

Development Management Report Committee Application

| Summary | |
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| Committee Meeting Date: Tuesday 17 September 2019 | |
| Application ID: LA04/2019/0517/F | |
| Proposal: Residential development comprising 154 units and ground floor retail unit, including reception and management suite area, internal and external communal space, open space and environmental improvements, car parking with access of Mays Meadow, bin storage, cycle parking, plant equipment and storage. | Location: El Divino Nightclub and car park and adjacent open space Mays Meadow Belfast BT1 3PH. |
| Referral Route: Planning Committee – major application | |
| Recommendation: | Refusal |
| Applicant Name and Address: Benmore Property Management Services C/O Rushmere House 46 Cadogan Park Belfast BT9 6HH | Agent Name and Address: Turley Hamilton House 3 Joy Street Belfast BT2 8LE |
| <p>Executive Summary:</p> <p>The proposal seeks to construct a 9 to 15 storey residential building comprising 154 units and ground floor retail unit on a narrow 0.247 hectare triangular site, with the building footprint occupying around 50% of the site. The application site is located at Laganbank Road off East Bridge Street within Belfast City Centre and is immediately adjacent to the river Lagan. It comprises a public house and nightclub building, its associated car park and an adjacent area of public open space. The building is approximately 10.5m – 12m from the adjacent apartment buildings at St John Wharf at the closest point, and approximately 23m from the sheltered housing scheme (St Johns Close) to the south opposite the site. The building is approximately 18m at closest point from the existing office building also opposite the site.</p> <p>The key issues in the assessment of the proposal are:</p> <ul style="list-style-type: none"> - The principle of the proposal at this location; - Layout, scale, form, massing and design; - Impact on amenity; - Impact on transport and associated infrastructure; - Flooding and drainage impacts; - Impact on natural heritage assets; - Contamination and remediation of the site; - Impact on civil aviation; <p>The application site is not subject to any planning history relevant to this case. However the proposals were subject to a Pre-Application Discussion process. This comprised a number of</p> | |

meetings with the applicant and agent, the focus of which was largely in relation to scale, height, and massing, design, materials and amenity issues of the proposed scheme. Officers provided feedback at the PAD stage and highlighted concerns in relation to these issues. While the scheme has seen some amendments in response to officer's comments, these amendments have been minimal and do not go far enough to address the concerns that have been consistently raised by the Council.

It is considered that the scale, height, massing and materials of the building do not take into account the existing site context and specifically the heights of adjacent buildings within the area. Too much emphasis has been placed on securing height over a substantial section of the building with only a modest drop in height then being applied to the remainder of the building. It is also considered that the proposed height in such close proximity to the existing St John's Wharf residential building (31.0m/36.3m compared to 21.0m) represents too much of a stark step change and one which would have an overpowering and domineering effect on its neighbour and this part of the Laganbank Road streetscape.

The application of red brickwork faced masonry walls across the full extent of this building would be considered too heavy on a building of this scale, particularly given the exposed nature of the site. The proposed materials are consistent with the area insofar as brick and glass are present, however the fenestration and solid to void ratios presented result in large areas of solid brickwork and a very solid expression of the elevations which in turn adds to the unacceptable massing of the building.

By virtue of the scale and massing proposed, the building would be a very significant structure within this part of the streetscape of Laganbank Road. Accordingly the proximity of this tall building would result in loss of amenity as a result of over-dominance of the streetscape, adjacent apartment building and, to a lesser degree, the Helm sheltered housing building at St Johns Close. The proposal would not however detrimentally impact on amenity in terms of overshadowing or overlooking/privacy.

Communal amenity space arrangements comprise an internal area at ground floor (c. 259sqm) and external roof top garden area (c. 266 sqm). Total communal amenity space provision equates to 525sqm or 3.4 sqm per apartment. The proximity of, and alterations to existing public open space and private balconettes provision are considered insufficient to outweigh the significant under-provision as required by policy. Inadequate landscaping arrangements are also proposed.

NI Water, HED, DEARA Waste Management and Drainage and Water, and City Airport Have no objections to the proposal. Environmental Health has no objections to the proposal in terms of public health matters including contamination, noise, and disturbance, subject to conditions. However, inadequate air quality supporting information has been submitted and accordingly a refusal reason in relation to this issue is necessary.

Roads are considering the revised information submitted in August 2019, however no further information on parking provision/mitigation has been submitted to address the queries previously raised. The proposal therefore fails to adequately address policy requirements of criteria (f) of QD1 PPS7 and PPS3.

DEARA Coastal Development required further information in relation to the Habitats Regulations Assessment. This has been submitted and is under consideration. Delegated authority to resolve any matters arising is requested.

Shared Environmental Services have requested additional information in order to complete the Habitats Regulations Assessment. This has been received and a response in relation to the

additional information is outstanding. Delegated Authority to Delegated authority to resolve any matters arising is requested.

NI Housing Executive was consulted to advise in terms of the need (if any) of the proposal to provide social and affordable housing. Their response is outstanding at the time of writing and delegated authority to resolve any issues arising is therefore requested.

6 objections have been received raising concerns raising the following issues:

- Greater scale than existing buildings/ inappropriate height;
- Inappropriate/out of character design and would impact on area;
- Impact of traffic/associated congestion;
- Questionable if any demand for proposal;

