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



**Belfast
City Council**

8th April, 2022

HYBRID SPECIAL MEETING OF PLANNING COMMITTEE

Dear Alderman/Councillor,

The above-named Committee will meet in a hybrid format on Thursday, 14th April, 2022 immediately after the conclusion of the Pre Determination Hearing, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

JOHN WALSH

Chief Executive

AGENDA:

1. Routine Matters

- (a) Apologies
- (b) Declarations of Interest

2. Planning Applications

- (a) **LA04/2020/1943/F and LA04/2020/1944/LBC** - Residential conversion of the existing listed warehouses to form 57 residential units (1 to 3 bed units, including 60% social and affordable to include a minimum of 20% social housing at 3-19 (Former Warehouse) Rydalmere Street (Pages 1 - 26)
- (b) **LA04/2020/0559/F** - Renovation and single storey rear extension to dwelling, construction of a new detached garage and new entrance gates and pillars at 24 Malone Park (*Report to follow*)
- (c) **LA04/2021/2280/F** - Mixed use, mixed tenure residential-led development of 778 apartments in three buildings with internal and external amenity space; flexible commercial/community floorspace (convenience store with hot food counter/A1/A2/D1 uses/cafe/bar/restaurant); public realm including public square and waterfront promenade; cycle and car parking and associated landscaping, access roads, plant and site works including to existing river revetment on lands adjacent to and south east of the river Lagan, west of Olympic Way of Queen's Road, Queen's Island (Pages 27 - 84)

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ADDENDUM REPORT	
Committee Meeting Date: Thursday 14 th April 2022	
Application ID: LA04/2020/1943/F and LA04/2020/1944/LBC	
Proposal: Residential conversion of the existing listed warehouses to form 57 residential units (1 to 3 bed units, including 60% social and affordable to include a minimum of 20% social housing).	Location: 3-19 (Former Warehouse) Rydalmere Street Belfast BT12 6GF.
Referral Route:	Major Application
Recommendation:	Approval subject to Section 76 planning agreement
Applicant Name and Address: Cubic 3 Ava Gallery Clandeboyne Estate Bangor BT19 1RN	Agent Name and Address: Richard Murphy Architects The Breakfast Mission 15 Old Fishmarket Close Edinburgh EH1 1AE
<p>Background:</p> <p>These applications for Planning Permission and Listed Building Consent were considered by the Planning Committee on 14 October 2021. The Committee accepted the officer recommendation to grant planning permission, subject to conditions and a Section 76 Planning Agreement, with delegated authority given to the Director of Planning and Building Control to finalise the wording. In view of the objection from DfI Roads and the position of NI Water, the Committee noted that before a decision was made, the Department for Infrastructure (DfI) would need to be notified of the application and would decide whether to call it in and determine it itself.</p> <p>The Council notified DfI on 29 October 2021. Whilst DfI has 28 days to consider the notification, as is often the case, it issued a holding direction to the Council, preventing it from determining the application, allowing it additional time to consider the notification. On 07 December 2022, having heard nothing further from DfI, the Council wrote to DfI seeking an update and timescale for it issuing its formal response to the notification. The Council highlighted the delays to the applicant and that the process was negatively impacting on the Council's own performance in processing this Major application (the "clock does not stop" when applications are notified to the Department).</p> <p>DfI replied to the Council on 23 December 2021, advising that the '<i>...notification is currently under assessment and once this is completed it is hoped to respond to the council as soon as possible...</i>'.</p> <p>Following further written representations and a meeting between the Planning Service and DfI, the Department finally provided its response to the notification on 23 March 2022 – some five months following the original notification. DfI confirmed that it was not calling in the application and it is returned to the Council for a decision. No explanation was provided by the Department as to the reasons for the five-month delay.</p> <p>Following return of the application to the Council for a decision, Regulation 7(1) of the Planning (Development Management) Regulations (Northern Ireland) 2015 requires the Council to hold a Pre-Determination Hearing to give the applicant and interested parties opportunity to appear</p>	

before and be heard by a committee of the Council. The Pre-Determination Hearing (PDH) is scheduled to take place before the Planning Committee meeting on 14 April 2022.

The original Development Management report (14 October 2021) is appended.

Recommendation:

The officer recommendation remains to approve planning permission subject to conditions and a Section 76 planning agreement as set out in the original Development Management report.

Delegated authority is sought for the Director of Planning and Building Control to finalise the conditions and Section 76 planning agreement.

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: Thursday 21 st October 2021	
Application ID: LA04/2020/1943/F and LA04/2020/1944/LBC	
Proposal: Residential conversion of the existing listed warehouses to form 57 residential units (1 to 3 bed units, including 60% social and affordable to include a minimum of 20% social housing.	Location: 3-19 (Former Warehouse) Rydalmere Street Belfast BT12 6GF.
Referral Route:	Major Application
Recommendation:	Approval subject to Section 76 planning agreement
Applicant Name and Address: Cubic 3 Ava Gallery Clandeboye Estate Bangor BT19 1RN	Agent Name and Address: Richard Murphy Architects The Breakfast Mission 15 Old Fishmarket Close Edinburgh EH1 1AE
Executive Summary: <p>The application relates to a former factory site comprising three Use Class B2 listed buildings and seeks full planning permission for their conversion to 57 apartments. In addition to the 51 apartments in the converted buildings, there are to be 6 new build apartments.</p> <p>The main issues to be considered in this case are:</p> <ul style="list-style-type: none"> The principle of housing at this location The impact on Built Heritage and Archaeological interests The design and layout of the proposal Transportation including parking provision and impact on road safety The impact on amenity of nearby residents and businesses Waste management Human health Drainage and flood risk Natural Heritage The consideration of Developer Contributions <p>The site is located within the development limit of Belfast in the BUAP 2001 and Draft BMAP 2015 (dBMAP, both versions). It is un-zoned, white land under dBMAP (both versions). The site is located within a draft Area of Townscape Character (BT041 Donegall Road (Village).</p> <p>As the site is within the development limit and taking into account the site context and that the proposal will bring these Listed Buildings back into viable use, the principle of housing at this site is acceptable subject to consideration of other regional planning policies.</p> <p>Consultees including DfC HED, DAERA NIEA, Northern Ireland Housing Executive and NI Water have no objection to the proposal subject to conditions. DfI Roads has presented</p>	

concerns regarding road safety and traffic progression as a result of insufficient parking. However, they have also provided conditions and informatives should the Council view that the development is acceptable. Their consultations are detailed in the main body of the report.

29 no representations were received, the majority of which were received prior to the change in proposed tenure of the development to affordable housing. However, there are some recent objections and letters of support all of which are considered under section 7.2 of the report.

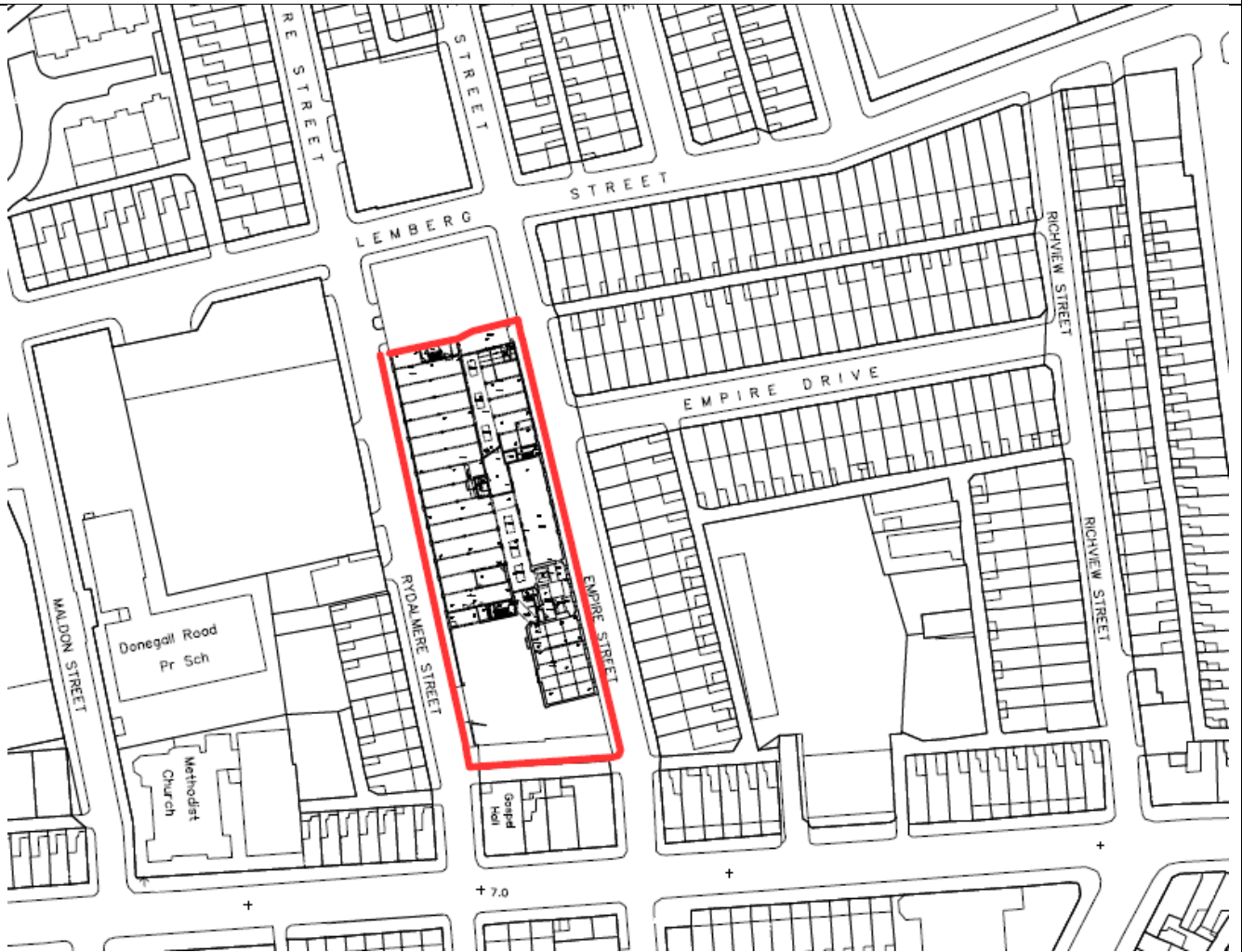
DFI Road's concerns about insufficient parking, traffic progression and road safety must be balanced against the characteristics of the site, its sustainable location and the significant benefits of the scheme, notably that it will bring these important listed buildings back into viable use, deliver much needed affordable housing and will have regeneration benefits for the area.

Having regard to the Development Plan and relevant material considerations, on balance, the proposed development is considered acceptable.

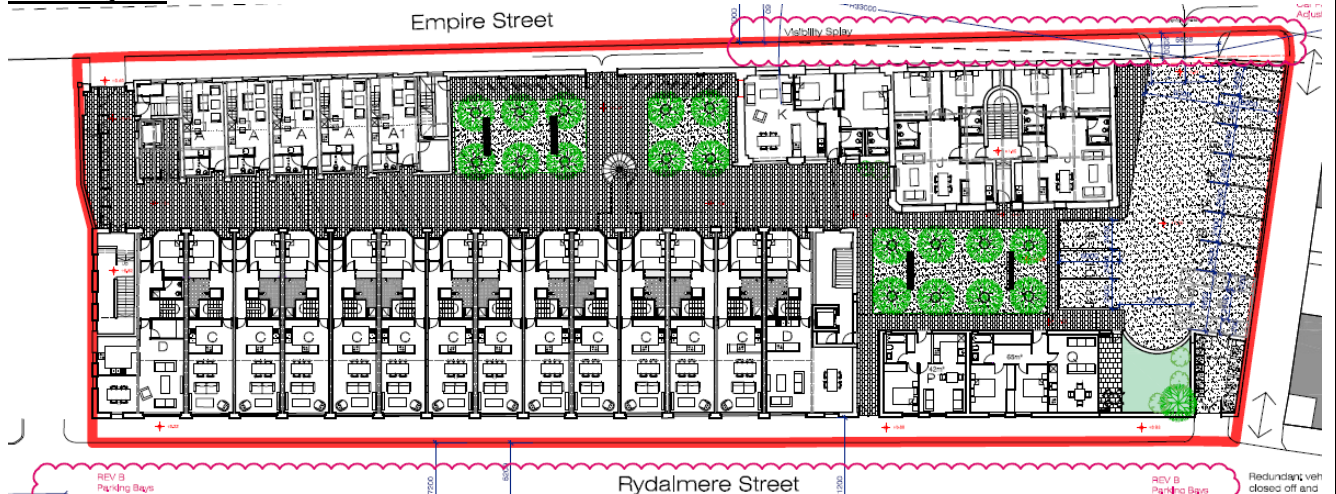
It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement. Delegated authority to the Director of Planning and Building Control to finalise these. However, before a decision is made, in view of the objection from DFI Roads and position of NI Water, the Department for Infrastructure will need to be notified of the application who will decide whether to call it in and determine it itself.

Case Officer Report

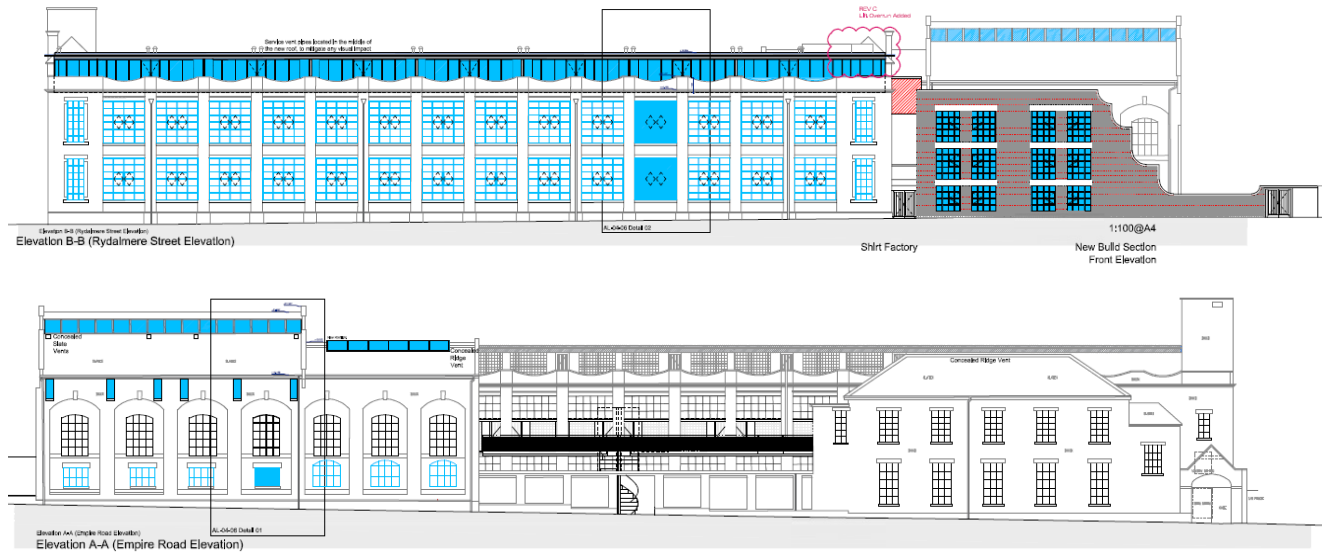
Site Location Plan



Site Layout



Elevations



3D Views



Characteristics of the Site and Area	
1.0	<u>Description of Proposed Development</u>
1.1	The proposal seeks full permission for 57 apartments over 4 blocks. It is proposed to convert the main factory buildings, which will comprise the majority of apartments (51 apartments). A new build element is also proposed on the western elevation (Rydalmere Street) (6 apartments).
1.2	The proposed conversion works involve minimal alterations externally other than the addition of the walkways and setback storey to one of the buildings
1.3	An internal street is created within the development and there are two areas of open space located between the two eastern blocks and in front of the small new build development.
1.4	There are pedestrian entrances from both Rydalmere Street and Empire Street. 11 no. in-curtilage parking spaces (with access of Empire Street) are proposed as well as bin store.
2.0	<u>Description of Site and Area</u>
2.1	The application site is located off the Donegall Road and is situated between Empire Street and Rydalmere Street.
2.2	The existing buildings were built between 1917 and 1920 and form a series of red brick industrial structures with stone details and are Grade B2 listed. There are a number of infill structures and single storey buildings in amongst the three listed buildings.
2.3	The factory has been vacant since approximately 2009 when operations for the company moved to another location.
2.4	The site is situated within a draft Area of Townscape Character.
2.5	The site is close to the Donegall Road which is characterised by a mixture of dwellings, community uses and shops/services.
2.6	The surrounding streets are predominantly residential but there is a distinct presence of manufacturing with several factories in close proximity to the site.
Planning Assessment of Policy and other Material Considerations	
3.0	Planning History
3.1	Ref ID: LA04/2020/1064/PAN Proposal: Change of use of former warehouse to 57 residential units Address: 3-19 Rydalmere Street, Belfast, BT12 6GF, Decision: PAN Acceptable Decision Date: 17.07.2020
4.0	Policy Framework
4.1	Belfast Urban Area Plan 2001 (BUAP) Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)
4.2	Regional Development Strategy Strategic Planning Policy Statement for Northern Ireland (SPPS)

	<p>Planning Policy Statement 2 – Natural Heritage</p> <p>Planning Policy Statement 3 – Access, Movement and Parking</p> <p>Planning Policy Statement 4 – Planning and Economic Development</p> <p>Planning Policy Statement 6 – Planning, Archaeology and the Built Environment</p> <p>Planning Policy Statement 7 – Quality Residential Environments</p> <p>PPS7 addendum – Safeguarding the Character of Established Residential Areas</p> <p>Planning Policy Statement 8 – Open Space</p> <p>Planning Policy Statement 12 – Housing in Settlements</p> <p>Planning Policy Statement 15 – Planning and Flood Risk</p> <p>Creating Places: Achieving Quality in Residential Developments (2000)</p> <p>Parking Standards (former Department of Environment)</p> <p>Developer Contribution Framework (adopted 2020)</p>
5.0	<p><u>Statutory Consultees</u></p> <p>DFC HED – no objection subject to conditions</p> <p>DFI Roads – objection due to lack of in-curtilage parking with resulting impact on traffic progression and highway safety.</p> <p>DFI Rivers – no objection subject to condition</p> <p>DAERA NIEA Natural Heritage – no objections</p> <p>DAERA NIEA Land, Soil, and Air – no objections subject to conditions</p> <p>DAERA NIEA Historic Buildings – no objections subject to conditions</p> <p>NI Water – no objection subject to condition</p>
6.0	<p><u>Non-Statutory Consultees</u></p> <p>BCC Environmental Health – no objections subject to conditions and informatives</p> <p>BCC Tree Officer – no objections subject to conditions</p> <p>Northern Ireland Housing Executive – have indicated there is social housing need in the vicinity and they welcome 60% affordable housing with a minimum of 20% social housing</p>
7.1	<u>Statutory Consultation</u>
7.1.1	The scheme was first advertised on 16 th October 2020 and readvertised on 20 th April 2021
7.1.2	Neighbour notifications were initially issued on 21 st October 2020 and re-notified of amendments to the scheme on 27 th January 2021 and 24 th March 2021.
7.2	<u>Representations</u>
7.2.1	29 representations were received. Of these 3 are letters of support while 27 are objections.
7.2.2	Letters of support have been received from Cllr Tracy Kelly, Christopher Stalford MLA and The Greater Village Regeneration Trust. They all welcome the 60% affordable housing and stress the need to ensure this is secured via condition. The applicant has already agreed to enter into a Section 76 planning agreement to secure the requirement for affordable housing along with green travel measures and any other matters deemed necessary.
7.2.3	<p>The objections are summarised as below:</p> <ul style="list-style-type: none"> a) Traffic, parking provision, road safety and congestion b) Inaccuracy of parking report c) Inadequacy of bus service d) Inappropriate alterations to the listed buildings e) Out of keeping with the Area of Townscape Character f) Development being out of character g) Increase in height creating 'cold streets', inappropriate scale and dominance h) Lack of engagement by the developer i) Insufficient separation distance between the proposal and nearby properties j) Apartments being out of keeping with the character of the area

7.2.4	<p>k) Loss of light l) Noise, congestion and dust m) Lack of affordable housing n) Impact on sewage and water pressure o) Full consultation was not undertaken</p> <p>These issues are dealt with in the main body of the report save for the following:</p> <p>(g) (k) The increased height of the proposal is negligible as the scale of the buildings is remaining largely the same with the exception of the setback floor which will not result in unacceptable overshadowing.</p> <p>o) Consultation has been undertaken in accordance with the legislative requirements, namely advertising the application in the local press, notifying neighbours by letter and making information about the application available on the NI Planning Portal. The application has been readvertised following the amended description. It is understood that the applicant has held further meetings with elected representatives.</p>
8.0	<p><u>ASSESSMENT</u></p> <p>8.1</p> <p><u>Development Plan</u></p> <p>8.1.1 Section 45 (1) of the Planning Act (NI) 2011 requires the Council to have regard to the Development Plan, so far as material to the application and to any other material considerations. Section 6 (4) of the Planning (Northern Ireland) 2011 Act states that in making any determination under the said Act, regard is to be had to the local development plan, and that the determination must be made in accordance with the plan unless material consideration indicate otherwise.</p> <p>8.1.2 Following the Court of Appeal decision on dBMAP 2015 (v2014) in May 2017, the extant development plan is now the Belfast Urban Area Plan 2001. However, given the stage at which draft BMAP 2015 (v2014) had reached pre-adoption through a period of independent examination, the policies within it still carry weight and are a material consideration in the determination of planning applications. The weight to be afforded is a matter of judgement for the decision maker. Given the advanced stage that draft BMAP 2015 reached (i.e. pre-adoption following a period of independent examination), and that the main areas of contention were policies relating to Sprucefield Shopping Centre, dBMAP 2015 (v2014) is considered to hold significant weight.</p> <p>8.1.3 The site is within the development limit and un-zoned white land under the BUAP and both versions of BMAP.</p> <p>8.1.4 It is considered that the main issues relevant to the consideration of this application are:</p> <ul style="list-style-type: none"> • The principle of housing at this location • The impact on Built Heritage and Archaeological interests • The design and layout of the proposal • Transportation including parking provision and impact on road safety • The impact on amenity of nearby residents and businesses • Waste management • Human health • Drainage and flood risk • Natural Heritage • The consideration of Developer Contributions

8.2	<u>The principle of residential development at this location</u>
8.2.1	<p>The SPPS sets out five core planning principles for the planning system, including improving health and wellbeing, supporting sustainable economic growth, creating and enhancing shared space, and supporting good design and place making.</p> <p>The site is located within the development limit and is un-zoned “white land” in the BUAP and draft BMAP 2015 (both versions). The presumption is therefore in favour of development subject to the planning considerations discussed below.</p>
8.3	<u>Loss of employment land</u>
8.3.1	<p>The surrounding context is predominantly traditional terrace housing albeit there are some commercial uses. As the site is occupied by an existing manufacturing building (Class B2), Policy PED7 (Retention of Zoned Land and Economic Development Uses) of PPS4, ‘Planning and Economic Development’, applies.</p>
8.3.2	<p>The second part of Policy PED7 relates to the protection of un-zoned employment land. It lists a number of criteria against which a loss of employment land may be acceptable and only one criterion needs to be satisfied.</p>
8.3.3	<p>The proposal is considered to satisfy criterion (f) in that the proposed use ‘...<i>would secure the long-term future of a building or buildings of architectural or historical interest or importance, whether statutorily listed or not</i>’. The loss of employment land is therefore considered acceptable. Consideration of the desirability of safeguarding future of the listed buildings and the effect of the proposals on this listed building are dealt is expanded upon later in the report.</p>
8.4	<u>Delivery of affordable housing</u>
8.4.1	<p>The applicant is proposing that a minimum of 60% of the proposed 57 apartments are provided as affordable housing including a minimum 20% as social housing. Ostensibly this is to help mitigate the reduced level of in-curtilage parking which is proposed as part of the scheme. But it also helps to address some of the objections from local people. Northern Ireland Housing Executive (NIHE) has been consulted on the application and confirms the significant unmet need for affordable housing in the area. It advises that there is a waiting list of 153 (comprised of families, singles and families). Of those, 103 are considered to be in housing stress. The provision of social housing will not only provide for those in housing stress but do so with the benefit of those living in an historic building and local asset. NIHE is supportive in principle of the applicant’s proposals to provide affordable housing. This adds weight to the case for granting planning permission.</p>
8.5	<u>Regeneration and other considerations</u>
8.5.1	<p>The proposal is for new housing in a sustainable location with good access to shops, services, public transport and employment. The proposal would make effective use of a brownfield site (previously developed land).</p>
8.5.2	<p>The site has been redundant for over 10 years and the buildings are in disrepair. This is a large and important site and the proposal will help to regenerate the site and wider area. These factors also support the case for granting planning permission.</p>
8.6	<u>Design and layout</u>
8.6.1	<p>Paragraphs 4.11 and 4.12 of the SPPS require the safeguarding of residential and work environs and the protection of amenity. Paragraphs 4.13-8 highlight the importance of creating shared space, whilst paragraphs 4.23-7 stress the importance of good design. Paragraphs 4.18-22 states that sustainable economic growth will be supported. The SPPS states the majority of PPSs remain applicable under ‘transitional arrangements’, including PPS 3. The SPPS states that PPS3, 7 and 12 remain applicable under ‘transitional arrangements’.</p>

8.6.2	PPS 7 relates to quality in housing developments. PPS 7 objectives place emphasis on achieving quality residential development not only in terms of respecting local character and amenity of established residential areas, but also the developments themselves should be attractive for prospective residents. QD1 lists 9 criteria with which all proposals for residential development must comply. PPS12, DCAN 8 and Creating Places relate to housing developments and are also material considerations. The PPS7 addendum "Safeguarding the Character of Established Residential Areas" is also a material consideration and includes three policies LC1-3.
8.6.3	<u>Criterion (a)</u> of QD1 of PPS 7 requires the development to respect the surrounding context and to be appropriate in terms of layout, scale, massing, appearance and surfacing. The scale of buildings has been established for over 100 years and the addition of a small 3-storey block as well as one setback floor to the main building is considered appropriate.
8.6.4	<u>Criterion (b)</u> requires features of the archaeological and built heritage, and landscape features are identified and, where appropriate, protected and integrated in a suitable manner into the overall design and layout of the development. This criterion is considered to be satisfied and heritage considerations are dealt with at paragraph 8.7 of the report.
8.6.5	<u>Criterion (c)</u> requires adequate provision for public and private open space and landscaped areas as an integral part of the development. PPS 8, Policy OS2 Public Open Space in New Residential Development recommends at least 10% of the site is provided as public open space. There is approximately 130.7 sqm of private amenity space in the form of terraces and gardens which averages 2.2 sqm per unit. However, there is 657 square metres of paved courtyards, gardens and external terraces as well as a shared second floor terrace of 87 sqm. Therefore, the total shared private amenity space is 744 square metres (an average of 13sq metres per unit). This is within range of the standard set out in <i>Creating Places</i> of 10-30 sqm. Since this is a conversion scheme it would not be possible to provide 10% of the site as Public Open Space as required by Policy OS 2. However, given the overriding benefits of the proposal in terms of bringing these important listed buildings back into use together with the provision of much needed affordable housing, this is considered acceptable in this case.
8.6.6	<u>Criterion (d)</u> relates to the provision of local neighbourhood facilities. The site has good access to a range of facilities including a school, a cab company, newsagents, café, pharmacies, SureStart, dental surgery and numerous places of worship. The site is located 0.6 miles from Sandy Row which is within the City Centre as designated by the dBMAP. It is considered that there are sufficient neighbourhood and community facilities on the Donegall Road and in the surrounding area.
8.6.7	<u>Criteria (e) and (f)</u> require adequate and appropriate provision for parking, walking and cycling in conjunction with the policy requirements of PPS 3: Traffic Movement and Parking. The site is located approximately 0.6 miles from Sandy Row and the edge of the City Centre (about a 15 minute walk). The site is serviced by several bus routes, including the No. 9 service which runs every 10 minutes at peak times. The bus stops are located within an estimated two minutes' walk. The Travel Plan seeks to promote modal shift away from car use and proposes a suite of green travel measures including membership of Belfast Bikes, access to Translink Travel Cards and also membership of a Car Club. These provisions will be secured via the Section 76 planning agreement. Parking provision is assessed in detail later in the report.
8.6.8	<u>Criterion (g)</u> relates to design and materials. The proposed conversion is considered sensitive to the character and appearance of the original buildings. The design of the proposed new build is also sensitivity handled and would be in keeping with the existing buildings. The proposed design and materials are considered appropriate.

