

ADDENDUM REPORT	
Application ID: LA04/2024/2077/F	Committee Date: 20 th January 2025
Proposal: Proposed change of use from office space (B1) and storage or distribution (B4) to Bowling Alley, Restaurant, Indoor Golf, Children's Soft Play, VR Zone & Amusements, Smoking Area, Car Parking and Associated Site Works. Proposal includes changes to elevations.	Location: Adelaide Business Centre 2-6 Apollo Road, Belfast, BT12 6HP
Referral Route: Major development.	
Recommendation: Approve, subject to conditions	
Applicant Name and Address: Paddy Simpson 26 The Barley Fields Londonderry BT48 8TN	Agent Name and Address: Laura McCausland
Date Valid: 29 th January 2025	
Target Date: 27 th August 2025	
Contact Officer: Ciara Reville, Principal Planning Officer (Development Management)	
Background This application was originally presented at August committee with members agreeing to approve the application. Late objections dated 21st August and 26th September 2025 were received on behalf of Agnew's Trade Centre which operates to the rear of the site at Units 2-6 of the Apollo Space Building concerning issues related to road safety, conflicts with an existing right of way, parking, access, contaminated land and the community consultation. A further objection was received after initial amendments dated 9th November 2025 reiterating a number of concerns previously raised. Concerns with the amendments were raised by officers and the applicant amended the proposal further. A further objection dated 12th January 2026 was then received but officers are content all issues have been addressed. Four letters of support have also been submitted since the application was previously presented to Committee. All objections received are considered, in the context of the latest amendments and information, further in this addendum. Agnew's Trade centre themselves have a current application under reference LA04/2024/0023/F to the rear of this site for Change of use from both indoor sports & recreation (no defined use class) and storage & distribution (use class B4) to light industrial (use class B2), including alterations to façade, there are issues with the validity of this application presently, which are being addressed by the applicant. Following the three late objections the applicant submitted amended plans which removed 7 car parking spaces to allow sufficient access within the right of way for transporters to access the Agnews Trade Centre, this has been demonstrated through a swept path analysis. DFI Roads were consulted and remained to have no objections. Officer's met with representatives of Agnew's Trade Centre on site and observed how transporters use the right of way. Officer's concluded that there is a potential conflict with	

users of the facility having to cross the right of way used by transporters to access the entrance to the building. It is noted that during the site visit transporters were offloading within the right of way itself and not within the Agnew's site as per the permission under the reference LA04/2018/1321/F. Officers requested amendments and the applicant has subsequently removed any parking spaces which would result in users having to cross the right of way as well as an amended Transport Assessment Form and Travel Plan. The amendments also address objections raised regarding contaminated land. DFI Roads and Environmental Health were re-consulted and had no objections.

A further objection was received which is addressed within this addendum.

Consideration of Issues Raised within Objections

A summary of the objections are provided below with Officer's responses.

Agnew's Trade Centre has a right of way upon the land upon which the development proposal proposes to construct car parking spaces and circulation spaces. The usage of the site is outlined in a table and includes HGVs and car transporters accessing the site 24 hours a day. The TAF fails to consider whether car transporters or HGVs can circulate around the hard standing areas over which the right of way pertains and no vehicle tracking drawings were submitted.

Vehicle tracking analysis was submitted that with the removal of 7 spaces initially and demonstrated there would remain sufficient access for car transporters to access the Agnew's site to the rear. The layout has been further amended to remove all car parking spaces along the eastern boundary of the site which essentially retains the existing situation. The TAF addresses the removal of 30 parking spaces to allow access to Agnew's Trade Centre.

The applicant will not be able to deliver the 181 parking spaces considered necessary to support the proposal and therefore fails to satisfy Policy TRAN 8.

The proposal has been amended to reduce the car parking to 151 spaces. Whether this can be delivered due to the Right of Way is a legal issue, the car parking will be a condition of any planning permission.

The proposed kerbing and landscaping within the car park has the potential to hinder the passage of car transporters around the premises and the right of way.

Vehicle tracking shows the proposal will not hinder the car transporters.

An objection raises a number of issues with the submitted TAF. It states there are issues with the figures presented in terms of usage and puts forward that the proposal will result in intensification of the site. This means that Agnew's vehicles will be unable to enter the site when vehicles are exiting the existing access, the results in the vehicles remaining on Appollo Road blocking the progression of traffic. The applicant could improve the accesses but has chosen not to.

The amended TAF states that the proposed 151 car parking spaces are sufficient to serve the proposal based on car parking standards of 1 per 3 persons, this site could serve a total of 453 persons at any one time travelling by car. A Travel Plan has also been submitted which refers to the proximity of the development to Adelaide Train Station and Bus stops along the Boucher Road. DFI Roads are content that the proposal remains to provide sufficient parking provision. The proposal is in a sustainable location close to public transport and consideration is also given to the nature of the

Apollo Road itself which is sufficiently wide to support a significant level of on street parking. The accesses are in compliance with DCAN 15, in the event that a transporter is required to wait on the street until a car exits the site, is not considered to be a road traffic issue considering the lightly used nature of the Apollo Road.

Conditions 1,2,3 and 4 are not appropriate.

Conditions have been amended to ensure they reflect the amended plans and meet the legal tests.

The layout makes no provision for car borne visitors to safely access the building without having to share the routes through the car park in regular use by Agnews. There are no safe walking routes and the location of the cycle parking maximises the risk of a collision with Agnew vehicles.

The amended plans show the amended car parking located within the Right of Way ensuring that users of the site will not have to cross the Right of Way and therefore there are no safety concerns regarding pedestrians and transporters. Additional access points to the building have also been provided. Cycle parking has been increased and remains located on the eastern side of the building, there is no rationale that this would maximise the risk of a collision given the frequency of the use of the Right of Way and low speeds of vehicles using the Right of Way.

The applicant does not show the proposed Right of Way on the site location plan or site layout plan as required.

There is no legal requirement for the Right of Way to be shown. The applicant remains the owner of the land and has signed certificate A correctly within the application form. Only a Public Right of Way is required to be shown on plans.

The planning conditions cannot be delivered. The condition requiring the hardstanding areas to be used solely for the development to be approved is unworkable.

The conditions have been amended to not conflict with the Right of Way.

The applicant references drawings relating to the permission LA04/2018/1321/F as justifying the removal of 7 car parking spaces. This fails to deal with the unfettered access arrangements.

The references to the application LA04/2018/1321/F are relevant to demonstrate how the transporters to the Agnew's site should be turning in accordance with the approval. The removal of the seven car parking spaces allows the transporters to continue to use the site as approved. Amendments to then remove all car parking spaces along the eastern boundary were in response to concerns raised by officers.