2 Comments supporting the proposal received including:

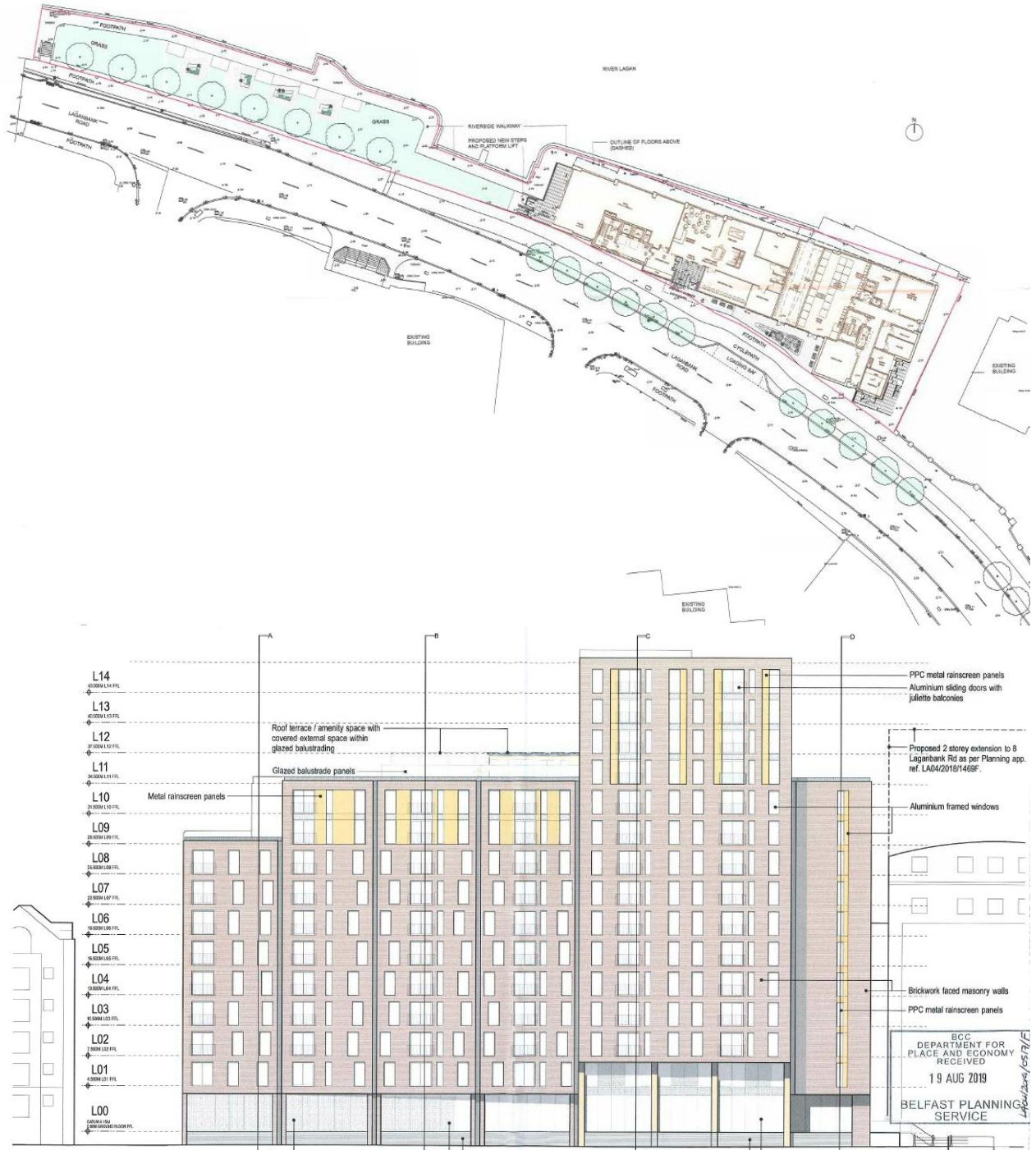
- Removal of the nightclub would benefit the residential area;
- Space for a local shop welcomed;

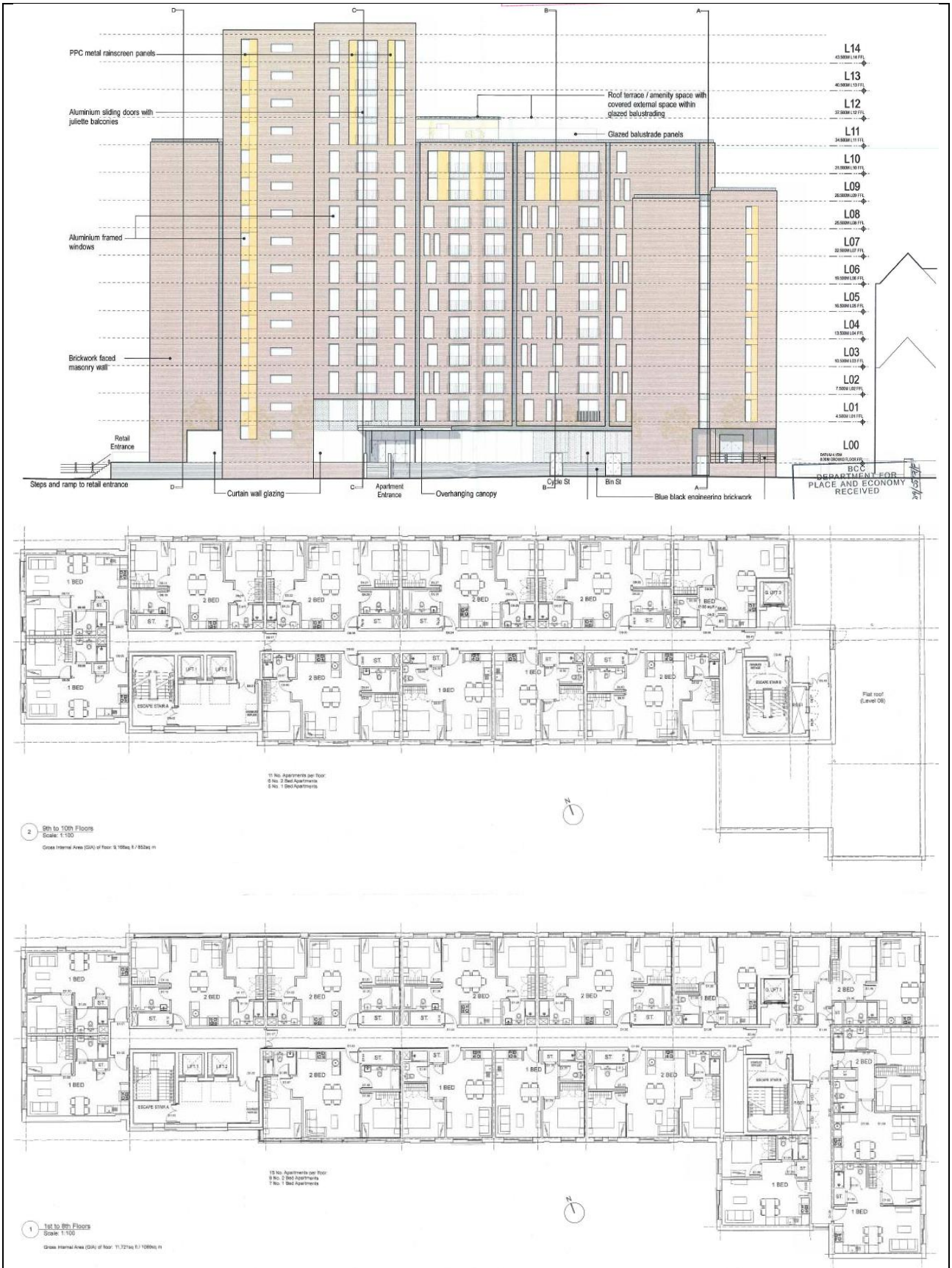
Having regard to the Development Plan and relevant material considerations, the proposal is considered unacceptable and refusal is recommended. It is recommended that delegated authority is given to the Director of Planning and Building Control to refuse planning permission and resolve outstanding issues, including:

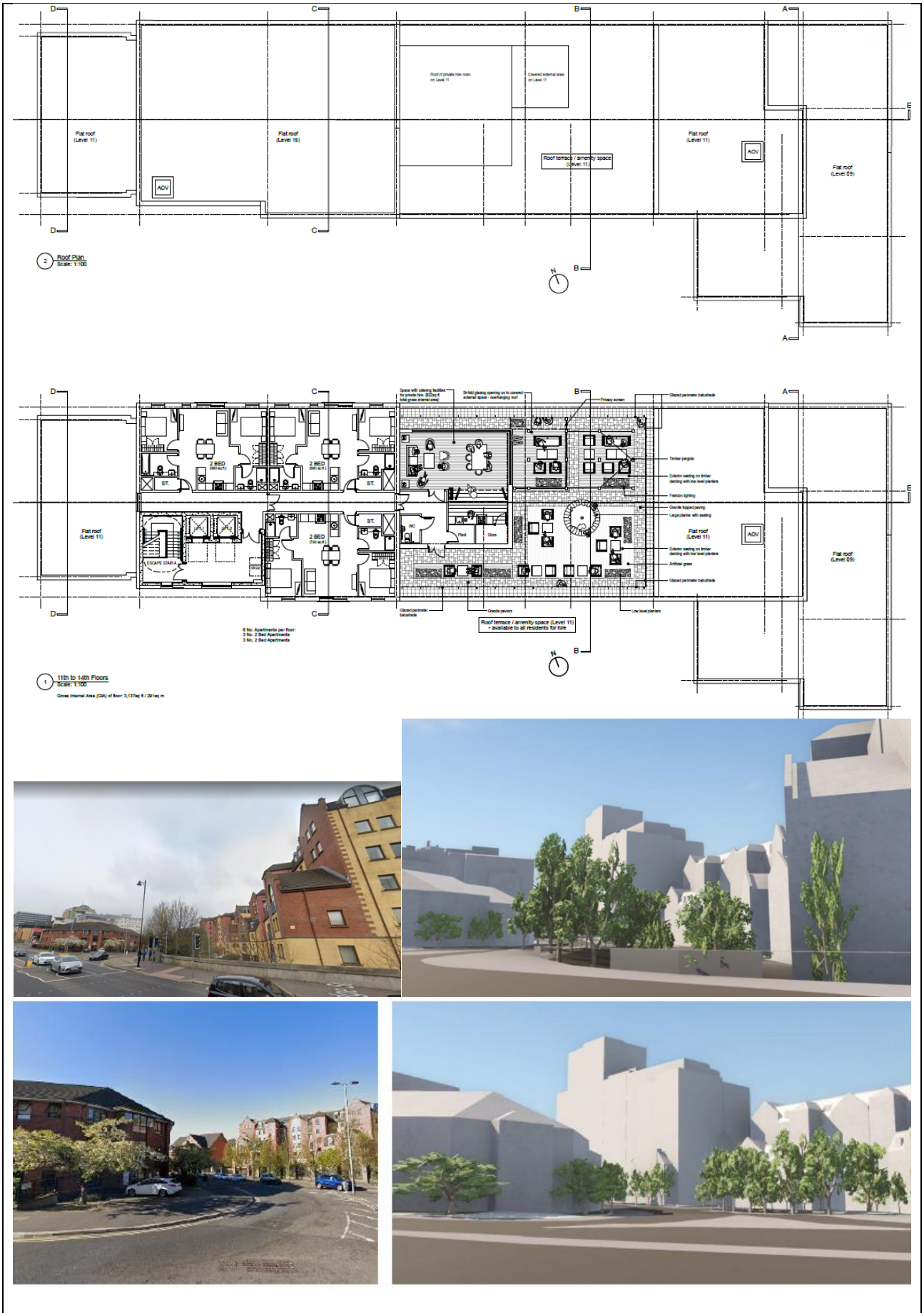
- Resolution of issues arising from outstanding consultees DEAR, SES, DFI Roads and NI Housing Executive; and
- Finalising reasons for refusal.

Case Officer Report

Site Location Plan







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| Representations: | |
| Letters of Support | 2 |
| Letters of Objection | 6 |
| Number of Support Petitions and signatures | No Petitions Received |
| Number of Petitions of Objection and signatures | No Petitions Received |
| Neighbour Notification Checked | Yes |

1.0 Characteristics of the Site and Area

The application site is located at Laganbank Road off East Bridge Street within Belfast City Centre and is immediately adjacent to the river Lagan. It comprises a public house and nightclub building, its associated car park and an adjacent area of public open space. It is approximately 0.25 hectares in size (building and nightclub c. 0.15 hectares and c 0.09 hectares open space area) Boundary treatments comprise a mixture of wall and railings approximately 2-3m in height. The topography of the entire site is relatively level, however the topography of Laganbank Road falls to the west, therefore the open space area sits at a higher level than Laganbank Road.

There is a block of apartments to the southeast of the site, with an office building to the south. There is a sheltered housing scheme further to the south at the junction of Laganbank Road and East Bridge Street.

2.0 Proposal

Residential development comprising 154 units and ground floor retail unit, including reception and management suite area, internal and external communal space, open space and environmental improvements, car parking with access of Mays Meadow, bin storage, cycle parking, plant equipment and storage.

Planning Assessment of Policy and Other Material Considerations

3.0 Site History

No relevant history.

4.0 Policy Framework

- 4.1 Belfast Urban Area Plan 2001 (BUAP), draft Belfast Metropolitan Area Plan (dBMAP), Purported to be adopted BMAP;
- 4.2 Strategic Planning Policy Statement (SPPS);
- 4.3 Planning Policy Statement 2 (PPS2) – Planning and Nature Conservation;
- 4.3 Planning Policy Statement 3 (PPS3) - Access, Movement and Parking;
- 4.4 Planning Policy Statement 13 (PPS13) - Transportation and Land Use;
- 4.5 Planning Policy Statement 7 (PPS7) – Residential Development;
- 4.6 Planning Policy Statement 12 (PPS12) – Housing in Settlements;
- 4.7 Planning Policy Statement 15 (PPS15) - Planning and Flood Risk;
- 4.8 Planning Policy Statement 8 (PPS8) – Open Space and Recreation.

4.9 Supplementary Planning Guidance including 'Creating Places', Development Control Advice Note 8 Housing in Existing Urban Areas, and Parking Standards.