8.6.9	<u>Criterion (h)</u> deals with the impact the development may have on adjacent land uses and residents taking into account the proposed layout, existing and proposed boundary treatments and separation distances. The extant use as a factory would arguably have had more detrimental impacts than the proposed residential use. The scale of the buildings is not changing with the exception of the small new-build block and the additional setback floor and therefore privacy will not be impacted. The proposal will enliven both streets and create a better surveillance of the existing dwellings and streets.
8.6.10	Criterion (i) requires that the development is built to deter crime and encourage safety. At present long expanses of Rydalmere and Empire Streets are overlooked only from the residential terraces. The owner of the factories has kept the building secure but states that there have been a number of attempted break ins and anti-social behaviour. The refurbishment of these buildings will bring the back into active use and this will be of benefit in terms of promoting, surveillance safety and wellbeing.
8.7	<u>The impact on Built Heritage and Archaeological interests</u>
8.7.1	A number of policies within Planning Policy Statement 6: Planning, Archaeology and the Built Environment (PPS 6) are relevant to consideration of the proposals. Policy BH7 relates to the change of use of a listed building. Policy BH8 relates to an extension or alteration of a listed building whilst Policy BH10 relates to demolition of a listed building. Policy BH11 of Planning Policy Statement 6 (PPS6) relates to development affecting the setting of a listed building. Paras 6.12 & 6.13 of the SPPS also apply. The site is also within a draft Area of Townscape Character and therefore demolition of is also a material consideration in this context.
8.7.2	<u>Change of use of a listed building:</u> Policy BH7 states that a change of use of a listed building will normally be permitted where ' <i>this secures its upkeep and survival and the character and architectural or historic interest of the building would be preserved or enhanced</i> '. The buildings have been disused for several years. The proposal would bring these buildings back into viable use and DfC Historic Environment Division (HED) welcomes the re-use of these vacant listed buildings. HED confirms that is the proposal satisfies Policy BH7 as well as Para 6.13 of the SPPS subject to compliance with Policies BH8 and BH11.
8.7.3	<u>Extension/Alteration of a listed building:</u> Policy BH8 requires that: <ul style="list-style-type: none"> (a) <i>the essential character of the building and its setting are retained and its features of special interest remain intact and unimpaired; and</i> (b) <i>the works proposed make use of traditional and/or sympathetic building materials and techniques which match or are in keeping with those found on the building</i> (c) <i>the architectural details match or are in keeping with the building</i>
8.7.4	The principal of conversion had been established however further details have been required during the application process in terms of photo references, plans and sections to establish what fabric was to be retained or removed, elevational drawings with detailed proposals, a comprehensive structural report, schedules detailed works, confirmation of retention of historic fabric where possible and finally, details of all plumbing and servicing interventions to ensure that the facades to not become 'peppered with vents and gas risers'. Following provision of the required information, HED confirms that subject to conditions, they are content that the proposal meets the requirements of Policy BH8 and Para 6.13 of the SPPS.

8.7.5	<p><u>Demolition of listed structures:</u></p> <p>Policy BH10 carries a presumption against demolition of listed buildings. The proposals include demolition of single-storey structures within the site which are within the red line listing and are therefore considered listed. However, HED acknowledges that these structures are of 'little architectural or historic merit'. The proposed demolitions are therefore considered on the basis of balancing the loss of listed fabric against the quality of the new construction and any enhancement of the remaining buildings. It is considered that BH10 of PPS6 and Para 6.15 of the SPPS are satisfied.</p>
8.7.6	<p><u>Development affecting the setting of a listed building:</u></p> <p>Policy BH11 requires that:</p> <p><i>(a) The detailed design respects the listed building in terms of scale, height, massing and alignment;</i></p>
8.7.7	<p>There are two elements which could be considered to impact the listed building which are the addition of the setback storey and the design and layout of the new build apartments within the site. HED initially expressed concern regarding the design intention behind the modern addition. These issues were discussed on site. Amended drawings were submitted which satisfactorily addressed the concerns.</p>
8.7.8	<p>With regards to the small new build block, HED states that the '<i>landscaping to the shared courtyard enables this new block to integrate harmoniously with the complex of listed buildings by enhancing their combined setting</i>'.</p> <p><i>(b) The works proposed make use of traditional or sympathetic building materials and techniques which respect those found on the building; and</i></p>
8.7.9	<p>The detailed drawings which have been provided, in conjunction with the requested conditions, will ensure appropriate materials and techniques.</p> <p><i>(c) The nature of the use proposed respects the character of the setting of the building</i></p>
8.7.10	<p>As discussed under the assessment for Policy BH7, the proposed use is considered a sustainable and appropriate use for this site. The previous industrial use has laid dormant since the late 2000s.</p>
8.7.11	<p><u>Draft Area of Townscape Character</u></p> <p>The site is within a proposed Area of Townscape Character (BT041 Donegall Road (Village)). Whilst Policy ATC 2 of the PPS 6 Addendum does not apply to a draft ATC, demolition is a material consideration in the context of the proposed ATC. The PAC report into the dBMAP 2015 (v2004) did not recommend any changes to this specific ATC however it did recommend that specific design guide for each ATC should be produced.</p>
8.7.12	<p>Policy ATC 2 relates to new development within an Area of Townscape Character (ATC). The amplification states that developments '<i>should seek to reinforce local identity and promote quality and sustainability in order to respect and, where possible, enhance the distinctive character and appearance of the area. In assessing the acceptability of proposals, the [Council] will have regard to the same broad criteria outlined for Conservation Areas in paragraphs 7.6–7.10 of PPS 6.</i>'</p>
8.7.13	<p>The relevant considerations are therefore outlined in Paras 8.71 - 8.7.11. The proposals are considered compliant with the objectives of Policy ATC2 as they will protect distinctive characteristics and enhance the ATC by bringing these listed buildings back into use.</p>

8.8	<u>Archaeology</u>
8.8.1	The application site comprises a mill (IHR 10433) built by the York Street Flax Spinning Company in 1919. The mill is also a Listed Building. Given the survival level of the existing building and the nature of the proposed redevelopment, DfC Historic Environment Division (Historic Monuments) has advised that on the basis of the information provided, it is content that the proposal would not adversely impact on archaeological interests. In this regard, the proposal satisfies the relevant policy in the SPPS and PPS 6.
8.9	<u>Transportation including parking provision and impact on road safety</u>
8.9.1	The proposal includes 11 in-curtilage parking spaces to serve the development i.e. ratio of 0.19 spaces per apartment. DfI Roads have maintained throughout the planning application process that this level of parking is insufficient to serve the development. Whilst the applicant has provided a Parking Survey, which shows sufficient available on-street parking spaces in the wider area to serve the development, DfI Roads continues to object to the application for traffic progression reasons.
8.9.2	Specifically, DfI Road's concern is that that as insufficient in-curtilage parking spaces are proposed, occupants of the development would seek to park as close to the development as possible i.e. on Rydalmere Street and Empire Street. Both streets are particularly narrow with Rydalmere Street being 7.2 metres wide excluding footpaths and Empire Street 6.06 metres wide excluding footpaths. If vehicles are parked on both sides of the street, the width of the carriageway on both streets would be too narrow for vehicles to pass each other. This means that a vehicle could be forced to reverse back down the street if encountering another vehicle. This reversing manoeuvre could itself be dangerous, particularly if the reversing back onto the junctions with Donegall Road and Lemberg Street. This could cause a collision and would be detrimental to highway safety.
8.9.3	Parking standards are provided by the former Department of Environment, published in 2005. The parking standard for this development would be 82 in-curtilage spaces at full standard (11 spaces are proposed). There is precedence for reducing parking standards for affordable housing in recognition that car user levels can be considerably lower for this tenure. Whilst DfI Roads have advised that the proposed level of in-curtilage parking is insufficient, it has not advised how many spaces would be acceptable or what weight has been afforded to the existing use of the buildings, its sustainable location, the green measures proposed by the applicant or the proposed tenure. Officers have been working with the applicant and DfI Roads for several months, trying to find a solution to this issue. This is in recognition of the clear benefits of the scheme in terms of restoration of the listed buildings, delivery of much need affordable housing and the regeneration of the area.
8.9.4	The proposal includes 60% affordable housing including a minimum 20% social housing. DfI Roads have previously accepted a lower than standard level of onsite parking provision where social housing is provided where it is evidenced that this tenure has lower car ownership and demand.
8.9.5	A number of other interventions were proposed by the applicant in order to alleviate DfI Roads concerns about insufficient parking. Proposals such as introduction of double yellow lines or changing the streets to one-way were rejected by DfI Roads as they would be reliant on separate legislative processes outside the planning process. Other solutions such as bollards, planters or other parking deterrents were put forward by the applicant but again rejected by DfI Roads over concerns about impact on pedestrian movements and long-term maintenance.
8.9.6	Whilst Rydalmere Street and Empire Street are narrow, this is a characteristic of innumerable streets across inner city areas of Belfast and it is not considered reasonable nor realistic to require modern standards to be applied to new developments. Furthermore, given the proposed tenure of the housing, package of green transport measures, the

	<p>sustainability of the site and information from the applicant's Parking Survey, it is considered unlikely that there will be end to end on-street parking on both sides of Rydalmere Street and Empire Street all of the time. There should therefore be opportunities for passing spaces on these streets for vehicles to pull in and let the oncoming vehicle pass. Moreover, it is expected that drivers, who are used to driving down narrow streets such as these, would be extra vigilant and take additional care.</p>
8.9.7	<p>Regard also has to be had to the fall-back of the existing use of the premises for manufacturing. The existing buildings have a floor space of 3,127 sqm and parking standards would require 80 no parking spaces. Whilst there is a yard space within the existing premises, the applicant has advised that this has historically been used for deliveries, and in-curtilage parking for the existing use of the premises was limited. The applicant advises that previous staff numbers were between 80 and 90. Therefore, it is likely that the current use of the site would have significant reliance on on-street parking. Although officers acknowledge that such on-site parking pressures would likely be during the day rather than evenings and weekends on the assumption that the existing industrial use of the premises was mostly operated during the daytime on weekdays.</p>
8.9.8	<p>Policy AMP 7 advises that beyond areas of parking restraint identified, a reduced level of car parking provision may be acceptable in the following circumstances:</p> <ul style="list-style-type: none"> • where, through a Transport Assessment, it forms part of a package of measures to promote alternative transport modes; or • where the development is in a highly accessible location well served by public transport; or • where the development would benefit from spare capacity available in nearby public car parks or adjacent on-street car parking; or • where shared car parking is a viable option; or • where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid rural regeneration, facilitate a better quality of development or the beneficial re-use of an existing building.
8.9.9	<p>Whilst only one of the above criteria needs to be satisfied, the proposal is considered to comply with four of the five criteria:</p> <ul style="list-style-type: none"> • A Transport Assessment has been provided and a package of measures to promote alternative modes of transport is included. These include implementation of the Travel Plan, provision of Translink Travel Cards (1 Travel Card per apartment for 3 years), membership of a car club (50% cost of membership for 3 years) and membership of Belfast Bikes (for 3 years). In addition, the Travel Plan and correspondence from the agent sets out management proposals such as clauses in Tenancy Agreements to ensure adherence to local parking restrictions as well as use of the Residents' Forum to deal with any issues including parking violations • The development is in a highly accessible location well served by public transport and as set out previously in this report. It is located approximately 0.6 miles from the edge of the City Centre. • The site benefits from spare capacity on adjacent streets. The applicant conducted a parking survey between 7am and 7pm within a 200m proximity of the site. This demonstrated sufficient on-street parking capacity in the area. However, DFI Roads rejected this because of insufficient parking capacity on Rydalmere Street and Empire Street and the expectation that residents of the proposed development will park as close as practical to the site. • The exercise of flexibility in this case will enable the conversion and conservation of these important listed buildings as explained previously in this report, as well as the regeneration of the site and contribution to the residential streets.

8.9.10	The existing access off Rydalmere Street is to be closed and a pedestrian entrance will be provided between the original and newbuild blocks. A new vehicular entrance will be provided off Empire Street. DFI Roads do not object to the proposed accesses or other transport aspects of the proposals. Taking into account all these considerations, it is considered that the proposed level of parking is, on balance, acceptable. The proposal is considered acceptable in terms of its transport impacts, having regard to PPS 3.
8.10	<u>The impact on amenity of nearby residents and businesses</u>
8.10.1	The proposed use is considered likely to have a lesser impact on nearby dwellings and businesses than the extant, industrial use.
8.10.2	The general form and scale of the buildings is not proposed to change and there will be no loss of light as the setback storey will have minimal impact on neighbouring dwellings.
8.10.3	All terraces and gardens have been designed to be inward facing and therefore will not affect nearby residents. There would be no adverse overlooking of its existing properties.
8.11	<u>Human health</u>
8.11.1	<u>Contaminated Land</u> The application is supported by a GQRA which has been considered by both DAERA NIEA and Environmental Health. Neither have raised objections and both have provided conditions and informatives if permission is granted.
8.11.2	<u>Noise</u> Environmental Health have offered no objections on noise grounds and the proposal is considered acceptable with regard to noise impacts.
8.11.3	<u>Air Quality</u> Environmental Health has reviewed the Air Quality Assessment and advised that it meets the relevant requirements. In this regard, the proposal is considered acceptable.
8.12	<u>Drainage and Flood Risk</u>
8.12.1	The application is supported by a Drainage Assessment. The proposal has been considered against policies FLD 1-5 of Revised PPS15. DFI Rivers have advised that the Drainage Assessment is robust with regards to managing flood risk. They have advised no objections under Policies FLD 1, 2, 4 and 5.
8.12.2	With regards to Policy FLD 3, details of stormwater attenuation and out of sewer flood risk can be further mitigated via a condition requiring a final drainage assessment containing a detailed drainage network design.
8.12.3	NI Water advises that the waste-water treatment capacity is not currently available to support the proposed development. However, it confirms that it has a programme for WWTW improvements which will increase capacity over the coming years. Whilst NI Water advises that it cannot support the proposal at this time, some additional capacity will be available from July 2023 as a result of the completion of initial upgrade work. NI Water therefore recommends a negative planning condition to permit the proposed development to be constructed but not occupied until 01 July 2023.
8.12.4	However, the applicant has advised that it is unlikely that the proposed development will be ready before July 2023 in any event. Officers agree with the applicant's timetable given the requirement for the Council to notify the Department for Infrastructure if the Committee accepts the officer recommendation to grant planning permission and need to finalise the Section 76 planning agreement before permission can be issued. This would unlikely be until around the turn of the year at least. The site would then need to be prepared and the scheme involves sensitive conversion of the existing buildings. The timescale suggested by

	the applicant seems realistic and, in this regard, there would be no requirement for the condition suggested by NI Water. Moreover, officers considered that such a condition would be unreasonable since it derogates the permission (i.e. on the one hand grants planning permission, but on the other effectively takes it away).
8.12.5	Importantly, NI Water makes allowance for existing significant committed development across the city including extant planning permissions. Such development, which includes un-implemented permissions for over 20,000 houses across the city, will not all come forward at once. In practical terms it would be unreasonable for the Council to withhold planning permission for the proposed development given NI Water's pre-existing commitments to connect to significant levels of un-implemented development. Furthermore, NI Water has not provided evidence that the proposed development would have a direct and detrimental impact on waste-water infrastructure, particularly in the context of impacts over and above what has already been committed across the city.
8.13	<u>Natural Heritage</u>
8.13.1	DAERA Natural Environment Division (NED) acknowledges receipt of the NI Biodiversity Checklist. Having considered the impacts of the proposal on designated sites and other natural heritage interests and, on the basis of the information provided, they have no concerns and offer no objection.
8.14	<u>The consideration of Developer Contributions</u>
8.14.1	Para 5.69 of the SPPS states that ' <i>Planning authorities can require developers to bear the costs of work required to facilitate their development proposals.</i> ' Relevant further guidance is provided by the Council's Developer Contribution Framework, adopted in 2020.
8.14.2	In this case it is considered that Developer Contributions are required in relation to the following: <ul style="list-style-type: none"> • Provision of affordable housing – a minimum of 60% of the apartments to be affordable housing with at least 20% social housing, to help mitigate the lower than standard level of in-curtilage parking provision which is proposed. • Green transport measures – also to help mitigate the lower than standard level of in-curtilage parking provision which is proposed. These include the provision of travel cards, car club membership and Belfast Bike membership.
8.15	<u>Pre-Community Consultation</u>
8.15.1	For applications that fall within the major category a prescribed in the Development Management Regulations, Section 27 of the Planning Act (NI) 2011 places a statutory duty on the applicant for planning permission to consult the community in advance of submitting an application.
8.15.2	Section 27 also requires that a prospective applicant, prior to submitting a major application must give notice, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for the development is to be submitted. A PAN (LA04/2020/1064/PAN) was submitted to the Council on 18 June 2020 and was deemed acceptable on 17 July 2020.
8.15.3	Where pre-application community consultation has been required and a PAN has been submitted at least 12 weeks in advance of the application being submitted, the applicant must prepare a pre-application community consultation report (PACC) to accompany the planning application. A PACC Report has been submitted in support of this application which details public meetings, letters, leaflets and the public advertisement.

8.15.4	Concerns were expressed regarding the traffic and parking, light impact on neighbouring dwellings, potential disruption from construction and affordability of units. There were also requests for affordable housing. Overall, the PACC report details generally positive feedback in terms of housing at the proposed location and the need for housing in the area. It states that those involved viewed the conversions as sympathetic and welcomed the conversion versus new build.
8.15.5	It is considered that the PACC Report submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.
10.0	Summary of Recommendation
10.1	The proposal will help bring back these important listed buildings back into viable use and the principle of residential development at the site is acceptable. DFI Road's concerns about insufficient parking, traffic progression and road safety must be balanced against the characteristics of the site, its sustainable location and the significant benefits of the scheme, notably that it will bring these important listed buildings back into viable use, deliver much needed affordable housing and will have regeneration benefits for the area.
10.2	Having regard to the Development Plan and relevant material considerations, on balance, the proposed development is considered acceptable.
10.3	It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement. Delegated authority to the Director of Planning and Building Control to finalise these. However, before a decision is made, in view of the objection from DFI Roads and response from NI Water, the Department for Infrastructure will need to be notified of the application who will decide whether to call it in and determine it itself.
11.0	Proposed Conditions:
11.1	The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.
11.2	The development hereby permitted shall not become occupied unless weather protected cycle parking has been fully provided in accordance with the approved plans. This cycle parking must be permanently maintained. Reason: To ensure acceptable cycle parking facilities on the site and to encourage alternative modes of transport to the private car.
11.3	The development shall operate permanently in accordance with the Travel Plan Revision B uploaded onto the Planning Portal on 21/12/2020. Reason: To encourage alternative means of transport to the private car.
11.4	The development hereby permitted shall not become occupied unless hard surfaced parking areas have been provided and permanently marked in accordance with the approved plan. These facilities shall be permanently retained. Reason: To ensure acceptable parking facilities on the site.
11.5	The access gradient shall not exceed 4% (1 in 25) over the first 10m outside the road boundary. Where the vehicular access crosses a footway or verge, the access gradient

	<p>shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.</p> <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.</p>
11.6	<p>All redundant accesses from the site to the public road shall be permanently closed off and the footpath reinstated to the satisfaction of the Department for Infrastructure.</p> <p>Reason: In order to minimise the number of access points on to the public road in the interests of road safety and the convenience of road users.</p>
11.7	<p>The development shall permanently operate in accordance with the Service Management Plan uploaded onto the Planning Portal on 04/11/2020.</p> <p>Reason: In the interests of road safety and the convenience of road users.</p>
11.8	<p>The development hereby permitted shall not commence unless the vehicular access has been provided in accordance with Drawing No. AL-02-01 Revision B uploaded onto the Planning Portal on 18/03/2021 and permanently retained thereafter.</p> <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.</p>
11.9	<p>The development hereby permitted shall not be occupied unless the area within the visibility splays and any forward sight line has been cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway. Such splays shall be permanently retained and kept clear thereafter.</p> <p>Reason: To ensure there is a satisfactory means of access in the interest of road safety and the convenience of road users.</p>
11.10	<p>Dust management measures, as detailed within Appendix A of the Irwin Carr Letter 001 2020025 (30 November 2020) shall be implemented throughout the duration of the construction phase of the development.</p> <p>Reason: Protection of human health.</p>
11.11	<p>The development hereby permitted shall not become occupied unless a Verification Report has been provided to and agreed in writing by the Council. This report must demonstrate that the remediation measures outlined in the Pentland Macdonald Ltd report entitled 'Generic Quantitative Contamination Risk Assessment and Remediation Strategy, Donegall Lofts, Rydalmere Street, Belfast, for Taylor & Boyd' (dated November 2020 and referenced PM20-1008A) have been implemented.</p> <p>The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for end-use (residential without homegrown produce). It must demonstrate that the identified potential contaminant linkages are effectively broken. The Verification Report shall be in accordance with Environment Agency guidance, British Standards and CIRIA industry guidance. In particular, this Verification Report must demonstrate that:</p> <ol style="list-style-type: none"> A minimum 600mm capping layer has been emplaced in all areas of landscaping, formed from material that is demonstrably suitable for use (residential without homegrown produce). A concrete floor slab (cast in-situ ground bearing, raft or suspended reinforced concrete floor slab with minimal penetrations), a suitable vapour resistant membrane and a passively ventilated underfloor void have been installed within the newly constructed building in the southwest portion of the site.

