

## Development Management Officer Report Committee Application

<b>Summary</b>	
<b>Committee Meeting Date:</b> 19 <sup>th</sup> March 2024	
<b>Application ID:</b> LA04/2023/3778/F	<b>Target Date:</b>
<b>Proposal:</b> Demolition of existing Russell Court buildings and redevelopment of existing surface car park to accommodate two new buildings (five storey and four storey) for the QUB Institute of Research Excellence for Advanced Clinical Healthcare (iREACH Health), including landscaping, parking, and servicing.	<b>Location:</b> 38-53 Lisburn Road, Belfast
<b>Referral Route:</b> Application for Major development	
<b>Recommendation:</b> Approval subject to conditions	
<b>Applicant Name and Address:</b> Queen's University Belfast, Belfast BT7 1NN	<b>Agent Name and Address:</b> Juno Planning, 409 Lisburn Road, Belfast BT9 7EW
<p><b>Executive Summary:</b></p> <p>This application relates to Nos. 38 to 53 Lisburn Road and two parcels of land either side of the road. The application seeks full planning permission for the erection of four and five storey advanced clinical healthcare buildings to either side of Lisburn Road.</p> <p>The proposal involves demolition of the existing Russell Court buildings and redevelopment of existing surface car park to accommodate two new buildings (five storey and four storey) for the QUB Institute of Research Excellence for Advanced Clinical Healthcare (iREACH Health), including landscaping, parking, and servicing.</p> <p>The key issues for consideration of the application are:</p> <ul style="list-style-type: none"> <li>• Principle of development</li> <li>• Demolition</li> <li>• Impact of the new buildings on the character of the Area of Townscape Character</li> <li>• Impact on amenity</li> <li>• Built heritage</li> <li>• Climate change</li> <li>• Health impacts</li> <li>• Access and parking</li> <li>• Natural heritage</li> <li>• Drainage and Waste-Water Infrastructure</li> <li>• Noise, odour and other environmental impacts</li> <li>• Trees and landscaping</li> <li>• Employability and Skills</li> </ul>	

Statutory Consultees, as well as BCC Environmental Health and Landscape and Development team have raised no objections subject to conditions. DfI Roads has raised no issues of concern but requested amended technical information. BCC Tree Officer, Urban Design Officer and conservation advice have raised issues regarding loss of existing trees and some aspects of the design of the buildings.

No third-party representations have been received.

Both sites fall within the development limits of Belfast in the Belfast Urban Area Plan 2001 (BUAP) and both versions of the draft Belfast Metropolitan Area Plan 2015 (v2004 and v2014) (dBMAP). The sites fall within un-zoned "white land" in BUAP, whereas Site B is within the Lower Lisburn Road Area of Townscape Character in both versions of dBMAP. The Lisburn Road is defined as an Arterial Route.

The proposed development will establish an Institute of Research Excellence for Advanced Clinical Healthcare (iREACH Health). The facilities are to be led by QUB in partnership with the NHS, in line with the Belfast Region City Deal. The principle of development of the site for these purposes is acceptable.

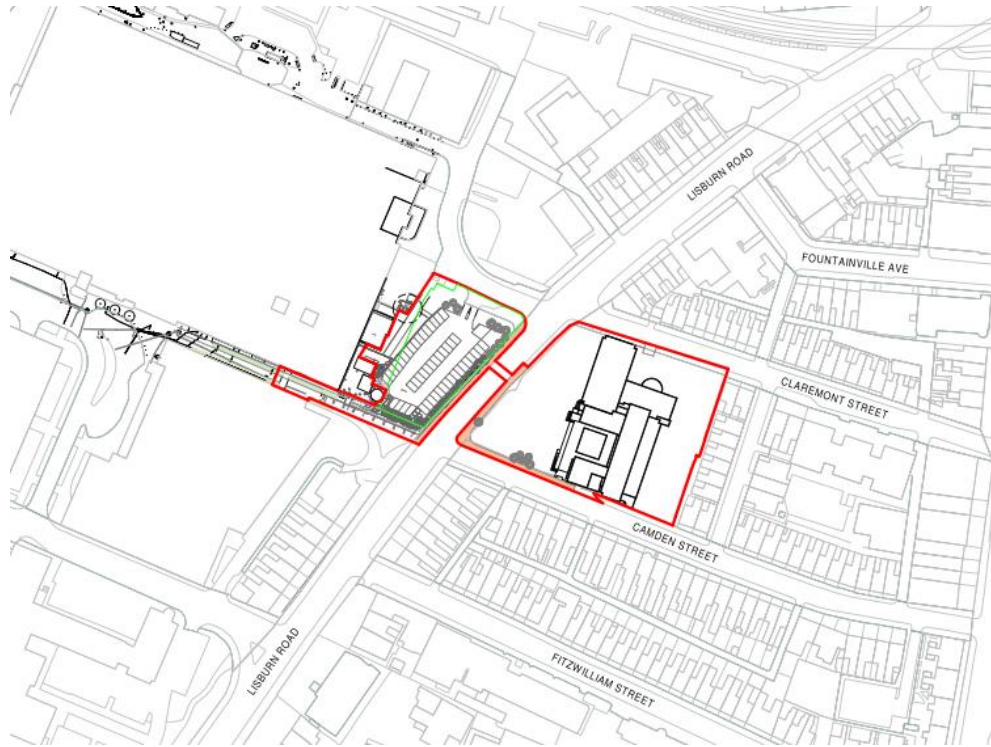
The design of the proposal is considered in keeping with the area. Sufficient parking would be provided and there will be no unacceptable impacts on nearby residential properties. The setting of the adjacent Grade B1 Listed terrace would be safeguarded. On balance, taking account of the considerable benefits of the proposal, the loss of some existing trees is acceptable.

