

Public Document Pack

**Democratic Services Section
Legal and Civic Services Department
Belfast City Council
City Hall
Belfast
BT1 5GS**

3rd December, 2025

MEETING OF PLANNING COMMITTEE

Dear Alderman/Councillor,

In addition to those matters previously notified to you, the following item(s) will also be considered at the meeting to be held at 5.00 pm on Tuesday, 9th December, 2025.

Yours faithfully,

John Walsh

Chief Executive

AGENDA:

- 10 (a) LA04/2022/0809/F - Amendments to approved schemes ref. Z/2008/0993/F (erection of 53 No. dwellings) & ref. Z/2013/0120/F (erection of 46 No. dwellings); to reduce overall density from 99 No. dwellings to 94 No. dwellings and associated and ancillary works. - Lands to the south and west of Woodland Grange to the north of Blacks Gate and to the east of Moor Park Mews (Pages 1 - 28)
- 11 (a) LA04/2025/0605/F - Erection of a four storey building to create 29no. short-term let accommodation units with ancillary roof-mounted solarpanels - 341-345 Albertbridge Road (Pages 29 - 44)

This page is intentionally left blank

ADDENDUM REPORT	
Application ID: LA04/2022/0809/F	Committee Meeting Date: 9 th December 2025
Proposal: Amendments to approved schemes ref. Z/2008/0993/F (erection of 53 No. dwellings) & ref. Z/2013/0120/F (erection of 46 No. dwellings); to reduce overall density from 99 No. dwellings to 94 No. dwellings and associated and ancillary works.	Location: Lands to the south and west of Woodland Grange to the north of Blacks Gate and to the east of Moor Park Mews, Belfast.
Referral Route: Major development	
Recommendation:	Approval subject to conditions and a Section 76 planning agreement
Applicant Name and Address: M J McBride Construction Ltd	Agent Name and Address: Gravis Planning 1 Pavillions Office Park Kinnegar Drive Holywood
Date Valid: 25 th November 2025	
Target Date: 25 th June 2026	
Contact officer: Ed Baker, Planning Manager (Development Management)	
Background: <ol style="list-style-type: none"> 1. This application was approved by the Committee at its 14th October 2025 meeting. The Committee granted planning permission, subject to conditions and a Section 76 planning agreement and delegated authority to the Director of Planning and Building Control to resolve final consultation responses, finalise the wording of conditions, and to deal with any other matters that might arise provided that they were not substantive. 2. This report should be read in conjunction with the report to the 14th October 2025 Committee meeting, appended. 	
Ownership certificate: <ol style="list-style-type: none"> 3. During the process of finalising the Section 76 planning agreement, it has become apparent that the applicant did not properly serve notice on everyone with an interest in the land when they originally made the application. The correct ownership certificate is required by Article 3(1)(d) of the Planning (General Development Procedure) Order (Northern Ireland) 2015 and this means that the application was technically invalid. 4. The applicant has since submitted an amended application form and ownership form, confirming the serving of notice on additional parties on 24th November 2025. 5. The application is to be re-publicised in the press on 14th December 2025, with the 14-day consultation period for representations ending on 26th December; due to the public holiday with the consultation window would effectively end on 29th December. 6. The requirement for the applicant to serve the correct notice is a procedural matter and, subject to the review of any additional representations, does not affect the planning merits of the proposal or assessment of the application undertaken by officers as set out in the original Committee report, appended. 	

NIE Consultation Response received:

7. Following the 14th October meeting, NIE provided its consultation response on 11th November 2025, offering no objection to the proposal, and providing the following advice.
 - The developer should not alter levels (cut or fill) or erect any structure or permanent surfacing within 5 horizontal metres of the tower legs.
 - No planting (specifically trees) takes place within the cable easement area as this may cause damage to the existing underground equipment.
8. This advice will be relayed to the applicant by way of an informative.

Late items:

9. At the 14th October meeting, Members noted the following amendments to the original Committee report, with officers advising that the proposal remained acceptable and in compliance with relevant planning policy:
 - Para 8.14 of planning report states an incorrect dwelling mix. It should read:
Semi-detached - 58
Detached - 16
Apartments - 20
 - Para 8.15 – the applicant has confirmed that NIHE welcomed the provision of 'affordable housing' but had no input into housing mix.
 - Para 8.19 – omission of total no. of wheelchair units. Wheelchair units are Nos. 2-6 and 7-21 (20 No. in total) (proposal still policy compliant).
 - Para 8.60 – through discussions with DfI Roads 'Active Travel' section, the dedicated and segregated cycle path has been removed (at their request) and the main access road is now designed as a 'cycle priority' road.

Recommendation:

10. The recommendation remains to grant planning permission, with delegated authority sought to deal with any issues arising from outstanding consultations and any new representations made, provided that they are not substantive.
11. Having regard to the development plan and relevant material considerations, the proposed development is considered acceptable. It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement.
12. Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the Section 76 planning agreement and conditions, and deal with any other matters that arise from the outstanding consultations and further public consultation, provided that they were not substantive.

Development Management Officer Report Committee Application

Summary	
Application ID: LA04/2022/0809/F	Committee Meeting Date: 14 th October 2025
Proposal: Amendments to approved schemes ref. Z/2008/0993/F (erection of 53 No. dwellings) & ref. Z/2013/0120/F (erection of 46 No. dwellings); to reduce overall density from 99 No. dwellings to 94 No. dwellings and associated and ancillary works.	Location: Lands to the south and west of Woodland Grange to the north of Blacks Gate and to the east of Moor Park Mews, Belfast.
Referral Route: Major development	
Recommendation:	Approval subject to conditions and a Section 76 planning agreement
Applicant Name and Address: M J McBride Construction Ltd	Agent Name and Address: Gravis Planning 1 Pavillions Office Park Kinnegar Drive Holywood
Date Valid: 21 st April 2022	
Target Date: 17 th November 2025	
Contact officer: Ed Baker, Planning Manager (Development Management)	
Executive Summary: <p>The application seeks full planning permission for 94 no. dwellings.</p> <p>The site is located in the north-western part of the city between Finaghy Road north to the east and Blacks Road to the west. The site area is approximately 3.4 hectares.</p> <p>The key issues for the assessment of the application are below.</p> <ul style="list-style-type: none"> • Principle of development • Site layout, density and Design • Open Space Provision • Affordable Housing • Trees and landscaping • Traffic, Movement and Parking • Climate change • Impact on amenity • Contaminated land • Drainage and Flooding • Natural Heritage/ Impact on Protected Sites • Section 76 planning agreement • Pre-application Community Consultation <p>The site is unzoned in BUAP and Draft BMAP (2004 and 20014). Given the extant approvals for residential development on the site the principle of residential development is established.</p>	

The density, layout and design of the development are considered in keeping with the established housing developments in the area with the predominance of two storey semi-detached dwellings reflective of housing abutting the site to the north and west off Blacks Road and east off Finaghy Road North.

An area of planted open space along the northern boundary, incorporating an existing buffer of mature vegetation, forms an intrinsic communal space running incorporating a Site of Local Nature Conservation Importance (SLNCI) which runs along the watercourse that defines the northern boundary of the site.

There are no objections from statutory consultees. DfI Roads has indicated that it is content although a final written consultation response is awaited. Delegated authority is sought to deal with these and any other outstanding matters provided that they are not substantive.

Similarly a response is outstanding from Environmental Health in terms of Contaminated Land and Air Quality, however reassurances have been provided that the principle of development is acceptable and no fundamental objections will be raised.

There are no objections from non-statutory consultees.

A Section 76 planning agreement will be required to secure the provision of a cycle path, affordable housing, delivery and management and of the public open space and employability and skills.

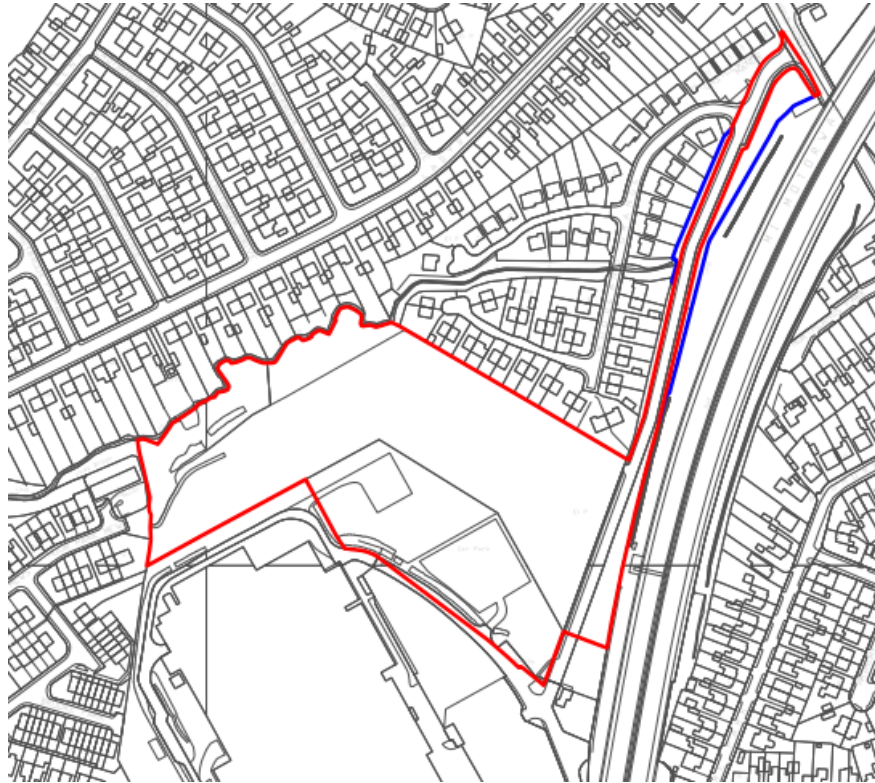
There have been no letters of objection or third party representations.

Having regard to the development plan and relevant material considerations, the proposed development is considered acceptable. It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement.

Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions and Section 76 planning agreement and deal with any other issues that may arise, including the final consultation responses from DfI Roads, provided that they are not substantive.