	<p>c. A concrete floor slab is present in the existing building in the southeast portion of the site and a suitable vapour resistant membrane has been retro-fitted across the floor area. d. All vapour protection measures have been verified in line with CIRIA C735.</p> <p>Reason: Protection of human health.</p>
11.12	<p>If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with best practice. In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be agreed with the Planning Authority in writing, prior to the development being occupied. If required, the Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.</p> <p>Reason: Protection of human health.</p>
11.13	<p>The development hereby permitted shall commence unless evidence has been submitted to and agreed in writing by the Council that demonstrates that the risks to groundwater and other environmental receptors due to on-site contamination of the ground and groundwater have been effectively assessed. This evidence shall include:</p> <ul style="list-style-type: none"> • Additional groundwater quality monitoring data and a Detailed Quantitative Risk Assessment (DQRA) to investigate the risks to groundwater and other environmental receptors from groundwater contamination identified in borehole BH4 at the site, • If unacceptable risks to groundwater are identified provision of remedial criteria as soil and groundwater concentrations that would not pose a risk to receptors. The remedial criteria are required to be derived through quantitative risk assessment based on the conceptual site model. If unacceptable risks to receptors are identified a remediation strategy will be required to address those risks. <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.14	<p>The development hereby permitted shall not commence unless a detailed remediation strategy to address all unacceptable risks to environmental receptors identified from Condition 11.13 has been submitted to and agreed in writing by the Council. This strategy must identify all unacceptable risks on the site, the remedial objectives/criteria and the measures which are proposed to mitigate them (including maps/plans showing the remediation design, implementation plan detailing timetable of works, remedial criteria, monitoring program, etc). All works thereafter must be in accordance with the approved remedial strategy.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.15	<p>The development hereby permitted shall not become occupied until the remediation measures as described in the remediation strategy submitted under Condition 11.14 have been implemented to the satisfaction of the Council. The Council must be given 2 weeks written notification prior to the commencement of remediation work.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.16	<p>If during the development works, new contamination or risks are encountered which have not previously been identified, works must cease and the Council shall be notified immediately. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at https://www.gov.uk/guidance/landcontamination-how-to-manage-the-risks. In the event of</p>

	<p>unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing, and subsequently implemented and verified to its satisfaction.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.17	<p>After completing the remediation works under Conditions 11.13, 11.14, 11.15 and 11.16; and prior to occupation of the development, a verification report must to be submitted in writing and agreed with the Council. This report must be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks. The verification report shall present all the remediation, waste management and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and wastes in achieving the remedial objectives.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.18	<p>No development or piling work shall commence on this site unless a piling risk assessment has been submitted to and agreed in writing with the Council. Piling risk assessments must be undertaken in accordance with the methodology contained within the Environment Agency document on "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention" available at: http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.19	<p>The development hereby permitted shall not be commenced unless a Final Drainage Assessment, compliant with FLD 3 & Annex D of PPS 15, and Sewers for Adoption Northern Ireland 1st Edition, including a detailed drainage network design must be submitted to and approved in writing by the Council.</p> <p>All construction thereafter must be in accordance with the approved Assessment.</p> <p>Reason: To safeguard against flood risk to the development and from the development to elsewhere.</p>
11.20	<p>The development hereby permitted shall not commence unless a detailed Landscaping Scheme has been submitted to and approved in writing by the Council which specifies species, planting sizes, spaces and numbers of trees/ shrubs and hedges to be planted. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Council.</p> <p>Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality.</p>
11.21	<p>The development hereby permitted shall not commence unless a Landscape Management Plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas has been submitted to and approved in writing by the Council. The proposed development shall permanently operate in accordance with the approved details.</p>

11.22	<p>Reason: To ensure the proper management of the landscaped areas in the interests of visual amenity.</p> <p>No work shall commence on the new building until samples of all finish materials for the walls, glazing system, external doors, balustrades, roofs, including plant enclosures and rainwater goods have been submitted to and agreed in writing with the Council in conjunction with Historic Environment Division, and all work shall conform to the agreed samples. Samples shall be retained on site until completion of the works.</p>
11.23	<p>Reason: To ensure that materials and detailing are of sufficient quality to respect the character of the setting to the listed building.</p> <p>No work shall commence on public realm improvements / landscaping until detailed proposals and samples of all finish materials and lighting fixtures have been submitted to and agreed in writing with the Council in conjunction with Historic Environment Division, and all work shall conform to the agreed samples. Samples shall be retained on site until completion of the works.</p>
11.24	<p>Reason: To ensure that materials and detailing are of sufficient quality to respect the character of the setting to the listed building.</p> <p>Listed Building</p> <p>No work shall commence unless development details of a Fire Safety Strategy for the listed building for the duration of the works have been submitted to and approved in writing by the Council. The works shall be carried out thereafter in accordance with the details approved.</p>
11.25	<p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p> <p>Prior to commencement of development details shall be submitted and approved in writing by the Council in conjunction with HED showing the areas to be demolished and setting out the method of ensuring the safety and stability of the building fabric identified to be retained throughout the phases of demolition and reconstruction. Such details shall be prepared by a structural or building engineer experienced in working with listed buildings. The work shall be carried out fully in accordance with the details approved.</p>
11.26	<p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p> <p>Prior to commencement of works to the windows, a detailed condition survey and method statement for repair shall be submitted and approved in writing by the Council and the works shall be carried out fully in accordance with the details approved. This shall include a schedule with cross sections, elevations, cill detail/materials, the actual glazing material and panes, colour and finish).</p> <p>Where replacement windows are deemed necessary, a prototype of each different window shall be provided for approval in writing by the council in conjunction with HED prior to removal of existing.</p>
11.27	<p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p> <p>No new plumbing, pipes, soil-stacks, flues, vents or ductwork shall be fixed on the external faces of the building other than those shown on the drawings hereby approved.</p>

11.28	<p>No new grilles, security alarms, lighting, security or other cameras or other fixtures shall be mounted on the external faces of the building other than those shown on the drawings hereby approved.</p> <p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works. The new-build apartments shall not be occupied until conservation works to repair the listed buildings are complete.</p> <p>All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing original work adjacent in respect of methods, detailed execution and finished appearance unless otherwise approved in writing by the Council, in conjunction with HED. Detailed finishes schedules and samples are required for approval on any changes proposed.</p> <p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p>
11.29	<p>Following completion of detailed survey and investigation works to the elevations of the listed building, drawings clearly identifying exact proposals for indent repairs, mortar repairs, etc. to existing brick and reconstituted stone dressings shall be submitted for approval by the council in conjunction with HED. Brick and stone samples shall also be provided for approval in writing.</p> <p>New render, mortar and plaster applied to solid masonry walls shall be lime based with no cement-based additives. Plaster shall be finished with limewash. Natural breathable paints may be used as an alternative where specifically agreed.</p>
11.30	<p>All salvageable material shall be retained and reused, utilising as much of the original material as possible.</p> <p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p> <p>Construction details of the following interventions to the listed building, at a minimum scale of 1:50, shall be submitted for approval in writing by the council in conjunction with HED prior to commencement of the relevant works:</p> <ul style="list-style-type: none"> a. First and second floor upgrade to provide acoustic separation and fire resistance – to demonstrate retention of existing character; b. Thermal upgrade (e.g. roof insulation) – to ensure ventilation of existing structure is maintained; c. Dry-lining – to demonstrate breathability; d. Bridge links – to demonstrate reversibility. <p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p>
12.0	<p>Representations from Elected Representatives (if relevant) N/A</p>
13.0	<p>Referral to DfI (if relevant) Yes</p>

ANNEX A	
Date Valid	6th October 2020
Date First Advertised	16th October 2020
Date Last Advertised	2nd April 2021
<p>Details of Neighbour Notification (all addresses)</p> <p>The Owner/Occupier:</p> <p>1 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>10 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>11 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>12 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>13 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>14 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>17 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>18 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>2 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>2 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>21 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>22 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>23 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>25 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>25 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>26-30 ,Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>26-30 ,Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>27-29 ,Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>3 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>3-19 ,Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>3-9 Clothing Factory,Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>31 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>32 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>33 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>353 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>355 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>357 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>357 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>357 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>359 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>359-361 ,Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>361 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>363 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>365 Donegall Road,Belfast,Antrim,BT12 6FQ</p> <p>367 Donegall Road,Belfast,Antrim,BT12 6FR</p> <p>4 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>49 Empire Drive,Belfast,Antrim,BT12 6GQ</p> <p>5 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>7 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>52 Lemberg Street,Belfast,Antrim,BT12 6GH</p> <p>6 Rydalmere Street,Belfast,Antrim,BT12 6GF</p> <p>9 Empire Street,Belfast,Antrim,BT12 6GJ</p> <p>29 Empire Street,Belfast,Antrim,BT12 6GJ</p>	

6 Rydalmere Street, Belfast, Antrim, Northern Ireland, BT12 6GF
 63 Sunderland Road, Belfast, Down, Northern Ireland, BT6 9LY
 8 Rydalmere Street, Belfast, Antrim, Northern Ireland, BT12 6GF
 9 Clementine Gardens Belfast Antrim
 9 Empire Drive, Belfast, Antrim, Northern Ireland, BT12 6GQ
 9 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 DUP Constituency Office,127-145 Sandy Row,Belfast,BT12 5ET
 DUP Constituency Office,127-145 Sandy Row,Belfast,BT12 5ET
 Greater Village Regeneration Trust,337 Donegall Road,Belfast,BT12 6FQ
 177 Tates Avenue, Belfast, Antrim, Northern Ireland, BT12 6NA
 127 Sandy Row Belfast Antrim
 15 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 16 Tavanagh Street, Belfast, Antrim, BT12 6JL
 16 Rydalmere Street Belfast Antrim
 16 Rydalmere Street,Belfast,Antrim,BT12 6GF
 19 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 2 Newburn Hall, Maldon Street, Belfast, Antrim,BT12 6HE
 383 Donegall Road Belfast Antrim
 20 Rydalmere Street, Belfast, Antrim, Northern Ireland, BT12 6GF
 27 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 29 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 32 Milner Street, Belfast, Antrim, Northern Ireland, BT12 6GE
 32 Milner Street, Belfast, Antrim, Northern Ireland, BT12 6GE

 1 (via e-mail)
 1 other

Date of Last Neighbour Notification	24 March 2021
Date of EIA Determination	N/A
ES Requested	No

Planning History

Ref ID: LA04/2020/1064/PAN

Proposal: Change of use of former warehouse to 57 residential units

Address: 3-19 Rydalmere Street, Belfast, BT12 6GF,

Decision: PAN Acceptable

Decision Date: 17.07.2020

Ref ID: Z/2001/1741/F

Proposal: Demolition of existing vacant building and erection of 20 No. apartments and associated car-parking.(Amended Plans).

Address: 25 Rydalmere Street, BT12 6GF.

Decision: Permission Granted

Decision Date: 17.01.2002

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Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: Thursday 14 th April 2022	
Application ID: LA04/2021/2280/F	
Proposal: Mixed use, mixed tenure residential-led development of 778 apartments in three buildings with internal and external amenity space; flexible commercial/community floorspace (convenience store with hot food counter/A1/A2/D1 uses/cafe/bar/restaurant); public realm including public square and waterfront promenade; cycle and car parking and associated landscaping, access roads, plant and site works including to existing river revetment.	Location: Lands adjacent to and south east of the river Lagan, west of Olympic Way of Queen's Road, Queen's Island, Belfast, BT2 9EQ.
Referral Route:	Major development
Recommendation:	Approval subject to conditions and Section 76 planning agreement
Applicant Name and Address: Pirrie Belfast Limited Units 21-22 LLandygai Industrial Estate Bangor Gwynedd LL57 4YH	Agent Name and Address: Turley Hamilton House 3 Joy Street Belfast BT2 8LE
Executive Summary: <p>The application seeks full permission for a mixed use, mixed tenure residential-led development of 778 apartments in three buildings of 11-17 storeys, flexible commercial/community floorspace (convenience store with hot food counter/A1/A2/D1 uses/cafe/bar/restaurant); public realm including public square and waterfront promenade; cycle and car parking and associated landscaping, access roads, plant and site works including to existing river revetment.</p> <p>The three buildings are referred to as Blocks 9, 11 and 11a. Blocks 11 and 11a are proposed for Build to Rent (BTR) blocks whilst Block 9 is proposed for social housing (78 units) with the remainder being managed by the Housing Association for private rental. An area of the site (Area 10) would be dedicated as a public square ('South Yard Square').</p> <p>The main issues relevant to consideration of the application are:</p> <ul style="list-style-type: none"> • The Principle of a Mixed-Use Development at this location • Development of Open Space • Housing delivery including Affordable Housing • Transport including network capacity, parking provision and highway safety • Design, layout and impact on the character and appearance of the area • Impact on Built Heritage and Archaeological interests • The Quality of Living Environment for prospective residents 	

- The impact on Amenity of nearby residents and businesses
- Environmental Protection and Human Health
- Waste Management
- Drainage and flood risk
- Wastewater Infrastructure
- Ecology and Natural Heritage
- Economic Considerations
- Planning Agreement and Developer Contributions
- Pre-Application Community Consultation

The site is located within the development limit of Belfast in the BUAP 2001 and Draft BMAP 2015 (dBMAP, both versions). It is un-zoned, white land in the BUAP 2001 whilst under both versions of dBMAP 2015, Zoning BHA 01 allocates the site and wider lands at Titanic Quarter for mixed-use development. dBMAP 2015 (v2014) requires development to accord with an overall Development Framework to be agreed by the Department. The Development Framework was prepared in 2003, adopted by the former Department of Environment and amended in 2010.

As the site is within the development limit and considering the site context, the relevant zonings and site history, the principle of a mixed-use development including housing is already established and is acceptable.

Statutory consultees including DfI Roads, DfC HED, DAERA NIEA, Shared Environmental Services (SES), DfI Rivers and Belfast City Airport have no objection to the proposal subject to conditions and Section 76 planning agreement as appropriate. A further response from NI Water is expected shortly and will be reported to the Committee via the Late items report.

Non-statutory consultees including BCC Environmental Health, BCC Economic Development, BCC Local Development Plan, BCC City Centre and Regeneration, Northern Ireland Housing Executive (NIHE) and Belfast Harbour Commissioners have no objection to the proposal subject to conditions and relevant Section 76 provisions. BCC Senior Urban Design Officer has provided detailed comments on design aspects of the scheme.

The proposed development would cost an estimated £117 million to construct, generating an estimated 310 FTE construction jobs over 3 years. It is further estimated that non-residential uses at the proposed development will require a total of 80 gross direct FTE jobs onsite to support commercial/community operations in the retail, professional services, health and care and hospitality sectors.

The application is accompanied by an Environmental Assessment (ES) which concludes that subject to appropriate mitigation, the negative impacts (residual) impacts which could arise from the developments are either negligible or are not significant. Full details of the information submitted as part of the application are considered in detail in the report.

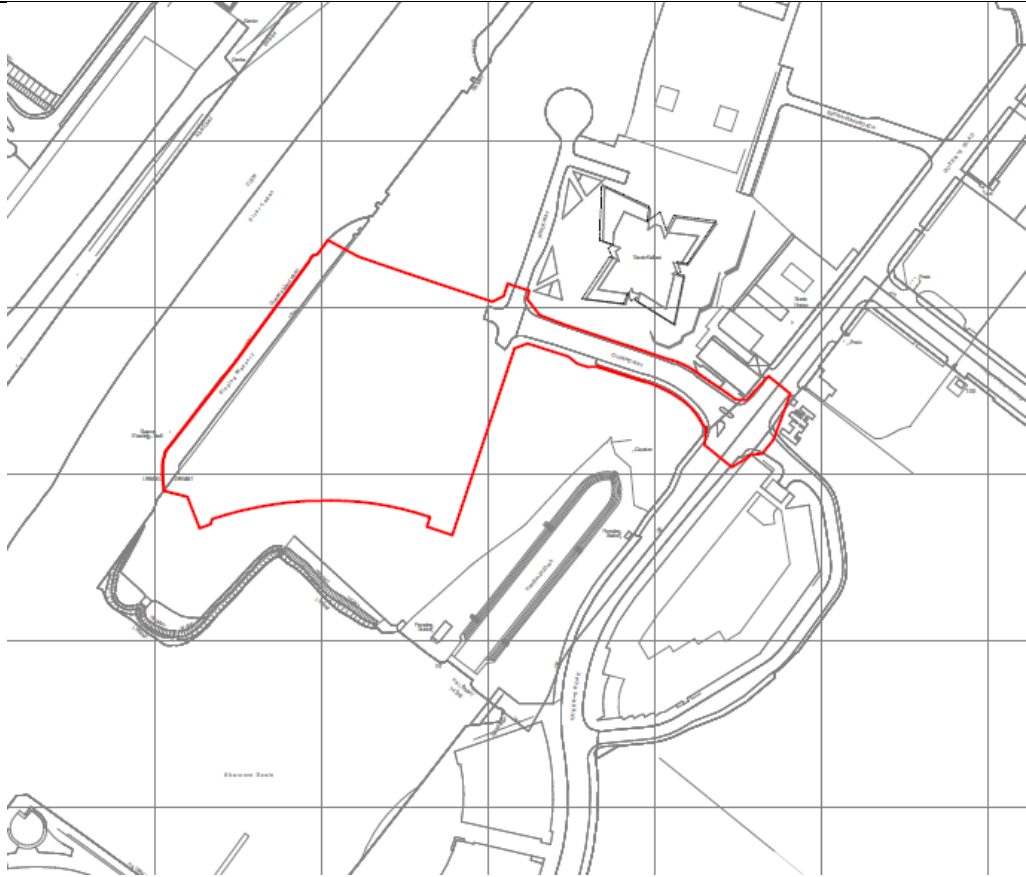
14 representations have been received which are considered under section 7.2 of the report. Of these, 6 are letters of support while 9 are objections.

Having regard to the Development Plan and relevant material considerations, the proposed development is considered acceptable.

It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement. Delegated authority is sought for the Director of Planning and Building Control to finalise the conditions and Section 76 planning agreement.

Case Officer Report

Site Location Plan



Site Layout



Sample Long Elevations



Titanic Hotel Titanic Belfast Block 11 Block 11a Arc One



Queens Rd Arc One Hamilton Dock Hotel Block 9 Block 11 & 11a



Timeline diagram showing the sequence of events from 1990 to 2020:

- 1990 (marked with a cross)
- Block 11a
- Block 09
- Titanic Belfast
- Titanic House
- Belfast Met

A red double-headed arrow labeled "Proposed Development Site" spans from 1990 to Block 09.

A black double-headed arrow labeled "Nomadic" spans from Titanic Belfast to Titanic House.

Sample 3D Images



Characteristics of the Site and Area**1.0 Description of Proposed Development**

1.1 The application seeks full permission for a mixed use, mixed tenure residential-led development of 778 apartments in three buildings of 11-17 storeys with internal and external amenity space; flexible commercial/community floorspace (convenience store with hot food counter/A1/A2/D1 uses/cafe/bar/restaurant); public realm including public square and waterfront promenade; cycle and car parking and associated landscaping, access roads, plant and site works including to existing river revetment.

1.2 The three buildings are referred to as Blocks 9, 11 and 11a. Blocks 11 and 11a are proposed for Build to Rent (BTR) blocks whilst Block 9 is proposed for social housing (78 units) with the remainder being managed by the Housing Association for private rental. An area of the site (Area 10) would be dedicated as a public square ("South Yard Square"). See proposed block layout below at paragraph 1.3.

1.3 Block Layout

1.4 The proposed 778 residential units would comprise a mixture of 1, 2 and 3 bed apartments. Amenity space would be provided in the form of private balconies, shared courtyards, shared roof terraces and the public open space of South Yard Square. Full assessment of amenity is provided later in the report.

1.5 There would be 107 parking spaces internally within the blocks, 38 on-street parking spaces and 480 cycle spaces (290 internally and 90 externally) (plus additional storage within each apartment which could accommodate a bicycle). Full assessment on parking provision, transport and travel is provided later in the report.

1.6 Other uses throughout the scheme include ancillary residents' lounges and gyms, a convenience store, creche (Class D1), Class A1 retail, Class A2 professional services as well as cafes, bars, and restaurants. There would be a cycle repair facility and a Belfast Bikes docking station.

1.7	In total, the floor area of the proposal exceeds 71,000 square metres. The three blocks range in height from 34 metres to 57 metres. Block 9 would be 12 storeys/c34m; Block 11 would be 16 storeys/c54m; and Block 11A would be 17 storeys/c57m.
1.8	Extensive public realm is proposed as part of the proposal including the new public square (South Yard Square) which covers 1 acre of space, the waterside promenade which will connect the Titanic Quarter Maritime Mile, and the creation of a 'street' which will link the new Hamilton Dock hotel and the riverfront.
1.9	Following submission of an EIA Scoping Report to the Council in March 2021, the Council confirmed under Regulation 10 of the Planning (EIA) Regulations (NI) 2017 that the proposal would likely to have significant effects on the environment and that the planning application must be accompanied by an Environmental Statement. As such, a full Environmental Statement (ES) was submitted with the application and a further Addendum in February 2022. These have been consulted on in accordance with statutory requirements.
2.0	<u>Description of Site and Area</u>
2.1	The site is approximately 2.8ha, grassed, and is relatively flat (between 2.5 and 4m AOD). It is located within a former industrial/ commercial area within the wider Titanic Quarter and forms part of the mixed-use Titanic Quarter zoning in dBMAP 2015. The application site is located alongside the River Lagan to the west and is bounded by Queens Road to the east. Titanic Belfast is located to the north east. The site benefits from being part of the agreed Development Framework for development of the site and wider lands, as well as part of the Phase 2 Concept Masterplan (outline planning permission Z/2010/2864/O) granted in June 2008. The site comprises Plots 9, 10 and 11 of Phase 2 of Titanic Quarter.
2.2	The site is not located within any specific designations; however, it is located close to: <ul style="list-style-type: none"> - Victoria Park Area of Special Scientific Interest (ASSI); - Inner Belfast Lough ASSI; - Belfast Lough Special Protection Area (SPA); - Belfast Lough Open Water SPA; and - the proposed East Coast (Northern Ireland) Marine SPA.
2.3	Belfast Lough is hydrologically connected to the Outer Ards SPA and Ramsar Site; Larne Lough SPA and Ramsar Site; Copeland Island SPA; and Strangford Lough SPA, SAC and Ramsar Site.
2.4	The area is notable for its wide range of uses including the Odyssey Pavilion and Arena, Titanic Belfast, Titanic Hotel, Belfast Metropolitan College, ARC apartments and other offices and uses.
Planning Assessment of Policy and other Material Considerations	
3.0	Planning History
3.1	A comprehensive summary of the planning history of the site and adjacent land is provided at Annex A.
4.0	Policy Framework
4.1	Belfast Urban Area Plan 2001 (BUAP) Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014) Belfast Local Development Plan Draft Plan Strategy 2035

4.2	<p>Regional Development Strategy</p> <p>Strategic Planning Policy Statement for Northern Ireland (SPPS)</p> <p>Planning Policy Statement 2 – Natural Heritage</p> <p>Planning Policy Statement 3 – Access, Movement and Parking</p> <p>Planning Policy Statement 4 – Planning and Economic Development</p> <p>Planning Policy Statement 6 – Planning, Archaeology, and the Built Environment</p> <p>Planning Policy Statement 7 – Quality Residential Environments</p> <p>Planning Policy Statement 8 – Open Space</p> <p>Planning Policy Statement 12 – Housing in Settlements</p> <p>Planning Policy Statement 15 – Planning and Flood Risk</p> <p>Creating Places: Achieving Quality in Residential Developments (2000)</p> <p>Parking Standards (former Department of Environment)</p> <p>Developer Contribution Framework (adopted 2020)</p>
5.0	<p><u>Statutory Consultees</u></p> <p>DFC HED – no objection subject to conditions</p> <p>DFI Roads – no objection subject to conditions and Section 76 planning agreement</p> <p>DFI Rivers – no objection subject to condition</p> <p>DAERA NIEA Natural Heritage – no objections</p> <p>DAERA NIEA Land, Soil, and Air – no objections subject to conditions</p> <p>DAERA NIEA Water Management Unit – no objections subject to conditions</p> <p>DAERA NIEA Drinking Water Inspectorate – no objections</p> <p>DAERA NIEA Industrial Pollution & Radiochemical Inspectorate – no objections</p> <p>DAERA NIEA Marine and Fisheries Division – no objections</p> <p>Shared Environmental Services – no objections subject to conditions</p> <p>NI Water – awaiting further response (this will be reported via the Late items report)</p> <p>Belfast City Airport - no objections subject to conditions</p>
6.0	<p><u>Non-Statutory Consultees</u></p> <p>BCC Environmental Health – no objections subject to conditions and informatives</p> <p>BCC LDP Team – no objections</p> <p>BCC Landscape Planning & Development – no objections subject to conditions</p> <p>BCC Senior Urban Design Officer – provides detailed comments on design issues, including some concerns regarding certain aspects of the design and layout</p> <p>BCC Tree Officer – no objections subject to conditions</p> <p>BCC Economic Development – no objections subject to Section 76 planning agreement</p> <p>BCC City Regeneration – no objections</p> <p>Northern Ireland Housing Executive – have indicated there is social housing need in the vicinity and they welcome 10% social housing</p> <p>Belfast Harbour Commissioners – no objection</p>
7.1	<u>Statutory Consultation</u>
7.1.1	The scheme was first advertised on 22 nd October 2021 and re-advertised on 18 th March 2022. The advertisement period will expire on 17 th April 2022.
7.1.2	Neighbour notifications were initially issued on 27 th October 2021 and re-notified of amendments to the scheme on 11 th March 2022. The statutory period for neighbour notification expired on 10 th April 2022.
7.2	<u>Representations</u>
7.2.1	14 representations have been received. Of these, 6 are letters of support and 9 are objections.
7.2.2	The letters of support welcome the high density, city living along with sustainable transport provisions as well as regeneration. They also welcome the generation of employment during construction as well as through the commercial and retail spaces within the proposal.

