

## Development Management Officer Report Committee Application

Summary	
<b>Committee Decision Date: 16 June 2020</b>	
<b>Application ID:</b> LA04/2019/1615/F	
<b>Proposal:</b> Erection of mixed use development consisting of a 25no. bed hotel and 88no. apartments with associated car parking and landscaping.	<b>Location:</b> Lands adjacent and East of No. 43 Stockman's Way, Belfast.
<b>Referral Route: Major Application</b>	
<b>Recommendation:</b>	<b>Approve subject to conditions and Section 76 Agreement</b>
<b>Applicant Name and Address:</b> Kilmona Property Ltd 8th Floor Bedford House 16-22 Bedford Street Belfast BT2 7FD	<b>Agent Name and Address:</b> Coogan & Co. Architects Ltd 122 Upper Lisburn Road Finaghy Belfast BT10 0BD
<b>Executive Summary:</b> <p>The application proposes a mixed use development consisting of a 25no. bed hotel and 88no. apartments with associated car parking and landscaping on lands adjacent and east of No. 43 Stockman's Way, Belfast.</p> <p>The main issues to be considered in the assessment of this application are set out below:</p> <ul style="list-style-type: none"> <li>The principle of development (including consideration of the planning history of the site)</li> <li>Impact on the character of the area</li> <li>Impact on amenity</li> <li>Access, Car Parking and Sustainable Transport</li> <li>Environmental Considerations - Contamination, Air Quality, Noise, Flooding/Drainage</li> </ul> <p>In draft BMAP 2015 part of the site is zoned for housing, part whiteland and part zoned as existing employment. That part zoned as existing employment comprises the access road along Stockman's Way and is part of a larger existing employment zoning (Ref: BT005/12). Planning Permission was previously granted on 01 November 2018 for '<i>Demolition of existing buildings and erection of residential development comprising of 96 units and associated car parking and landscaping</i>' (Ref: LA04/2015/0668/F) on the application site. This permission is live and implementable.</p> <p>4 representations have been received regarding this proposal. The issues raised include:</p> <ul style="list-style-type: none"> <li>Increased traffic impact on existing businesses</li> <li>Absence of parking spaces for current demands</li> <li>Loss of employment land</li> <li>Sequential test</li> <li>Increased height will appear incongruous and out of character</li> </ul>	

- Scale and massing inappropriate and will be visually dominant
- Inaccuracies in Air Quality data

The issues raised are considered in the report.

Consultees are content with the proposal subject to conditions.

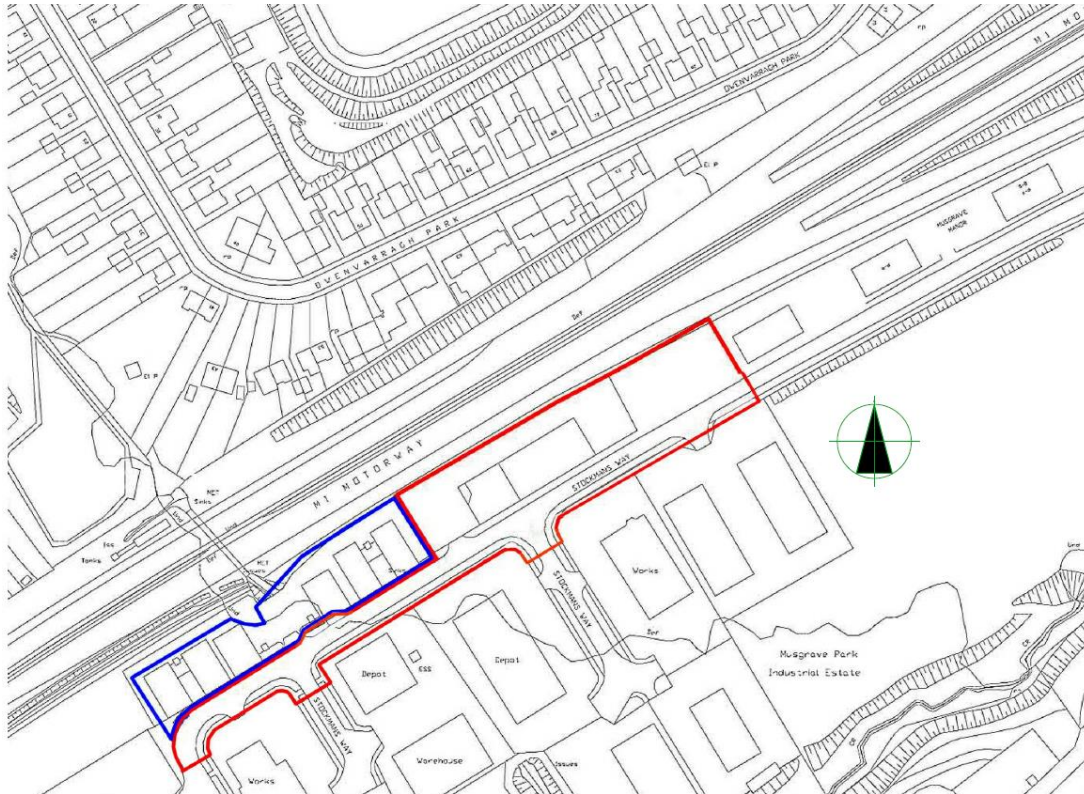
**Recommendation**

It is recommended that delegated authority is given to the Director of Planning and Building Control to finalise the Section 76 planning agreement and wording of conditions subject to no new substantive planning issues being raised by third parties.

## Case Officer Report

### 1.0 Plans

#### Site Location Plan



*See Appendix 1 for further associated drawings*

Proposed CGI views along M1 Motorway






SMALL INCREASE IN HEIGHT COMPARED TO PREVIOUS APPROVAL. NO ADDITIONAL ACCOMMODATION PROVIDED, THIS SIMPLY PROVIDES SOME VARIETY AND DRAMA WITHIN THE BUILDING.

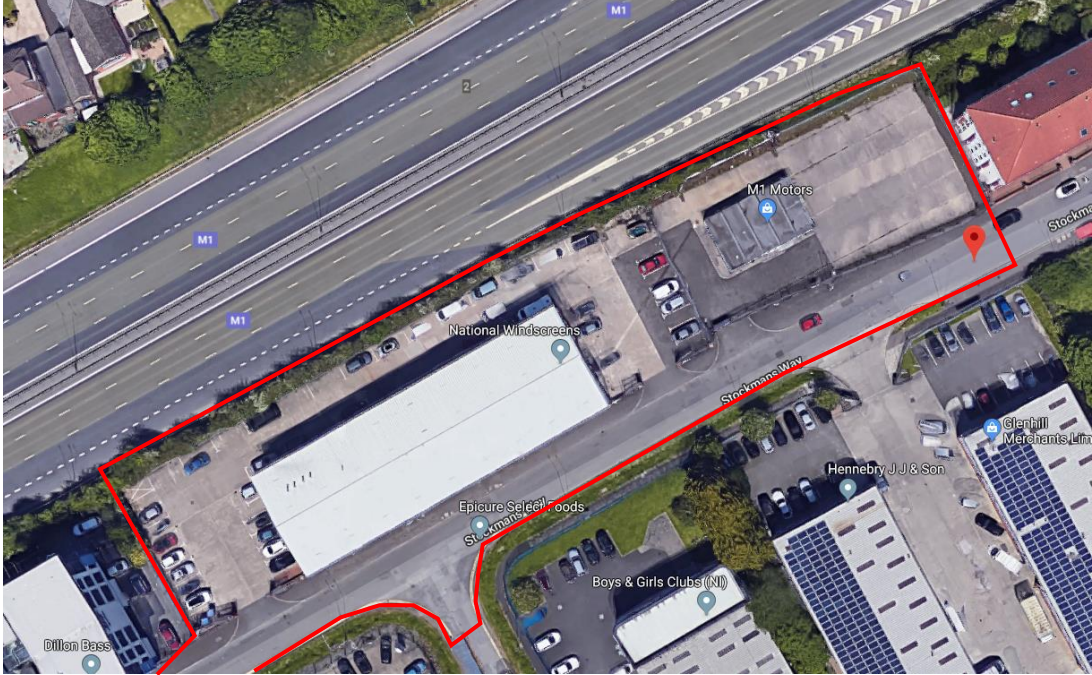


BUILT FORM OF HOTEL IS EXPRESSED AS A DISTINCT ELEMENT.

Proposed CGI views along Stockman's Way




	 <p>HOTEL PORTION OF THE DEVELOPMENT IS GIVING ITS OWN DISTINCT IDENTITY.</p> <p>ENTRANCE PROVIDES LIFE AND VARIETY TO THE GROUND FLOOR ALONG STOCKMANS WAY</p>
<b>2.0</b>	<b>Characteristics of the Site and Area</b>
<b>2.1</b>	<p>The site is located between Stockman's Way and the M1 Motorway at the entrance to Stockman's Way employment area and comprises a rectilinear plot which is currently separated into two plots by a palisade fence. A two storey warehouse building with ancillary offices surrounded by parking/hardstanding is located on the south western portion of the site. This portion of the site is not zoned in Draft BMAP. The western part of the warehouse building is currently vacant. The eastern portion of the building is occupied. The north western plot is a vacant plot containing a single storey portacabin surrounded by hardstanding, previously occupied by a car sales business. This portion of the site is zoned for housing in draft BMAP. There are currently 3 vehicular access points into the site - 2 serving the existing warehouse and 1 serving the former car sales area.</p>
<b>2.2</b>	<p>The site is bounded by the M1 Motorway along the northern boundary and Stockman's Way along the southern boundary. The eastern and western boundaries are defined by palisade fences. The site is relatively flat.</p>
<b>2.3</b>	<p>Stockman's Way is a mixed use area comprising businesses and residential uses. Musgrave Park and Musgrave Park Hospital are located to the south/southeast. Casement Park and surrounding residential developments and are located to the North beyond the M1 motorway.</p>