Case Officer Report


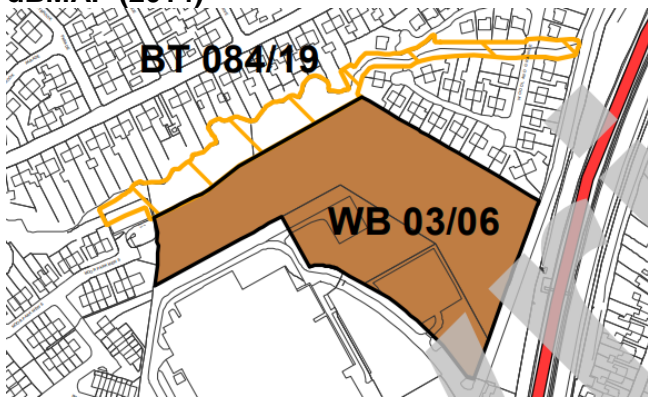
Site Location Plan and Layout



1.0	Description of Proposed Development
1.1	<p>This application seeks planning permission for 94 no. dwellings. The following housing mix is proposed:</p> <ul style="list-style-type: none"> - Semi-detached 56 - Detached 16 - Townhouse 3 - Apartment 19
1.2	<p>The site is accessed via an existing roadway onto Finaghy Road North which also serves an abutting housing development to the north (Woodland Grange). The layout comprises a main access roadway running from south-east to north-west then north-east to south-west along the northern boundary of the site.</p>
1.3	<p>The scheme mostly comprises 2 storey detached, semi-detached dwellings and apartment blocks. The predominant house type is semi-detached units (56 units), as shown in the layout above.</p>
1.4	<p>All dwellings are served by 2 in-curtilage parking spaces. Communal parking bays serve the three apartment blocks in the south-eastern portion of the site.</p>
1.5	<p>There are pockets of open space throughout the development, the largest of which is located along the northern boundary, measuring approximately 5,200 sqm.</p>
2.0	Description of Site and Area
2.1	<p>The site area is approximately 3.4 hectares (ha) and rises slightly from south to north, with land continuing to rise beyond the site across the Upper Springfield Road to Black Mountain. The site is well defined with mature planting along all boundaries, and within the site itself. It is characterised by this vegetation and undulating rising land.</p>
2.2	<p>The site is currently accessed from an existing laneway off Finaghy Road North, which serves both residential development and the former Ford Visteon site.</p>
2.3	<p>The residential developments in the area include Woodland Grange, Ladybrook Park, and Moor Park Mews. Dwellings in the surrounding area vary from one to two storey in height and are a mix of semi-detached, detached and terrace dwellings with amenity space to the front and rear of the properties.</p>
3.0	Planning History (on site to south of application site)
3.1	<p>Z/2008/0993/F- Development comprising of 24 no. townhouses and 29 no. apartments. Lands between the Ford Visteon Plant and Phase 1 of a proposed housing development (Z/2002/2135) Finaghy Road North, Belfast. Approved 11/08/2010</p>
3.2	<p>Z/2013/0120/F - Land adjacent to former Ford Visteon Plant, Finaghy Road North. Proposed housing development comprising of 10 semi detached dwellings and 36 townhouses. Approved 26/04/2017</p>
3.3	<p>Z/2013/1434/F - Demolition of existing buildings and proposed comprehensive mixed-use development comprising 244no social and private/affordable residential units (with access from Black's Road), with associated public open space/linear park. Non-residential element to include community centre and class B business units (class B1b/B1c/B2 uses) with associated parking and access from Finaghy Road North. Amended proposals to provide increase in level of Class B Business uses and separate community centre building. Former Visteon Factory, Blacks Road. Approved 08/01/2016</p>

3.3	Planning permission was previously granted on the northern part of the site for a residential development of 10 no. semidetached dwellings and 36 No. townhouses on 26th April 2017 under planning reference Z/2013/0120/F.
3.4	Planning permission was previously granted on the southern part of the site for a residential development of 24 No. townhouses and 29 No. apartments on 11th August 2010 under planning reference Z/2008/0993/F.
3.5	Both of these permissions are live, and this has been confirmed through a Certificate of Lawfulness.
4.0	Policy Context
4.1	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.
4.2	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.
4.3	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.
4.4	<p>Operational policies – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed below:</p> <p><i>Strategic Policies</i></p> <p>Policy SP1A – managing growth and supporting infrastructure delivery</p> <p>Policy SP2 – sustainable development</p> <p>Policy SP3 – improving health and wellbeing</p> <p>Policy SP4 – community cohesion and good relations</p> <p>Policy SP5 – positive placemaking</p> <p>Policy SP6 – environmental resilience</p> <p>Policy SP7 – connectivity</p> <p>Policy SP8 – green and blue infrastructure network</p> <p><i>Spatial Development Strategy</i></p> <p>Policy SD1 – Settlement hierarchy</p> <p>Policy SD2 – Settlement Areas</p> <p><i>Shaping a Liveable Place</i></p> <p>Policy HOU1 – Accommodating new homes</p> <p>Policy HOU2 – Windfall housing</p> <p>Policy HOU4 – Density of Residential Development</p> <p>Policy HOU5 – Affordable Housing</p> <p>Policy HOU6 – Housing Mix</p> <p>Policy HOU7 – Adaptable and Accessible Accommodation</p>

	<p>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>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>Policy TRAN1 - Active travel – walking and cycling Policy TRAN2 – Creating an Accessible Environment Policy TRAN 3 – Transport Assessment Policy TRAN 4 – Travel Plan Policy TRAN6 – Access to public roads Policy TRAN8 – Car Parking and Service Arrangements Policy TRAN10 – Design of Car Parking</p> <p>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>
4.5	<p>The following Supplementary Planning Guidance (SPG) is relevant:</p> <ul style="list-style-type: none"> • Affordable Housing and Housing Mix • Residential Design • Placemaking and Urban Design • Planning and Flood Risk • Masterplanning approach for major development • Transportation • Trees and Development
4.6	<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), HMO Subject Plan 2015 and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. Whilst the Belfast Urban Area Plan 2001 remains the statutory plan insofar as the proposals maps (“Departmental Development Plan”), 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>
4.7	<p>In the BUAP 2001, the site is unzoned.</p>
4.8	<p>BUAP 2001 In dBMAP (v2004 and v2014), the site is zoned for housing (a small section in the south-west corner is unzoned in v2004). The site is also abuts a site of local nature conservation importance which runs along its northern boundary in dBMAP (v2014).</p>

	<p>dBMAP(2004)</p> 
	<p>dBMAP (2014)</p> 
4.9	<p><u>Regional Planning Policy</u> Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland 2015 (SPPS)</p>
4.10	<p><u>Other Material Considerations</u> Developer Contribution Framework Creating Places Belfast Agenda Belfast Cycling Network Delivery Plan 2022-31</p>
5.0	<p>Statutory Consultees</p> <p>DfI Roads – Awaiting final response, agreed in principle.</p> <p>DAERA – No objection, advises conditions.</p> <p>DfI Rivers – No objection.</p> <p>NI Water – No objection.</p> <p>NI Housing Executive – Support.</p> <p>Shared Environmental Services – No objection, advises condition.</p>
6.0	<p>Non-Statutory Consultees</p> <p>BCC Environmental Health – Awaiting final response.</p>

7.0	Representations
7.1	The application has been advertised and neighbour notified.
7.2	No objections have been received to date.
8.0	ASSESSMENT
8.1	<p>The key issues for the assessment of the application are:</p> <ul style="list-style-type: none"> • Principle of development • Site layout, density and Design • Open Space Provision • Affordable Housing • Trees and landscaping • Traffic, Movement and Parking • Climate change • Impact on amenity • Contaminated land • Drainage and Flooding • Natural Heritage/ Impact on Designated Sites • Impact on Protected Sites • Section 76 planning agreement • Pre-application Community Consultation <p>Principle of development</p>
8.2	<p>The site is unzoned in the Belfast Urban Area Plan 2001 (BUAP 2001) and zoned for housing in both versions of the draft Belfast Metropolitan Area Plan 2015 (dBMAP). Moreover, the site is within the development limit of the city where housing is generally acceptable. The principle of housing at the site is established through two extant planning approvals Z/2008/0993/F and Z/2013/0120/F.</p>
8.3	<p>Policy HOU1 identifies a requirement for 31,660 homes during the plan period 2020-2035 including 18,100 homes in the rest of Belfast outside the city centre and Belfast Harbour estate. The provision of 94 no. residential dwellings supports this strategy.</p> <p>Site layout, density and design</p>
8.4	<p>The proposed site layout would inevitably create four distinctive character areas within the development. The scheme is largely influenced by surrounding residential character, existing topography and mature field boundaries to the north and east (including an area of local nature conservation importance).</p>
8.5	<p>Each character area relies on differing densities, open spaces and house types to reinforce a sense of local ownership and security of spaces. This distinct identity is reinforced by public realm spaces which include a linear landscaped park running along the northern boundary the site adjacent to a local watercourse. Two character areas are located along to in north-west to south-east axis, linked by a short connecting roadway with the final character area defined by a cluster of 3 apartment blocks and 3 dwellings close to the south-east boundary of the site adjacent to the motorway.</p>


8.6	<p><i>Density:</i></p> <p>The site is approximately 3.4 hectares (ha) in size. With 94 units proposed, the density is approximately 27.6 dwellings per ha. This density is in line with the density band for Outer Belfast (25-125) as set out in Policy HOU4. Whilst the density would be at the lower end of this band, it would complement existing residential densities in the area. Regard is also had to the longevity of the application process with the application in April 2022, well in advance of adoption of the Plan Strategy and formal introduction of Policy HOU4, and that the design concept has therefore been set for some time. Consideration is also given to the live planning approvals on the site, which are of a similar density, albeit slightly less.</p>
8.7	<p><i>Design</i></p> <p>The dwellings are of standard traditional pitched roof design, some dwellings with ground floor bays to the front elevations. These bays are also present on side elevations of dwellings on prominent junctions in order to create a dual aspect and prevent blank gable elevations onto the street. In terms of finishes the walls are largely red brick. The roof slates are dark grey slate. The design and finishes are reflective of the character of the area, particularly that of Woodland Grange to the north and east.</p>
8.8	<p>In terms of layout the scheme can be broken up into distinctive areas. As the layout has been largely dictated by topography there is inevitably long stretches of housing in the upper/ northern part of the site. To avoid potential monotony in terms of visual character, there is a change in surfacing in the cul-de-sacs and planting and decorative railings help define defensible spaces along street frontages. This adds quality and enhances character, helping to create a sense of place.</p>
8.9	<p>The variation in house types, with subtle changes in design used on longer stretches of street reduces the potential monotony in the layout. Coupled with the landscaping and railing details to the front of the dwellings, this will ensure a high quality of streetscape along the more expansive straights within the site.</p>
8.10	<p>There is opportunity to introduce further variety through a different colour palette of materials used in the different character zones, reinforcing a sense of place for residents and visitors. The detail of this can be dealt with through a planning condition.</p>
8.11	<p>As stated above, the design of dwellings on key junctions also respond to their location with the introduction of dual frontage dwellings, avoiding a scenario where blank gables face onto the public road.</p>
8.12	<p>Similarly, the apartment blocks respond to the site layout, forming a built 'bookend' onto the motorway to the east.</p>
8.13	<p>The proposal is considered to accord with Policies DES1, DES2 and RD1.</p>
8.14	<p><i>Housing mix:</i></p> <p>Policy HOU6 states that permission will be granted for residential developments of this scale where the proposed development provides a suitable mix of house types and sizes to promote choice and assist in meeting community needs. Provision should particularly be made for smaller homes across all tenures to meet future household requirements. The proposed housing mix is as follows:</p> <ul style="list-style-type: none"> - Semi-detached 56 - Detached 16 - Townhouse 3 - Apartment 19

