sqm wheelchair standard and shows an optional snug room which could be dedicated to storage. • Each dwelling has a suitable at grade garden and patio area.
	<p>Traffic, Movement and Parking</p>
9.44	<p>The proposal has been assessed against Policies TRAN1, TRAN2, TRAN6, TRAN8 and HOU7 of the Plan Strategy.</p>
9.45	<p>Each of the 14 dwellings are served by two in-curtilage parking spaces. A further 9 visitor spaces have been identified on the street. DFI Roads is satisfied with the level car parking provision and its arrangement.</p>
9.46	<p>Policy HOU7 requires that Parking provision should have a firm surface and provide level or gently sloping access to the main entrance of the property.</p>
9.47	<p>The Plans and Policy team advises that the proposal does not comply with this criterion because the drawing states driveway gradients to be 1 in 12.5 for the first 5m. However, 1 in 12.5 is a gradient of 8% which is in conformity with Creating Places (para 16.14 below), a document referenced as existing guidance in the new suite of SPGs. Regard is also had to the topography of the site.</p>
9.48	<p>The applicant has stated that it is not possible to provide at grade entrances to the four split level dwellings to the lower part of the site as their main entrance is via steps to first floor/upper ground level. The reasons for having to employ this style of house at this location are connected with the existing and challenging topography and providing level access to the rear garden. The applicant has also stated the use of split level dwellings with stepped access are compliant with Lifetime Homes and Building Control Requirements.</p>
9.49	<p>A Travel Plan was submitted in support of the application, this proposed measure to promote alternatives to private car use, including the employment of a Travel Plan Co-ordinator and a contribution towards car club membership for 3 years. DFI Roads were generally content with the proposals but had also requested the Travel Plan included the offer of a Travel card for each dwelling for three years. However, given the location of the proposal within an extensive housing area, and the commitment to improving road safety,</p>

as well as the other benefits brought about by the scheme as discussed above, it is considered that a Travel Card provision is not essential. The measures outlined within the proposed Travel Plan shall be secured via the Section 76 Legal Agreement.

9.50 DFI Roads are satisfied with the proposed layout, including proposed road realignment. Final copies of Private Streets drawings are with DFI Roads for approval. A final consultation is awaited and delegated authority is sought to resolve any further issues that may arise.

Private Amenity Provision

9.51 In terms of private amenity, the proposal encompasses a range of rear garden sizes. The smallest private garden measures approximately 62 sqm with the largest being 357 sqm. The average private amenity provision (for dwellings) sits at approximately 133 sqm, 53 sqm greater than the minimum standard set out in the 'Creating Places' guidance.

