PROPOSED RESIDENTIAL DEVELOPMENT @ 50 Main Road, Portavogie

For

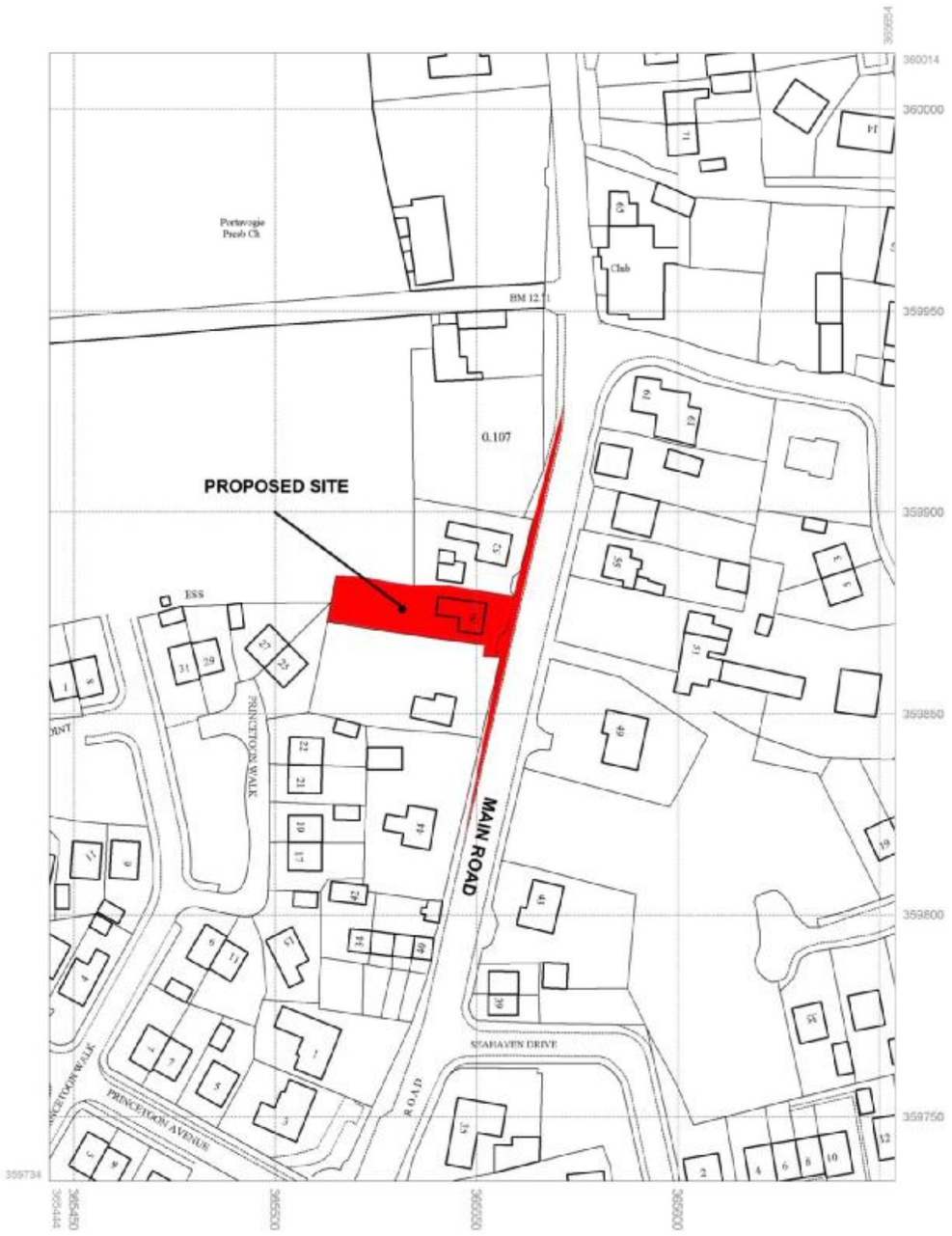
Mr M. Patterson

INCORPORATING:

--Site Appraisal / Analysis
-- Written Statement
--Concept Plan

-ISSUED JAN 08

CONTENTS PAGE



No. 50 Main Road, Portavogie, BT22 1EH.

PORTAVOGIE

Is located on the East coast of the Ards peninsula on the A2 Bangor to Portaferry Rd, 25km's from Newtownards and 0.7km's to the north of Cloughey

The village provides a number of local services, including shops, churches, a primary school, post office, chemists and a community hall. It remains one of the principle fishing ports in Northern Ireland.Fishing and fish processing are therefore the main source of employment in the village.

Portavogie has a dispersed settlement pattern and has experienced significant residential growth in recent years. The main concentration of housing located in an area bounded by Warnocks Rd, Springfield Rd, Harbour Rd, New Harbour Rd, and Main Road.