7.2.3	<p>The objections are summarised as below:</p> <ul style="list-style-type: none"> a) Lateness of neighbour notification b) Extent of neighbour notification c) The ARC is not fully occupied indicating lack of demand for further residential units in this locale d) Concerns regarding the Build to Rent model and impacts of short-term occupancies e) Concern whether the health and education authorities can accommodate such growth f) Traffic, parking provision, road safety and congestion g) Extra pressure on Belfast Harbour Police h) Design and architectural merit i) The Aquarium should be built on this site beside the water instead j) Air pollution k) Noise, congestion, and dust l) Loss of open space m) Impact on the River Lagan n) Negative impact on the Titanic Signature Building (Titanic Belfast) o) Negative impact on value of ARC apartments p) Insufficient daylight and sunlight q) Insufficient electric car chargers r) Insufficient size of apartments s) Inappropriate height
7.2.4	<p>These issues are all dealt with in the main body of the report save for the following:</p> <ul style="list-style-type: none"> (a) & (b) The neighbour notifications were issued within 14 days of the application being made valid. Neighbour notification was expanded to include all ARC apartments, notwithstanding them being outside the usual 90m radius set out in guidance. (c) The site forms part of a wider zoning for mixed use including housing and is part of the planned growth of the City. (d) The management of the BTR units would be controlled by a Section 76 planning agreement. (e) Provision of health and education infrastructure is not a matter for this planning application. (g) The policing of the area is not a matter for this application. Belfast Harbour Commissioners were consulted and had no objections. (o) Devaluation of property is not a material planning consideration.
8.0	<p><u>ASSESSMENT</u></p>
8.1	<p><u>Development Plan</u></p>
8.1.1	<p>Section 45 (1) of the Planning Act (NI) 2011 requires the Council to have regard to the Development Plan, so far as material to the application and to any other material considerations. Section 6 (4) of the Planning (Northern Ireland) 2011 Act states that in making any determination under the said Act, regard is to be had to the local development plan, and that the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p>
8.1.2	<p>Following the Court of Appeal decision that quashed the adoption of the Belfast Metropolitan Area Plan 2015, the extant Development Plan is now the Belfast Urban Area Plan 2001 (BUAP). Both the draft Belfast Metropolitan Area Plan 2015 (dBMAP v2004) and Belfast Metropolitan Area Plan (dBMAP v2014) are material considerations. The weight to be afforded the draft Belfast Metropolitan Area Plan is a matter of judgement for the decision maker. The Committee is advised that significant weight should be afforded to the latest version of dBMAP 2015 (v2014) given the advanced stage it reached in the adoption</p>

	process and that the only outstanding areas of contention related to retail policies at Sprucefield, Lisburn.
8.1.3	The Belfast Local Development Plan Draft Plan Strategy 2035 will guide future planning application decision making to support the sustainable spatial growth of the city up to 2035. The draft Plan Strategy has been subject to examination by the Planning Appeals Commission and the Council has been provided with a copy of their Report, together with a Direction from the Department for Infrastructure in relation to additional required steps before it can be adopted. Paragraph 1.10 of the Strategic Planning Policy Statement (SPPS) states that a transitional period will operate until such times as a Council's Plan Strategy has been adopted. Accordingly, whilst the Draft Plan Strategy is now a material consideration it has limited weight until it is adopted and during this transitional period existing policies will be applied including the SPPS and relevant PPSs.
8.1.4	<p>Relevant Zonings</p> <p>The site is located within the development limit of Belfast in the BUAP 2001 and Draft BMAP 2015 (dBMAP, both versions). It is un-zoned, white land in the BUAP 2001, whilst under both versions of dBMAP, Policy BHA 01 zones the site and wider lands at Titanic Quarter for mixed-use employment and housing. The mixed-use zoning includes a range of different Key Site Requirements in both versions of dBMAP.</p>
8.1.5	<p>Key Site Requirements</p> <p>dBAMP 2015 (v2014) requires development to accord with an overall Development Framework to be agreed by the Department. The Development Framework shall outline the following:</p> <ul style="list-style-type: none"> • Overall design concept, objective, and priorities • Block structures defined by a hierarchy of routes and spaces • Appropriate scale and massing of blocks • Appropriate mix of uses • Appropriate open space, public realm, and landscaping • Appropriate public transport and car parking provision • Proposed phasing
8.1.6	The Development Framework was prepared in 2003, adopted by the former Department of Environment and amended in 2010.
8.1.7	<p>Other Key Site Requirements include the following:</p> <ul style="list-style-type: none"> • The Development Framework shall be supported by a Transport Masterplan. • The overall concept shall have regard to the maritime heritage of the site, tourism and connectivity to the city-centre • There shall be a minimum of 3,500 dwellings of which 10% - 15% shall be developed for social housing to be dispersed through Titanic Quarter • Transport proposals shall include public transport, new grade separated junction off the Sydenham by-pass • Provision for appropriate pedestrian and cycle routes; • Uses considered to be acceptable include residential, education, cultural/heritage, retailing, recreation, leisure, hotels, banks or building society and business uses • Various restrictions to protect Harland and Wolff commercial activities
8.1.8	<p>Titanic Quarter Development Framework and Transport Master Plan</p> <p>As referenced above, the Development Framework and Transport Master Plan provides the overall planning context for the phased development of the area. The Development</p>

	Framework works in tandem with the Transport Master Plan, which stipulates the infrastructure required for each phase of the development.
8.1.9	The site is located within Phase 2 of Titanic Quarter for which outline planning permission was granted under Z/2006/2864/O in June 2008 for a major 'Residential-led mixed-use development including Titanic Experience Building, public realm areas and associated infrastructural works'. As part of this approval a number of conditions were attached relating to trigger levels (in terms of trips) for wider roads infrastructural improvements. A new Strategic Transport Master Plan (STMP) for Queen's Island (including Titanic Quarter) is currently being developed by Belfast Harbour and Titanic Quarter Ltd in consultation with DfI Roads and Belfast Planning Service which will update the transport strategy for the area.
8.1.10	Planning approval was granted for Blocks 9 and 11 under Z/2009/0115/F for 'Proposed mixed use development comprising 334no. apartments, 8no. cafe/bar/restaurant units, 4no. convenience retail units, 2no. retail units, 7no. live/work units, 2no. Class A2 office units, 2no Gym units, landscaped private amenity space, landscaped public realm, basement car park and associated car park and associated site and road works'. Both the outline and full permissions are time expired but remain material considerations. The current status of all developments within Phase 2 including the previous detailed planning approval on the site is set out in the accompanying Environmental Statement (ES) Volume 3 Appendix 1.5.
8.1.11	The applicant refers to adjacent Block 12 being extant. Officers advised the applicant to submit a Certificate of Lawful Use or Development (CLEUD) to formally establish the lawfulness of Block, however, this was not submitted. The lawfulness of Block 12 cannot therefore be confirmed at this time.
8.1.12	<p>The Development Framework contains parameters for developing Blocks 9 and 11:</p> <ul style="list-style-type: none"> • Heights/massing should respect the Harland and Wolff Drawing Offices • Buildings/higher density should be located along the River Lagan • Titanic Signature Building (Titanic Belfast) and H&W drawing offices are object buildings set in their own open space setting • Ground level considerations are important along Lagan promenade • Variety in building heights desirable • Active uses at ground floor/parking concealed • Careful consideration of flooding • Importance of Belfast's Victorian brick palette • All dwellings will enjoy a water view or park/square view or private courtyard view
8.1.13	These issues are dealt with in the main body of the report.
8.1.14	The SPPS sets out five core planning principles for the planning system, including improving health and wellbeing, supporting sustainable economic growth, creating and enhancing shared space, and supporting good design and place making. It also states that the majority of PPSs remain applicable under 'transitional arrangements', including PPS 3. The SPPS states that PPS3, 7 and 12 remain applicable under 'transitional arrangements'.
8.2	<u>Key issues</u>
8.2.1	<p>The key issues relevant to the consideration of this application are:</p> <ul style="list-style-type: none"> - The Principle of a Mixed-Use Development at this location - Development of Open Space - Housing delivery including Affordable Housing - Transport including network capacity, parking provision and highway safety - The Design and Layout of the proposal including Scale, Height and Massing

- The Quality of Living Environment for prospective residents
- The impact on Built Heritage and Archaeological interests
- Impact on the character and appearance of the area
- The impact on amenity of nearby residents and businesses
- Environmental Protection and Human Health
- Drainage and flood risk
- Waste Management
- Wastewater Infrastructure
- Ecology and Natural Heritage
- Economic Considerations
- Pre-Application Community Consultation
- Planning Agreement and Developer Contributions

8.3 The Principle of a Mixed-Use Development at this location

- 8.3.1 In BUAP 2001, the site is un-zoned “white land” within the development limits of Belfast. Within dBMAP 2015 (both versions) it forms part of wider mixed-use allocation of land, including residential, under Zoning BHA 01. In dBMAP 2015, this includes bringing forward a minimum of 3,500 houses and the site is identified for housing the Development Framework and previous outline planning permission Masterplan. The principle of residential-led and mixed-use development of the site is therefore established and is acceptable.

8.4 Development of Open Space

- 8.4.1 Given that the site is located within a maintained grass area, the proposal is assessed against Policy OS1 of PPS 8 (Protection of Open Space). Although Policy OS1 has a presumption against the loss of existing open space, the planning history of the site and wider lands are in this instance crucial. As mentioned, the site forms part of the mixed-use zoning under Policy BHA 1 of draft BMAP 2015 (both versions). It is located within an area clearly identified for redevelopment within the previously approved Masterplan. The principle of development was reinforced through the granting of full planning permission for housing in 2010, and although this permission has lapsed, it remains a material consideration as does the time expired outline approval for the overall redevelopment of Titanic Quarter. It is also noteworthy that this same consideration applied to the adjacent site, for which the Council has granted planning permission for a new hotel (Hamilton Dock Hotel). These considerations outweigh PPS 8 policy considerations in this instance. In addition, the proposal will bring forward large areas of usable and functional open space and public realm (amounting to 0.73 ha of the overall site of 2.79ha, i.e. 26% of the total site). For these reasons, the principle of redeveloping the site and the loss of green space is considered wholly acceptable.
- 8.4.2 Full details on proposed open space, play equipment and public realm proposed as part of the development are considered later in the report.

8.5 Housing delivery including Affordable Housing

- 8.5.1 Zoning BHA 01 of dBMAP 2015 (v2014) requires the Development Framework to provide for a minimum of 3,500 dwellings of which 10% to 15% shall be developed for social housing to be dispersed through Titanic Quarter. The BCC Local Development Plan (LDP) team advises that ‘the site has been considered as a Housing Monitor site (ref. no. 19519) with the capacity of 388 units’ and goes on to calculate that ‘*the proposed provision of 778 housing units (instead of 388) would increase the total number of housing units to 3,795. The development therefore would have a major role in contributing to the Development Framework requirements for TQ.*’

8.5.2	Policy HS2 of Planning Policy Statement 12: Housing in Settlements (PPS 12) states that <i>'Where a demonstrable housing need is identified by the Northern Ireland Housing Executive (NIHE), planning permission for housing proposals will only be granted where provision is made for a suitable mix of housing types and tenures to meet the range of market and social housing needs identified'</i> .
8.5.3	The BCC: LDP team summarise their response by stating that <i>'the site location is suitable for residential use of various tenure and house type. The proposed density at 279 dwellings per hectare is considered appropriate in relation to emerging policy, therefore the proposal is welcome. However, consideration should be given to achieving an appropriate mix of unit sizes and tenures, including social and intermediate affordable housing integrated throughout the development with a 'tenure-blind' design'</i> .
8.5.4	The application proposes a total of 778 residential units of which 78 units would be provided as social housing (10%). The social housing would be delivered as part of Block 9. Block 9 would contain 151 apartments with the balance of apartments, 73 units, being private housing. The applicant is partnering with Choice Housing Association to deliver the 151 units in Block 9 including the social housing. Choice is proposing to deliver the balance of 73 units under their "Maple and May" subsidiary – this would not be affordable housing but is expected to be lower cost than the build to rent units in Blocks 11 and 11A.
8.5.5	NIHE has been consulted on the application and supports the proposals. NIHE confirms that there is a strong housing need in Belfast with a social housing waiting list of 12,271 households with 9,216 in housing stress (December 2021). Demand is increasing year by year and its projection of social housing need indicates a requirement for 6,125 new units of social housing accommodation across the Council area over the 5-year period 2021-2026.
8.5.6	There are two forms of intermediate housing: intermediate housing for sale and intermediate housing for rent. Officers have sought from the applicant an increase in affordable housing delivery over and above the 10% social housing that is proposed including intermediate housing provision. Both the applicant and Housing Association say that intermediate housing for sale is unsuitable because of concerns about management of the block. The alternative option of intermediate housing for rent is currently unavailable because at the moment there is no available funding model. The Housing Association is therefore looking to deliver the balance of units through its Maple and May subsidiary.
8.5.7	Importantly, the NIHE supports this position. It states: <i>'While intermediate housing for rent would be more appropriate there is still ongoing consultation and a funding model has not yet been agreed. It would therefore not be appropriate to insist on the provision of further intermediate housing. It is likely this development could be the first for the proposed city centre waiting list. The development therefore will be a high profile, flagship scheme. 10% social housing of around 80 units is considered an appropriate number for a block to ensure adequate management of the units and the residents, which we hope will ensure the city centre continues to attract a full mix of households in housing stress.'</i>
8.5.8	NIHE goes onto say that it is feasible that an intermediate rent model will be available before the units are finished constructed (the blocks are expected to be completed in 2025) and there may still be an option for future provision of intermediate units within Block 9. Choice Housing Association are also open to this possibility. It is therefore recommended that a review mechanism be built into the Section 76 planning agreement to consider the option of intermediate housing rent for the balance of 73 units in Block 9 should an appropriate model be available.

8.5.9	In terms of delivery, the social housing units in Block 9 should be required to be delivered and transferred to a nominated Housing Association prior to occupation of either Blocks 11 or 11A. The social units will need to be built to NIHE standards. These requirements should be secured as part of the Section 76 planning agreement.
8.5.10	The proposal therefore meets the requirements of the dBMAP (both versions) and PPS 12. It will support the housing growth of the City in line with the <i>Belfast Agenda</i> .
8.6	<u>Transportation</u>
8.6.1	This part of the report deals with road network capacity, parking, and highway safety. These areas have been the subject of considerable discussion since the PAD and throughout the application process.
8.6.2	The application is supported by a range of transport related documentation including the following. <ul style="list-style-type: none"> - ES Chapter 6 (Traffic and Transportation) - ES Appendix 6.1 (Transport Assessment) - Outline Car Park Management Plan - Service Management Plan - Residential Travel Plan - Workplace Travel Plan - Build To Rent (BTR) Management Plan - Accessibility Analysis
8.6.3	Network Capacity As previously stated, the site falls within Phase 2 of Titanic Quarter which is the subject of the outline planning approval (Z/2006/2864/O). As part of this approval a number of conditions were imposed setting a trips ceiling, above which wider roads infrastructural improvements would be triggered.
8.6.4	The wider area has already been subject to a number of other transport infrastructure improvements as part of the Titanic Quarter Transport Master Plan, including: <ul style="list-style-type: none"> • Realignment of Queen's Road • Signalisation of Queen's Road / Sydenham Road junction • Sydenham Road cycle lanes • Abercorn Basin Public Realm • Widening and improvements along Queen's Road • Improvements on Sydenham Road • High Frequency Bus Service • Implementation of the Glider Route • Construction of Sydenham Road / Titanic Boulevard signalised junction.
8.6.5	Further infrastructure works have been approved under planning application LA04/2019/2810/F for the creation of the Titanic Eastern Access Road, which provides connectivity from Sydenham Road to Queens Road via Hamilton Road. This will improve vehicular progression (including that of the Glider) on Queen's Road and Queen's Quay.
8.6.6	Condition 23 of the outline planning approval states: <i>'No more than one third of the development as defined in the Transport Master Plan [officer emphasis] (referred to in Condition No.2) shall be occupied or no part of the Titanic Signature Project shall become operational until a new grade separated junction on the Sydenham Bypass has been fully completed in accordance with detailed engineering drawings to be submitted to and approved by the Department. The works shall not prejudice</i>

	<i>the future provision of the A2 Sydenham Bypass widening scheme by the Department for Regional Development (DRD), as identified in dBMAP and BMTP. All works shall comply with the requirements of the Design Manual for Roads and Bridges and all other relevant standards and technical guidance.'</i>
8.6.7	Condition 23 (above) was later amended in March 2010 (Z/2010/0360/F) to read as follows: <i>'No more than the Titanic Signature Building and one fifth of other Phase 2 development as defined in vehicular trips in the Transport Master Plan (Updated by the Transport Master Plan Addendum bearing the date stamp 27 February 2012) [officer's emphasis] can become operational/ occupied until a new grade separated junction on the Sydenham Bypass has been fully completed in accordance with the detailed engineering drawings to be submitted to and approved by the Department. The works shall be not prejudice the future provision of the A2 Sydenham Bypass widening scheme by the Department for Regional Development (DRD), as identified in dBMAP and BMTP. All works shall comply with the requirements of the Design Manual for Roads and Bridges and all other relevant standards and technical guidance'.</i>
8.6.8	Although the number of trips remained the same as per the original outline condition, the amended condition allowed the Titanic Signature Building (Titanic Belfast) to be occupied prior to the implementation of the grade separated interchange. The Transport Assessment accompanying the amendment to Condition 23 stated that one fifth of Phase 2 development equates to 3,447 vehicle trips. Any further development will trigger the requirement for a new Grade Separated Junction on the Sydenham Bypass.
8.6.9	Whilst it is acknowledged that the trigger level, as defined in the Transport Master Plan, for the introduction of the Connsbank Interchange has been reached as a result of the approval of Olympic House, Hamilton Dock Hotel and the Aquarium, the trigger level was based on theoretical trip generations derived from a model 15 years ago. Analysis provided by the applicant's highway consultant in 2019 and work on a new Strategic Transport Master Plan for Queen's Island has since demonstrated that the theoretical/modelled trip generation was significantly over-estimated when compared against the actual local trips counted on the ground once the developments became operational. The accompanying information confirms that one fifth of trips (3,447) includes Titanic Belfast, Olympic House and the Titanic Hotel as well as the ARC apartments and can accommodate the Hamilton Dock Hotel, the Aquarium and the proposed development within this trip ceiling.
8.6.10	This information is detailed in ES Appendix 6.1 Transport Assessment (TA). The TA concludes that the additional traffic generated by the proposed development can be accommodated at all junctions on the surrounding highway network without the requirement for any further highway mitigation measures.
8.6.11	All submitted data, information, relevant correspondence and modelling was assessed by DfI Roads with the assistance of their consultant, AMEY. As a result, DfI Roads accepts that the trip levels, as produced by the proposed development, can be accommodated on the existing road network.
8.6.12	A new Strategic Transport Master Plan (STMP) for Queen's Island (including Titanic Quarter) is currently being developed by Belfast Harbour and Titanic Quarter Ltd in consultation with DfI Roads and Belfast Planning Service. It will update the area's transport strategy with a renewed focus on sustainable transport measures. The STMP will provide updated modelling of traffic movements into and out of Queens Island having regard to existing and committed developments and proposes a range of green transport measures to further promote sustainable travel in the interests of reducing the pressure on the road network as well as have positive benefits for the environment. The STMP will include new revised proposals for hard transport infrastructure to support Queens Island. The STMP has been subject to recent public consultation and will be presented to the Council for

assessment in due course. All future developments within phase 2 will require accordance with the new STMP once it has been agreed.

8.6.13

Parking provision

Policies AMP 1 (creating an accessible environment), AMP 2 (access to public roads), AMP 6 (transport assessment), AMP 7 (car parking, servicing and disabled parking), AMP 8 (cycle provision) and AMP 9 (design of car parking) of PPS 3 are relevant to the proposal.

8.6.14

The proposed parking provision for vehicles and bicycles is summarised in the table below and is demonstrated spatially on the annotated plan underneath.

Summary Table	Block 9	Block 11	Block 11A	Total
Total Residential Units	151	255	372	778
Cycle Spaces	90	140	160	390
- per unit	0.59	0.54	0.43	
Parking Spaces	27	33	47	107
- per unit	0.18	0.13	0.13	0.14
External Cycle Spaces				80
External Parking Spaces				38

Internal Parking Provision
The adjacent plan sets out the locations of the internal parking.

The internal parking provision per block is provided below.

Plot 11A	No. of Spaces
Standard (Blue)	35
DDA Accessible (Red)	10
Electric Vehicle (Yellow)	2
Total	47

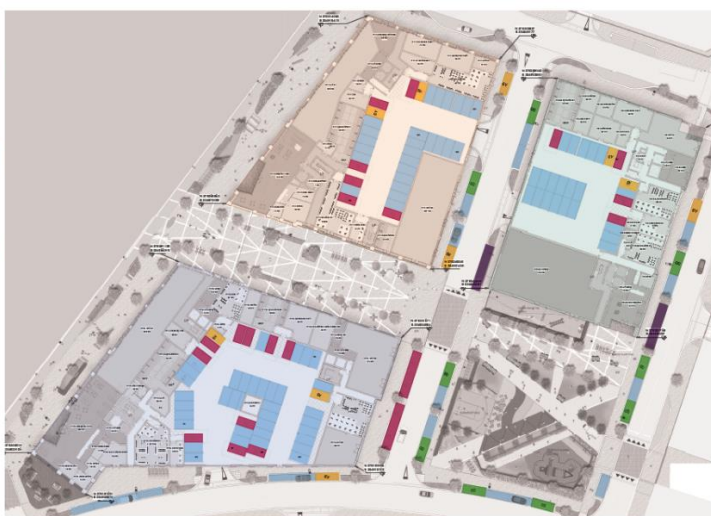
Plot 11	No. of Spaces
Standard (Blue)	25
DDA Accessible (Red)	6
Electric Vehicle (Yellow)	2
Total	33

Plot 9	No. of Spaces
Standard (Blue)	21
DDA Accessible (Red)	4
Electric Vehicle (Yellow)	2
Total	27

All Plots	No. of Spaces
Standard (Blue)	81
DDA Accessible (Red)	20
Electric Vehicle (Yellow)	6
Total	107 (0.14/Apt)

External Parking Provision
The internal parking provision per block is provided below.

External Parking	No. of Spaces
Standard (Blue)	18
DDA Accessible (Red)	4
Electric Vehicle (Yellow)	4
Car Club (Green)	9
Creche Pick-Up/ Drop-Off During Operational Hours (Purple)	4
Total	39



8.6.15

The site is located outside the City Centre and where full parking standards are technically required in accordance with *Creating Places*, PPS 3 and the Department's published Parking Standards. However, Policy AMP 7 allows full parking requirements to be relaxed considering:

- The accessibility of the site
- The availability of public transport
- The provision of green parking measures

8.6.16	Policy AMP 7 also states that there is scope to apply flexibility where this would assist in facilitating a better quality of development.
8.6.17	The Department's Development Control Advice Note 8 – Housing in Existing Urban Areas (DCAN 8) recognises that levels of provision lower than those set out in <i>Creating Places</i> may be appropriate. For example, in urban contexts where there is good pedestrian access to local facilities and public transport.
8.6.18	<p><u>Built to Rent tenure</u></p> <p>The above parking summary table shows that parking provision is significantly lower than the parking standard normally required for this location. Applying the normal parking standard, and not making any allowance for tenure, green measures, or the site's sustainable location, approximately 1,070 parking spaces would be required (equating to approximately 1.37 spaces per apartment). The ARC apartments have an approximate 1 space per apartment parking standard whilst the average rate per apartment for the proposal is 0.18 spaces per unit. To assist their case for a much lower level of parking, the applicant has provided information on the bespoke tenure of the residential units in Blocks 11 and 11A.</p>
8.6.19	<p>Blocks 11 and 11A are designed as "Built to Rent" (BTR) units. This incorporates a number of features which are not typically provided within standard apartment schemes, or certainly not at the level which is proposed within this application. These facilities include:</p> <ul style="list-style-type: none"> • Furnished units • Home working spaces designed into all apartments • Communal working spaces • Study Lounges • Games Rooms • Dining Areas • Gymnasiums • Large swathes of usable open space (26% of the site is comprised by public open space) in addition to courtyards and terraces for private space • Bicycle Repair shop • Convenience store and creche • Bars and restaurants both privately within the buildings and publicly accessible on the ground floor • Package and post delivery room
8.6.20	<p>In addition to these features, the applicant has provided a Built to Rent Management Plan, which would secure the following:</p> <ul style="list-style-type: none"> • On-site staff including a general manager, service manager, service assistant, engagement assistance, maintenance technician and travel plan co-ordinator • 24/7 manned assistance on site • Proposed tenancy agreements which provide guidelines regarding behaviour • Daily cleaning of amenity spaces, reception areas and lifts. • Weekly cleaning of corridors, staircases • Annual deep cleans and window cleaning
8.6.21	<p>The ethos of the Build to Rent scheme is that many of the standard trips that would be generated by a residential building will be negated by the provision of additional on-site amenities as well as the promotion of a car-free model. The applicant argues that the development will be marketed as and rented out on a mostly car-free basis. This approach to marketing would be secured as a planning obligation in the Section 76 planning agreement as would the stipulation that Blocks 11 and 11A must remain Built to Rent for a minimum period of 15 years (subject to variation from the Council).</p>

8.6.22 Whilst restricting the tenure of Blocks 11 and 11A to Build to Rent would not of itself justify the lower level of parking proposed by the application, it is an important part of a number of considerations which justify it.

8.6.23 Sustainable location of the site

Walking – The site is well connected for pedestrians as the site is in very close proximity to Titanic Belfast between the harbour and the continuation of the *Maritime Mile* as seen on the left.



Figure 7.3 – Pedestrian Facilities – Location of Controlled Pedestrian Crossings & Riverside Walkway

8.6.24 The approved Master Plan allowed for a pedestrian bridge to connect Phase 2 of Titanic Quarter and Sailortown. Whilst the bridge is not proposed as part of this planning application, the public realm has been designed in a manner which would accommodate the landing zone of the bridge were it to be brought forward.

8.6.25 Cycling – Titanic Quarter is popular with cyclists with designated cycling routes shown below on the DFI Belfast Cycle Map.