Having regard to the development plan and other material considerations, the proposal is considered acceptable. It is recommended that planning permission is granted subject to conditions.

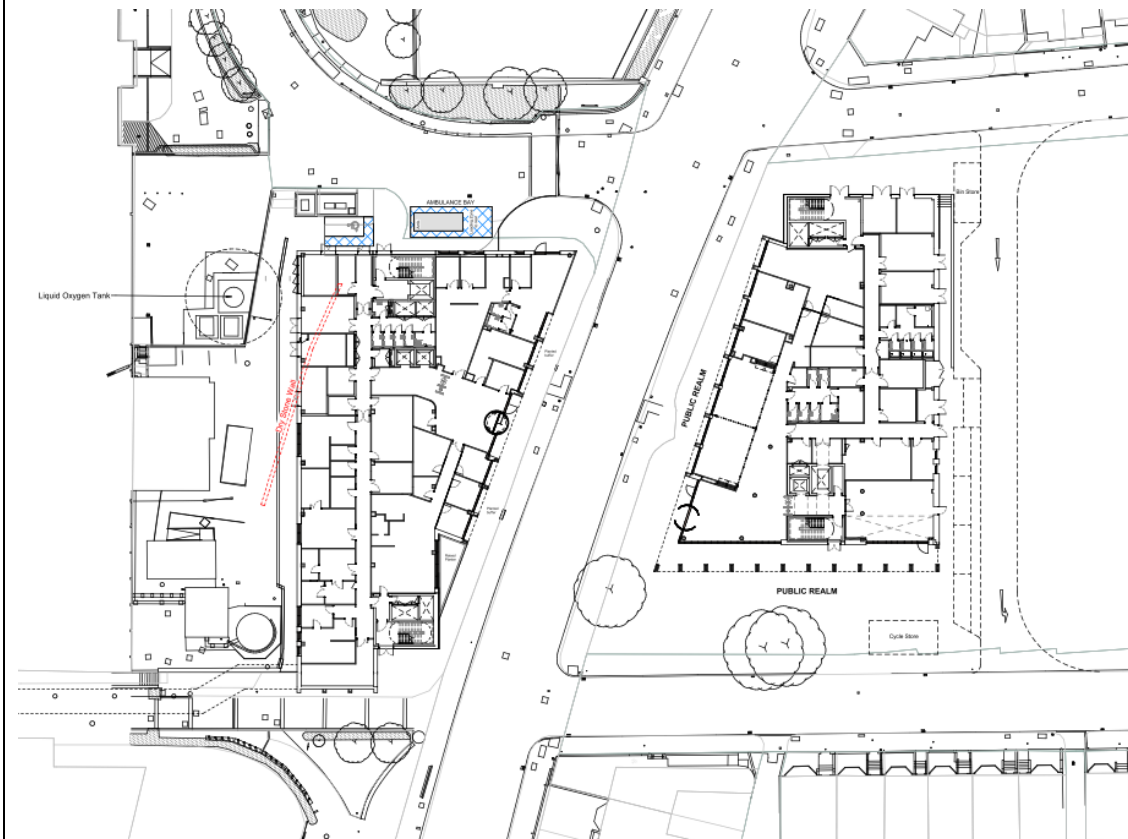
Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions, and deal with any other matters that arise prior to issuing the decision including the further consultation response from DfI Roads, provided that they are not substantive.