	
3.0	<b>Description of Proposal</b>
3.1	<p>The proposal seeks the erection of a mixed use development consisting of a 25 no. bed hotel and 88 No. apartments in one building with associated car parking and landscaping. The height of the proposed development varies from 4 to 6 storeys.</p>
4.0	<b>Planning Assessment of Policy and Other Material Considerations</b>
4.1	<p><b>Policy Context</b></p> <p><b>Regional Planning Policy</b></p> <ul style="list-style-type: none"> <li>Regional Development Strategy 2015 (RDS)</li> <li>Strategic Planning Policy statement for Northern Ireland (SPPS)</li> <li>Planning Policy Statement 3 (PPS 3) - Access, Parking and Movement</li> <li>Planning Policy Statement 4 (PPS 4) - Planning and Economic Development</li> <li>Planning Policy Statement 7 (PPS 7) - Quality Residential Environments</li> <li>Planning Policy Statement 8 (PPS 8) - Open Space, Sport and Outdoor Recreation</li> <li>Planning Policy Statement 12 (PPS 12) - Housing in Settlements</li> <li>Planning Policy Statement 13 (PPS 13) - Transportation and Land Use</li> <li>Planning Policy Statement 15 (PPS 15) - Flood Risk</li> <li>Planning Policy Statement 16 (PPS 16) - Tourism</li> </ul> <p><b>Local Planning Policy Context</b></p> <ul style="list-style-type: none"> <li>Belfast Urban Area Plan (2001) BUAP</li> <li>Draft Belfast Metropolitan Area Plan (2015)</li> <li>Draft Belfast Metropolitan Area Plan (2004)</li> </ul>

4.2	<b>Other Material Considerations</b> <ul style="list-style-type: none"> <li>Creating Places, Belfast Agenda Community Plan and Developer Contributions Framework (2020)</li> </ul>
4.3	<b>Planning History</b> LA04/2015/0668/F - Demolition of existing buildings and erection of residential development comprising of 96 units and associated car parking and landscaping, Lands adjacent and East of No.43 Stockman's Way, Belfast. Planning permission granted 01.11.2018.  Z/2007/2167/F - Demolition of existing buildings and erection of residential development comprising 96 units and associated car parking and landscaping, Lands adjacent and east of 43 Stockman's Way, Ballygammon, Belfast, BT09 7ET.  The planning history is an important material consideration and establishes the principle of residential use and the scale and massing of development on the site.
4.4	<b>Statutory Consultation Responses</b>  Responses from statutory consultees are summarised below. Further detail concerning their feedback is provided in the main assessment section of the report, where appropriate.  <b>DFI Roads – No objection subject to conditions</b> <b>NI Water – No objection</b> <b>DFI Rivers Agency – No objection subject to condition</b> <b>NIEA – No objection subject to conditions</b> <b>NIHE – No objection</b> <b>Shared Environmental Services – No objection subject to conditions</b>
4.5	<b>Non-Statutory Consultation Responses</b> Responses from non-statutory consultees are summarised below. Further detail concerning their feedback is provided in the main assessment section of the report, where appropriate.  <b>Environmental Health – No objections subject to conditions</b> <b>BCC Urban Designer – No objection subject to condition</b> <b>UK Crown Bodies – No objection</b> <b>NI Tourist Board – No objection</b>
4.6	<b>Representations</b> A total of 4 representations have been received to this application. Three objections were received to the original scheme (46 apartments and an 82 bed hotel) and 1 representation has been received to the revised scheme (88 apartments and a 25 bed hotel). The issues raised in the objections include: <ul style="list-style-type: none"> <li>➤ Increased traffic impact on existing businesses</li> <li>➤ Absence of parking spaces for current demands</li> <li>➤ Loss of employment land</li> <li>➤ Sequential test</li> <li>➤ Increased height will appear incongruous and out of character</li> <li>➤ Scale and massing inappropriate and will be visually dominant</li> <li>➤ Inaccuracies in Air Quality data</li> </ul> The issues raised by objectors are dealt within the assessment of the proposal below.

4.7	<b>Planning Assessment</b>
4.7.1	<p><b>Development Plan Context</b></p> <p>Section 6(4) of the Planning Act (Northern Ireland) 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p>
4.7.2	<p>The adoption of the Belfast Metropolitan Area Plan (BMAP) in 2014 was declared unlawful as a result of a judgement in the court of appeal delivered on 18 May 2017. This means that the Belfast Urban Area Plan 2001 (BUAP) provides the statutory plan context for the area.</p>
4.7.3	<p>Draft BMAP 2015 (dBMAP 2015), in its most recent, post-examination form remains a significant material consideration when making planning decisions. It was at the most advanced stage possible prior to adoption. However, in assessing this application regard is also had to the provisions of draft BMAP which was published in 2004 (dBMAP 2004).</p>
4.7.4	<p>In dBMAP 2004 the north eastern portion of the site is zoned for housing site (Ref: SB 02/27 – Musgrave Manor, Stockman’s Way) and the south western portion is zoned as existing employment land. (Ref: BT011/23 – Stockman’s Way). In dBMAP 2015 the north eastern portion of the site is zoned for housing (Ref SB 03/04 – Adjacent to 49 Stockman’s Way), the south western portion of the site is not zoned (whiteland) and part of the access along Stockman’s Way is zoned as existing employment land (Ref: BT 005/12 – Stockman’s Way). Within the BUAP the site is unzoned land within the development limit of Belfast.</p>
4.8	<b>Principle of Development</b>
4.8.1	<p>The area is characterised by a mix of uses at this location including residential and employment uses. Part of the site is zoned for housing and part is whiteland (unzoned) in draft BMAP 2015. A small portion comprising the access from Stockman’s Way of the site is also zoned as Employment Industry. The previous planning history on the site which remains live and implementable, established the principle of residential development on the site. Therefore the principle of residential use is considered acceptable and is a significant material consideration in the assessment of this proposal.</p>
4.8.2	<p>The applicant has indicated that the proposed hotel use is to serve a number of facilities in the surrounding area including Casement Park, Musgrave Park Hospital and Boucher retail and employment area as well as being accessible from the Outer Ring, M1 and the wider motorway network.</p>
4.8.3	<p>A hotel use at this location does not conflict with the development plan or planning policy. The proposed hotel use is therefore considered acceptable in principle at this location. Further assessment of the hotel element of the proposal is set out below.</p>
4.9	<b>Scale, Height and Massing</b>
4.9.1	<p>The proposed development comprises 88 apartments which will be situated on the northern eastern portion of the site and a hotel for 25 bedrooms situated on the south western portion of the site. Both elements are proposed to be situated adjacent to each other in one building. The hotel element will be distinguishable along the M1 and Stockman’s Way elevations from the residential element with the use of distinct design elements and different materials from the residential element. Signage will also assist in</p>

<p>4.9.2</p>	<p>distinguishing the hotel element from the residential element. A separate consent for display application will be required.</p> <p>The overall height of the proposed development is 6 storeys with a maximum height of 20.5 m. The building is stepped at both ends to provide terraces accommodating communal amenity space for hotel and residential occupiers. The Urban Design Officer acknowledges that the footprint of the building largely follows that previously approved for the apartment scheme in 2018 with the form of the building and its elevations expressed to reflect the two uses (residential and hotel) in a cohesive and legible manner and notes that the drawings shown below aligns the approved building profile against the proposed for comparison purposes, with the only discernible difference in respect to height relating to the two angled roof profiles at either end of the residential component.</p> 
<p>4.9.3</p>	<p>An objection raised concerns that the height of the original proposal which was 6-8 storeys was incongruous and out of character to the context. The revised scheme proposes a maximum height of 6 storeys. It is acknowledged that the height of the proposed development is higher than the existing surrounding development. However, the previous planning permission on the site permitted a 7 storey building including a basement, the maximum height of which is 18.2m. The proposed taller elements of the approved development had a flat roof profile. The maximum height of the proposed development is higher than the approved development due to the sloping roof profile elements which add visual interest to the design of the development but do not substantially increase the overall height of the development above the height approved in the previous approval. Significant weight is attached to the approved scheme which remains live and implementable. The Urban Design Officer response states that 'given the surrounding context and the 2018 approval, it is considered that the proposed scale, height and massing is appropriate to its context with its upper height and stepped form at either end responding positively to its neighbours'. The height of the proposed scheme is not significantly different from the approved scheme and is on balance considered acceptable and in compliance with Policy QD1 of PPS 7.</p>
<p>4.10</p> <p>4.10.1</p>	<p><b>Design, Layout and Materials</b></p> <p>The building spans the majority of the Stockman's Way frontage and is approximately 140 metres in length. The building comprises a series of projecting bays along its length with accompanying recesses (which accommodate stair/lift cores) which help to break up the linear nature of the building mass. A range of materials are proposed to help articulate the building along the tripartite ordering of base, middle and top. A more solid base takes the form of white render applied to the lower floors of the residential wing with lighter glazed curtain walling applied to the mid-section of the building in its upper floors. Slim sections of glazing within the lower rendered base, spanning two floors,</p>