Extract taken from ADAAP Draft 2015.

SITE LOCATION

The proposed development site offers excellent screening to the rear of the site by way of the existing mature trees. It also benefits from well established hedgerows along the northern, southern and western boundaries around the rear garden.

Mid-height masonry walls form the boundary to the remainder of the site and offer a reasonable degree of privacy/separation from the adjacent properties.

The site is well positioned central location, within Portavogie, and all available amenities are within a few minute walk away via a generous footpath either side of Main Road. Its position along Main Road also offers excellent transport links for residents.

The neighbouring buildings in the immediate vicinity occupy sites of various sizes and sit at various depths back from Main Road, with no definitive building line distinguished.

Most buildings in the area are 2-Storey, and consist of a range of architectural styles, materials and finishes.

The rear of the site is defined as the settlement limit of Portavogie as will be discussed on subsequent pages, and a live application planning exists for this ‘area under Reference No: X/2007/0702/O

The site currently avails from morning sun to the front of the dwelling, and evening sun to the rear,

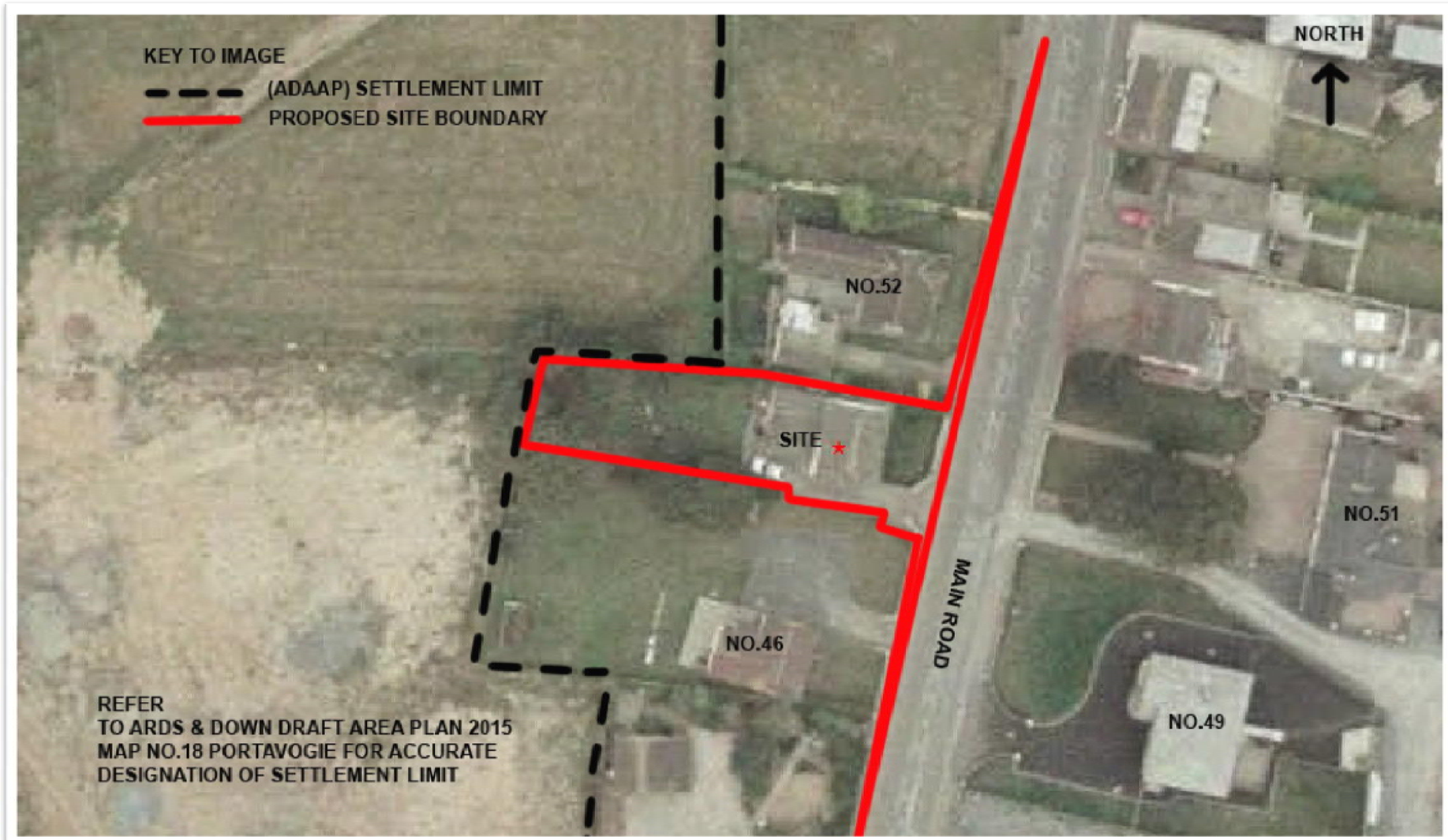
The current aspects from the No.50 are front & back thus benefitting from natural day-lighting in this manner.