# 1.0 Drawings

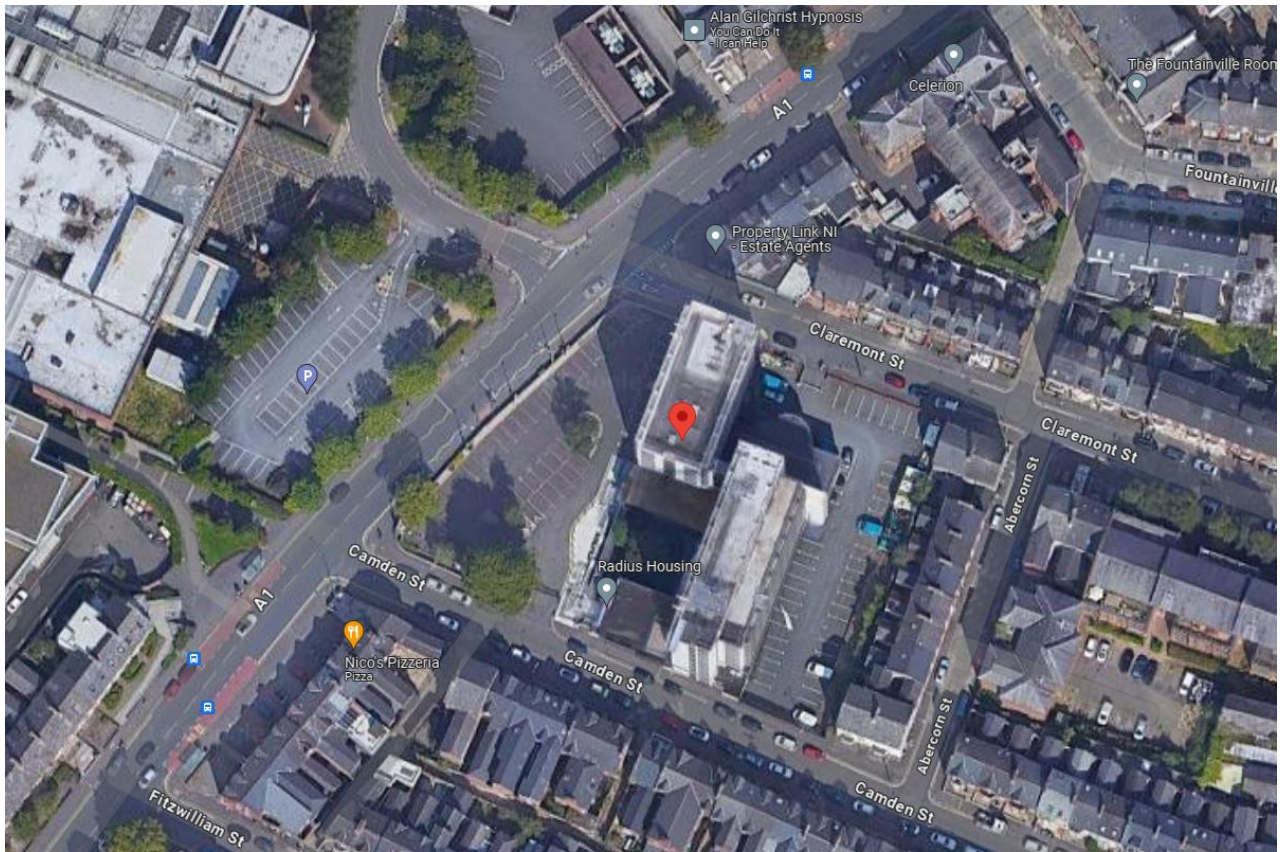
## Site Location Plan



## Proposed Block Plan



**Aerial image**



**CGI image (Site A)**



## CGI Image (Site B)



## 2.0 Characteristics of the Site and Area

2.1 The application site measures approximately 0.82 ha and is located at Nos. 38-52 Lisburn Road, Belfast. It is divided into two separate parts located on either side of the road, referred to as “Site A” and “Site B”. Site A has a frontage to the north-west side of Lisburn Road and comprises an existing car park and forms part of the Belfast City Hospital complex with its much larger buildings behind. Site B (the larger of the two plots) has a frontage to the south east side of Lisburn Road and is located opposite. It consists of Russell Court buildings, previously used by Radius Housing Association for housing.

2.2 The elevated hard-standing car park to Site A contains tree and shrub planting along the Lisburn Road boundary, with a cluster of trees to the south-east corner beside an existing bus shelter. Site B consists of extensive hard-standing car park with limited soft landscape elements, however, there are 3 large trees to the south.

2.3 Site B is within the Lower Lisburn Road Area of Townscape Character (ATC).

2.4 The terrace properties, Nos. 77 to 95 Lisburn Road, to the south of Site A are Grade B1 Listed Buildings.

## 3.0 Description of Proposed Development

3.1 Full planning permission is sought for the demolition of the existing Russell Court buildings and re development of existing surface car park to accommodate two new buildings (five storey and four storey) for the QUB Institute of Research Excellence for Advanced Clinical Healthcare (iREACH Health), including landscaping, parking, and servicing.

3.2	iREACH Health is an integrated clinical research centre led by Queen's University Belfast to develop, test, and deliver innovative new treatments and better clinical care. This new centre, located beside Belfast City Hospital, would provide state of the art infrastructure, including co-location of key service delivery groups to support delivery of clinical trials and lifesaving health innovations.
4.0	<p><b>4.0 Planning Assessment of Policy and Other Material Considerations</b></p> <p><b>4.1 Development Plan – operational policies</b> Belfast Local Development Plan, Plan Strategy 2035</p> <p><b>4.2 Development Plan – zoning, designations and proposals maps</b> Belfast Urban Area Plan (2001) BUAP Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)</p> <p><b>4.3 Regional Planning Policy</b> Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)</p> <p><b>4.4 Other material considerations</b> Developer Contribution Framework (2020) Belfast Agenda (Community Plan)</p> <p><b>4.5 Relevant planning history</b></p> <p><b>4.6</b> There is no recent relevant planning history on either site other than a Proposal of Application Notice (PAN) application (LA04/2023/2626/PAN). Since the proposals fall under the category of Major development, Pre-Application Community Consultation (PACC) was necessary and a PAN application required to set out the applicant’s proposals for the consultation. The resulting PACC report states that 12 people attended the public event, with five feedback forms completed from local residents indicating support for the project and welcoming the demolition of Russell Court buildings.</p> <p><b>4.7</b> A PAN has also been submitted for the site next to Site B to the east (LA04/2023/4591/PAN) for “Redevelopment of the site for the erection of a mixed-use development comprising Use Class B1: Business and Use Class, D1: Community and Cultural Uses, including landscaping, parking, and servicing.” The event took place in January 2024. No application has been submitted subsequent to the PAN.</p> <p><b>5.0 Consultations and Representations</b></p> <p><b>5.1 Statutory Consultees</b> DFI Roads – technical issues to be addressed NI Water – No objection DfI Rivers – No objection DfC Historic Environment Division (Historic Buildings) – No objection subject to conditions DfC Historic Environment Division (Historic Monuments) – No objection subject to conditions DAERA Water Management Unit – No objection subject to conditions DAERA Regulation Unit – No objection subject to conditions DAERA Natural Environment Division – No objection</p>

