

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: Tuesday 15 November 2019	
Application ID: LA04/2019/1100/F	
Proposal: Mixed use commercial and residential development providing 81 apartments with associated amenity space, c.8999 sq ft of retail floorspace in 6 units, c.6950 sq ft Gym, 67 car parking spaces, bin storage and assoc. site and access works and public realm improvements.	Location: 721-739 Lisburn Road, Belfast BT9 7GU.
Referral Route: Major Application	
Recommendation:	Approval
Applicant Name and Address: Galgorm Properties 7 Corbally Road Galgorm Industrial Estate Ballymena BT42 1JQ	Agent Name and Address: Inaltus Limited 15 Cleaver Park Malone Road Belfast BT9 5HX
<p>Executive Summary: The application seeks full planning permission for a mixed use commercial and residential development providing 81 apartments with associated amenity space, c.840sq m of retail floorspace in 6 units, c.640 sq m Gym, 67 car parking spaces, bin storage and assoc. site and access works and public realm improvements.</p> <p>The key issues in the assessment of the proposed development include:</p> <ul style="list-style-type: none"> - The acceptability of housing at this location - The acceptability of ground floor retail and café units and first floor gym - Impact on Built Heritage and Archaeology - Scale, Massing and Design - Open Space Provision - Impact on residential amenity - Traffic and Parking - Impact on Lisburn Road Area of Townscape Character - Impact on trees within the Lisburn Road ATC - Impact on Setting of Lisburn Road Conservation Area - Ecology - Contamination - Flooding and Drainage - Air Quality - Noise - Developer Contributions - Pre-application Community Consultation <p>The site is located on a main arterial route from the city centre (Lisburn Road). The site itself is poorly defined in terms of land use and built form, with a large area of hard standing and commercial/industrial units set back from the road.</p>	

The mix of retail, leisure and residential uses will add to the diversity of the area and create a quality built form on a site which at the moment is poorly defined architecturally.

Consultees & Environmental Matters

Environmental Health – No objection

DAERA – No objection

Historic Environment Division – No objection

DFI Roads – Further information requested

Rivers Agency – Awaiting response

Building Control – No objection

NI Water – No objection

NI Transport Holding Company – No objection

Historic Environment Division – No objection

No objections or third party representations have been received.

Recommendation

Having had regard to the extant development plan, the draft development plan, relevant planning policies, planning approvals in the area, economic benefits and other material considerations the proposed development is considered on balance acceptable.

It is recommended that delegated authority is given to the Director of Planning and Building Control to grant planning permission with conditions and to resolve DFI Roads and Rivers Agency issues with regard to transportation and drainage respectively; and to resolve design issues relating to the depth of reveals and articulation of the building.

Case Officer Report

Site Location Plan



1.0	Description of Proposed Development
1.1	The proposal is for mixed use commercial and residential development providing 81 apartments with associated amenity space, c.840 sq m of retail floorspace in 6 units, c.640 sq m Gym, 67 car parking spaces, bin storage and assoc. site and access works and public realm improvements.
1.2	The residential element of the scheme includes a mix of one bed (3), two bed (67) and three bed (9) apartments, with the larger family three bed apartments accounting for over 11% of the overall provision.
1.3	Water and heat plant rooms have been located away from the Lisburn Road frontage to the rear of 'Retail Unit 1' and would be accessed via the carpark. The bin store is located to the rear next to the heating plant room while switch rooms would be located within the respective apartment foyers. A two tier bike rack is also proposed within the rear ground floor carpark and can accommodate 32 bikes.
2.0	Description of Site
2.1	The site comprises a substantial brownfield site located on a main arterial route from Belfast City Centre.
2.2	There are twelve retail units on the site at present, totalling approximately 2,300 sqm. A car wash and associated single storey structures to the rear are located in the south-western part of the site.
2.3	In terms of architecture, there is a mix of two storey flat roofed commercial terraces and more traditional pitched roof buildings on the site, with a staggered building line.
2.4	The site falls within the draft Lisburn Road Area of Townscape Character and immediately west of the Malone Conservation Area (located to other side of Lisburn Road)
Planning Assessment of Policy and other Material Considerations	
3.0	Relevant Planning History (on site)
3.1	Z/2005/2545/F Proposal: Demolition of existing buildings & erection of 2 new blocks comprising ground floor retail units with offices over & including associated access & car parking. Address: 735-739 Lisburn Road, Malone Lower, Belfast, BT09 7GU Decision: Approval Decision Date: 17.05.2006
3.2	Z/2007/0087/O Proposal: Demolition of existing buildings on site & erection of three storey development, retail units to ground and first floor with ancillary storage/offices to second floor, including underground car parking. Address: 721-733 Lisburn Road, Belfast. Decision: Approval Decision Date: 10.07.2008
3.3	Z/2007/1542/F Proposal: Erection of a 3 storey commercial development comprising ground and first floor retail units; second floor fitness suite and associated basement car parking. Address: 735-739 Lisburn Road, Malone Lower, Belfast, BT09 7GU Decision: Approval Decision Date: 10.07.2008

3.4	Z/2009/0417/F Proposal: Retention of open air carwash with storage portacabin/canopy Address: 735-739 Lisburn Road, Belfast, BT9 7GU Decision: Decision Date: 02.02.2010
3.5	Z/2010/0866/F Proposal: Change of use of an existing dwelling to a retail unit (ground floor) with an ancillary office/storage at first floor with ground floor extension and elevational amendments. Address: 731 Lisburn Road, Belfast. Bt9 7GU. Decision: Approval Decision Date: 21.12.2010
3.6	LA04/2017/0985/F Proposal: Change of use from tyre depot/garage and subdivision to provide 2 café/restaurants with alterations to elevations. External seating area, new vehicular access, Extractor Unit Flue Address: 729 Lisburn Road, Belfast, BT9 7GU, Decision: Approval Decision Date: 22.08.2017
4.0	Policy Framework
4.1	Belfast Urban Area Plan Draft Belfast Metropolitan Area Plan 2015 Draft Belfast Metropolitan Area Plan 2004
4.2	Strategic Planning Policy Statement for Northern Ireland Planning Policy Statement 2 - Natural Heritage Planning Policy Statement 3 - Access, Movement and Parking Planning Policy Statement 6 - Planning, Archaeology and the Built Heritage Planning Policy Statement 6 (Addendum) – Areas of Townscape Character Planning Policy Statement 7 - Quality Residential Environments Planning Policy Statement 8 - Open Space, Sport and Outdoor Recreation Planning Policy Statement 12 - Housing in Settlements Planning Policy Statement 15 - (Revised) Planning and Flood Risk Creating Places
5.0	Statutory Consultees DFI Roads – Additional information requested Rivers Agency – Awaiting comment further to re-consultation DFC HED Historic Buildings Unit – No Objection DFC HED Historic Monuments Unit – No Objection DAERA – No objection subject to conditions NI Water – No objection
6.0	Non-Statutory Consultees Environmental Health BCC – No objection subject to conditions Building Control BCC – No objection Urban Design Officer – Awaiting final response NI Transport Holding Company – No Objection
7.0	Representations None received
8.0	Other Material Considerations N/A
9.0	Assessment
9.1	The key issues in the assessment of the proposed development include:

	<ul style="list-style-type: none"> • The acceptability of housing at this location • The acceptability of ground floor retail and café units • Demolition of Buildings within an Area of Townscape Character • Impact on Lisburn Road Area of Townscape Character • Impact on trees within Lisburn Road ATC • Impact on Setting of Conservation Area • Impact on Built Heritage and Archaeology • Scale, Massing and Design • Open Space Provision • Impact on residential amenity • Traffic and Parking • Ecology • Contamination • Flooding and Drainage • Air Quality • Noise • Developer Contributions • Pre-application Community Consultation
9.2	<p>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 Draft BMAP 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>
9.3	<p>The site is located on unzoned land within the development limits of the Belfast Urban Area Plan (BUAP). In the Draft Belfast Metropolitan Area Plan (dBMAP) (2004) the site is zoned for commercial use and lies within the draft Lisburn Road Area of Townscape Character (ATC). In the Belfast Metropolitan Area Plan (2015) the site is also located on a commercial zoning and within the Lisburn Road ATC. Although with the quashing of the decision to adopt BMAP, the ATC is no longer adopted, significant weight should be given to the designation and should be considered against SPPS policies (as well as the objectives of the Addendum to PPS6 which relates to 'existing' ATCs).</p>
9.4	<p>The proposed development is therefore considered acceptable in principle subject to the planning considerations detailed below.</p>
9.5	<p>There was a general objection to all ATCs and a specific objection to the proposed Lisburn Road ATC (344/3) that the ATC objectives are incompatible with the development of the Lisburn Road Frontage which will involve the demolition of older buildings unsuited to modern requirements. The Planning Appeals Commission, in their report on the public local inquiry into the objections to BMAP, stated that they do not agree with the objection as the designation does not preclude demolition and sensitive redevelopment and they consider the frontage buildings to be an integral part of the overall designation. The Lisburn Road ATC was included in draft BMAP 2015 and is therefore an important material consideration in the application.</p>
9.6	<p>The provisions of the SPPS are material to all decisions on individual planning applications and appeals. Paragraph 4.26 states that design is an important material consideration in the assessment of all proposals and indicates that particular weight should be given to the impact of development on ATCs. Paragraph 6.21 directs that only new development which maintains or enhances the overall character of the area and respects built form would be permitted in ATCs.</p>