5.0 Statutory Consultee Responses

- 5.1 NI Water - No objection;
- 5.2 DARD - Rivers Agency – Considering further information submitted;
- 5.3 DEARA:
 - Marine and Fisheries Division - Considering additional information received;
 - Land & Groundwater Team (Contamination) - No objection subject to conditions;
 - Water Management Unit - No objection subject to conditions;
 - Natural Environment Division – Considering additional information received;
- 5.4 DFI - Transport NI – Further information required;
- 5.5 DFC HED – no objections;

6.0 Non - Statutory Consultee Responses c

- 6.1 BCC Environmental Health - No objection subject to conditions in relation to noise and contamination. Further information required in relation to Air Quality.
- 6.2 Shared Environmental Services – Considering further information submitted;

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| 7.0 | <p>Representations</p> <p>The application has been neighbour notified and advertised in the local press. 8 representations have been received, comprising 2 letters of support and 6 objections.</p> <p>No representations from any elected representatives have been received.</p> |
| 8.0 | Other Material Considerations |
| 8.1 | None |
| 9.0 | Assessment |
| 9.1 | <p>Permission is sought for a residential development comprising 154 units and ground floor retail unit, including reception and management suite area, internal and external communal space, open space and environmental improvements, car parking with access of Mays Meadow, bin storage, cycle parking, plant equipment and storage. The key issues in the assessment of the proposal are:</p> <ul style="list-style-type: none"> - The principle of the proposal at this location; - Layout, scale, form, massing and design; - Impact on amenity; - Impact on transport and associated infrastructure; - Flooding and drainage impacts; - Impact on natural heritage assets; - Contamination and remediation of the site; - Impact on civil aviation; <p>Regional Policy Context:</p> |
| 9.2 | The Regional Development Strategy 2035 (RDS) includes a number of policies relevant to the proposal including Tourism (RG4), Supporting Urban Renaissance (RG7), and Conserve, protect and enhance where possible the built and natural heritage. |
| 9.3 | In relation to Belfast, the RDS includes policies to promote economic development, grow the city population, and protect and enhance the setting of the Metropolitan Area and its environmental assets. Policy SFG3 seeks to enhance the role of Belfast City Centre as the regional capital and focus of administration, commerce, specialised services and cultural amenities. |

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| 9.4 | <p>The Strategic Planning Policy Statement for Northern Ireland (SPPS) sets out the five core planning principles of the planning system, including improving health and well-being, supporting sustainable economic growth, creating and enhancing shared space, and supporting good design and place making.</p> |
| 9.5 | <p>The SPPS states at paragraph 1.13 that a number of policy statements, including those listed at paragraph 4.2 of this report, remain relevant under the 'transitional arrangements' in advance of a council's adoption of its new Local Development Plan. 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 paragraph 4.23-7 stress the importance of good design. Paragraphs 4.18-22 details that sustainable economic growth will be supported.</p> <p>Development Plan Status:</p> |
| 9.6 | <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). The site is not subject to any zoning within the BUAP. Both the draft Belfast Metropolitan Area Plan 2004 (dBMAP 2004) and purported to be adopted Belfast Metropolitan Area Plan (BMAP 2015) are material considerations. The weight to be afforded the draft Belfast Metropolitan Area Plan is a matter of judgement for the decision maker. In dBMAP 2004, and dBMAP 2015, the site falls within the City Centre boundary, the fringe area of parking restraint, and the Laganside Character Area.</p> <p>Principle of development and proposed uses:</p> |
| 9.7 | <p>The SPPS requires a sequential test to be applied to 'town centre uses', directing them to the city centre in the first instance, then edge of city centre and lastly out of centre. In the BUAP, the site is located within the City Centre. The site is also located within the City Centre boundary in both versions of BMAP. Laganbank Road comprises a mix of residential and non-residential uses. Residential uses are located immediately adjacent to the site. These factors establish that the proposed uses are acceptable in principle.</p> |
| 9.8 | <p>In relation to the demolition of the exiting building and structures, the site is not located in a Conservation Area or Area of Townscape Character, and the buildings are not listed or of any historic interest. Accordingly the demolition of the existing structures is acceptable in principle.</p> <p>Planning History</p> |
| 9.9 | <p>The application site is not subject to any planning history relevant to this case. However the proposals were subject to a Pre-Application Discussion process. This comprised a number of meetings with the applicant and agent, the focus of which was largely in relation to scale, height, and massing, design, and amenity issues of the proposed scheme. Council feedback has been provided and concerns expressed with these issues.</p> <p>PPS7 – Design, Character and Appearance of Area and amenity</p> |
| 9.10 | <p>The proposal has been assessed against QD 1 of PPS 7. The preamble to PPS7 advises that it applies to all residential applications with the exception of single houses in the countryside. Policy QD1 states that planning permission will be granted for new residential development only where it is demonstrated that it will create a quality and sustainable residential environment. It indicates that housing will not be permitted in</p> |

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| | <p>established residential areas where it would result in unacceptable damage to local character, environmental quality or residential amenity of these areas. The policy sets out nine criteria which all residential development proposals are expected to meet. PPS12, DCAN 8 and Creating Places relate to housing developments and are also material considerations. PPS7 addendum safeguarding character is also a material consideration and includes three policies LC1-3.</p> <p>Proposal</p> |
| 9.11 | <p>The proposal seeks to construct a 9 to 15 storey residential building with ground floor retail unit on a narrow 0.247 hectare triangular site along Laganbank Road, with the building footprint occupying around 50% of the site. The longer southern and northern frontages of the site face onto Laganbank Road and the River Lagan respectively, while the southern edge sits immediately adjacent to St John's Wharf an existing residential apartment complex. To the north the narrowest section of the triangular site abuts the railway bridge over the River Lagan.</p> <p>Layout</p> |
| 9.12 | <p>The proposed layout of the building is roughly 'L' shaped and broadly replicates the siting and layout of the existing building on site in terms of setback/relationship with the river and Laganbank Road, however the building will extend across approximately half of the application site. The building incorporates a uniform building line along its northern elevation, being setback around 2.6m from the river's edge. This would enable extended public access along the river when compared to the existing nightclub arrangement, which is welcomed. Nevertheless it is disappointing to see that the extension of public access along the riverfront has not been adequately carried through and reflected in the articulation of the building at GF level. The cantilevered nature of the building line above GF which for a long stretch extends over the river walkway thereby creating an enclosed tunnel-like effect which is a questionable design approach. Along Laganbank Road the building incorporates a series of steps in its form to deal with the slight curvature of the street. Key challenges are presented here concerning the level change between the finished ground floor level of the building proper and the street (1.85m difference). These issues are considered further below.</p> |
| 9.13 | <p>The ground floor comprises a retail unit (approximately 167sqm in size), entrance and amenity space area, cycle parking, bin store, and various plant rooms. The upper floors (1-14) comprise apartments, with an external amenity area on the 11th floor (c. 266 sqm).</p> |
| 9.14 | <p>The building is approximately 10.5m from the adjacent apartment buildings at St John Wharf at the closest point, and approximately 23m from the sheltered housing scheme (St Johns Close) to the south opposite the site. The building is approximately 18m at closest point from the existing office building also opposite the site.</p> <p>Scale, height, massing, and materials</p> |
| 9.15 | <p>PPS7 QD1 criterion (a) requires proposals to "<i>respect the surrounding context and is appropriate to the character and topography of the site in terms of layout, scale, proportions, massing and appearance of buildings, structures and landscaped and hard surfaced areas.</i>" Policy CC12 in the BUAP relates to high buildings and requires buildings to be sympathetic to their immediate surroundings.</p> |
| 9.16 | <p>It is acknowledged that there were a number of taller buildings within the vicinity. These include;</p> |