In terms of contaminated land Environmental Health had no objections on the basis that there will be no breaking of the floor slab and there would be no other external works except the resurfacing of the car park. However, the Drainage Assessment states reprofiling of the external site and a proposed surface water drainage system which involves digging up the ground to install large diameter pipes. Furthermore laurel hedges are proposed to the front of the site which requires hardcore removal. It cannot therefore be concluded that the proposal complies with Policy ENV1 in that it has not been demonstrated that it will not result in unacceptable harm to future users of the site or watercourses as the drainage system discharges into Blackstaff River which is connected to European Designated Sites associated with Belfast Lough. This being into play Policy NH1 which is absent of commentary within the Planning Committee Report.

The proposed landscaping has been amended to be in raised planters. Environmental Health confirmed that drainage works which reinstate hardstanding would not be covered under a contaminated land assessment. Environmental Health were re-consulted and had no objections with conditions. The proposal is considered to remain to comply with Policy ENV1.

An objection refers to Paragraph 6.90 of the SPPS regarding compatibility of developments and developments that would prejudice the future use of an established economic development use. The objection states there will be a conflict between families accessing the leisure facility and HGVs/Drivers accessing the site to the rear. The risk of accidents is evident and the case of incompatible nature of uses is a material consideration of determining weight.

The amendments ensure that it will not be necessary for users of the site to cross the Right of Way which minimises any risk of accidents between users and HGVs/transporters. Officers consider the two neighbouring uses are compatible.

An objection states a significant period of time (over two years) has occurred between the community consultation event taken place and the submission of the application. Due to changing circumstances such as temporal relevance of community feedback, changing policy and environmental context and evolving community demographics the community consultation is no longer meaningful and therefore inadequate. The objection states this is the view of the courts and refers to case law.

The proposal refers to case law but does not present any relevant cases. The applicant has carried out the community consultation in accordance with the relevant legislation as outlined in the main report and therefore it is therefore considered meaningful. There are no time limits in legislation as to a maximum amount of time between the community consultation event and the submission of the application. There is no evidence in a change to the community demographics, the Lidl store referred to does not alter the surrounding community. The adoption of new policy are not matters that would detract from how meaningful the community consultation was.

Following initial amendments to remove 7 spaces a further objection was received from Grant McBurney on behalf of Agnew's Trade Centre summarised as below:

The objection states that the consultation response from DFI Roads is unsatisfactory as there is no explanation or reasoning as to why the issues are ignored and are simply dismissed with 'no objection'. Conditions are repeated and multiple objections raised are ignored.

DFI Roads emailed further details of their consideration of the objections to officers which has been uploaded to the portal. DFI Roads were satisfied that parking has been provided in accordance with parking standards and are content with the vehicle tracking. They are content that accesses have been provided in accordance with DCAN 15 and in the likelihood that a transporter is exiting it would not negatively affect road safety. The Travel Plan referred to in condition 4 was submitted during the PAD process but requests officers to contact the agent to provide this again to be conditioned. This has now been provided and therefore the condition is applicable.

Irrespective of the level of detail DFI Roads have provided in terms of a response to objections, officers have considered the amended proposal in detail as well as the objections and consider the amendments an acceptable solution. It must be noted since this objection and response the proposal has been amended further with the loss of more car parking spaces, DFI Roads however, remain content with the proposed level of parking.

Following the latest amendments to remove a further 23 spaces a further objection was received from Grant McBurney on behalf of Agnew's Trade Centre summarised as below:

The objection welcomes the removal of the car parking spaces on the eastern boundary provided that the area hatched is expressly forbidden to be parked on by users of the development subject to condition and that any condition imposed does not inhibit the Agnew's Trade Centre's property and planning rights to use the land.

A condition will be attached to ensure there is no parking on the land by users of the development and the condition does not prevent Agnew's Trade Centre from access and egress across the hatched area.

The objection requests understanding of:

- ***how such control will be imposed by condition,***
- ***how users of the facility will be managed to avoid conflict with servicing of the Agnews site,***
- ***what measures will be put in place to seek to segregate the different users related to the risk of conflict of users given the family leisure use of the subject of the planning application; and***
- ***how, in the event that it is not a condition (or obligation), and it is not complied with, can such a breach be enforced against by the planning authority.***

The objection states absent for robust control, management of users and enforcement for non-compliance of such a restricted the planning harm will not be satisfactorily mitigated

The condition is included within this addendum and prevents users of the proposed facility from parking within the hatched area. The car parking to the proposal ensures users do not have to cross the right of way to access the building and therefore will not conflict with the users of the Agnews site in terms of health and safety. There is no need for further segregation given there is none currently and no limit on users of both existing sites in terms of vehicular traffic and parking. The hatched area prevents parking in an area of which currently there is no control and therefore results in planning gain over the current situation. Any measures of control to ensure compliance with the condition are a matter for the applicant. In the event the condition is not complied with, enforcement can investigate the breach and act accordingly.

The current parking arrangement on the Northeastern corner of the current proposed layout is not acceptable and incompatible with our client's existing use and right of way;