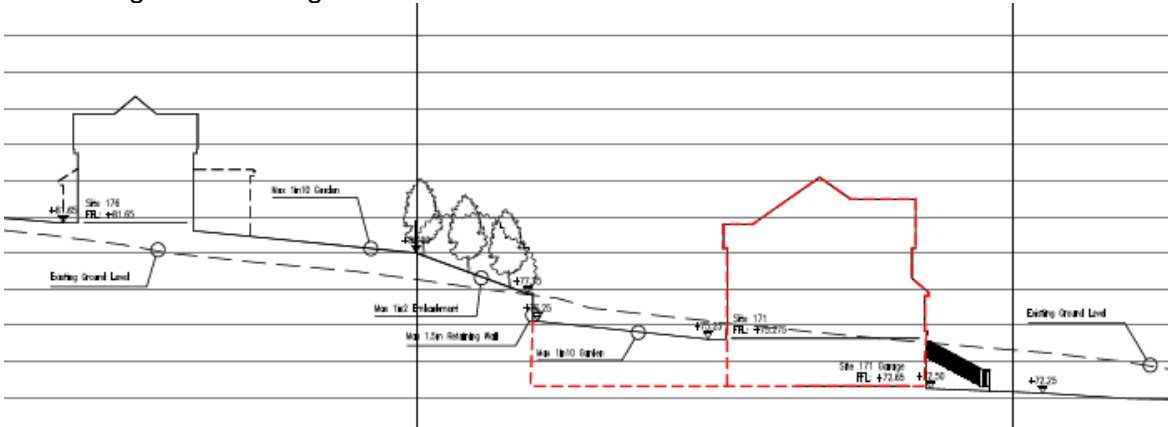
New Open Space Provision

9.52 The proposal has been assessed against Policies OS3 and RD1 of the Plan Strategy. Integral communal open space has been provided in the form of an area of approximately 7,000 square metres of public open space in the north-eastern part of the site. As the number of dwellings in the proposal is less than 25 (14), there is no policy requirement as such for open space provision on the site itself, however, open space would have been required as part of the previous approval for 41 units on the larger site (S/2010/0845/F). Having said this, the remaining area of open space exceeds the area that would be required to serve the overall site. The approved scheme for 41 units was located on a site with an area of approximately 4 ha, and therefore under Policy OS2 would require an open space provision of approximately 4,000 square metres. The open space remaining on the site is well in excess of this requirement, and is shown in the plan below.



	<p>Impact on Amenity</p>
9.53	<p>Policy RD1 of the Plan Strategy sets out a number of criteria for new residential development, the second of which is that it does not unduly affect the privacy or amenity of neighbouring residents, including overlooking, loss of light, overshadowing, dominance, noise or other disturbance.</p>
9.54	<p>In the south-eastern corner of the site, where the development sits closest to neighbouring buildings, these separation distances are approximately 8.5m gable to gable. The dwelling closest to the south-eastern boundary has a finished floor level of 72m, which represents a cutting into the existing levels by approximately 2m at this location. This represents a finished floor level approximately 1m higher than the adjacent dwelling at No. 37 Lagmore Glen. Although the proposed dwelling has a finished floor level 2m higher the stagger in the building line is only 3m and given the separation distance it is not envisaged that the proposal would result in any significant impact on the private amenity to the rear of this existing property. The two storey rear element of the proposed dwelling will definitely be apparent when looking out from the rear of this adjacent property, and also whilst in the garden area. However, as the step in the building line is only 3m, and given the orientation of the existing dwelling, facing south, it is not envisaged that the proposed dwelling would be unduly dominant or lead to any significant loss of light. However, given this level change and the stagger in the building line, in the event that approval would be forthcoming, it would be preferable that the permitted development rights were removed from this property to prevent any extension to its rear being built without the benefit of planning permission.</p>
9.55	<p>In terms of the remaining three dwellings proposed along the south-eastern boundary abutting adjacent dwellings at lower levels (Nos. 81, 82 and 112 Lagmore Glen), the finished floor level differences range from 1.3m-2.55m, however, the separation distances are such that there will be no adverse impact on amenity. These separation distances are approximately 15m at site No. 175 and 11m at site Nos. 178 and 179a. These distances should ensure there will no significant levels of overlooking from first floor windows onto the private amenity of adjacent properties or any unduly significant overbearing affect or dominance experienced.</p>
9.56	<p>In terms of the amenity of prospective residents it is apparent the layout has been heavily informed by the change in ground levels across the site with generous separation distances and minimal cut and fill ensuring there is no unduly significant overlooking and/or dominance from proposed back to back relationships.</p>
9.57	<p>In terms of the management and maintenance of the proposed open space Lagmore View and Glen Housing Development is already subject to the management and maintenance regime provided by The Greenbelt Company. The applicant has confirmed that new dwellings and areas of open space (as per the longstanding agreement between Greenbelt and the Developer) will be added to the Greenbelt agreement. This includes the existing Green within the application site which is presently maintained by the applicant but has not been formally handed over to the Greenbelt Company as the development is unfinished. It is advised that the management of the open space should be secured through a Section 76 agreement.</p>
9.58	<p>Affordable Housing Provision</p> <p>Policy HOU5 of the Plan Strategy applies to all proposals for residential development of 5 units or greater (or 0.1 ha or more) and requires a minimum of 20% of the total number of units to be affordable (consisting of social rented housing and/or intermediate housing). The affordable housing should be provided as an integral part of mixed tenure development, integrated with general needs housing and not readily distinguishable in terms of external design, materials and finishes.</p>

