

Committee Application

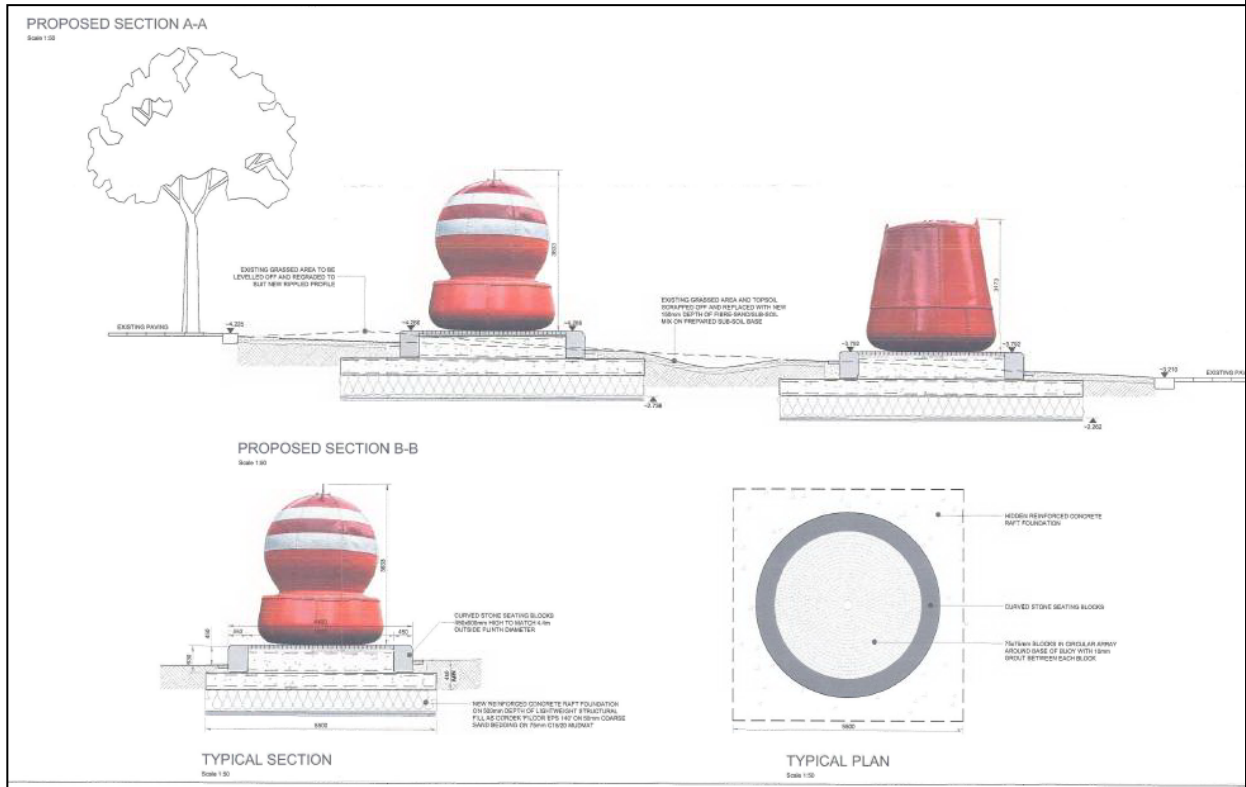
Development Management Report	
Application ID: LA04/2018/2201/F	Date of Committee: 13 November 2018
Proposal: Relocation of 3 shipping buoys from Cathedral Gardens to Titanic Quarter to form part of the envisaged 'Maritime Mile'.	Location: Green space lying immediately to the West of the Premier Inn Titanic Quarter Belfast BT3 9DT
Referral Route: Belfast City Council application	
Recommendation:	Approval
Applicant Name and Address: Belfast City Council c/o agent	Agent Name and Address: AECOM 10th Floor Clarence West Building 2 Clarence Street West Belfast BT2 7GP
<p>Executive Summary:</p> <p>Full permission is sought for relocation of 3No. historical shipping buoys from Cathedral Gardens to Titanic Quarter to form part of the envisaged 'Maritime Mile.'</p> <p>The key issues in assessment of the proposed development include:</p> <ul style="list-style-type: none"> • Principle of historic maritime feature at location • Impact on amenity • Impact on traffic flow • If sympathetic to the setting of nearby scheduled graving dock <p>The site is located within Titanic Quarter as designated within the adopted Belfast Metropolitan Area Plan 2015.</p> <p>DfI Roads and BCC Environmental Health were consulted and have no objection to the proposal.</p> <p>Recommendation</p> <p>It is recommended that the application is approved.</p>	

Characteristics of the Site and Area

1.0 Description of Proposed Development

The application is for full permission for the relocation of 3No. historical shipping buoys from Cathedral Gardens to Titanic Quarter to form part of the envisaged 'Maritime Mile'.

1.1 Proposed Buoys



2.0 Description of Site

2.1 The site is located immediately to the west of the Premier Inn and adjacent to the Arc Building on Old Channel Road in Titanic Quarter. It consists of a 715sqm area of grassed amenity space. The character of the area is mixed use and includes the Arc commercial ground floor units with residential apartments above, the Premier Inn hotel and the Odyssey Arena to the east.