	helps to give the building more of a vertical emphasis to counteract the linear nature of the site. Slim profiled capped roof forms, which kick up at an angle at either end, provide visual interest to the upper section and an appropriate 'top' to the building. It is also noted that this general arrangement picks up contextually on the adjacent commercial/office buildings. Other than those apartments proposed at second floor level, all remaining apartments benefit from a private terrace/balcony.
4.10.2	Balconies are provided along the Stockman's Way and M1 elevations for residential units providing private amenity space for prospective residents and in doing so will add visual interest to the proposed elevations.
4.10.3	An objection raised concerns regarding the scale and massing of the proposed scheme considering it out of character and visually dominant against the existing buildings to the east and west. The articulation of the Stockman's Way and M1 elevations incorporates design elements which successfully break up the massing of the extensive frontage. These include stepping of the built form at either ends of the proposed building, recessed bays along the elevations, variation of the roof profile including sloping elements, differing solid to void ratios across the elevations, the use of balconies and a variety of complimentary materials.
4.10.4	Along the motorway the ground floor is articulated with a series of punched windows, columns, planters and downlights as a means to soften and conceal the parking immediately behind. The bunded landscape strip between the building and the motorway will effectively conceal most of the ground floor when viewed from the motorway with the render component, which begins at first floor level, helping to integrate the upper level of parking with the remainder of the building. It is noted that the design seeks to minimise the impact of the parking arrangement at ground floor by placing the main hotel entrance lobby, reception and admin office along this elevation, which due to its linear layout does occupy a substantial stretch of the facade. In relation to materials, this section is also defined by a mix of red brick and planar glazing which helps the legibility of the building and relate it to the hotel component. The remaining length of the building at ground floor, behind which parking will be located, has been divided up into a series of rendered sections which alternate between flat and articulated sections in an effort to break up the façade. The Urban Design officer advises that given the context presented by neighbouring buildings and the general approach which formed part of the extant approval there is no objection regarding the ground floor articulation given the context.
4.10.5	While the materials palette applied to the residential component comprises a mix of render, stone cladding and glazed curtain walling, red brick is introduced as the dominant material to the hotel component. This assists in terms of legibility and helps to define the hotel component, nevertheless an element of render is proposed in the form of a horizontal projecting frame to the lower floors which provides a degree of unity between it and the residential wing.
4.10.6	Proposed materials include light red brick, grey/black stone cladding, dark grey curtain walling glazing, light grey glass spandrel panels white, off white and grey coloured renders which are in keeping with developments in the surrounding area. Context CGIs along the M1 Motorway and Stockman's Way have been provided and demonstrate how the overall building composition relates appropriately to surrounding context.
4.11	<b>Impact on the surrounding area and amenity of neighbouring properties</b>
4.11.1	There are 5 residential buildings to the north of the site (Woodlands Manor and Musgrave Manor) which are also accessed off Stockman's Way. Four of the blocks

	<p>(Musgrave Manor) are 4 storey and Woodlands Manor is 4 – 6 storeys high. One of the Musgrave Manor blocks sits immediately adjacent to the northern boundary of the proposed site and a minimum separation distance of 14.2m is proposed between the existing and proposed development. The south western elevation of the proposed block incorporates windows to serve bathrooms and living areas. Windows to serve these living areas are also available on the elevation facing the M1 motorway thereby providing an additional light source. The north eastern elevation of the proposed block incorporates secondary windows to serve living areas at upper levels. The built form of the top floor is setback to provide amenity space for prospective residents. The separation distance is considered acceptable and it is the officer's view that there will be no adverse impact on the amenity of existing residents in the adjacent Musgrave Manor in terms of overlooking, loss of light and privacy. The relationship with the adjoining residential development is considered acceptable and complies with Policy QD 1 of PPS 7.</p>
4.11.2	<p>The taller elements of Woodland Manor located at the entrance to Stockman's Way comprise 6 storeys. The adjacent Musgrave Manor is a 4 storey development. Adjacent development to the south comprises an office development of 4 storeys in height which will sit adjacent to the hotel element of the proposal.</p>
4.11.3	<p>The northern elevation of the existing adjacent office building facing the proposed hotel element of the scheme comprises a number of windows on the first, second and third floors. Windows also exist on the eastern and western elevations of the existing office block fronting onto Stockman's Way and the M1 motorway. The proposed separation distance between the south western elevation of the proposed development and the site boundary is a minimum of 1.2m. Narrow windows (c. 0.5m wide) are proposed on the second floor of the south western elevation serving hotel rooms at this level. These narrow windows are secondary windows with the main outlook from these rooms fronting onto Stockman's Way and the M1 motorway. The development is setback at the third, fourth and fifth floors to provide for amenity space for the hotel and residential uses. The setback will assist in ensuring that the proposed built development is not dominant adjacent to the existing office development. Similar width narrow openings are proposed on the first floor level serving the car park. The relationship with the adjoining office development is considered acceptable and it is officers' view that there would be no adverse impact on the amenity of the existing office development as a result of the adjacent proposed hotel and residential uses.</p>
4.11.4	<p>The proposed development is situated at the entrance to Musgrave Park employment area which extends to the south and west of the site. Given its location on the periphery of this existing employment area it is considered that the proposal will not have an adverse impact on the existing employment uses. Environmental Health has not raised any issues in respect of the compatibility of existing and proposed uses with regard to noise and amenity concerns. The proposal is separated from the majority of employment uses by Stockman's Way access road and is adjacent to an existing office development. An objection raised stated that <i>'the proposal is not characteristic of the area and therefore is not considered to be compatible with land uses in the vicinity'</i>. On balance it is considered that the proposal would not compromise the ability of the existing employment uses to continue their operations and it the officer's view that the proposal is compatible with adjoining existing employment uses for the reasons set out above. It is considered that the proposed development will not conflict with the employment uses in the surrounding area and complies with Policy PED 8 of PPS 4.</p>
4.11.5	<p>Access to the hotel is proposed directly to/from Stockman's Way. Vehicular access to the site is proposed at the northern end with two access points proposed to the ground floor and first floor parking areas to serve the development.</p>

4.11.6	The proposal will result in the loss of the existing warehouse, an economic development use on the site. The previous car sales business on the north eastern portion of the site was a sui generis use and is zoned for housing in draft BMAP 2004 & 2015 and the loss of this part of the site does not conflict with Policy PED 7 of PPS 4.
4.11.7	Policy PED 7 states that planning permission will not normally be granted for the redevelopment for other uses of an unzoned site used or last used for industrial and storage or distribution purposes, except in circumstances outlined in the policy. Whilst the proposal does not strictly meet the criteria set out in PED 7 the proposed mixed use scheme which includes residential use will bring about substantial community benefits in terms of providing residential accommodation to serve the local area and will result in job creation during construction and operation of the hotel. The development will also see a considerable investment in the area which will regenerate this site and enhance the character and appearance of the area.
4.11.8	Notwithstanding, significant weight is attached to the existing planning permission on the site for 96 apartments which is live and implementable and is on balance considered to outweigh the loss of land for economic development use.
<b>4.12</b> 4.12.1	<p><b>Amenity/Open Space Provision</b></p> <p>The proposed development has been assessed against the SPPS, Policy QD 1 of PPS7, Policy OS 2 of PPS 8 (Open Space, Sport and Recreation) and Creating Places. Balconies are provided on the upper floors (3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> floors) on the Stockman's Way and M1 elevations for 61 of the proposed apartments. Communal areas of open space are proposed on the rooftop terrace (approx. 268sqm). Overall an average of 10.6 sqm of amenity provision per unit has been proposed which is in accordance with the recommended standards of providing between 10 and 30 sqm as set out in Creating Places and is considered satisfactory.</p> <p><i>3<sup>rd</sup> Floor – 21 balconies</i>  <i>4<sup>th</sup> Floor - 21 balconies</i>  <i>5<sup>th</sup> Floor – 19 balconies</i></p> <p><i>Total private amenity provision from balconies – 546sqm</i>  <i>Total communal residential amenity provision from terraces – 392sqm</i></p> <p>4.12.2 Policy OS 2 of PPS 8 states that proposals for new residential development of 25 or more units will only be permitted where public open space is provided as an integral part of the development. No public open space has been proposed as part of the proposal. Policy OS 2 of PPS 8 goes on to state that an exception to the requirement of providing public open space will be permitted in the case of apartment developments where a reasonable level of private communal open space is provided. As indicated above the level of private open space is commensurate with other developments in the area.</p> <p>4.12.3 The site is also in close proximity to an existing areas of open space at Musgrave Park (approx. 130m to the north – 2 minute walk). The developer has agreed to provide a financial contribution to improve accessibility to Musgrave Park in lieu of the requirement to provide public open space. This will enable prospective occupiers of the proposed development to access the park from Stockman's Way. Taking account of the level of private amenity space proposed and proposed pedestrian link to Musgrave Park which would enable the existing area of open space to be within a reasonable walking distance the proposal is on balance acceptable and is considered to satisfy Policy OS 2 and is in accordance with Developers Contributions Framework.</p>

4.12.4	Communal amenity provision is also provided for the proposed hotel element in the form of terraces located on the third and fourth floors comprising 229sqm.
4.12.5	<p><b>Space Standards</b></p> <p>Whilst the space standards set out in PPS 7 Addendum 'Safeguarding the Characteristics of Established Urban Areas' do not apply to this proposal as the site is not located in an established residential area they are nevertheless a useful guide to determining whether proposed unit sizes are of a sufficient size to ensure a quality living environment for prospective occupiers.</p>
4.12.6	<p>The proposed breakdown of units is set out as follows:</p> <ul style="list-style-type: none"> <li>• 41 No. 1 bed apartments</li> <li>• 47 No. 2 bed apartments</li> </ul>
4.12.7	The Space standards referred to above set out that the design standards for a 1 bedroom apartment ranges from 35/40 sqm for a 1 bedroom 1 person apartment to 50/55 sqm for a 1 bedroom 2 person apartment.
4.12.8	The 1 bedroom apartments proposed range from 47sqm to 59sqm and fall within the recommended design standards.
4.12.9	The Space standards referred to above set out that the design standards for a 2 bedroom apartment ranges from 60/65 sqm for a 2 bedroom 3 person apartment to 70/75 sqm for a 2 bedroom 4 person apartment.
4.12.10	The 2 bedroom apartments proposed range from 60sqm to 80sqm and fall within the 2 bedroom recommended range.
<b>4.13</b>	<b>Tourism</b>
4.13.1	<p>The proposal has been assessed against the SPPS and Policies TSM1 and TSM 7 of PPS 16. Policy TSM 1 states that Planning permission will be granted for Tourism Development provided it is of a nature appropriate to the settlement, respects the site context in terms of scale, size and design, and has regard to the development plan. Policy TSM 7 sets out specific criteria against which tourism proposals such as a hotel require to be assessed and included the following criteria:</p> <p><i>(a) a movement pattern is provided that, insofar as possible, supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way and provides adequate and convenient access to public transport;</i></p> <p>As set out in 'Access, servicing and parking' below the proposed development connects to the public road for both pedestrian and vehicular traffic providing immediate access to Stockman's Wat. The developer has also agreed to provide a link to the nearby Musgrave park increasing connectivity within the area.</p> <p><i>(b) the site layout, building design, associated infrastructure and landscaping arrangements (including flood lighting) are of high quality in accordance with the Department's published guidance and assist the promotion of sustainability and biodiversity;</i></p> <p>The design and layout has been considered in detail above and is considered acceptable.</p>

*(c) appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are screened from public view;*

The existing boundary fence and hedge along the M1 Motorway will be retained with hedging to be supplemented where required. The existing boundaries (fences) with adjacent land uses are proposed to be retained and boundary hedging proposed to soften the visual impact. A narrow grassed area is proposed along the Stockman's Way frontage with intermittent low hedging along its length. The proposed planting will soften views into and within the site. The proposed planting is considered to be in keeping with the character of the area and the level of landscaping is acceptable.