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| | <ul style="list-style-type: none"> - Price Waterhouse Cooper HQ (PWC) to the south of the site. It is noted that planning permission was also recently approved for additional storeys being added to this building; - The BT Tower and Hilton Hotel to the west of the site on the other side of the railway bridge; - The site also sits across the river from the former Sirocco Engineering Works site on which approval was recently granted for outline planning permission for a masterplan which included a number of taller buildings. |
| 9.17 | <p>However, these buildings are for the most part located to the west of the site on the city centre side of the railway bridge in an area which is predominantly commercial/office in nature. While the PWC building was due south of the site on the eastern side of the railway bridge, the Council noted it was located some distance from existing residential developments in the area. It is critical that any development of the site respects the adjacent residential buildings and scale of development within this section of Laganbank Road.</p> |
| 9.18 | <p>The proposal comprises a building which is 68.0m in length and effectively utilises most of the buildable area of the site in what is a narrow and challenging triangular plot, which tapers off to a mere 9.0m depth next to the railway bridge. In terms of building depth, the deepest part of the building footprint is located along the southern edge of the site and measures 24.5m with the GF footprint narrowing to around 12.0m at its northern end (albeit 2.0m deeper on upper floors). In terms of building height across the length of the 68.0m building (southern elevation along Laganbank Road), the following applies;</p> <ul style="list-style-type: none"> - 15 storeys over a single section (21.0m length); - 11 storeys over two sections (8.0m and 32.5m lengths); - 9 storeys over a single section (16.0m length) which due to the L-shaped nature of the building footprint overlaps with a portion of the 11 storey element. |
| 9.19 | <p>It is noted that the lowest section of the building to the south measures 31.0m in height and would only be less than 11.0m away from the adjacent St John's Wharf apartment complex the shoulder height of which is 21.0m, representing an increase in height of 10.0m or the equivalent of three storeys. It is considered that this change in height in such close proximity to an existing residential building represents too much of a stark step change and one which would have a domineering effect on its neighbour. This is exacerbated by the fact that the lower 31.0m height of the proposed building would only be maintained for a depth of 6.8m before rising by a further 5.3m to an overall height of 36.3m (marking the beginning of the 11 storey section), more than 15.0m higher than St John's Wharf. Unfortunately the monolithic nature of the 11 storey 'podium' means that this taller sculpted form is lost and outweighed by the sheer scale and massing of the overall building form. The design is also not helped by the use of brickwork across all facades of the building.</p> |
| 9.20 | <p>It is considered that the scale, height and massing of the building does not take into account existing context and the heights of surrounding buildings within this area. Too much emphasis has been placed on securing height over a substantial section of the building with only a modest drop in height then being applied to the remainder of the building. It is also considered that the change in height in such close proximity to the existing St John's Wharf residential building (31.0m/36.3m Vs 21.0m) represents too much of a stark step change and one which would have an overpowering and domineering effect on its neighbour and this part of the Laganbank Road streetscape.</p> <p>Ground floor animation and riverfront access</p> |

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| 9.21 | <p>The lack of GF animation and activity associated with this scheme has been a key concern of the Council since the outset of this process. The challenging nature of this site acknowledged which is linear and narrow in depth, being sandwiched between Laganbank Road and the River Lagan, and the fact that there are four exposed elevations to deal with from a design viewpoint. Despite design changes and the efforts to limit 'back of house' services to the southern edge of the building, the building does little in the way of forging a strong relationship at GF level with both the riverfront and Laganbank Road.</p> |
| 9.22 | <p>Along the riverfront the building proposes 3.7m high curtain wall glazed spandrel units on top of 0.7m high blue black engineering brickwork, which run for the entire length of the building. It is noted from the submitted elevations that a long section of this curtain walling (close to 50%) would appear to incorporate obscured glazing given the nature of the uses immediately behind (plant, sprinkler pump, refuse store and cycle store). Therefore other than a 0.6m wide entrance door leading to the cycle store (which while shown on plan is not reflected on the proposed elevation), the building is completely devoid of any openings at GF level along its entire riverfront length and very little in the way of passive surveillance or overlooking of the riverfront walkway.</p> |
| 9.23 | <p>Internally along Laganbank Road the building faces a further challenge, that being the marked level change between the GF finished floor level of the building proper and the footpath, which equates to around 1.85m (4.15m Vs 2.30m). Architecturally this has been treated by way of a 1.8m high blue black engineering brickwork 'plinth' running the length of the building between the 9 storey return and the apartment entrance staircase. Similar to the riverfront treatment large sections of curtain glazing are proposed above this plinth, close to half of which is obscured (fronting the cycle and bin store). Once again other than an opening to the cycle store and bin store and a modest secondary entrance to 'Escape Stair B' this entire southern elevation does very little in the way of interacting with the street. A steep stair and platform lift provide access off the street up to the GF apartment entrance, while at the northern end a second set of stairs and platform lift provide access to the outdoor retail terrace and entrance. A long triangular area of public realm has been proposed between the lower 9 storey section of the building and the apartment entrance stair, however given how this space is physically detached from the internal planform of the building, it is unclear as to what purpose this space serves other than a space through which those needing to access the bin and cycle store. The ground floor design and elevation treatment is heavily informed by the stark change in level along Laganbank Road (c.1.8m) result in a notable disconnect between the building and the public street result in a large section unanimated and dead frontage.</p> <p>Façade articulation and materials</p> |
| 9.24 | <p>The application of red brickwork faced masonry walls across the full extent of this building would be considered heavy on a building of this scale, particularly given the exposed nature of the site. While the importance of the red brick vernacular within the Belfast context is acknowledged, particularly its application to residential dwellings, its uniform application across a building of this scale is not successful from a design viewpoint and makes what is already a heavy building look heavier. This is particularly so along the southern elevation (along Laganbank Road) within those upper floors above the retail unit and within the lower 9 storey return, as well as those blank sections within the upper four floors on both the west and east elevation which would be open to long range views given their height and exposed nature. The proposed metal rainscreen panels is deliberate, in that it attempts to provide a cohesive treatment to the upper two floors of the 9 storey elements which is also reflected within the upper four floors of the taller 15 storey element, their impact is lost when viewed in the round due to presence of large expanses of brickwork which creates evident breaks in this treatment. It is also</p> |