SITE APPRAISAL + ANALYSIS

AERIAL PHOTOGRAPHY

Fig 3.

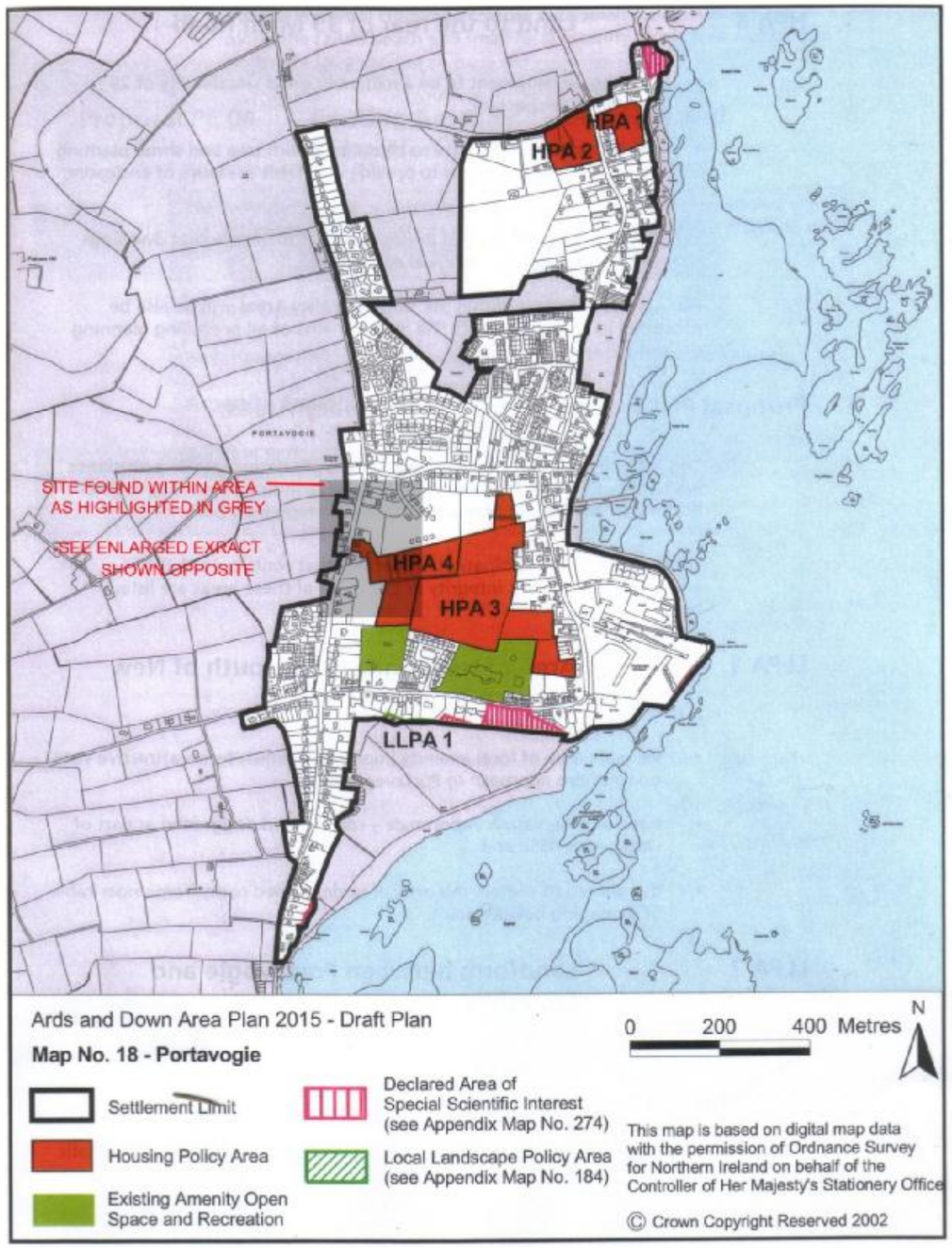
Satellite Image of Portavogie ,with proposed development site on Main Road, highlighted in red at western edge of settlement.

