

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

Week Ending 10th July 2026

Item Number 1			
Application Reference	LA05/2026/0140/F	Date Valid	18.02.2026
Description of Proposal	Replacement vehicular access and driveway, including new electrified entrance gates (retrospective)	Location	6 Parkmount, Lisburn
Group Recommendation	Approval	Case Officer	Sinead McCloskey
Reasons for Recommendation			
All relevant planning material considerations have been satisfied.			
Representations			
Objection Letters	Support Letters	Objection Petitions	Support Petitions
0	1	N/A	N/A
Consideration of Objections			
Issue	Consideration of Issue		
We support this application without reservation. We assume the Road Service consent is held for the relocation of the entrance and the impact of water runoff from the new hardstanding parking area.	DFI Roads were consulted upon receipt of the application and raised no concerns in regard to the relocation of the entrance and the impact of water runoff from the new hardstanding parking area.		
The new access details plan/map details the road edge incorrectly.	Based on discussions with the local roads manager in October 2000 when it was sought to put paving on the side of Parkmount running from the entrance of No1-5 Parkmount to the Belsize Road along what he then confirmed as the road edge being the boundary line of the three properties and reflected in what is already tarred. Running from point 'A' across the rest of the frontage(including the new entrance) to No6 (applicant) Parkmount; and continuing along No1 Belsize Roads boundary onto Parkmount, to the junction of Parkmount and Belsize Rd, the plan as submitted shows the road edge as being between 0.5 and 1 metre beyond the boundary of these two properties. This is incorrect (drawing attached with representation annotating points A and B). This is incorrect as the adopted road runs along the boundary of No6 and No1		

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	Belsize Rd. i.e. a direct line running along the wall to No5, the curbing along the former entrance to No6; and along the outside edge of the new gate posts of the new electric gates to the new entrance to No6. In making a decision the Planning Officers and Planning Committee should be furnished with an accurate plan/map showing the correct road alignment. The agent was requested to comment on the issue raised in the representation. It was confirmed that the drawings are based on an accurate topographical survey (carried out by an independent survey company) of the site and public road/verges etc. It is stated that it therefore reflects the position of road widths/verges etc on the ground with a high degree of accuracy. The Council is therefore content in this regard. It is also noted that DFI Roads raised no concerns in regard to the accuracy of the drawings. DFI Roads were also requested to comment on the representation, stating that they consider that the proposed location of the new access provides improved visibility. As such, the revised access position is considered a betterment and represents an improvement from a road safety perspective.
Discrepancies on drawings. Access would be difficult into Wallace Park	Parkmount is a narrow road with footpath and heavy vehicular usage particularly in relation to the use of the carpark to Wallace Park. Inadvertently soil has accumulated above the tarmac/adopted road since the new entrance to No6 installed, between it and the Belsize Road with larger vehicles having to mount it to get past. As above, the Council are content that the plans as submitted are an accurate representation of the details of the road on the ground. No concerns have been raised by DFI Roads in regard to access to Wallace Park, parking in Parkmount or obstructions on the road. Roads have provided a condition stating that the visibility splays shall be kept clear, and an informative regarding the deposit of mud and other debris on the road, advising that any mud, etc, deposited on the road as a result of the development must be removed.