9.7	<p>The Acceptability of Residential use at this location</p> <p>This is a predominantly mixed use area, characterised by a mix of residential and commercial uses along a main arterial route and predominantly residential on the secondary streets. This mixed use development with residential units above a groundfloor commercial frontage is very much in keeping with the type of development in the area. The principle of residential development on this brownfield site, on what is a main arterial route into the city centre, is acceptable subject to the various policy criteria discussed in detail below. The proposal would make effective use of land.</p>										
9.8	<p>The acceptability of ground floor retail and café units, and first floor gym</p> <p>As stated above the site is located on a main arterial route characterised by a mix of commercial uses along the main frontage. The two ground floor cafes and single retail unit are very much in keeping with the mix of uses along the Lisburn Road and will help create an active frontage. The gym will add to the diversity of the area and enhance the overall quality of the scheme in terms of its wider appeal.</p>										
9.9	<p>Demolition of Buildings within an Area of Townscape Character</p> <p>The proposal has been assessed having regard to Policy ATC1 of the addendum to PPS6. There are a number of buildings on the site at present, ranging from old to new, with contrasting architectural styles. The most established building is 731-733 Lisburn Road, a two storey semi-detached pairing. This would appear to have been two dwellings (now no longer within their original plots or context) however the No. 731 (on the left) has been completely transformed architecturally with its conversion to a retail unit and the additional of a large pointed first floor bay window. No. 733 is in a state of disrepair and although reflecting its time offers little architecturally to the character of the area given its condition and its isolation within an area of hard standing surrounded by various commercial buildings and uses. The other buildings are modern two storey flat roofed terraces, which are alien to the area and offer very little in terms of architectural merit. For reasons stated above, none of the buildings are considered to make a positive contribution to the character of the ATC. Therefore, their demolition is considered acceptable in principle.</p>										
9.10	<p>Impact on Trees within Lisburn Road ATC</p> <p>Policy ATC 2 of the Addendum to PPS6 requires that any trees, archaeological or other landscape features which contribute to the distinctive character of the area are protected and integrated in a suitable manner into the design and layout of the development. There are a number of mature and semi mature trees located along the rear boundary of the site along the railway line. There is also a cluster of semi-mature trees forming part of a hedge along the south-western boundary of the site adjacent to No. 741 Lisburn Road. Given the proximity of the built form to all the trees there is no doubt that they will have to be removed, but the peripheral location, particularly along the railway line, it is considered that these trees do not contribute to the overall character of this part of the ATC. No objection is offered to their removal.</p>										
9.11	<p>Impact on Built Heritage and Archaeology</p> <p>The application site is in close proximity to the following listed buildings, which are of special architectural and historic interest, protected by Section 80 of the Planning Act (NI) 2011:</p>										
9.12	<table border="0"> <thead> <tr> <th style="text-align: left;"><i>Reference</i></th> <th style="text-align: right;">Grade</th> </tr> </thead> <tbody> <tr> <td>HB26/18/104 374-382 Lisburn Road</td> <td style="text-align: right;">B2</td> </tr> <tr> <td>HB26/18/105 384-396 Lisburn Road</td> <td style="text-align: right;">B2</td> </tr> <tr> <td>HB26/18/106A-F 681-691 Lisburn Road</td> <td style="text-align: right;">B2</td> </tr> <tr> <td>HB26/18/222 King George V post box, outside 721 Lisburn Road</td> <td style="text-align: right;">B2</td> </tr> </tbody> </table>	<i>Reference</i>	Grade	HB26/18/104 374-382 Lisburn Road	B2	HB26/18/105 384-396 Lisburn Road	B2	HB26/18/106A-F 681-691 Lisburn Road	B2	HB26/18/222 King George V post box, outside 721 Lisburn Road	B2
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9.13	HED has stated that the proposal is sufficiently removed in situation and scale of development from the listed terraces northeast of the application site as to have no impact and it will not impact adversely on the cast iron post box outside 721 Lisburn Road. However, the latter should be clearly indicated on the site plan, elevations and landscaping drawings.
9.14	The application site is located on the site of a former Mineral Water Works (IHR 10766). Historic Environment Division: Historic Monuments has assessed the application and, due to the extent of previous ground disturbance, is content that the proposal is satisfactory to SPPS and PPS 6 archaeological policy requirements.
9.15	<p>Scale, Massing, Design and impact on the ATC</p> <p>The proposal has been assessed against the SPPS and Policy QD1 of PPS7. It involves the erection of a large block which occupies almost the entire footprint of the site, broken up by two internal courtyards. The built form is a maximum of 6 storeys (18.6m) at its highest point and steps down to 4 storeys (12.6m) to the south and to the north responding to a reduction in scale of the adjacent built form.</p>
9.16	In terms of the overall character of the area, the applicant's Design and Access Statement refers to the densities of surrounding residential development which range from 156dph (dwellings per hectare) at Malone Avenue to 295dph within the Arizona development. This scheme produces approximately 193dph (79 apartments / 0.41 hectare site) which aligns with the lower end of this range.
9.17	The site is located within something of a transitional area, between the higher three and four storey mixed use scheme to its north-east along either side of Lisburn Road and the predominantly two and three storey suburban/ domestic context to the south-west.
9.18	The lower four storey bays at either end of the development would accord with the upper ridge heights of existing buildings in the locality, with the taller five and six storey elements being restricted to two bays located more centrally within the scheme. It is noted that the five storey element would also only rise around 3.50m above the ridge height of No. 406 Lisburn Road (Lesley Plaza) diagonally opposite. While the upper floor of the six storey bay would rise a further 3.0m in height, this element has been restricted to one bay width (19.5m of the overall 95.0m length) and would incorporate a substantial 8.0m deep setback to mitigate any visual impact at street level.
9.19	The main built form has been staggered both in terms of the frontage and overall heights. This design approach sees the development being broken up into a series of bays of varying width, with lower height at either end which marginally rises more centrally within the site to bays of five storeys, which have been articulated at roof level to subtly deal with the single storey step changes in height.
9.20	The primary material is that of brick (red and buff) which is reflective of its predominance within the immediate and wider setting along the Lisburn Road (in both commercial and residential schemes). In terms of materials the architect proposes different brick bonds and subtle tonal differences which have been utilised effectively to pick up on contextual themes in a modern and contemporary way, including the incorporation of bronze/aluminium panels to contrast with yet complement the predominance of brick while adding visual interest to the articulation of openings and reveals. It is important that the details of the materials are controlled by condition and sample panels of the various brick and bonding styles should be provided. The brick selection will be key so that the opted tonal variations provide the desire contrast yet remain contextually appropriate. The appropriate condition is detailed below at 11.25.

9.21	The 3D visual images of the scheme provided with the application show that the fenestration would have deep reveals to give the design of the building a strong sense of articulation. This is crucial because shallow reveals would give the building a flat and monotonous appearance. Given that this is such an important issue, clarification of the depth of the reveals is required now before permission is granted rather than defer by planning condition. Delegated authority is sought to resolve this issue.
9.22	The scheme proposes a range of retail units at ground floor with two legible apartment entrances and a separate entrance serving the first floor gym. This overall spread of ground floor uses will help to animate this stretch of the Lisburn Road, as will the three separate pedestrian entrances which will ensure that activity and movement occurs outside normal working hours.
9.23	The proposal has also been assessed having regard to Policy ATC2 of the addendum to PPS6. The policy requires any new development to maintain or enhance the character of the Area of Townscape Character. The proposal is not a pastiche of a traditional form, however there are traditional nuances and it displays a strong vertical emphasis. There is an argument that the form, in terms of a long staggered frontage, is in keeping with the pattern of development on the site at present and in the more commercial parts of the ATC to the north towards the city centre.
9.24	A major consideration in the assessment of the overall acceptability of the proposal within the ATC is the character, or lack of character, of the existing buildings within the site and the impact they have on the overall character of the ATC.
9.25	It has already been acknowledged above that the existing building make no positive contribution to the character of the area. And although the scale and massing of the proposed block is greater than any built form within the ATC on balance the contemporary design and high quality finish will enhance the site itself, making a more positive contribution to the area and therefore must be seen to enhance the character of this part of the Lisburn Road ATC.
9.26	<p>Impact on Setting of Conservation Area</p> <p>The site is located directly across from the Lisburn Road sub area of the Malone Conservation Area. The area is characterised predominantly by original dwellings from the Victorian, Edwardian and Inter-War periods interspersed with nineteenth century ecclesiastical buildings. The proposed building will terminate vistas from the conservation area along Maryville Park. As mentioned, the existing buildings on the site make no contribution architecturally to the character of the area and the proposal is considered a high quality scheme, with a contemporary take on the more traditional road frontage retail/ mixed use developments along the Lisburn Road. It is considered that the proposal would enhance the area and would have a positive impact on the setting of the conservation area than the buildings and car wash on the site at present.</p>
9.27	<p>Open Space Provision</p>
9.28	The proposal has been assessed against Policy OS2 of PPS8. This Policy requires that where a residential development consists of more than 25 units the expectation will normally be that 10% of the total site area is given over to open space. In this case the overall site area is approximately 4,000 sqm, thus requiring a communal open space area of approximately 400 sqm.
9.29	The massing approach, which sees the site being broken up into a series of bays, allows for three sizeable landscape courtyards to be provided centrally within the block. These would generally be equidistant being located at either end and centrally within the scheme. The central and northern courtyards proposed at 1F level would each measure