<b>5.2</b>	<p><b>Non Statutory Consultees</b>  BCC Environmental Health – no objection subject to conditions  BCC Urban Design – previous design concerns have been resolved, however, concerned about removal of trees (see main assessment)  BCC Conservation advice – some design concerns raised (see main assessment)  BCC Tree Officer – concerns about loss of trees  BCC Landscape, planning and development – no objection</p> <p><b>Representations</b></p>
<b>5.3</b>	The application has been neighbour notified and advertised in the local press. No third-party representations have been received.
<b>6.0</b>	<b>Planning Assessment</b>
<b>6.1</b>	<b>Development Plan Context</b>
<b>6.2</b>	Section 6(4) of the Planning (Northern Ireland) Act 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the determination must be made in accordance with the plan unless material considerations indicate otherwise.
<b>6.3</b>	Section 45(1) of the Act states that in determining planning applications, the Council must have regard to the local development plan, so far as material to the application, and to any other material considerations.
<b>6.4</b>	The Belfast Local Development Plan (LDP) when fully completed will replace the Belfast Urban Area Plan 2001 as the statutory Development Plan for the city. The Belfast LDP will comprise two parts. Part 1 is the Plan Strategy, which contains strategic and operational policies and was adopted on 02 May 2023. Part 2 is the Local Policies Plan, which will provide the zonings and proposals maps for Belfast and has not yet been published. The zonings and proposals maps in the Belfast Urban Area Plan 2001 remain part of the statutory local development plan until the Local Policies Plan is adopted.
<b>6.5</b>	<b>Operational policies</b> – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed below.
<b>6.6</b>	Policy SP1 – Growth strategy Policy SP1a – Managing growth and supporting infrastructure Policy SP2 – Sustainable development Policy SP3 – Improving health and wellbeing Policy SP5 – Positive placemaking Policy SP6 – Environmental resilience Policy SP7 – Connectivity Policy SP8 – Green and blue infrastructure network
<b>6.7</b>	Policy SD1 – Settlement hierarchy Policy SD2 – Settlement Areas
<b>6.8</b>	Policy DES1 – Principles of Urban Design Policy DES2 - Masterplanning approach for major development Policy HC1 – Promoting Healthy Communities Policy BH1 – Listed Buildings Policy BH3 – Areas of Townscape Character Policy BH5 – Archaeology

6.9	Policy EC1 – Delivering inclusive economic growth Policy EC7 – Higher education institutions
6.10	Policy ENV1 – Environmental Quality Policy ENV2 – Mitigating environmental change Policy ENV3 – Adapting to environmental change Policy ENV4 – Flood Risk Policy ENV5 – Sustainable urban drainage systems (SuDS)
6.11	Policy TRAN1 – Active Travel – Walking and Cycling Policy TRAN2 – Creating an accessible environment Policy TRAN3 – Transport Assessment Policy TRAN4 – Travel Plan Policy TRAN6 – Access to public roads Policy TRAN8 – Car parking and servicing arrangements Policy TRAN9 – Parking standards within areas of parking restraint
6.12	Policy TRE1 – Trees Policy NH1 – Protection of natural heritage resources
7.0	<b>Proposals Maps</b> – until such time as the Local Policies Plan is adopted, the Council must have regard to the land-use zonings, designations and proposals maps in the Belfast Urban Area Plan 2001, both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (draft BMAP 2015) and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. It is considered that significant weight should be given to the proposals map in draft BMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious. The relevant zonings are set out below.
7.1	<b>BUAP 2021</b> – both sites are within the BUAP and are un-zoned “white land”.
7.2	<b>dBMAP (v2004)</b> – both sites are within the development limit. Site B falls within Lower Lisburn Road Area of Townscape Character (BT 059) (but not Site A.) Lisburn Road is also defined as an Arterial Route.
7.3	<b>dBMAP2015 (v2014)</b> – both sites are also the development limit. Site B falls within Lower Lisburn Road Area of Townscape Character (BT 042) (but not Site A). Lisburn Road remains defined as an Arterial Route.
8.0	<b>Key issues</b>
8.1	The key issues to be considered in the assessment of this application are: <ul style="list-style-type: none"> <li>• Principle of development</li> <li>• Demolition</li> <li>• Impact of the new buildings on the character of the ATC</li> <li>• Impact on amenity</li> <li>• Built heritage</li> <li>• Climate change</li> <li>• Health impacts</li> <li>• Access and parking</li> <li>• Natural heritage</li> <li>• Drainage and Waste-Water Infrastructure</li> <li>• Noise, odour and other environmental impacts</li> </ul>