*(d) utilisation of sustainable drainage systems where feasible and practicable to ensure that surface water run-off is managed in a sustainable way;*

Given the industrialised, developed nature of the area this is not a feasible solution.

*(e) is designed to deter crime and promote personal safety;*

Access to the hotel will be via a secured access. A secured access will also provide separate entry into the residential apartments.

*(f) development involving public art, where it is linked to a tourism development, needs to be of high quality, to complement the design of associated buildings and to respect the surrounding site context.*

N/A

*(g) it is compatible with surrounding land uses and neither the use or built form will detract from the landscape quality and character of the surrounding area;*

The proposed use and built form is in keeping with the industrial/ residential style of buildings in the Stockman's Way area. The use is such that it will not be incompatible with surrounding uses.

*(h) it does not harm the amenities of nearby residents;*

It is considered that the proposed hotel which is small scale comprising 25 bedrooms and does not have associated facilities such as a bar/conference rooms will not have an adverse impact on existing or proposed residents in the vicinity.

*(i) it does not adversely affect features of the natural or built heritage;*

There are no built or natural heritage features affected by the proposal. The site is located in an established industrial/residential area.

*(j) it is capable of dealing with any emission or effluent in accordance with legislative requirements. The safeguarding of water quality through adequate means of sewage disposal is of particular importance and accordingly mains sewerage and water supply services must be utilised where available and practicable;*

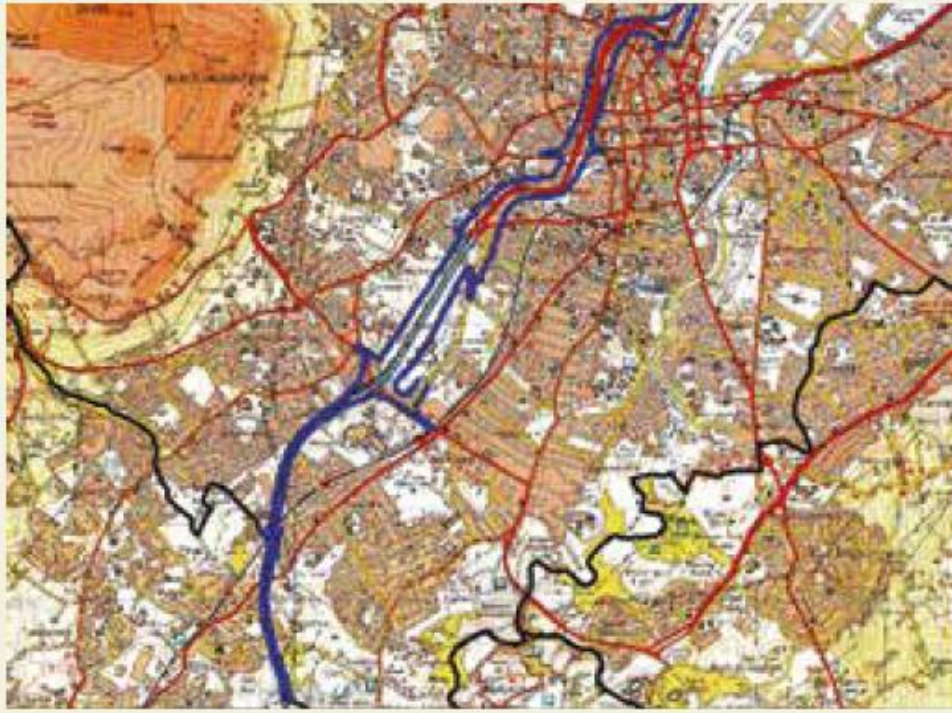
Environmental Health Service has asked that should planning permission be forthcoming a condition is attached to ensure that an updated air quality impact assessment should be provided demonstrating that there will be no significant adverse air quality impacts associated with the operation of the proposed combustion plant. NI Water has confirmed that the extant approval relates to a very similar development to that proposed in current application LA04/2019/1615/F and consequently, NI Water will approve new sewerage connections in respect of this current proposal.

*(k) access arrangements must be in accordance with the Department's published guidance;*

DFI Roads have not raised any issues with regards to the proposed access arrangements onto Stockman's Way.

	<p>(l) <i>access to the public road will not prejudice road safety or significantly inconvenience the flow of traffic;</i> See (m) below.</p> <p>(m) <i>the existing road network can safely handle any extra vehicular traffic the proposal will generate;</i> DFI Roads has not raised any concerns in terms of the principle of the proposed use and the ability of existing infrastructure to serve the development.</p>
4.13.2	<p>Tourism NI has provided some wider comments on tourism and how the proposal could help meet an apparent need for this type of accommodation:</p> <ul style="list-style-type: none"> <li>- As of the end of August 2019, in the Belfast City Council area, there were 126 serviced accommodation providers (Hotels, Guest Houses, Guest Accommodation and B&amp;Bs) providing 5,371 rooms and 11,564 bed-spaces. Of these providers, 85 are members of the Tourism NI Quality Grading Scheme.</li> <li>- Of the estimated 2.2 million hotel room nights sold in Northern Ireland in 2018, 1.1 million (51%) were sold in the Belfast City Council area, the highest of any area.</li> <li>- In 2018, the Belfast City Council area had the largest number of hotel rooms (4,706 rooms, equating to 51% of the Northern Ireland total). This is a substantial increase from 2017 (3,630 rooms).</li> <li>- The Belfast City Council area attracted the largest number of estimated overnight trips in 2018 (1.7 million), equating to a third (33%) of all overnight trips to Northern Ireland.</li> <li>- The Belfast City Council area attracted the joint highest relative proportion of business trips (with Antrim &amp; Newtownabbey), with business accounting for approximately 15% of all overnight trips to this council area. Of all those people taking an overnight business trip in Northern Ireland, over half (54%) stayed in the Belfast City Council area.</li> <li>- The proposed location of this Apart-Hotel in the South West area of the city may help to address a lack of hotel accommodation in that immediate area which is attractive to visitors who wish to take part in popular political walking tours, black taxi tours, cemetery tours or who wish to visit Colin Glen Forest Park &amp; Activity Centre.</li> </ul>
4.13.3	Based on the above assessment the proposed hotel use is considered compliant with the SPPS and PPS 16.
4.14	<b>Access, Servicing and Parking</b>
4.14.1	<p>Vehicular access to the site is proposed from Stockman's Way at the northern eastern end of the site from. Two access points are proposed to the car parking at ground floor and first floor levels. Parking is also proposed adjacent to the northern side of the building. The applicant proposes to widen Stockman's Way along the frontage of the site and to the south as set out in Drawing No.10 (Private Streets Determination Drawing). The site connects to the public road for both pedestrian and vehicular traffic providing immediate access to Stockman's Way</p>

4.14.2	A Transport Assessment Form (TAF), Travel Plan and a Service Management Plan accompanied the planning application. Objections raised concerns regarding the impact of the proposed development on existing businesses in the area and the requirement to provide additional parking for the restaurant and apartments. The restaurant is no longer part of the revised proposal. DFI Roads requested a parking schedule which has been provided by the applicant. A total of 149 parking spaces are proposed with 27 spaces proposed for the hotel use and the remainder (122 spaces) proposed for the 88 residential units. The applicant has confirmed that 1 space per hotel room plus 2 staff parking spaces are provided to serve the hotel. DFI Roads are satisfied with the level of parking proposed.
4.14.3	An objection raised concerns that the Stockman's Way is used for commuter parking. There are currently no parking restrictions in place along Stockman's Way. Notwithstanding any issue arising from commuter parking in terms of obstructing the highway would be a matter to be enforced by the PSNI. It is worthy to note that road widening proposals along part of Stockman's Lane providing access to the existing employment area are included as part of the development proposals. Widening of the road would improve access to the existing employment area allowing greater ease of movement of vehicles within the area. DFI Roads has considered the objections received and has raised no concerns regarding the issues raised.
4.14.4	DFI Roads raised concerns regarding signage fronting onto the motorway. Amended drawings (05d & 06d) have been received removing the signage along the motorway elevation which addresses DFI Roads concerns regarding this matter. Notwithstanding, a separate application for advertisement consent will be required to consider any proposed signage.
4.14.4	DFI Roads state that the road widening proposals along Stockman's Way appear reasonable, necessary and safe. The proposed road widening works replicate those approved under the previous approval for 96 apartments on the site (LA04/2015/0668/F).
4.14.5	The proposal development is considered compliant with PPS 3.
<b>4.15</b>	<b>Environmental Considerations - Contamination, Noise, Air Quality</b>
4.15.1	<p><b>Air Quality</b></p> <p>The site falls within the M1- Westlink Air Quality Management Area which is identified in the map below.</p>



- 4.15.2 An objection raised concerns that the Air Quality report findings are based on modelling results using the Lombard Street (Belfast City Centre) air quality monitoring site data which is a significant distance away, in the city centre and outside the AQMA and seek confirmation why data from Stockman's Lane was not used.
- 4.15.3 Environmental Health has provided the following response regarding the issues raised in the objection which justifies the use of data from the Lombard Street site.
- 'It should be noted that the Belfast Centre Lombard Street site has been classified by the Department for Environment, Food and Rural Affairs (Defra). Defra as an urban background site; that is to say, located such that its pollution levels are not influenced significantly by any single source or street, but rather by the integrated contribution from all sources upwind of the station.*
- Moreover, the government's LAQM.TG(16) publication indicates that typically, only the process contributions from local sources are represented within the dispersion modelling output and it is therefore necessary to add an appropriate background concentration to the modelled source contributions to derive overall pollutant concentrations.*
- This Service would therefore advise that air quality data from the Belfast Centre Lombard Street site was used to derive background annual mean concentrations for nitrogen dioxide (NO<sub>2</sub>), oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM<sub>10</sub>) for use in the modelling studies. Background data could alternatively have been obtained from background mapping data, published by Defra for local authority use.*
- This Service would further advise that air quality monitoring data from Stockman's Lane roadside monitoring site was employed by the environment consultancy to validate and verify its modelling data against ambient monitoring data for the locality under consideration. This approach is in accordance with the requirements of the Defra LAQM.TG(16) technical guidance.*