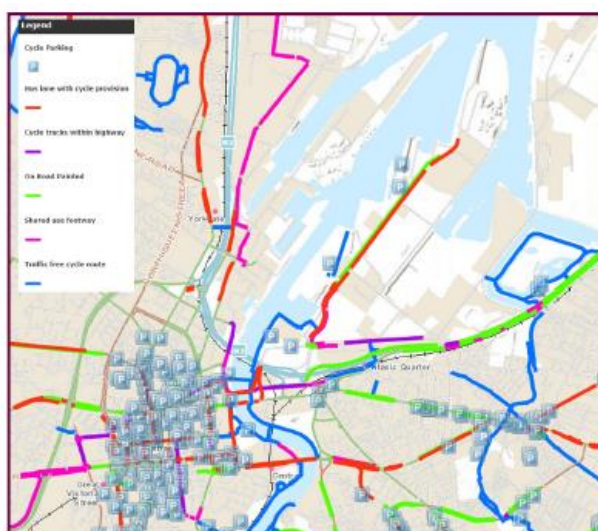


Figure 7.7 – DFI Belfast Cycle Map



Figure 7.13 – Public Transport (Bus & Glider Services) – Queens Road

8.6.26 Public Transport – the site is located directly on the G2 Glider route as well as other Translink bus routes as shown in the map above.

8.6.27 The Residential Travel Plan Framework provided with the application contains data on the sustainable location of the site, demonstrates that within 10 minutes' walk, the following amenities are located:

Amenities within proximity of the proposed development			
Amenities	Amenity type	Distance (Meters)	Walk Time (Minutes)
Hickson's Point,	Bar and Restaurant	31	>1
The Galley,	Cafe	53	>1
Harland Bar,	Bar	184	2
Spud Murphy's,	Restaurant	283	3
Vertigo Titanic Park,	Activities Centre	408	3
Cargo by Vertigo,	Restaurant	279	3
Paper Cup,	Cafe	343	4
The Dock,	Cafe	367	5
Subway,	Cafe	454	6
SPAR,	Convenience store	485	6
Titanic Post Office,	Post Office	515	7
Rain Check Belfast,	Restaurant	524	7
SSE Arena Belfast,	Indoor Stadium	829	10
Odyssey	Leisure, Food & Beverage & Restaurants	714	9
W5,	Science centre	704	9

- 8.6.28 The site is approximately 0.8 miles to the city-centre which would be a 15-minute walk and approximately 1.3 miles and 25-minute walk to City Hall. Further afield, within 30 minutes walking or cycling distance, there is a much wider array of facilities and amenities including food outlets, community facilities, pharmacies, post offices, childcare facilities, schools, and GP surgeries.
- 8.6.29 Green Travel Measures
The SPDS is underpinned by the principle of sustainable development. The applicant states that sustainable travel is a very important overarching aim of the development and forms part of the justification for the lower levels of parking which are proposed. Moreover, the applicant cites issues of commercial viability which would preclude the creation of basement parking, which they say would be too expensive to build, particularly factoring in drainage and flood risk considerations.
- 8.6.30 The applicant refers to a number of other publications which they believe relevant to their approach to green travel, including:
- *Making Belfast an Active City* – Belfast Cycling Network 2021 (DfI)
 - *Planning for the Future of Transport* 2021 (DfI)
 - *Energy Strategy: Transport Research* – Active Travel and Modal Shift 2021 (DfI)
 - *Belfast Resilience Strategy* 2020 (BCC)
 - *Belfast Local Development Plan* – Draft Plan Strategy 2018 (BCC)
 - *Belfast Car Park Strategy and Action Plan* 2018 (BCC)
 - *Belfast Agenda* 2017 (BCC)
- 8.6.31 The applicant points out that these publications all promote reducing the reliance on the private car in the interest of sustainability and resilience.
- 8.6.32 The applicant has proposed a range of green travel measures to mitigate the lower than standard level of parking and achieve a more sustainable form of development. During the PAD and application process, there has been extensive discussion about the most appropriate measures and how these can be effectively secured and managed. Historically, DfI Roads have requested additional measures such as travel cards and car club membership. However, all parties have been willing to explore a more comprehensive and flexible suite of green travel measures to support this specific development.

8.6.33	<p>The proposed green measures are summarised below:</p> <ul style="list-style-type: none"> • A Travel Fund of £400,000 to contribute to support both enhanced G2 Glider Service and fund travel cards for occupants • Further green travel 'pot' of £155,600 (split between Block 9 - £30,200; Block 11 - £51,000; and Block 11a - £74,400) which would allow residents to tailor their requirements between Car Club Membership, Belfast Bike Membership or New Bicycle Vouchers depending on their preferences and individual circumstances • New Belfast Bikes docking station (£45,000) • 9 no car club spaces • 10 x electric car charging points • E-bike charging points
8.6.34	<p>In addition, the following are proposed:</p> <ul style="list-style-type: none"> - Internal and external cycle parking - Cycle repair facility - Cycle wash-down facility - Establishment of a Cycle User Group - Provision and maintenance of a notice board within each building with local public transport information - Provision of a Welcome Travel Pack for each tenancy - Provision of a pool of umbrellas for tenants - Provision of taxi phones - Green Travel Days organised by Travel Plan Co-ordinator
8.6.35	<p>The proposed green travel measures would be secured either via planning condition or, where appropriate, through a Section 76 planning agreement.</p>
8.6.36	<p>The £400k Travel Fund and £155,600 green travel 'pot' would be secured by means of a Section 76 planning agreement and would ensure that where residents avail of less than the maximum on offer, that those monies not utilised are 'rolled forward' in perpetuity until the pot is exhausted. There is sufficient money provided to ensure measures of one variety or another are offered for at least 5 years to all units and should, by operating flexibly, last longer and represent better value for money.</p>
8.6.37	<p>Crucially, the green travel measures will form part of the overarching Travel Plan/s which will be required to be submitted prior to occupation. The residential travel plans will be required to be reviewed annually for each of the first five years then on Years 8, 11 and 15.</p>
8.6.38	<p><u>Potential impacts of a lower level of parking</u></p> <p>It is the role of the Council as Planning Authority to manage new development in the public interest. A particular focus is always on whether a development proposal will result in material harm. In many cases if there are lower of parking proposed to support a new development, the concern can be that there might be overspill of parking into existing adjacent communities.</p>
8.6.39	<p>In this context, the application site is quite unique. Other than the ARC apartments, there are no immediate residential neighbours or nearby communities which could be adversely affected by parking over-spill. Moreover, and quite crucially, Queen's Road and the nearby road network are subject to parking restrictions including double yellow lines. There are strict by-laws in operation within Queen's Island in relation to enforcement of unlawful parking by Belfast Harbour Police. Therefore, the clear expectation is that any parking over-spill, were it to ever happen, would be strictly enforced. This would be made clear to prospective tenants of the proposed development through the marketing material.</p>

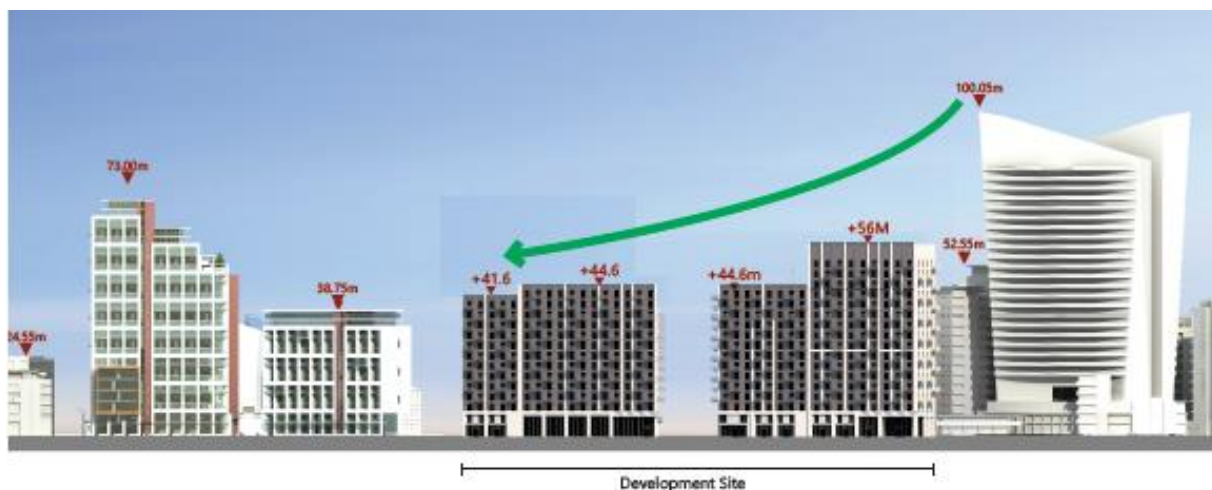
8.6.40	Given the sustainability credentials of the proposed development and the strict approach to parking enforcement, it is considered unlikely that material harm to the wider public interest would arise as a result of the lower levels of parking proposed.
8.6.41	Potential other impacts such as grocery deliveries, parcel deliveries and hot food deliveries have been highlighted by officers and mitigation has been incorporated into the scheme including creation of lay-bys and on-street parking for such short-term deliveries. Parcel rooms are also provided within the blocks.
8.6.42	DfI Roads was consulted throughout the PAD and application process and has fully assessed the applicant's supporting documentation and justification. DfI Roads offers no objection to the proposed parking arrangements subject to conditions and the Section 76 planning agreement to secure the green travel measures.
8.6.43	In conclusion, having considered the tenure of Blocks 11 and 11a, the accessible and sustainable location of the site, proposed suite of green measures and advice from DfI Roads, it is considered that proposed parking provision is acceptable.
8.6.44	Highway safety DfI Roads advises no concerns in relation to the design of the road layout and highway safety. In these regards, the proposal is considered to accord with the relevant provisions of the SPPS and PPS 3.
8.6.45	Summary In summary, DfI Roads have reviewed the proposal and, subject to implementation of the array of green travel measures proposed by the application, considers the level of parking to be adequate and that the proposal satisfies Policies AMP 1, AMP 2 and AMP 9. An acceptable travel plan has been submitted in compliance with Policy AMP 6. DfI Roads has confirmed that cycle provision is compliant with Policy AMP 8. The application is considered acceptable having regard to the relevant provisions in the SPPS and PPS 3.
8.7	<u>Design, layout and impact on the character and appearance of the area</u>
8.7.1	Paragraphs 4.11 and 4.12 of the SPPS require the safeguarding of residential and work environs and the protection of amenity. Paragraphs 4.13 to 4.18 highlight the importance of creating shared space. Paragraphs 4.26 and 4.27 provide design guidance including the importance of design as a material consideration and that planning authorities should reject poor designs. Paragraphs 4.31 to 4.36 highlight the importance of quality place making.
8.7.2	PPS 7 provides policy in relation to quality housing developments. Policy QD1 of PPS 7 lists nine criteria with which all proposals for residential development should comply. PPS12, DCAN 8 and <i>Creating Places</i> provide guidance in relation to new housing developments and are material considerations.
8.7.3	Criterion (a) of Policy QD1 of PPS 7 requires new development to respect its surrounding context and to be appropriate in terms of layout, scale, massing, appearance and surfacing.
8.7.4	In terms of planning context, the site is located within Phase 2 of the Titanic Quarter Master Plan (TQMP) and has previous planning permission for residential development.
8.7.5	<u>Scale and Massing</u> The TQDF advocates three taller buildings along the riverfront, namely Sites 1, 12 and 19 as seen in the image below. It also advocates height increases from the east towards the riverfront in the west.



8.7.6 Scale and massing have been the subject of much discussion throughout the design evolution of the scheme. The proposed blocks range from 34m to 57m in height. The Council's Senior Urban Design Officer (SUDO) highlights that whilst there have been reductions at the Council's suggestion, '*...the heights of buildings have been extruded significantly across the site to such an extent where deviations from the concept masterplan present concerns from an urban design viewpoint*'. The SUDO also states that lower buildings have a '*role in preserving key views to the protected cranes of H&W*' although officers accept that any meaningful level of development will obscure views of the cranes. The specific impact of the proposal on the cranes as Scheduled Monuments is addressed in detail elsewhere in the report.

8.7.7 The BCC: Landscape Planning and Development team have been consulted. Having assessed the applicant's Townscape and Visual Impact Assessment, on the whole they '*...agree with the assessment of the mitigation of operational impacts through the provision of a high-quality public realm environment, in order to help the proposed development enhance its surroundings at ground level and integrate it within the riverfront and Titanic Quarter*'. They go on to say that in general terms they '*...agree that the wider townscape and visual resources of the development's surroundings have the capacity to accommodate a development of this type and scale*'.

8.7.8 The image below demonstrates that the proposed heights of the buildings, whilst not as low as those of the previous approval, do still allow Sites 1 and 12 at either end to retain their primacy and are considered acceptable.



8.7.9 Layout

With regards to block structure, the applicant considers that sub-dividing Plot 11 into two separate blocks creates a more permeable street pattern and improved connectivity through the site, which is betterment over the previously approved block pattern. The applicant's Planning Statement states that a singular block of the size previously agreed would be uncharacteristic to Belfast and would be difficult to deliver in one go with regards to construction. It further states that design teams are regularly encouraged to increase permeability, connectivity and break down the scale of building frontages and argue that the conceptual change to the block pattern strikes an appropriate balance between the

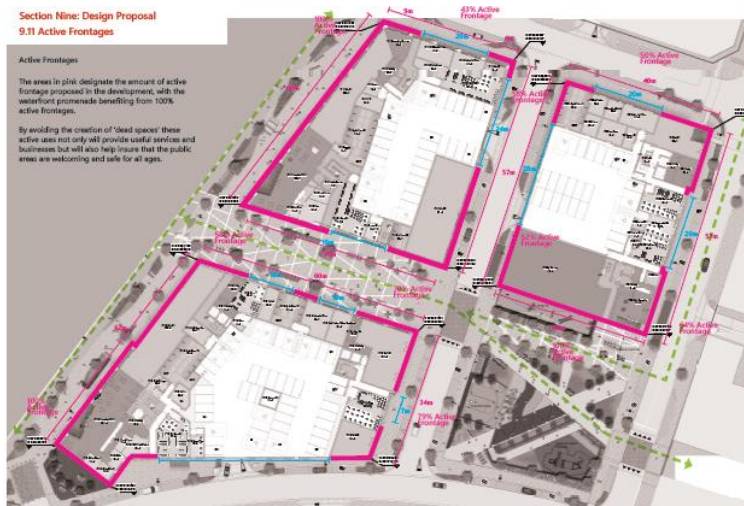
	requirements of achieving a desirable scheme and the importance of placemaking and delivering active frontages.
8.7.10	However, the SUDO considers that the <i>'departure has had a knock-on effect by introducing a range of challenges across the site that impact the resultant quality of environment particularly at street level'</i> . The SUDO further notes the knock-on impact on active frontages as a result of the lack of basement parking and on sunlight/daylight levels to courtyards.
8.7.11	The appropriateness of the scheme in terms of the size of outdoor and indoor amenity space and sunlight/daylight levels within the courtyards is addressed in detail later in the report. However, the benefits of the sub-divided block approach advocated by the application in terms of permeability is accepted.
8.7.12	A key consideration throughout the evolution of the design of the scheme has been the importance of activating the perimeters of each of the three blocks at ground level so as to ensure animation and visual interest. With all three blocks being visually prominent and close to Listed Buildings, it is very important that all elevations work equally hard to create safe, busy, interesting frontages. This was made difficult by the necessity to locate plant and machinery, cycle stores, bin stores and vehicular entrances at ground floor. The SUDO states that <i>'these inactive frontages have the potential to result in unattractive spaces with less surveillance and can also place heavy constraints on the design of the public realm due to the need to accommodate large articulated service vehicles. For example, the need to ensure adequate manoeuvrability for large service vehicles may limit areas for seating, tree planting and lighting and may even dictate the surface material required'</i> .
8.7.13	As there is no policy provision for insisting on basement storage of these elements and bearing in mind the economic costs of creating basement floor space, a degree of pragmatism is necessary. Improvements have been made to the scheme in this regard including: <ul style="list-style-type: none"> - changes to floor layout to increase active frontage and ensure all corners of the development contain active uses, lighting and shop front designs for bicycle storage to create visual interest and create safer spaces - design changes to vehicular entrances to increase visual interest - enlargement of reception and entrance areas to increase lighting and interactive frontages - lighting and shop front designs for bicycle storage to create visual interest and create safer spaces
8.7.14	The proposal includes a creche at ground floor in Block 9 with a frontage to South Yard Square including an area of enclosed space in front of the unit. Whilst it would be preferable to have commercial units directly fronting onto South Square in terms of animation and activation, it is accepted that there is no realistic alternative location for the creche within the development. The creche itself is welcomed in terms of community use and will add vibrancy to the development. The final details of the design of the open space for the creche, including boundary treatment, will be controlled by condition to ensure that this space will not be enclosed by impermeable boundary treatments and that the enclosure and boundary treatment are of appropriate quality.
8.7.15	Areas of active frontage are shown in pink in the drawing below. Subject to appropriate lighting and landscape design, the level of activation and animation of the ground floor perimeters of the blocks is considered acceptable.

Section Nine: Design Proposal
9.11 Active Frontages

Active Frontages

The areas in pink designate the amount of active frontage proposed in the development, with the surrounding promenade benefiting from 100% active frontages.

By avoiding the creation of 'dead spaces' these active uses not only will provide useful services and businesses but will also help ensure that the public areas are welcoming and safe for all ages.



The proposed vehicular entrances to the blocks are considered to be appropriate. Even with basement car parking, vehicular entrances must be located at ground floor and they are therefore a necessary feature that has to be integrated into the overall design of the development.

In conclusion, it is considered that the design, scale and layout of the development are acceptable.

- 8.7.16 **Criterion (b)** of Policy QD1 relates to archaeology and built heritage. Having regard to the advice from DfC Historic Environment Division, this criterion is considered to be satisfied. Heritage considerations are dealt with in detail elsewhere in the report.
- 8.7.17 **Criterion (c)** of Policy QD 1 requires adequate provision for public and private open space and that landscaped areas are an integral part of the development. *Creating Places* requires between 10 and 30 square metres average private amenity space per unit. Naturally, apartments may expect to provide the lower range whilst more suburban and peripheral greenfield locations would be expected to reach the higher range. In the case of the proposed development, it is located directly on the riverfront which leads to micro-climate considerations. The 79 apartments which have balconies are therefore located on side or rear elevations for the most part. However, a further 61 apartments benefit from Juliet balconies. Whilst Juliet balconies do not provide private external space per se, they do increase natural light and fresh air to the living areas of the apartments.
- 8.7.18 The table below shows the amenity provision for each block and the average per apartment. The amenity calculation is divided into private external and internal areas. The proposed Build To Rent model (BTR) is a bespoke model of residential accommodation whereby a significant number of services and amenities are provided on-site for residents. Examples include yoga studios, gymnasiums, co-working lounges, meeting rooms and in the case of Blocks 11 and 11A, 'Sky Lounge' bars. The average external amenity space per unit is similar across all three blocks. The internal amenity space is lower in the case of Block 9 mostly because it is not based on the Build to Rent model (Block 9 is to be delivered by a Housing Association) with no proposals for a sky lounge/yoga studio/meeting rooms etc.

8.7.19

Amenity Summary	Block 9	Block 11	Block 11A	Total/Average
Total Units	151	255	372	778
No of Balconies	24	14	41	79
No of Juliet Balconies	89	247	275	611
Size of communal courtyard	608 sq m	605 sq m	840 sq m	2,053 sq m
Size of communal roof terraces	131 sq m	804 sq m	995 sq m	1,930 sq m

External private amenity	856 sq m	1461 sq m	1995 sq m	4,312 sq m
- per unit	5.7 sq m	5.7 sq m	5.4 sq m	5.5 sq m
Internal amenity space	117 sq m	694 sq m	644 sq m	1,455 sq m
- per unit	0.7 sq m	2.7 sq m	1.7 sq m	1.9 sq m
Total internal & external	973 sq m	2155 sq m	2639 sq m	5,817 sq m
- per unit	6.4 sq m	8.5 sq m	7.1 sq m	7.5 sq m

8.7.20

CGI of Roof Terrace

8.7.21

Courtyard and Terraces Layout

There are three landscaped courtyards within the proposal, one in each building. Block 9 has one terrace on the 8th floor. Block 11 has two terraces both on the 11th floor whilst Block 11A has two terraces on the 11th and 13th floors. The courtyard and terraces have been designed to provide soft landscaping, seating areas, small play equipment in some cases and pergola/sheltered areas.

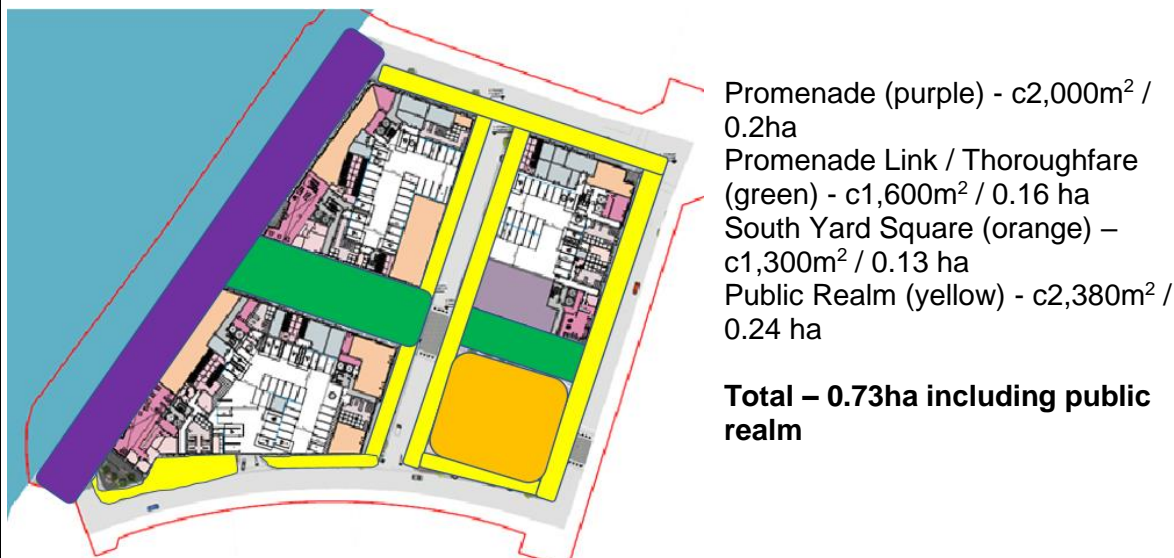
8.7.22

Assessment of amenity standards

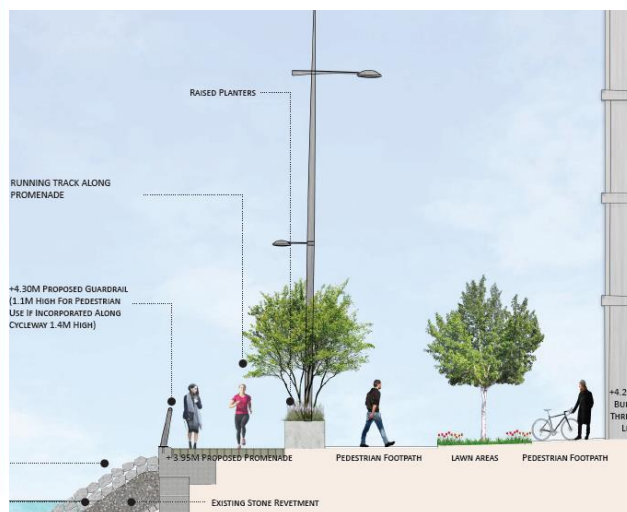
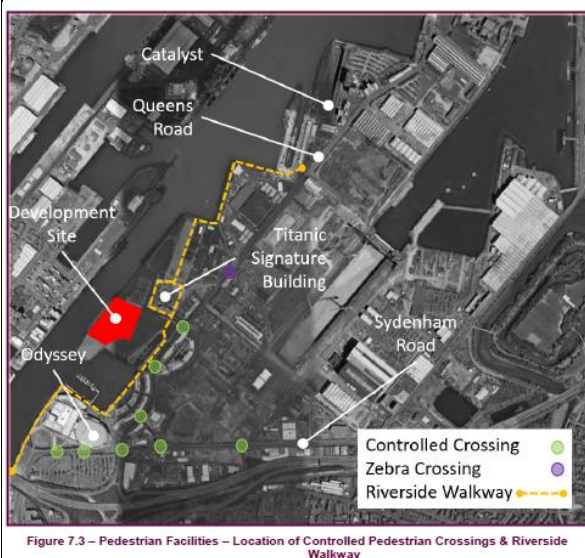
As can be seen from the table above, average amenity levels for each of the blocks ranges from 6.4 square metres per apartment (Block 9) to 8.5 square metres per apartment (Block 11). The overall average is 7.5 square metres per apartment. This is below the minimum 10 square metres recommended by *Creating Places*.

8.7.23 However, regard is had to the generous levels of Public Open Space proposed throughout the scheme, which is considered to provide an appropriate counter-balance. Both *Creating Places* and Policy OS 2 of PPS 8 recommend at least 15% of site of 300 houses or more is provided as public open space. The combination of different elements of public within the proposed scheme equates to 26% of the entire site. This far exceeds the minimum standards.

8.7.24 The image below demonstrates the mix of public open space in terms of the promenade, the pedestrian thoroughfare, South Yard Square and general public realm.





8.7.25 The creation of a riverfront promenade has been central to the concept of the development. Highlighted in purple above, the promenade has been designed in terms of layout and palette to link in with the existing *Maritime Mile* and will be car-free catering for pedestrians and cyclists only. The exception to this is for bin lorry collections and Key features include guard railing, flush surfaces, LED lighting, public art, permanent street furniture, planting and cycle parking.