	<ul style="list-style-type: none"> <li>• Trees and landscaping</li> <li>• Employability and Skills</li> </ul>
<b>9.0</b>	<b>Principle of development</b>
<b>9.1</b>	The proposed development would establish an Institute of Research Excellence for Advanced Clinical Healthcare (iREACH Health). The facilities are to be led by QUB in partnership with the NHS, in line with the Belfast Region City Deal. The iREACH Health developments will bring together the academic, industry, NHS and government stakeholders to create an alignment of academic insight, industrial capability and patient and clinician input to deliver better treatments and create products and technologies. The proposal has been designed to make provision for suitable healthcare facilities, in line with the aims of the Belfast Region City Deal.
<b>9.2</b>	Both sites are within the development limit and are a sustainable location for new development, located either side of Lisburn Road, which is an arterial route with good access to public transport, shops and services. The sites are previously developed land. Site A is proposed to accommodate the Translational Clinical Research Facility, whereas Site B is proposed for the Clinical Research Innovation Centre and will accommodate the principal shared facilities, to encourage collaborative working.
<b>9.3</b>	Policy EC1 supports business sectors with strong growth potential in Belfast including life and health sciences and the proposals are consistent with this policy.
<b>9.4</b>	In line with the aims of the RDS 2035 to strengthen the role of the Belfast Metropolitan Urban Area (BMUA) as the regional economic driver, the proposal would create a number of economic benefits through increased investment. Below is summary of the key economic benefits the project will create: <ul style="list-style-type: none"> <li>• 964 permanent jobs (direct, indirect and induced)</li> <li>• £60.3m additional annual GDP</li> <li>• £761.4m economic NPV (lifetime of the project)</li> <li>• 10.1% productivity uplift over 10 years</li> <li>• Approximately 460 FTE work years, over the course of the construction phase.</li> </ul>
<b>9.5</b>	The proposal is considered to meet the aims of the RDS 2035, by creating a development which would bring substantial economic benefits and investment to underutilised sites within the BMUA, while making use of the existing infrastructure within the surrounding area.
<b>9.6</b>	Policy EC7 relates to higher education institutions. The applicant is Queens University and the proposals are a partnership with the university. The proposals are supported by Policy EC7, which states that the Council will promote the growth and expansion of further and higher education institutions as drivers of improved skills by promoting these institutions as employment hubs for the innovation sector and the wider knowledge economy.
<b>9.7</b>	Having regard to these factors, the proposals are acceptable in principle and welcomed.

<b>9.8</b>	<b>Demolition</b>
<b>9.9</b>	Policy ENV2 states that for environmental reasons, development proposals should, where feasible, seek to avoid demolition and should consider how existing buildings or their main structures could be reused.
<b>9.10</b>	The application is supported by a Demolition Justification Statement. This states that the retention of Russell Court was considered, however, this presented a range of challenges, including the building not being suitable for laboratory use; existing utilities are out of date requiring total replacement throughout; and the structural frame would require significant remedial works to extend the life and amend it suitably for the proposed use. The proposals are for bespoke high-tech buildings and retention of the existing building is not considered feasible. Construction waste would be minimised through the Sustainable Procurement Plan. It is considered that the proposal is compliant with this aspect of Policy ENV2.
<b>9.11</b>	Site B is within an ATC, which means that planning permission is required to demolish Russell Court. However, the building is dated, of its time and something of an anomaly in the street-scene in terms of its scale, form and architectural treatment. The building does not contribute to the character of the ATC, which would be maintained following its removal. Conservation advice raises no objection to the demolition of the building. The proposal is considered compliant with Policy BH3.
<b>9.12</b>	<b>Impact of the new buildings on the character of the ATC</b>
<b>9.13</b>	The proposal was subject to a detailed PAD process as well as amendments during the processing of the planning application, which have refined the design of the scheme. This report refers to its most recent submission.
<b>9.14</b>	Both proposed buildings are of similar modern design with brick lower podiums and cladded upper elements. They have been designed as a cohesive pair.
<b>9.15</b>	Block A comprises two floors at a triangular podium level, three upper floors and one enclosed plant level, whereas Block B is lower in height comprising two floors again at a triangular podium level, two upper floors and one enclosed plant level. Both two storey podium levels measure the same height at 8.2m, and upper heights are 23.2m and 19.4m respectively.
<b>9.16</b>	Block A has significant physical site constraints to the north and west of the site within the City Hospital complex. These include an existing oxygen tank exclusion zone; proximity to an existing water storage tank; the need to provide a way leave in front of the proposed new NIE substation included within the building; requirement for a new storm water attenuation tank; and servicing. It has therefore presented more difficulty in achieving a setback from the road than Block B. The initial design concept saw both buildings too close to Lisburn Road, therefore, creating an undesirable and claustrophobic “tunnelling” effect, which also interrupted views of the Listed terrace to the south of Site A. The latest iteration of the plans show an appropriate set back of Block A with public realm to the front, which is welcomed. Block B, which is less constrained, includes a larger area of public realm along Lisburn Road and Camden Street between 6.5m and 8.5m which provides a strong setting to the building as well as enhanced connectivity, and is welcomed.
<b>9.17</b>	The scale and form of the buildings are considered appropriate. The building on Site A is set to a backdrop of the much larger City Hospital buildings, plant and paraphernalia and would have a positive impact in terms of screening those elements. Site B is located next to smaller scale traditional Victorian housing, but the step down on the eastern end and