8.15	The applicant states that the housing mix is informed by housing need in the area with NIHE involved in discussions in terms of house type and open space provision. NIHE supports the proposed housing mix and state that the proposal will help address specific housing need in the area.
8.16	<p>In assessing the housing mix, regard is had to the location of the site and the previously approved housing mix (two live approvals on site). Taking these considerations into account, on balance, the proposed housing mix is acceptable and compliant with Policy HOU6.</p> <p><i>Adaptable and accessible accommodation:</i></p>
8.17	Policy HOU7 states that all new homes should be designed in a flexible way to ensure that housing is adaptable throughout all stages of life.
8.18	The proposed residential units are designed to Lifetime Home standards in terms of minimum space requirements and adaptability. Given that the proposed units are allocated for social housing it is accepted that they will meet Policy HOU 7 standards.
8.19	For schemes of 10 units or more, Policy HOU7 requires at least 10% of the units to be wheelchair accessible. The proposal would include the following wheelchair units:
8.20	<p>All of the Co-Ownership houses will be designed to Lifetime Homes standards and therefore will be capable of being adapted for wheelchair use. There are 20 No. Co-Ownership dwellings proposed, accounting for c.21% of the housing, thus meeting the requirements of Policy HOU7.</p> <p><i>Masterplanning:</i></p>
8.21	The proposed development has been assessed against Policy DES2 as set out below.
8.22	<i>Adopting a holistic approach to site assembly, layout and design that is mindful of adjacent sites, where suitable for redevelopment, while avoiding prejudice to future development potential and/or quality where development is of a significant scale and prominence;</i>
8.23	The proposed development is adjacent to a larger housing approval on the Ford Visteon site. The overall site layout takes into account the existing natural features including hedgerows and a watercourse along the northern boundary (forming part of a SLNCI), whilst the residential units are positioned to minimise retaining structures, working with the existing topography of the land and vegetation. In terms of connectivity the scheme will link through to the adjacent 'Blacks Gate' Development via a pedestrian and cycle path. This will promote linkage between Finaghy Road North to the east and Blacks Road to the west. At a more strategic level this will also provide a linkage within a planned greenway, which is discussed further below.
8.24	<i>Promoting opportunities for urban repair and greater connectivity to neighbouring areas by minimising or mitigating physical barriers that create undue effort or separation, informed by feedback from existing communities;</i>
8.25	The application site, adjacent top existing housing developments, is currently vacant and has the potential to encourage anti-social behaviour. Its development offers an opportunity to regenerate the locality and provide ongoing surveillance throughout. Connectivity has been considered with linkages to adjacent Woodlands sports grounds,

	promoting linkages from the Blacks Gate housing development and Blacks Road to the west.
8.26	<i>Maximising solutions to deliver energy efficiencies that seek to achieve BREEAM 'excellent' or comparable standard;</i>
8.27	The proposed development will deliver energy efficiencies as outlined within climate change considerations.
8.28	<i>Promoting higher density residential and mixed-use development along city corridors and at gateway locations;</i>
8.29	The proposed development provides a mix of residential accommodation and densities appropriate to its location. 56 Semi-detached, 16 Detached 16, 3 Townhouses and 19 Apartment units. With 94 units proposed, the density is approximately 27.6 dwellings per ha. This density is in line with the density band for Outer Belfast (25-125) as set out in Policy HOU4
8.30	<i>Contributing positively to the improvement of the public realm within, and in the proximity of, the development site through the use of high quality hard and soft landscape materials and street furniture;</i>
8.31	A high standard of hard and soft landscape materials are proposed throughout the site with public open space utilising the existing setting provided by the heavily vegetated SLNCI along the northern boundary.
8.32	<i>Including an appropriate landscape management and maintenance plan, early in the planning process, as an integral part of all landscape proposals;</i>
8.33	A landscape management and maintenance plan has been included.
8.34	<i>Enhancing the waterside character and setting of the River Lagan, including the improvement of existing and provision of new access points and new cross river connections where appropriate;</i> N/A
8.35	Referencing unique parts of the city through the realisation of key landmarks within prominent or gateway locations; N/A
8.36	<i>Seeking to include where appropriate the provision of public art; and</i>
8.37	A high standard of communal open space will be provided throughout the site including an equipped children's play area. It is not considered necessary, given the scale of the proposal, to include any public art.
8.38	<i>Seeking the retention of existing trees within and around the site and make adequate provision to allow them to mature while ensuring the continuance of tree cover through new tree planting.</i>
8.39	The site has been surveyed for vegetation suitable for retention and a landscaping plan has been developed which seeks to maximise the retention of existing natural boundaries. Of particular importance, for not only visual but biodiversity reasons, is the

	band of mature planting along the northern boundary of the site. This is being retained in its entirety, and a condition will be applied to ensure this.
8.40	In conclusion, it is considered that the design and external appearance of the proposal is acceptable having regard to Policies RD1, DES1, DES2, DES3, HOU6 and HOU7 of the Plan Strategy.
8.41	Amenity and Open Space Provision The proposal has been assessed against Policies OS3 and RD1(d) of the Plan Strategy and <i>Creating Places</i> .
8.42	Policy OS3 of the Plan Strategy requires residential proposals of this scale to delivery a minimum of 10% of the site as open space. The site area is approximately 3.4 ha. Therefore, the expectation is that 3,400 sqm metres of public open space is provided.
8.43	The site consists of two main parcels of open space. The main area of open space is located along the northern boundary of the site, incorporating the SLNCI, and has an area of approximately 5,200 sqm. There is a smaller secondary area of public open space, measuring approximately 750 sqm located in the south-eastern part of the site beside the main point of access.
8.44	These areas represent a total 'usable' area of public amenity space of approximately 5,950 sqm. This overall open space provision of approximately 17.5% of the overall site area meets the requirements of Policy OS3. This is a substantial overall provision well above the recommended 10%. The area to the north will not only provide an attractive open space area but also acts as a buffer to the SLNCI which runs along the northern boundary.
8.45	In terms of private open space, rear garden sizes range from 61 sqm to 296 sqm, with an average provision greater than 70 sqm, and most with areas in excess of this standard. As such the private amenity provision is in keeping with the requirement set out in the <i>Creating Places</i> guidance.
8.46	The apartment blocks would all have areas of semi-private public open space. Each of the apartment blocks in south-eastern corner of the site have a communal area to their rear or side measuring approximately 160-180 sqm. The block with units 2- has an area of approximately 180 sqm, equating to 5sqm per unit. The block housing units 7-15 has an area of 200 sqm, equating to 9sqm per unit and the block housing units 16-21 has an area of 163sqm, equating to 6 sqm per unit. Although the communal space per unit is quite low for the apartments, it must be considered with the overall open space provision for the development, which has a significant overprovision of open space as stated above. On balance the provision for the apartments is considered to be acceptable.
8.47	Affordable Housing Policy HOU5 of the Plan Strategy states that planning permission will be granted for residential development on sites greater than 0.1 hectares and/or containing 5 or more dwelling units where a minimum of 20% of units are provided as affordable housing.
8.48	NIHE carries out a Housing Need Assessments (HNAs) annually across all relevant housing areas. This site is located within the Andersonstown Common Landlord Area which sits within the wider Middle West HNA. The social housing new build need for Middle West is 1,107 units for the 2022- 2027 period.

8.49	There are 20 No. Co-Ownership dwellings proposed, accounting for c.21% of the housing. As such, the requirements of Policy HOU5 are met in terms of the quantum of units and the provision of affordable housing (minimum of 20%).
8.49	The Housing Executive, in their initial response, stated that it would welcome the inclusion of accommodation to help address the demand for intermediate housing in the Belfast City Council area. The requirement for this provision is based on the Housing Executive's knowledge of the local housing market; assessment of the intermediate market; and the level of Co-ownership activity in the Belfast City Council area. The Housing Executive estimates intermediate housing demand for the Council area at 140 homes per year.
8.50	NIHE supports the application, citing that mixed tenure development is an important way to create cohesive, sustainable and balanced communities. Ultimately the affordable housing element of the proposal will be secured via a clause within an agreed Section 76 legal agreement, discussed below.
	Trees and landscaping
8.51	The proposal has been assessed against Policy TRE1, LC1, LCB2 and LC3.
8.52	Policy TRE1 seeks to protect existing trees from development, particularly those that are of visual, biodiversity or amenity quality and significance. The landscape strategy focuses on retaining and enhancing the existing hedgerow boundary treatment and the creation of a corridor of open space along the northern boundary incorporating lands within the SLNCI, to provide a high-quality landscape setting incorporating pathways, lighting, rain garden and SUDS swales with associated species-rich yet low maintenance planting.
8.53	The landscaping plan also includes the establishment of an 30-45 metre deep vegetation buffer along the northern boundary of the site to the southern side of the watercourse which defines the site boundary. Existing hedgerows will be augmented to strengthen this boundary providing a strong planted edge not only to the development but along the edge of the SLNCI. Similarly along the north-eastern boundary a 10m deep 'wildlife corridor' is proposed.
8.54	The approach to existing hedgerows along the northern and north-eastern boundaries includes retention of high value tree species and augmentation with native woodland species to provide a diverse hedgerow/woodland boundary to the site.
8.55	Overall, it is considered that there would be no adverse impact on the existing landscape along the site boundaries and the tree planting and landscaping proposals are considered to provide suitable mitigation and enhancement of the site from an ecological point of view.
	Traffic, Movement and parking
8.56	The proposed development site has an existing vehicular access directly off Finaghy Road North, which currently serves the adjacent Woodland Grange development.
8.57	As there is a committed development on the site for 99 dwellings. The proposal sees a reduction in numbers to 94. As such there will be no greater impact upon the road network.
8.58	The proposal includes 2 in curtilage car parking spaces for each of the 75 dwellings (150), 30 spaces for the 19 apartment units and 52 visitor car parking spaces, which equates to approximately 2.5 spaces per residential unit.