8.7.26 The promenade link/thoroughfare, highlighted in green above will create a shared surface between Blocks 11 and 11A to allow for servicing and deliveries. The internal street created by the development will run from west to east from the riverfront to the proposed Hamilton Dock Hotel. The SUDO states that '*whilst the promenade and new pedestrianised areas are very much welcomed, introducing 'back of house' uses along substantial sections either side of this pedestrian route does raise concerns.*' Delegated authority is sought to resolve the

	precise time window for deliveries and bin collections which would temporarily require these areas to be open to those specific vehicles each day.
8.7.27	The pedestrian areas are protected from vehicular traffic with electric bollards which only permit access for bin trucks and emergency vehicles. A negative condition will be placed to restrict bin collections and servicing in these areas to mornings between 7am and 9am. South Yard Square will provide a central amenity space within the development. The space is broken down into a number of smaller spaces such as a sheltered, sunken play area, seating areas, soft landscaped areas, sports surfacing and a basketball hoop and high-quality hard landscaping to link in with surrounding areas of public realm. The future management of South Yard Square and public realm would be controlled by a Section 76 planning agreement.
8.7.27	The application is supported by: <ul style="list-style-type: none"> - Landscape Design Strategy (LDS) - Landscape Management and Maintenance Plan - Full landscape details for public realm, terraces, courtyards and external areas
8.7.28	The LDS contains robust analysis of pathways throughout the site and how these can be appropriately landscaped for the intended uses. Details of the palette for the extension of the <i>Maritime Mile</i> are provided, demonstrating that the proposal is designed to integrate into the wider master plan area.
8.7.29	A Landscape Management Plan will ensure appropriate maintenance of the open spaces, public realm and play area. This will be secured by means of a Section 76 planning agreement.
8.7.30	BCC: Landscape team have been consulted and advises that the ' <i>...proposals include sufficient hard and soft landscape detail, incorporating specifications for paving, street furniture, lighting, fencing, tree pits, and planting plans / schedules</i> ' and that ' <i>the Landscape Management and Maintenance Plan is acceptable</i> '.
8.7.31	The BCC Tree Officer was consulted and is content subject to conditions.
8.7.32	In summary, whilst the proposed development would provide less than the recommended minimum level of private amenity space, it is considered that this is off-set by the generous levels of public open space throughout the scheme. In these regards, the proposal is acceptable.
8.7.33	Criterion (d) of Policy QD1 relates to the provision of local neighbourhood facilities. Para 4.17 of PPS 7 highlights the importance of large developments providing important infrastructure and facilities in order to create a sense of community and minimise the need to travel. Para 4.18 states that ' <i>local neighbourhood facilities include social and community uses such as schools, creches, surgeries, local shops and play facilities</i> '. The proposal contains a creche, convenience store, play facilities, bike repair shop and gymnasiums. The rest of the non-residential floorspace will be dictated by market demands but are likely to include retail, shops and restaurants. Currently, there is not the critical mass to warrant a school for the area, however, this may be required later.
8.7.34	The applicant highlights that there are a number of other facilities within a short distance such as the Odyssey pavilion, cafes, restaurants, SSE Arena and Vertigo Activity Park. Further analysis of the sustainability of the site's location and proximity to amenities and facilities is provided elsewhere in the report.
8.7.35	It is considered that criterion (d) is satisfied.

8.7.36	<p>Criteria (e) and (f) of Policy QD1 require adequate and appropriate provision for parking, walking and cycling in conjunction with the policy requirements of PPS 3. The Travel Plan seeks to promote modal shift away from car use and proposes a suite of green travel measures including membership of Belfast Bikes, access to Translink Travel Cards, bicycle vouchers and also membership of a Car Club. These requirements are discussed in more detail later in the report.</p>
8.7.37	<p>Criterion (g) of Policy QD 1 relates to design and materials. The design and appearance of the buildings has evolved throughout the planning process. Design issues have included:</p> <ul style="list-style-type: none"> - need for greater vertical and horizontal shifts to reduce massing of the blocks - importance of articulation of the facades to achieve depth and visual interest - activation of the ground floor perimeters of the blocks (dealt with previously in the report) - layout and design of roof plant and enclosures - impact of creche open space (dealt with previously in the report) - absence of recessed terraces - materiality
8.7.38	<p>In these regards, improvements have been made to the scheme during the evolutionary design process. The SUDO states that <i>‘in terms of the proposed material palette there has been a deliberate differentiation made to the treatment of those taller blocks along the riverfront when compared to those fronting the central square, which is welcomed. This would see the use of red stock brick as the primary material for those buildings fronting the square, accented by reconstituted stone and powder coated metal. Whereas along the promenade a lighter buff brick is proposed again accented by reconstituted stone and powder coated metal where the buildings are of a more civic scale’</i>.</p>
8.7.39	<p>In terms of vertical and horizontal shifts, amendments have been made to deepen reveals and provide greater variety in the use of external materials to improve visual interest. The SUDO has expressed concern that this has been mostly achieved through design detailing rather than physical shifts in the buildings which would be desirable. The images below show an example of the scheme from the PAD discussions and a similar view from the current proposal which demonstrates the evolution of the design.</p>
8.7.40	<p>Image of elevations fronting South Yard Square – PAD versus proposed scheme</p> <div data-bbox="284 1384 898 1821">  </div> <div data-bbox="914 1373 1505 1843">  </div>

8.7.41

Image of riverfront elevations – PAD vs proposed scheme

8.7.42

The SUDO states that *'glazed facades of these long blocks [are] all on the same uniform plane, with the vertical shifts in façade merely taking the form of deeper piers at sections in an effort to define individual buildings within these long blocks. It is acknowledged that Block 11 has been pushed back from the waterfront by a further 1.5m, however the request for greater articulation was in reference to elements within the blocks themselves so as to visually break up their length'*. The SUDO considers the 1m setback proposed as insufficient and difficult to perceive, especially across long distances such as on the waterfront. Officers sought to resolve these issues with the applicant, however, cost implications and buildability were cited as reasons for not doing so. Whilst it would have been preferable to have achieved greater shifts in the building, it is considered that there is sufficient variety in the materials, bay treatment and roof forms to visually break up these long elevations.

8.7.43

Additional detailing of the ground floor has been achieved which has resulted in much stronger facades with appropriate detailing, texture and materials. The roofscape has also been subject to design improvements, with all parties agreeing that strong roofscapes are key to successful design and cohesion.

8.7.44

The SUDO recommends that detailed sample panels of brickwork and other key materials are secured by condition. This is included in the recommended conditions below.

8.7.45

It is considered that the Victorian brick palette is appropriately referenced within the scheme, juxtaposed with more modern materials and palettes.

8.7.46

In summary, it is considered that the design and materials proposed for the scheme are acceptable.

8.7.47	Criterion (h) of Policy QD1 deals with the impact that new development may have on adjacent land uses and residents taking into account the proposed layout, existing and proposed boundary treatments and separation distances.
8.7.48	<p><u>Impacts on existing uses and residents</u></p> <p>The plots which contain the proposed development were designed as part of an overall masterplan which established general parameters for appropriate development. The application is supported by an Environmental Statement which outlines likely impacts and mitigations of the development in terms of noise, disturbance, daylight etc. The nearest residential units are located at the ARC apartments which is a considerable distance (approximately 0.2km). The Titanic Visitors Centre, Titanic Hotel and proposed Hamilton Dock Hotel will be located in closer proximity but there is no evidence of incompatibility. It is considered that the proposal will not have a negative impact on adjacent land uses or residents. Environmental Health have confirmed that they have no objections in relation to noise, odour or other impacts, subject to conditions.</p>
8.7.49	<p><u>Outlook for prospective residents</u></p> <p>Outlook for residents is referenced in the TQDF which advocates that all residential units have an outlook which is either a water view, park/square view or private courtyard view. For the most part the units proposed comply with this aspiration. The exceptions would be the units on the side elevations of Blocks 9 and 11 facing north/north-east and those units facing the Hamilton Dock Hotel site. It is not considered that these units have an unacceptable outlook as they will face onto streets with oblique views of either Titanic Belfast, Titanic Hotel, Hamilton Dock Hotel and SS Nomadic or oblique views of the water.</p>
8.7.50	<p><u>Daylight, sunlight and overshadowing</u></p> <p>The application is supported by:</p> <ul style="list-style-type: none"> - ES Volume 2 Chapter 7 and Volume 3 Appendices 17.10 and 17.11 (permanent overshadowing assessment) - ES Addendum Volume 3 Appendix 1 and 17.1 (Gradient overshadowing study) - Turley note on Daylight, Sunlight and Overshadowing, February 2022
8.7.51	<p><u>Impact on nearby buildings</u></p> <p>The BRE guidance recommends using the following factors for analysis:</p> <ul style="list-style-type: none"> - Vertical Sky Component (VSC) - Daylight distribution (DD) - Average Daylight Factor (ADF) - Annual Probable Sunlight Hours (APSH)
8.7.52	Analysis provided in ES Chapter 17 highlights the sensitive receptors as being the ARC apartments, Belfast Metropolitan College, Titanic Hotel and the proposed Hamilton Dock Hotel. The analysis summarises that there is negligible impact on all existing buildings. With regards to the proposed Hamilton Dock Hotel, the report cites that ADF Analysis is the primary test recommended for new buildings and finds that 93% of hotel rooms would meet the standard required with those 12 rooms not meeting the recommended standard only falling some 13% below. The report cites the impact as being minor adverse in terms of daylight amenity and negligible for sunlight amenity.
8.7.53	It is considered that given the urban context and nature of the surrounding uses, the proposal will not adversely impact existing or forthcoming buildings to an unacceptable level.
8.7.54	<p><u>Sunlight to areas of open space</u></p> <p>Analysis conducted using VU.CITY gave rise to concerns regarding light to the inner courtyard areas and apartments facing onto the courtyard areas in Blocks 11 and 9. As a result, further information was submitted by the applicant to address this concern as well as</p>

design changes including amending the elevations surrounding the courtyards to a lighter coloured render.

8.7.55 The Gradient Overshadowing Study (GOS) conducted for 21st March and 21st June demonstrate that the areas of open space along the promenade and South Yard Square and within most terraces receive at least two hours of direct sunlight regardless of the time of year. The courtyards of Blocks 9 and 11 receive considerably less sunlight in March than June. The courtyard of Block 9 receives almost no direct sunlight in March, with about 50% of the area receiving sunlight in June. Microclimate modelling demonstrates acceptable conditions.

8.7.56 Gradient Overshadowing Study (modelled for 21st March)



8.7.57 Gradient Overshadowing Study (modelled for 21st June)



8.7.58 Table of sunlight

	Communal/Public Open Space	March 21 st	June 21 st
Block 9	1 st Floor Podium Courtyard	6.34% receiving between 0.5-1.0hrs	48.78% receiving 2+hours 5.39% receiving between 1.5-2hrs
	8 th Floor Roof Terrace	54.42% receiving 2+ hours	95.92% receiving 2+hours
Block 11	1 st Floor Podium Courtyard	17.68% receiving between 1.0-1.5hrs 23.65% receiving between 0.5-1hrs	100% receiving 2 + hours
	11 th Floor Roof Terrace	93.42%-94.24% receiving 2+hours	99.86%-99.92% receiving 2+hours
Block 11a	1 st Floor Podium Courtyard	81.46% receiving 2+ hours	90.96% receiving 2+ hours
	11 th Floor Roof Terrace	89.56% receiving 2+ hours	99.57% receiving 2+ hours
	13 th Floor Roof Terrace	94.31% receiving 2+ hours	99.94% receiving 2+ hours
Public Open Spaces	South Yard Square (Publicly accessible)	100% receiving 2 + hours	100% receiving 2 + hours
	Riverfront Promenade (Publicly accessible)	100% receiving 2 + hours	100% receiving 2 + hours
	Promenade / Sit Out Area – in between blocks 11 and 11a (Publicly accessible)	48.48% receiving 2+ hours	99.52% receiving 2 + hours

8.7.59 The applicant acknowledges that the level of sunlight amenity for the courtyard of Block 9 is not ideal during winter and spring months but argues that residents can avail of the roof terrace and other areas of public open space throughout the scheme, including the promenade, South Yard Square, and other open spaces, all of which receive high levels of sunlight amenity.

8.7.60 Given the extent of open space and both internal and external amenities within the site and surrounding area, it is considered that the level of sunlight to external amenity areas is acceptable.

8.7.61 Light to proposed residential units
Internal daylighting for prospective residents is also an important consideration. ES Chapter 17 confirms that the assessments have been conducted in accordance with BRE guidelines. The report notes that the open plan layout of the apartments aids in accessing maximum light. Dual aspect units are included in several units in the south and north of Block 9. Full height windows have been included to assist levels of light. The report concludes that the level of daylight received is considered acceptable for a high-density development such as that proposed.

8.7.62 Other impacts
It is considered that the proposal would not result in any unacceptable amenity or other adverse impacts on adjacent uses and buildings close to the site, having regard to the relevant provisions in PPS 7 and SPPS.

8.7.63 **Criterion (i)** of Policy QD1 requires that new development is designed to deter crime and encourage safety. Each block would have a reception area and would be actively managed, which would deal with anti-social behaviour etc. In terms of the external layout, the lighting and public realm is designed to fit in with the *Maritime Mile* and other areas of public realm

within Titanic Quarter. The social housing in Block 9 will need to be designed to DfC Housing Association Guide standards (for city centre developments).

8.7.64

Tenure Mix and Apartment Sizes

Criterion (c) of Policy LC1 of the Addendum to PPS 7 states that all dwelling units and apartments should comply with the space standards set out in Annex A. While Policy LC1 does not strictly apply as Titanic Quarter cannot be described as an established residential area, the space standards are a useful guide to determining whether proposed unit sizes are of a sufficient size to ensure a quality living environment for prospective occupiers. Notwithstanding that the standards do not apply in this case; the apartments meet the requirements outlined in Annex A of the addendum to PPS 7 as seen in the table below.

8.7.65

Policy HS 4 of PPS 12 requires a variety in the size of dwellings within large developments. As demonstrated in the table below, there are a variation in apartment sizes from studio apartments to 3-bed 5-person apartments. See table below for summary.

Size/Mix of Units	Block 9	Block 11	Block 11A	Total
Total Units	151	255	372	778
- Social Housing Units	78	0	0	78
No of 1-bed	30 (20%)	166 (65%)	235 (63%)	431 (55%)
No of 2-bed	101 (69%)	80 (31%)	124 (33%)	305 (39%)
No of 3-bed	20 (13%)	9 (3.5%)	13 (3.5%)	42 (5.4%)
Size of 1-bed/studio	50 sq m	50 sq m	50 sq m	
Size of 2-bed	61 - 70 sq m	61 - 70 sq m	61 - 70 sq m	
Size of 3-bed	85 sq m	85 sq m	85 sq m	

8.7.66

The size and mix of the residential units is considered appropriate.

8.8

The impact on Built Heritage and Archaeology

8.8.1

There are a number of heritage assets which are close to the site and which may be impacted by the proposed development. These include:

- Administration and drawing office block (Harland & Wolff) - Grade B+ Listed
- Building HB26/07/009
- Hamilton Graving Dock (DOW 004:501)
- Twin slipways of the Titanic and Olympic ships (DOW 004:503)
- Travelling cranes and building docks 'Samson' and 'Goliath' (DOW 004:504 / 004:505)

8.8.2

Paragraphs 6.08 - 6.12 and Para 6.24 of the SPPS and Planning Policy Statement 6: Planning, Archaeology, and the Built Environment (PPS 6) are relevant to consideration of the proposal.

8.8.3

The SPPS states that '*development which would adversely affect [archaeological remains or scheduled monuments] or the integrity of their settings must only be permitted in exceptional circumstances*'. It also states that '*Listed Buildings of special architectural or historic interest are key elements of our built heritage and are often important for their intrinsic value and for their contribution to the character and quality of settlements and the countryside. It is*

	<i>important therefore that development proposals impacting upon such buildings and their settings are assessed, paying due regard to these considerations, as well as the rarity of the type of structure and any features of special architectural or historic interest which it possesses’.</i>
8.8.4	Policy BH11 of PPS6 relates to development affecting the setting of a Listed Building whilst Policies BH 1 and 4 of PPS 6 relate to impact on scheduled monuments and archaeology, respectively.
8.8.5	The application is supported by Chapter 14 of the ES – Built and Cultural Heritage, Chapter 15 Townscape Visual Impact, Built Heritage Appraisal (BHA) (ES Volume 3 Appendix 14.3) of the likely effects of the proposal on built and industrial heritage. The appraisal included viewpoint visualisations and a summary of likely effects. It also includes Industrial Heritage Records (IHR) within 500m of the site.
8.8.6	DfC Historic Environment Division (HED) has been consulted and have been involved with the application since the PAD stage. HED notes that the proposed development is close to the former Harland and Wolff Drawing Office, a Grade B+ Listed Building.
8.8.7	<i>HED states that they ‘are content with the proposal as presented in its current form. These comments are made in relation to the requirements of the Strategic Planning Policy Statement for Northern Ireland (SPPS) para(s) 6.12 and of Planning Policy Statement 6: Planning, Archaeology and the Built Heritage (PPS6) Policy BH11 (Development affecting the Setting of a Listed Building).’</i>
8.8.8	In relation to Scheduled Monuments and archaeology, HED notes that the application site is in close proximity to a number of industrial heritage assets on Queen’s Island, generally associated with shipbuilding and port activity. The recorded archaeological sites and monuments nearby are indicators of a high archaeological potential for further, previously unrecorded archaeological remains which may be encountered within the application site.
8.8.9	<i>The accompanying BHA concludes that ‘development within the Site would not affect the ability to understand the functional setting of the cranes and dock in relation to the Musgrave Dock. However, the cranes have become a landmark feature of the Belfast skyline, visible from many locations due to their large height and yellow paint colour, and this landmark status contribute to the importance of the scheduled monument.’</i>
8.8.10	HED has reviewed the assessments contained in the Cultural Heritage chapter of the Environmental Statement (ES) and <i>‘concurs with the findings that the development will have a negligible impact on the setting of the scheduled monuments.’</i>
8.8.11	HED recommends conditions to require a programme of archaeological works. This is to identify and record any archaeological remains in advance of new construction, or to provide for their preservation <i>in situ</i> , as per Policy BH 4 of PPS 6 and as required by Policy BH 1 of PPS 6 in the case of the scheduled monument. The conditions are recommended accordingly.
8.9	<u>Environmental Protection</u>
8.9.1	<p>Contaminated Land</p> <p>The Environmental Statement (ES) includes the following information regarding land contamination:</p> <ul style="list-style-type: none"> • ES Volume 1, Chapter 10. – Geology, Hydrogeology and Contamination.

	<ul style="list-style-type: none"> • ES Volume 3, Appendix 10.1 – RPS Group Plc ‘Watkin Jones Group, Project Pirrie, Titanic Quarter – Preliminary Risk Assessment (Desk Study) Report’ dated February 2021. Report ref: IBR1282. • ES Volume 3, Appendix 10.2 – RPS Group Plc ‘Project Pirrie, Titanic Quarter –Generic Quantitative Risk Assessment Report’ dated May 2021. Report ref: IBR1282. • ES Volume 3, Appendix 10.3 – RPS Group Plc ‘Project Pirrie, Titanic Quarter – ‘Remedial Strategy Report’ dated May 2021. Report ref: IBR1282. • ES Addendum Volume 1 and 2, dated February 2022. • ES Addendum Volume 3, Appendix 10, Remedial Strategy, RPS, dated February 2022.
8.9.2	DAERA NIEA: Regulation Unit Land and Groundwater Team (RU) have been consulted. They are content subject to appropriate conditions relating to remediation measures, site investigations and a verification report. BCC Environmental Health have also been consulted and are also content subject to conditions.
8.9.3	<p>Drinking Water</p> <p>The ES includes the following information:</p> <ul style="list-style-type: none"> • ES Volume 1: Non-technical Summary; • Outline Construction Environmental Management Plan, dated September 2021; • ES Addendum Volume 1 and 2, dated February 2022; • ES Addendum Volume 3, Appendix 11.1, TQ Development Framework & Drainage Masterplan, dated January 2022.
8.9.4	DAERA NIEA: Drinking Water Inspectorate have been consulted and are ‘...content with the proposal, subject to the applicant continuing discussions with Northern Ireland Water Ltd (NIW) regarding public drinking water supply infrastructure and sufficiency. The applicant must obtain relevant approvals to connect to the mains supply.’
8.9.5	<p>Noise</p> <p>The ES is supported by the following information:</p> <ul style="list-style-type: none"> • ES Volume 2, Chapter 7 ‘Noise & Vibration’ • ES Volume 3, Appendix 7:1: ‘Baseline noise monitoring survey & data’ • ES Volume 3, Appendix 7:2: ‘Construction noise assessment’ • ES Volume 3, Appendix 7:3: ‘Figures 7.1 – 7.3’ • ES Addendum Chapter 7, Volume 1 and 2 ‘Noise and Vibration’.
8.9.6	Environmental Health provided initial feedback which informed the ES addendum. They have been further consulted and offer no objections subject to conditions.
8.9.7	In addition, DAERA NIEA: Industrial Pollution and Radiochemical Inspectorate have been consulted. Based on the information provided they are ‘...content with the proposal on the basis that the developer is aware that the occupants may periodically suffer loss of amenity due to noise emissions from port activity, heavy goods vehicular traffic and adjacent entertainment venues’.
8.9.8	DAERA NIEA: NED recommends a condition to require a final Construction and Environmental Management Plan (CEMP) to address construction noise, vibration, and possible environmental impacts.

8.9.9	<p>Air Quality</p> <p>The ES is supported by the following information:</p> <ul style="list-style-type: none"> - ES Volume 2, Chapter 8 - Air Quality and subsequent appendices (ES, Volume 3) - ES Volume 2, Chapter 6 – Traffic and Transportation and subsequent appendices (ES, Volume 3) - ES Addendum Chapter 8, Volume 1 and 2 ‘Air Quality’. - RPS report entitled “The Loft Lines, Titanic Quarter (LA04/2021/2280/F) Technical Note TA1”, dated 2022-01-07.
8.9.10	Environmental Health provided initial feedback which informed the ES addendum. They were further consulted and offer no objections subject to conditions regarding heating provision and dust management.
8.9.11	<p>Odour</p> <p>The ES is supported by the following information:</p> <ul style="list-style-type: none"> - ES Volume 2, Chapter 9 ‘Odour’ - ES Volume 3, Appendix 9.1 ‘Odour abatement recommendations’ - ES Volume 3, Appendix 9.2 ‘Odour formation to complaint’ - ES Volume 3, Appendix 9.3 ‘H4 Benchmark odour criteria control’ - ES Addendum Chapter 9 - Volume 1 and 2 ‘Odour’ - ES Addendum Volume 3 - Appendix 9.1 ‘Odour drawings’
8.9.12	Environmental Health provided initial feedback which informed the ES addendum. They were further consulted and offer no objection subject to conditions.
8.9.13	The conditions advised by these consultees are recommended.
8.10	<u>Drainage and flood risk</u>
8.10.1	DfI Rivers Flood Maps indicates that the site is affected by the 1 in 200-year coastal flood plain. The proposal has therefore been assessed against Policy FLD 1, FLD 2, FLD 3 and FLD 4 of Revised Planning Policy Statement 15 (PPS 15). FLD 5 does not apply to this site
8.10.2	The application is supported by a Flood Risk and Drainage Assessment (FRDA) (RPS, August 2021) as well as a Promenade and Revetment Study (RPS, April 2021). Chapter 12 of the accompanying ES deals with flood risk and drainage. Further information was provided by the applicant as part of Further Environmental Information in February 2022.
8.10.3	<p>Policy FLD 1: Development in Fluvial and Coastal Flood Plains</p> <p>No development is permitted within the 1 in 200-year coastal flood unless it is deemed to meet one of the exceptions listed within Policy FLD 1. It is the remit of the planning authority to grant such an exception. It is considered that the proposal is an exception under part (b) of FLD1 in that the land is raised above the floodplain, it is not dependant on new coastal flood defences, it is not within an area likely to be at risk from coastal erosion and the elevation of development above the flood plain will not unduly disrupt the provision and ongoing delivery of essential services. In addition, the mixed-use zoning of the site in dBMAP 2015, adopted Development Framework and previous planning permissions, establish the principle of development in this location.</p>
8.10.4	DfI Rivers notes the Council’s decision to consider the application an exception as detailed above.
8.10.5	The FRDA confirms that Finished Floor Levels (FFLs) are proposed to be 4.2m OD which is in accordance with the Titanic Quarter Flood Risk Masterplan that recommends a minimum road level of 4m OD and that the finished levels are in excess of the climate change levels +

	600mm freeboard. Whilst DfI Rivers note that the recommended freeboard has not been fully achieved in some sections of the external development, it accepts the logic of the submitted assessment and has no reason to disagree with its conclusions.
8.10.6	<p>Policy FLD 2: Protection of Flood Defence and Drainage Infrastructure</p> <p>The FRDA confirms that the public promenade is approximately 10m in width which will permit any access required by DfI Rivers. DfI Rivers confirm that Policy FLD 2 is satisfied.</p>
8.10.7	<p>Policy FLD 2: Development and Surface Water</p> <p>DfI Rivers has reviewed the FRDA and accepts its logic; as the FRDA states that detailed drainage design will be completed post-planning, DfI Rivers recommends a negative condition requiring the submission of a Final Drainage Assessment.</p>
8.10.8	<p>Policy FLD4: Artificial Modification of watercourses</p> <p>The applicant has indicated that works are proposed for the remnant structure of the original shipyard buildings and the existing stone pavement on the river edge. DfI Rivers notes that consent for the proposed works to the remnant structure of the original shipyard buildings and the existing stone pavement on the river edge has been granted by DfI Rivers Area Office under Schedule 6 of the Drainage Order 1973.</p>
8.10.9	In conclusion, the Committee is advised that all sources of flood risk to and from the proposed development have been identified and there are adequate measures to manage and mitigate any increase in risk arising from the development including allowing for climate change. The proposal is considered to comply with the relevant provisions of the SPPS and Policies FLD 1, FLD 2, FLD3 and FLD 4 of PPS 15.
8.11	<u>Wastewater Infrastructure</u>
8.11.1	DAERA NIEA: Water Management Unit states that the sewage loading associated with the proposal has the potential to cause an environmental impact if transferred to Belfast Wastewater Treatment Works and recommend consultation with NI Water. NIEA has also provided standing advice.
8.11.2	NI Water advises that the waste-water treatment capacity is not currently available to support the proposed development. However, it confirms that it has a programme for WWTW improvements which will increase capacity over the coming years. NI Water states that they are content to support the application subject to a negative planning condition to permit the proposed development to be constructed but prevent occupation until 01 July 2023. This is because some additional capacity will be available from July 2023 as a result of the completion of initial upgrade work. The applicant has confirmed that the blocks will not be occupied until 2024 or 2025 at the earliest. The Committee is advised that conditions may only be imposed where they are necessary. Given the magnitude of the development and that completion of any of the blocks is not expected until at least 2024, the condition recommended by NI Water is unnecessary.
8.11.3	NI Water also has concerns about network capacity of the Combined Stormwater Overflows and drainage system. Further information has been provided by the applicant and capacity is currently being modelled. NI Water has indicated that they will provide their further response to the application in the coming days and this will be reported to the Committee via the Late items report.