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| | <p>considered that the yellow/gold tonal qualities of the PPC metal rainscreen panels shown in both the elevations and submitted CGIs get lost visually when compared against the red brickwork.</p> |
| 9.25 | <p>The relationship between the external articulation of the building and its internal uses is also confusing and impacts the legibility of the building i.e. how it is read. This would be particularly so along the northern riverfront elevation where the building has been broken up into a number of bays with the use of shadow gaps to delineate bay widths. The rationale is questionable behind the wider treatment of these bays which is represented by that taller section of the building that rises to 15 storeys. A uniform GF curtain wall arrangement (of increased height) has been proposed for a large proportion of the building with the exception of this taller 15 storey section, where a double height curtain wall section is proposed. However there is no correlation between the double height nature of the curtain walling and the internal use behind given that at GF it comprises part retail unit and part concierge/reception and at 1F two 2 bed apartments. It would appear that the only reason this section of the building incorporates a double height curtain walling treatment along the river is that it happens to be the tallest section of the building.</p> |
| 9.26 | <p>The proposed materials are consistent with the area insofar as brick and glass are present, however the fenestration and solid to void ratios presented result in large areas of solid brickwork and a very solid expression of the elevations which in turn adds to the unacceptable massing of the building.</p> |
| 9.27 | <p>The Urban Design Officer objects to the scale, massing, and design of the proposal. The proposed designs are therefore not compliant with criteria [g] of PPS7. Accordingly, it is considered that the proposal would adversely affect the character of the area.</p> |
| | <p>Impact on Residential Amenity</p> |
| 9.28 | <p>Criteria (h) of QD1 PPS7 requires the design and layout will not create conflict with adjacent land uses and there is no unacceptable adverse effect on existing or proposed properties. Paragraph 4.38 highlights the importance of privacy and daylight for residents, whilst 7.11 of Creating Places also highlights the importance of 'attractive outlook' onto existing and proposed roads.</p> |
| 9.29 | <p>The floorplan layout is broadly split longitudinally, with the majority of the apartment's main aspect towards either the river or Laganbank Road. The layout includes 8 apartments within the middle section of the eastern section of the building, adjacent to the boundary with the neighbouring apartment building. The internal layout places the living area at the Laganbank Road end of the apartment, with the associated window positioned at this end of the apartment. Whilst outlook to the public street would not be provided, views would be available over the car park of the adjacent apartment building and distance views to East Bridge Street. Floors 5-8 would benefit from additional views/aspect as the front section of the adjacent St Johns Warf section is 4 storeys in height. On balance the outlook proposed is considered acceptable.</p> |
| 9.30 | <p>In relation to overlooking and loss of privacy, the majority of apartments would not impact on privacy due to their location and separation distances to existing buildings. However, the apartments on the eastern gable of the building include gable window openings. The adjacent St Johns Wharf building also include gable windows, however these, as with the proposal, are predominately secondary with the main windows for outlook located on either the Riverfront or Laganbank road elevations, and are sufficiently 'staggered' to ensure no direct overlooking or loss of privacy will result.</p> |

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| 9.31 | In terms of loss of light/overshadowing, the building steps up in height in relation to the neighbouring apartment building St Johns Wharf, which is sited due east of the application site. Accordingly the building would reduce the daylighting in the evening as the sun occupies a westerly position. Notwithstanding the height and proximity of the building, it would not unacceptably overshadow the existing adjacent apartments building as it would benefit from sunlight for the majority of the day. However by virtue of the scale and massing proposed, as discussed above, the building would be a very significant structure within this part of the streetscape of Laganbank Road. Accordingly the proximity of the building would result in over-dominance of the adjacent apartment building and, to a lesser degree, the Helm sheltered housing building at St Johns Close. |
| 9.32 | The proposal would not adversely impact on the amenity of commercial premises due to separation distances and layout/aspect of these properties. |
| 9.33 | The apartments comprise a mix of 1bed and 2 bed units and range in size from approximately 43sqm to 65sqm. The size of these apartments would fall slightly below space standards set out in the APPS7 (1P1B 35/40sqm, 2P1B 50/55sqm, 3P2B 60/65sqm, 4P2B 70/75sqm), however the apartment sizes are considered acceptable given the city centre location and character of the immediate locality. |
| 9.34 | In relation to amenity space provision, Policy QD1 [c] PPS7 and Policy OS2 of PPS8 require the level of provision of private space to be appropriate to the surrounding context, be useable, with further guidance on amenity space provided in Creating Places. PPS 7 indicates that, where appropriate management arrangements are in place, private open space to serve apartment developments may be in the form of communal gardens. Guidance set out in Creating Places specifies that private communal open space will be acceptable in the form of landscaped areas, courtyards or roof gardens. Creating Places quantifies the level of communal private open space that should be incorporated in new flat developments with a required provision in the range of 10 sqm to 30 sqm per apartment (paragraph 5.20). This paragraph goes on to state that inner urban/high density locations will tend towards the lower figure. |
| 9.35 | Communal amenity space arrangements comprise an internal area at ground floor (c. 259sqm and external roof top garden area (c. 266 sqm). The internal area comprises a dining area, sitting area, games area, co-working room, meeting room, and gym. Total communal amenity space provision equates to 525sqm or 3.4 sqm per apartment. Juliet balconies/balconettes (shallow type) are proposed for each apartment. Whilst these structures provide an improved amenity 'experience' they do not add to the quantum of amenity space proposed. There is public open space included within the application site boundary and the proposal includes environmental improvements within this area, primarily the provision of 4 seated planter structures and associated hard-surfacing. The proximity of this public space and private balconettes provision are considered insufficient to outweigh the gross under-provision as required by policy. Inadequate amenity space arrangements are proposed for the development. |
| 9.36 | In relation to landscaping provision, very limited soft landscaping is provided as part of the development. The proposal includes small planter areas in the external amenity area and along the site frontage however this is considered inadequate for the scale of the development proposed, and additional provision is necessary to meet policy requirements. It is also noted that the provision at ground floor is effectively disconnected from the functional areas of the building. |
| 9.37 | Accordingly it is not considered that a quality environmental in terms of amenity space would be provided as part of the proposal and therefore fails PPS7 in this regard. |