4.15.4	<p>Environmental Health has advised that the Air Quality consultant has assessed the predicted impact of the proposed development on human health in terms of nitrogen dioxide and particulate matter and the assessment has demonstrated that exceedances of the Air Quality objectives are not expected at the modelled receptor locations. Environmental Health recommend a condition to ensure that details of any proposed combustion processes for heating and hot water provision are submitted and adequately assessed.</p>
4.15.5	<p><b>Noise</b> Environmental Health has assessed the Noise Impact Assessment and advise of the following:</p>
4.15.6	<p>The conclusions of the RPS noise assessment note that with appropriate noise mitigation measures incorporated into the proposed development the required internal noise environment is achievable in all internal habitable rooms in line with relevant standards. In view of the very high daytime and night time noise levels measured at the site and due to the nearby M1 Motorway, the RPS report advises that a high specification of double glazing providing an appropriate sound reduction specification will be required to installed to habitable rooms throughout the proposed development</p>
4.15.7	<p>Alternative means of ventilation for passive/active ventilation has also been proposed as necessary to ensure windows can be kept shut to maintain noise insulation while at the same time allowing sufficient ventilation. Environmental Health has recommended a condition requiring a noise verification report be submitted to demonstrate successful installation of recommended mitigation measures and to demonstrate suitable internal noise levels in habitable rooms have been achieved. The applicant will be required to ensure close liaison with the acoustic consultant in relation to the selection and installation of appropriate glazing and alternative means of ventilation to ensure the verification condition can be met.</p>
4.15.8	<p>Environmental Health consider that the proposed balconies will not be suitable as private external amenity areas (and should be viewed more as functional areas as referred to in the RPS report) in that the target noise level for such areas as recommended in relevant guidance will not be achieved. However, Environmental Health acknowledge that the proposal includes additional alternative communal external amenity spaces proposed at third, fourth and fifth floor levels. The fifth floor communal external areas are proposed for the sole use of residents of the apartments. The RPS report proposes that noise levels of 55dB<sub>L<sub>Aeq</sub></sub> or less are achievable in the majority of communal external amenity spaces due to a combination of increasing distance and height from the road traffic sources, barrier effects of glazing perimeter construction, and shielding effects of the proposed development building. BS8233:2014 "Sound insulation and noise reduction for buildings – Code of Practice) states that it is desirable that the external noise level of external amenity areas does not exceed 50dB<sub>L<sub>Aeq</sub></sub> with an upper guideline value of 55dB<sub>L<sub>Aeq</sub></sub>; it also recognises that the guideline values are not achievable in all circumstances.</p>
4.15.9	<p>Environmental Health refer Planning Service to the above guidance documents in determining the suitability of proposed design and state that Planning Service may conclude that, on balance, if the development is desirable and given its urban location, should not be prohibited on the basis of high external noise levels on proposed private balconies, particularly given that the development includes an alternative communal external amenity area which the RPS noise assessment advises should achieve the upper guideline limit for external amenity areas.</p>

4.15.10	Officers consider that given the urban location of the development alongside the M1 motorway and the resultant high external noise levels the proposed balconies will be primarily functional spaces for example for displaying plants, drying clothes etc. Notwithstanding, the Noise impact Assessment indicates that the communal amenity areas proposed on the 5 <sup>th</sup> floor should achieve the upper guidance limit for external amenity areas and on balance the value of amenity provision for prospective residents and hotel occupants is considered acceptable.
4.15.11	<p><b>Construction</b></p> <p>The Noise Impact Assessment highlights that during the construction phase there is potential for short term noise impacts at the nearest noise sensitive property if worst case construction noise occurs. Environmental Health has recommended a condition seeking the submission of a Construction Environmental Management Plan (CEMP) to incorporate appropriate mitigation measures for noise and dust during the construction phase as set out in the a condition to mitigate the effects of construction noise.</p>
4.15.12	<b>Contamination</b>
4.15.13	An updated contaminated risk assessment has been provided which concludes that “ <i>no pollutant linkages have been identified at the site and therefore no remedial works are recommended beyond the provision of a minimum 500mm cover system within the limited ground level perimeter planting, comprising suitable uncontaminated soils (in the context of a residential without plant uptake exposure scenario) to prevent potential exposure to contaminated soils.</i> ” Environmental Health has advised that evidence that the material used in this cover system is suitable for a residential without plant uptake end use is required and that sampling should be completed at a suitable density to demonstrate this. As such Environmental Health has recommended an appropriate condition to secure the receipt and review of this information.
4.16	<b>Drainage</b>
4.16.1	A Drainage Assessment and Flood Risk Assessment was submitted with the application. Rivers Agency has advised that there are no designated watercourses within the site. However, the site lies within the 1 in 100 year fluvial floodplain of the Blackstaff River which is culverted and runs to the south of the site. Policy FLD 1 of PPS 15 [Development in Fluvial (River) and Coastal Flood Plains] states that development will not be permitted within the 1 in 100 year fluvial flood plain unless the applicant can demonstrate that the proposal constitutes an exception to the policy. The applicant has indicated that the proposal meets criterion c) of Policy FLD 1 in that it comprises a replacement of an existing building.
4.16.2	The Drainage and Flood Risk Assessments state that potential flood risk will be minimised by designing the finished floor levels (FFL) with a minimum of 0.6m freeboard above the flood levels of the Blackstaff River. In addition a flood compensation scheme in the form of an underground flood storage tank is proposed to mitigate flood risk.
4.16.3	NI Water in an initial reply indicated that on 11 January 2019 they responded to a Pre Development Enquiry (PDE) for proposed development on the site which advised that the site could be served by existing infrastructure. In a subsequent response NI Water indicated that further consultation was required by means of a Predevelopment Enquiry to determine the availability of existing water and sewerage infrastructure to serve the development as the original PDE response provided was only valid for a maximum period of 12 months and had expired. The applicant submitted a PDE for the proposed development and NI Water in their response indicated that there is no foul sewer

4.16.4	<p>available to serve the development due to the Glenmachan Street Waste water pumping station currently operating above its design capacity and stated that NIW were currently not approving connections to the network upstream. This issue is a site-specific issue and a localised concern relating to the Glenmachan pumping station and has no bearing on the wider considerations regarding the ability of sewerage infrastructure to cope with future residential development in the city. Notwithstanding, the response further advised that NIW would consider connections where a developer could demonstrate one of the following criteria:</p> <ol style="list-style-type: none"> <li>1. Like for like development</li> <li>2. Extant previously approved development (where NIW have given a positive response)</li> <li>3. Where the development will offer a reduced loading on the sewer network, which may include storm separation and/or attenuation</li> </ol>
4.16.5	<p>Subsequently the applicant has confirmed the extant planning approval on the site with NI Water who have in their final consultation response confirmed that the extant approval on the site relates to a very similar development to that proposed in current application LA04/2019/1615/F and consequently, they will approve new sewerage connections in respect of this current proposal.</p>
4.16.6	<p>DAERA Water Management Unit raised concerns that the sewage loading associated with the above proposal has the potential to cause an environmental impact if transferred to Belfast waste water treatment works (WWTW). However, WMU stated that if NI Water indicate that the WWTW is able to accept the additional load, with no adverse effect on the operation of the WWTW or its ability to comply with its consent to discharge, then Water Management Unit would have no objection to this proposal.</p>
4.16.7	<p>NI Water stated in their consultation response that there is a public water supply, foul sewer and a surface water sewer within 20m of the proposal and confirmed that the Waste Water Treatment Works (WWTW) has available capacity. NI Water has confirmed that there is available capacity at the receiving Waste Water Treatment Works (WWTW) and has raised no issues regarding potential environmental impact.</p>
4.16.8	<p>Following the receipt of further technical information (Micro-drainage calculations and supporting comments) Rivers Agency has considered the Drainage Assessment and further supporting information submitted during the processing of this application and has not raised any objections to the proposed development subject to a condition seeking a final drainage assessment which is set out below. The proposal is considered compliant with PPS 15.</p>
4.16	<p><b>Waste Management</b></p> <p>The proposal provides for two separate waste storage arrangements for the hotel and apartments at ground floor level at either end of the proposed building with waste chutes at upper floors proposed to serve the apartments. The waste areas are accessible to residential occupiers and hotel staff with two access points. BCC Waste Management Unit have advised that they are satisfied with the waste storage arrangements which will be subject to further review as part of the Building Control application required for this development. Environmental Health has recommended conditions regarding the waste chutes which are set out below.</p>