8.12	<u>Ecology and Natural Heritage</u>
8.12.1	Planning Policy Statement 2: Planning and Nature Conservation (PPS2) contains planning policies that seek to safeguard protected species, habitats, and sites of nature conservation importance. Relevant policies include NH1 (Ramsar and International designations), NH2 (species protected by law), NH3 (nature conservations such as ASSI) and NH% (habitats and species of natural heritage importance).
8.12.2	<p>The proposed development has the potential to impact on wildlife and ecological interests. In particular, the site is immediately next to Belfast Lough which is subject to the following National, European, and International designations:</p> <ul style="list-style-type: none"> - Outer Belfast Lough ASSI (under the Environment Order (Northern Ireland) 2002) - Belfast Lough SPA, Belfast Lough Open Water SPA and the East Coast Marine SPA (under the EC Birds Directive (72/409/EEC on the conservation of wild birds) - North Channel SAC and the Maidens SAC which are designated under the EC Habitats Directive (92/43/EEC on the conservation of natural habitats and of wild fauna and flora) - Belfast Lough Ramsar Site which is designated under Ramsar Convention - Belfast Lough MCZ which is designated under the Marine Act (Northern Ireland) 2013
8.12.3	Accordingly, the proposal has been considered having regard to Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended). Specialist advice has been sought from Shared Environmental Service to advise Belfast City Council as the Competent Authority responsible for assessment of development proposals in accordance with the Regulations.
8.12.4	The application is supported by a Shadow Habitats Regulations Assessment (HRA) and an Environmental Statement (ES) which contains chapters on Terrestrial Biodiversity (Ch 13), Geology, Hydrology and Contamination (Ch 10), Water Quality (Ch 11) and Noise and Vibration (Ch 7). An outline Construction Environmental Management Plan also accompanies the application.
8.12.5	Both DAERA NIEA and Shared Environmental Services (SES) were consulted.
8.12.6	NIEA: Marine and Fisheries Division states that their Marine Conservation Advice team has <i>'considered the impacts of the proposal and on the basis of the information supplied is content that there should be no adverse impacts on marine conservation, provided the attached informatives and standing advice for development that may have an effect on the water environment (including groundwater and fisheries) are adhered to.'</i>
8.12.7	NIEA: Inland Fisheries highlights that the construction phase of the proposal may impact water quality issues as well as noise and vibration impacting fish migration. Lighting may also impact fish behaviour and as such appropriate mitigation is required. Inland Fisheries have indicated that they are content subject to such mitigation as included in the ES and outline Construction Environmental Management Plan (oCEMP). A full CEMP will be conditioned.
8.12.8	NIEA: Natural Environment Division (NED) advises that there may be potential impacts on the aquatic environment due to construction and operational works, from discharge of foul water or from river works but note that having assessed the submitted information, that they are content subject to conditions and informatives.
8.12.9	Having reviewed ES Chapter 13 (Terrestrial Biodiversity), NED are content that the ecologist has considered potential impacts on protected/priority species and habitats. NED are content that it is not likely that bats, otters, badgers, or wild birds would be impacted negatively. They have recommended that pre-construction site clearance take place outside of the bird breeding season (1 st March – 31 st August inclusive). However, the site is open grassland,

and such a restriction would be unreasonable. NED also requests a condition for a final Construction and Environmental Management Plan to be agreed prior to commencement. This condition is recommended accordingly.

8.12.10 Shared Environmental Services states that '*following an appropriate assessment in accordance with the Regulations and having considered the nature, scale, timing, duration and location of the project, SES advises the project would not have an adverse effect on the integrity of any European site either alone or in combination with other plans or projects*'.

8.12.11 It is recommended that the Council in its role as the Competent Authority, adopts the HRA report, and its conclusions (dated 17 February 2022), prepared by SES. This concludes that the project would not likely have any significant adverse effect on the integrity of any European site.

8.12.12 Having regard to the specialist advice from DAERA, subject to conditions, it is advised that the proposed development would not have any harmful impacts on wildlife and ecological interests and in this regard accords with the relevant Policies NH1, NH2, NH3 and NH5 of PPS 2.

8.13 **Waste Management**

8.13.1 The application is supported by a Build to Rent Management Plan (BTRMP) and a Service Management Plan (SMP) which will manage bin deliveries. The location of bin stores is demonstrated in the image below:



8.13.2 The SMP details three types of refuse and their collection frequencies as agreed by Environmental Health.

- General Waste - Fortnightly Collection
- Recycled Dry Waste - Weekly Collection
- Organic Waste - Weekly Collection

8.13.3 The BTRMP similarly details waste management and recycling provisions. BCC Waste Management team has been asked to advise on the appropriateness of the waste management proposals and this is expected to be reported to the Committee via the Late items report. If it is not available, then delegated authority is sought to deal with this issue.

8.14	<u>Economic Principles and impacts of the Proposal</u>
8.14.1	Paragraphs 4.18 and 4.22 of the SPSS state that planning authorities should take a positive approach to appropriate economic development proposals and pro-actively support and enable growth generating activities.
8.14.2	The application is supported by an Employability and Skills Assessment (ESA) which has been considered by the Council's Economic Development Unit. The ESA estimates that the proposal will cost approximately £117 million and will generate 310 FTE direct construction jobs.
8.14.3	Once operational, it is envisaged that non-residential uses at the proposed development will support a total of 80 gross direct FTE jobs onsite to support commercial/community operations in the retail, professional services, health and care and hospitality sectors.
8.14.4	The Council's City Regeneration and Development Team notes that the proposal will bring <i>'significant investment into new public realm, including the proposed riverfront boardwalk and South Yard Square, are very welcome additions to the Maritime Mile.'</i> It is evident that the proposal would have a very positive economic impact, which supports the case for the granting of planning permission.
8.14.5	An Employability and Skills Developer Contribution for the construction phase (in the form of implementation of an Employability and Skills Plan) would be secured as part of the Section 76 planning agreement.
8.15	<u>Pre-Application Community Consultation</u>
8.15.1	For applications that fall within the Major development category as prescribed in the Development Management Regulations, Section 27 of the Planning Act (NI) 2011 places a statutory duty on the applicant for planning permission to consult the community in advance of submitting an application.
8.15.2	Section 27 also requires that a prospective applicant, prior to submitting a major application must give notice, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for the development is to be submitted. A PAN (LA04/2021/0909/PAN) was submitted to the Council on 19 April 2021 and was deemed acceptable on 26 April 2021. Also applicable at the time was the Planning (Development Management) (Temporary Modifications) (Coronavirus) Regulations (Northern Ireland) 2020 which removed the requirement for an in-person public event due to the impacts of the pandemic.
8.15.3	Where pre-application community consultation has been required and a PAN has been submitted at least 12 weeks in advance of the application being submitted, the applicant must prepare a pre-application community consultation report (PACC) to accompany the planning application. A PACC Report has been submitted in support of this application which details workshops, webinars, letters, leaflets and hard copy consultation packs, surveys, a consultation phone line, consultation email address, live online chat facility, social media advertising campaign and the public advertisement.
8.15.4	The PACC report states that more than 1,600 unique visitors engaged with the public consultation website with 140 downloads of the project information pack. 103 respondents provided feedback via the formal survey, 83 of which were submitted online.
8.15.5	The survey results demonstrated community concerns regarding: <ul style="list-style-type: none"> - Private rented, mixed-tenure development (53% disagreeing or strongly disagreeing with the proposal) - Design of the proposal (60% disagreeing or strongly disagreeing)

	<ul style="list-style-type: none"> - Rent-only, lifestyle-first accommodation (65% disagreeing or strongly disagreeing)
8.15.6	<p>The survey results demonstrated positive reactions regarding:</p> <ul style="list-style-type: none"> - The concept of a new pedestrian boulevard and connectivity to the Maritime Mile (77% agreeing or strongly agreeing) - The creation of South Yard Square (65% agreeing or strongly agreeing) - Job creation and economic contribution (63% agreeing or strongly agreeing) - Green and active travel measures (59% agreeing or strongly agreeing)
8.15.7	<p>There was no strong consensus to:</p> <ul style="list-style-type: none"> - The provision of mixed tenure housing to include social and affordable homes (29% strongly agreeing and 29% strongly disagreeing for example)
8.15.8	<p>The PACC report also details individual concerns highlighted by stakeholders and responses to these concerns. Examples include concerns about the principal of development, height and massing, design and materials, traffic and parking, local policing, and density, all of which are considered in the main body of the report.</p>
8.15.9	<p>It is considered that the submitted PACC Report has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.</p>
8.16	<p><u>Planning Agreement and Developer Contributions</u></p>
8.16.1	<p>Para 5.69 of the SPPS states that '<i>Planning authorities can require developers to bear the costs of work required to facilitate their development proposals.</i>' Relevant further guidance is provided by the Council's Developer Contributions Framework, adopted in 2020.</p>
8.16.2	<p>In this case it is considered that Developer Contributions are required in relation to the following:</p>
8.16.3	<p>Provision of Affordable Housing – a minimum of 10% of the apartments (i.e. 78 apartments) to be social housing in accordance with the requirements of Policy BHA 01 of dBMAP 2015. A review mechanism will be required in the Section 76 planning agreement to reappraise whether the balance of 73 apartments in Block 9 can be brought forward as intermediate housing for rent should an appropriate model be available at the appropriate time.</p>
8.16.4	<p>Green Travel Measures – to help mitigate the lower than standard level of in-curtilage parking provision which is proposed in accordance with PPS 3 and the Developer Contributions Framework. These measures include the provision of travel plan/s, travel cards, car club, new bicycle vouchers, Belfast Bike membership, information regarding the green transport nature of the development when it is marketed to tenants, and Travel Fund (See Paras 8.6.29 – 8.6.37 for full details).</p>
8.16.5	<p>Public realm, open space and play facilities – to ensure a high-quality setting for the development, appropriate Public Open Space provision and to mitigate the less than standard level of private amenity space, having regard to PPS7, PPS 8, <i>Creating Places</i> and the Developer Contribution Framework.</p>
8.16.6	<p>Management – to restrict Blocks 11 and 11a to the Built to Rent scheme to promote a more self-sufficient form of development in the interests of transport sustainability and mitigating the lower than standard level of in-curtilage parking, having regard to PPS 3 and Developer Contribution Framework. Also, to ensure future management and maintenance of the Public Realm and Public Open Space including roads and South Yard.</p>

8.16.7	Employability and Skills – to secure the submission and implementation of an Employability and Skills Plan for the construction phase of the development in accordance with the Developer Contributions Framework.
8.16.8	Monitoring – to ensure an appropriate fee to the Council for the cost of monitoring the various planning obligations.
8.16.9	These planning obligations would be secured by means of a Section 76 planning agreement.
9.0	Summary of Recommendation
9.1	Having regard to the Development Plan and relevant material considerations, the proposed development is considered acceptable.
9.2	It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement. Delegated authority is sought for the Director of Planning and Building Control to finalise the conditions and Section 76 planning agreement.
11.0	DRAFT CONDITIONS
1	<p>The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</p> <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p>
2	<p>Transport</p> <p>The development hereby permitted shall not be occupied until hard surfaced areas have been constructed in accordance with the approved layout drawings No. 81 & 90, published by the Council on 8th October 2021, to provide adequate access facilities for pedestrian and other active travel modes to the site. All such hard surfaced areas must be permanently retained in accordance with the approved plans.</p> <p>Reason: To ensure that provision has been made for safe access for pedestrians and other active travel modes.</p>
3	<p>The development hereby permitted shall not be occupied until hard surfaced areas have been constructed in accordance with the approved layout drawings No. 81 & 90 published by the Planning Authority 8th October 2021, to provide adequate facilities for parking, servicing and circulating within the site. This shall include 107 internal spaces and 38 external (on-street) spaces, the total of 145 spaces shall include a minimum of 20 to be dedicated to people with disabilities, a minimum of six spaces for electric vehicles, and, nine dedicated car club spaces. All parking provisions must be permanently retained in accordance with the approved plans.</p> <p>Reason: To ensure that adequate provision has been made for parking and servicing.</p>
4	<p>The development hereby permitted shall not be occupied until a final Car Parking Management Plan has been submitted to and agreed in writing with the Council. The outline Car Parking Management Plan, published by the Planning Authority 11th March 2022, shall be the basis for the final plan. All operations thereafter must be in accordance with the approved Final Car Parking Management Plan.</p> <p>Reason: To ensure that adequate provision has been made for parking and the management of parking.</p>

5	<p>The development hereby permitted shall not be occupied until the vehicular accesses have been constructed in accordance with drawings No. 81 & 90 published by the Planning Authority 8th October 2021.</p> <p>Reason - To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.</p>
6	<p>The development hereby permitted shall not be occupied unless 390 No. internal, and 90 no. external, secure cycle parking spaces have been provided in accordance with drawings No. 81 & 90 published by the Council on 8th October 2021. All cycle parking must be permanently retained for residents, staff and visitors.</p> <p>Reason: To encourage the use of alternative modes of transport for development users.</p>
7	<p>None of the commercial units shall be operated unless in accordance with a Workplace Travel Plan based on the Workplace Travel Plan (version F1) published by the Council on 3rd March 2022. Details of each Work Place Travel Plan shall have first been submitted to and approved in writing by the Council.</p> <p>Reason: To encourage the use of alternative modes of transport to the private car in accordance with the Transportation Principles.</p>
8	<p>The development hereby permitted shall operate in accordance with the Service Management Plan (version F2) published by the Council on 3rd March 2022.</p> <p>Reason: To ensure that adequate provision has been made for servicing and in the interests of road safety and the convenience of road users.</p>
9	<p>Protection of human health</p> <p>If during the carrying out of the development, new contamination is encountered that has not previously been identified, works shall cease immediately, and the Council shall be notified immediately in writing. This new contamination shall be fully investigated in accordance with best practice. In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be submitted to and agreed in writing by the Council, prior to the development being occupied or operated. The Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.</p> <p>Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.</p>
10	<p>Prior to the occupation or operation of any part of the proposed development, a Verification Report shall be submitted to and approved in writing by the Council. This report must demonstrate that the remediation measures outlined in the RPS Group Plc report entitled 'The Loft Lines, Titanic Quarter, Belfast, Remedial Strategy Report' (IBR1282, Version 3, February 2022) have been implemented. The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for end-use. It must demonstrate that the identified human health contaminant linkages are effectively broken. The Verification Report shall be in accordance with Environment Agency guidance, British Standards and CIRIA industry guidance. In particular, this Verification Report must demonstrate that:</p> <p>a) A 1m deep clean cover barrier has been emplaced in all soft landscaped areas of the South Yard Square and Promenade Walkway, formed from material that is demonstrably suitable for a public open space near residential' end use.</p>

	<p>b) All soils used in the soft landscaped areas of the roof terraces, 1st floor courtyards and public realm streetscape are demonstrably suitable for a public open space near residential end use.</p> <p>c) Ground gas and hydrocarbon vapour protection measures in accordance with BS 8485:2015+A1:2019 and CIRIA C748 have been installed in the development, commensurate with the site's Characteristic Situation 2 classification. The ground gas and hydrocarbon vapour protection measures must be verified in accordance with the requirements of CIRIA C735 and C748.</p> <p>Reason: To demonstrate that the required remedial measures have been incorporated into the development, in the interests of human health.</p>
11	<p>Deliveries to and dispatch from the non-residential units within the hereby permitted development shall not take place outside the hours of 07:00 and 23:00.</p> <p>Reason: Protection of residential amenity</p>
12	<p>The crèche in Block 9 shall not operate outside the hours of 07:00 and 23:00.</p> <p>Reason: Protection of residential amenity</p>
13	<p>The café in Block 9 shall not operate outside the hours of 07:00 and 23:00.</p> <p>Reason: Protection of residential amenity.</p>
14	<p>Bar/restaurant use is not permitted within Block 9 of the hereby permitted development. No cooking or frying of foods to be undertaken within the hereby permitted café in Block 9.</p> <p>Reason: Protection of residential amenity.</p>
15	<p>The bar/restaurant use in Blocks 11 and 11A shall not operate outside the hours of 07:00 and 01:00.</p> <p>Reason: Protection of residential amenity.</p>
16	<p>Prior to commencement of operation as bar/restaurant use in Blocks 11 and 11A, the mechanical ventilation shall be installed as per report from Turley entitled 'Loft Lines. Addendum to Environmental Statement. Volume 1 and 2', dated February 2022 and permanently retained as such.</p> <p>Reason: Protection of residential amenity.</p>
17	<p>Commercial cooking of foods shall only be permitted within the units identified as P11 Unit 01, P11A Unit 01 and P11A Unit 03, as shown in drawing from TODD Architects entitled "Proposed Ground Floor Plan", Drawing No. LLB-TOD-ZZ00-DR-A-2001 Revision P2 and dated 02/09/21.</p> <p>Reason: Protection of residential amenity.</p>
18	<p>All windows within the bar/restaurant premises shall be non-openable.</p> <p>Reason: Protection of residential amenity.</p>
19	<p>Units P11 Unit 01, P11A Unit 01 and P11A Unit 03 shall not operate unless the kitchen extraction system/s have been installed in accordance with drawing from TODD Architects entitled "Proposed Ground Floor Plan", Drawing No. LLB-TOD-ZZ-00-DR-A-2001 Revision</p>

	<p>P2 and dated 02/09/21. All extraction units must be permanently maintained and retained thereafter in accordance with the approved details.</p> <p>Reason: Protection of residential amenity.</p>
20	<p>The ducting for the kitchen extraction system/s shall be located within risers as shown in drawing from TODD Architects entitled "Proposed First Floor Plan", Drawing No. LLB-TOD-ZZ-01-DR-A-2001, Revision P2 and dated 02/09/21, and shall terminate at a height not less than 1m above roof level, as per drawing from TODD Architects entitled "Proposed Roof Top Plan", Drawing No. 20045-DUN-TOD-ZZ-RF-DR-A-200001, Revision 4 and dated 14/02/22. All ducting must be permanently maintained and retained thereafter in accordance with the approved details.</p> <p>Reason: Protection of residential amenity.</p>
21	<p>Prior to commencement of operation of each bar/restaurant premises, a site-specific acoustic report for that unit shall be submitted to and approved in writing by the City Council, which demonstrates that the operation of the bar/restaurant will not adversely impact residential amenity. All site-specific noise mitigation measures should be detailed and the report should include, but not limited to, the following:</p> <ul style="list-style-type: none"> - Floor plans showing internal and external layout of premises; - Construction details of the double lobbied external door arrangement/s; - Assessment of impact from the provision of amplified sound e.g. background music and how this will be controlled; - Any upgrading to the structural elements for purposes of noise reduction/control; - Provisions to be implemented for the management of noise including patron noise and dispersal. <p>All site-specific noise mitigation measures shall be installed in accordance with the approved details prior to occupation of the respective bar/restaurant premises and shall be permanently retained as such.</p> <p>Reason: Protection of residential amenity.</p>
22	<p>Prior to the commencement of operation of any hot food premises, a proprietary odour abatement system shall be installed to achieve a 'High' level of odour control, as specified within the Defra document - 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems', updated by EMAQ+ on 5/9/18, as per Environmental Statement Volume 2, Chapter 9 and Volume 3, Appendix 9.1. The installed system must be maintained and retained thereafter.</p> <p>Reason: Protection of residential amenity.</p>
23	<p>The external areas associated with non-residential units shall not be used outside the hours of 07:00 to 23:00.</p> <p>Reason: Protection of residential amenity.</p>
24	<p>All windows to any premises operating as a gym shall be non-openable, as per report from Turley entitled 'Loft Lines. Addendum to Environmental Statement. Volume 1 and 2', dated February 2022.</p> <p>Reason: Protection of residential amenity.</p>
25	<p>Prior to commencement of operation of hereby permitted gyms, the premises shall have mechanical ventilation installed as per report from Turley entitled 'Loft Lines. Addendum to Environmental Statement. Volume 1 and 2', dated February 2022 and such mechanical</p>

26	<p>ventilation shall be permanently retained and maintained thereafter in accordance with the approved details.</p> <p>Reason: To ensure adequate ventilation for users.</p> <p>Prior to commencement of the operation of each gym premises, a site-specific acoustic report for that gym shall be submitted to and approved in writing by the City Council, which demonstrates that the operation of the gym will not adversely impact residential amenity. All site-specific noise mitigation measures should be detailed and the report should include, but not limited to, the following:</p> <ul style="list-style-type: none"> - Floor plans showing internal layout of premises; - Details of classes and activities to be provided and assessment of impact; - Assessment of impact from the provision of amplified sound e.g. background music, PA systems and how this will be controlled; - Any upgrading to the structural elements for purposes of noise reduction/control; - Provisions to be implemented for the management of noise. <p>All site-specific noise mitigation shall be installed prior to occupation of the respective gym and shall be permanently retained in accordance with the approved details.</p> <p>Reason: Protection of residential amenity.</p>
27	<p>The rated sound level from the operation of plant and/or equipment, associated with the hereby permitted development, must not exceed 45 dB(A) during the daytime period (07:00 to 23:00) and 41 dB(A) during the nighttime period (23:00 to 07:00), at 1m from the façade of any noise sensitive receptor, when measured and determined in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.</p> <p>Reason: Protection of residential amenity</p>
28	<p>Heating provision to the buildings hereby permitted shall be via electric based air to water heat pumps, located on the roof tops of the buildings, as stated in Chapter 8 of ES Addendum and shown on drawing from TODD Architects entitled "Proposed Roof Top Plan", Drawing No. 20045- DUN-TOD-ZZ-RF-DR-A-200001, Revision 4 and dated 14/02/22.</p> <p>Reason: Protection of human health and residential amenity.</p>
29	<p>Prior to commencement of construction works on site, a final Dust Management Plan must be submitted to and agreed in writing by the Planning Service. The Dust Management Plan must be based on the dust risk assessment and recommendations detailed by the RPS consultant within the Environmental Statement (Volume 2, Chapter 8 Air Quality). The development shall not be constructed or carried out unless in accordance with the approved Dust Management Plan.</p> <p>Reason: Protection of human health.</p>
30	<p><u>NI Water Condition</u></p> <p>There shall be no construction, trees planting or other obstruction within 3 metres of NIW public watermain/s traversing the proposed development site up to 180mm diameter, 4 metres of watermain/s between 181-350mm diameter or 6 metres of watermain/s between 351-600mm diameter.</p> <p>Reason: To prevent disturbance / damage to existing watermain/s and in the interest of public safety.</p>

31	<p><u>NIEA Conditions</u></p> <p>Construction of the outfall must take place only in periods of low flow. A suitable barrier, such as a coffer dam, shall be erected around the outfall site prior to commencement of construction of the structure. The barrier shall be adequate to prevent egress of water from the construction site and shall be removed upon completion of all construction activities. The area within the barrier shall be de-watered prior to use of any wet concrete and all water contained thereafter shall be collected for off-site treatment. At no point shall water be discharged from the site into the adjacent waterbody during the construction phase.</p> <p>Reason: To protect Designated Sites and site selection features.</p>
32	<p>No development shall be carried out unless a final Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Council. the Council.</p> <p>The CEMP shall include, but is not limited to, the following:</p> <ul style="list-style-type: none"> - Construction methodology and timings of works; - Pollution Prevention Plan; including suitable buffers between the location of all construction works, storage of excavated spoil and construction materials, any refuelling, storage of oil/fuel, concrete mixing and washing areas and any watercourses or surface drains present on or adjacent to the site; - Site Drainage Management Plan; including Sustainable Drainage Systems (SuDS), foul water disposal and silt management measures; - Peat/Spoil Management Plan; including identification of peat/spoil storage areas, management and handling of peat/spoil and details of the reinstatement of excavated peat/soil; - Water Quality Monitoring Plan; - Environmental Emergency Plan, <p>The development shall not be carried out unless in accordance with the approved CEMP.</p> <p>Reason: To protect Designated Sites, site selection features and natural heritage features worthy of protection.</p>
33	<p>The development shall not be occupied until the remediation measures as described in the RPS Remediation Strategy Report Ref: IBR1282 and dated May 2022 have been implemented in full and a verification report has been submitted to and approved in writing by the Council. In the event that water quality monitoring data indicates a significant increase in contaminant concentrations, works must cease and the requirements of condition 35 will apply. The Council shall be given 2 weeks written notification prior to the commencement of remediation work.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
34	<p>The development hereby permitted shall not be occupied until all redundant site investigation and geotechnical boreholes have been fully decommissioned in line with SEPA guidance document Good practice for decommissioning redundant boreholes and wells (UK Groundwater Forum). Evidence for the decommissioning shall be provided in the verification report required for Condition 36.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
35	<p>If during the development works, new contamination or risks are encountered which have not previously been identified, works must cease and the Council shall be notified immediately in writing. This new contamination shall be fully investigated in</p>