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| | <p>PPS15 – Flooding and drainage</p> <p>9.38 Rivers Agency and NI Water have been consulted on the application, and assessed the submitted flood risk assessment.</p> <p>The Flood Risk Assessment by Albert Fry Associates dated May 2018 has included mitigation and taken into account DfI Rivers recent updated Technical Flood Risk Guidance in relation to Allowances for Climate Change in Northern Ireland on 25th February 2019. The habitable locations and plant rooms (containing essential infrastructure) including amenity spaces are to have finished floor levels (4.15m.O.D.). They are designed to have greater than the 600mm freeboard above the future currently revised Q200 climate change level (3.43 m.O.D.) and have been raised to a sufficient level to avoid being affected by flood risk. A flood risk management plan and Schedule 6 discharge request is under consideration by Rivers Agency at the time of writing and delegated authority to resolve this or related issues the Director of Planning and Place is requested. The intensification of use of the site as discussed under FLD1 is considered acceptable in principle, subject to adequate flood management arrangement being proposed and taking account of wider policy aims of regeneration and increased residential uses within the city centre.</p> <p>9.39 Save for consideration of the flood management information, neither consultee has any objections to the proposal. Therefore, it is considered that the proposal will not result in or be impacted unacceptably by flooding. It is considered that the proposal is compliant with PPS15 requirements.</p> <p>PPS3 - Traffic, Parking and associated Roads considerations</p> <p>9.40 DFI Roads have responded seeking clarification on a number of issues including pick up/drop off arrangements and arrangements for parking provision. Roads are considering the revised information submitted in August 2019, however no further information on parking provision/mitigation has been submitted to address the queries raised. Delegated authority is requested to resolve this issue following receipt of the outstanding Roads consultation however at the time of writing adequate parking provision/mitigation arrangements have not been demonstrated. The proposal therefore fails to adequately address policy requirements of criteria (f) of QD1 PPS7 and PPS3.</p> <p>Impact on civil aviation:</p> <p>9.41 Consultation has been undertaken with the City Airport, who have assessed the proposals in terms of air safety. The site falls within the Belfast City Airport (BCA) Obstacle Limitation Surface (OLS), namely the Inner Horizontal Surface (IHS). The maximum height of a building within this surface, at this location, which would NOT infringe the OLS would be 48.7m AMSL. At 51.9m AGL the proposed building will therefore infringe the Inner Horizontal Surface by 2.2m. However, given the close proximity to existing high buildings nearby, and recent assessment of other proposed building in the vicinity, Belfast City Airport have no objection to this development provided we are notified of any cranes to be used. The proposal would not therefore compromise air safety.</p> <p>Impact on Protected Habitats etc.</p> <p>9.42 The proposals have been considered in terms of impacts on the natural environment and Shared Environmental Services and DEARA have been consulted. The potential impact of this proposal on Special Protection Areas, Special Areas of Conservation and Ramsar sites has been assessed in accordance with the requirements of Regulation 43 (1) of the</p> |
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| | <p>Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended). The proposal would not be likely to have a significant effect on the features of any European site.</p> <p>Consultee Responses</p> <p>9.43 Environmental Health has no objections to the proposal in terms of public health matters including contamination, noise, and disturbance, subject to conditions. However, inadequate air quality supporting information has been submitted and accordingly a refusal reason in relation to this issue is necessary.</p> <p>9.44 DEARA Waste Management has no objections regarding land contamination issues. DEARA Drainage and Water have no objections subject to NIW confirmation of adequate capacity of Waste Water Treatment. NIW have confirmed sufficient capacity. DEARA Coastal Development required further information in relation to the Habitats Regulations Assessment. This has been submitted and is under consideration. Delegated authority to resolve any matters arising is requested.</p> <p>9.45 Shared Environmental Services have requested additional information in order to complete the Habitats Regulations Assessment. This has been received and a response in relation to the additional information is outstanding. Delegated Authority to Delegated authority to resolve any matters arising is requested.</p> <p>9.46 Historic Environment Division have no objections in relation to impact on archaeological or listed building assets subject to conditions. Accordingly the proposal is considered acceptable in relation to PPS6 considerations.</p> <p>9.47 NI Housing Executive was consulted to advise in terms of the need (if any) of the proposal to provide social and affordable housing. Their response is outstanding at the time of writing and delegated authority to resolve any issues arising is therefore requested.</p> <p>9.48 Pre-Community Consultation</p> <p>For applications that fall within the category of Major development as prescribed in the Development Management Regulations, Section 27 of the Planning Act (Northern Ireland) 2011 places a statutory duty on applicant for planning permission to consult the community in advance of submitting an application.</p> <p>Section 27 also requires that a prospective applicant, prior to submitting a major applications 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 (LA04/2017/2771/PAN) was submitted to the Council on 8th December 2017.</p> <p>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 to accompany the planning application.</p> <p>It is considered that the Pre-application Community Consultation Report submitted with the application has demonstrated that the applicant has carried out their duty under Section 27 of the Act to consult the community in advance of submitting an application.</p> |
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| 9.49 | <p>Representations</p> <p>6 objections have been received raising the following issues (summarised):</p> <ul style="list-style-type: none"> - Greater scale than existing buildings/ inappropriate height; - Inappropriate/out of character design and would impact on area; - Impact of traffic/associated congestion; - Questionable if any demand for proposal; <p>Comments supporting the proposal include:</p> <ul style="list-style-type: none"> - Removal of the nightclub would benefit the residential area; - Space for a local shop welcomed; <p>As indicated in the assessment above it is considered that the scale and massing of the proposal is inappropriate for this location resulting in dominance, and insufficient amenity space is provided. The supporting comments do not outweigh the policy objections to the proposal as detailed above.</p> |
| 10.0 | <p>Summary of Recommendation</p> <p>This scheme has been subject to a comprehensive PAD process and together with the formal planning application process has comprised a number of meetings with the applicant and agent, the focus of which has largely been in relation to scale, height, and massing, design, and amenity issues of the proposed scheme. Council feedback has been provided at each of these sessions. While the scheme has seen some amendments in response to feedback, these amendments have been minimal and do not go far enough to address the concerns that have been consistently raised by the Council.</p> <p>Having regard to the Development Plan and relevant material considerations, the proposal is considered unacceptable and refusal is recommended:</p> <ol style="list-style-type: none"> 1. The proposal is contrary to Policy QD1 of the Planning Policy Statement 7 Quality Residential Environments and Policy CC12 of the Belfast Urban Area Plan 2001 in that the proposal would, if permitted, result in overdevelopment of the site due to its inappropriate scale, form, massing and design causing over-dominance and unacceptable damage to the character and appearance of the area. The proposal also fails to provide adequate private amenity space and landscaping arrangements, and would therefore fail to provide a quality and sustainable residential environment. 2. The proposal is contrary to the Planning Policy Statement 3: Access, Movement and Parking and Policy QD1 of the Planning Policy Statement 7 Quality Residential Environments, in that it has not been demonstrated that the proposal would provide a satisfactory facilities for parking and service vehicles as part of the development. 3. The proposal is contrary to the Strategic Planning Policy Statement and Policy QD1 of the Planning Policy Statement 7 Quality Residential Environments in that it has not been demonstrated that Air Quality would not adversely affect the health and amenity of prospective residents or that the operation phase of the development will not adversely impact air quality. |