	<p>general separation distances help to integrate the building in the street scene. Regard is also had to the much larger Russell Court currently situated on Site B.</p>
<b>9.18</b>	<p>Block A includes a bridge link on the south side linking to the adjacent City Hospital building. This is an important functional element of the design and required for enabling vulnerable patients to partake in iREACH studies without leaving hospital buildings. The design of the bridge link has been re-worked and is now better integrated into the form and design of the overall building. The Urban Design Officer emphasised the importance of the lower podium having a strong physical and visual prominence along Lisburn Road, with the taller set back element being visually subordinate. HED HB comments emphasised this is an important part of the development which shall be seen in juxtaposition with the Grade B1 Listed terrace when approaching from the south along Lisburn Road.</p>
<b>9.19</b>	<p>A lack of vertical shifts in form and articulation of facades was highlighted relating to both blocks following the initial submission, particularly on the north elevation of Block B. This has been addressed by the addition of windows on ground and first floor as on Block A, as well as greater depth to cladding resulting in deeper expression on the facades. Rusticated joint treatments have been introduced on both blocks, which will help give visual relief. The Urban Design Officer has raised no further concerns, with the exception of the loss of trees (discussed later in report).</p>
<b>9.20</b>	<p>The proposed external materials are a mix of red brick, with feature brickwork, curtain walling, and a feature PPC aluminium panel system. These complement the red tones of the traditional Victorian brick in the area and are considered acceptable. However, samples of the materials will be conditioned to be submitted and agreed in writing by the Council prior to commencement of development.</p>
<b>9.21</b>	<p>Conservation advice raises concerns about the set-back of the upper elements of the buildings, which are not considered to be a traditional form, as well as the sparse design of the upper buildings. In response, the applicant states that the form of the proposed buildings present an opportunity for a holistic response to the dual site arrangement, establishing a clear and legible formal relationship whereby the separate buildings visually “interlock” with each other despite being separated by a significant vehicular thoroughfare. They felt it neither appropriate nor possible to recreate traditional typologies for a clinical healthcare building in this context adjacent to the City Hospital. They emphasised that form followed function when designing for this specific use. The conservation advice is at variance with the Urban Design Officer which is supportive of the design concept. For the reasons stated previously, the design of the buildings is considered appropriate.</p>
<b>9.22</b>	<p>It is considered that the proposed buildings are of a high quality design that would be appropriate to their setting and enhance the character of the ATC. The proposals are considered compliant with Policies DES1, DES2 and BH3.</p>
<b>9.23</b>	<p><b>Impact on amenity</b></p>
<b>9.24</b>	<p>Site B is closest to residential neighbours. The proposed development would not impact unduly on the nearby residential amenity of Camden Street or Claremont Street. The proposed scale, massing and design of these functional buildings are considered acceptable for the site and surrounding area.</p>

<b>9.25</b>	<b>Built Heritage</b>
<b>9.26</b>	<p>The terrace properties at Nos. 77 to 95 to the south are Grade B1 Listed Buildings. Following a number of design amendments, DfC HED (Historic Buildings) is content that the alignment, scale, form and design of the buildings, notably Site A, and that the setting of the Listed Buildings would not be harmed. It offers no objection subject to the conditioning external materials prior to commencement of development. It is considered that the proposal complies with Policy BH1.</p> <p>DfC HED (Historic Monuments) is content with the impact on archaeology, conditional on the agreement and implementation of programme of archaeological works. The proposal is considered compliant with Policy BH5.</p>
<b>9.27</b>	<b>Climate change</b>
<b>9.28</b>	<p>The Buildings Research Establishment (BRE) Environmental Assessment Method (BREEAM) is a widely used sustainability assessment method and rating system which sets the standard for best practice in sustainable design. The BREEAM assessment process evaluates projects against targets that are based on performance benchmarks and is independently certified. The proposed development has targeted a BREEAM Excellent rating. The BREEAM sustainability certification and benchmarking tool is required by and applied cross projects which are part of the Belfast Region City Deal. As the two buildings will be delivered as part of the same project, with the same design team, the BREEAM for each building will be aligned as far as is possible.</p>
<b>9.29</b>	<p>Policy ENV2, (Mitigating Environmental Change) states that planning permission will be granted for development that incorporate measures to mitigate environmental change and reduce greenhouse gas by promoting sustainable patterns of development. Measures are proposed to reduce water usage, energy consumption and waste, e.g low flush toilets, water leak detectors, LED lighting throughout, photovoltaic panels, and waste will be reduced in line with the Waste Management Plan for operational waste, and through the Sustainable Procurement Plan for construction waste. Having regard to these measures, which will contribute to the targeted BREEAM Excellent rating, the proposal is considered to accord with Policies ENV2 and ENV3. A condition is recommended to ensure that the BREAMM Excellent standard is reached.</p>
<b>9.30</b>	<p>Policy ENV3, (Adapting to environmental change) states that planning permission will be granted for development that incorporates measures to adapt to environmental change, in order to support sustainable and enduring development. An assessment of the exposed elements, resilience to climate change (temperature variation, precipitation, vegetation, air contaminants etc) will be undertaken to ensure the lifespan of the facility is maximised. Areas of the building subject to large and unpredictable or variable occupancy patterns will have CO2 or air quality sensors specified and in mechanically ventilated spaces, the sensors will be linked to the mechanical ventilation system and provide demand-controlled ventilation to the space. In the office areas and non-clinical spaces openable windows will be provided for the users to manually operate when they wish to, and to avoid sealing the building. These measures will be required to be implemented by condition. The proposal is considered to accord with Policy ENV3.</p>
<b>9.31</b>	<p>Regarding SuDS, a condition is recommended that requires full details of SuDS measures to be submitted and agreed in writing with the Council prior to any works commencing.</p>