	<p><i>Green Travel Measures</i></p>
8.59	<p>In response to DFI Roads request for green travel measures the agent has confirmed a Green Travel Plan will be submitted setting out how the developer seeks to promote alternatives to the private car and promote green methods of travel.</p>
8.60	<p>Alongside the formal green travel measures a dedicated and segregated 400m long cycle path is proposed that runs from Finaghy Road North, through the site and connects into Black's Gate to the south. It is important to note that this wasn't a feature in the extant permissions and was something that was agreed with local representatives and community groups at Pre-Application stage. This will tie in with plans set out for the area as part of the West Belfast Greenway, outlined in the DFI document 'Belfast Cycling Network Delivery Plan 2022-31' <i>Scheme 037 West Belfast Greenway Phases 3 & 4</i>. This forms part of short term and medium term plans for a series of Greenways. The 6,900m long Greenway in question runs south-west to north-east from Dunmurry to Belfast City Centre and is highlighted in yellow and green below:</p>  <p>The map shows the West Belfast Greenway network. Existing routes are shown in blue. Short-term schemes (2022-25) are shown in green. Medium-term schemes (2025-28) are shown in yellow. Long-term schemes (2028-31) are shown in red. The network runs from Dunmurry in the south-west to Belfast City Centre in the north-east, passing through Finaghy, Malone, and the City Centre.</p> <p>Existing routes —</p> <p>Short term (2022 - 25) —</p> <p>Medium term (2025 - 28) —</p> <p>Long term (2028 - 31) —</p>
8.61	<p>The short term schemes are focussed on joining up the existing elements of the network and beginning the process of reaching into areas of the city that are currently without a significant element of infrastructure. The medium term schemes start in earnest the process of delivering cycling infrastructure in the areas of the city where there is currently a marked lack of infrastructure.</p>
8.62	<p>The proposal includes 20 cycle spaces (2 separate blocks of 10) located within the curtilage of the apartment blocks.</p>
8.63	<p>To further reduce the reliance on the private car the offer a free Residential Travel Card to one occupier of each dwelling (within one month of their occupation) until three years after first occupation of that dwelling shall be secured via a Section 76 legal agreement.</p>

8.64	The location of the development reduces the need for vehicular journeys, as major attractions within Belfast City centre can all be accessed by the sustainable modes of transport that will be promoted through the travel plan.
8.65	There are a range of existing pedestrian linkages available to the site with pedestrian footways and streetlighting connecting to the site from Finaghy Road North and leading to Glen Road, Andersonstown Road and a number of nearby residential areas.
8.66	The sites connectivity and accessibility are further reinforced by the provision of a cycle path connecting the site to Finaghy Road North and the Blacks Gate development to the west, this will ultimately be secured via condition for completion prior to occupation of the first residential unit. A variety of sports clubs, churches, cafes, primary schools, bus stops and community/ youth facilities are all accessible within walking distance. A range of shops and nursery, primary and secondary schools are all accessible within walking distance.
8.67	Although a final conclusive consultation response from DfI remains outstanding, the principle of the proposal, including the cycle path provision, has been accepted. The only matter outstanding is the technical details of the cycle path and how it ties into adjacent development and existing cycle/ pedestrian network. Subject to DfI Roads response to the amended plans, it is considered that the proposal complies with Policies TRAN1, TRAN2, TRAN4, TRAN6, TRAN8, TRAN9 and TRAN10.
	Climate change
8.68	Policy ENV2 states that planning permission will be granted for development that incorporates measures to mitigate environmental change and reduce Green House Gases (GHG) by promoting sustainable patterns of development. The policy goes on to state that development proposals should, where feasible seek to avoid demolition and seek to maximise opportunities to incorporate sustainable design features.
8.69	Policy ENV3 states that planning permission will be granted for development that incorporates measures to adapt to environmental change to support sustainable and enduring development.
8.70	The proposed units are orientated to maximise solar gains across the site, including alternative elevations for same house types where necessary.
8.71	Policy ENV5 states that developments should include, where appropriate, SuDS measures to manage surface water effectively on site. Across the site Sustainable Urban Drainage Systems (SUDs) measures are included to manage the watercourse along the northern boundary and storm water holistically within the landscaping.
8.72	In conclusion, given the extant planning approvals on the site and the fact the application was submitted well in advance of the adoption of the Local Development Plan – Plan Strategy, it is considered that the proposal is acceptable, having regard to Policies ENV2, ENV3 and ENV5.
	Impact on Amenity
8.73	The proposal has been assessed against Policies RD1, DES 1 and DES3. Policies DES1, DES3 and RD1 highlight the need to minimise the impact of overshadowing and loss of daylight on both new and existing residents and the promotion of quality residential environments.


- 8.74 The site abuts existing residential development on three sides, to the north-east and north-west in Woodland Grange and to the west in the Blacks Gate development (currently under construction). With the levels from south to north the proposal has potential to impact upon residential amenity to the east. However, given ample separation distances and a significant level of existing and proposed planting along the eastern boundary it is not envisaged that existing properties will experience a significant loss of amenity.
- 8.75 The 'back to back' separation distance between the proposed dwellings and the dwellings in Woodland Grange ranges between 22m and 26m. This generous separation distance is accompanied by a landscape buffer shown below. With the proposed dwellings having a similar finished floor level, the separation distances and landscaping should ensure there will be no significant impact on residential amenity. It should also be noted that the previously approved dwellings were located much closer to the existing dwellings, as shown below outlined in pink. The proposal is a more favourable layout in terms of potential impacts on neighbouring amenity.

Woodland Grange



- 8.76 To the north west, the separation distance are substantial between existing and proposed dwellings, and with the SLNCI and associated landscape along the northern boundary and views onto the existing properties will be minimal at best.
- 8.77 Blacks Gate is a newly constructed development to the west/ south-west of the site, on the former Ford Visteon site. The generous separation distances are evident in the section from the site layout below and measure at least 20m, as recommended in the 'Creating Places' guidance document. Subsequently it is not considered that the amenity of the dwellings in Blacks Gate would be unduly compromised by the proposal. Again it is also worth noting that the extant approval on the site had dwellings located much closer to the site boundary (as shown outlined in pink below)



8.78	<p><i>Noise</i></p> <p>The main source of noise for both day and night hours is noted to be the M1 Motorway.</p>
8.79	<p>The noise report advises that, due to the high level of environmental noise from the M1 Motorway, the design criteria for external noise levels contained within BS8233:2014 will, in the main, not be achievable. However, as per the guidance in the standard, the applicant's consultant has advised that this exceedance should not be a reason to object to object to the development in principle.</p>
8.80	<p>In order to mitigate the worst of the road traffic noise from the M1 Motorway to amenity areas, the applicant's noise consultant has recommended the use of close boarded fencing in the 'rear gardens' of all properties. It is noted two different heights have been suggested; namely 1.8m and 2.1m.</p>
8.81	<p>The orientation and position of the housing units with regard to the location of the associated rear gardens would suggest that areas within certain gardens will benefit from partial shielding from noise provided by the mass of the associated building and/or other adjacent housing units. In such cases, the provision of a close boarded boundary fence around the rear garden would have little to no effect on reducing road traffic noise from the M1 to the external amenity space. Furthermore it would appear that given the layout of the proposal, there will be solid boundary walls provided to some rear gardens. Where this is the case, it is likely that close boarded fencing will be unnecessary.</p>
8.82	<p>These proposed apartments backing onto the M1 are set at a lower level than the motorway and screened by a planted bank, as shown below. The noise impact assessment concluded that noise form the M1 would not adversely impact these units, subject to mitigation measures such as suitable window systems and cavity walls etc, which will be secured via condition.</p> 
8.83	<p>The applicant's consultant has not provided a map or a schedule to indicate where such fencing mitigation is necessary and which of the two heights of fencing suggested are required. The environmental noise survey shows that road noise levels from the M1 Motorway reduce with distance as per a line source. The shielding provided by the residential units and walls proposed for the development will reduce noise levels further as distance from the motorway increases. At an undefined point, it may be the case that an external amenity space could comply with the external amenity levels contained within BS8233:2014, especially where appropriate mitigation such as close boarded fencing is provided. Noise modelling software may be able to provide information with regard to the above.</p>
8.84	<p>The applicant's consultant has availed of the derogation contained with BS8233:2014, which indicates that in high environmental noise areas, developments should be designed to achieve the lowest practicable noise levels in external amenity spaces but should not be prohibited. It is likely that close boarded boundary fences may reduce environmental noise levels in external amenity spaces that face towards the M1</p>

	Motorway, however, with the information currently provided it is unclear how effective the mitigation would be and where it would be deemed 'necessary'.
8.85	The derogation contained within BS8233:2014 is considered to be a sensible, pragmatic approach to allow developments in high environmental noise areas to proceed, however, the unspecified mitigation measures that may be employed to reduce external amenity area noise levels 'as far as practicable' do not translate well into a recommendation for a planning condition. As such a condition shall be applied ensuring that the appropriate noise mitigating fencing is approved and implemented prior to occupation of any of the apartment units abutting the motorway to the east of the site.
8.86	With regard to façade mitigation, the consultant has indicated that standard cavity wall construction will mitigate the envisaged levels of environmental noise leaving the windows as the main point of noise break in. The consultant has identified that suitable window systems should be applied to all building facades.
8.87	Two different dB Rw levels have been recommended, 37dB Rw +Ctr for proposed units No.1-42 and No.90-94 and 32dB Rw +Ctr for proposed Units No.43-89. It is noted that this recommendation will see different window systems applied to the adjoined semidetached units 42 and 43. It is also noted that the above recommendation does not consider where the mass of the proposed units provides shielding from the predominant M1 Motorway road noise to their own windows or potentially that of adjacent units.
8.88	The applicant's consultant indicates that an alternative means of ventilation will be required. It is typical to rate the use of trickle ventilators with a sound reduction performance (plus traffic noise correction) however, the alternate suggestion of a mechanical ventilation system can potentially generate its own noise which would need specified to meet BS8233:2014 internal noise standards. The chosen means of alternative ventilation has not been specified and the selected method will therefore require some form of performance verification once selected.
8.89	Environmental Health has no objection in principle to the development with regard to adverse impact from environmental noise and has requested that conditions relating to noise and alternative means of ventilation are attached should approval be forthcoming. These conditions are detailed below.
	Contaminated Land
8.90	A Preliminary Risk Assessment (PRA) & Generic Quantitative Risk Assessment (GQRA) report has been provided by RSK Environment Limited (RSK) in support of this application. RSK conclude the GQRA stating the development is regarded low risk to environmental receptors. NIEA Regulation Unit, Land & Groundwater Team have no objections to the development subject to conditions.
8.91	Environmental Health are content subject to condition with regard to Contaminated Land report alongside the extant approvals on the site, and NIEA's opinion the proposal is considered to comply with ENV1 of the Plan Strategy.
	Drainage and Flooding
8.92	The proposal has been assessed against Policy ENV4 and the SPPS.
8.93	There is a designated watercourse known to DfI Rivers as the Ladybrook River (Extension) that flows along the Northern boundary of this site, the site may be affected by undesignated watercourses of which DfI Rivers have no record.