2.1 Site Location



Planning Assessment of Policy and other Material Considerations	
3.0	Site History None relevant
4.0	Policy Framework
4.1	BUAP 2001 Draft Belfast Metropolitan Area Plan 2004 Version of Belfast Metropolitan Area Plan published 03.09.14 Strategic Planning Policy Statement (SPPS)
5.0	Statutory Consultees Responses
5.1	None
6.0	Non Statutory Consultees Responses
6.3	DfI Roads – no objection BCC Environmental Health – no objection
7.0	Representations
7.1	The application has been neighbour notified and advertised in the local press. No comments have been received.
8.0	Other Material Considerations

8.1	None
9.0	Assessment
	<p data-bbox="252 405 772 439"><u>Plan Status/Relevant Policy/Constraints</u></p> <p data-bbox="165 472 1485 674">9.1 Following the recent Court of Appeal decision on BMAP, the extant development plan is now the BUAP. However, given the stage at which the Draft BMAP had reached pre-adoption through a period of independent examination, the policies within the version of BMAP purported to be adopted 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.</p> <p data-bbox="165 707 1422 775">9.2 The site is within the development limit of Belfast as designated in both the BUAP and the draft BMAP. The site falls within Titanic Quarter as designated in the adopted BMAP.</p> <p data-bbox="165 808 1442 875">9.3 The Strategic Planning Policy for Northern Ireland (SPPS) is a material consideration for all decisions on individual planning applications and provides general policy context.</p> <p data-bbox="252 909 331 943"><u>SPPS</u></p> <p data-bbox="165 976 1477 1211">9.4 Under the SPPS, the guiding principle for planning authorities in determining planning applications is that sustainable development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause demonstrable harm to interests of acknowledged importance. In practice this means that development that accords with an up-to-date development plan should be approved and proposed development that conflicts with an up-to-date development plan should be refused, unless other material considerations indicate otherwise.</p> <p data-bbox="252 1245 759 1279"><u>Historical Maritime Feature at Location</u></p> <p data-bbox="165 1312 1477 1447">9.5 The existing site consists of a 715sqm level grassed amenity area. It is bound by a car park and public paved walkways. The proposal is for the relocation of 3No. historical shipping buoys from Cathedral Gardens to Titanic Quarter to form part of the envisaged 'Maritime Mile'. Proposed works include:</p> <p data-bbox="165 1480 1442 1727">9.6</p> <ul data-bbox="252 1480 1442 1727" style="list-style-type: none"> • new natural stone plinths set within an existing grass area (gentle rippling of the grass surface is to be undertaken with new fibres and structural soil to allow for DDA access whilst maintain natural grass surface) • two new street lighting columns approx. 8m high incorporating Gobo video projectors to project shimmering water effect onto grass surface • LED down lighters to downlight the buoys • one information board <p data-bbox="165 1760 1453 1895">9.7 Two of the Core Principles of the SPPS are Creating and Enhancing Shared Space and Positive Place Making. It is considered that the installation of the historic buoys will enhance the unremarkable existing amenity area and help create an attractive point of interest for visitors to the area. In this regard the proposal is considered to be consistent with the SPPS.</p> <p data-bbox="252 1928 496 1962"><u>Impact on Amenity</u></p>

<p>9.8</p> <p>9.9</p> <p>9.10</p> <p>9.11</p>	<p>The Council's Environmental Health Service was consulted with regard to the proposal and its impact on general amenity and offered no objection subject to informatives.</p> <p><u>Impact on Traffic Flow</u></p> <p>Dfl Roads was consulted and offered no objection.</p> <p><u>Impact on Setting of Scheduled Graving Dock</u></p> <p>HED was consulted and advised that it is content that the proposal is satisfactory to SPPS and PPS 6 archaeological policy requirements.</p> <p><u>Conclusion</u></p> <p>The relocation of the shipping buoys and associated works are considered to be compliant with policy and will enhance the appearance of the existing amenity space. The application is considered acceptable and is recommended for approval subject to conditions.</p>
<p>10.0</p>	<p>Summary of Recommendation: Approval</p>
<p>11.0</p>	<p>Conditions</p> <ol style="list-style-type: none"> 1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p> <ol style="list-style-type: none"> 2. The relocated buoys shall be installed in accordance with Approved Drawing Nos. 03 and 04 date stamped 16 August 2018. <p>Reason: In the interests of visual amenity.</p> <p>Informatives</p> <ol style="list-style-type: none"> 1. Artificial lighting should be optically controlled and directed in such a manner as to minimise light pollution from glare and spill. Guidance notes for the reduction of obtrusive light may be obtained from the Institution of Lighting Engineers, Lennox House, 9 Lawford Road, Rugby, Warwickshire CV21 2DZ, available at http://www.britastro.org/dark-skies/pdfs/ile.pdf. 2. The applicant is advised to ensure that all plant and equipment associated with the proposed development is so situated, operated and maintained as to prevent the transmission of noise or vibration to occupants of the nearby properties.
<p>Notification to Department (if relevant)</p>	<p>N/A</p>
<p>Representations from Elected members:</p>	<p>N/A</p>