	<p>around 225m², while the slightly smaller third courtyard proposed at 2F level above the gym measures around 204m². The three central courtyards of the site between the proposed blocks equates to around 654 sqm. This total exceeds the 10% policy requirement and will ensure the provision of a high quality internal residential development for the prospective occupiers.</p>
9.30	<p>Careful consideration has been given to the design and layout of all three courtyards with sections of planting around their peripheral edges to protect the amenity of apartments overlooking the spaces and vents serving the Ground Floor parking area integrated into the courtyard seating. The planting out and the management of the open space will be subject to planning conditions should approval be granted. These are detailed below at 11.5 and 11.6.</p>
9.31	<p>In terms of private amenity provision the applicant also intends to provide private amenity space for a number of apartments within the scheme, in the form of usable, recessed balconies/terraces accessible from apartment living rooms, a number of which are of generous proportions.</p>
	<p>Impact on Residential Amenity</p>
9.32	<p>The proposal has been assessed against the SPPS and Policy QD1 of PPS7. With residential development abutting the site to the north-east and south-west, it is inevitable that there will be some impact on the amenity of neighbouring dwellings. There are residential properties abutting the site to the north-east and the south-west. To the north-east is a group of apartments within a three storey mixed use building, with retail at groundfloor level. These apartments are located to the front and back of the block with a first floor courtyard accessing the units to the rear. Given the orientation of the existing units and location of the windows, along with the built form of the proposal and how it relates to these units, there should be no significant impact on amenity as a result of overshadowing, overbearing or overlooking.</p>
9.33	<p>Arguably the greatest impact will be to the south-west where the built form is located approximately 1.5m from the boundary with a two storey detached dwelling (No. 741 Lisburn Road) The trees along this boundary will be removed as a result of this development which will open the rear of the property. Although of a significant mass, stretching from the front to the back of the site, the proposed building steps down to the south-west to respond to its juxtaposition with the adjoining residential property. It should be noted that the massing of the south-west element of the proposal was reduced, with the removal of two residential units, to address officer's initial concerns around the potential impact on neighbouring amenity.</p>
9.34	<p>The building is separated into two distinctive blocks to front and rear of one of three internal courtyards at second floor level located against the south-western boundary. This enables the built form to the front to step down to 11m gable to gable with the existing dwelling then a further step down to 6.5m for the extent of the rear garden of the dwelling. There is no doubt that a wall of this nature located a mere 1.5m from the party boundary will have an impact on the amenity of the dwelling, but on balance, when considered against the existing car wash adjacent to the site, and the disturbance associated with this use, any impact is not deemed significant. The higher elements of the built form, located more centrally on the site, then step up some distance from the boundary and should not prejudice the amenity of No. 741.</p>
	<p><i>Disturbance from demolition</i></p>
9.43	<p>To ensure nearby properties do not suffer any significant loss of amenity during the demolition phase of the development, a condition will be attached, as detailed below at</p>

	11.18, to ensure that works are carried out in accordance with an approved Noise and Vibration Management Plan.
	<i>Odour</i>
9.35	The development proposal includes premises that have the potential to adversely impact on the amenity of surrounding sensitive receptors in terms of odour. Industry guidance recommends that commercial kitchen extraction systems should terminate 1m above eaves or ridge height of the main building to maximise dispersal of cooking odours. It is essential to consider the location of the extraction system with regard to nearby properties and the impact of odours and adequate odour dispersal.
9.36	Further to conversations between Environmental Health and the applicant, it is understood that provision for extraction systems to discharge at 1m above the ridge height of the proposed buildings has been incorporated into the development, however due to uncertainty as to which units will be food premises no details have been provided.
9.37	Environmental Health has requested that a condition is attached, as detailed below at 11.19-11.20, to ensure the extraction systems are installed to a satisfactory standard.
	Traffic and Parking
9.38	A total of 75 basement car parking spaces are proposed to serve the residential element of the scheme. DFI Roads has sought further information in the form of a parking schedule and parking survey within 200m of the site. This information remains outstanding and delegated authority is requested to resolve this issue.
	Ecology
9.39	Natural Environment Division acknowledges receipt of a Bat Survey and has considered the contents. Clarification was sought from the Ecologist on why the timings of the bat surveys does not meet the advice as set out in the BCT guidelines 3rd ed.
9.40	Subsequent clarification stated that the survey start times commenced before the Bat Conservation Trust recommended start time as Leisler's <i>N.leisleri</i> bat which are widespread in Northern Ireland can emergence 30 minutes before sunset and the earlier start time established that Leisler's <i>N.leisleri</i> bat were not active before sunset and they or any other bat species was unlikely to be active after the recommended end time of 15 minutes after sunrise.
9.41	The end time of the night surveys occurred shortly after late emerging bat species such as brown long-eared bats <i>P.auritus</i> or Daubenton's bats <i>M.daubetonii</i> would expect to be have emerged. If the available habitat was of a type to support any late emerging species the survey end time would have been to the Bat Conservation Trust guidelines. The habitat in the area is likely to only support foraging or commuting common pipistrelle <i>P.pipistrellus</i> , soprano pipistrelle <i>P.pygmaeus</i> and Leisler's bat <i>N.leisleri</i> is highly unlikely to support the more rare or late emerging species.
9.42	Based on the information submitted, in this case NED is content with the information provided. NED is content that the buildings are unlikely to currently support roosting bats. Therefore the proposed development is unlikely to significantly impact the local bat population.
	Contamination
9.43	Records held by the council indicate that the site of the proposed development is located on and in close proximity to land use types that would have the potential to