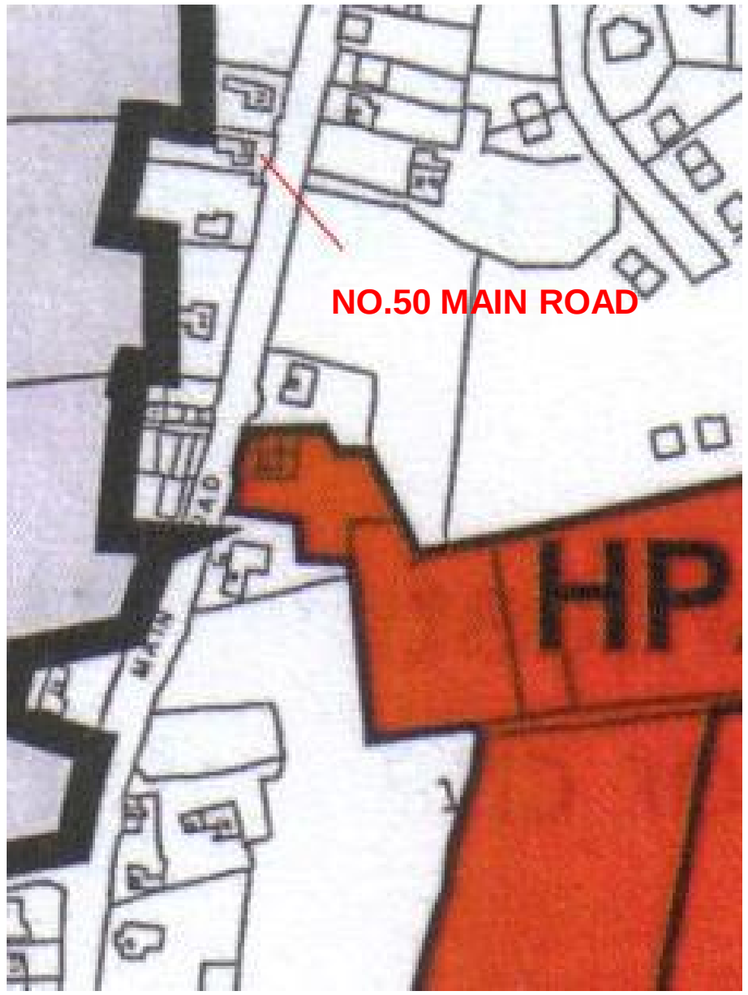


AERIAL PHOTOGRAPHY

Fig 4.

Enlarged extract of Fig 3. Showing aerial image of site and immediate context. The dashed black line represents the settlement limit for Portavogie as outlined by the Ards & down Area Plan 2015 – Map 18, which can be viewed on the following page.





The adjacent maps are both extracts from the Ards and Down Area Plan – Draft 2015, and clearly indicate that Property No.50 Main Road and its gardens fall entirely within the settlement limit as designated by the plan for the village of Portavogie, Co. Down

ADAAP2015 ANALYSIS

Fig.5 No.50 Front View

Fig.6 Rear Views of No's.50 & 46

No.50 Main Road is a typical Post War 2 - Storey dwelling-house that occupies a deep site with mature trees along the rear boundary.

The materials used are dash render walls, brick plynth and chimneys, plaster bands around windows and doors and at wall corners.

No. 52 is one of the tallest buildings along Main road , as can be seen in the various photos .

The building aspect is mainly orientated front-back with minimal glazing to both side elevations, which maintains a level of privacy from the residents of the adjacent properties on either side.

The distance of the building from the new development 'Princetoon,' can be seen in Fig.7, which was built to the rear of buildings along Main Road.

Fig.8 No.46 to left & No.50 beyond

Fig.9 No.52 & No.50 beyond

Fig.7 View of No.52 through Princetoon Development

SITE CONTEXT

Fig.10 No.44

Fig.12 - No.49(Opposite No.50 Main Road)

The materials of building in the immediate vicinity are traditional plaster walls and brick chimneys, with timber /timber effect windows of various proportions. Most properties have boundary walls along their Main Road Street frontage, built from a range of different materials.

Fig.11 No.59

Fig.13 - No.39 – (Apartments)

SITE CONTEXT

APARTMENT PRECEDENTS

Fig.14

Fig.15

Fig.16

A large number of apartments have been constructed recently in Cloughey (Fig's 14&15) on the main through road to Portavogie, approximately 1 mile from Portavogie as indicated in Figs &.

A scheme **comprising 6 No. Town Houses, and 8 No. Apartments @ 22 Harbour Road, Portavogie BT22 1EA has recently been approved by planning Service under Ref: X/2005/0651/F and establishes a precedent for new apartments within the village of Portavogie.**

There is also an apartment building @ No.39 Main Road, Portavogie , as seen in Fig. 16 **on the corner of 'SeaHaven drive.'**

DORMER PRECEDENTS

Fig.17

Fig.18

Fig.19

There are number buildings within the Portavogie settlement limit that demonstrate Dormer type windows to the front elevation in a number of different formats.