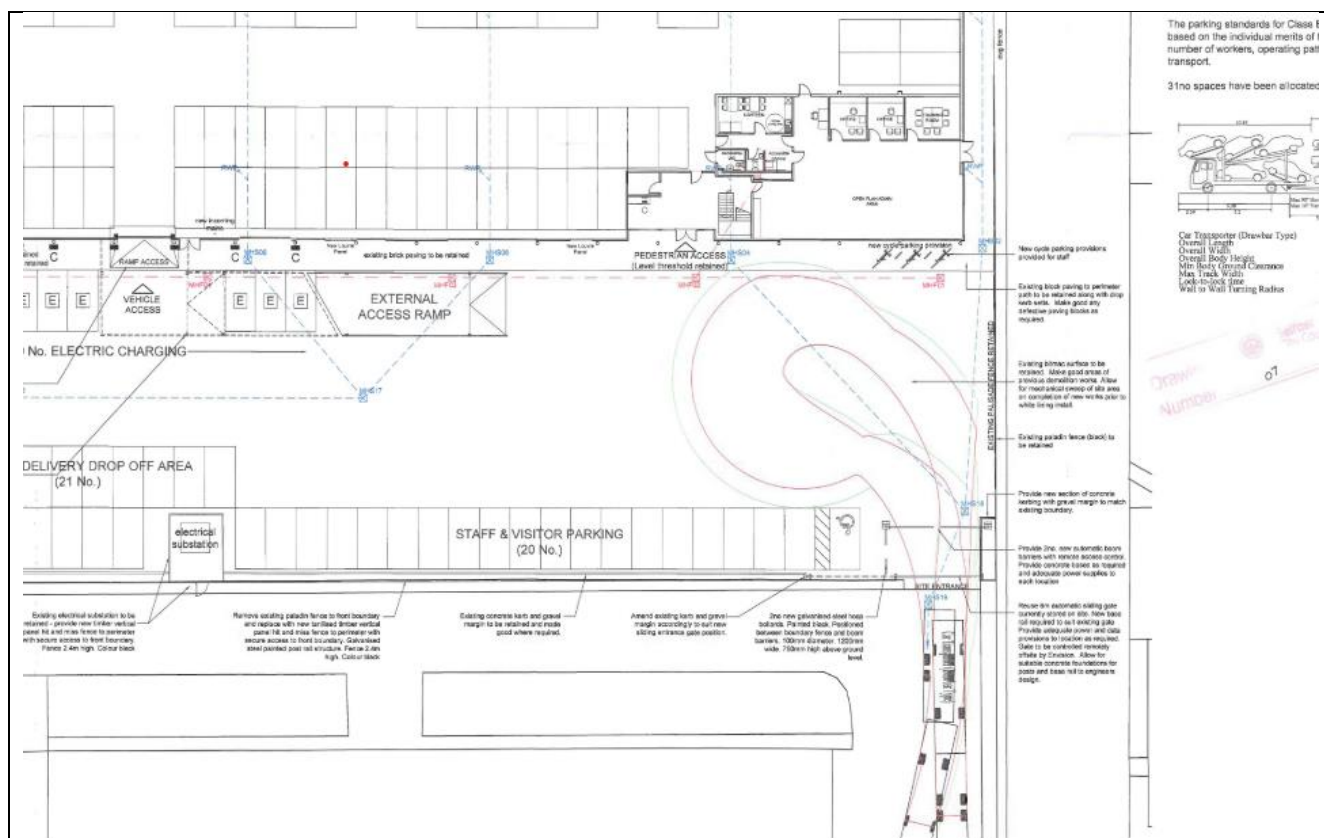
- ***the current parking arrangement on the Northeastern corner of the current proposed layout is not acceptable and incompatible with our client's existing use and right of way;***
- ***The current proposed arrangement at the Northeastern corner provides a pinch point which does not permit the passing of a car transporter if implemented. It has highlighted that the vehicles servicing our client's facility are car transporters which are 18.75m in length and require a minimum turning radius of circa 11 metres to safely negotiate any such redesigned corner. They are not conventional articulated lorries and thus have greater requirements. Such amendment is required and our client would request same. Without transporter-specific swept-path analysis, there is a risk that safe access and traffic flow cannot be maintained.***
- ***A clearly designated and suitably segregated area to permit servicing of our client's site is essential. Absent such area (where the hatched area on the eastern boundary may be intended to be), the issue remains with regard to the incompatibility of users between our client's site and the proposed leisure use and families attending. These operations involve drivers reversing vehicles on and off transporters in all weather conditions, including early mornings and evenings when visibility may be reduced. Members of the public would not be aware of the specific hazards associated with large***

vehicles, transporter decks, reversing movements, and restricted driver sight lines during these activities.

- ***The proximity of a family-orientated leisure facility to heavy vehicle movements significantly increases the likelihood of vehicle–pedestrian conflict. Without robust physical segregation, controlled access arrangements, and strict management procedures, this presents a foreseeable and elevated safety risk.***

The north eastern corner of the site has been amended to remove parking along the eastern boundary while retaining parking to the northern elevation of the building. This essentially retains the existing situation while formalising the existing car parking arrangement which is currently provided by a lowered kerb rather than formal parking spaces. Aerial images show the area to the northern elevation of the building being used as car parking spaces. The planning application for the Agnew's Trade Centre under LA04/2018/1321/F shows a vehicle utilising the eastern access point without travelling along the northern portion of the right of way. The proposed amendments do not conflict with the previously approved access and the pinch point referred to exists currently. Officers are satisfied that the proposal does not prevent access to the Agnews site as per the planning approval LA04/2018/1321/F. Officers have ensured the proposal will not impact access to the Agnews site and any further issues regarding the Right of Way are considered a civil matter.

The objection refers to a suitably designated and segregated area to permit servicing of the Agnews site and absent of such area (where the hatched area on the eastern boundary may be intended to be), the issue remains with regard to the incompatibility of users between our client's site and the proposed leisure use and families attending. The hatched area to be conditioned does not prevent vehicles from accessing the site and therefore the users are compatible. The objection refers to reversing vehicles on and off transporters. However, the planning approval LA04/2018/1321/F shows sufficient turning space within the Agnews site itself (plan shown below) which should have been facilitated with the removal of existing car parking spaces. This has not been carried out and it is the responsibility of the applicant of the approval to ensure the development is carried out in line with the approval. There is no conflict with the proposal with the approval under LA04/2018/1321/F.



There is no evidence that the proximity of the leisure facility to the heavy vehicle movements referred to will increase the likelihood of vehicular-pedestrian conflict. The proposal ensures that vehicles will park on the inside of the Right of Way and will not need to cross it to access the leisure facility. Physical segregation, controlled access arrangements and management procedures do not exist currently at the site which is used by members of the public. The introduction of the hatched area preventing car parking introduces a measure of control that does not currently exist. It is also noted that Road safety has never been raised as a concern for DFI Roads.

Recommendation

Officers are satisfied that the objections have been adequately addressed. The proposal will not impact access to the Agnew Trade Centre to the rear, nor will the proposal have an impact on road safety or the safety of users of the site. There is considered to be a sufficient level of car parking within the site. Objections referring to Contaminated Land and the community consultation have been addressed. 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 deal with any other issues that arise, provided that they are not substantive.

Draft Conditions

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 development hereby permitted shall not be occupied until hard surfaced, including car parking areas have been constructed within the site in accordance with the approved plan. All hardstandings shall be lined as annotated on drawing no. X, and thereafter retained as such at all times.

Reason: To ensure that adequate provision has been made for parking and traffic circulation within the site.

3. The vehicular accesses shall be provided in accordance with the approved plan, prior to the commencement of any other works or other development hereby permitted.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

4. The development shall not be occupied until secure and covered cycle parking facilities have been provided on the site. These facilities shall be permanently retained on the site.

Reason: To ensure acceptable cycle parking on the site and to encourage alternative modes of transport to the private car.

5. The development hereby permitted shall operate in accordance with the approved Travel Plan.

Reason: To encourage the use of alternative modes of transport to the private car in accordance with the Transportation Principles.

6. The hatched area shown on drawing no. 03B shall not be used for parking at anytime by users of the proposed facility.

Reason: For the health and safety of users of the site.

7. 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.

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

The development hereby permitted shall not become operational until the weather protected cycle parking has been provided in accordance with the approved plans.

8. The ventilation and extraction system shall be installed in accordance with the approved plans and documentation before the use hereby permitted commences on site and shall thereafter be retained as such at all times.