<b>9.32</b>	<b>Health impacts</b>
<b>9.34</b>	Policy HC1 states that the Council will seek to ensure that all new developments maximise opportunities to promote healthy and active lifestyles.
<b>9.35</b>	The site is a sustainable location on the Lisburn Road with good access to public transport. The application is supported by a Travel Plan, which will promote active travel and alternatives to car use.
<b>9.36</b>	The proposed buildings are considered to be of a high quality design with good quality public realm, hard and soft landscaping. This will provide a pleasant and attractive environment for employees and occupants of the building, as well as enhancing the wellbeing of residents and workers in the area.
<b>9.37</b>	The proposal is considered compliant with Policy HC1.
<b>9.38</b>	<b>Access and Parking</b>
<b>9.39</b>	A Transport Assessment, Service Management Plan and Framework Travel Plan have been submitted. DfI Roads has indicated no concerns in principle about the proposal although a number of technical issues remained to be resolved. The recommendation is subject to appropriate resolution of those matters.
<b>9.40</b>	As mentioned, the site is a sustainable location on the Lisburn Road, an arterial route, with good access to public transport, shops and amenities. The site is also within an area of parking restraint. Whilst minimal dedicated parking is proposed, this is considered acceptable in view of the location and provision of a travel plan, which will be required to be implemented by condition.
<b>9.41</b>	Subject to final comments from DfI Roads, the proposal is considered compliant with Policies TRAN1, TRAN2, TRAN3, TRAN4, TRAN6, TRAN8, and TRAN9.
<b>9.42</b>	<b>Natural Heritage</b>
<b>9.43</b>	A Preliminary Ecological Appraisal and Outline Construction Environmental Management Plan were submitted with the application. DAERA NED has considered the impacts of the proposal on designated sites and other natural heritage interests and advises no concerns. The proposed development is considered to comply with Policy NH1.
<b>9.44</b>	<b>Drainage and Waste-Water Infrastructure</b>
<b>9.45</b>	DAERA Water Management Unit cited concerns over the potential impact on sewage loading to the Belfast waste water treatment works. However, NI Water has confirmed that there is available capacity and as such there is no issue in this regard.
<b>9.46</b>	DfI Rivers raises no objection under in respect of drainage or flood risk. The proposal complies with Policies SP1a, ENV3, ENV4 and ENV5.
<b>9.47</b>	<b>Noise, odour and other environmental impacts</b>
<b>9.48</b>	A Generic Quantitative Risk Assessment was submitted relating to the risk of contaminated land on the sites. Both BCC EHO and DEARA's Regulation Unit offer no objection, advising conditions which are recommended.

9.49	A Transport Assessment (TA) and Air Quality Impact Assessment (AQIA) were submitted, which consider the existing air quality situation in the vicinity and an examination of the potential impacts the proposed new development may have, including transport emissions. BCC Environmental Health (EH) has no objection subject to the inclusion of a condition stating that should any centralised combustion sources be proposed an updated AQIA should be submitted and agreed in writing with the Council. The AQIA also considered the impact of dust during the construction phase, and the risk is 'medium-high'. BCC EH has requested these dust management measures are conditioned for throughout the construction phase.
9.50	EH also considered the impact of noise from the development and following the submission of a Noise Impact Assessment (NIA) requested clarification of certain details as well as additional information. A Technical note containing this was submitted and alleviated any concerns relating to noise impact. Conditions have been included relating to noise.
9.51	Having regard to the advice from DAERA and Environmental Health, the proposals are considered to accord with Policy ENV1.
9.52	<b>Trees and landscaping</b>
9.53	An arboricultural impact statement, landscaping plan and landscape management and maintenance plan have been submitted.
9.54	Existing trees on Site B are to be retained providing maturity to the landscape and complimented by islands of shrub planting in raised planting beds with integrated seating. However, within Site A, there are established trees along Lisburn Road that are to be removed. The Tree Officer and Urban Design Officer both raise concerns about the felling of these trees.
9.55	The applicant has responded, acknowledging tree retention as a worthy ambition but notes that the majority of the trees around Site A are located on a sloped landscape bank retaining the existing surface car park which is at an elevated level relative to the carriageway. Retaining these trees would effectively preclude any development which aims to create a meaningful relationship with the existing public footway and the associated benefits of an active streetscape along the Lisburn Road. Taking this into consideration, together with the considerable benefits of the proposal, on balance, the tree loss is considered acceptable. New tree planting will take place within the public realm.
9.56	<b>Employability and skills</b>
9.57	iREACH Health is part of the Belfast Region City Deal (BRCD), which aims to deliver a programme with an overall value well over £1 billion, strengthening the region's growth sectors as set out under Policy EC1 Delivering Inclusive Economic Growth. In line with NI Public Procurement Policy, iREACH Health will be delivered aligned to PPN 01/21 'Scoring Social Value'. Core iREACH Health objectives have been established, including the creation of high value jobs and inward investment, as well as social benefits. 10% of the tender evaluation will be based on the Contractor's approach to delivering social value benefits under the contract. This will be a contractual obligation with the social value benefits to be achieved being categorised under four key themes, i.e., increasing secure employment and skills; building ethical and resilient supply-chains; delivering zero carbon; and promoting wellbeing.
9.58	It will be a contractual requirement for the contractor to report on progress of their social value delivery monthly which will enable QUB to confirm that the actual benefits of the investment during construction are being achieved.