9.59	<p>Given that the application proposes a total of 14 units, at a minimum it is expected that three of those units should be affordable to ensure policy compliance. The Plan Strategy Statement submitted as part of the application documentation states that the applicant believes that it should be achievable to market three dwellings suitable for co-ownership. Plots 179, 179A and 168 are earmarked for this purpose. However, whilst the units at plots 179 and 179A are currently anticipated to be valued at £171,000, the proposed affordable unit at plot 168 is indicated to have a value of £193,500. This is currently above the property value limit for a co-ownership property and is therefore not at present deemed suitable for this purpose.</p>
9.60	<p>The applicant has stated that they are aware of the price points regarding the co-ownership threshold and has put forward a strategy as to how the affordable housing complement will be met. They state that the bungalows are well within the Co-ownership range and these also meet the wheelchair accessibility standards. The applicant argues that the third dwelling referenced as a potential for co-ownership is a small fraction over the current threshold for co-ownership and it is not beyond the realms of possibility that the threshold will be revised or alternatively the applicant adjusts the price point accordingly to suit, allowing all three units to be sold as intermediate housing through co-ownership.</p>
9.61	<p>However, the applicant had initially asked that the affordable housing allocation not be specifically tied to any particular plot as there could be a subsequent social housing need for the larger family homes. This presents the opportunity for the applicant to build the homes and the Northern Ireland Housing Executive/ Housing Association to buy off the shelf. The agent believes that this other option has been vindicated by the NIHE response that has since verified that the need within the area is for larger family homes.</p>
9.62	<p>In order to be completely tenure blind, the potential social housing units should make use of the proposed house types as these are already prevalent within the wider development. However, should there be a requirement to submit a future application to make amendments to the houses at the behest of the HA, this is entirely manageable through the terms of a Section 76 planning agreement which applies to the land and future assigns.</p>
9.63	<p>The application was submitted in July 2021 and the applicant has said that it is critical for a decision to be reached on the application. Delegated authority is sought for the Director of Planning and Building Control to negotiate a suitable alternative that would secure a minimum of three of the units as affordable housing and this would be secured through the Section 76 planning agreement. This would give the applicant the certainty that the Council is supportive of the application in principle. Should the negotiations not be successful, the application would be reported back to the Committee.</p>
9.64	<p>Drainage and Flooding There are no watercourses within this site. The site is bounded at the south-west by an undesignated watercourse. Neither DFI Rivers nor NIW have objected to the proposal.</p>
9.65	<p>Other Environmental Matters Environmental Health has offered no objections in terms of potential environmental or amenity impacts. Similarly, DAERA has offered no objections in terms of environmental impacts. It should be noted that the principle of residential development has already been established on part of the site through the granting of previous planning permissions. The proposal is considered compliant with Policy ENV1.</p>

<p>9.66</p>	<p>Policies ENV2 and ENV3 require new development to incorporate measures to mitigate and adopt to environmental change and promote sustainable patterns of development. To this effect the proposed inclusion of PV panels is welcomed. Their provision can be secured via planning condition.</p>
<p>9.67</p>	<p>The level of cut/fill has been minimised through the use of split level dwellings at the lower level, landscaped retaining banks etc that minimises the heights of retaining walls and minimises the amount of soil that could potentially have to be removed from the site. The sketch cross section below shows the implications of the additional cut and resulting retaining wall heights if a traditional 2 storey dwelling was to be employed at the lower level along with a level garden.</p> 
<p>9.68</p>	<p>Rainwater harvesting butts are proposed with specifications provided. These will be secured via planning condition.</p>
<p>9.69</p>	<p>Policy ENV5 requires that Sustainable Urban Drainage Systems (SUDS) are included where appropriate. The agent has stated that the development had always contained an element of SuDS, preceding the adoption of the Plan Strategy, through the provision of soakaways in the lower gardens. The site layout plan has been annotated that it is to be read in conjunction with the measures that have been deemed suitable.</p>
<p>9.70</p>	<p>Impact on Existing Electricity Infrastructure NIE initially commented that the lands affected by the proposal have Extra High Voltage (EHV) overhead lines, High Voltage (HV) underground cables and associated equipment in the area of the proposal.</p>
<p>9.71</p>	<p>Following discussions with the applicant, NIE has confirmed that an alteration to the overhead lines has been proposed to facilitate the development. As such NIE have offered no objection to the proposal.</p>
<p>9.72</p>	<p>Section 76 planning agreement</p>
<p>9.72</p>	<p>A planning agreement is required to secure the following:</p> <ul style="list-style-type: none"> • Provision of a minimum of three of the units to be delivered as affordable housing • Laying out and long term management of the proposed open space • Green travel plan and travel measures