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Item Number 2			
Application Reference	LA05/2025/0485/F	Date Valid	01.07.2025
Description of Proposal	Proposed removal of existing outbuildings and construction of 1no. dwelling with associated access and landscaping	Location	Lands to the rear of 90 Manse Road, Belfast
Group Recommendation	Refusal	Case Officer	Catherine Gray
Reasons for Recommendation			
The proposal is contrary to Policy COU3 Replacement Dwellings of the Lisburn and Castlereagh City Council Plan Strategy, in that it has not been demonstrated that the replacement of the redundant non-residential buildings with a single dwelling would bring significant environmental benefits.			
Representations			
Objection Letters	Support Letters	Objection Petitions	Support Petitions
2	N/A	N/A	N/A
Consideration of Objections			
Issue	Consideration of Issue		
Overdevelopment of the site.	The view is expressed that the proposed replacement of sheds with three full-scale residential dwellings constitutes overdevelopment and that the scale and intensity of the proposal are not in keeping with the character or historical use of the site. Through the processing of the application the proposal was reduced from three dwellings to one dwelling. The proposal for one dwelling on the site and it is not considered to be overdevelopment.		
Impact on Local Character and Setting.	The view is expressed that the sheds currently present on the site are non-residential in nature and modest in scale, that replacing them with houses would significantly alter the rural character of the area, and that such development would be visually intrusive and incompatible with surrounding properties. The view is also expressed that the proposal has a dominating appearance and would be out of keeping with the area. Also, that the group of four large houses would be out of keeping with the character of the area. The proposal is to replace the existing buildings with one dwelling house. The dwelling is designed to not be dominating in size or scale. It is considered that this would not have a negative impact on the rural character of the area and complies with Policies COU15 and COU16.		

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Precedent for Inappropriate Development / Lack of justification.	The view is expressed that approving this application would set a precedent for the conversion or replacement of other non-residential structures in the area, undermining planning controls and policies designed to protect local distinctiveness. Also the view is expressed that there appears to be no valid justification for the replacement of these structures with dwellings, and that the sheds do not appear to have been in residential use, and as such, do not warrant replacement on a like-for-like basis, and that this could be seen as an attempt at development through the back door. The proposal is assessed against the relevant planning policies within the Plan Strategy, and the applicant/agent does not have to provide justification for the proposal. It is considered that the proposal does not comply with the Plan Strategy.
Impact on traffic and road safety.	The view is expressed that the proposed access is at a very dangerous corner at the road, of which multiple accidents have happened over the last year, and that increased vehicles existing from this dangerous area will increase the danger at this corner and obscure view from neighbouring properties existing driveways. The view is also expressed that there is only room for one car to pass or two with caution yet the national speed limit applies, that there are multiple accidents at that site, that this is particularly bad in icy conditions and the road is not gritted, that every day cars beep their horn at each other at this site to avoid collision. Any increase in cars coming to and from this address would be incredibly dangerous. The Manse Road is very narrow the whole way from Baronscourt up to the Clontonacally Road. The access to the site is from the Manse Road as demonstrated on the site layout plan with visibility splays to the western side of 2.4m by 70m and to the eastern side 2.0m by the tangent. DfI Roads have been consulted on the proposal and have raised no objections. Based on the information submitted and taking on board the advice from DfI Roads, it is considered that the proposal would not prejudice road safety or significantly inconvenience of the flow of traffic and complies with Policy TRA2 of the Plan Strategy.
Impact on the environment.	The view is expressed that the replacement of sheds with residential dwelling will affect the dens and burrows of the wildlife in the area, badgers, foxes and rabbits. They also state that the excessive building would result in the loss of views over the countryside. The view is also expressed that currently there is a small bungalow with dilapidated outbuilding on this 1 ½ acre site in which no one has lived in for several years, that there are many badgers and foxes among other animals in these fields, that the scale of housing proposed would be a threat to their habitat. They state that they feel that this overdevelopment would cause loss of trees and greenspace and that all other housing along the Manse Road are single dwellings. A biodiversity checklist with ecological statement and badger survey was submitted for consideration. The proposal has been assessed against

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	policies NH1, NH2 and NH5 and it is considered that it would not have a negative impact on any natural heritage. A view is a material consideration that is not given determining weight. The existing site does not provide for a green space, and the proposed development is for one single dwelling with associated garden area.
Impact on neighbours.	The view is expressed that the proposed plans would result in four large houses overlooking their garden and that of their neighbours resulting in loss of privacy. The proposal is for one dwelling house, not four dwelling houses. The design and siting of the proposal along with the separation distances ensures that there would be no unacceptable overlooking into neighbour's private amenity space.
Impact on Infrastructure.	The view is expressed that currently there are many building developments ongoing in Carryduff resulting in the creation of thousands of new houses, and that there is not the infrastructure to support any more housing. They also state that the local schools are oversubscribed, and there is an adverse impact on accessing the medical and dental care in the area, and that the roads are very busy with the Saintfield Road at a standstill every morning. All consultees including Water Management Unit, NI Water and DfI Roads have raised no objections. Oversubscription of schools, medical and dental care is not a planning matter. The proposal has been assessed against the relevant policies and is considered to not comply with Policy COU3 of the Plan Strategy.

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Item Number 3			
Application Reference	LA05/2025/0645/RM	Date Valid	08.09.2025
Description of Proposal	Proposed farm dwelling to be located at adjacent to and South of 9a Pothill Lane, Lisburn	Location	Adjacent to and South of 9a Pot Hill Lane, Lisburn
Group Recommendation	Approval	Case Officer	Catherine Gray
Reasons for Recommendation			
All relevant planning material considerations have been satisfied.			
Representations			
Objection Letters	Support Letters	Objection Petitions	Support Petitions
2	N/A	N/A	N/A
Consideration of Objections			
Issue	Consideration of Issue		
State of laneway.	The view is expressed that the lane is in a very bad state of affairs, especially the lower end, that there a number of serious and deep pot holes which you have to navigate to ensure minimal damage to driving along the lane and this creating, further damage to the lane which will cost a significant amount of money to repair. The maintenance of the laneway is a matter for the owners of the laneway. It is a material planning consideration that is not given determining weight.		
Variance from outline planning application LA05/2022/0538/O.	The view is expressed that the block plan sees a large variance from the granted planning block plan. That the 0538-outline application suggested with the present of dormer windows at roof level that the dwelling would be of a chalet type bungalow form of construction. Therefore, in line with the house types within Pot Hill Lane location and neighbouring dwellings. Suggesting to anyone reviewing the application that the ridge height from finished floor level would be no more than 6.50m. The RM includes for a large two storey dwelling with a significantly higher ridge height not far off 10.00m. Expressing the view that the massing and volume of the proposed dwelling is not remotely in line with the outline planning application, and that the location of the dwelling has also moved considerably south compared to the original outline application. There are no conditions on the outline approval with regards to ridge height, size, volume or positioning of the dwelling within the application		

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	site. Through the processing of the application the ridge height has been reduced to 8.9m above the finished floor level. Having regard to the topography, existing landscaping features, the siting adjacent to and clustering with existing buildings, and the scale of the proposed dwelling and garage, it is considered that the proposed dwelling and garage are of an appropriate design for the site and its locality, will not present as prominent features in the landscape and will respect the traditional pattern of development whilst having no adverse impact on the rural character of the area in accordance with the Plan Strategy, the guidance in Building on Tradition and the outline conditions.
Character of the area.	The view is expressed that the variance between this application and surrounding dwelling and has provided a table of information on what they stipulate is the finished floor levels, ridge levels, ridge heights and variance for a number of the properties on Pot Hill Lane. As stipulated above, through the processing of the application, the ridge height of the proposal has been reduced and is now considered to be acceptable. The proposal has been assessed against the outline conditions and policy COU16 and it is considered that the proposal would not harm the rural character of the area.
Road entrance safety.	The view is expressed that this will be the 6th application made on Pot Hill lane in as many years, stating that although there has been great effort from each applicant into demonstrating how a safe access can be achieved from Pot Hill lane onto the main Old Ballynahinch Road, the houses in question have been constructed and are fully occupied yet works have never been completed. The entrance still consists of a loose gravel inclined footing which is uneven and very dangerous. The objector suggests that if the application is to progress in whatever form that a pre commencement condition is applied so that these works are actually completed. Condition 3 of the outline planning approval stipulates that the visibility splays shall be laid out before any building operations commence and thereafter shall be permanently retained. This will be reiterated on the decision notice is this application is approved.