Reason: To safeguard the amenity of adjoining properties and the general locality.

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, an Air Quality Impact Assessment must be submitted to and approved in writing by Belfast City Council. 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 Local Air Quality

9. If contamination is encountered during the carrying out of the development, 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.

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.

10. 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.

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 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.

12. The development shall not be occupied or operated unless a Final Waste Management Plan has been submitted to and approved in writing by the Council. The development shall not be operated unless in accordance with the approved Final Waste Management Plan.

Reason: To ensure adequate provision of refuse and recycling storage in the interests of the amenities of the area.

13. No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence on site unless a hard and soft landscaping scheme has been submitted to and approved in writing by the Planning Authority. The scheme shall include details of all walls, fences, trees, hedgerows and other planting which are to be retained; details of all new walls, fences, other boundary treatment and finished ground levels; details of the hard surface treatment of open parts of the site which shall be permeable or drained to a permeable area; a planting specification to include species, size, position and method of planting of all new trees and shrubs; and a programme of implementation.

All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Planning Authority. 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 Planning Authority. All hard and soft landscape areas and works shall be permanently retained in accordance with the approved details

Reason: In the interests of the character and appearance of the area, and to promote sustainable drainage. Approval is required upfront because the landscaping is critical to the acceptability of the proposal.

INFORMATIVES:

1. 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 the contact the Planning Service at Belfast City Council at planning@belfastcity.gov.uk.
2. 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.
3. 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.

Planning Committee

Development Management Report

Committee Date: 12th August 2025

Application ID: LA04/2024/2077/F

Proposal: Proposed change of use from office space (B1) and storage or distribution (B4) to

Location:
Adelaide Business Centre

Bowling Alley, Restaurant, Indoor Golf, Children's Soft Play, VR Zone & Amusements, Smoking Area, Car Parking and Associated Site Works. Proposal includes changes to elevations.	2-6 Apollo Road, Belfast, BT12 6HP
Referral Route: Major development.	
Recommendation: Approve, subject to conditions	
Applicant Name and Address: Paddy Simpson 26 The Barley Fields Londonderry BT48 8TN	Agent Name and Address: Laura McCausland
Date Valid: 29 th January 2025	
Target Date: 27 th August 2025	
Contact Officer: Ciara Reville, Principal Planning Officer (Development Management)	
Executive Summary: The application seeks full permission for a change of use from office space (B1) and storage or distribution (B4) to Bowling Alley, Restaurant, Indoor Golf, Children's Soft Play, VR Zone & Amusements, Smoking Area, Car Parking and Associated Site Works. Proposal includes changes to elevations. The site is located on Apollo Road which is within close proximity of the Boucher Road. The site is currently occupied by a large single storey warehouse building comprised of a mix of offices and storage and distribution uses. The key issues for consideration of the application are set out below. • <i>Principle of change of use</i> • <i>Design & placemaking</i> • <i>Access & transport</i> • <i>Climate change</i> • <i>Health impacts</i> • <i>Environmental protection</i> • <i>Waste-water infrastructure</i> • <i>Waste storage</i> • <i>Employability and Skills</i> • <i>Pre-application community consultation</i> The site is whiteland within both the Belfast Urban Area Plan 2001 and draft Belfast Metropolitan Area Plan 2015 (dBMAP). The principle of the proposed development is considered acceptable under the strategic aims of the RDS, the SPPS and the Plan Strategy. It has been demonstrated there is no sequentially preferable site to accommodate the proposal and the use proposed will support the day and night time offering within the city for visitors. The proposal involves alterations to the existing elevations which will reflect the proposed use and are in keeping with the surrounding context of the area. Sufficient parking has been provided and DFI Roads have no objections.	

DfI Roads Service, HED, NIEA, SES, Environmental Health and the LDP Team have responded advising of no objection, subject to conditions. NIW have recommended refusal due to sewage network capacity issues and this will be addressed by way of condition.

No third-party representations were received.