9.73	<p>Pre-application Community Consultation</p> <p>For applications that fall within the major category as prescribed in the Development Management Regulations, Section 27 of the Planning Act (NI) 2011 places a statutory duty on applicant for planning permission to consult the community in advance of submitting an application.</p>
9.74	<p>Section 27 also requires that a prospective applicant, prior to submitting a major application must give notice, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for the development is to be submitted. A Proposal of Application Notice (PAN) was submitted to Belfast City Council on 26th August 2020 (Ref: LA04/2020/1696/PAN).</p>
9.75	<p>Where pre-application community consultation has been required and a PAN has been submitted at least 12 weeks in advance of the application being submitted, the applicant must prepare a pre-application community consultation report to accompany the planning application.</p>
9.76	<p>A Pre Application Community Consultation Report has been submitted in support of this application. The Report has confirmed the following:</p> <ul style="list-style-type: none"> • Advertisements were placed within the Belfast Telegraph, Irish News and Andersonstown News in the Public Information Notice Section. These appeared on Monday 21st September 2020 and Wednesday 23rd September 2020. These invited members of the public to visit the bespoke website and provided full contact details of the design team. • Elected representatives including local councillors, MLAs, and the local constituency MP, were informed of the PACC by email correspondence on 1st September 2020 in advance of the leaflet/postal information being circulated and the website going live. • Within a 200m radius out from the edge of the proposed site, hardcopy leaflets (including pre-paid envelopes for returning comment cards) were circulated to c. 400 no. addresses in the vicinity of the proposal on Tuesday 29th September 2020. The leaflet highlighted the Digital PACC and contained details of the site location, information on the design proposals, tear-off return comment card, and details of how to contact the design team. • A total of 33 no. responses were received to the PACC via various mediums. Of these responses 17 no. were via the bespoke website comment card return, 13no. via leaflet comment card and 3no. emails directly to the design team. Throughout the course of the consultation process, returned feedback forms and emails were monitored to ensure that all comments were directly related to the proposals. • Whilst there is overall majority support for the finishing of the Lagmore development with the proposed format of housing, concerns naturally remained over road safety along Lagmore View Road. Some responses also questioned if this would lead to the provision of a bus route; however, Translink have previously stated that there will be no changes to the bus route without the consent of the local community. Perhaps over time this may be possible only once community confidence is restored through the road safety measures. Some residents identified that they would like a play area. The open space proposals have been revised to omit the play area due to the presence of powerlines across the site.

9.77	<ul style="list-style-type: none"> The increased capacity of on-street bay parking was well received, as a step towards addressing conveyed shortcomings of existing infrastructure within the wider Lagmore development. The Lagmore View & Glen Residents Association vocalised their unanimous support for the proposal and welcomed the inclusion of bollards and traffic calming measures along the spine road. However, some residents expressed concern that the road safety improvements proposed may not tangibly make a difference to road user driving habits. <p>It is considered that the Pre-Community Consultation Report submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.</p>
10.0 10.1	<p>Recommendation: Approval</p> <p>For the reasons set out in the report, it is recommended that planning permission is approved. It is requested that delegated authority is given to the Director of Planning and Building Control to finalise the wording of conditions and Section 76 planning agreement – including the requirement to secure three of the units as affordable housing – and deal with any other issues that may arise from outstanding consultations.</p>
11.0	<p>DRAFT CONDITIONS</p> <ol style="list-style-type: none"> The development hereby permitted must be begun within five years from the date of this permission. <i>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</i> Prior to occupation of the 8th dwelling hereby approved, the proposed road improvement works to the roadway, including realignment and traffic calming measures, shall be carried out and completed in accordance with approved plan 96-743-340 published on Planning Portal 08/09/23. The 8th dwelling shall not be occupied until written evidence that the road improvements works have been completed has been submitted to and approved in writing by the Council. <i>Reason: The delivery of the road improvement works is part of the justification for the council granting planning permission on open space.</i> All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Council. Any existing or proposed trees or plants indicated on the approved plans which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size, details of which shall have first been submitted to and approved in writing by the Council. All hard surface treatment of open parts of the site shall be permeable or drained to a permeable area. All hard landscape works shall be permanently retained in accordance with the approved details. <i>Reason: In the interests of the character and appearance of the area.</i>