Fig.'s 17&18 have dormers within the roof set back from the front facade. These buildings are located on the northern edge of Main Road heading out of Portavogie.

Fig .19 Demonstrates dormers that rise above eaves level but which are flush with the front facade. This image is typical of buildings in the 'Pricetoon' estate which is found to the rear of Main Road Behind the Proposed development site.

PRECEDENT STUDIES

ADDRESSING PLANNING POLICY STATEMENT 7

Policy QD 1 Quality in New Residential Development

Planning permission will only be granted for new residential development where it is demonstrated that the proposal will create a quality and sustainable residential environment. The design and layout of residential development should be based on an overall design concept that draws upon the positive aspects of the character and appearance of the surrounding area.

Please refer to section titled Design Concept.

In established residential areas proposals for housing development will not be permitted where they would result in unacceptable damage to the local character, environmental quality or residential amenity of these areas. In Conservation Areas and Areas of Townscape Character housing proposals will be required to maintain or enhance their distinctive character and appearance. In the primarily residential parts of these designated areas proposals involving intensification of site usage or site coverage will only be permitted in exceptional circumstances.

All proposals for residential development will be expected to conform to all of the following criteria:

(a) the development respects the surrounding context and is appropriate to the character and topography of the site in terms of layout, scale, proportions, massing and appearance of buildings, structures and landscaped and hard surfaced areas;

Please refer to the Proposed Drawings submitted in support of this application.

(b) features of the archaeological and built heritage, and landscape features are identified and, where appropriate, protected and integrated in a suitable manner into the overall design and layout of the development;

Please refer to the Proposed Drawings submitted in support of this application.

(c) adequate provision is made for public and private open space and landscaped areas as an integral part of the development. Where appropriate, planted areas or discrete groups of trees will be required along site boundaries in order to soften the visual impact of the development and assist in its integration with the surrounding area;

Please refer to the Proposed Drawings submitted in support of this application.

(d) adequate provision is made for necessary local neighbourhood facilities, to be provided by the developer as an integral part of the development;

The scale of the new development does not facilitate the need to integrate additional neighbourhood facilities but is ideally located to avail of those already present within the village.

PPS 7 ANALYSIS

ADDRESSING PLANNING POLICY STATEMENT 7 - CONTINUED

e) a movement pattern is provided that supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way, provides adequate and convenient access to public transport and incorporates traffic calming measures;

+ The development site is accessed off main road which has convenient access to bus routes and has a public footpath to either side, allowing a safe pedestrian route into and out of the village. Cycling will be promoted by providing secure 'Sheffield stands' for parking bicycles and the close proximity to the centre of the village will in itself promote travel by each of the above means in preference to taking the car.

(f) adequate and appropriate provision is made for parking;

+ 7 No. Unassigned communal off-street parking spaces have been provided in-curtilage as recommended in planning document 'creating places', and document 'Parking standards'.
In addition 3No. Sheffield stands will be accommodated for cycle storage, so as to promote environmentally friendly alternative modes of travel.

(g) the design of the development draws upon the best local traditions of form, materials and detailing;

Please refer to section titled Design Objectives at the end of this document

(h) 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; and

Please refer to section titled Design Concept.

(i) the development is designed to deter crime and promote personal safety.

Please refer to section titled Design Concept.

Any proposal for residential development which fails to produce an appropriate quality of design will not be permitted, even on land identified for residential use in a development plan.

Please refer to the Proposed Drawings submitted in support of this application.

PPS 7 ANALYSIS

ADDRESSING PLANNING POLICY STATEMENT 12

Planning Control Principle 1

'An increase in the density of housing development should be promoted in town and city centres and other locations which benefit from high accessibility to public transport facilities. It should also form an integral part of major housing or mixed-use development proposals.'

The proposed development site is located on Main Road, which is the main thoroughfare through Portavogie, and avails of the benefits of its central location in the village in terms of both local amenities available and the existing public transport infrastructure. Therefore in this respect has the ability to absorb an increase in density .

'When considering an increase in housing density in established residential areas, great care should be taken to ensure that local character, environmental quality and amenity are not significantly eroded and that the proposed density, together with the form, scale, massing and layout of the new development will respect that of adjacent housing and safeguard the privacy of existing residents.'

The height and appearance of the building, in particular as viewed from Main Road, has been designed to reflect the height and massing of the existing house. The existing large rear garden has been substantially retained to maintain this amenity for the new residents and to avoid any detrimental change to the visual character or environmental quality of Main Road. The layout of the proposed building has been sensitively planned so that there are no issues of over-looking with either of the adjacent neighbouring properties. The proposed units face to the front and rear of the site, and there will be a minimum of 13-14metres between the rear of the building and the rear boundary. The rear boundary hedge contains large mature trees which shall be retained to maintain the natural setting of the property, and increase the privacy for the new residents.