8.94	Flood Hazard Map (NI) indicates that the development does not lie within the 1 in 100 year fluvial flood plain but is located within a predicted flooded area as indicated on the Surface Water Flood Map. DfI Rivers would have no specific reason to object to the proposed development from a flood risk perspective.
8.95	<p>DfI Rivers has stated that it is essential that a working strip (5-10m) is retained adjacent to the watercourse to facilitate future maintenance by DfI Rivers, other statutory undertaker or the riparian landowners. DfI Rivers acknowledges the provision of a working strip as detailed on the site layout DWG uploaded to the public planning portal on 15th November 2023. This will be secured via planning condition, as detailed below.</p> <p>Natural Heritage/ Impact on designated sites</p>
8.96	NIEA Natural Environment Division (NED) notes that the site contains Ladybrook 'Site of Local Nature Conservation Importance' (SLNCI) woodland habitat. NED highlight that this is of high local conservation value. NED welcome plans to retain this area and recommend there is no construction activities or development works within the SLNCI woodland in order to minimise any significant disturbance or deterioration of the SLNCI designated habitat. NED has recommended a condition to protect the Ladybrook SLNCI during the construction phase, this is detailed below.
8.97	This planning application was also considered in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) by Shared Environmental Service on behalf of Belfast City Council.
8.98	Having considered the nature, scale, timing, duration and location of the project, it is concluded that it would not be likely to have a significant effect on any European site, either alone or in combination with any other plan or project and therefore an appropriate assessment is not required.
8.99	Between the area of substantive works and the adjacent watercourse, an amenity open space including retention of existing trees is proposed. Only two semi-detached houses are being built in proximity to the watercourse but given the scale/nature of these two properties and the 18km hydrological distance between the development site and designated sites, any potential construction contaminants would be well dispersed/dilute in the water volume before reaching Belfast Lough. Assessment has concluded that there will be no likely significant effects that would undermine the conservation objectives of any European site features.
	Section 76 Agreement planning agreement
8.100	<p>The following planning obligations are considered necessary to make the proposed development acceptable and should be secured through a Section 76 planning agreement.</p> <ul style="list-style-type: none"> • Affordable housing – a minimum of 20% of the 94 residential units should be secured as 'shared ownership' housing in compliance with Policy HOU5; • Green travel measures – travel cards three years as required by Policy TRAN4; • Open space management – delivery, management and maintenance of the open space as required by Policy OS3. • Construction, Employability and Skills Plan – to be agreed prior to commencement of development specific to the Development, addressing the

	<p>employability and skills requirements of the Development during construction phase.</p> <p>The S76 planning agreement has been agreed and will issue alongside any planning permission granted.</p> <p>Pre-application Community Consultation</p>
8.101	<p>Applicants for Major development are required to carry out community consultation in advance of submitting an application.</p>
8.102	<p>Prior to submitting the application, applicants must give notice to the Council, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for Major development is to be submitted and set out the proposals for community consultation. A PAN was submitted to the Council on 16th June 2021.</p>
8.103	<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>
8.104	<p>A Pre-Application Community Consultation Report has been submitted in support of this application. The Report confirms the following:</p> <ul style="list-style-type: none"> • Under normal circumstances, consultation with the wider public on the proposal would have taken place through a public event, however due to current COVID-19 social distancing restrictions, the public consultation was held through online and remote means. • An online public consultation was held between 28th June 2021 - 2nd August 2021. Information could be accessed online. • A public notice was placed in the Belfast Telegraph W/C 21st June 2021. • A leaflet containing details of the consultation was designed and distributed extensively, by Mail Matters Limited, to properties directly opposite and adjoining the site. • During the five-week online consultation period the project webpage received 301 page views and 225 unique page views to the site. • Engagement also took place with MPs, Assembly Members, and local Councillors. • Meetings were also held with local representatives to provide them with a detailed overview of the plans and an opportunity for them to express their views on the project.
8.105	<p>Feedback was received in relation to the following issues:</p> <ul style="list-style-type: none"> • Increased traffic • Impact of housing numbers, and scale of houses on surrounding area • Environmental and Wildlife concerns • Support for housing provision <p>Following the public consultation period the feedback informed the submission of a Transport Impact Assessment, a planting scheme along site boundaries and an ecological report.</p>

	It is considered that the Pre-Community Consultation Report submitted has demonstrated that the applicant has carried out their legislative duty to consult the community in advance of submitting an application.
9.0	Recommendation
9.1	Having regard to the development plan and relevant material considerations, the proposed development is considered acceptable.
9.2	It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement.
9.3	Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions and Section 76 planning agreement and deal with any other issues that may arise, including the final consultation responses from DfI Roads, provided that they are not substantive.
10.0	DRAFT CONDITIONS <ol style="list-style-type: none"> 1. The development hereby permitted must be begun within five years from the date of this permission. Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011. 2. Notwithstanding the submitted details, no development shall commence on site until a Phasing Plan has been submitted to and approved in writing by the Council. The development shall not be carried out or sequenced unless in accordance with the approved Phasing Plan. Reason: In the interests of the orderly development of the site. 3. No residential unit shall be occupied until the dedicated and segregated 400m long cycle path proposed, that runs from Finaghy Road North, through the site and connects into Black's Gate to the south, is completed to the satisfaction of the Council, unless otherwise agreed in writing. Reason: To promote sustainable travel patterns and promote healthy communities. 4. No residential unit shall be occupied unless its respective external amenity/garden areas (and in the case of the apartments its respective external and internal amenity areas) have been provided in accordance with the approved plans. Reason: To ensure that a quality residential environment is provided for occupants of the approved development. 5. 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 phase 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

	<p>area. All hard landscape works shall be permanently retained in accordance with the approved details.</p> <p>Reason: In the interests of the character and appearance of the area</p> <p>6. Prior to works commencing on site, temporary fencing with exclusion signs shall be erected along the Ladybrook SLNCI. No works, infill, storage or constructional activity associated with the development, including the removal, dumping or storage of materials shall take place east/west/north/south of this fence. The fence shall not be removed until all works are completed.</p> <p>Reason: To ensure the SLNCI is not compromised.</p> <p>7. If piling is required, no development or piling work should commence on this site until a piling risk assessment, undertaken in full accordance with the methodology contained within the Environment Agency document on "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention", has been submitted in writing and agreed with the Planning Authority. The methodology is available at: https://webarchive.nationalarchives.gov.uk/ukgwa/20140329082415/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>8. If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Council shall be notified immediately. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing, and subsequently implemented and verified to its satisfaction.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>9. After completing any remediation works under Condition 7, and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with the Council. This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks</p> <p>The verification report should present all the remediation, waste management and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and wastes in achieving the remedial objectives.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>10. No development should take place on-site until the method of sewage disposal</p>
--	--

	<p>has been agreed in writing with Northern Ireland Water (NIW) or a Consent to discharge has been granted under the terms of the Water (NI) Order 1999.</p> <p>Reason: This condition is both to ensure protection to the aquatic environment and to help the applicant avoid incurring unnecessary expense before it can be ascertained that a feasible method of sewage disposal is available. The applicant should note this also includes the purchase of any waste water treatment system.</p> <p>11. No development shall commence within each phase unless a final Construction Environmental Management Plan (CEMP) for that phase has been submitted to and approved in writing by the Council. The final CEMP must be site specific and include all necessary mitigation measures for the construction and operational phases of the development to avoid any pollutant egress to Belfast Lough. The development shall not be carried out unless in accordance with the approved CEMP.</p> <p>Reason: To ensure the project will not have an adverse effect on the integrity of any European site.</p> <p>12. Prior to works commencing on site, temporary fencing with exclusion signs shall be erected along the Ladybrook SLNCI. No works, infill, storage or constructional activity associated with the development, including the removal, dumping or storage of materials shall take place east/west/north/south of this fence. The fence shall not be removed until all works are completed.</p> <p>Reason: To ensure the protection of a designated site.</p> <p>13. The residential units 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>Reason: In the interests of amenity.</p> <p>14. The development hereby approved shall not be occupied or operated until the parking and turning areas have been provided in accordance with the approved plans. Such areas shall not be used for any purpose other than the parking and turning of vehicles and such areas shall remain free of obstruction for such use at all times.</p> <p>Reason: To ensure adequate car parking within the site.</p> <p>15. Prior to occupation of the development, the noise mitigation measures specified within Section 6.0 of the Layde Consulting report entitled 'Noise Impact Assessment-Proposed Residential Development Comprising of 94 No. units including Detached, Semi-Detached, Townhouses & Apartments [LA04/2021/1559/PAN], Lands at Finaghy Road North, Belfast April 2022 P573/1 as amended by Layde Consulting letter of clarification addressed to Chris Bryson of Gravis Planning referenced P573-3 and dated 16th January 2025 shall be installed within habitable rooms of the development and retained at all times.</p> <p>Reason: To safeguard the amenity of occupants of the buildings hereby approved.</p> <p>16. Prior to commencement of development the applicant shall submit to the</p>
--	---

	<p>planning service for review and approval, the final details of the ventilation strategy to habitable rooms. The final details shall confirm that any passive vents (when open) have a sound reduction equivalent to or greater to the sound reduction achieved by the glazing. Where any element of mechanical or active means of ventilation is proposed, the final details shall include a Noise Impact Assessment that confirms that the noise associated with its operation will not exceed internal target levels for habitable rooms in line with BS 8233:2014 Guidance on sound insulation and noise for buildings/ ProPg 2017 .</p> <p>REASON: To safeguard the amenity of occupants of the buildings hereby approved. Approval is required upfront because the ventilation strategy may be integral to the overall design of the development.</p> <p>17. Prior to occupation of the hereby permitted development, the approved final window schedule and approved alternative means of ventilation shall be installed so as to achieve suitable internal noise levels in all habitable rooms in accordance with BS8233:2014, with the windows closed and the alternative ventilation provided.</p> <p>Reason: Protection of residential amenity.</p> <p>18. Prior to the occupation of the development the approved ventilation strategy to habitable rooms (in addition to that provided by open windows) shall be installed as approved and retained at all times.</p> <p>Reason: To safeguard the amenity of occupants of the buildings hereby approved.</p> <p>19. Prior to occupation of any of the residential units hereby approved, details of acoustic fencing along the boundary of the motorway shall be submitted to the Council for approval in writing. These details must demonstrate how external amenity noise levels will be achieved in accordance with BS8233:2014. The noise mitigation fencing will be fully implemented in accordance with the approved details prior to occupation of any of the approved apartment units No. 2-6, as shown on approved site layout plan.</p> <p>Reason: In the interests of residential amenity.</p> <p>20. Prior to the occupation of the proposed development, a Verification Report shall be submitted to and approved in writing by the Council. This report must demonstrate that the remediation measures outlined in the RSK Ireland report entitled 'MJ McBride Construction Ltd, Remedial Strategy, Finaghy Road North, Belfast, 605546-R2(00), January 2025' have been implemented. The Verification Report shall be completed by competent persons and demonstrate the successful completion of the remediation works and that the site is now fit for end-use (residential with homegrown produce). It must demonstrate that the identified human health contaminant linkages are effectively broken. The Verification Report shall be in accordance with current Environment Agency and CIRIA guidance and British Standards. In particular, the Verification Report must demonstrate that:</p> <p>a) A minimum 600mm capping layer has been emplaced in the landscaped areas of Plots 46 to 51 and 89 to 94, as demonstrated on Figures 4 and 5 of the RSK Ireland report entitled 'MJ McBride Construction Ltd, Remedial Strategy, Finaghy Road North, Belfast, 605546-R2(00), January</p>
--	--