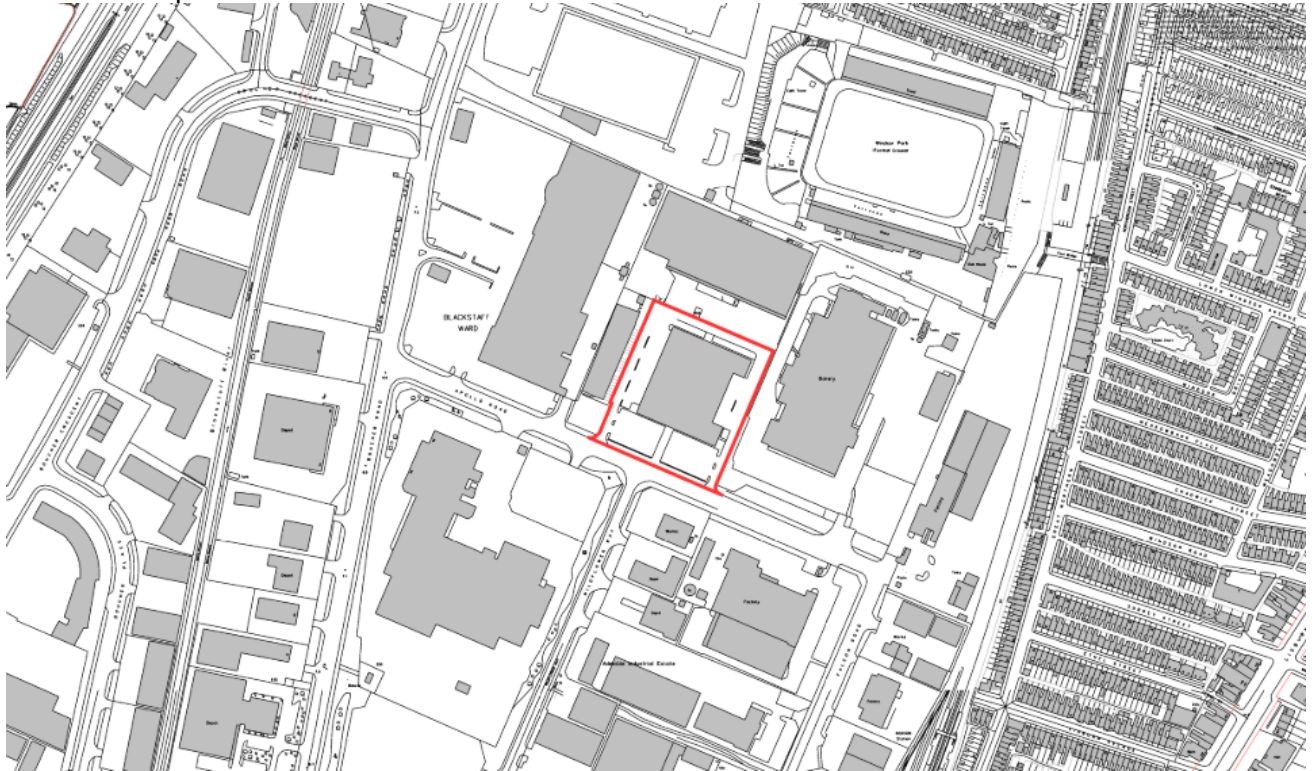
Recommendation

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

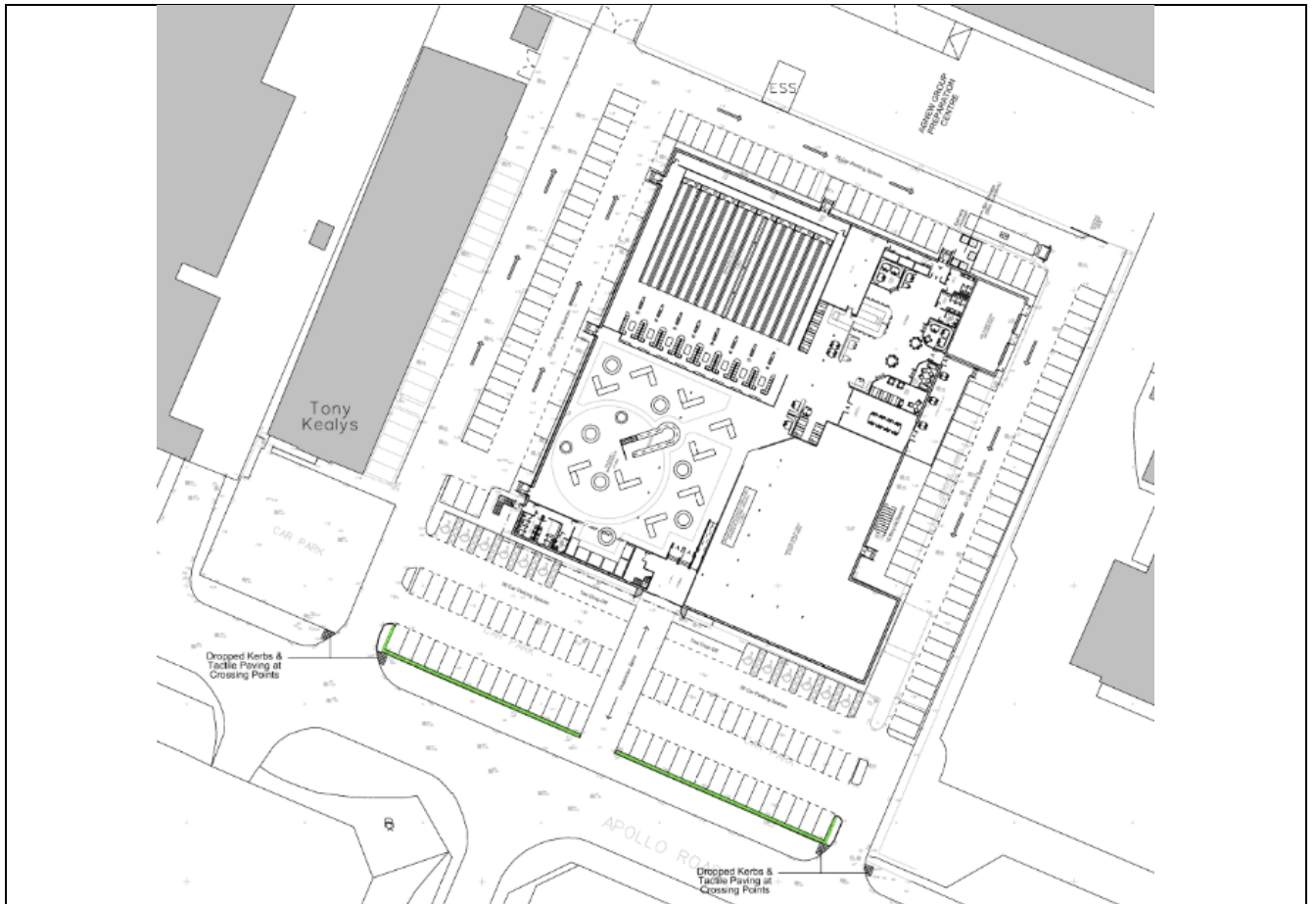
Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions deal with any other issues that arise, provided that they are not substantive.

Proposed Plans

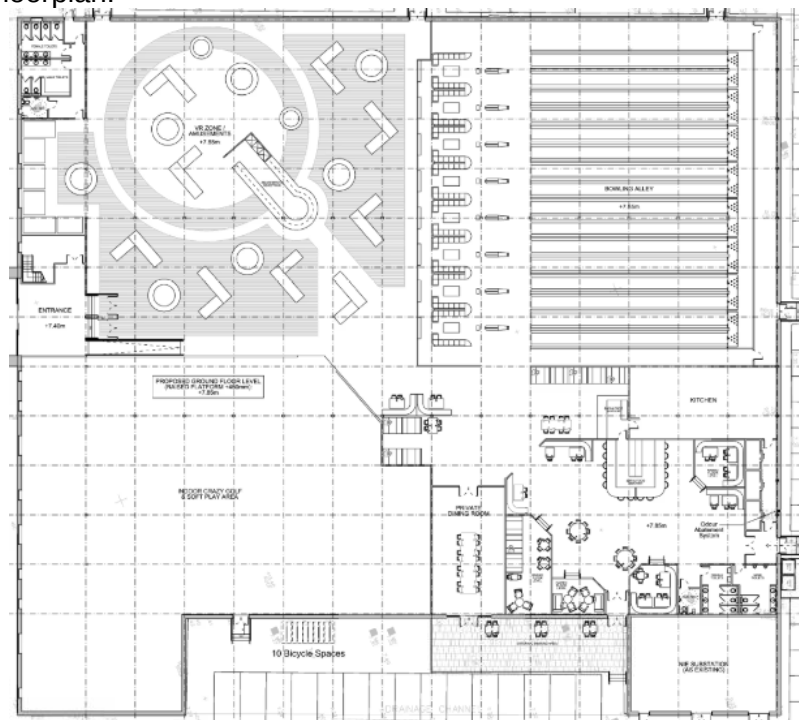
Site location plan:



Proposed site layout:



Proposed ground floorplan:



Proposed elevations:



1.0	Characteristics of the Site and Area
1.1	The site is located along the Apollo Road which is accessed from the Boucher Road. The site is currently comprised of a large single storey warehouse building with a large amount of car parking which surrounds the building. The surrounding area is mixed use with a number of similar warehouse buildings with varying uses such as retail, industrial and storage. To the west along the Boucher Road is a large retail park.
2.0	PLANNING HISTORY
2.1	LA04/2018/1321/F- Unit 2-6 Apollo Road- Change of Use from Call Centre to vehicle storage including new access vehicle access ramp and associated site works. Permission Granted 24th October 2018. LA04/2018/2117/PAN- Unit 2-6 Apollo Road- Development of an 87 bed Hotel, 36 apartments and 14 business studios. PAN Concluded. LA04/2023/4125/PAD- Unit 2-6 Apollo Road- change of use from office space to a Bowling Alley, Restaurant, Indoor Golf, Children's Soft Play, VR Zone & Amusements, Smoking Area, Carparking, Signage and Associated Site Works. PAD Concluded.