4.17	<p><b>Other Issues</b></p> <p>A sequential test was submitted in respect of the hotel aspect of the proposal. Following consultation with the Local development Plan Team upon receipt of the sequential test Planning Service are satisfied that the hotel use is not defined as a main town/city centre use and therefore a sequential test is not required.</p>
4.18	<p><b>Developer Contributions and Obligations</b></p> <p>4.18.1 The applicant has agreed to provide an access plan for the creation and maintenance of a new opening into Musgrave Park from Stockman's Lane. The new link is to be constructed and completed prior to occupation of any unit. The developer has also agreed to provide a financial contribution towards the delivery of improvements to the existing area of open space/play equipment or improvements to facilities at Musgrave Park in lieu of the provision of public open space. The new link will improve connectivity to the wider area and support a sustainable movement pattern.</p> <p>4.18.2 The proposed link to Musgrave Park will provide a direct access to/from Stockman's Way and significantly enhance connectivity to this existing area of open space.</p> <p>4.18.3 The above planning obligation will be included as part of the planning permission by means of a Section 76 planning agreement. This is directly related to the development and will mitigate the requirement to provide public open space for the development and is considered necessary to make it acceptable.</p>
4.19	<p><b>Pre-Application Community Consultation</b></p> <p>4.19.1 In accordance with the requirements of Section 27 of the Planning Act (NI) 2011, the applicant served a Proposal of Application Notice (PAN) on Belfast City Council on 23<sup>rd</sup> August 2019 (LA04/2018/2118/PAN). Belfast City Council responded confirming that the PAN and associated approach met the requirements of Section 27 of the Planning Act and was acceptable. The Council recommended that a site notice showing of details of the PAN and associated consultation event should be erected. The Pre-Application Community Consultation (PACC) public engagement event for this proposal took place on 11<sup>th</sup> October 2018.</p> <p>4.19.2 A Pre-Application Community Consultation Report has been produced to comply with the statutory requirement laid out in Section 28 of the Planning Act (Northern Ireland) 2011. The purpose of a PACC report is to confirm that pre-application community consultation has taken place in line with statutory minimum requirements and has taken account of the Council's comments during the PAN process. The report has confirmed advertising for the public event and that the public event took place in accordance with section 5 of The Planning (Development Management) Regulations (Northern Ireland) 2015. The report also confirmed that 250 flyers had been distributed to homes and businesses surrounding the site including Stockmans Way, Owenvarragh Park, Mooreland Park, Mooreland Crescent and Riverdale Park South. In addition the PACC confirms that the applicant's team met with a number of elected representatives from the South Belfast Assembly and Westminster Constituencies.</p> <p>4.19.3 The report also summarises the issues raised at the public events and during the consultation periods along with applicants response to the issues raised. The report states that in analysing the responses it was clear that the development of the site is welcomed and people were impressed by the architectural design and the provision of adequate parking spaces. The report also acknowledges that some respondents were</p>

4.19.4	<p>concerned about the additional traffic on Stockman's Way. The report advises that no amendments were carried out directly as a result of the community consultation.</p> <p>The Pre-Community Consultation Report submitted satisfactorily demonstrates that the applicant has complied with the requirements of Sections 27 and 28 of the Planning Act (NI) 2011 and Section 5 of The Planning (Development Management) Regulations (Northern Ireland) 2015 and has adhered to Council recommendations during the PAN process. The PACC report is considered acceptable.</p>
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**Neighbour Notification Checked: Yes**

**Summary of Recommendation:**

Having regard to the policy context and other material considerations the proposal is considered acceptable. It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement to secure a direct link to Musgrave Park from Stockman's Way and a financial contribution towards improving the existing area of open space/facilities within. It is requested that delegated authority is given to the Director of Planning and Building Control to finalise the wording of conditions and the Section 76 Agreement subject to no new substantive planning issues being raised by third parties.

**Draft Conditions:**

1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.

2. Prior to commencement of development a detailed specification shall be submitted and samples and sample panels of all external finishes shall be made available on site for inspection by the Council and shall be approved in writing. The samples shall be retained on site until completion of the development. The development shall be carried out in accordance with the agreed details.

Reason: To ensure a high quality development.

3. All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Council. Any existing or proposed trees or plants indicated on the approved plans which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size, details of which shall have first been submitted to and approved in writing by the Council. All hard surface treatment of open parts of the site shall be permeable or drained to a permeable area. All hard landscape works shall be permanently retained in accordance with the approved details.

Reason: In the interests of the character and appearance of the area.

4. No development shall commence until full details of the drainage design have been submitted to and agreed in writing by the Council. The development shall be carried out in accordance with the approved details.

Reason: To safeguard against flood risk.

5. Prior to commencement, an updated air quality impact assessment (AQIA) for any substantial combustion plant/plants shall be submitted and agreed in writing by the Council. The updated

AQIA shall set out full specification details, including emission rates and flue termination heights, of the proposed combustion systems for heating and hot water. The updated AQIA shall demonstrate that there will be no significant adverse air quality impacts associated with operation of the proposed combustion plant and with the overall development. The development shall be carried out in accordance with the approved details.

Reason: Protection against adverse human health effects.

6. During construction works the dust mitigation measures shall be carried out in accordance with Section 6 of *Air Quality Impact Assessment (AQIA), Stockman's Way, Belfast, RPS (April 2019)* mitigation measures.

Reason: Protection of residential amenity.

7. Prior to occupation of the proposed development, a Noise Verification Report shall be submitted and agreed in writing by the Council. The Verification Report shall demonstrate the following:
  - (a) that the noise mitigation measures as presented in section 5.2 of the RPS Noise Impact Assessment for Proposed development at lands between 6-168 Stockman's Way, Belfast, Document no. NI2038/F01 Dated: February 2020 have been installed and in particular;
  - (b) that entire window system (including frames, seals etc) and ventilation units to the habitable rooms shall be installed so as to ensure that internal noise levels within any proposed habitable rooms shall:
    - Not exceed 35 dBL<sub>Aeq,16hrs</sub> at any time between 07:00hrs and 23:00hrs within any habitable room, with the windows closed and alternative means of acoustic ventilation provided in accordance with current building control requirements;
    - Not exceed 30dBL<sub>Aeq,8hr</sub> at any time between the hours of 23:00hrs and 07:00hrs within any proposed bedrooms, with the windows closed and alternative means of acoustic ventilation provided in accordance with current building control requirements;
    - Not exceed 45dBL<sub>Amax</sub> for any single event on more than 10 occasions 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;
  - (c) that the rating level (dBL<sub>Ar,T</sub>) from the operation of all installed plant and equipment does not exceed the lowest background L<sub>A90</sub> (Day & Night) as presented in the RPS noise impact assessment at the nearest noise sensitive residential premises when measured and/or determined in accordance with BS4142:2014 .The rating level shall be maintained thereafter.

Reason: Protection of residential amenity

8. Prior to commencement of development on site, site clearance or site preparation, a final Construction Environmental Management Plan (CEMP) shall be submitted and approved in writing by the Council. The CEMP shall include measures to control noise, dust and vibration during the demolition / construction phase, demonstrating the use of 'best practicable means'. The CEMP shall demonstrate that noise and vibration levels will not have an adverse impact on nearby premises (including commercial premises). The CEMP should incorporate the recommended good practice mitigation measures as presented in section 5 of RPS, Noise Impact Assessment, Proposed Development at lands between 6-168 Stockman's Way, Belfast, Document no. NI2038/F01 Dated: February 2020. The CEMP shall demonstrate the dust

mitigation measures as outlined Section 6 of Air Quality Impact Assessment (AQIA), Stockman's Way, Belfast, RPS (April 2019) mitigation measures shall be implemented.

The CEMP must also have due regard to Parts 1 and 2 of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites, Noise and Vibration and to the IAQM, 'Guidance on the assessment of dust from demolition and construction version 1.1', and dated February 2014. The CEMP and associated records must be made available to the Environmental Protection Unit at any time upon request. The development shall be carried out in accordance with the approved details.

Reason: Protection against adverse construction impacts.

9. Prior to the occupation of the proposed development, a Verification report shall be submitted and agreed in writing by the Council. This report must demonstrate that the remediation measures outlined in the WYG Environment and Planning (NI) Ltd report entitled 'Generic Quantitative Risk Assessment (GQRA), Stockman's Way, Belfast, Coogan & Co Architects Ltd' (dated March 2020 and referenced A116254) have been implemented.

The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for end-use (residential without plant uptake). It must demonstrate that the identified potential pollutant linkages are effectively broken. The Verification Report shall be in accordance with current guidance as outlined by the Environment Agency. In particular, this Verification Report must demonstrate that:

- a) A 500mm cover system has been emplaced in all ground level landscaped areas.
- b) The material used to construct the cover system is demonstrably suitable for use (residential without plant uptake).

Reason: Protection of human health.

10. If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Council shall be notified immediately. This new contamination shall be fully investigated in accordance with best practice/the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be agreed with the Council in writing, prior to the development being occupied. If required, the Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.

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

11. After completing any remediation works required under Condition 10, and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with Council. 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.

12. No dwelling shall be occupied and no part of the development shall become operational until weather protected cycle parking has been fully provided in accordance with the approved plans.

Reason: To ensure acceptable cycle parking facilities on the site and to encourage alternative modes of transport to the private car.

13. No dwelling shall be occupied and no part of the development shall become operational until hard surfaced parking areas have been provided and permanently marked in accordance with the approved plan. These facilities shall be permanently retained.

Reason: To ensure acceptable parking facilities on the site.

11. No parking spaces shall be assigned, except that necessary to provide facilities for disabled users.

Reason: To ensure acceptable parking facilities on the site.

12. No signage shall be visible from the Motorway.

Reason: In the interests of road safety.

13. The access gradient shall not exceed 4% (1 in 25) over the first 10m outside the road boundary. Where the vehicular access crosses a footway or verge, the access gradient shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

14. All redundant accesses from the site to the public road shall be permanently closed off and the footpath reinstated to the satisfaction of the Department for Infrastructure.

Reason: In order to minimise the number of access points on to the public road in the interests of road safety and the convenience of road users.

15. Pedestrian crossing points including tactile paving shall be provided at all road junctions in accordance with the DETR / Scottish Office publication "Guidance on the use of Tactile Paving Surfaces".

Reason: In the interests of pedestrian safety.

16. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with the approved Drawing, prior to the occupation or operation of any other works or other development hereby permitted.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

17. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway before the development hereby permitted (is commenced/occupied/ becomes operational) and such splays shall be retained and kept clear thereafter.

Reason: To ensure there is a satisfactory means of access in the interest of road safety and the convenience of road users.

18. No part of the development hereby permitted shall be commenced until the legislative process to make a Private Streets Determination has been successfully completed. The Determination shall be made generally in accordance with Drawing PSD01 Rev A.

Reason: To ensure the legislative process has been satisfactorily completed to allow the necessary road works to commence.

19. No part of the development hereby permitted shall be occupied or become operational until the road widening works indicated on Drawing PSD01 Rev A have been fully completed to the satisfaction of DfI Roads.