	<p>4. The residential unit/s hereby approved shall not be occupied until their respective boundary treatment has been implemented in accordance with the approved plans. The boundary treatment shall be retained in accordance with the approved details.</p> <p><i>Reason: In the interests of amenity.</i></p> <p>5. The residential unit/s hereby approved shall not be occupied until their respective boundary treatment has been implemented in accordance with the approved plans. The boundary treatment shall be retained in accordance with the approved details.</p> <p><i>Reason: In the interests of amenity.</i></p> <p>6. The climate mitigation and resilience measures shall be implemented prior to occupation of each dwelling and shall be retained such.</p> <p><i>Reason: In the interests of mitigating climate change.</i></p> <p>7. No external materials, including walling and roof materials, shall be constructed or applied unless in accordance with a written specification and a physical sample panel, details of which shall have first been submitted to and approved in writing by the Council.</p> <p>The sample panel shall be provided on site and made available for inspection by the Council for the duration of the construction works.</p> <p>The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external materials.</p> <p><i>Reason: In the interests of the character and appearance of the area.</i></p> <p><i>Other conditions to be required including transport/access conditions to be advised by DfI Roads in their final consultation response.</i></p>
	<p>Notification to Department (if relevant) Not required.</p>
13.0	<p>Representations from elected members: None received</p>
<p>Neighbour Notification Checked Yes</p>	

ANNEX	
Date Valid	July 2021
Date First Advertised	13th August 2021
Date Last Advertised	13 th August 2021

Details of Neighbour Notification (all addresses)

1 Lagmore View Way,Dunmurry,Antrim,BT17 0FP
10 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
10 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
105 Lagmore Glen,Dunmurry,Antrim,BT17 0WB
105 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
106 Lagmore Glen,Dunmurry,Antrim,BT17 0WB
106 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
107 Lagmore Glen,Dunmurry,Antrim,BT17 0WB
107 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
107 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
108 Lagmore Glen,Dunmurry,Antrim,BT17 0WB
108 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
109 Lagmore Glen,Dunmurry,Antrim,BT17 0WB
109 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
11 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
110 Lagmore Glen,Dunmurry,Antrim,BT17 0WB
110 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
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 8 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 18 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 19 Lagmore View Lane,Dunmurry,Antrim,BT17 0FN
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 37 Lagmore View Lane,Dunmurry,Antrim,BT17 0FN
 37 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
 38 Lagmore Glen,Dunmurry,Antrim,BT17 0UZ
 39 Lagmore View Lane,Dunmurry,Antrim,BT17 0FN
 4 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 40 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 42 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 Allannah McDonald
 48 Lagmore View Road Dunmurry Antrim
 5 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 6 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 7 Lagmore View Lane,Dunmurry,Antrim,BT17 0FN
 8 Lagmore View Road,Dunmurry,Antrim,BT17 0FR
 81 Lagmore Glen,Dunmurry,Antrim,BT17 0WJ
 81 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
 82 Lagmore Glen,Dunmurry,Antrim,BT17 0WJ
 82 Lagmore View Road, Dunmurry, Antrim, BT17 0FN
 9 Lagmore View Road,Dunmurry,Antrim,BT17 0FR

Date of Last Neighbour Notification	3rd November 2021
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Date of EIA Determination	N/A – extant permission on wider site.
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ES Requested	N/A
Notification to Department (if relevant) Date of Notification to Department: Response of Department:	