'In residential areas of distinctive townscape character an increase in density should only be allowed in exceptional circumstances.'

Main Road Portavogie is not an area of distinctive townscape character, however the proposed building will draw from the best architectural elements from within the immediate locality. The materials to be used are from a palette of red-brick and plaster render, with grey concrete roof tiles, timber framed sash and casement windows, cast aluminium gutters and downpipes, and reconstituted stone cills, all to match sympathetically with traditional local materials and finishes.

Planning Control Principle 2 - Good Design

'Good design should be the aim of all those involved in housing development and will be encouraged everywhere. All new housing developments should demonstrate a high quality of design, layout and landscaping.'

Please refer to section titled Design Objectives at the end of this document

PPS 12 ANALYSIS

ADDRESSING PLANNING POLICY STATEMENT 12 - CONTINUED

PPS 12 ANALYSIS

Planning Control Principle 3 - Sustainable Forms of Development

'The use of greenfield land for housing should be reduced and more urban housing accommodated through the recycling of land and buildings. More housing should also be promoted in city and town centres and mixed-use development encouraged.'

The proposal seeks to replace No. 50 Main Road (A large aging post war dwelling on a deep site) with a new residential development, in the form of a large detached villa comprising 5No.Apartments, in an ideally located position on the Main Road, central to the village

'Major housing development should be concentrated in sustainable locations facilitating a high degree of integration with centres of employment, community services and public transport and taking advantage of existing infrastructure. Local facilities, services and adequate infrastructure should be integrated into new housing development to meet the needs of the community.'

The scale of the new development does not facilitate the need to integrate additional services and infrastructure, but is ideally located to avail of those already present within the village.

'A clear design concept should be established for all housing schemes or mixed-use development.'

Please refer to section titled 'Design Concept'.

Table 7 Total number of parking spaces per dwelling required for apartments and houses that have only communal parking provision.

	Dwelling size (bedrooms)	Total no. of parking spaces required per dwelling (unassigned spaces)	Total no. of parking spaces required per dwelling (assigned spaces)*
Apartments	Bedsit and 1 bed	1.25	1.5
	2 bed	1.5	1.75
	3 bed	1.75	2.0
Terrace houses	1 and 2 bed	1.5	1.75
	3 bed	1.75	2.0

*Communal parking areas with assigned spaces will not be adopted for future maintenance by the Road Service.

Table 8 Total number of parking spaces per dwelling required for houses that have in-curtilage parking provision.

	Dwelling size (bedrooms)	Total no. of parking spaces required per dwelling			
No. of in-curtilage spaces provided		1	2	3	4
Terrace houses	1 bed	1.75	2.25		
	2 and 3 bed	2	2.25		
Semi-detached houses	3 bed	2.25	2.5	3.25	4.25
	4 bed	2.5	2.75	3.5	4.25
Detached houses	3 bed	2.5	2.75	3.5	4.25
	4 bed	2.75	3	3.75	4.5
	5 bed	3	3.25	3.75	4.5

Cycle Parking

A9 The design guide 'Creating Places' states that sufficient space should be provided for bicycle parking within dwellings, garages or outside. Communal bicycle stands should normally be provided in association with apartment developments.

A10 Communal bicycle stands needed for apartments should be located so that they can readily be seen from front windows and entrances to provide informal surveillance. They should be well-lit after dark to enhance personal and bicycle security.