Reason: In the interests of road safety.

20. The development shall operate generally in accordance with the Service Management Plan.

Reason: In the interests of road safety and the convenience of road users.

21. The development shall operate generally in accordance with the Travel Plan.

Reason: To encourage alternative modes of transport to the private car.

22. The storm drainage of the site, during site clearance, construction and operational phases of the development, must be designed to the principles of Sustainable Drainage Systems (SuDS) in order to minimise the polluting effects of storm water on the connected Woodlands River. Construction of SuDS should comply with the design and construction standards as set out in the Construction Industry Research and Information Association (CIRIA) manual C753 (2015).

Reason: To ensure that the appointed contractor is aware of and implements the appropriate environmental mitigation during construction phase.

23. No building hereby approved shall be constructed beyond sub floor until such times as a foul mains connection has been provided by NI Water in accordance with Article 154 of the Water and Sewerage Services (Northern Ireland) Order 2006 (as amended, Water and Sewerage Services Act (Northern Ireland) 2016, or in the interim period an alternative means of disposal is agreed with NI Water, DAERA Water Management Unit and details submitted to and approved in writing by the Council.

Reason: To ensure that an environmentally compliant operational sewerage discharge system is in place to protect the adjacent European Sites

24. Prior to occupation of the apartments a management plan for the operation and maintenance of the refuse chute system shall be submitted and approved in writing by the Council to protect residential amenity from adverse effects of noise, odour and pests arising from the use of the waste refuse chute and ancillary storage areas. The management plan shall specify arrangements for the regular monitoring of the chute system and storage areas. The plan shall also specify arrangements for cleaning and maintenance including schedules and identify clear lines of responsibility. The development shall be carried out in accordance with the approved management plan.

Reason: Protection of Residential Amenity.

25. Prior to commencement of development the detailed design of the waste chute system shall be submitted to and approved in writing by the Council. The design of the waste chute system shall incorporate the details recommended under the heading: 'Odour and Noise Management' as outlined in the RPS Memo to Planning Service, dated 28.05.2020 and shall be carried out in accordance with the approved details.

Reason: Protection of Residential Amenity.

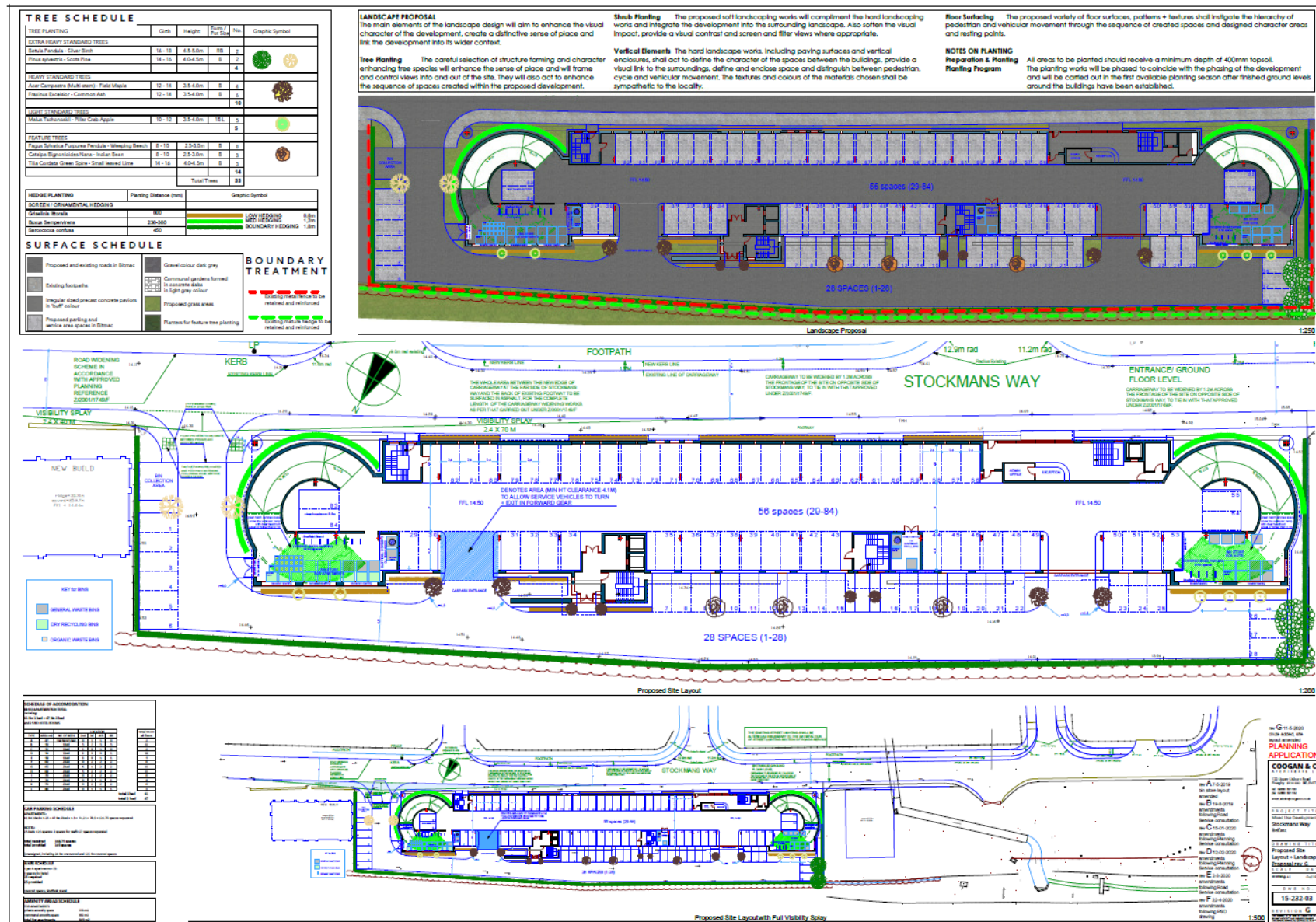
**Notification to Department (if relevant)**

Date of Notification to Department: Not required

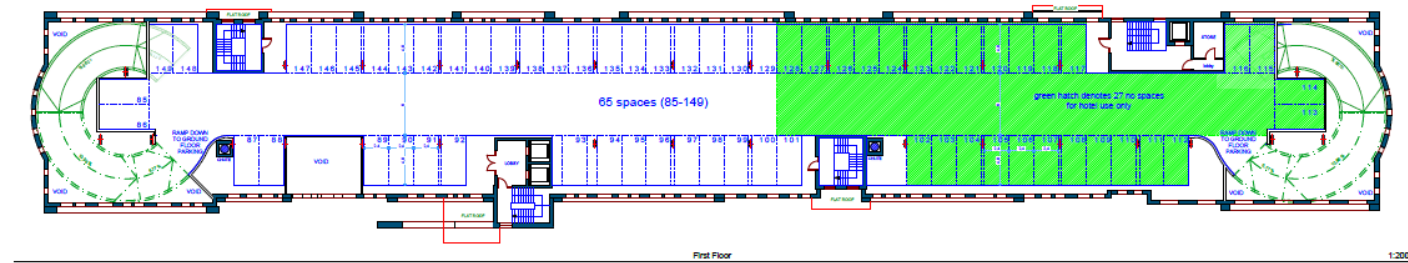
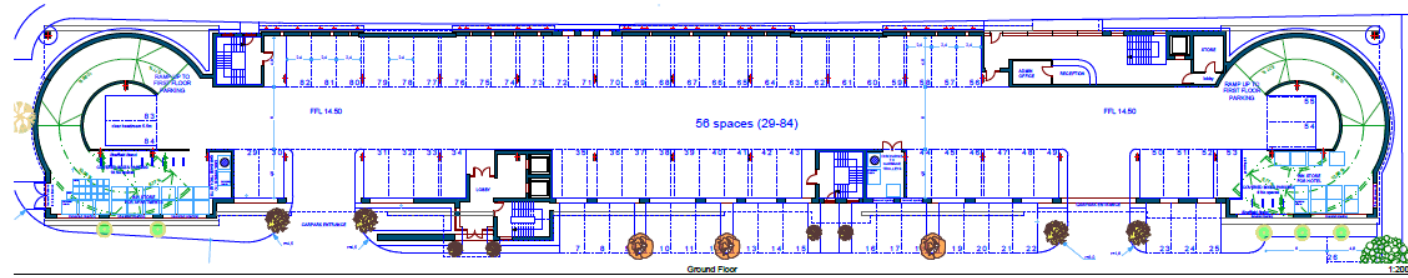
## ANNEX

<b>Date Valid</b>	4th July 2019
<b>Date First Advertised</b>	26th July 2019
<b>Date Last Advertised</b>	8 <sup>th</sup> May 2020
<b>Details of Neighbour Notification</b> (all addresses) The Owner/Occupier, 25 Stockmans Way, Musgrave Park Industrial Estate, Belfast, Antrim, BT9 7JX 43 Stockmans Way, Belfast, Antrim, BT9 7ET 45 Stockmans Way, Belfast, Antrim, BT9 7ET Apartment 14a -17d, 49 Stockmans Way, Belfast, Antrim, BT9 7GG Automation Controls Ltd, 22 Stockmans Way, Belfast, BT9 7JU Clyde Shanks, Second Floor, 7 Exchange Place, Belfast, BT1 2NA DSM, 30 Stockmans Way, Belfast, BT9 7ET Glenhill Merchants Ltd, Unit 1, Stockmans Way, Belfast, BT9 7ET JJ Hennebry _ Sons LTD, 1 Musgrave Park Industrial Estate, 26 Stockmans Way, Belfast, BT9 7ET Musgrave Business Centre, 45 Stockmans Way, Belfast, Antrim, BT9 7ET Musgrave Park Business Centre, Stockmans Way, Belfast, Antrim, BT9 7ET Musgrave Park Industrial Estate, Stockmans Way, Belfast, Antrim, BT9 7ET Unit 1, 43 Stockmans Way, Belfast, Antrim, BT9 7ET Unit 1, 45 Stockmans Way, Belfast, Antrim, BT9 7ET Unit 4a, 43 Stockmans Way, Belfast, Antrim, BT9 7ET	
<b>Date of Last Neighbour Notification</b>	13th May 2020