9.59	As such Employability and Skills interventions are not required through the planning process, having regard to the Council's Developer Contribution Framework.
10.0	<p><b>Recommendation:</b></p> <p>Having regard to the development plan and other material considerations, the proposal is considered acceptable. It is recommended that planning permission is granted subject to conditions.</p> <p>Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions, and deal with any other matters that arise prior to issuing the decision including the further consultation response from DfI Roads, provided that they are not substantive.</p>
11.0	<p><b>Draft Conditions:</b></p> <ol style="list-style-type: none"> <li>1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</li> </ol> <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p> <ol style="list-style-type: none"> <li>2. The development hereby permitted shall not be occupied until evidence that the buildings have been constructed to BREEAM Excellent standard, or equivalent, has been submitted to and approved in writing by the Council.</li> </ol> <p>Reason: To mitigate and adapt to climate change.</p> <ol style="list-style-type: none"> <li>3. No external brickwork, facing or cladding materials shall be constructed or applied unless in accordance with a written specification and a physical sample panel, details of which shall have first been submitted to and approved in writing by the Council.</li> </ol> <p style="padding-left: 40px;">The sample panel shall be provided on site and made available for inspection by the Council for the duration of the construction works.</p> <p style="padding-left: 40px;">The sample panel shall show the make, type, size, colour, bond, pointing, coursing, jointing, profile and texture of the external brick, facing and cladding materials.</p> <p>Reason: In the interests of the character and appearance of Area of Townscape Character.</p> <ol style="list-style-type: none"> <li>4. The development hereby approved shall not commence unless a Construction Noise Management Plan (CNMP) has been submitted to and approved in writing by the Council. The CNMP shall include a programme of works and must clearly demonstrate the mitigation measures to be put in place to minimise adverse impacts from vibration, noise and dust on nearby premises during the demolition and construction phases. No development or construction shall take place unless in accordance with the approved CNMP.</li> </ol> <p>Reason: Protection of residential amenity</p> <ol style="list-style-type: none"> <li>5. The Rating Level (dBLAr,T) from the operation of all combined plant and equipment at the hereby permitted development shall not exceed the existing daytime and night-time background noise level at the nearest noise sensitive premises, when measured or determined in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.</li> </ol>

Reason: Protection of residential amenity

6. Commercial deliveries and collections from the development shall not be undertaken outside the hours of 0700 to 2300.

Reason: Protection of residential amenity

7. In the event that any centralised combustion sources (boilers, CHP, biomass or generators) are proposed and there is a risk of impact at relevant receptor locations as per the criteria detailed within the Environmental Protection UK and Institute of Air Quality Management, Land-use Planning & Development Control: Planning For Air Quality (January 2017), an updated Air Quality Impact Assessment shall be submitted to and approved in writing by the Council prior to the installation of the plant. The assessment shall include details of the combustion plant to be installed, to include emission rates and flue termination heights of the proposed combustion systems and must demonstrate that there will be no exceedances of the Air Quality Strategy objectives at relevant human receptor locations, associated with operation of the proposed combustion plant and with the overall development. No centralised combustion sources shall be erected or installed unless in accordance with the approved details.

Reason: In the interests of air quality

8. Dust management measures, as detailed within Chapter 7 of the submitted ARUP, Air Quality Assessment, Queen's University Belfast, June 2023 shall be implemented at all times during the construction phase of the development.

Reason: Protection of human health and local air quality.

9. Notwithstanding the submitted details, no development shall commence on site (other than site clearance, site preparation, demolition and the formation of foundations and trenches) unless details of foul and surface water drainage, including a programme for implementation of these works, have been submitted to and approved in writing by the Council. The surface water drainage shall incorporate SuDS measures. The development shall not be carried out unless in accordance with the approved details, which shall be retained as such thereafter.

Reason: To ensure appropriate foul and surface water drainage of the site. Approval is required upfront because the design of the drainage is an integral part of the development and its acceptability.

10. In the event that piling is required, no piling work shall commence on site unless a piling risk assessment, undertaken in full accordance with the methodology contained within the Environment Agency document on "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention", has been submitted in writing and agreed with the Planning Authority. The methodology is available at:  
<http://webarchive.nationalarchives.gov.uk/20140329082415/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>  
There shall be no piling unless in accordance with the approved details.

Reason: Protection of environmental receptors to ensure the site is suitable for use.



11. If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Council shall be notified immediately in writing. 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 unacceptable risks being identified, a remediation strategy shall be submitted to and approved in writing by the Council, and subsequently implemented. The development shall not be occupied until a Verification Report that demonstrates that the approved remediation measures have been implemented has been submitted to and approved in writing by the Council.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

12. No development or works shall commence on site (other than that required to fulfil this condition) unless a programme of archaeological work has been implemented in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved in writing by the Council.

Reason: To ensure that archaeological remains and features are preserved in situ. Approval is required upfront because archaeological remains and features could be damaged or permanently lost.

13. 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 12.

These measures shall be implemented, and a final archaeological report shall be submitted to the Council within six months of the completion of archaeological programme of works.

Reason: To ensure that the archaeological remains and features are properly analysed and recorded.

## **DRAFT INFORMATIVES**

### **NOT02 Compliance with planning permission**

Please make sure that you carry out the development in accordance with the approved plans and any planning conditions listed above. Failure to do so will mean that the proposal is unauthorised and liable for investigation by the Council's Planning Enforcement team. If you would like advice about how to comply with the planning permission, you are advised to contact the Planning Service at Belfast City Council at [planning@belfastcity.gov.uk](mailto:planning@belfastcity.gov.uk).

### **NOT03 Discharge of condition(s)**

This planning permission includes condition(s) which require further details to be submitted to and approved by the Council. Please read the condition(s) carefully so that you know when this information needs to be provided and approved. It could take a minimum of 8 weeks for the Council to approve the details, assuming that they are satisfactory, and sometimes longer depending on the complexity of the condition. You should allow for this when planning the timeline of your project.

### **NOT05 Non-planning requirements**

The grant of planning permission does not dispense with the need to obtain licenses, consents or permissions under other legislation or protocols. The requirement for other

	<p>authorisations may have been identified by consultees in their response to the application and can be accessed on the Northern Ireland Planning Portal website. The responses from consultees may also include other general advice for the benefit of the applicant or developer.</p>
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