3.0	PLANNING POLICY
3.1	Development Plan – Plan Strategy <u>Belfast Local Development Plan, Plan Strategy 2035</u> <i>Strategic Policies:</i> • 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 • Policy SD2 – Settlement areas <i>Operational Policies:</i> • Policy DES1 – Principles of urban design • Policy EC1 – Delivering inclusive economic growth • Policy TLC1 – Supporting tourism, leisure and cultural development • Policy TLC4 – Evening and night-time economy • Policy HC1 – Promoting healthy communities • Policy RET1- Establishing a centre hierarchy • Policy RET2- Out of Centre Development • 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 ENV1 – Environmental quality • Policy ENV2 – Mitigating environmental change • Policy ENV3 – Adapting to environmental change • Policy ENV5 – Sustainable drainage systems (SuDS) • Policy NH1 – Protection of natural heritage resources <u>Supplementary Planning Guidance</u> • Placemaking and Urban Design • Sustainable Urban Drainage Systems • Transportation • Retail and Main Town Centre Uses
3.2	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)
3.3	Regional Planning Policy • Regional Development Strategy 2035 (RDS) • Strategic Planning Policy Statement for Northern Ireland (SPPS)

3.4	Other Material Considerations • Belfast Agenda (Community Plan)
4.0	CONSULTATIONS AND REPRESENTATIONS
4.1	<u>Statutory Consultees</u> • DfI Roads: No objection subject to conditions • DfI Rivers: No objection • Shared Environmental Services: No objection • DAERA (NIEA): Raised concerns that the proposal has the potential to adversely affect the surface water environment • NI Water: Recommend refusal
4.2	<u>Non-Statutory Consultees</u> • BCC Local Development Plan Team: No objection • BCC Environmental Health: No objection with conditions <u>Representations</u>
4.3	The application has been advertised in the newspaper and neighbours notified, no representations were received.
5.0	PLANNING ASSESSMENT
5.1	<u>Main Issues</u> The main issues relevant to consideration of the application are set out below. • <i>Principle of change of use</i> • <i>Design & placemaking</i> • <i>Access & transport</i> • <i>Climate change</i> • <i>Health impacts</i> • <i>Environmental protection</i> • <i>Waste-water infrastructure</i> • <i>Waste storage</i> • <i>Employability and Skills</i> • <i>Pre-application community consultation</i> <u>Development Plan Context</u>
5.2	Section 6(4) of the Planning (Northern Ireland) Act 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the

5.3	determination must be made in accordance with the plan unless material considerations indicate otherwise.
5.4	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. 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.
5.5	<u>Operational Policies</u> The Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed at paragraph 3.1.
5.6	<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 (BUAP), both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (dBMAP) 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 dBMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious. • Belfast Urban Area Plan 2001: The site is un-zoned “white land”. • Belfast Metropolitan Area Plan 2015 (2004): The site is within a major area of existing Employment/Industry. • Belfast Metropolitan Area Plan 2015 (v2014): The site is un-zoned “white land”.
5.7	Due to the size and scale of the proposal and in line with Section 27 of the Planning Act (Northern Ireland) 2011, a Proposal of Application Notice (PAN) was submitted to the Council under LA04/2022/1465/PAN on 5th July 2022. The Council confirmed on 9th August that the PAN was acceptable.
5.8	Full details of the public consultation process and associated PAN information were provided in the Pre-Application Community Consultation Report, which is considered further in the report below.
5.9	<u>Principle of Change of Use</u> The proposal is for a change of use from an office space to a number of leisure uses such as a bowling alley, indoor golf, children’s soft play, VR zone and amusements as well as a restaurant.
5.10	

5.11	Draft BMAP 2004 zoned the land as an area of existing employment and industry. However, at the PAC Inquiry it was recommended this zoning was deleted in order to acknowledge the reality of the situation on the ground at Boucher Road which contains a number of non-employment, retail and sui generis uses. Subsequently in Draft BMAP 2015 the area is zoned as whiteland. Draft BMAP remains a material consideration and given the recommendation from the PAC at the inquiry it is likely that the proposed site would have been in whiteland within any subsequent adopted version of BMAP. Officers therefore are content to give determining weight to the draft BMAP 2015 and consider the proposed use acceptable in the context of land use subject to the Plan Strategy. Policies RET1 (Establishing a centre hierarchy) and RET2 (Out of centre Development) are relevant to the consideration of this proposal. RET1 establishes a network and hierarchy of centres for main town centres uses which includes cultural and community facilities, retail, leisure, entertainment and businesses. The proposal includes leisure and entertainment uses and therefore Policy RET 1 applies. The sequential approach directs these uses to centres before considering edge of centre sites.
5.12	RET2 states that main town centre uses outside of centres must: a) Demonstrate that there is not a sequentially preferable site in, or on the edge of, centres having regard to criteria of suitability, availability and viability; and b) Submit a retail impact assessment and assessment of need for proposals that have a floorspace of 1,000 m² gross and above. The SPPS also states that a sequential test should be applied to planning applications for main town centre uses that are not in an existing centre. The site is not located within a designated centre and is therefore considered to be in an out of centre location.
5.13	The proposed floorspace exceeds 1000sqm and therefore a Sequential Test and Retail Impact Assessment have been submitted in support of the application. In terms of the Sequential Test the applicant has correctly identified a 20 minute catchment area as per the Council's guidance. In applying the sequential approach the applicant has applied a flexible approach and considered a reduction of 1000sqm of floorspace and buildings with multiple floors. The Sequential Test concludes that there are no sequentially preferable sites located in City/Town Centres, Edge of Town Centres or identified District Centres. The Appendix includes a comprehensive list of 43 alternative sites with various reasons as to why these sites are unsuitable.
5.14	The Local Development Plan Team were consulted and considered that the applicant's assessment has been carried out broadly in line with the guidance set out in the SPG and concludes there are no sequentially preferable sites in the proposal's catchment when considered against the suitability, availability and viability criteria.
5.15	In terms of the Retail Impact Assessment a base year of 2025 is used with a design year of 2028. The Assessment identifies a population catchment of 525,643 in 2025 rising by 3,075 people to 528,718 people in 2028. The Assessment identifies a spend per head ranging between £2,189 and £2,226 in the catchment area. The Assessment provides the relationship between the proposal and spending and considers the spending of the proposal within a number of applicable sectors such as leisure, recreation and sport and restaurants and determines that given the predicted growth in each sector the proposal will not divert trade from existing operators within the catchment. The need for the proposal is set out arguing that due to the anticipated growth of £26 million within the leisure and restaurant sectors there is a quantitative need for additional leisure facilities. The Assessment states that in terms of impact on City/Town Centres and District Centres the majority of trade draw will be from Belfast City Centre and given the existing turnover of the City Centre the impact will be minimal.