## Site Layout/Landscaping Plan

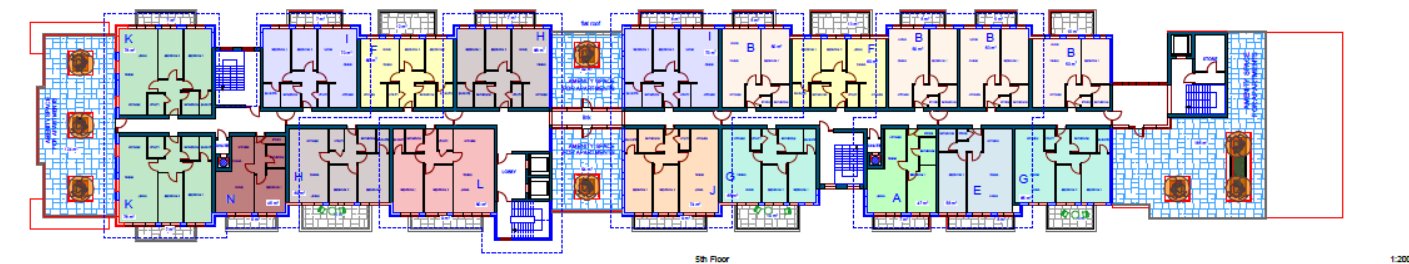
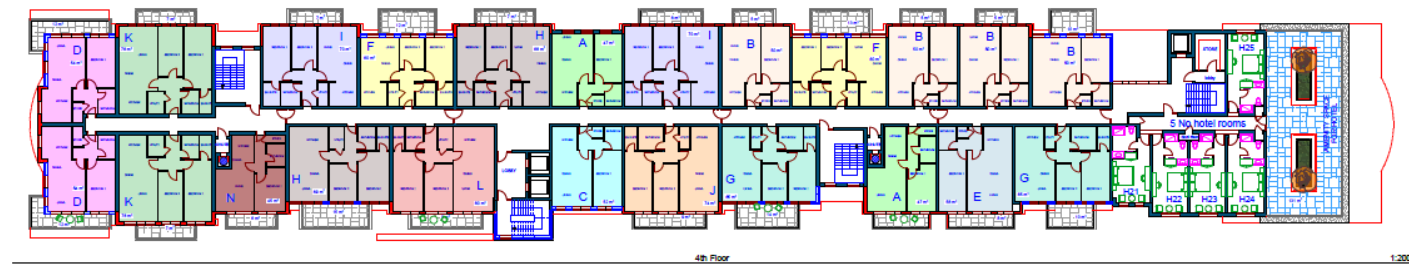
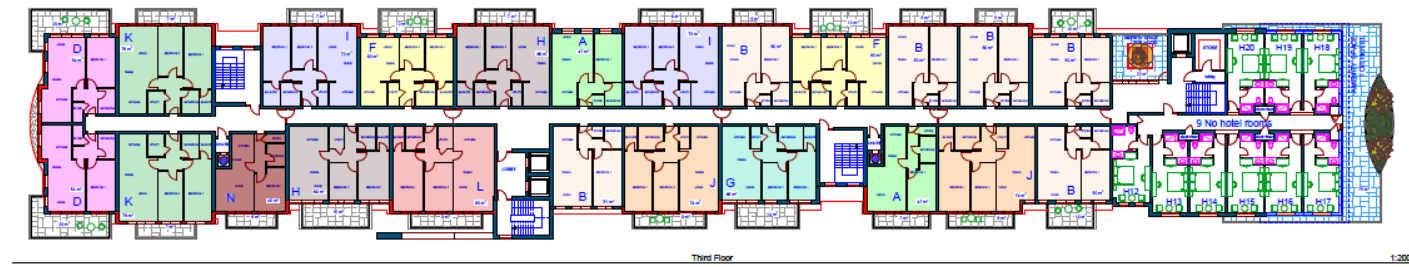


# Ground, First and Second Floor Plans



rev A 1-2-2019  
 COUGAN APARTMENT  
 SYSTEM added  
 rev B 1-2-2019  
 1st floor layout  
 amended  
 rev C 1-2-2020  
 amendments following  
 Planning Service  
 consultation  
 rev D 12-03-2020  
 amendments following  
 Planning Service  
 consultation  
 rev E 2-3-2020  
 amendments following  
 Road Service  
 consultation  
 rev F 14-03-2020  
 drive added, floor  
 plan amended  
**PLANNING  
 APPLICATION**  
**COUGAN & CO**  
 22 Upper Mount Street,  
 Dublin 1, Ireland, D01 YW01  
 Tel: 01 504 5000  
 www.cougan.co.uk  
**PROJECTIONS**  
 Section Development of  
 Seamus Way  
 Dublin  
**SCALE 1:200**  
 Ground + 1st + 2nd  
 Floor Plan ref\_F  
**DATE**  
 15-03-2020  
**15-232-04**  
**15-232-04**  
 15-232-04

### Third, Fourth and Fifth Floor Plan



TOTAL AMENITY SPACE FOR APARTMENTS	949m <sup>2</sup>
TOTAL AMENITY SPACE FOR HOTEL	229m <sup>2</sup>

new A-5-2010  
COMPLAINT/ASSESSMENT  
SYSTEM added

new B-15-01-2020  
amendments following  
Planning Service  
consultation

new C-12-03-2020  
amendments following  
Planning Service  
consultation

new D-15-5-2020  
chute addit, floor plans  
amended

**PLANNING  
APPLICATION**

**COOGAN & CO**  
ARCHITECTS LTD  
121-123  
Highgate House, NEWCASTLE  
100, 101, 102, 103  
Newcastle, NE4 6BE  
new: 01672 522222  
www.cooganandco.co.uk

**PROJECT TYPE**  
Mixed Use Development of a  
Commercial Way  
Residential

**DATE**  
15-05-2020

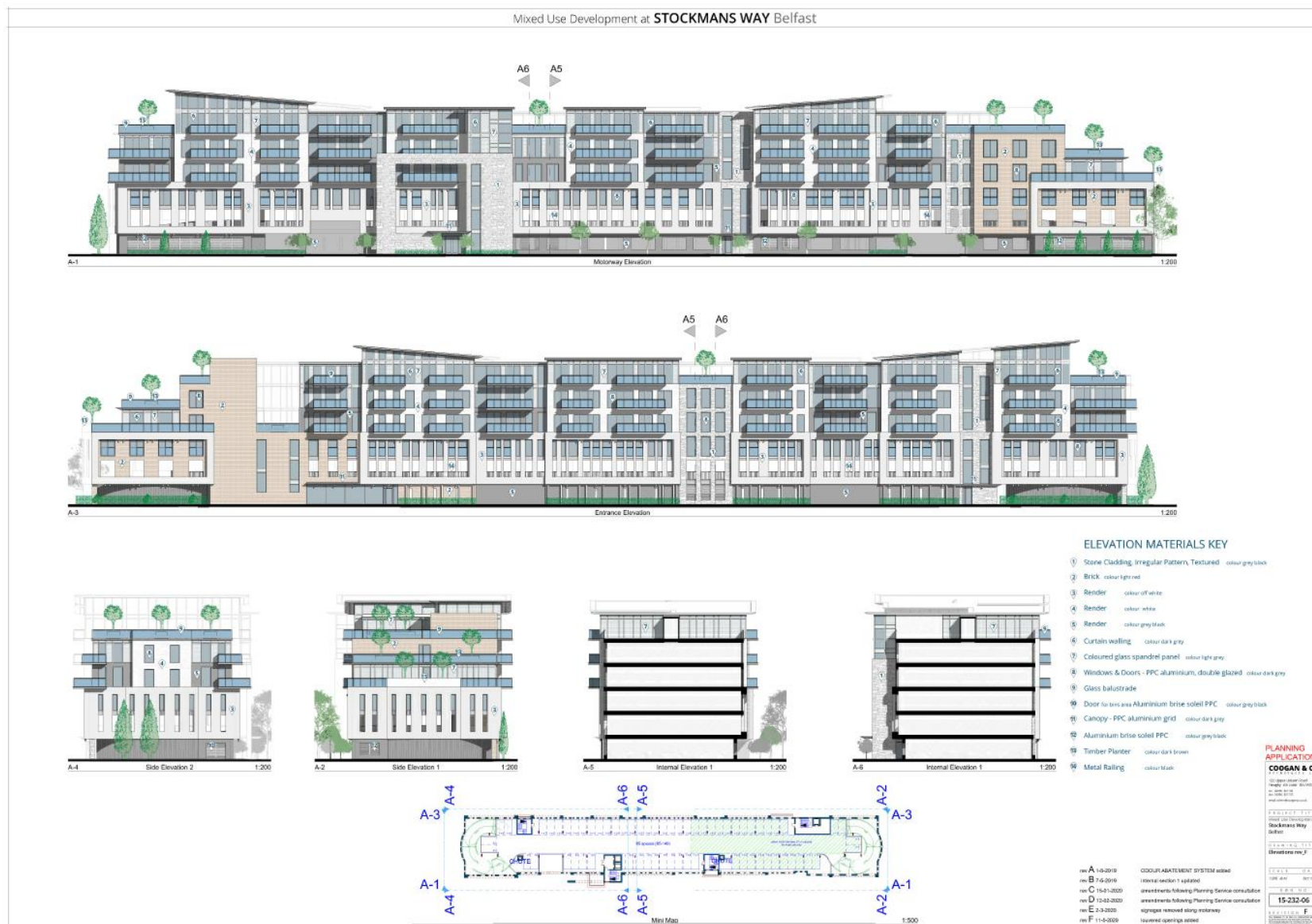
**THW** = 40% + 50%  
Floor Plan Rev. D

**DATE** **BY** **CHKD**  
15/05/2020 D/S/1 D/S/1

**DWG NO**  
15-232-05

**REVISION** **D**  
15-232-05

## Proposed Elevations



## Elevations Comparison with Extant Approval