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| | <p>It is recommended that delegated authority is given to the Director of Planning and Building Control to refuse planning permission and resolve outstanding issues, including:</p> <ul style="list-style-type: none">- Resolution of issues arising from outstanding consultees DEAR, SES, DFI Roads and NI Housing Executive; and- Finalising reasons for refusal. |
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| ANNEX | |
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| Date Valid | 5th March 2019 |
| Date First Advertised | 22nd March 2019 |
| Date Last Advertised | |
| <p>Details of Neighbour Notification (all addresses)</p> <p>The Owner/Occupier, 1 Mays Meadow, Belfast, Antrim, BT1 3DB Brendan Johnston 19 Laganview Court Belfast Down Brendan Johnston 19, Laganview Court, Belfast, Down, Northern Ireland, BT5 4AR Peter Peacock 38 St Johns Wharf 1 - 3 Laganbank Road Belfast Peter Peacock 38 St Johns Wharf, 1 - 3 Laganbank Road, Belfast, BT1 3LT The Owner/Occupier, 3rd Floor, Lesley Exchange 2, 22 East Bridge Street, Belfast, Antrim, BT1 3NR The Owner/Occupier, 4 Lanyon Place, Belfast, Antrim, BT1 3LP William Martin 47 Marguerite Ave Dundrum Newcastle Alison Clarke 49 St Johns Wharf, Belfast, BT1 3LT The Owner/Occupier, 5 Laganbank Road, Belfast, Antrim, BT1 3PH The Owner/Occupier, 5 Lanyon Place, Belfast, Antrim, BT1 3BT The Owner/Occupier, 5 Lanyon Place, Belfast, Antrim, BT1 3LP Vivien Kennedy 9 Laganview Court Belfast Down The Owner/Occupier, Apartment 1, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX The Owner/Occupier, Apartment 1, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT The Owner/Occupier, Apartment 10, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX The Owner/Occupier, Apartment 10, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT The Owner/Occupier, Apartment 11, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX The Owner/Occupier, Apartment 11, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT The Owner/Occupier, Apartment 12, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX The Owner/Occupier, Apartment 12, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT The Owner/Occupier, Apartment 13, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX The Owner/Occupier, Apartment 13, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT The Owner/Occupier, Apartment 14, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX The Owner/Occupier, Apartment 14, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT The Owner/Occupier, Apartment 15, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX</p> | |

The Owner/Occupier, Apartment 15, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 16, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 16, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 17, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 17, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 18, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 18, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 19, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 19, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 2, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 2, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 20, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 20, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 21, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 21, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 22, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 22, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 23, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 23, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 24, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 24, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 25, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 25, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 26, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 26, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 27, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 27, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 28, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 28, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 29, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 29, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 3, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 3, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 30, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 30, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 31, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 31, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 32, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 32, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 33, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 33, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 34, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 34, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 35, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 35, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 36, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 36, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 37, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT
The Owner/Occupier, Apartment 37, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
The Owner/Occupier, Apartment 38, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 38,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 39,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 39,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 4,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 4,St. Johns Wharf,3 Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 40,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 40,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 41,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 41,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 42,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 42,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 43,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 43,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 44,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 44,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 45,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 45,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 46,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 46,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 47,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 47,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 48,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 48,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX
The Owner/Occupier, Apartment 49,1-3 St. Johns Wharf,Laganbank Road,Belfast,Antrim,BT1 3LT
The Owner/Occupier, Apartment 5,St. Johns Close,2 Laganbank Road,Belfast,Antrim,BT1 3LX

The Owner/Occupier, Apartment 5, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 50, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 51, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 52, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 53, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 54, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 55, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 56, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 57, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 58, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 59, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 6, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX

The Owner/Occupier, Apartment 6, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 60, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 61, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 62, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 63, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 64, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 65, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 66, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 67, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 68, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 7, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX

The Owner/Occupier, Apartment 7, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT

The Owner/Occupier, Apartment 8, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX

The Owner/Occupier, Apartment 8, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
 The Owner/Occupier, Apartment 9, St. Johns Close, 2 Laganbank Road, Belfast, Antrim, BT1 3LX
 The Owner/Occupier, Apartment 9, St. Johns Wharf, 3 Laganbank Road, Belfast, Antrim, BT1 3LT
 The Owner/Occupier, Lesley Exchange, Mays Meadow, Belfast, Antrim, BT1 3BL
 The Owner/Occupier, Office 1 Ground Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LY
 The Owner/Occupier, Office 1st Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3BS
 The Owner/Occupier, Office 2 Ground Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LX
 The Owner/Occupier, Office 2nd Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3BN
 The Owner/Occupier, Office 3rd - 6th, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LR
 The Owner/Occupier, Office 6th Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LY
 The Owner/Occupier, Offices (4th Floor) & Car Spaces, Leslie Exchange, 24 East Bridge Street, Belfast, Antrim, BT1 3NR
 The Owner/Occupier, Offices (Ground - 3rd Floor) & Car Spaces, Leslie Exchange, 24 East Bridge Street, Belfast, Antrim, BT1 3NR
 Alessandro Ferraro Apartment 29 st johns wharf belfast

Date of Last Neighbour Notification**Date of EIA Determination**

N/A

ES Requested

No

Planning History

Ref ID: LA04/2017/2771/PAN

Proposal: Residential led development comprising c. 160 1, 2 and 3 bed apartments; c270 sqm retail at ground floor, car parking, reception area and associated plant/equipment storage

Address: El Divino Nightclub and car park, Mays Meadow, Belfast, BT1 3PH,

Decision: PANACC

Decision Date:

Ref ID: LA04/2017/2768/PAD

Proposal: Residential led development comprising c.160 1, 2 and 3 bed apartments; c. 370sqm retail at ground floor, car parking, reception area and associated plant/equipment storage (15 storeys)

Address: El Divino Nightclub and car park, Mays Meadow, Belfast, BT1 3PH,

Decision:

Decision Date:

| |
|---|
| Drawing Numbers and Title |
| |
| Notification to Department (if relevant) Date of Notification to Department: Response of Department: |