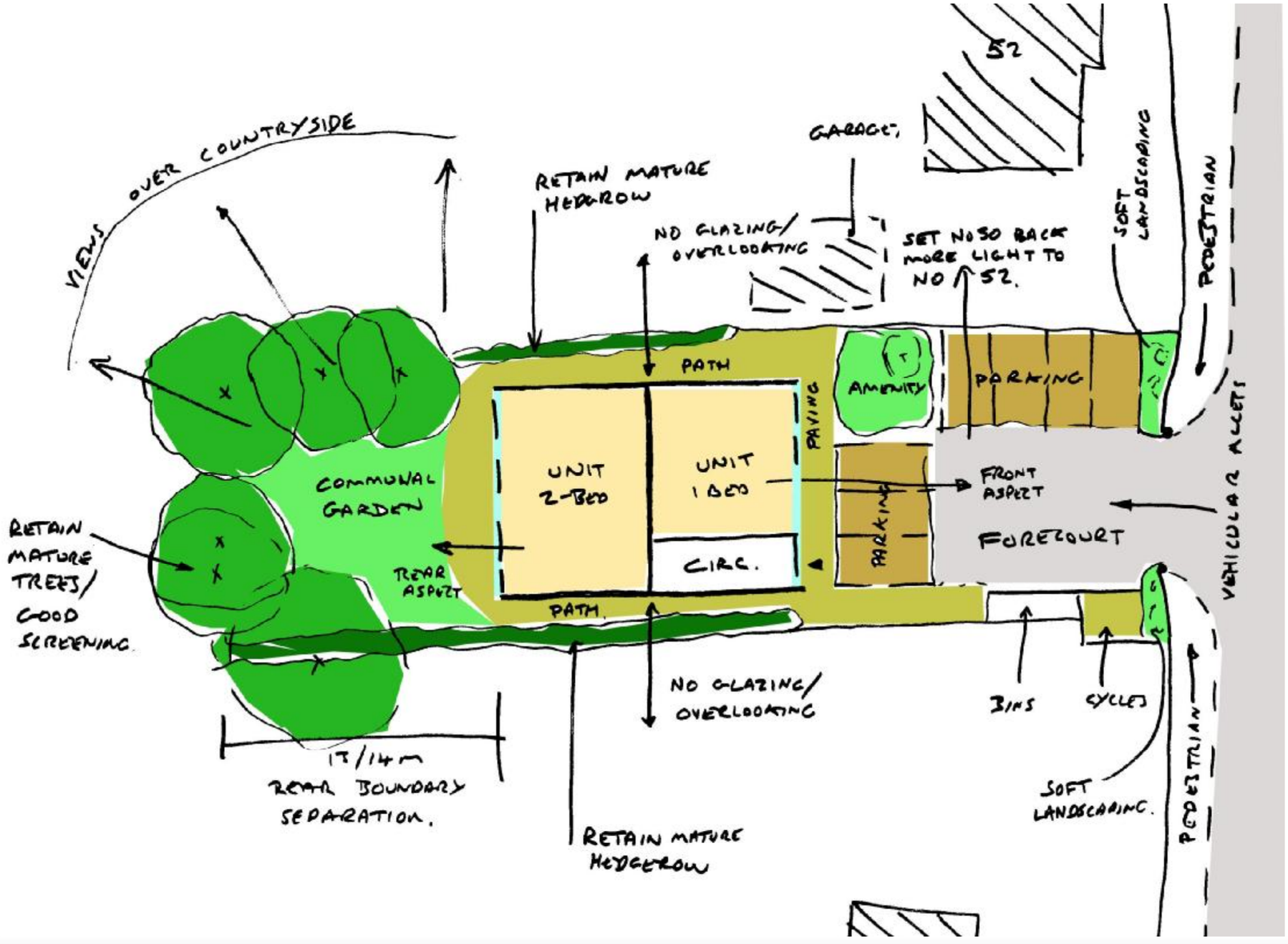
A11 Provision should normally be made for bicycles to be supported independently of each other. To promote security, the parking facility should make it possible for the frame of the bicycle and, if possible, both wheels to be locked to the fixture.

A12 A recommended bicycle parking facility is the 'Sheffield Stand'. Other facilities may also be acceptable and the advice of the Department for Regional Development's Roads Service should be sought.

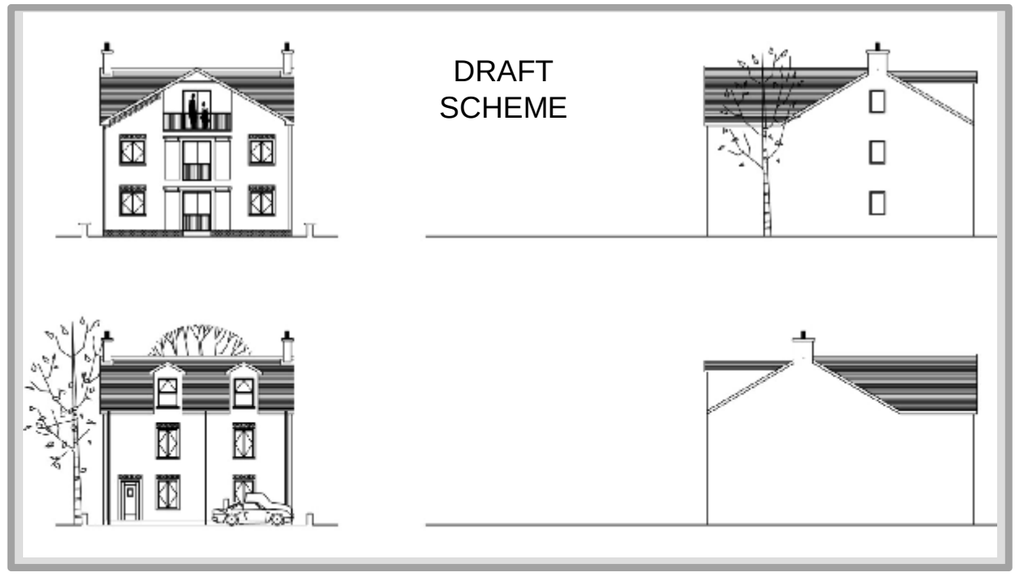
The Proposed development consists of 3No. 2-Bed & 2No. 1-Bed Apartments. As the development proposes unassigned parking, 7No. Spaces have been provided in line with the requirements set out in Table 7.