	contaminate land and pose a risk to human health. The applicant has thus submitted a contaminated land risk assessment with the application.
9.44	An outline conceptual site model, based on the desk study completed, identified potential on site sources in the form of potential infilling, unknown historical use and hydrocarbon storage. Potential off site sources, in the form of made ground, hydrocarbon storage and various industrial land uses, have also been identified.
9.45	A site investigation consisting of six boreholes to a maximum depth of 5.5m below ground level (bgl) was completed on site during October 2018. Made ground was identified to a maximum depth of 1.9 mbgl, containing brick and concrete in places.
9.46	Soil samples were taken and analysed for a range of common contaminants; these were screened against commercial screening values as the entire ground floor is proposed for commercial development. Residential development is planned from the first floor upwards; due to the nature of the contamination identified within the sampling undertaken, this Environmental Health is content that assessment against commercial screening values is acceptable in this instance. No exceedances of the commercial screening values were identified.
9.47	The assessment therefore concluded that 'the site does not pose an unacceptable risk to human health receptors' and makes a number of remediation recommendations.
9.48	The report also concludes that despite the elevated (Copper, Nickel, Zinc, TPH) and minor exceedances (PAH compounds) of the relevant screening values, from the groundwater samples obtained, the site does not pose unacceptable risks to environmental receptors.
9.49	Consequently, on the basis of the information submitted and in the event that planning permission is to be granted, Environmental Health and DAERA's Regulation Unit (RU) Land and Groundwater Team request that conditions are attached as detailed below at 11.7 and 11.8.
	Flooding and Drainage
9.50	The Flood Hazard Map (NI) indicates that the development does not lie within the 1 in 100 year fluvial. Hence Rivers Agency would have no specific reason to object to the proposed development from a drainage or flood risk perspective.
9.51	However clarity has been sought by Rivers Agency on the Micro Drainage outputs included within the Drainage Assessment (DA) and requested a list of the storm profiles and a full summary of storm durations simulated using Micro Drainage for the proposed site (As referred to in the DA). Clarification has been sent to Rivers Agency for consideration, a response remains outstanding. Delegated authority is sought to resolve this matter.
	Air Quality
	<i>Traffic</i>
9.52	The predicted number of additional vehicle movements (200) associated with the proposed development is below the level that current guidance suggests could potentially cause a significant effect on local air quality.
	<i>Combustion Plant</i>
9.53	The proposed development will include four 150 kW condensing boilers with NOx emissions of 38.1 mg/kWh each. The emissions will be released from a combined flue

9.54	from the top (fifth) floor, above any neighbouring buildings. The assessment indicates that the proposed combustion plants are unlikely to give rise to impacts, provided that the emissions are released from a stack in a location and at a height that provides adequate dispersion.
9.55	<p><i>Construction Phase</i></p> <p>The consultant has predicted that with the implementation of the mitigation measures proposed within chapter 1.7.3 of the <i>ATKINS, April 2019 Air Quality Impact Assessment</i>, there will be no significant adverse dust effects arising from the construction phase of the proposed development.</p>
9.56	The assessment has demonstrated that future users will not be exposed to pollutant concentrations in excess of the relevant ambient air quality objectives.
9.57	Environmental health have requested that conditions detailed below at 11.9 and 11.10 are attached should planning permission be forthcoming.
9.58	<p>Noise</p> <p>Given the close proximity of the proposed development to busy arterial roads and the adjacent railway lines, Environmental Health recommended that the applicant submit a noise assessment report.</p>
9.59	This mixed-use development will include potential noise sources and noise sensitive receptors. The submitted Impact Assessment Report has identified that background noise levels to the front and rear of the proposed development are high due to road traffic and train movements. The Acoustic consultant has measured ambient levels and quantified the mitigation needed. The consultant has then suggested good design and the provision of acoustically enhanced facades and noise barriers to provide acceptable levels of noise within the internal and external amenity areas of the development.
9.60	The Impact Assessment has further considered the impact of the proposed retail /commercial premises and of the proposed Gym on the residential element of the development and surrounding noise sensitive premises. The report has recommended mitigation methodologies to ensure suitable internal and external acoustic environments.
9.61	<p><i>Internal Noise Levels (External Façade Break in)</i></p> <p>The submitted noise impact assessment has indicated that provided the required building envelope sound insulation is achieved, that suitable internal noise environments can be achieved. Environmental Health has requested that a condition, as detailed below at 11.11, is attached so that these noise levels are achieved.</p>
9.62	<p><i>Sound Transfer to Residential Premises from other uses within the Development</i></p> <p>The acoustic report has identified the potential for retail units, food businesses and the Gym to impact on the acoustic environment of the residential premises within the development. To ensure an appropriate noise level, Environmental Health suggest that conditions, as detailed below at 11.12 and 11.13 are attached to ensure there is no unacceptable loss of amenity in these residential units.</p>
9.63	<p><i>External Amenity Areas</i></p> <p>Due to the high levels of noise from road and rail traffic, the balconies and terraces of the proposed development will at times fail to meet the appropriate guideline noise levels for external amenity areas. However, the development has incorporated three large external courtyards sunk within the centre of the development and protected by acoustic barriers, which will provide residents with outdoor amenity space that meets</p>