	<p>2025'. The capping layer must be formed from material that is demonstrably suitable for use (residential with homegrown produce).</p> <p>Reason: To demonstrate that the required remedial measures have been incorporated into the development, in the interests of human health.</p> <p>21. If during the carrying out of the development, new contamination is encountered that has not previously been identified, all related development works shall cease, and the Council shall be notified immediately in writing. No further related development works shall proceed until this new contamination has been fully investigated in accordance with current Environment Agency and CIRIA guidance and British Standards.</p> <p>In the event of unacceptable human health risks being identified, a Remediation Strategy shall be submitted to and agreed in writing by the Council. The Remediation Strategy shall be implemented and subsequently a Verification Report shall be submitted to and agreed in writing by the Council prior to the development being occupied or operated. The Verification Report shall be completed by competent persons and demonstrate the successful completion of the remediation works and that the site is now fit for end-use. The Verification Report shall be in accordance with current Environment Agency and CIRIA guidance and British standards.</p> <p>Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.</p> <p>22. The service strip along the northern boundary of the site, as shown on site layout plan No. 02A, published on the Planning Portal 15th November 2023, shall be provided prior to occupation of any residential unit hereby approved and retained in accordance with the approved details. This strip shall remain free from future tree/ hedge planting, raising of levels and any permanent structure.</p> <p>Reason: To facilitate any necessary servicing of the adjacent watercourse.</p>
	<p>DRAFT INFORMATIVES</p> <p>Section 76 planning agreement</p> <p>This planning permission is subject to a planning agreement under Section 76 of the Planning Act (Northern Ireland) 2011. This decision should be read in conjunction with the planning agreement, which secures the following planning obligations:</p> <ul style="list-style-type: none"> • Affordable housing • Green travel measures • Delivery, management and maintenance of the open space <p>Dust Management</p> <p>Construction dust management measures in accordance with the provisions of the IAQM guidance 'Assessment of dust from demolition and construction 2024 V2.2' shall be developed, documented, implemented and monitored throughout the duration of the construction phase of the development.</p> <p>Compliance with planning permission</p> <p>Please make sure that you carry out the development in accordance with the approved plans and any planning conditions listed above. Failure to do so will mean that the proposal is unauthorised and liable for investigation by the Council's Planning</p>

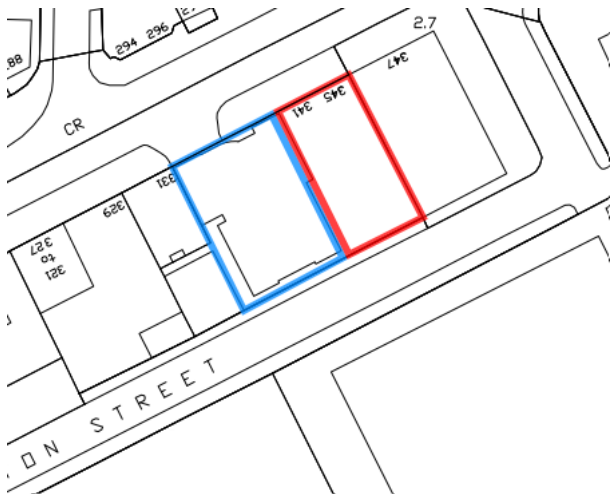
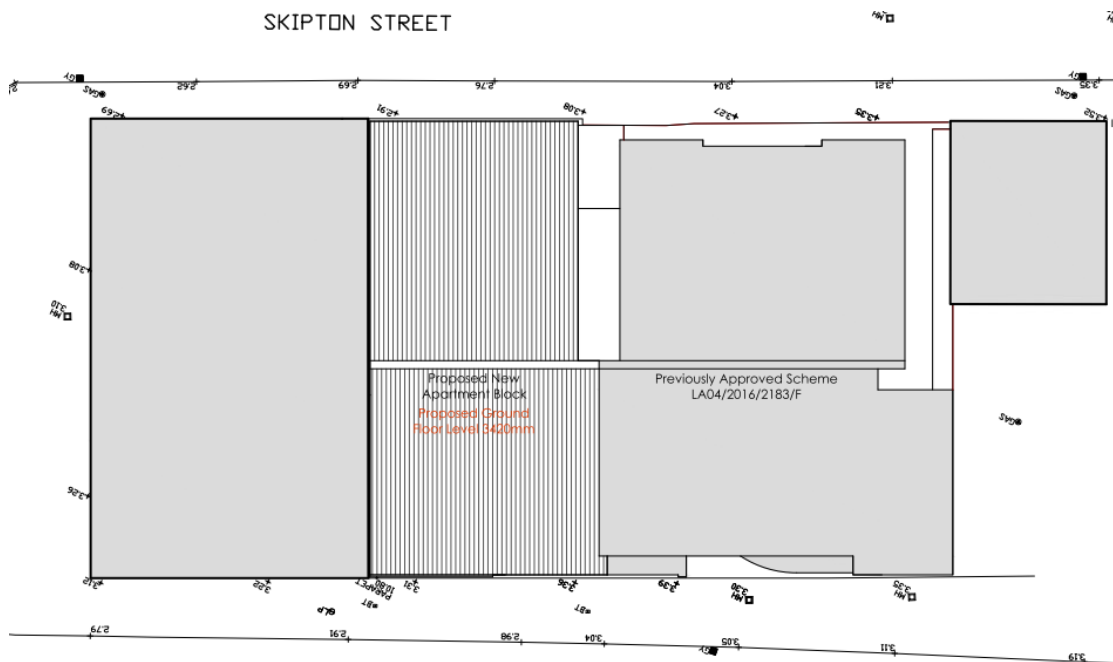
	<p>Enforcement team. If you would like advice about how to comply with the planning permission, you are advised to contact the Planning Service at Belfast City Council at planning@belfastcity.gov.uk</p> <p>Discharge of conditions</p> <p>This planning permission includes condition(s) which require further details to be submitted to and approved by the Council. Please read the condition(s) carefully so that you know when this information needs to be provided and approved. It could take a minimum of 8 weeks for the Council to approve the details, assuming that they are satisfactory, and sometimes longer depending on the complexity of the condition. You should allow for this when planning the timeline of your project.</p> <p>Non-planning requirements</p> <p>The grant of planning permission does not dispense with the need to obtain licenses, authorisations may have been identified by consultees in their response to the application and can be accessed on the Northern Ireland Planning Portal website. The responses from consultees may also include other general advice for the benefit of the applicant or developer. consents or permissions under other legislation or protocols.</p>
--	--

Development Management Report Committee Application

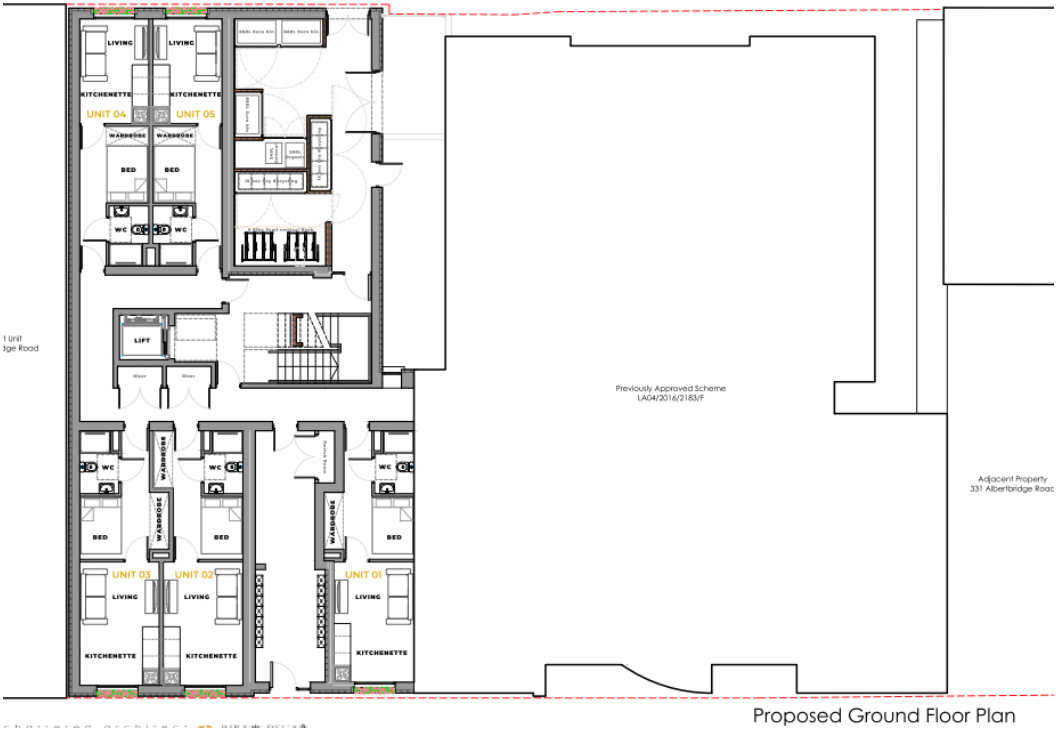
Summary	
Committee Date: 9 th December 2025	
Application ID: LA04/2025/0605/F	
Proposal: Erection of a four-storey building to create 29no. short-term let accommodation units with ancillary roof-mounted solar panels.	Location: 341-345 Albertbridge Road, Ballymacarret, Belfast, BT5 4PY
Applicant Name and Address: ALMCC (NI) LIMITED 25 Shore Road Hollywood BT18 9HX	Agent Name and Address: Richard O'Toole O'Toole & Starkey Ltd 1st Floor River House 48-60 High Street Belfast
Referral Route: Para 3.8.7 of the Scheme of Delegation – Director Discretion	
Date Valid : 09/04/2025	
Contact Officer: Lisa Walshe, Principal Planning Officer (Development Management)	
Executive Summary: The application seeks permission for the erection of a four-storey building to create 29no. short-term let accommodation units with ancillary roof-mounted solar panels The key issues for consideration of the application are set out below. <ul style="list-style-type: none"> • Principle of short term let at this location • Character, Design & Appearance • Impact on Amenity DfI Roads, DfI Rivers, Environmental Health, SES and NIEA has offered no objection. 27 letters of objection have been received. All representations and associated issues have been fully considered in the appended report. The proposal complies with policies HOU13 and DES1 of the Belfast Local Development Plan. It is not considered to impact negatively on existing residential amenity, it will strengthen and diversify short term let accommodation, is located close to public transport and within walking distance of a tourist attraction. Appropriate management arrangements will be secured via a planning condition.	
Recommendation	

Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions.

Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions, the Waste Management Plan and deal with any other issues that arise, provided that they are not substantive.