5.16	In terms of District Centres many contain similar leisure offerings and due to the existing turnover the impact is less than 1% to each District Centre. The Local Plan Team were consulted and while there were slight discrepancies in population projections and the predicted spend per head, they consider that the submitted figures remain reasonable. The LDP Team consider that the turnover calculations presented are in the range considered acceptable and that the needs assessment has been carried out in accordance with the Council's guidance. In terms of impact the LDP Team consider the estimates reasonable and proportionate and are in general consensus with the figures and estimates. The LDP Team had no objections to the proposal.
5.17	It is accepted that there are no sequentially preferable sites in the proposal's catchment when considered against the suitability, availability and viability criteria and the proposal is unlikely to adversely affect the vitality and viability of centres within the catchment. The principle of the use within the proposed location is considered acceptable.
5.18	Policy TLC1 states the council will support tourism leisure, and culture development that contributes to: a. Extending the offer across the daytime and night time for a broad range of visitors; and b. Improving the quality, and accessibility of tourism, leisure, and culture facilities and assets to support Belfast's reputation as an attractive tourism destination.
5.19	The proposal complies with Policy TLC1 by providing a leisure use which will contribute to extending the offer across daytime and night time for a broad range of visitors. The surrounding area does not contain a leisure facility of this type and therefore the proposal will improve the quality and accessibility of leisure facilities which supports Belfast's reputation as an attractive tourism destination.
5.20	<u>Design & placemaking</u> Policy DES1 (Principles of urban design) of the Plan Strategy promotes good placemaking, high quality design and the importance of proposals responding positively to local context. Policy SP5 (Positive Placemaking) states that development should maximise the core principles of good design and positive placemaking in the creation of successful and sustainable places.
5.21	The proposal involves alterations to the existing elevations to reflect the proposed use such as a double height glazed entrance and alterations to the cladding and windows. The alterations are considered minor in nature and will improve the design of the building to reflect the proposed leisure use. The proposed design is of high quality and will not harm the character and appearance of the surrounding area.
5.22	For these reasons the proposal complies with policies DES1 and SP5 of the Plan Strategy, the relevant provisions of the SPPS.
5.23	<u>Access & transport</u> Policy SP7 (Connectivity) supports connectivity to and within the city by sustainable transport modes, such as public transport, walking and cycling. Policy TRAN1 (Active travel, walking & cycling) supports development proposals which take account of the needs and safety of walkers and cyclists, their convenience to walking, cycle and public transport access and secure cycle parking facilities. Policy TRAN2 (Creating and

5.24	accessible environment) promotes suitable access to buildings and their surroundings whilst taking account of the specific needs of people with disabilities or impaired mobility. Development which will generate significant travel uses require a Travel Plan under Policy TRAN4 (Travel plan), whilst Policy TRAN8 (Car parking & servicing arrangements) sets out the criteria under which reduced levels of car-parking will be assessed. A Transport Assessment Form has been submitted in support of the application which have been fully assessed by DfI Roads.
5.25	
5.26	The proposal will reconfigure the existing car park to provide 187no. spaces (including 12 disabled spaces) which will surround the building. DfI Roads Service were consulted on the proposal and offered no objection subject to conditions. Having regard to the sustainable of the site location and proximity to parking facilities, access to public transport the proposal is considered to satisfy the relevant policies SP7, TRAN1, TRAN2 and TRAN8.
5.27	<u>Climate change</u> Policy SP6 (Environmental resilience) of the Plan Strategy reinforces the RDS policy on climate change which also aligns with the Belfast Agenda, by seeking to reduce greenhouse gas emissions and adapt to a changing climate to build environmental resilience. Policy ENV1 (Environmental quality) allows for development that will maintain and, where possible, enhance environmental quality. Any proposal must protect communities from materially harmful development and must not result in an unacceptable adverse impact on the environment. Policy ENV2 (Mitigating environmental change) 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. There is a presumption in favour of retaining existing buildings. Policy ENV3 (Adapting to environmental change) states that planning permission will be granted for development that incorporates measures to adapt to environmental change. Policy ENV5 (Sustainable Drainage Systems) SuDS states that all built development should include, where applicable, SuDS measures to manage surface water effectively on site to reduce surface water runoff.
5.28	The proposal complies by policies ENV2 and ENV3 by reusing the existing building which avoids demolition and minimises waste. While no SuDs measures have been specified it is acknowledged there are limited opportunities given the application is for a change of use. Furthermore there are limited opportunities within the site for landscape to further mitigate against climate change. However to aid in the use of SuDs measures and to enhance the landscaping opportunities a condition will be attached to ensure that all new hardstanding will be permeable and that a soft landscaping scheme will be brought forward in agreement with the council and carried out prior to occupation.
5.29	Subject to conditions to ensure implementation of these measures, there would be no conflict with policies SP3, SP6, ENV1, ENV2, ENV3, ENV5 and TRE1 of the Plan strategy, and the strategic aims of the RDS the SPPS, and the Belfast Agenda.
5.30	<u>Health impacts</u> Policy SP3 (Improving health & wellbeing) of the Plan Strategy requires new development to take health and wellbeing into account during early design stages.