	<p>the World Health Organisation (WHO) and British Standard 8233: 2014 recommended levels. This approach is in line with Professional Practice Guidance on Planning and Noise – New Residential Development: 2017. (Pro PG). Environmental Health has suggested that conditions, as detailed below at 11.14 and 11.15 are attached to ensure there is no unacceptable loss of amenity for residents within these external amenity areas.</p>
9.64	<p><i>Plant Noise</i></p> <p>By designing the sound pressure level of any plant items to generate a noise impact of at least 5dB below the existing background level, any plant noise impact should not give rise to complaints from users or occupiers of existing and future noise-sensitive premises. This Service would suggest that the conditions detailed below at 11.16 and 11.17 are attached to ensure that noise levels from plant fall within the required standards.</p>
9.65	<p>Bin Storage</p> <p>Bin storage areas have been proposed at 2 separate locations at ground floor level behind retail unit 1 and towards the north-eastern boundary behind retail unit 5. The applicant has sufficient development opportunity to comply with the Building Regulations (NI) 2012. The bin storage areas should be secured by condition.</p>
9.66	<p>Developer Contributions</p> <p>The proposal includes significant enhancements to the public realm on Lisburn Road to the front of the site. This will enhance the scheme and is a substantial gain in terms of the area given the current condition of the site and its frontage. The public realm improvements will be secured by condition.</p>
9.67	<p>Pre-application Community Consultation</p> <p>For applications that fall within the Major category as prescribed in the Development Management Regulations, Section 27 of the Planning Act (NI) 2011 places a statutory duty on applicant for planning permission to consult the community in advance of submitting an application.</p>
9.68	<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 Proposal of Application Notice (PAN) LA04/2018/2541/PAN was submitted to the Council on 22nd October 2018.</p>
9.69	<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>
9.70	<p>A Pre Application Community Consultation Report has been submitted in support of this application. The Report has confirmed the following:</p>
9.71	<p>The Public Consultation Event took place in the Maryville House Tea Rooms (across from site) on 11th December 2018. This event was advertised in the Belfast Telegraph on 4th December 2018</p>
9.72	<p>The consultation team met with a number of elected representatives from the South Belfast Assembly Constituency and the South Belfast Westminster Constituency to provide information on the proposal and invite them to the public exhibition. Meeting</p>

	requests were also extended to community groups and other stakeholders in the area including local churches and youth clubs.
9.73	An estimated 40 people attended the event with 12 comment cards completed. 4 people were in favour of the proposal, 3 were unsure and 5 did not like it.
9.74	It is considered that the Pre-Community Consultation Report submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.
10.0	Summary of Recommendation – Approval
10.1	Having regard to the policy context and other material considerations above, the proposal is considered acceptable and planning permission is recommended subject to conditions for the following reasons.
10.2	This scheme reflects the pattern of development in this area with retail uses at ground level along the Lisburn Road frontage and residential above.
10.3	The residential element is served by two pockets of communal landscaping, which provides a pleasant outlook for occupants.
10.4	This high quality mixed use scheme, accompanied with public realm improvements along the Lisburn Road frontage will bring about something of a planning gain on a site occupied by a car wash and a two storey block of minimal architectural quality.
10.5	It is recommended that delegated authority is given to the Director of Planning and Building Control to grant planning permission with conditions and to resolve DFI Roads and Rivers Agency issues with regard to transportation and drainage respectively; and to resolve design issues relating to the depth of reveals and articulation of the building.
11.0	RECOMMENDED CONDITIONS (PROVISIONAL)
11.1	As required by Section 61 of the Planning Act (Northern Ireland) 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.3	All soft and hard landscaping incorporated in the stamped approved landscape plan, Drawing No. 12/A bearing BCC date stamp 16 th September 2019, shall be completed in accordance with these plans and the appropriate British Standard or other recognised Codes of Practice in the first available planting season following commencement of the development or before occupation of the first residential unit in the development, whichever is the later. Reason: To ensure the provision of a high standard of landscape and adequate amenity space, consistent with Planning Policy Statement 7 'Quality Residential Environments'.
11.4	If within a period of 5 years from the date of the planting of any tree, that tree is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Council gives its written consent to any variation. Reason: To ensure the maintenance of a high level of landscaping.

11.5	<p>Maintenance and management of the open space and landscaped areas as shown on Plan No. 12/A date stamped 16th September 2019, shall be carried out in accordance with the Park Hood maintenance and management plan date stamped 16th April 2019. Any variations to these management arrangements shall be submitted to the Council for approval.</p> <p>Reason: To ensure successful establishment and maintenance of the open space and amenity areas in the interests of visual and residential amenity.</p>
11.6	<p>The proposed public realm works, as shown on approved plan No. 12/A, date stamped 16th September 2019, shall be carried out prior to the occupation/ operation of any part of the development hereby approved.</p> <p>Reason: To ensure the provision of a high quality of landscaping and public realm.</p>
11.7	<p>In the event that unexpected contamination is encountered during the approved development of this site, the development shall cease until a written report detailing the nature of this contamination and its management has been submitted to and agreed in writing by the Council. The investigation, risk assessment and if necessary remediation work, must be undertaken and verified in accordance with current best practice. 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 to its satisfaction.</p> <p>Reason: Protection of human health.</p>
11.8	<p>The development hereby permitted shall not commence until all fuel storage tanks (and associated infra-structure) are fully decommissioned and removed in line with current Guidance for Pollution prevention (GPP 2) and the quality of surrounding soils and groundwater verified. Should any additional contamination be identified during this process, Condition 11 will apply.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.9	<p>Prior to the occupation or operation of the proposed development, Verification Report shall be submitted to and approved in writing by the Council. This report must demonstrate that the remediation measures outlined in the RSK Environment Ltd. report entitled 'Galgorm Properties, Environmental Site Assessment and Generic Quantitative Risk Assessment, No. 721-739 Lisburn Road, Belfast' (dated March 2019 and referenced 602257-R1 (01)) have been implemented. Should unexpected contamination be identified during the approved development of the site, the Verification Report must demonstrate that the remediation measures within the agreed documentation have been implemented.</p> <p>The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for end-use. The Verification Report shall be in accordance with current guidance as outlined by the Environment Agency. In particular, this Verification Report must demonstrate that:</p> <ul style="list-style-type: none"> a) All fuel storage tanks and associated pipework have been decommissioned and removed in accordance with Pollution Prevention Guidelines (PPG) 27 (Installation, Decommissioning and Removal of Underground Storage Tanks) and Guidance for Pollution Prevention (GPP) 2 (Above ground oil storage tanks). b) Materials used in the landscaped areas are demonstrably suitable for use (residential).