A Sheffield Stand has been incorporated into the design to accommodate 3No. Bicycles, to promote an environmentally friendly alternative mode of transport.

The development is accessed off Main Road within a 30mph speed control zone, and offers sight visibility lines of 2.1m (x) x 60m (y) (in both directions), from the proposed entrance.
In addition the front entrance walls have been set back 1m from the inside of the sight line to improve vehicular views.



DESIGN CONCEPT



A pre-submission consultation with the Planning and Roads services, @ Rathkeltair House, Downpatrick, to discuss the draft scheme, identified a number of areas which if revised would improve the quality of the development proposal.

Planning service officers remarked that the building should be reduced somewhat in height to reflect the height of the current property on the site, and that dormer windows should be set into the roof and not a continuation of the facade. Windows have also been removed from side elevations to avoid over-looking of neighbouring properties.

Roads Service advised that sightlines of 2m x 60m should be looked for as a minimum, (the draft scheme only indicated 2m x 33m) . They also suggested that the gate pillars be set back a metre from the inside of the sightlines to further increase visibility.

Both of these points have been incorporated in to the current application.

DESIGN DEVELOPMENT

DESIGN AIMS & OBJECTIVES

As a result of the analysis and research carried out during the development stages of this proposed scheme, the following aims & objectives were determined as necessary pre-requisites for a successful application @ the proposed development site.

+ To replace existing aging dwelling-house with a new detached villa that aims to reflect the height and appearance of the building, in particular as viewed from Main Road.

+ Concept to following guidelines set out in DCAN 8 'housing in existing urban areas'.

+ Draw from the best architectural elements from within the immediate locality.

+ Ridge and eaves heights to be respective of the existing building to be replaced, with small dormers of typical proportions to match those examples found around the village.

+ Provide communal off-street parking as recommended in planning document 'creating places'.

+ Sight lines to be provided as recommended by 'DCAN 15'.

+ Maintain large rear garden as communal open space for residents, with 13/14m separation from rear boundary, retaining existing mature trees & hedges so as to retain the visual privacy from the new housing development further behind & to maintain the character and amenity of the site for new residents.

+ A mix of 1 and 2 Bedroom units will be provided to offer an affordable housing option to local people in a location that is well positioned to avail of current local transport routes amenities and facilities, within the village.

+ As there is no established building line along this section of Main Rd, the building can afford to be set back slightly from Main Road to improve natural daylight to No.52, thus removing issues of overlooking, to reduce noise impact of traffic on main road, and to provide safe off-street car-parking for residents cars.

+ Aspect of new residential units to be orientated to front & rear with no windows to either of the side elevations to maintain privacy for residents of the adjacent properties and the new proposal.

+ Materials to be used are from a palette of red-brick and plaster render, with a grey concrete tile roof, timber framed sash and casement windows, cast aluminium gutters and downpipes, and reconstituted stone cills, all to match sympathetically with traditional local materials and finishes.

+ External walls at front to be rebuilt as indicated on the proposed drawings to improve visibility for vehicles entering and exiting the site, and to offer screening of the off-street car-parking, thus reducing visual impact on the existing character of the main road Street front. Again materials to match those typical of surrounding properties.

DESIGN AIMS / OBJECTIVES

SERVICE MANAGEMENT PLAN

To accompany planning application for Proposed Residential Development of 5 No. Apartments @ 50 Main Road, Portavogie, BT22 1EH

SERVICE MANAGEMENT PLAN

1.00 Description

The development is a single block of 5 No. apartments with rear common gardens and associated parking for 7 No. cars at the front of the site.

The access is directly off Main Road, Portavogie where a wide footpath exists presently.

2.00 Bin Storage

A common bin storage area is provided at the front of the development within a fenced area for in order that bins can be located directly beside the footway for collection by the Local Authority. This will preclude any storage of bins on the public roadway or any haphazard storage on the driveway or footpath

It is anticipated that the refuse collection vehicles will stop on Main Road adjacent to the entrance to enable bin collection.

3.00 Postal / Dispatch Services

It is envisaged that postal and courier service vehicles would gain access to the parking forecourt for convenience of making deliveries and collections. The turning facilities available are suitable to accommodate the normal delivery vehicles envisaged.