5.31	Policy HC1 (Promoting healthy communities) 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. 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. The application includes a Health Impact Assessment. The statement details measures to promote healthy communities such as accessibility measures to the building, a sensory area which will have physical and mental health benefits. The nature of the proposal encourages physical and mental activity and in itself provides benefits to contribute to healthy communities. The proposal includes cycle parking to encourage active travel options.
5.32	<u>Environmental protection</u> Policy SP6 (Environmental resilience) of the Plan Strategy reinforces the RDS policy on climate change which also aligns with the Belfast Agenda to build environmental resilience. 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.
5.33	Environmental Health have been consulted in regards to air quality, odour and contaminated land. The response from EH indicated no objection to the proposal subject to relevant condition.
5.34	<u>Contaminated land:</u> A letter submitted confirmed that there will be no breaking of the existing floor slab. A false floor will be built above the floor slab and drainage for the toilets will be above the floor slab and connect into existing soil outlets. EH have no objections with a condition proposed.
5.35	<u>Odour:</u> The proposal includes a restaurant. The kitchen extraction outlet is located to the rear façade of the building and is indicated as terminating 1m above the ridge line. EH have no objections with a condition proposed.
5.36	<u>Air Quality</u> An Air Quality Impact Assessment was submitted and EH concluded the proposed development is not likely to have an adverse impact on local air quality. EH have no objections with a condition proposed.
5.37	<u>Flood risk</u> Policy ENV4 (Flood risk) of the Plan Strategy 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). Flood Maps (NI) indicate the site does not lie within the 1 in 100 year climate change fluvial or 1 in 200 year climate change coastal flood plain.
5.38	A Drainage Assessment has been submitted and DFI Rivers have no reason to disagree with its conclusions.
5.39	

5.40	<u>Waste-water infrastructure</u> Policy SP1A (Managing growth and supporting infrastructure delivery) of the Plan Strategy require that necessary infrastructure is in place to support new development.
5.41	NI Water has confirmed there is available capacity at the receiving Wastewater Treatment Works, however, an assessment has indicated network capacity issues. 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.
5.42	As the proposal would result in clear intensification of the use of the land, the Council has consulted Shared Environmental Services (SES) to assist its consideration of the Habitats Regulations. SES has advised that the proposal would not have an adverse effect on the integrity of any European site. DAERA has been consulted and is concerned that the sewage loading associated with the proposal has the potential to cause adverse environmental impact. Having regard to this advice, it is considered necessary to impose a condition to mitigate any likely significant effects on Belfast Lough. In this regard, 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; and taking account of all relevant material considerations.
5.43	<u>Waste Storage</u> The proposal contains an acceptable waste storage area to the rear which is directly accessible from the proposed kitchen. A Waste Management Plan has not been submitted and therefore will be conditioned to be submitted and agreed.
5.44	<u>Employability and Skills</u> As this is a major application, a skills assessment has been carried out in line with the council's Developer Contribution Framework. This concluded that while 150 construction jobs is a sizeable number, due to the built time to deliver the scheme (6-9 months) it would not have a sizeable impact upon skills shortages. The applicant estimates that 60-70 full time jobs will be created by the development. The recommendation from the Councils Employability Skills team is that a S76 contribution relating to the construction and operational phase need not be applied.
5.45	<u>Pre-application community consultation</u> The applicant undertook their statutory duty to submit a Proposal of Application Notice (PAN) which set out the applicant's proposals for pre-application community consultation. LA04/2022/1465/PAN was submitted to the Council on 5th July 2022, the council confirmed on 8th August 2022 that the PAN was acceptable in line with the requirements of Section 27 of the Planning Act 2011.

5.46	The application is accompanied by a mandatory Pre-application Community Consultation Report (PACC). The PACC report describes the pre-application consultation undertaken by the applicant, which included: <u>Pre-exhibition phase</u> 1. Advertising: newspaper advert, Belfast Telegraph on Wednesday 10th August 2022. 2. Neighbour notification: leaflet drop within 1km of site from 16th August 2022. 3. Local stakeholder audit: Invites to the public event distributed to local community groups and follow up meetings held with local representatives, Belfast City Council, DFI Roads, DFI Rivers, NI Water and Environmental Health. 4. Press Coverage: Articles were published within the Irish News and Belfast Live. 5. Website: Set up in June 2022 and has remained active since. <u>Exhibition phase</u> 1. Community Exhibition Event: In-person PACC event, 17th August 2022, Adelaide Business Centre, Noon-9pm <u>Post-exhibition phase</u> 1. Analysis of Community Feedback: 28 responses were received, the majority was positive citing much needed leisure services, greater choice, benefits for the local community. Concerns received related to potential traffic. It is considered that the Pre-Community Consultation Report submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Act. <u>Conclusion</u>
5.47	The principle of the proposed development is considered acceptable under the strategic aims of the RDS, the SPPS and the Plan Strategy. It has been demonstrated there is no sequentially preferable site to accommodate the proposal and the use proposed will support the day and night time offering within the city for visitors.
5.48	The proposal is of a high quality design with changes kept to a minimum to retain the existing building.
5.49	There is sufficient parking within the site and the proposed access is considered acceptable.
5.50	All statutory and non-statutory consultees have no objections with the exception of NIW. This will be resolved through the imposition of a condition. There have been no objections from any third-party representations.
6.0 6.1	Recommendation Having regard to the Local Development Plan and all material considerations, it is recommended that planning permission is granted subject to conditions.

6.2	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, provided that they are not substantive.
7.0	CONDITIONS 14. 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 15. The development hereby permitted shall not be occupied until hard surfaced areas have been constructed within the site in accordance with the approved plan. This area shall not be used at any time for any purpose other than for parking and movement of vehicles in connection with the approved development. Reason: To ensure that adequate provision has been made for parking and traffic circulation within the site. 16. The vehicular accesses shall be provided in accordance with the approved plan, prior to the commencement of any other works or other development hereby permitted. Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users. 17. The development shall not be occupied until secure and covered cycle parking facilities have been provided on the site. These facilities shall be permanently retained on the site. Reason: To ensure acceptable cycle parking on the site and to encourage 18. 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. Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health. The development hereby permitted shall not become operational until the weather protected cycle parking has been provided in accordance with the approved plans. 19. The ventilation and extraction system shall be installed in accordance with the approved plans and documentation before the use hereby permitted commences on site and shall thereafter be retained as such at all times.

	Reason: To safeguard the amenity of adjoining properties and the general locality. 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, an Air Quality Impact Assessment must be submitted to and approved in writing by Belfast City Council. 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 Local Air Quality 20. If contamination is encountered during the carrying out of the development, 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. 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. 21. 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. 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. 22. 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. 23. The development shall not be occupied or operated unless a Final Waste Management Plan has been submitted to and approved in writing by the Council. The development shall not be operated unless in accordance with the approved Final Waste Management Plan. Reason: To ensure adequate provision of refuse and recycling storage in the interests of the amenities of the area.
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24. No development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence on site unless a hard and soft landscaping scheme has been submitted to and approved in writing by the Planning Authority. The scheme shall include details of all walls, fences, trees, hedgerows and other planting which are to be retained; details of all new walls, fences, other boundary treatment and finished ground levels; details of the hard surface treatment of open parts of the site which shall be permeable or drained to a permeable area; a planting specification to include species, size, position and method of planting of all new trees and shrubs; and a programme of implementation.

All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Planning Authority. 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 Planning Authority. All hard and soft landscape areas and works shall be permanently retained in accordance with the approved details

Reason: In the interests of the character and appearance of the area, and to promote sustainable drainage. Approval is required upfront because the landscaping is critical to the acceptability of the proposal.

INFORMATIVES:

4. 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.
5. 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.
6. 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.