

Development Management Committee Report

Committee Date: 10th March 2026

Application ID: LA04/2025/0574/F

Proposal: Erection of eight storey building comprising seven floors of grade A office accommodation, ground floor retail / business units together with car parking (15 no. spaces), cycle parking and plant areas: and public realm improvements including dedicated drop-off area to front of building

Location: Surface level car park at lands to east of Lanyon Place Station Mays Meadow, Belfast, BT1 3NR

Referral Route: Application for Major development

Recommendation: Approval subject to conditions

Applicant Name and Address:
Northern Ireland Transport Holding Company
22 Great Victoria Street
Belfast
BT2 7LX

Agent Name and Address:
Turley
Hamilton House
3 Joy Street
BELFAS

Date Valid: 17th April 2025

Target Date: 13th November 2025

Contact Officer: Ciara Reville Principal Planning Officer (Development Management)

Executive Summary:

This application relates to the car parking area east of Lanyon Station, May Meadows. Full planning permission is sought for the erection of a 8 storey building for Grade A Office premises with retail and business units at ground floor, together with car parking (15 no. spaces), cycle parking and plant areas: and public realm improvements including dedicated drop-off area to front of building.

The application follows a detailed Pre-Application Discussion (PAD) process.

The key issues for consideration of the application are set out below.

- Principle of the proposed uses
- Design and placemaking
- Impact on heritage assets
- Impact on amenity
- Climate change
- Open space
- Access and transport
- Health impacts
- Environmental protection
- Flood risk and drainage
- Waste-water infrastructure
- Natural heritage
- Waste management
- Pre-Application Community Consultation

The site is within the City Centre and is a highly sustainable location for new office development. The proposal would provide office, retail and business accommodation which would have a positive impact in terms of investment and economic activity.

The proposed building is of a high-quality design appropriate to its location.

No third-party objections have been received following press advertisement and neighbour notification.

NI Water offered an objection to the proposal indicating network capacity issues. However, it is considered unreasonable to withhold planning permission on those grounds as an appropriate planning condition can be imposed restricting development until a satisfactory agreement is reached with NIW. The Council's Environmental Health service and Urban Design Officer raise no objections. There is an outstanding response from DfI Road Services, however it is considered that the remaining issues will be overcome. Shared Environmental Services and NIEA have offered no objection to the proposal subject to planning conditions.