	Reason: Protection of human health.
11.10	No development or piling work should commence on this site until a piling risk assessment has been submitted to and approved in writing by the Council.
	<p>This Condition only applies if a piling foundation is being used at the site. Piling risk assessments should be undertaken in accordance with the methodology contained within the Environment Agency document on “Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention” available at http://webarchive.nationalarchives.gov.uk/20140329082415/http://cdn.environmentagency.gov.uk/scho0501bitt-e-e.pdf</p>
	Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.11	After completing any remediation works required under Conditions 8 and 9, and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with Planning Authority. This report should be completed by competent persons in accordance with the Model Procedures for the Management of Land Contamination (CLR11). The verification report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and achieving the remedial objectives.
	Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.12	Combustion plant shall meet the technical specification as indicated within chapter 1.5.10 of the Air Quality Impact Assessment, 721-739 Lisburn Road, SNC-LAVALIN ATKINS, April 2019. Emissions shall be released from stacks positioned to provide adequate dispersion in line with the above assessment information.
	Reason: Protection of human health and amenity.
11.13	Dust management measures, as detailed within the chapter 1.7.3 of the <i>Air Quality Impact Assessment, 721-739 Lisburn Road, SNC-LAVALIN ATKINS, April 2019</i> shall be implemented throughout the duration of any demolition and construction phases of the development.
	Reason: Protection of human health and amenity.
11.14	<p>Prior to occupation of the proposed residential element of the development, a noise Verification Report (VR) shall have been submitted to and approved in writing by the Council. The VR must demonstrate that;</p> <ul style="list-style-type: none"> • The window system (including frames, seals etc.) and attenuated ventilation systems have been installed in line with the Lester Acoustics Report entitled, ‘Proposed Mixed Use Commercial and Residential Development at 721 -739 Lisburn Road, Belfast, BT9 7GU, Inward, Intra and Outward Sound Level Impact Assessment. Ref: MRL/1293/L01 March 2019’, to ensure that internal noise levels within any proposed residential unit shall: • Not exceed 35 dB L_{Aeq}, 16hrs at any time between 07:00hrs and 23:00hrs within any habitable room. • Not exceed 30 dB L_{Aeq}, 1hr at any time between the hours of 23:00hrs and 07:00hrs within any bedroom, with the windows closed and alternative means of acoustic ventilation provided in accordance with current building control requirements; and

	<ul style="list-style-type: none"> Not exceed 45 dB L_{Amax} more than 10-15 times between 23:00hrs and 07:00hrs within any proposed bedrooms with the windows closed and alternative means of ventilation provided in accordance with current building control requirements.
11.15	<p>The building envelope of the proposed office accommodation shall be constructed so as to provide a suitable internal noise environment in line with current guidance, BS8233:2014 Guidance on Sound Insulation and Noise Reduction in Buildings.</p> <p>Reason: To protect human health and amenity.</p>
11.16	<p>The sound reduction performances of the floor construction between the proposed ground floor Retail/Commercial and the first floor apartments above shall be 63dB R_w for daytime scenario and 73dB R_w for night time scenario in line with Chapter 5 of the approved Lester Acoustics Report entitled, 'Proposed Mixed Use Commercial and Residential Development at 721 -739 Lisburn Road, Belfast, BT9 7GU, Inward, Intra and Outward Sound Level Impact Assessment. Ref: MRL/1293/L01 March 2019'.</p> <p>Reason: To protect human health and the amenity of nearby premises.</p>
11.17	<p>The sound reduction performances of the floor and walls of the proposed Gym shall provide a sound reduction of 73dB R_w for the daytime scenario and 83dB R_w for the night time scenario. In addition, the construction of the Gym shall provide impact isolation. The floor shall be a proprietary floating (vibration isolating) floor system in line with Chapter 5 of the approved Lester Acoustics Report entitled 'Proposed Mixed Use Commercial and Residential Development at 721 -739 Lisburn Road, Belfast, BT9 7GU, Inward, Intra and Outward Sound Level Impact Assessment. Ref: MRL/1293/L01 March 2019'.</p> <p>Reason: To protect human health and the amenity of nearby premises.</p>
11.18	<p>The outer ends of the proposed courtyard external amenity areas shall incorporate acoustic barriers at the positions identified in Figure N of the approved Lester Acoustics Report entitled 'Proposed Mixed Use Commercial and Residential Development at 721 -739 Lisburn Road, Belfast, BT9 7GU, Inward, Intra and Outward Sound Level Impact Assessment. Ref: MRL/1293/L01 March 2019'.</p> <p>Reason: To protect human health and outside amenity.</p>
11.19	<p>The design of the barriers shall be as outlined within the approved Lester Acoustics Report entitled 'Proposed Mixed Use Commercial and Residential Development at 721 -739 Lisburn Road, Belfast, BT9 7GU, Inward, Intra and Outward Sound Level Impact Assessment. Ref: MRL/1293/L01 March 2019', being of solid construction with no holes or gaps, and of an appropriate mass (at least 6kg/m²).</p> <p>Reason: To protect human health and outside amenity.</p>
11.20	<p>Prior to the commencement of development hereby approved, excluding demolition, details of all plant and equipment associated with the development hereby permitted shall be submitted to and approved in writing by Belfast City Council. The plant and equipment shall be selected and designed so as to achieve a rating level (L_{Ar}) no greater than 50 dB L_{AR} (45 L_{Aeq}) daytime and 40dB L_{Ar} (35L_{Aeq}) night time when measured at the nearest noise sensitive premises (existing or proposed). The plant and equipment shall be installed and retained in accordance with the approved details.</p> <p>Reason: To protect human health and the amenity of nearby premises.</p>