	Planning Report
	Site Location Plan, Floor Plans and Elevations
	Site Location Plan 
	Site Block Plan 

Proposed Ground Floor Plan



Elevations



1.1	Erection of a four-storey building to create 29no. short-term let accommodation units with ancillary roof-mounted solar panels
1.2	The building will measure approximately 12.5m in height and extend over four stories. The front and rear windows will also have Juliet balconies from first to third floor level. The roof will be flat with solar panels to the south facing roof slope. The materials will be a mix of red brick and smooth white render and the doors and windows will be finished in grey uPVC.
2.0	<p>Characteristics of the Site and Area</p> <p>The site is located at 341-345 Albertbridge Road, Belfast, BT5 4PY. The site was formally a restaurant which has since been demolished leaving the site vacant. The surrounding area is predominately a mix of commercial and residential uses. Adjacent northeast of the site is a paint shop, southwest to the other side is a vacant site with a previous approval for a 4-storey apartment block comprising 24 apartments (LA04/2016/2183/F). Connswater Retail Park is located to the rear and directly opposite the site is residential.</p> <p>The site is located within the settlement development limit on unzoned whiteland within the Belfast Urban Area Plan (BUAP) 2001. Within the draft Belfast Metropolitan Area Plan 2015 (dBMAP) the site is located within a shopping/commercial area and Albertbridge Road is an Arterial Route. This section of the Albertbridge Road is included within a HMO Development Node.</p>
3.0	<p>Planning History</p> <p>3.1 Site History</p> <p>Z/2008/2538/F - 341-345 Albertbridge Road, Belfast, BT5 4PY. Change of use from retail to restaurant and single storey extension to rear. Approved 09/03/2009.</p> <p>Z/2007/2741/F - 331 & 341-345 Albertbridge Road, Ballymacarret, Belfast, BT05 4PY. Construction of 2No. 4 storey residential apartment blocks (14 units). (Amended proposal). Approved 11/11/2008.</p> <p>Z/2006/2192/O - 341-345 Albertbridge Road, Belfast, BT5 4PY. Erection of 3 storey building to include ground floor car parking and 1 retail unit and 9 apartments. Refused 20/12/2007.</p> <p>Z/2004/0481F/F - 341-345 Albertbridge Road Belfast BT5 4PY. Change of use of ground floor from hire shop to sandwich / coffee bar and hairdressing salon. Approved 26/05/2004.</p> <p>3.2 Surrounding Area Planning History</p> <p>LA04/2016/2183/F - 333-339 Albertbridge Road. Demolition of existing buildings with replacement by a 4-storey apartment block consisting of 24 apartments. Renewal of Z/2009/1657/F. Approved 17.01.2019. This approval has been shown in context with the proposed site on the drawings submitted. The Council notes a Certificate of Lawfulness has not been submitted to formally demonstrate that this proposal has commenced development.</p>

	<p>Z/2009/1657/F - 333-339 Albertbridge Road. Demolition of existing buildings and erection of 4 storey apartment block comprising 24 apartments (13no. 1 bed and 11no. 2 bed). (Amended Scheme). Approved 03.11.2011.</p> <p>LA04/2023/4393/F – 321-331 Albertbridge Road. Demolition of existing building and erection of a 3-storey building to provide a trade sales area to ground floor (class A1) and associated offices and storage to the first and second floor. The existing vacant two storey warehouse to the rear of this building to be used for paint storage (class B4). Single storey extension to rear of existing store (class B4). Under Consideration.</p>
4.0	Policy Context
4.1	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.
4.2	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.
4.3	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.
4.4	Operational policies – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed below:
4.5	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), HMO Subject Plan 2015 and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. Whilst the Belfast Urban Area Plan 2001 remains the statutory plan insofar as the proposals maps (“Departmental Development Plan”), 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.
5.0	Planning Policy
5.1	<p>Belfast Local Development Plan – Plan Strategy 2035</p> <p>Policy HOU13 – Short-term let accommodation</p> <p>Policy DES1 – Principles of urban design</p> <p>Policy TRAN 8 – Car Parking and servicing arrangements</p> <p>Policy ENV1 – Environmental quality</p> <p>Policy ENV2 – Mitigating environmental change</p>

	<p>Policy ENV3 – Adapting to environmental change Policy ENV4 – Flood Risk Policy ENV5 – Sustainable drainage systems (SuDS) Policy NH1 – Protection of Natural Heritage Resources Strategic Planning Policy Statement for Northern Ireland</p> <p><u>Supplementary Planning Guidance</u></p> <p>Placemaking and Urban Design Sustainable Urban Drainage Systems Transportation</p> <p>Development Plan – zoning, designations and proposals maps 5.2 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 5.3 Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)</p> <p>Other Material Considerations 5.4 <i>Belfast Agenda</i> (Community Plan)</p>
6.0	Consultations and Representations
6.1	<p>Statutory Consultations DfI Roads - no objection subject to condition DfI Rivers - no objection subject to condition NI Water – objection NIEA Water Management Unit – objection NIEA Regulation Unit – no objection subject to condition NIEA NED – No objection</p>
6.2	<p>Non-statutory consultees BCC Environmental Health – no objection subject to condition Shared Environmental Services – no objection subject to condition</p>
6.3	<p>Representations</p> <p>The application has been advertised in local press and the relevant neighbours have been notified. The council received 27 objections. The key issues raised are outlined below:</p> <ol style="list-style-type: none"> 1. Parking and traffic 2. Noise and disturbance 3. Impact on community cohesion 4. Impact on available social housing/residential housing 5. Impact on rent and house prices

	Issues 1-4 are considered in the report below. Issue 5 is not considered to be a material planning consideration.
7.0	Planning Assessment
7.1	<p>Main Issues</p> <p>The main issues relevant to consideration of the application are set out below.</p> <ul style="list-style-type: none"> • Principle of short term let accommodation at this location • Character, Design & Appearance • Impact on Amenity • Parking • Climate Change • Environmental Protection • Floodrisk and Drainage • Natural Heritage • Waste Management
7.2	<p>Principle of short term let at this location</p> <p>The proposal seeks planning permission for the erection of a four-storey building to create 29no. short-term let accommodation units with ancillary roof-mounted solar panels.</p>
7.3	Paragraph 7.1.19 of the Belfast Local Development Plan – Plan Strategy states that “short-term holiday accommodation falls outside of the residential use class”. Short-term let accommodation is commercial in nature and occupants change regularly, between 1–90-days. It is deemed an alternative form of tourist accommodation.
7.4	The final paragraph of policy TLC3: Overnight visitor accommodation, stipulates that proposals for holiday self-catering apartments, serviced apartments, or short term holiday lets will be considered under the short term let policy HOU13.
7.5	<p>Policy HOU13 of the LDP – ‘Short-term let accommodation’ includes six criteria (a. – f.) which must be met for planning permission to be granted for short-term let accommodation:</p> <p><i>Criterion (a) of HOU13 – The proposal strengthens and diversifies the range of short-stay visitor accommodation in the city.</i></p> <p>As the proposal adds an additional use to the area and provides additional variety and choice of accommodation for tourists and families visiting the city. The proposal is considered to comply with this criterion.</p> <p><i>Criterion (b) of HOU13- . It is accessible by public transport</i></p> <p>The site is located along Albertbridge Road which is an Arterial Route. There are various bus stops within 70m of the site, served by the Glider service as well as Metro and Ulsterbus. It is therefore considered that the proposal would satisfy this criterion.</p> <p><i>Criterion (c) of HOU13 - It is sited within an existing tourism cluster or in close proximity to a visitor attraction</i></p> <p>The applicant has provided a list of visitor attractions including Eastside Visitor Centre (290m/4 min walk), CS Lewis Square (400m, 5 min walk). There is also access to the Comber Greenway, Templemore Baths Heritage Experience (500m</p>

	<p>/7mins walk) and Glentoran FC's Oval (800m / 11mins walk). Having considered all the attractions in close proximity, it is concluded that the site is located within an existing "tourism cluster", or "in close proximity" to a visitor attraction. The proposal therefore satisfies criteria c. of HOU13.</p> <p><i>Criterion (d) of HOU13. Has appropriate management arrangements in place to ensure a positive and safe living environment whilst minimising any potential negative impacts;</i></p> <p>An Accommodation Management Plan has been provided. It provides specific details on the management company, guest screening and booking policy, noise management measures, antisocial behaviour prevention, check-in and check-out procedures, communication with neighbours, emergency procedures and monitoring and review. It is considered to be acceptable and robust and will be conditioned within the decision notice. It is deemed that the proposal meets criterion d. of HOU13.</p> <p><i>Criteria (e) of HOU13. The site is not located within a designated HMA (see policy HOU10), unless it can be demonstrated that the development is needed to meet a specific unsatisfied demand in that location</i></p> <p>The application site does not fall within a designated Housing Management Area (HMA) and therefore satisfies this criterion.</p> <p><i>Criteria (f) of HOU13. In the case of a change from permanent residential use, part of the property must be retained as permanent residential housing.</i></p> <p>The proposal does not involve a change from residential use, therefore this criterion is not engaged.</p> <p>Officers note concerns by residents regarding the impact of the proposal on residential housing including affordable housing, however as criterion (f) is not engaged, and the proposal meets the other relevant criteria, this is considered acceptable. Concerns regarding community cohesion are noted, however there is no evidence to suggest that the proposed use would have a negative impact on same.</p> <p>Character, Design & Appearance</p>
7.6	<p>The proposal seeks to erect a four-storey building to create 29no. short term let units. Policy DES1 – Principles of Urban Design applies. It is noted that the scale, height and character of the proposed building has been designed to reflect and integrate with the approved apartment scheme adjacent under approval LA04/2016/2183/F. This approval has not yet been built out, evidence of commencement has been submitted alongside this application however nothing has formally been submitted under a certificate of lawfulness; therefore, the Council cannot consider the approval to be extant.</p>
7.7	<p>Nonetheless, the overall scale, height and massing of the proposal when assessed on its own merits is considered acceptable. The building is four storeys and will measure 12.5m in height. The surrounding area is predominately mixed-use characterised by two-storey residential buildings and 3-4 storey commercial buildings further along the Albertbridge Road. The building line of the proposal respects the established building line defined by the adjacent paint shop and the previous restaurant that once occupied the application site. The proposal will retain the existing footpaths along the Albertbridge and Skipton Street frontages and ensure passive surveillance and activity at ground floor level by introducing ground floor windows from the main habitable rooms.</p>

7.8	<p>The fenestration is of a vertical emphasis with four openings extending across each level facing onto Albertbridge Road and Skipton Street to the rear, this reflects the surrounding area and is considered an acceptable design. The front and rear windows will also have Juliet balconies from first to third floor level. The roof will be flat with solar panels to the south facing roof slope. The materials will be a mix of red brick and smooth white render which help break up the massing of the building, the doors and windows will be finished in grey uPVC. The materials and overall design reflect the surrounding area and are considered acceptable. The character, design and appearance is therefore compliant with DES1 of the LDP.</p>
	<p>Impact on Amenity</p>
7.9	<p>As discussed above, criterion (d) of Policy HOU13 requires that all proposals (for short term let accommodation) must demonstrate the ability to manage accommodation satisfactorily.</p>
7.10	<p>A robust Accommodation Management Plan has been submitted which includes management of general behaviour of occupants and promotion of good practice and will be conditioned in order to protect surrounding residential amenity. There are no neighbouring dwellings to the rear and those to the front are facing the other side of the Albertbridge Road. All properties within the neighbour engagement area as identified in the Management Plan will be contacted prior to the operation of the short-term let accommodation. There is not considered to be any overlooking, overshadowing or loss of daylight for any neighbouring properties. Belfast City Council Environmental Health has been consulted on the application and has considered the proposed development in terms of noise, air pollution, general amenity, ambient air quality, contaminated land and other considerations. They offer no objections subject to conditions.</p>
	<p>Residential Policy consideration</p>
7.11	<p>Point 7.1.89 under Policy HOU13 of the Council's Plan Strategy states that "<i>as short-term let accommodation falls outside of the residential use class, the change of use to permanent residential use is considered a material change of use requiring planning permission. Such an application would be assessed in line with the wider policy requirements for residential development. Where proposals for short-term let accommodation fail to meet minimum standards for residential accommodation, conditions will be used to limit use of the property to short-term lets only (i.e rentals to the same person(s) for no longer than 90 consecutive nights).</i>" The proposed short-term let accommodation comprises 1-bed units. Appendix C of the Plan Strategy states that the minimum space standard for 1-bed residential accommodation is 35sqm. The proposed units are under this minimum standard (unit size ranges from 21.75sqm to 25.9sqm). The proposal would also not provide adequate amenity and open space and includes units which are wholly in the rear of the property, failing a number of points within Policy RD1 – New Residential Developments. The proposal would not be appropriate for long term residential use and a condition is therefore recommended to limit use of the property to short-term lets only to no longer than 90 consecutive nights.</p> <p>Parking</p>

7.12	<p>Policy TRAN 8 states that development proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. Beyond areas of parking restraint, a reduced level of car parking provision may be acceptable where the development is in a highly accessible location well served by public transport and where the development would benefit from spare capacity available in nearby public car parks or adjacent on-street car parking, amongst other criteria. The proposal does not include on-site car parking and given the accessibility to sustainable forms of transport in the area including bus and glider stops, this is considered acceptable. A Parking Statement has also been provided which demonstrates adequate on-street capacity in the area. DfI Roads have been consulted on the application and offer no objections.</p>
7.13	<p>Climate Change</p> <p>The submitted Drainage Assessment includes SuDS measures including 'Gravity Over Engineered' pipes to provide the on-line storage and a Vortex Flow Control as the flow restrictor limited to the approved flow of 10 l/s/hectare which will effectively mitigate the flood risk to the proposed development and from the development. Solar panels are proposed on the roof, box planters are provided at ground floor level and all main habitable rooms have windows to reduce reliance on artificial lighting. All building control regulations will be met in terms of energy efficiency, insulation and air tightness as well as EPBD requirements. The proposal is considered to comply with policies ENV2, ENV3 and ENV5 of the Belfast LDP Plan Strategy.</p>
7.14	<p>Environmental protection</p> <p><u>Contaminated land</u></p> <p>Environmental Health (EH) has reviewed the contamination assessment and have no objection subject to a condition regarding unexpected contamination. NIEA Regulation Unit has also been consulted in respect of contamination and offer no objections.</p> <p><u>Air quality</u></p> <p>EH has not raised any concerns with regards to air quality subject to a condition regarding heating sources and in this regard, the proposal is considered compliant with Policy ENV1.</p> <p><u>Noise</u></p> <p>EH states that <i>'the proposed development is to be located on a main arterial route and is in close proximity to existing commercial uses and may therefore be impacted by noise. We would advise that the onus lies with the developer, as the agent of change, to incorporate appropriate noise mitigation measures, as may be necessary, to ensure the commercial success of the proposed development and to prevent complaints from the end users regarding existing noise sources within the area'</i>. EH has stated that conditions are not necessary and in this regard, the proposal is considered compliant with Policy ENV1.</p>

7.15	<p>Flood risk and drainage</p> <p>Policy ENV4 states that planning applications in flood risk areas must be accompanied by an assessment of the flood risk in the form of a Flood Risk Assessment (FRA). The council will have regard to guidance publications produced by other authorities and prospective developers/applicants are advised to liaise early in the formulation of their proposals with DfI Rivers to clarify flooding or flood plain issues that may affect particular sites. In all circumstances, the council will adopt a precautionary approach in assessing development proposals in areas that may be subject to flood risk presently or in the future as a result of environmental change predictions.</p> <p>DfI Rivers has reviewed the submitted Drainage Assessment which indicates that flood risk to and from the development will be appropriately managed subject to condition.</p>
7.16	<p>NI Water has objected to the proposal on grounds insufficient network capacity within Combined Storm Overflows (CSOs). It advises that existing public waste-water infrastructure cannot currently support the proposal without significant risk of environmental harm, potential pollution, flood risk and harm to local amenity. However, no clear evidence has been provided to demonstrate specific harm resulting from the development. Moreover, NI Water has a duty to connect committed development across the city to its waste-water infrastructure. Such development, which includes significant levels of residential and commercial floor space across the city, will not all come forward at once and some may not come forward at all. For these reasons, it would be unreasonable for the Council to refuse planning permission on these grounds and the proposal is acceptable having regard to Policy SP1A of the Plan Strategy.</p>
7.17	<p>DAERA has been consulted and is concerned that the sewage loading associated with the proposal has the potential to cause adverse environmental impact. As the proposal would result in clear intensification of the use of the land, consultation has been undertaken with Shared Environmental Services (SES) to assist the consideration of the Habitats Regulations. Belfast City Council in its role as the Competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended), and in accordance with its duty under Regulation 43, has adopted the HRA report, and conclusions therein, prepared by Shared Environmental Service, dated 21/07/2025. This found that the project would not have an adverse effect on the integrity of any European site. Having regard to this advice, it is considered necessary to impose a condition to mitigate any likely significant effects on Belfast Lough. Having regard to all relevant material considerations, the proposal is considered compliant with Policy NH1 of the of the Belfast Local Development Plan, Plan Strategy 2035 and paragraphs 6.176 and 6.177 of the Strategic Planning Policy Statement.</p>
7.18	<p>Natural Heritage</p> <p>Policy ENV1 (Environmental quality) requires new development to protect communities from materially harmful development and must not result in an unacceptable adverse impact on the environment.</p> <p>NIEA: Natural Environment Division and Shared Environmental Services were consulted and consider that there would be no negative impact on priority habitats or priority species as detailed under the Floodrisk and Drainage section. The proposal therefore accords with Policy NH1.</p>

7.19	<p>Waste Management</p> <p>A Service and Waste Management plan has been submitted. Belfast City Council Waste Management Team have been consulted and are requesting further information. Delegated authority is sought to resolve this matter.</p>
8.0	<p>Recommendation</p> <p>8.1 Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions. Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions, Waste Management Plan and deal with any other issues that arise, provided that they are not substantive.</p> <p>8.2 All representations and associated issues have been fully considered in the assessment of the proposal.</p> <p>8.3 The proposal complies with policies HOU13 and DES1 of the Belfast Local Development Plan. Where it strengthens and diversifies short term let accommodation, is located close to public transport, within walking distance from a tourist attraction, appropriate management arrangements and is not located within an HMA.</p>
9.0	<p>Conditions</p> <p>9.1 The development hereby permitted must be begun within five years from the date of this permission.</p> <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p> <p>9.2 Notwithstanding the Planning (Use Classes) Order (Northern Ireland) 2015 and Planning (General Permitted Development) Order (Northern Ireland) 2015 (or any order revoking and/or re-enacting those orders with or without modification), the bed spaces shall not be used other than short-term let units. The maximum stay by the same occupant shall be no more than 90 days in any 12-month period, in accordance with written records which shall be made available to the Council at all reasonable times.</p> <p>Reason: Residential use of the building would require further consideration by the Council having regard to the Local Development Plan and relevant material considerations.</p> <p>9.3 The short-term let accommodation hereby permitted shall be managed and maintained in accordance with the approved Accommodation Management Plan, uploaded to the planning portal on 01/05/025 at all times.</p> <p>Reason: In the interest of residential amenity.</p>

9.4	<p>The development hereby approved shall not be occupied unless the climate change measures have been implemented in accordance with the supporting climate change statement. The climate change measures shall be retained in accordance with the approved details at all times.</p> <p>Reason: To mitigate and/or adapt to climate change.</p>
9.5	<p>All external facing and roofing materials shall be carried out as specified on the approved plans.</p> <p>Reason: In the interests of the character and appearance of the area</p>
9.6	<p>Prior to the construction of the drainage network, the Applicant shall submit a Drainage Assessment, compliant with 4.8 and Appendix E of SPG, to be agreed with the Council which demonstrates the safe management of any out of sewer flooding emanating from the surface water drainage network, agreed under Article 161, in a 1 in 100 year event, including an allowance for climate change (10%) and urban creep (10%).</p> <p>Reason: In order to safeguard against surface water flood risk.</p>
9.7	<p>The development hereby permitted shall not become operational unless weather protected cycle parking has been fully provided in accordance with the approved plans.</p> <p>Reason: To ensure acceptable cycle parking facilities on the site and to encourage alternative modes of transport to the private car.</p>
9.8	<p>If during the carrying out of the development, new contamination is encountered that has not previously been identified, all related works shall cease immediately, and the Council shall be notified immediately in writing. No further development shall proceed until this new contamination has been fully investigated in accordance with current industry recognised best practice. In the event of unacceptable human health risks being identified, a Remediation Strategy and subsequent Verification Report shall be submitted to and agreed in writing by the Council, prior to the development being occupied or operated. The Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.</p> <p>Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.</p>
9.9	<p>Prior to the installation of any centralised combustion sources (boilers, CHP, biomass or generators) at the hereby approved development, where there is a risk of impact at relevant receptor locations as per the criteria detailed within the Environmental Protection UK and Institute of Air Quality Management document - Land-use Planning & Development Control: Planning For Air Quality (January 2017), an Air Quality Impact Assessment shall be submitted to and approved in writing by the Planning Authority prior to installation of the plant. Any submitted assessment shall include details of the combustion plant to be installed, emission rates and flue termination heights of the proposed combustion systems and must</p>

9.10	<p>demonstrate that there will be no exceedances of the Air Quality Strategy objectives at relevant human receptor locations associated with the operation of the proposed combustion plant and with the overall development.</p> <p>Reason: Protection of human health</p> <p>Notwithstanding the submitted details, no development shall commence on site (other than site clearance, site preparation, demolition and the formation of foundations and trenches) unless details of foul and surface water drainage, including a programme for implementation of these works, have been submitted to and approved in writing by the Council. The development shall not be carried out unless in accordance with the approved details, which shall be retained as such thereafter.</p> <p>Reason: To ensure appropriate foul and surface water drainage of the site. Approval is required upfront because the design of the drainage is an integral part of the development and its acceptability.</p>
------	---