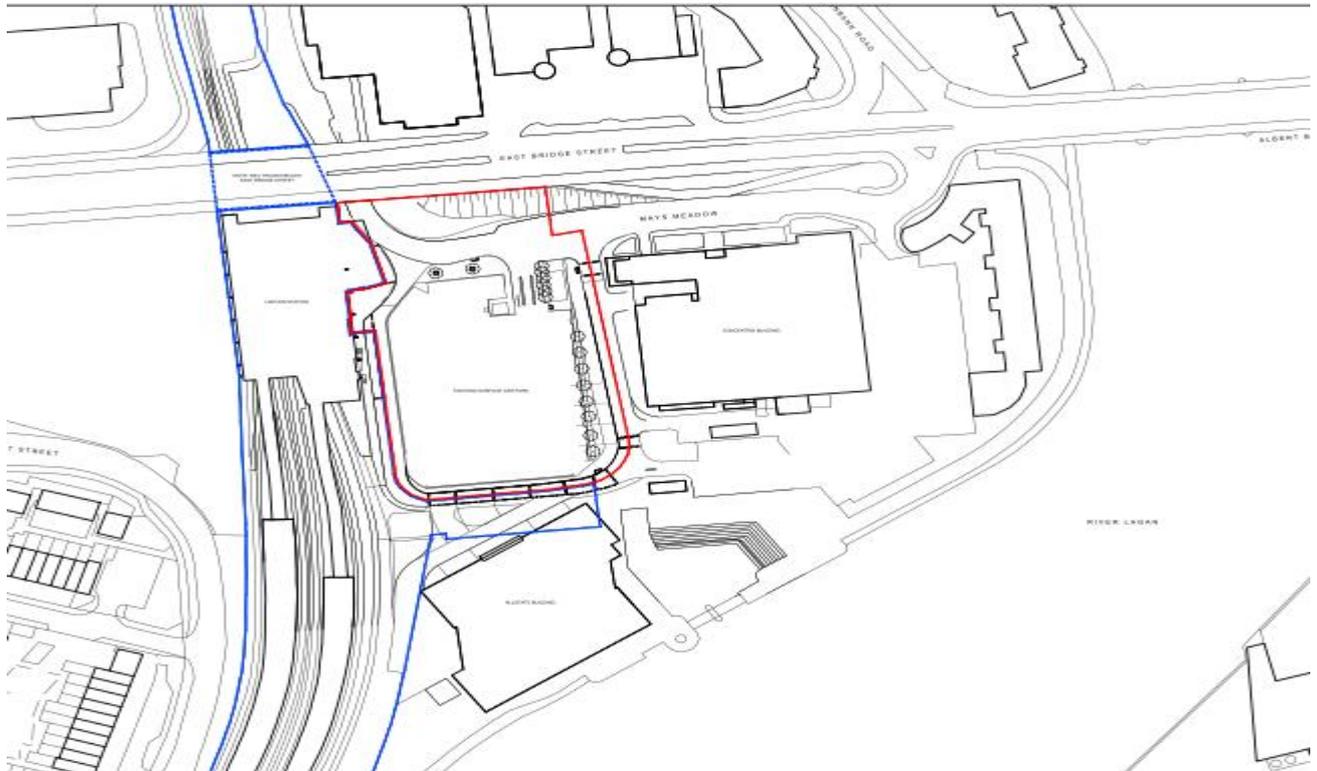
Recommendation

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

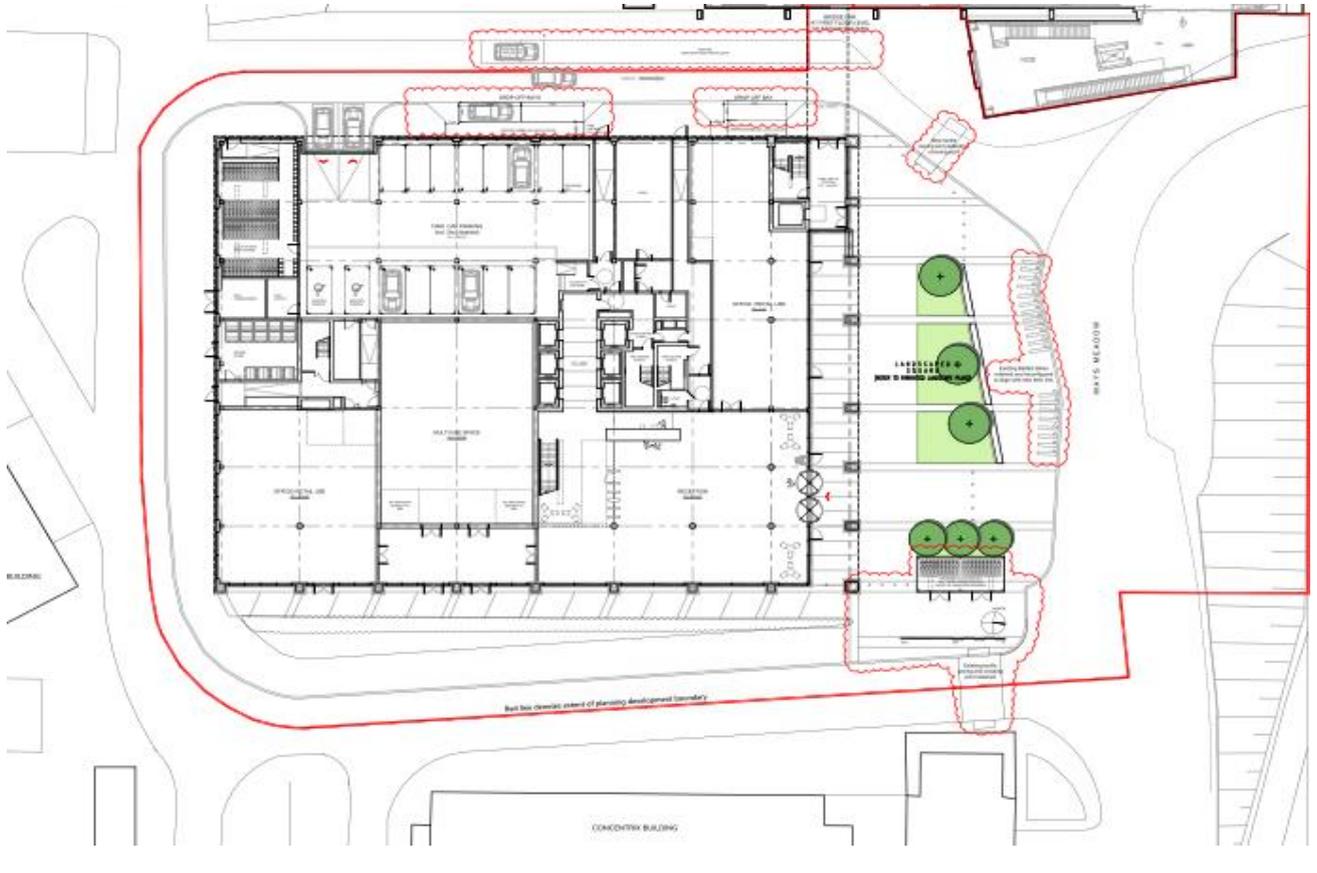
Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions and deal with any other issues that arise, including those raised in the further consultation responses from DfI Road Services, provided that the issues are not substantive.

DRAWINGS AND IMAGERY

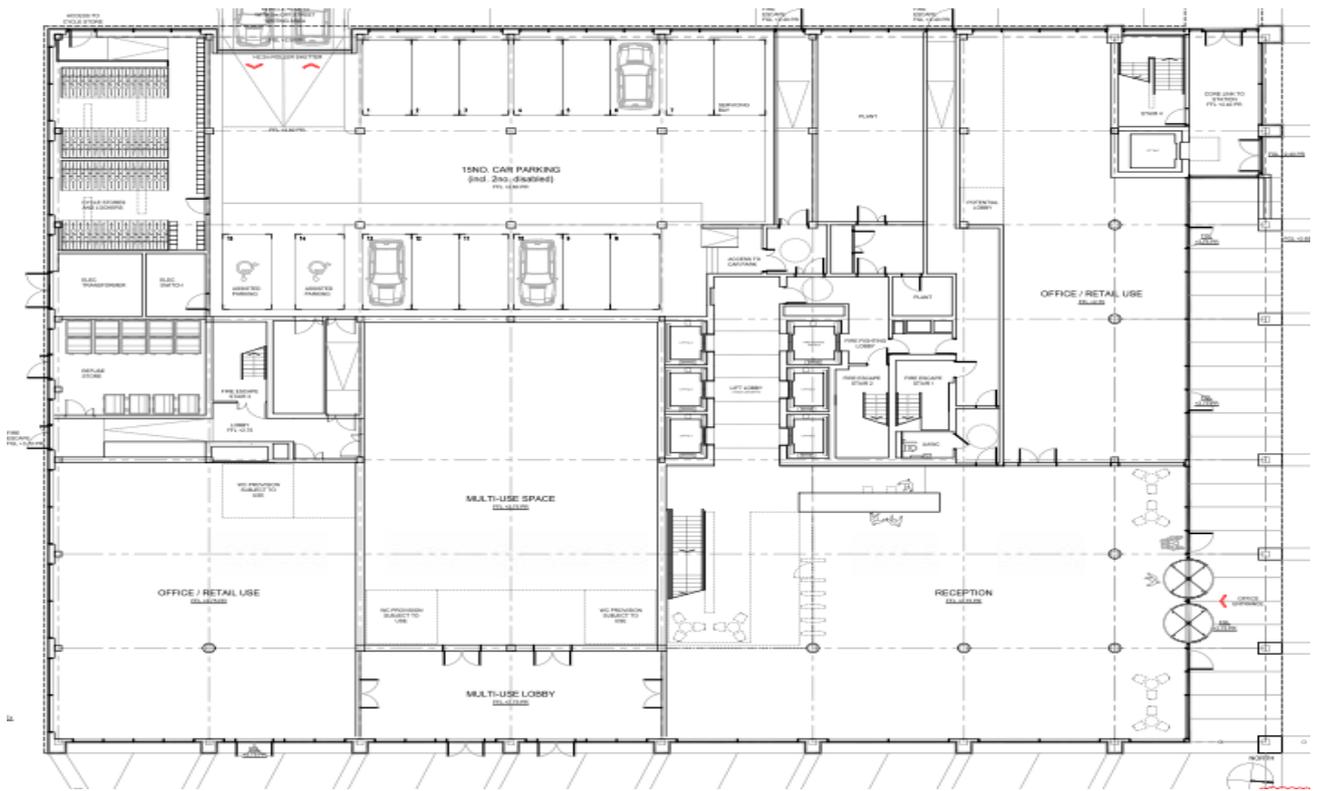
Site Location Plan:



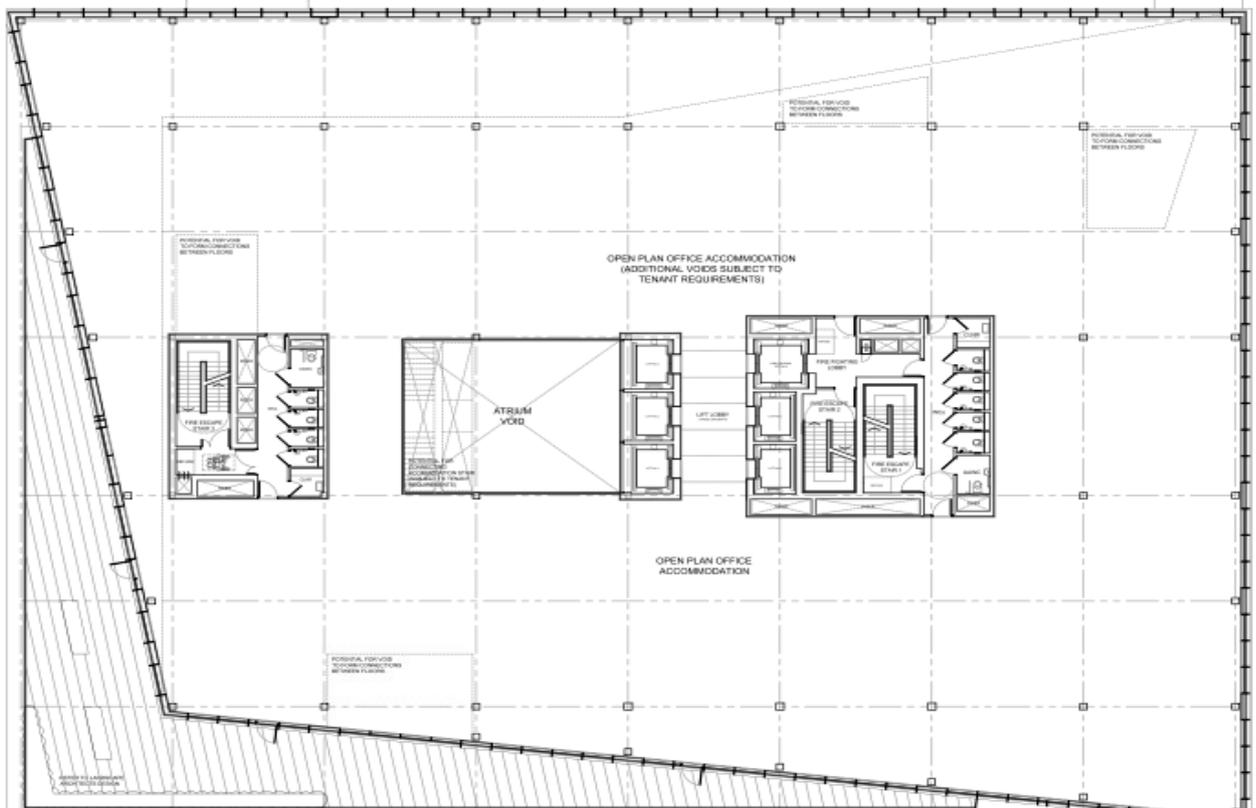
Block Plan



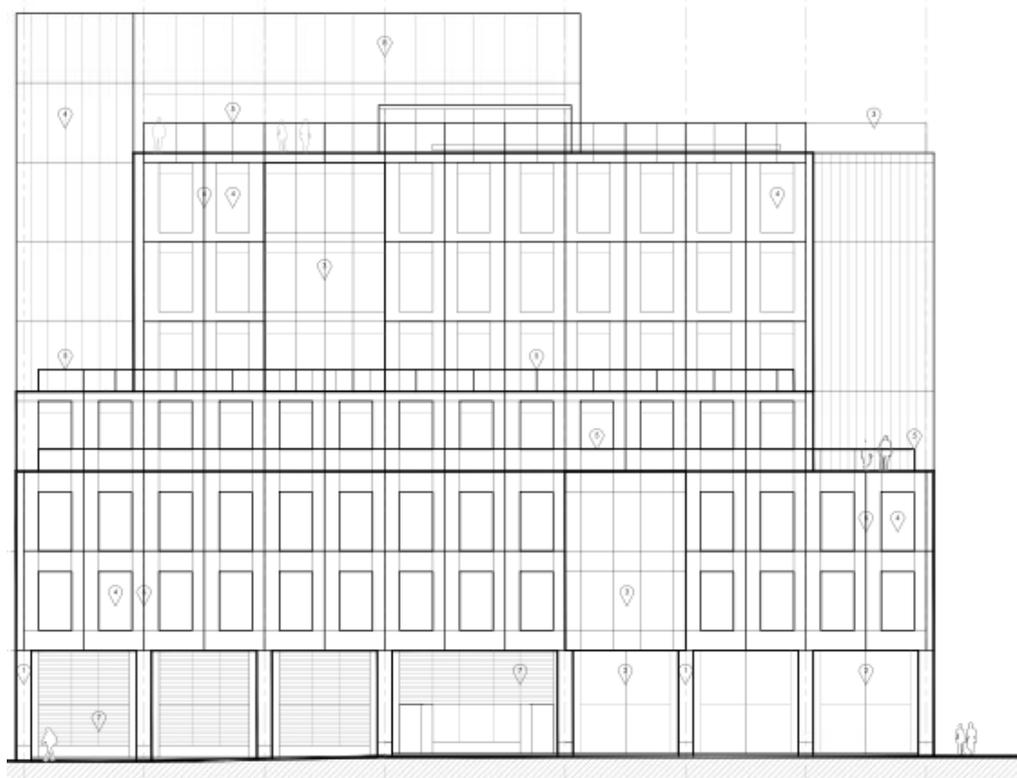
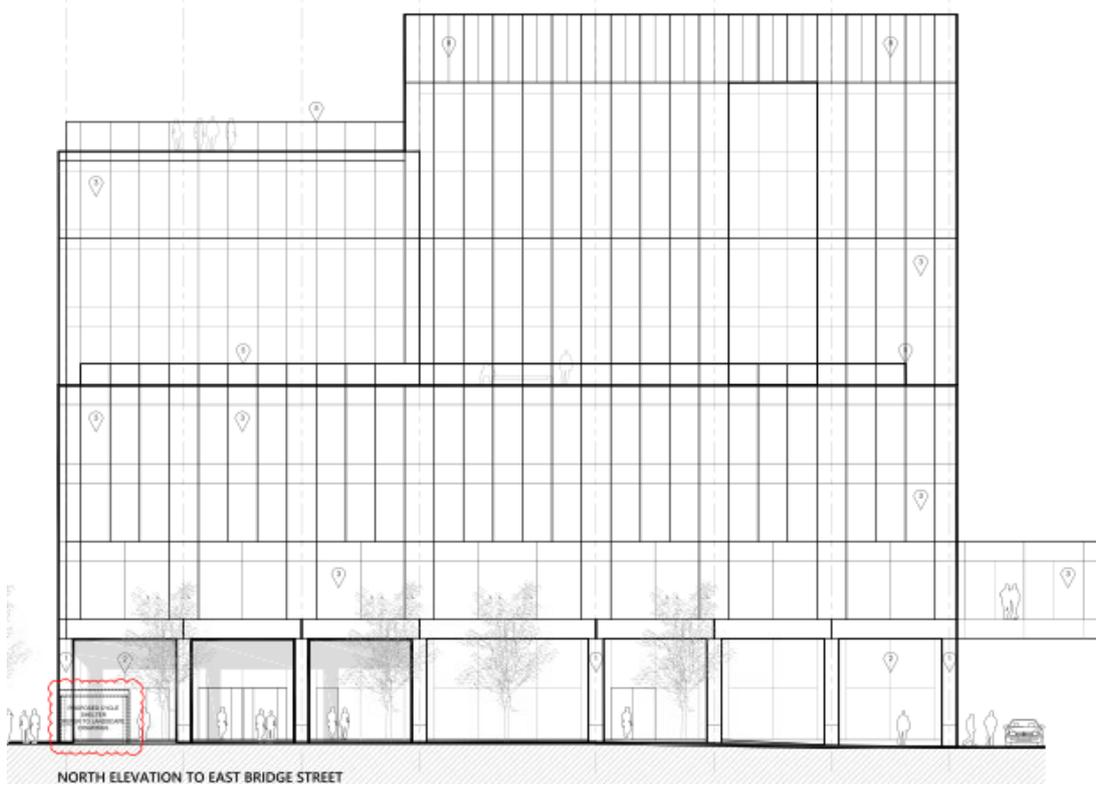
Ground floor plan:

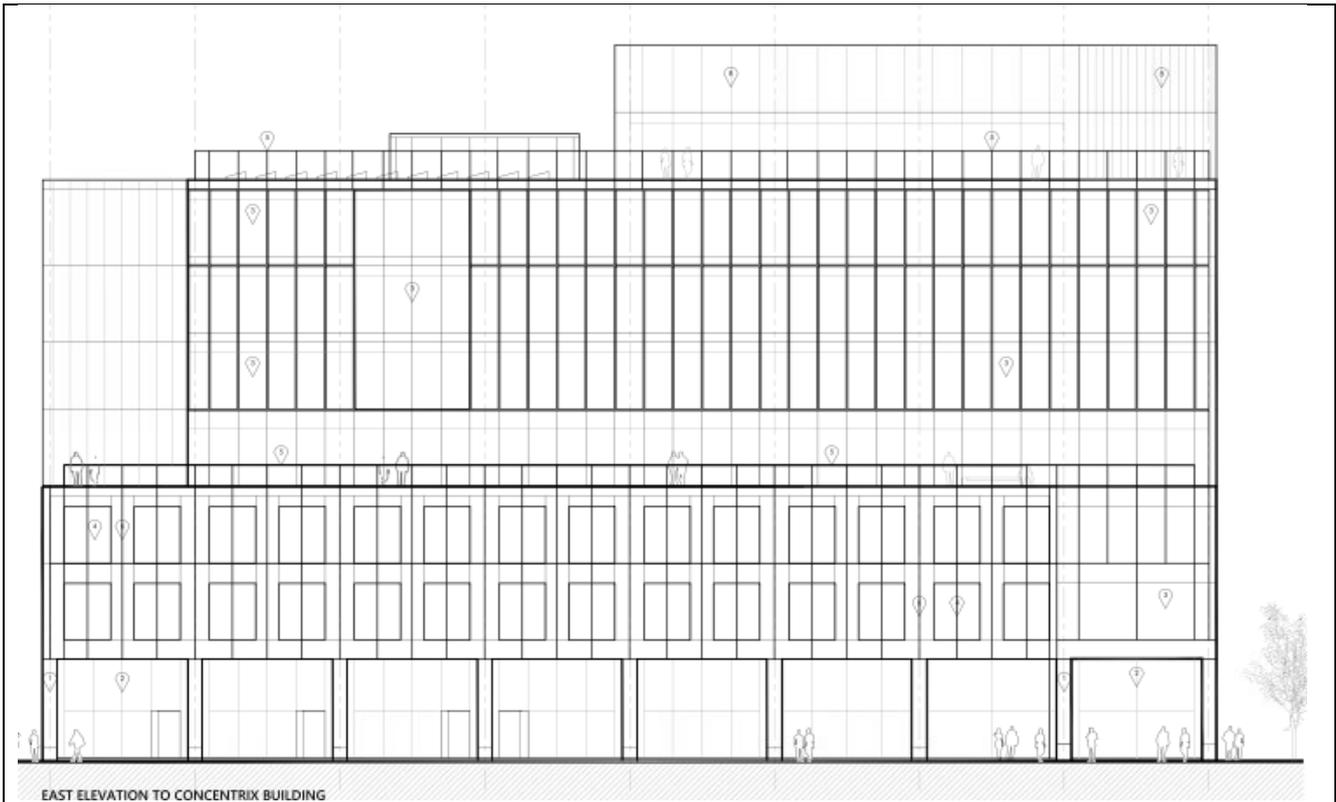


Typical Upper Floor Plan

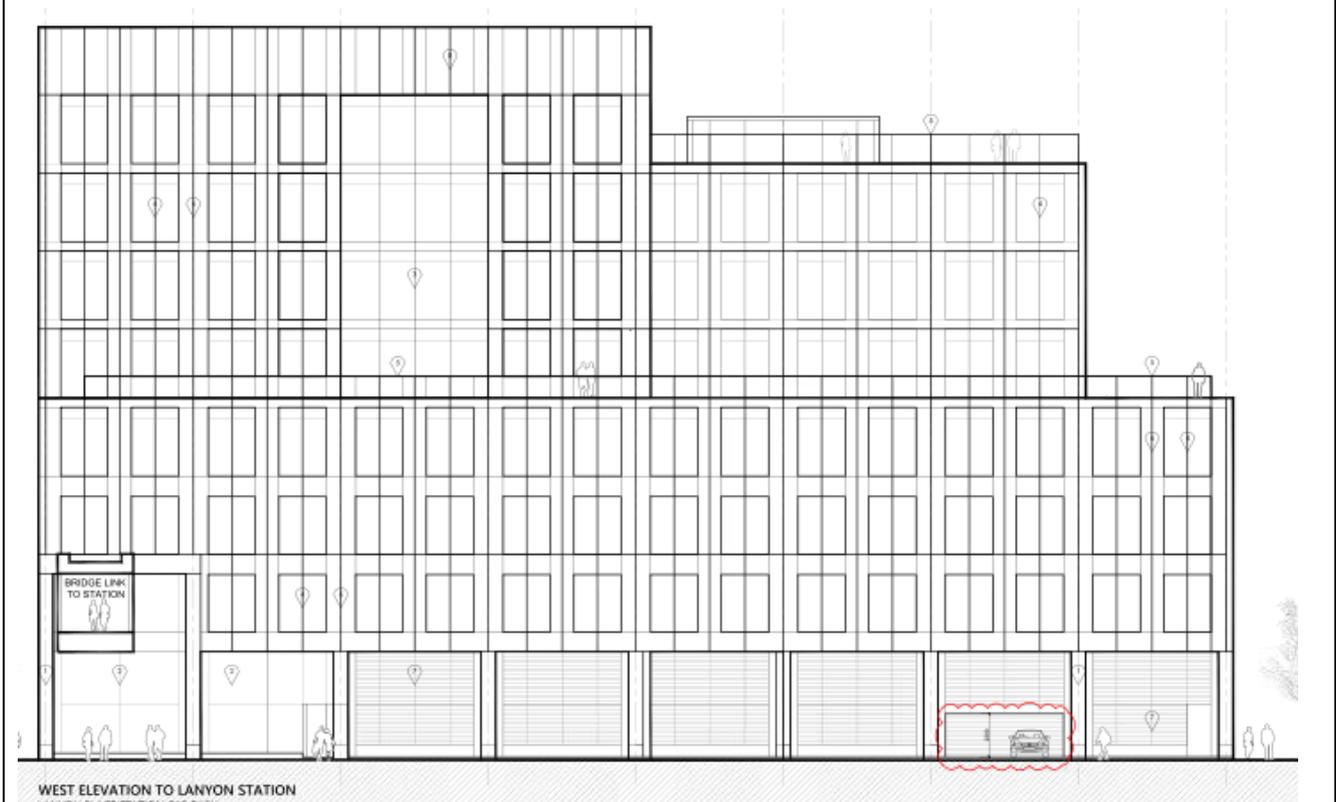


Proposed Elevations:





EAST ELEVATION TO CONCENTRIX BUILDING



WEST ELEVATION TO LANYON STATION

CGIs:



1.0 Characteristics of the Site and Area

1.1 The site is currently a tarmac covered surface level car park which is adjacent to two existing office blocks (Allstate and Concentrix) and Lanyon Place train station. The site is accessed from Mays Meadow which is linked to the main thoroughfare at East Bridge Street further to the east of the site. The application site is located on land sitting lower than East Bridge Street.

1.2	<p>Description of Proposed Development</p> <p>Erection of eight storey building comprising seven floors of grade A office accommodation, ground floor retail / business units together with car parking (15 no. spaces), cycle parking and plant areas: and public realm improvements including dedicated drop-off area to front of building</p>
<p>2.0</p> <p>2.1</p> <p>2.2</p> <p>2.3</p> <p>2.4</p>	<p>Relevant planning history</p> <p>LA04/2018/2074 – Permission Granted 5th April 2019 - The installation of a secured compound including the erection of a 2m high fence. Extension of existing wall, mono-pitch roof and gates around cycle storage facilities.</p> <p>There are also planning histories on surrounding lands that are relevant to the proposal:</p> <p>Z/2015/0090/F - Permission Granted 24 November 2015 - Conversion of existing building into new 3 storey office space with new 2 storey front block extension to include new data centre parking and bicycle parking at side and rear.</p> <p>Z/2015/0182/F - Permission Granted 08 December 2015 - New office development (6 storey with roof plant) with realignment of existing car parking, infilling of slipways, refurbishment of marina steps, creation of new cycleway, new area of open space and associated landscaping.</p> <p>LA04/2018/2913/F - Permission Granted 21 May 2019 - Amendments to previously approved site layout (REF Z/2015/0090/F) to include a two-storey extension, relocation of cycle parking, rationalisation of car parking and erection of bin compound</p>
<p>3.0</p> <p>3.1</p>	<p>Planning Policy</p> <p>Development Plan – Plan Strategy</p> <p><u>Belfast Local Development Plan, Plan Strategy 2035</u></p> <p><i>Strategic Policies:</i></p> <p>Policy SP1A – managing growth and supporting infrastructure delivery Policy SP2 – sustainable development Policy SP3 – improving health and wellbeing Policy SP5 – positive placemaking Policy SP6 – environmental resilience Policy SP7 – connectivity</p> <p>Policy SD2 – Settlement Areas Policy SD3 – City Centre</p> <p><i>Operational Policies:</i></p> <p>Policy DES1 – Principles of urban design Policy DES2 – Masterplanning approach for major development Policy DES3 – Tall buildings Policy BH1 – Listed Buildings Policy BH2 – Conservation Areas Policy BH5 – Archaeology</p>

	<p>Policy EC1 – Delivering inclusive economic growth Policy EC6 – Office development Policy RET1 – Establishing a centre hierarchy</p> <p>Policy TRAN1 – Active travel – walking and cycling Policy TRAN2 – Creating an accessible environment Policy TRAN4 – Travel plan Policy TRAN6 – Access to public roads Policy TRAN8 – Car parking and servicing arrangements Policy TRAN9 – Parking standards within areas of parking restraint</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 HC1 – Promoting healthy communities Policy GB1 – Green and blue infrastructure network Policy OS3 - Ancillary open space Policy TRE1 – Trees Policy NH1 – Protection of natural heritage resources</p> <p><u>Supplementary Planning Guidance</u></p> <p>Placemaking and Urban Design Tall Buildings Masterplanning approach for Major developments Sustainable Urban Drainage Systems Transportation</p> <p>Development Plan – zoning, designations and proposals maps Belfast Urban Area Plan (2001) BUAP Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)</p> <p>Regional Planning Policy Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)</p> <p>Other Material Considerations Developer Contribution Framework (2020) <i>Belfast Agenda</i> (Community Plan)</p>
<p>4.0</p> <p>4.1</p>	<p>Consultations and Representations</p> <p><u>Statutory Consultees</u></p> <p>DfI Roads – waiting final response. DfC HED – no objection. DfI Rivers – no objection. DAERA – no objection, recommends conditions. NI Water – objection due to network capacity</p>

<p>4.2</p> <p>4.3</p>	<p><u>Non-Statutory Consultees</u></p> <p>Planning Service Urban Design Officer – no objection. Environmental Health – no objection, recommends conditions. BCC Landscape and Development – no objection, no significant adverse impact on the townscape and the proposal will likely assimilate within its surroundings. Shared Environmental Services (SES) – no objection with conditions. Belfast City Airport – no objection</p> <p><u>Representations</u></p> <p>The application has been advertised in the newspaper and neighbours notified. No objections have been received from third parties</p>
<p>5.0</p> <p>5.1</p> <p>5.2</p> <p>5.3</p> <p>5.4</p>	<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 the proposed uses • Design and placemaking • Impact on heritage assets • Impact on amenity • Climate change • Open space • Access and transport • Health impacts • Environmental protection • Flood risk and drainage • Waste-water infrastructure • Natural heritage • Waste management • Employability and Skills • Pre-Application Community Consultation <p>Development Plan Context</p> <p>Section 6(4) of the Planning (Northern Ireland) Act 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> <p>Section 45(1) of the Act states that in determining planning applications, the Council must have regard to the local development plan, so far as material to the application, and to any other material considerations.</p> <p>The Belfast Local Development Plan (LDP) when fully completed will replace the Belfast Urban Area Plan 2001 as the statutory Development Plan for the city. The Belfast LDP will comprise two parts. Part 1 is the Plan Strategy, which contains strategic and operational policies and was adopted on 02 May 2023. Part 2 is the Local Policies Plan, which will provide the zonings and proposals maps for Belfast and has not yet been published. The zonings and proposals maps in the Belfast Urban Area Plan 2001 (“Departmental Development Plan”) remain part of the statutory local development plan until the Local Policies Plan is adopted.</p>

5.5	<p><u>Operational Polices</u> The Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed above.</p>
5.6	<p><u>Proposals Maps</u> Until such time as the Local Policies Plan is adopted, the Council must have regard to the land-use zonings, designations and proposals maps in the Belfast Urban Area Plan 2001, both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (draft BMAP 2015) and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. It is considered that significant weight should be given to the proposals map in draft BMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious.</p> <p>Belfast Urban Area Plan 2001 – the site is un-zoned “white land” within the Development Limit.</p> <p>Belfast Metropolitan Area Plan 2015 (2004) – the site is un-zoned “white land” within the Development Limit.</p> <p>Belfast Metropolitan Area Plan 2015 (v2014) – the site is un-zoned “white land” within the Development Limit.</p> <p><u>Principle of the proposed uses</u></p>
5.7	<p>The site is located within the urban development limit in the BUAP 2001 and both versions of dBMAP 2015. It is within the City Centre in both versions of dBMAP 2015.</p>
5.8	<p><i>Office use:</i> Policy EC6 states that planning permission will be granted for new office development within the City Centre. Policy EC1 supports business sectors with strong growth potential in Belfast including ICT. The proposal is consistent with these policies.</p>
5.9	<p>This is a sustainable location for office development with excellent access to public transport, shops and services, providing opportunity to reduce the need to travel by the private car. The proposal would make effective use of previously developed land and would regenerate the site currently used for surface level car parking</p>
5.10	<p><i>Retail/business uses:</i> In terms of the proposed ground floor retail/business units, Policy RET1 directs such town centre uses to the City Centre first. The site is located within the City Centre where retail uses, including food and drink, are acceptable in principle.</p>
5.11	<p><i>Economic development:</i> The proposed building is intended to provide grade A office space with additional retail and business uses at the ground floor. The proposal would have a Gross Value Added (GVA) to the economy of £36.4 million and is projected to support 1000 jobs during construction and operation. It would increase footfall and spend in the City Centre. In this regard, the proposal would have a very positive economic impact.</p>
5.12	<p>Having regard to the above factors, the proposed uses are welcomed in principle. The proposal accords with Policies EC1, EC6 and RET6 of the Plan Strategy, and relevant provisions of the SPPS.</p>

5.13	<p><u>Design and placemaking</u></p> <p>The proposal has been assessed against the SPPS, Creating Places and Policies SP5, DES1, DES2 and DES3 of the Plan Strategy. Policies SP5 and DES1 promote good placemaking, high quality design and the importance of proposals responding positively to local context addressing matters such as scale height, massing, proportions, rhythm, and materials avoiding any negative impact at street level. Policy DES2 advocates adopting a holistic approach to site layout that is mindful of adjacent development, while Policy DES3 relates to the assessment of tall buildings including any impact on the setting, character and appearance of listed buildings, conservation areas, ATCs, and historic monuments/gardens.</p>
5.14	<p>The application follows a Pre-Application Discussion (PAD) process when issues relating to scale, height, massing and architectural treatment were discussed in detail.</p>
5.15	<p><i>Scale, height and massing:</i></p> <p>The proposed building would occupy a prominent position on a main arterial route into the city. The height of the proposed building would be approximately 40 metres. The proposal was assessed by the Urban Design Officer and modelled against the surrounding buildings and was considered to be of a scale that is compatible to the surrounding character.</p>
5.16	<p><i>Architectural treatment:</i></p> <p>The proposed building would be clad at ground floor level by natural stone-faced panels and the upper floors with aluminium curtain walling. This is in contrast with the surrounding buildings that are constructed with more traditional building materials with a higher solid to void ratio. The contrast in the finish with the neighbouring building is acceptable offering a modern designed building on a main arterial route into the city.</p>
5.17	<p><i>Active frontage:</i></p> <p>The proposed building would be activated frontage to both its north and east frontages onto May Meadows which is welcomed enhancement to the previous open car park area. Due to servicing and internal car parking, part of the ground floor along the south and west elevations is not activated, however this is considered acceptable, due to the necessity for providing services to the building.</p>
5.18	<p><i>Public realm outdoor space:</i></p> <p>The proposal included public realm enhancements on May Meadows offering soft landscaping to the north and east elevations. There is also the provision, for the office space, of terracing and green roof space at the 7th floor.</p>
	<p><u>Impact on the heritage assets</u></p>
5.19	<p>DfC HED offers no objection to the proposal in terms of potential impact on historic buildings and archaeology. Historic Monuments also offered no objection to the proposal subject to the inclusion of planning conditions relating to developer funded programme of archaeology works. The proposal accords with Policies BH1 and BH5, and relevant provisions of the SPPS.</p>
	<p><u>Impact on amenity</u></p>
5.20	<p>The proposed building is located a sufficient distance from occupied neighbouring buildings and will not be harmful to neighbouring amenity. There would be no harmful overlooking, loss of outlook, daylight or sunlight to nearby properties. The nearest residential dwellings are located approximately 75 metres away from the application</p>

	<p>site, with Central Station located in between. In these regards, the proposal is considered to satisfy Policy DES1.</p> <p><u>Climate change</u></p>
5.21	<p>Policy ENV2 states that planning permission will be granted for development that incorporates measures to mitigate environmental change and reduce greenhouse gases by promoting sustainable patterns of development. Policy ENV3 states that planning permission will be granted for development that incorporates measures to adapt to environmental change. The proposed building is targeting BREEAM Excellent rating as a minimum, which is considered to satisfy both policies. A condition to ensure that this standard or equivalent is met is recommended accordingly.</p>
5.22	<p>Policy ENV5 states that all built development shall include, where appropriate, SuDs measures to manage surface water effectively on site, to reduce surface water run-off and to ensure flooding is not increased elsewhere. The scheme proposes the use of permeable paving to the public realm fronting the site and areas of green roofing. The space constraints on the site limits soft SUDs solutions. The existing site is completely impermeable and this new proposal provides betterment. These measures will be required to be implemented by condition.</p> <p><u>Open space</u></p>
5.23	<p>Policy OS3 requires that all new development proposals make appropriate provision for open space, including hard and soft landscaped areas and outdoor amenity areas, to serve the needs of the development. The precise amount, location, type and design of such provision will be negotiated with applicants taking account of the specific characteristics of the development, the site and its context and having regard to a) the normal expectation will be at least 10% of the total site area; and b) complementary and ancillary equipment and facilities, including for active or passive enjoyment of residents or occupiers, should be incorporated into the design of the development.</p>
5.23	<p>The proposed building incorporates open space in the form of external terracing of approx. 1100sqm with the building having a footprint of 2600sqm sqm approx. 42%. This exceeds the 10% policy requirement; the proposal accords with Policy OS3.</p> <p><u>Access and transport</u></p>
5.24	<p><i>Accessibility and parking:</i></p> <p>The site is a highly accessible location in the City Centre, within short walking and cycling distance of the main shopping area. The site has very good public transport links, neighbouring Lanyon Station and is located on a main bus corridor to the city. On-site internal parking is provided with 15 spaces; there is also provision of secure sheltered bicycle parking within the building. DFI ROads final comments on the proposal are currently outstanding.</p>
5.25	<p>A breakdown of the parking shows the applicant has provided two disabled parking bays and 13 regular bays within the ground floor and covered cycle parking for up to 56 bikes in the vicinity of the site.</p> <p><u>Health impacts</u></p>
5.26	<p>Policy HC1 seeks to ensure that all new developments maximise opportunities to promote healthy and active lifestyles. New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.</p>

	<p>This will include supporting active travel options, improving accessibility to local service centres, reducing the use of private car travel, adequate provision of public open space, leisure and recreation facilities, high quality design and promoting balanced communities and sustainable neighbourhoods.</p>
5.27	<p>The site is highly accessible and provides excellent opportunities for active travel, including walking and cycling, through excellent linkages with the city centre. Good levels of open space/amenity space are proposed including outdoor terraces.</p>
5.28	<p>In terms of place making, the proposed building is considered to be of a high-quality design which would provide a pleasant working environment for employees and visitors, and well as enhancing the character and appearance of the area. The proposal is considered to satisfy the requirements of Policy HC1.</p> <p><u>Environmental protection</u></p>
5.29	<p>Policy ENV1 states that planning permission will be granted for development that will maintain and, where possible, enhance environmental quality, and protects communities from materially harmful development. The proposed development has been assessed by Environmental Health in terms of contaminated land, air quality, noise and odour impacts.</p>
	<p><u>Contaminated land</u></p>
5.30	<p>The contaminated land reports provided with the application conclude that no remediation is required. Environmental Health therefore advises that only precautionary conditions for new discovered contaminants are placed on the decision notice.</p>
	<p><u>Air quality</u></p>
5.31	<p>The application is accompanied by an Air Quality Assessment, which concludes that the relevant thresholds would not be exceeded. Environmental Health notes that a range of plant rooms and a generator are proposed as part of the scheme. It therefore advises a condition to require a further Air Quality Assessment should centralised combustion sources be proposed.</p>
	<p><u>Noise</u></p>
5.32	<p>In relation to noise, Environmental Health advises conditions in relation noise levels from plant and equipment.</p>
	<p><u>Odour</u></p>
5.33	<p>Environmental Health is concerned that the proposed ground floor restaurant could have an adverse odour impact on existing and future sensitive receptors. Further details of kitchen extraction and odour abatement are therefore required, and these can be secured by condition.</p>
5.34	<p>Subject to the suggested conditions, it is considered the proposal complies with Policy ENV1.</p> <p><u>Flood risk and drainage</u></p>
5.35	<p>Dfl Rivers advises that the site is within a 1 in 200 year climate change coastal flood plain. Planning Service has accepted that the proposal is an exception to policy being land previously developed, including replacement of buildings within the car park. DFI Rivers Agency has assessed the Flood Risk Assessment for the proposal and accepts the logic and has no reason to disagree with the conclusions. Accordingly, it offers no objection to the proposal. The proposal is considered to satisfy Policy ENV5.</p>

Natural heritage

- 5.36 Policy NH1 relates to the protection of natural heritage resources.
- 5.37 NI Water has objected to the application on grounds of insufficient network capacity and has cited concerns about environmental pollution. Particular regard should be had to potential pollution of Belfast Lough – an environmentally protected Special Protection Area (SPA), RAMSAR and Special Area of Conservation (SAC) – should the site and lough be hydrologically linked.
- 5.38 Belfast City Council is the Competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) for undertaking an Appropriate Assessment where a proposal is likely to have a significant environmental effect on Belfast Lough. Water quality of the lough is a key consideration. The Habitats Regulations are framed in such a way that it is not only the impacts of individual development proposals that need to be considered, but also “in combination” impacts with other development.
- 5.39 Whilst a precautionary approach applies to Habitats Regulations Assessment (HRA), SES confirms that the onus is on NI Water to provide evidence of likely actual impacts, rather than hypothetical impacts. As the Competent Authority, the Council may take its own objective view on whether a proposal is likely to have a significant effect on water quality of the Lough. However, having regard to the precautionary approach, where there is clear intensification, the Council may need to consult SES and ask them to undertake a HRA Appropriate Assessment Screening to ascertain whether there would be a likely significant impact. This also triggers statutory consultation with DAERA NI Environment Agency.
- 5.40 In this case, it is considered that there would be clear intensification of the existing use of the site. Accordingly, it has been necessary to consult DAERA and SES. DAERA Water Management Unit has advised that in view of the objection from NI Water, the proposal has the potential to adversely affect the surface water environment. However, it advises mitigation in the form of a condition restricting development until agreement with NIW is reached. SES has been reconsulted and has submitted two conditions for the proposal works to be carried out in accordance with the Construction Environmental Management Plan and like DAERA a restriction preventing development until agreement with NIW.
- 5.41 DAERA has advised that it has no further concerns about the proposal, advising conditions in relation to piling, decommissioning of boreholes and requirements should future contamination be found. These conditions are recommended as appropriate.
- 5.42 Subject to a satisfactory agreement with NIW, the proposal is considered compliant with Policy NH1, Policy ENV1 and the relevant provisions of the SPPS.

Pre-Application Community Consultation

- 5.43 For applications for Major development, there is a legislative requirement for applicants to consult the community in advance of submitting the application.
- 5.44 Applicants are required to submit to the council a ‘Proposal of Application Notice’ (PAN) in advance of making the application, which sets out the proposals for the pre-community consultation. A PAN was submitted in September 2021 (LA04/2021/2228/PAN) and confirmed by the Council to be acceptable.

5.45	<p>The applicant is further required to prepare a Pre-Application Community Consultation report (PACC) to accompany the planning application. A PACC Report was submitted with the application, which describes the engagement process and feedback received. A public event Webinar was held and dedicated community consultation website setup. A total of seven feedback forms were completed. Feedback was provided in relation to design, regeneration, sustainability, need, active travel, public accessibility, relocating Grade A office development, potential employment the design, noise/disruption road safety. The PACC report is considered compliant with the legislative requirements.</p> <p><u>Employability and Skills</u></p>
5.47	<p>The applicant is a publicly owned corporation, part of Translink. Translink is mandated to promote social inclusion and equal opportunities to deliver social value. The agent has advised that Translink will explore delivery options which may include securing a Private Sector Development Partner (PSDP) to deliver this project (subject to planning and all requisite approvals). This potential delivery model has the ability to embrace social value initiatives that would benefit local communities, proportionate to the project's construction value and agreed upon with a PSDP. Translink has agreed a similar approach with their appointed PSDP at Weavers Cross in the city.</p>
6.0	<p>Recommendation</p>
6.1	<p>Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions.</p>
6.2	<p>Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions and Section 76 planning agreement and deal with any other issues that arise, including those raised in the further consultation responses from Shared Environmental Services and Waste Management team, provided that the issues are not substantive.</p>
7.0	<p>DRAFT CONDITIONS</p> <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. The rating level (dBLAr,T) from the operation of all combined plant and equipment must not exceed the existing daytime and night-time background sound levels at the nearest noise sensitive premises, when measured or determined in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'. Reason: Protection of surrounding amenity from adverse noise impact. 3. All plant associated with the hereby permitted development shall be located within the designated plant area on the Mezzanine floor as presented in drawing from TODD titled 'Mezzanine Floor Plan', Drawing No: LPCP-TOD-02-MZ-DR-A-02010, Revision P01 and dated 14/03/2025. Reason: Protection of surrounding amenity from adverse noise impact.

4. 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.

Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.

5. 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 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.

Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.

6. 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 Belfast City Council - Environmental Health Service Planning Checklist 2008.doc 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.

Reason: Protection of human health

7. 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 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.

Reason: Protection of human health

8. Construction dust management measures shall be developed in accordance with the provisions of the Institute of Air Quality Management Publication Guidance on the Assessment of Dust from Demolition and Construction (2024 V2.2). These dust management measures shall be implemented throughout the duration of the construction phase of the development.

Reason: To protect human health from adverse dust effects during the construction phase of the development.

9. Prior to and throughout construction, the appointed contractor must implement and adhere to all the mitigation measures set out in the

Construction Environmental Management Plan (Tetra Tech, Version 5, February 2025) to effectively prevent the egress of contaminated water from the construction site, unless otherwise agreed in writing by the Council.

Reason: To ensure the project will not have an adverse effect on the integrity of any European site.

10. 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.

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.

11. The development hereby approved shall not be occupied until the external terraces have been provided in accordance with the approved plans. The amenity areas shall be retained as such at all times.

Reason: To ensure that a quality residential environment is provided for occupants of the approved development.

12. The SuDS measured shall be implemented as specified in the application and the building shall not be occupied until verification and evidence of such has been submitted to and approved in writing by the Council.

Reason: In order that the development provides sustainable drainage

13. The development hereby permitted shall not be occupied until the waste storage areas have been provided in accordance with the approved plans and shall be permanently retained as such at all times.

Reason: To ensure that appropriate provision is made for storage and disposal of waste.

14. The development hereby approved shall not be occupied or operated unless in accordance with the approved Travel Plan

Reason: To promote sustainable travel patterns and off-set the demand for vehicular movements and/or parking.

15. The development hereby permitted shall not be occupied until the secure cycle storage area, lockers and shower facilities have been provided in accordance with the approved plans and shall be permanently retained as such at all times.

Reason: To promote active travel and to mitigate the absence of dedicated parking within the development.

DRAFT INFORMATIVES

NOT02 Compliance with planning permission

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

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.

NOT03 Discharge of condition(s)

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.

NOT05 Non-planning requirements

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.