36	<p>accordance with the Land Contamination: Risk Management (LCRM) guidance. In the event of unacceptable risks being identified, a Remediation Strategy shall be submitted to and approved in writing by the Council prior to works continuing. This strategy should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>Prior to occupation of the development, a Verification Report shall be submitted to and approved in writing by the Council to verify compliance with conditions 33, 34 and 35. This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance. The Verification Report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and achieving the remedial objectives.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
37	<p>Built heritage</p> <p>No works shall be undertaken (other than those required to fulfil this condition) until a programme of archaeological work (POW) has been prepared by a qualified archaeologist and submitted to and approved in writing by the Council.</p> <p>The identification and evaluation of archaeological remains within the site;</p> <ul style="list-style-type: none"> - Mitigation of the impacts of development through licensed excavation recording or by preservation of remains in-situ; - Post-excavation analysis sufficient to prepare an archaeological report, to publication standard if necessary; and - Preparation of the digital, documentary and material archive for deposition. <p>All works shall take place in accordance with the approved details.</p>
38	<p>Reason: To ensure that archaeological remains within the application site are properly identified and protected or appropriately recorded.</p> <p>A programme of post-excavation analysis, preparation of an archaeological report, dissemination of results and preparation of the excavation archive shall be undertaken in accordance with the programme of archaeological work approved under condition 37. These measures shall be implemented and a final archaeological report shall be submitted to the Council within 12 months of the completion of archaeological site works, or as otherwise agreed in writing with the Council.</p> <p>Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated, and the excavation archive is prepared to a suitable standard for deposition.</p>
39	<p>Protected environmental sites</p> <p>No development shall be carried out unless a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Council. This final plan should contain all the mitigation as described in the Outline CEMP completed by RPS Consulting, dated September 2021 and the advice of NIEA WMU and NED in their responses dated 27/01/2022.</p> <p>Reason: To protect the features of marine connected European Sites from potential construction generated polluting discharges and piling noise.</p>

40	<p><u>BCC Trees</u></p> <p>No development shall commence on site until a proposed landscaping scheme has been submitted to and approved in writing by the Council. The scheme shall include details of all trees, hedgerows and other planting features; details of planting specification to include species, size, girth, position and method of planting of all new trees and shrubs; and a programme of implementation.</p> <p>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.</p>
41	<p>The development hereby permitted shall not commence unless a detailed Landscaping Scheme has been submitted to and approved in writing by the Council which specifies species, planting sizes, spaces and numbers of trees/ shrubs and hedges to be planted. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Council.</p> <p>Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality.</p>
42	<p>Other conditions</p> <p>Notwithstanding the submitted details, no development shall be undertaken unless a Phasing Plan has been submitted to and approved in writing by the Council. The development shall not be carried out unless in accordance with the agreed phasing programme unless otherwise agreed in writing with the Council.</p> <p>Reason: In the interests of the orderly development of the site.</p>
43	<p>No building may be occupied until a detailed street lighting strategy has been submitted to and agreed in writing with the Council. All street lighting shall be installed in accordance with the approved street lighting strategy.</p> <p>Reason: In the interest of the amenities of the area.</p>
44	<p>No signage shall be erected unless in accordance with an overarching signage strategy for the site, details of which shall have first been submitted to and approved in writing by the Council.</p> <p>Reason: To ensure design cohesion and a high-quality development.</p>
45	<p>Notwithstanding the submitted details, no development shall commence on site unless full details of the public realm improvements to the footway bounding the site in the areas shown on the approved plans have been submitted to and approved in writing by the Council. The details shall include:</p> <ol style="list-style-type: none"> 1. Surface materials; and 2. The design and provision of underground ducting. <p>The development shall not be occupied unless the public realm improvements have been carried out in accordance with the approved details.</p>

<p>46</p>	<p>Reason: In the interests of the character and appearance of the area and to enhance connectivity to and from the development.</p> <p>No works shall be undertaken unless a sample panel of the following design elements have been provided on site and approved in writing by the City Council.</p> <p>(a) Brickwork, to include pointing mortar mix, joint thickness and finish profile; (b) Render, to include lime mix and final surface texture.</p> <p>The works shall not be carried out unless in accordance with the approved details.</p> <p>The approved sample panel(s) shall be retained on site until the work is completed.</p> <p>Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.</p> <p>47</p> <p>Notwithstanding the submitted details, roofs shall be cladded in accordance with materials and colour finishes, details of which shall have first been submitted to and approved in writing by the Council.</p> <p>Reason: In the interests of the appearance of the development.</p> <p>48</p> <p>Notwithstanding the Planning (Use Classes) Order (Northern Ireland) 2015 and Planning (General Permitted Development) Order (Northern Ireland) 2015 (or any order revoking and/or re-enacting those orders with or without modification), Unit P11 - 03 all not be used other than for the sale of convenience goods and shall not be used for any other purpose falling within Use Class A1 without express planning permission.</p> <p>Reason: To ensure the self-sufficiency and sustainability of the development, including reducing the need to travel.</p>
<p>12.0</p>	<p>Representations from Elected Representatives (if relevant) N/A</p>
<p>13.0</p>	<p>Referral to DfI (if relevant) No</p>

ANNEX A	
Date Valid	8th October 2021
Date First Advertised	22nd October 2021
Date Last Advertised	18 th March 2022
Details of Neighbour Notification (all addresses) 01,10 Queens Road,Antrim,Down,BT3 9DT 04,10 Queens Road,Antrim,Down,BT3 9DT 05,10 Queens Road,Antrim,Down,BT3 9DT 06,10 Queens Road,Antrim,Down,BT3 9DT 07,10 Queens Road,Antrim,Down,BT3 9DT 09,10 Queens Road,Antrim,Down,BT3 9DT 1 Arrol Way,Queen'S Island,Belfast,Down,BT3 9EQ 10,10 Queens Road,Antrim,Down,BT3 9DT 11,10 Queens Road,Antrim,Down,BT3 9DT 12,10 Queens Road,Antrim,Down,BT3 9DT 13,10 Queens Road,Antrim,Down,BT3 9DT 14,10 Queens Road,Antrim,Down,BT3 9DT 16,10 Queens Road,Antrim,Down,BT3 9DT 19,10 Queens Road,Antrim,Down,BT3 9DT 20,10 Queens Road,Antrim,Down,BT3 9DT 21,10 Queens Road,Antrim,Down,BT3 9DT 28,10 Queens Road,Antrim,Down,BT3 9DT 29,10 Queens Road,Antrim,Down,BT3 9DT 2a ,Queens Road,Belfast,Down,BT3 9DT 2b The Arc,Queens Road,Belfast,Down, 2c The Arc,Queens Road,Belfast,Down, 2e The Arc,Queens Road,Belfast,Down, 2f The Arc,Queens Road,Belfast,Down, 2g The Arc,Queens Road,Belfast,Down, 2h The Arc,Queens Road,Belfast,Down, 2i The Arc,Queens Road,Belfast,Down, 2j The Arc,Queens Road,Belfast,Down, 2k The Arc,Queens Road,Belfast,Down, Rene Ignacio Cruz and Nick Amor, 2l The Arc, Apartment 11.17, Queens Road, Belfast, Down, Northern Ireland, BT3 9FN 2l The Arc,Queens Road,Belfast,Down, 3 Arrol Way,Queen'S Island,Belfast,Down,BT3 9EQ 31,10 Queens Road,Antrim,Down,BT3 9DT 37,10 Queens Road,Antrim,Down,BT3 9DT 38,10 Queens Road,Antrim,Down,BT3 9DT 39,10 Queens Road,Antrim,Down,BT3 9DT 9 Queens Road,Queen'S Island,Belfast,Down,BT3 9DT Apartments 10.01 – 10.48 (inclusive), 2j The Arc,Queens Road,Belfast,Down,BT3 9FP Apartments 11.01 – 11.53 (inclusive), 2l The Arc,Queens Road,Belfast,Down,BT3 9FN Apartments 12.01 – 12.48 (inclusive), 2k The Arc,Queens Road,Belfast,Down,BT3 9FH Apartments 2.01 – 2.30 (inclusive), 2b The Arc,Queens Road,Belfast,Down,BT3 9FB Apartments 3.01 – 3.38 (inclusive), 2d The Arc,Queens Road,Belfast,Down,BT3 9FD Apartments 4.01 – 4.30 (inclusive), 2c The Arc,Queens Road,Belfast,Down,BT3 9FB Apartments 5.01 – 5.50 (inclusive), 2e The Arc,Queens Road,Belfast,Down,BT3 9FE Apartments 6.01 – 6.38 (inclusive), 2f The Arc,Queens Road,Belfast,Down,BT3 9FG	

Apartments 7.01 – 7.43 (inclusive), 2h The Arc, Queens Road, Belfast, Down, BT3 9FJ
 Apartments 8.01 – 8.38 (inclusive), 2g The Arc, Queens Road, Belfast, Down, BT3 9FG
 Apartments 9.01 – 9.82 (inclusive), 2i The Arc, Queens Road, Belfast, Down, BT3 9FL
 Simon Hamilton, Belfast Chamber of Trade and Commerce Ltd, Arthur House, Suite 309, 41
 Arthur Street, Belfast, BT1 4GB
 Belfast Metropolitan College, 7 Queens Road, Belfast, Down, BT3 9DT
 Mervyn Watley, Catalyst, The Innovation Centre, Queen's Road, Belfast, BT3 9DT
 Robert Fitzpatrick, Chief Executive, The Odyssey Trust Company Ltd, 2 Queen's
 Quay, Belfast, BT3 9QQ
 John Graham, Claremont Court, Flat 28, Claremont Street, Belfast, Antrim, Northern Ireland,
 BT9 6UA
 Part Ground & First, 6-8 Titanic House, Queens Road, Queen's Island, Belfast, Down, BT3 9DT
 Titanic Belfast, 1 Olympic Way, Queen's Island, Belfast, Down, BT3 9EP
 Unit 1, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 10, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 11, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 12, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 13, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 2, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 3, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 4, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 5, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 6, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 6, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 7, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 8, 2 Queens Road, Belfast, Down, BT3 9DT
 Unit 9, 2 Queens Road, Belfast, Down, BT3 9DT
 Units 1-3, 2 Queens Road, Belfast, Down, BT3 9FL

Date of Last Neighbour Notification	11th March 2022
Date of EIA Determination	N/A – application accompanied by EIA
ES Requested	See above

Planning History

Site Specific:

Ref ID: Z/2009/0115/F

Proposal: Proposed mixed use development comprising 334no. apartments, 8no. cafe/bar/restaurant units, 4no. convenience retail units, 2no. retail units, 7no. live/work units, 2no. Class A2 office units, 2no Gym units, landscaped private amenity space, landscaped public realm, basement car park and associated car park and associated site and road works

Address: Lands adjacent to and south east of the River Lagan, north of Abercorn Crescent / Queen's Road, Queen's Island, Belfast.

Decision: Permission Granted

Decision Date: 02.09.2010

Ref ID: LA04/2021/0131/PAD

Proposal: Residential development comprising circa 778 residential units (incl 1,2 and 3 bed units) across 3 blocks provision of ground and first floor uses (mix and quantum to be determined) public realm including public square and promenade cycle and car parking and associated access and site works

Address: Lands adjacent to and south east of the river Lagan, north of Abercorn Crescent/Queens road, Queens's island, Belfast, BT3 9EQ,

Ref ID: Z/2006/2864/O

Proposal: Residential led mixed use development including Titanic Experience Building, public realm areas and associated infrastructural works.

Address: Titanic Quarter Phase II-Land bounded to the south by Abercorn Basin, to the east by Queen's Road, to the west & north by River Lagan and including the listed former Harland & Wolff HQ, Belfast.

Decision: Permission Granted

Decision Date: 26.06.2008

Vicinity:

Ref ID: LA04/2022/0293/F

Proposal: Erection of hotel/aparthotel comprising 162 hotel beds and 94 aparthotel beds, conference facilities, restaurant /cafe/bar uses (including roof top bar), gym, landscaped public realm, car parking, cycle parking and associated site and road works.

Address: Lands directly south of Titanic Belfast and North-West of Hamilton Dock located off Queens Road, Belfast.,

Decision: Under Consideration

Decision Date:

Ref ID: LA04/2020/0010/F

Proposal: Proposed aquarium, car parking and associated infrastructure.

Address: Lands to the South East of Titanic Hotel, North East of Bell's Theorem Crescent and South West of Hamilton Road, Belfast,

Decision: Permission Granted

Decision Date: 24.09.2020

Ref ID: LA04/2019/1636/F

Proposal: Erection of hotel comprising 276 beds, conference facilities, restaurant /cafe/bar uses (including roof top bar), landscaped public realm, car parking and associated site and road works.

Address: Lands directly south of Titanic Belfast and North-West of Hamilton Dock located off Queens Road, Belfast.,

Decision: Permission Granted

Decision Date: 27.02.2020

Ref ID: LA04/2017/1607/F

Proposal: Temporary exhibition centre, access arrangements, service and surface car parking and associated works.

Address: Titanic Exhibition Centre, 17 Queen's Road, Belfast, BT3 9DU,

Decision: Permission Granted

Decision Date: 24.10.2017

Ref ID: LA04/2017/0717/F

Proposal: Extension, intergration and alteration of titanic pavilions (no.3 and no.4) including change of use from retail, to provide additional conferencing facilities for the adjacent titanic Belfast, proposed works include a new entrance and external events area.

Address: Pavilions 3 & 4 adjacent to, Titanic Belfast Building, Titanic Quarter, Queens Road, Belfast, BT3 9EP.,

Decision: Permission Granted

Decision Date: 30.10.2017

Ref ID: LA04/2016/1482/F

Proposal: Temporary inflatable exhibition structure with associated surface car parking.

Address: Site adjacent to, 7 Queens Road, Belfast BT3 9DT (Opposite 2 Queens Road Belfast),

Decision: Permission Granted

Decision Date: 20.06.2017

Ref ID: Z/2014/0409/F

Proposal: Temporary outdoor sports complex including support facilities, use of existing car parking spaces and other ancillary site works

Address: Land east of Queen's Road, north east of Belfast Metropolitan College and south of Hamilton Road, Queen's Island, Belfast,

Decision: Permission Granted

Decision Date: 06.11.2014

Ref ID: Z/2014/0415/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 11 attached to planning permission Z/2009/1260/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Lands adjacent to the north of Hamilton Dock, north of Abercorn Crescent/Queens Road, Queens Island, Belfast.,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/0414/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 21 attached to planning permission Z/2009/0530/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Land east of Victoria Channel and 120m west of the former Harland and Wolff Drawing offices, Queen's Road, Queen's Island, Belfast,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/1580/LBC

Proposal: Conversion, refurbishment, restoration, extension and minor demolition of the former Harland and Wolff headquarters building and drawing offices for use as 84 bedroom boutique hotel with heritage related tourist/event facilities including the retention and repair of historic decorative features, upgrade of windows, external structural works and cleaning, removal of internal partitioning, installation of new heritage roof lights, external and internal works including the re-use of materials and installation of use of new materials (Brickwork, cladding, roof, coverings, joinery works)

Address: Former Harland And Wolff Headquarters Building and drawing Offices, Queens Road, Belfast, BT3 9DU,

Decision: Consent Granted

Decision Date: 23.07.2015

Ref ID: Z/2014/1555/F

Proposal: Conversion refurbishment, restoration, extension and minor demolition of the former Harland And Wolf Headquarters building and drawing offices for use as 84-bedroom boutique hotel with heritage related tourist/event facilities, and other ancillary accommodation including plant and storage areas, communal areas together with associated access and site works. Tourist facilities to include guided tours.

Address: Former Harland and Wolf Headquarters Building and Drawing Offices, Queens Road, Queens Island, Belfast, BT3 9DU,

Decision: Permission Granted

Decision Date: 08.07.2015

Ref ID: Z/2014/0423/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 18 attached to planning permission Z/2009/0115/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Lands adjacent to and south east of the River Lagan, north of Abercorn Crescent/Queen's Road, Queen's Island, Belfast,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/0421/F

Proposal: Application under Article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 26 attached to planning permission Z/2009/1091/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Former Harland & Wolff Drawing Headquarters Building, Queen's Road, Queen's Island, Belfast, BT3 9DU,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/0419/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 14 attached to planning permission Z/2009/0135/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Land adjacent to listed former Harland & Wolff headquarters and drawing offices and west of Queens Road Queens Island Belfast,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/1580/LBC

Proposal: Conversion, refurbishment, restoration, extension and minor demolition of the former harland and Wolff headquareters building and drawing offices for use as 84 bedroom boutique hotel with heritage related tourist/event facilities including the retention and repair of historic decorative features, upgrade of windows, external structural works and cleaning, remval of internal partitioning, installation of new heritage roof lights, external and internal works including the re-use of materials and installation of use of new materials (Brickwork, cladding, roof, coverings, joinery works)

Address: Former Harland And Wolff Headquarters Building and drawing Offices, Queens Road, Belfast, BT3 9DU,

Decision: Consent Granted

Decision Date: 23.07.2015

Ref ID: Z/2014/0423/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 18 attached to planning permission Z/2009/0115/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Lands adjacent to and south east of the River Lagan, north of Abercorn Crescent/Queen's Road, Queen's Island, Belfast,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/0419/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 14 attached to planning permission Z/2009/0135/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Land adjacent to listed former Harland & Wolff headquarters and drawing offices and west of Queens Road Queens Island Belfast,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/0415/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 11 attached to planning permission Z/2009/1260/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Lands adjacent to the north of Hamilton Dock, north of Abercorn Crescent/Queens Road, Queens Island, Belfast.,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2014/0414/F

Proposal: Application under article 28 of the Planning (Northern Ireland) Order 1991 to vary planning condition 21 attached to planning permission Z/2009/0530/F to ensure consistency with the updated Transport Master Plan addendum for Titanic Quarter Phase 2.

Address: Land east of Victoria Channel and 120m west of the former Harland and Wolff Drawing offices, Queen's Road, Queen's Island, Belfast,

Decision: Permission Granted

Decision Date: 18.07.2014

Ref ID: Z/2013/1509/F

Proposal: Film studios (2no), film production workshops, ancillary film production uses, installation of photovoltaic array, provision of car parking and access and undertake ancillary site works including re-location of sub-station

Address: Land East of Queen's Road and Northern Ireland Science Park, south of channel commercial park and west of Musgrave Channel Road, Queens Road, Queen's Island, Belfast,

Decision: Permission Granted

Decision Date: 12.08.2014

Ref ID: Z/2011/0330/F

Proposal: Refurbishment of former Titanic and Olympic slipways and undertaking environmental improvements including landscaping and public realm works.

Address: Lands east of Victoria Channel and west of Queen's Road, Queen's Island, Belfast.,

Decision: Permission Granted

Decision Date: 28.03.2012

Ref ID: Z/2011/0232/RM

Proposal: Erection of 4 no. pavilion buildings comprising 180 sq m of tourism related Class A1 retail, electricity substation; and creation of public realm including way-finding structures and other site works associated with Titanic Signature Building.

Address: Lands east of Victoria Channel and adjacent to listed former Harland & Wolff Headquarters and drawings offices west of Queen's Road, Queen's Island, Belfast.,

Decision: Permission Granted

Decision Date: 03.10.2011

Ref ID: Z/2010/0360/F

Proposal: Article 28 application to vary Condition 23 attached to Planning Permission Z/2006/2864/O

Address: Titanic Quarter Phase II - Land bounded to the south by Abercorn Basin, to the east by Queen's Road, to the west & north by River Lagan and including the listed former Harland & Wolff HQ, Belfast

Decision: Permission Granted

Decision Date: 28.03.2012

Ref ID: Z/2009/0097/F

Proposal: Restoration and part change of use of listed, former Harland & Wolff drawing offices to function rooms, demolition of existing toilet wing with re-instatement of facade, erection of pavilions for ancillary uses, including bar and undertaking of associated site works

Address: Former Harland & Wolff Drawing Offices, Queen's Road, Queen's Island, Belfast, BT3 9DU

Decision: Permission Granted

Decision Date: 11.12.2009

Ref ID: Z/2009/1260/F

Proposal: Erection of hotel comprising 244 bedrooms, ancillary restaurant and conference facilities, hotel offices, landscaped public realm, basement car park and associated site and road works

Address: Lands adjacent to the north of Hamilton Dock, north of Abercorn Crescent/Queen's Road, Queen's Island, Belfast

Decision: Permission Granted

Decision Date: 19.07.2010

Ref ID: Z/2009/1091/F

Proposal: Refurbishment, part-restoration change of use and extension of listed former Harland & Wolff Headquarters building for use as a 111-bedroom boutique hotel, spa facilities, swimming pool, gymnasium and other ancillary uses together with associated access and site works (amended description)

Address: Former Harland & Wolff Drawing Headquarters Building, Queen's Road, Queen's Island, Belfast, BT3 9DU

Decision: Permission Granted

Decision Date: 04.02.2011

Ref ID: Z/2009/1061/LB

Proposal: Refurbishment, part-restoration, change of use and extension of Listed Former Harland and Wolff Headquarters building for use as 111-bedroom boutique hotel, spa facilities, swimming pool, gymnasium and other ancillary uses together with associated access and undertaking of site works

Address: Former Harland and Wolff Headquarters Building, Queen's Road, Queen's Island, Belfast, BT3 9DU

Decision: Consent Granted

Decision Date: 03.02.2011

Ref ID: Z/2009/0530/F

Proposal: Proposed mixed use development comprising 152 no apartments, 2 no hotels, 1846 sq m of business (Class B1), retail (Class A1), 2164 sq m of restaurants, bars and cafes (sui generis), 332 sq m of health spa (sui generis), 196 sq m of financial, professional and other services (Class A2), basement car parking, landscaping and ancillary infrastructural works.

Address: Lands east of Victoria Channel and 120m west of the former Harland & Wolff Drawing Offices, Queen's Road, Queen's Island, Belfast

Decision: Permission Granted

Decision Date: 19.07.2011

Ref ID: Z/2009/0135/F

Proposal: Erection of 2no. buildings ranging in height from 2 to 6 storeys comprising 12,325sqm of Class B1 business uses; 1,244sqm of Class D1 (d) education use; 431sqm of cafes (sui generis); basement car parking; access road, landscaping, and ancillary works.

Address: Land adjacent to listed former Harland & Wolff headquarters and drawing offices and west of Queen's Road, Queen's Island, Belfast

Decision: Permission Granted

Decision Date: 18.01.2011

Ref ID: Z/2009/0101/LB

Proposal: Restoration and part change of use of listed former Harland and Wolff drawing offices to function rooms, demolition of existing toilet wing with reinstatement of facade, erection of pavillions for ancillary uses including bar and undertaking of associated site works.

Address: Former Harland and Wolff drawing offices, Queen's Road, Queen's Island, Belfast, BT3 9DU.

Decision: Consent Granted

Decision Date: 11.12.2009

Ref ID: Z/2009/0079/RM

Proposal: Restoration of Hamilton Graving Dock and surrounding scheduled area undertaking associated landscaping and public realm works.

Address: Hamilton Graving Dock, Queen's Road, Queen's Island, Belfast.

Decision: Permission Granted

Decision Date: 17.08.2009

Ref ID: Z/2008/1548/RM

Proposal: Proposed mixed use development comprising 380 no apartments, 6 no cafe/bar/restaurant units, 8 no live work units, 1 no doctor's surgery, 1 no dentist, 1 no pharmacy, landscaped private amenity space, landscaped public realm, basement car park and associated site works and road works.

Address: Lands adjacent Abercorn Basin, north of Abercorn Crescent/Queens Road, Queens Island, Belfast.

Decision: Permission Granted

Decision Date: 18.08.2009

Ref ID: Z/2008/1428/RM

Proposal: Erection of Titanic Signature Building comprising cultural, assembly/leisure (Classes D1/D2), cafe/restaurant and ancillary retail uses (Class A1), a basement carpark, creation of Memorial Place public Realm and associated landscaping and site works.

Address: Lands adjacent to listed former Harland & Wolff Headquarters and Drawing Offices and (including) west of Queen's Road, Queen's Island, Belfast.

Decision: Permission Granted

Decision Date: 05.12.2008

Ref ID: Z/2007/1867/RM

Proposal: Erection of hotel (123 no. bedrooms), including bar and restaurant facilities, car parking and associated site works. (Amended Plans).

Address: Land at Queens Road, adjacent to Abercorn Basin and junction of Sydenham Road and Old Channel Road, Belfast.

Decision: Permission Granted

Decision Date: 22.04.2008

Ref ID: Z/2007/0298/F

Proposal: College campus and ancillary uses including beauty salon, hairdressing salon, bar & restaurant together with access road, basement (& perimeter) car parking of 329 spaces, provision of new junction, upgrading of Queen's Road & associated site works.

Address: Land east of Queen's Road and Hamilton Graving Dock, Queen's Island, Belfast

Decision: Permission Granted

Decision Date: 15.02.2008