11.21	<p>Prior to the occupation of the first residential unit hereby approved, a verification report shall be submitted to, and approved by, Belfast City Council to demonstrate that all plant and equipment, as approved under condition 11.20 has been installed in accordance with the approved details and evidence provided to demonstrate that noise levels achieve the stated standards.</p>
	<p>Reason: To protect human health and the amenity of nearby premises.</p>
11.22	<p>No development shall commence until a Noise Management Plan has been submitted to and approved in writing by the Council. The plan should outline the methods to be employed to minimise any noise and vibration impact from demolition and construction operations and demonstrate 'best practicable means'. The Plan should pay due regard to the current BS 5228-1:2009+A1:2014: Noise and Vibration Control on Construction and Open Sites and include a detailed programme for the demolition/construction phases, the proposed noise and vibration monitoring methods, noise mitigation methods and evidence of community liaison. The development shall not be carried out unless in accordance with the approved Noise Management Plan.</p>
	<p>Reason: To protect human health and the amenity of nearby premises.</p>
11.23	<p>Prior to the operation of each food business, details of all odour abatement technologies to be employed to suppress and disperse odours created by cooking operations on the premises shall be submitted to and approved in writing by Belfast City Council before installation. Information submitted must be sufficient to demonstrate there will be no adverse impact on amenity of nearby premises due to odour or noise.</p>
	<p>Reason: In the interests of amenity.</p>
11.24	<p>Prior to the operation of any of the commercial/ business units hereby approved, the odour abatement technology approved under the above condition shall be installed. Verification of their installation shall be submitted to, and approved in writing by, Belfast City Council prior to the occupation of any of the commercial/ business units. The approved odour abatement technology shall be retained at all times.</p>
	<p>Reason: To protect the amenity of nearby premises.</p>
11.25	<p>No development shall be carried out unless sample panels and samples of the following elements of the building have been provided on site for inspection and agreed in writing by the Council:</p>
	<ul style="list-style-type: none"> - Red/buff brick, - Zinc cladding, - Juliette balconies, - PPC aluminium windows/panels/canopies, - precast concrete lintels, - vehicular access gates, - steel balustrades, - climber/screenings and render.
	<p>The approved sample panel shall be retained on site and made available for inspection by the Council for the duration of the construction works.</p>
	<p>The development shall not be carried out unless in accordance with the approved details.</p>

11.26	<p>Reason: To ensure the development is in keeping with the character of the area and to ensure the provision of a high quality mixed use development.</p> <p>The development shall not be occupied until the refuse and recycling storage area has been provided in accordance with the approved plans and shall thereafter be retained as such at all times.</p> <p>Reason: To ensure adequate provision of refuse and recycling storage in the interests of the amenities of the area.</p> <p>Informatives Extraction and ventilation systems must be cleaned and maintained in accordance with Manufacturers' instructions to ensure compliance.</p> <p>The applicant is advised that 'Medium Combustion Plant' may require authorisation as a consequence of the transposition of the Medium Combustion Plant Directive into Northern Ireland legislation via the Pollution Prevention and Control (Industrial Emissions) (Amendment) Regulations (Northern Ireland) 2018. This Legislation is enforced by the Northern Ireland Environment Agency and Local Authorities. The relevant statutory body for this plant will contact the applicant with details of the authorisation process in due course.</p> <p>In order to reduce the impact of odours and noise generated by the extraction and ventilation systems, the applicant should consult relevant industry guidance – EMAQ+ Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems September 2018.</p> <p>Sampling and testing of the material to be used in the landscaped areas should be completed at an adequate density to demonstrate its suitability for end use (1 sample per 100m³).</p> <p>The purpose of the Conditions 7 to 11 is to ensure that any site risk assessment and remediation work is undertaken to a standard that enables safe development and endues of the site such that it would not be determined as contaminated land under the forthcoming Contaminated Land legislation i.e. Part 3 of the Waste and Contaminated Land Order (NI) 1997. It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks.</p> <p>DAERA (RU) recommends that the applicant consult with the Water Management Unit in NIEA regarding any potential dewatering that may be required during the development including the need for a discharge consent. Discharged waters should meet appropriate discharge consent conditions. Further information can be obtained from: https://www.daera-ni.gov.uk/articles/regulating-water-discharges</p>
12.0	Notification to Department (if relevant) N/A
13.0	Representation from elected member NA
Neighbour Notification Checked Yes	

ANNEX	
Date Valid	16th April 2019
Date First Advertised	31st May 2019
Date Last Advertised	31st May 2019
Details of Neighbour Notification (all addresses)	
<p>12 Balmoral Road,Belfast,Antrim,BT12 6QL 18 Lislea Drive,Belfast,Antrim,BT9 7JG 2 Maryville Park,Belfast,Antrim,BT9 6LN 2, 428 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 2a ,Maryville Park,Belfast,Antrim,BT9 6LN 402-404 ,Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 404 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 410 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 412 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 418 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 422 Lisburn Road, Malone Lower,Belfast,Antrim,BT9 6GN 424 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 426 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 428 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 430 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN 432 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GR 434 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GR 711 Lisburn Road,Belfast,Antrim,BT9 7GU 713 Lisburn Road,Belfast,Antrim,BT9 7GU 713a ,Lisburn Road,Belfast,Antrim,BT9 7GU 715 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 717 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 719 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 721 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 721a ,Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 721b ,Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 723 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 725 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 727 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 729 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 729 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 731 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 733 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 735 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 737 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU 741 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GW 743 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GW 743-745 ,Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GW Apartment 1, 2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6GN Apartment 1, 428 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN Apartment 1, 428a ,Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN Apartment 10,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN Apartment 11,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN Apartment 12,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN</p>	

Apartment 13,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 14,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 15,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 16,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 17,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 18,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 2,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6GN
 Apartment 2,428a ,Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Apartment 3,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6GN
 Apartment 3,428a Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Apartment 4,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6GN
 Apartment 5,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 6,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 7,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 8,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Apartment 9,2a Lesley Plaza,Osborne Park,Malone Lower,Belfast,Antrim,BT9 6JN
 Flat 1,416 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat 1,717 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU
 Flat 1,Osborne Court,1 Osborne Park,Belfast,Antrim,BT9 6JN
 Flat 2, 422 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat 2, 717 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU
 Flat 2, Osborne Court,1 Osborne Park,Belfast,Antrim,BT9 6JN
 Flat 2,416 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat 3, 416 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat 3, 422 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat 3, 717 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU
 Flat 3, Osborne Court,1 Osborne Park,Belfast,Antrim,BT9 6JN
 Flat 4, 717 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU
 Flat A, 420 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat A, 739 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU
 Flat B, 420 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat B, 739 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU
 Flat C, 420 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat D, 420 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Flat E, 420 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 6GN
 Unit 2, 715 Lisburn Road,Malone Lower,Belfast,Antrim,BT9 7GU

Date of Last Neighbour Notification	18th June 2019
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Date of EIA Determination	N/A Site less than 0.5Ha
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ES Requested	No
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Drawing Numbers and Title	
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Notification to Department (if relevant)	
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Date of Notification to Department:

Response of Department: