

## Development Management Officer Report Committee Application

<b>Summary</b>	
<b>Committee Meeting Date:</b> Thursday 19 <sup>th</sup> August 2021	
<b>Application ID:</b> LA04/2021/0629/F	
<b>Proposal:</b> Residential development of 72no. apartments in 3no. blocks with associated car parking, landscaping and road widening works to Stockman's Way.	<b>Location:</b> Lands north east of 43 Stockman's Way and south west of 49 Stockman's Way, Belfast, BT9 7ET
<b>Referral Route: Major Application</b>	
<b>Recommendation:</b>	<b>Approve subject to conditions and Section 76</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 and Co Architects Ltd 122 Upper Lisburn Road Finaghy Belfast BT10 0BD
<b>Executive Summary:</b>  <p>The application proposes a residential development of 72 apartments in 3 blocks along with associated car parking and landscaping and road widening works to Stockman's Way 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 adjacent 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. A subsequent application was received for the '<i>Erection of mixed-use development consisting of a 25no. bed hotel and 88no. apartments with associated car parking and landscaping on this site.</i>' It was resolved to approve this application in June 2020 and a decision to approve is pending.</p> <p>1 representation has been received regarding this proposal. The issues raised include:</p> <ul style="list-style-type: none"> <li>➤ Increased traffic impact</li> </ul>	

- Over capacity issue with the sewerage system – concern that further additional costs will be incurred by existing residents on Stockman's Way as a result of the hire of vac tankers to deal with this issue.

The issues raised are considered in the report.

Consultees have no objections with the proposal subject to conditions.

A Section 76 Planning Agreement is proposed to secure the following developer obligations:

- Contribution of £72,000 towards the delivery of open space provision/play equipment or improvement of Public Open Space at Musgrave Park
- Access link to Public Open Space at Musgrave Park
- Management of Open Space Areas within the site
- Residential Travel Plan
- Travel Cards for each unit for 3 years
- Car Club spaces and discounted membership of a car club for 3 years for each unit

### **Recommendation**

Having regard to the development plan, relevant policy context and other material considerations including the planning history of the site, the proposal for a residential development of 72 apartments and associated parking, landscaping and road widening along Stockman's Way is considered acceptable and approval is recommended subject to conditions and a section 76 planning agreement.

It is recommended that planning permission is granted subject to conditions with delegated power 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.

**Signature(s):**

## Case Officer Report

### 1.0 Associated Drawings

#### Site Location Plan



#### Site Layout



## Floor Plans

BLOCK 1



FIFTH FLOOR PLAN



FOURTH FLOOR PLAN



FIRST FLOOR TO THIRD FLOOR PLAN

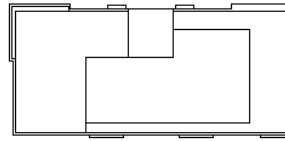


GROUND FLOOR PLAN

BLOCK 2



BLOCK 3



## Elevations

BLOCK 1



Elevation 1 (Stockmans Way - South)



Elevation 2 (East)



Elevation 3 (M1 - North)



Elevation 4 (West)

BLOCK 2



Elevation 1 (Stockmans Way - South)



Elevation 2 (East)



Elevation 3 (M1 - North)



Elevation 4 (West)

BLOCK 3



Elevation 1 (Stockmans Way - South)



Elevation 2 (East)



Elevation 3 (M1 - North)



Elevation 4 (West)

CGIs



DIFFERENT SPECIES OF ORNAMENTAL SHRUBS PLANTED IN SECTIONS ALONG STOCKMAN'S WAY TO PROVIDE A MORE INTERESTING AND DYNAMIC FRONTAGE

ACCESS TO APARTMENTS OFF STOCKMAN'S WAY. LARGE AREAS OF GLASS TO EXTENDED LOBBY WITH SEATING AND STORAGE AREA TO OPTIMISE ACTIVE FRONTAGE

SEATING AREAS / STREET FURNITURE AND PEDESTRIAN ACCESS TO BIKE / CAR PARK TO PROVIDE MORE PERMEABILITY



MOTORWAY ELEVATION

Contextual Elevations

Block 1      Block 2      Block 3



Proposed M1 elevation (North)





<b>2.0</b>	<b>Characteristics of the Site and Area</b>
2.1	<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. The south western portion of the site is covered in hardstanding and the former warehouse building on the site has now been demolished. This portion of the site is not zoned in Draft BMAP. The north western plot is a vacant plot containing a single storey portacabin and storage unit 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 south western portion (site of former warehouse building) and 1 serving the former car sales area.</p>
2.2	<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>
2.3	<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. A Site of Local Nature Conservation Importance (SLNCI) is located to the east of the site (Ref: BT 084/25 South of M1 Roundabout, Junction 1).</p>
<b>3.0</b>	<b>Description of Proposal</b>
3.1	<p>The proposed development comprises a residential development of 72no. apartments in 3no. blocks with associated car parking, landscaping and road widening works to Stockman's Way.</p>
<b>4.0</b>	<b>Planning Assessment of Policy and Other Material Considerations</b>
4.1	<b>Policy Context</b>
	<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 2 (PPS 2) - Planning and Nature Conservation</li> </ul>

	<ul style="list-style-type: none"> <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> </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	<p><b>Other Material Considerations</b></p> <ul style="list-style-type: none"> <li>• Creating Places, Belfast Agenda Community Plan and BCC Developer Contributions Framework (2020)</li> </ul>
4.3	<p><b>Planning History</b></p> <p><b>LA04/2020/2073/PAN</b> - Development of 72no. proposed apartments with associated car parking and landscaping, Lands north east of 43 Stockman's Way and south west of 49 Stockman's Way, Belfast, BT9 7ET.</p> <p><b>LA04/2019/1615/F</b> – Erection of mixed-use development consisting of a 25no. bed hotel and 88no. apartments with associated car parking and landscaping, lands adjacent and East of No. 43 Stockman's Way, Belfast. Decision to approve pending.</p> <p><b>LA04/2015/0668/F</b> - 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.</p> <p><b>Z/2007/2167/F</b> - 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. Permission granted 12.02.2009.</p>
4.4	<p><b>Statutory Consultation Responses</b></p> <p>Responses from statutory consultees are summarised below. Further detail concerning their feedback is provided in the main assessment section of the report, where appropriate.</p> <p><b>DFI Roads</b> – DFI Roads has no objection to the proposed development and have provided draft conditions and the Private Streets Determination has been authorised.</p> <p><b>NI Water</b> – Belfast WWTW is currently operating above design capacity and new connections are being curtailed. However, NI Water advise that connection can be approved as there is an extant previously approved development (where NI Water has given a positive response).</p> <p><b>DFI Rivers Agency</b> – No objection subject to condition.</p>

	<p><b>NIEA</b> – Water Management Unit - No objections subject to conditions. Regulation Unit – No objections subject to conditions.</p> <p><b>NIHE</b> – No objection. NIHE commented that there is currently no requirement for additional social housing at this location, however this proposal would be suitable for a form of intermediate housing.</p> <p><b>Shared Environmental Services</b> – No likely significant effect. Belfast City Council in its role as the competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended), and in accordance with its duty under Regulation 43, has adopted the HRA report, and conclusions therein, prepared by Shared Environmental Service, dated 10/06/2021. This found that the project would not be likely to have a significant effect on any European site.</p>
4.5	<p><b>Non-Statutory Consultation Responses</b></p> <p>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.</p> <p><b>Environmental Health</b> – No objections subject to conditions</p> <p><b>BCC Urban Designer</b> – No objection subject to conditions</p> <p><b>UK Crown Bodies</b> – No objection</p> <p><b>BCC Waste Management</b> – No objection</p> <p><b>BCC Tree Officer</b> – No objections subject to conditions</p> <p><b>BCC EDU</b> – No Employability and skills related Developer Contributions will be required for this development.</p>
4.6	<p><b>Representations</b></p>
4.6.1	<p>One representation has been received to this application. The issues raised in the objection include:</p> <ul style="list-style-type: none"> <li>➤ Increased traffic impact</li> <li>➤ Over capacity issue with the sewage system – concern that further additional costs will be incurred by existing residents on Stockman’s Way as a result of the hire of vac tankers to deal with this issue.</li> </ul> <p>The issues raised by objectors are dealt within the assessment of the proposal below.</p>
4.7	<p><b>Planning Assessment</b></p>
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>
4.7.2	<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	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.
4.8	<b>Principle of Development/Proposed Use</b>
4.8.1	The SPPS sets out five core planning principles for the planning system, including improving health and wellbeing, supporting sustainable economic growth, creating and enhancing shared space, and supporting good design and place making. The site is located within the settlement limits in draft BMAP 2015. The presumption is therefore in favour of development subject to the planning considerations discussed below.
4.8.2	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. Significant weight is given to the planning history which is an important material consideration and establishes the principle of residential use and the scale and massing of development on the site. The site has an extant planning permission ( <b>LA04/2015/0668/F</b> ) for 96 residential units.
4.8.3	NIHE in their consultation response stated that the ‘ <i>There is currently no requirement for additional social housing at this location, however this proposal would be suitable for a form of intermediate housing</i> ’. The applicant has indicated that they would be willing to consider intermediate housing within the proposed development which is welcomed. However, there is currently no planning policy requirement to secure this.
4.9	<b>Scale, Height and Massing</b>
4.9.1	The proposed development comprises 72 apartments in 3 separate blocks. The height of the three blocks vary across the site. Blocks 1 and 2, situated in the northern and middle parts of the site are 6 storeys and block 3 situated in the southern part of the site is 5 storeys in height. The maximum height of Blocks 1 and 2 is 19.15m. Block 3 is a maximum height of 16.19m. The five and four storey shoulder heights of Blocks 1 and 3 generally align with the ridge height and upper heights of adjacent existing buildings to the north and south with substantial setbacks applied to the upper floors in both cases. Roof terraces providing communal amenity space are located on the top floors of each of the blocks.
4.9.2	There have been a number of previous development proposals for the site which established higher building height parameters compared with existing buildings along Stockman’s Way. These include applications LA04/2019/1615/F and LA04/2015/0668/F (refer to ‘Planning History’ Para 4.3 above for details). The maximum height of the proposed blocks is lower than the height of the most recent planning application for the site (LA04/2019/1615/F) which had a maximum height of 20m. The previous approval on the site (Ref: LA04/2015/0668/F) had a maximum height of 18.2m. The height of the proposed development is not substantially different from previous proposals for the site. 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 adjacent existing development.

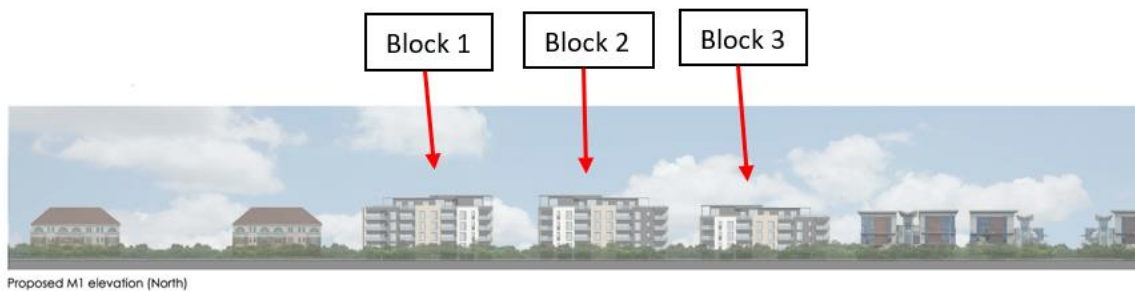
4.9.3

Gaps between the blocks as shown in the contextual elevation below reflect the existing pattern of development along Stockman's Way. The visual gaps between the blocks successfully breaks up the massing of the development and is an improvement on the previous development proposals for the site (Ref: LA04/2019/1615/F and LA04/2015/0668/F– see elevational drawings below).

4.9.4

The Urban Design Officer advises 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 on balance considered acceptable and in compliance with Policy QD1 of PPS 7.

### **Current Proposal**



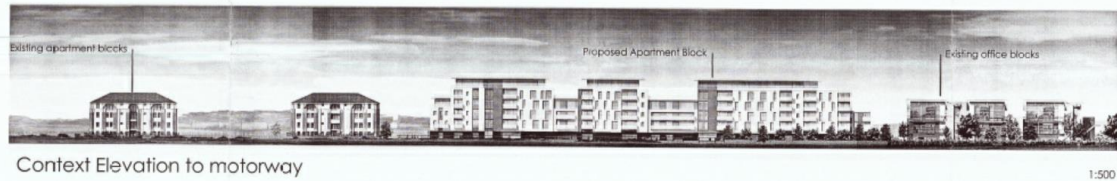
### **LA04/2019/1615/F – Elevations**



M1 Motorway Elevation



Stockman's Way Elevation

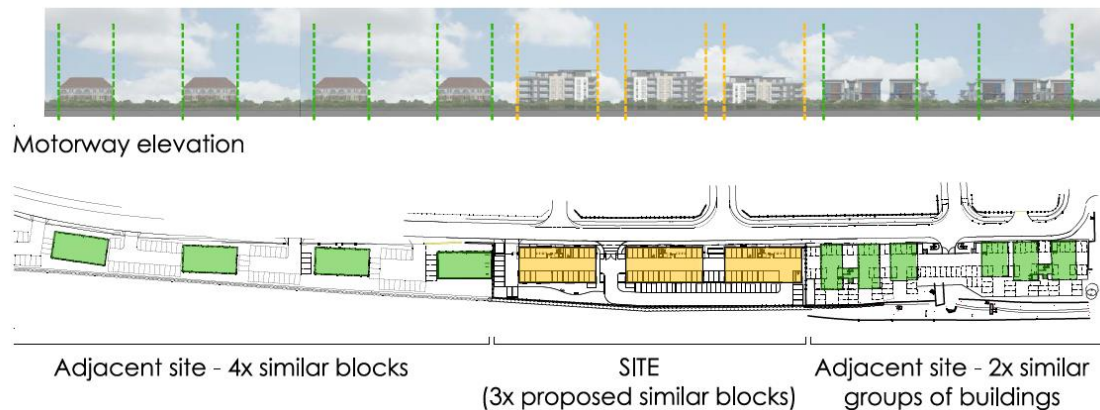
**LA04/2015/0668/F – Elevations**

M1 Motorway Elevations

**4.10 Design, Layout and Materials**

4.10.1 The layout of the blocks proposes uniform footprints for the three blocks on this linear site. The 'Design Concept' accompanying the application sets out the rationale for the proposed layout and states that *'The building footprint will follow the form of a previous approval for an Apartment building on this site, but instead of a linear block, the volume has been broken into three blocks to reduce the visual impact and ease the construction phasing.'*

4.10.2 The diagram below illustrates the layout of the proposed development in the context of existing development to the immediate north east and south west of the site. The proposed pattern of development seeks to broadly replicate existing adjacent development in terms of scale, massing and layout characterised by blocks with spaces between to facilitate access/parking arrangements. The layout of the proposed blocks is in keeping with that of the existing development in this regard and is considered appropriate in its context.



- 4.10.3 All three blocks comprise a series of vertical bays with recessed balconies along their edges which help to provide depth to the various facades and increase visual interest. The articulation of the Stockman's Way and M1 elevations also incorporates design elements including stepped roof profiles on each block, differing solid to void ratios across the elevations and a variety of complimentary materials. The combination of design features and materials across the development will create visual interest and successfully break up the massing of the blocks across the development both along Stockman's Lane and the M1 Motorway. The Urban Design officer considers that the architectural language across the scheme is modern and refined with the final design resulting in a collection of clean and contemporary buildings that include a degree of variation in their roof forms and finishes with obvious commonality between all blocks.
- 4.10.4 The design has sought to minimise the visual impact of parking at ground floor level. Each block includes a generously apportioned glazed entrance (with floating glass canopies) that will help to create a sense of arrival. The entrances include communal meeting area allowing for a reasonable length of active frontage along Stockman's Way on each block ensuring activity and animation at street level. The entrances to each block also propose storage areas for residents and direct access to parking and bin storage areas. The remaining length of the blocks at ground floor, behind which parking will be located, has been divided up using different materials including vertical stone cladding bands, louvres and render. Where possible louvred areas fronting the ground floor car park have also been reduced and screened with planting. The Urban Design 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 Each block is interspersed by recessed seating/planting areas, with landscape screening applied to stretches where ground floor parking is located. Columnar trees at either side of the vehicular access along with feature balconies between Blocks 1 and 2 will also help to frame this point.
- 4.10.6 The materials palette includes light brown/beige and off-white coloured stone cladding Dark grey render, dark grey metal cladding to penthouse, PPC aluminium grey windows, doors and entrance canopies, frameless glass balustrade system with clear, stone coping to stone cladding walls and are in keeping with developments in the surrounding area. The Urban Design Officers advises that the series of CGIs which have been provided show a number of key views along both the M1 Motorway and Stockman's Way and illustrate how the overall building composition and application of materials relates appropriately to surrounding context.



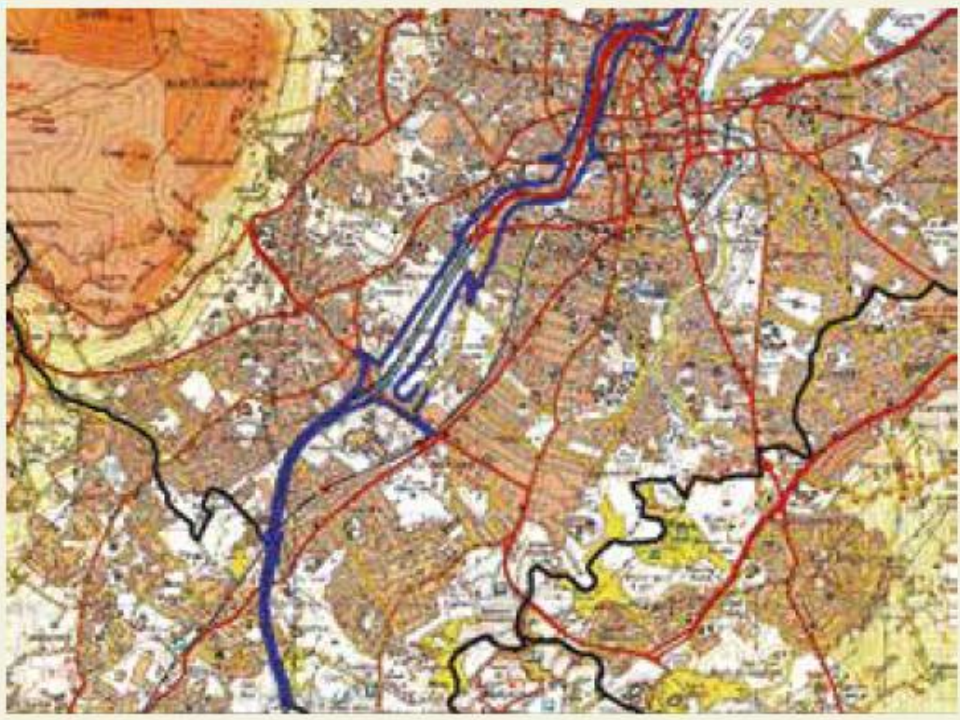
4.10.7	Vehicular and pedestrian access is proposed along Stockman's Lane between Blocks 1 and 2. Pedestrian access directly to the car park is also available adjacent to a recessed seating area between Blocks 2 and 3.
4.10.8	Balconies are provided along the Stockman's Way and M1 elevations for residential units providing private amenity space for prospective residents and in doing so will add visual interest to the proposed elevations.
4.10.9	The ground floor elevation facing the M1 Motorway Along is articulated with a series of vertical bands, render and louvres. The landscape strip between the building and the motorway along with the planted communal amenity area will effectively conceal most of the ground floor when viewed from the motorway.
4.10.10	The proposed design, layout and materials are considered acceptable and comply with the SPPS and Policy QD 1 of PPS 7.
4.11	<b>Impact on the surrounding area and amenity of neighbouring properties</b>
4.11.1	There are 5 residential buildings (apartment blocks) to the north of the site (Woodlands Manor and Musgrave Manor) which are also accessed off Stockman's Way. Four of the blocks (Musgrave Manor) are 4 storey and Woodlands Manor is 4 – 6 storeys high. One of the Musgrave Manor blocks sits immediately adjacent to the north eastern boundary of the proposed site and a separation distance of 12m is proposed between the existing and proposed residential blocks.
4.11.2	The north eastern elevation of the proposed block incorporates a narrow secondary living area window and bedroom window along with a corner terrace which wraps around part of the north eastern elevation and the eastern elevation (fronting Stockman's Way) with the door to the living area set back from the terrace.
4.11.3	The south western boundary of the adjoining Musgrave Manor residential block includes secondary living room window, bathroom and kitchen windows.
4.11.4	Whilst intervisibility is not uncommon in an urban context careful consideration has been given to potential intervisibility between the adjoining blocks and the design of the north eastern elevation has been changed during the processing of the application resulting in the layout of the terrace facing the M1 being amended to ensure that no adverse impact on existing residents in Musgrave Manor by way of overlooking will occur. The fifth floor is setback by 8m allowing for a greater separation distance from the adjoining Musgrave Manor residential block. The communal roof terrace is considered to be a sufficient distance away to ensure no adverse impact on residential amenity of occupants in Musgrave Manor by way of overlooking and noise.
4.11.5	The separation distance between the proposed block and the adjacent Musgrave Manor 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, noise and privacy. The relationship with the adjoining residential development is considered acceptable and complies with Policy QD 1 of PPS 7.
4.11.6	Block 3 proposed at the south western portion of the site will sit next to an existing office story block. The height of Block 3 (5 storeys) is lower than Blocks 1 and 2. The south western elevation of the proposed block 3 incorporates windows to serve bedrooms. Terraces are provided on each corner of this elevation with doors to serve living areas set back from the terraces. Doors to serve the living areas are also



	available on the elevation facing the M1 motorway and Stockman's Way. The separation distance between the proposed block and the adjoining office block is 8m.
4.11.7	The development is setback at the top floor to provide for communal amenity space for the residential occupiers. The setback will assist in ensuring that the proposed built development is not dominant adjacent to the existing office development. The proposed 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 residential use.
4.11.8	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. On balance it is considered that the proposal would not compromise the ability of the existing employment uses to continue their operations and it is the officer's view that the proposal is compatible with adjoining existing employment uses for the reasons set out above. The proposed development will not conflict with the employment uses in the surrounding area and complies with Policy PED 8 of PPS 4.
4.11.9	The proposal will result in the loss of the land last used for an economic development use. 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.
4.11.10	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 meet the criteria set out in PED 7 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.
4.11.11	A Site of Local Nature Conservation Importance (SLNCI) is located on the opposite side of Stockman's Way, to the to the east of the site. NIEA has raised no objection to the proposed development and it is considered that the proposal will have no adverse impact on the SLNCI and complies with PPS 2.
4.12	<b>Amenity/Open Space Provision/Landscaping</b>
4.12.1	<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 for all 72 apartments and in some cases two balconies have been provided for apartments. In addition, communal areas of open space are proposed on the rooftops of each of the blocks and a communal amenity area is provided to the rear of Block 01 at ground level. Overall an average of 30 sqm of amenity provision per unit (see breakdown below) has been proposed which accords with the upper limit (10 and 30 sqm) as recommended in Creating Places and is considered acceptable.</p> <ul style="list-style-type: none"> <li>• <i>Total private amenity provision from balconies – 1284sqm (17.8sqm per apartment)</i></li> </ul>

	<ul style="list-style-type: none"> <li>• <i>Total communal residential amenity provision from roof top terraces – 534 sqm</i></li> <li>• <i>Total communal amenity provision from ground floor area – 345 sqm</i></li> </ul>
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. In this case a generous level of amenity space has been provided and the exemption test is met.
4.12.3	The site is also in close proximity to an existing area of open space at Musgrave Park. The developer has agreed to provide a direct link from Stockman's Way to the public open space along with a financial contribution towards the delivery of improvements to the open space at Musgrave Park. 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 acceptable and is considered to satisfy Policy OS 2 and is in accordance with Developers Contributions Framework.
4.12.4	Landscaping proposals for the site include trees within the proposed communal amenity area, planting along Stockman's Way and trees between Block 2 and 3. Street furniture and ornamental shrubs have been incorporated within setback areas along the Stockman's Way elevation, which together with the glazed entrances to the three blocks help enliven and activate this primary frontage. The agent has advised that the type of paving proposed to the rear of the site will function as a sustainable drainage system allowing the flow of water through the surface to prevent ponding and reducing the risk of flooding. The landscaping proposals have been assessed by the Tree officer and Urban Design officer who raise no objections subject to conditions.
4.13	<b>Space Standards</b>
4.13.1	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.
4.13.2	<p>The proposed breakdown of units is set out as follows:</p> <ul style="list-style-type: none"> <li>• 22 No. 1 bed apartments</li> <li>• 44 No. 2 bed apartments</li> <li>• 6 No. 3 bed apartments</li> </ul>
4.13.3	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. The 1 bedroom apartments proposed are 53sqm and fall within the recommended design standards.
4.13.4	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. The 2 bedroom apartments proposed range from 71sqm to 77sqm and fall within or exceed the 2 bedroom recommended range.

4.13.5	The Space standards referred to above set out that the design standards for a 3 bedroom apartment ranges from 75/80 sqm for a 3 bedroom 4 person apartment, 80/85 sqm for a 3 bedroom 5 person apartment and 85/90 for a 3 bedroom 6 person apartment. The 3 bedroom apartments proposed range from 101sqm to 110sqm and exceed the 3 bedroom recommended range.
4.14	<b>Access, Traffic and Parking</b>
4.14.1	Vehicular and pedestrian access to the site is proposed from Stockman's Way between Block 1 and 2. Pedestrian access points are proposed at the entrance to each block and also between Blocks 2 and 3.
4.14.2	Parking for 94 car parking spaces including 4 disabled spaces is proposed at ground level within and around the blocks. 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. DFI Roads consider the level of parking acceptable. Green travel measures have also been secured to support the development and include the implementation of a travel plan, provision of travel cards for 3 years for each unit, provision of 2 dedicated car club spaces and discounted membership (50%) of a car club scheme for a period of 3 years for each unit.
4.14.3	The objection received raised concerns regarding traffic impact. DFI Roads has advised that they having considered the travel plan and green travel measures they have no objection to the proposed traffic impact, parking or access arrangements. Significant weight is given to the advice of the statutory consultee on this matter.
4.15	<b>Water/Sewerage Infrastructure</b>
4.15.1	The objection received raised concerns regarding the existing capacity of sewage to serve the development. NI Water has confirmed that there is a public water supply and surface water sewer within 20m of the site which have capacity to serve this proposal subject to an application to connect. They further advise that whilst the existing foul sewerage network is currently operating above design capacity, connection of the proposed development can be approved on the basis of the extant previously approved development ref LA04/2015/0668/F. Significant weight is given to the advice of the statutory consultee on this matter. In addition, Rivers Agency and NIEA have recommended conditions to ensure that details of sewage disposal (with appropriate consents) and final drainage assessment are submitted to and approved by the Council in advance of commencement of development as set out below.
4.16	<b>Contaminated Land</b>
4.16.1	Environmental Health has reviewed the Generic Quantitative Risk Assessment (GQRA) submitted with the application and advise that soil, groundwater and gas monitoring investigations have taken place to inform the assessment. EH response advises that the <i>GQRA concludes that "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> .

4.16.2	EH offer no objections subject to conditions seeking submission of a Verification report demonstrating the successful completion of remediation works and that the site is fit for end-use (residential without plant uptake).
4.17	<b>Noise</b>
4.17.1	Environmental Health has reviewed the Noise Impact Assessment (NIA) submitted with the application and advise that due to the proximity of the proposed development to the M1 motorway and the Stockman's Way road network the most significant source of noise was found to be road traffic.
4.17.2	EH offer no objections subject to conditions seeking a Noise Verification Report, demonstrating implementation of the noise mitigation measures as set out in the NIA; installation of a window system and ventilation system to habitable rooms so as to ensure that internal noise levels within any proposed habitable rooms or the residential amenity space shall not exceed appropriate specified noise levels.
4.18	<b>Air Quality</b>
4.18.1	The site falls within the M1- Westlink Air Quality Management Area which is identified in the map below.
	
4.18.2	Environmental Health (EH) has reviewed the Air Quality Impact Assessment (AQIA) carried out by RPS which accompanies the application. EH response states that ' <i>RPS have concluded that as the predicted annual-mean NO2 and PM10 concentrations at the façades of the residential development are below their relevant AQS objectives; as such, the air quality effect of exposure on future occupants is considered by EPUK/IAQM criteria to be "not significant". On that basis, no mitigation is considered necessary</i> '.

4.18.3	The response also advises that ' <i>RPS have reported that the contribution of emissions from any proposed gas fired units are not likely to be significant in terms of nitrogen dioxide concentrations</i> '.
4.18.4	Environmental Health have offered no objection on Air Quality grounds and recommend a condition to ensure that details of any proposed combustion plant for heating and hot water provision are submitted and adequately assessed.
4.19	<b>Construction Impacts</b>
4.19.1	Environmental Health recommend a condition seeking the submission of a final Construction Environmental Management Plan (CEMP) to include measures to control noise, dust and vibration during the site preparation and construction phases.
4.20	<b>Habitats Regulation Assessment</b>
4.20.1	Belfast City Council in its role as the competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended), and in accordance with its duty under Regulation 43, has adopted the Habitats Regulation Assessment report, and conclusions therein, prepared by Shared Environmental Service, dated 10/06/2021. This found that the project would not be likely to have a significant effect on any European site.
4.21	<b>Developer Contributions and Obligations</b>
4.21.1	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.
4.21.2	The proposed link to Musgrave Park will provide a direct access to/from Stockman's Way and significantly improve connectivity to the existing area of open space and to the wider area and support a sustainable movement pattern.
4.21.3	In order to mitigate the impacts of reduced level of parking, the following planning obligations are considered necessary to make the development acceptable. These will also be secured by means of a Section 76 planning agreement. <ul style="list-style-type: none"> <li>• Implementation of Travel Plan and review for a period of 3 years;</li> <li>• Travel Card for each unit for a period of 3 years;</li> <li>• 2 dedicated Car Club spaces;</li> <li>• Discounted Membership of a car club (50%) for each residential unit for a period of 3 years.</li> </ul>
4.21.4	The Section 76 will also secure the management of open space areas within the site. The planning obligations will be included as part of the planning permission by means of a Section 76 planning agreement. These are directly related to the development and will mitigate the requirement to improve connectivity and secure sustainable transport measures for the development and are considered necessary to make it acceptable.
4.22	<b>Pre- Application Community Consultation</b>



4.22.1	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 15 <sup>th</sup> October 2020 (LA04/2020/2073/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 consultation with the South Belfast Partnership Board should take place. The Pre-Application Community Consultation (PACC) online event ran from 16th November 2020 until 18th December 2020 and facilitated feedback through a dedicated website.
4.22.2	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 600 packs containing an information leaflet on the proposed development and incorporating comment card and details of the consultation website were distributed to homes and businesses within a 200 metre radius of the proposed development. In addition, the PACC confirms that all elected representatives including local councillors, MLAs, the MP for the area and a local sports club were notified about the consultation process and elected representatives were invited to be briefed on the proposals.
4.22.3	The report states that issues raised related to the road width and the volume of traffic in the area at peak times and advises that the applicant is aware of these concerns and is working to help address the issues raised within their application. Other issues raised related to provision of a small community hub within the development. The PACC report also states that the <i>'development team is committed to ongoing consultation during the planning application submission phase. Local listening has not ceased but is being openly encouraged throughout this process'</i> .
4.22.4	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.

**Neighbour Notification Checked**

Yes

**Summary of Recommendation:**

Having regard to the development plan, relevant policy context and other material considerations including the planning history, the proposal for a residential development of 72 apartments and associated parking, landscaping and road widening along Stockman's Way is considered acceptable and approval is recommended subject to conditions and a section 76 planning agreement.

It is recommended that planning permission is granted subject to conditions with delegated power 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.

**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 and samples and sample panels of all external finishes shall be submitted to, 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 on Drawing No. 07A – Proposed Landscape Plan published by Belfast City Council on 23 June 2021. The works shall be carried out prior to the occupation of the development unless otherwise agreed in writing by the Council and Planning Service informed within 2 weeks of completion of the works so that a site inspection can be carried out. 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. Notwithstanding the details set out on Drawing No. 07A – Proposed Landscape Plan published by Belfast City Council on 23 June 2021 details of a permeable surfacing material for the car parking areas and communal amenity area at ground level shall be submitted to and agreed in writing by the Council prior to commencement of the development hereby approved. The development shall not be carried out unless in accordance with the approved details.

Reason: In the interests of visual amenity and to facilitate run-off from the site.

5. All trees and planting within the site shall be retained unless shown on the approved drawings as being removed. Any retained trees or planting indicated on the approved drawings which become seriously damaged, diseased or dying, shall be replaced during the next planting season (October to March inclusive) with other trees or plants of a location, species and size to be first approved in writing by the Council.

Reason: In the interests of visual amenity.

6. Prior to any work commencing all protective barriers (fencing) and ground protection is to be erected or installed as specified in British Standard 5837: 2012 (section 6.2) on any trees / hedging to be retained within the site, and must be in place before any materials or machinery are brought onto site for demolition, development or soil stripping. Protective fencing must remain in place until all work is completed and all associated materials and equipment are removed from site.

Reason: To ensure the protection of, and to ensure the continuity of amenity afforded by any existing trees to be retained within the site and on adjacent lands.

7. The landscaping works hereby approved shall not be carried out unless in accordance with the Landscape Management and Maintenance Plan published by Belfast City Council on 30/07/21.

Reason: To ensure that landscaping is satisfactorily safeguarded, managed and maintained in the long term /in perpetuity in the interest of the local area and visual amenity offering.

8. Prior to the occupation of the proposed development, the applicant shall provide to and have agreed in writing by the Planning Service, a Verification Report. This report must demonstrate that the remediation measures outlined in the WYG Environment and Planning (Northern Ireland) Limited report entitled 'Generic Quantitative Risk Assessment (GQRA), Stockmans Way, Belfast, Project No. B025620, Coogan & Co Architects Ltd, December 2020' 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.

9. If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with best practice. In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be submitted to and approved in writing by the Council, prior to the development being occupied. If required, the Verification Report shall be completed by competent persons in accordance with best practice and should present all the remediation, waste management and monitoring works undertaken and demonstrate the implementation and effectiveness of the works in managing all the risks and wastes in achieving the remedial objectives.

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

10. Prior to occupation of the proposed development, the applicant must submit to planning service, for review and approval in writing, a Noise Verification Report. The Verification Report shall demonstrate the following:
  - (a) that the noise mitigation measures as presented in section 5 of the RPS Noise Impact Assessment for Proposed development at lands between 43 Stockman's Way, Belfast, Document no. NI2038/F01 Dated: March 2021 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 dBLAeq (16hrs) at any time between 07:00hrs and 23:00hrs within any habitable room, with the windows closed and alternative means of acoustic ventilation provided.
- Not exceed 30dBLAeq (8hrs) 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.
- Not exceed 45dBLAmax 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.

(c) That the noise level within the residential amenity space provided by the roof terraces does not exceed 50 - 55 dB LAeq.

(d) That the rating level (dBLAr,T) from the operation of any installed plant and equipment does not exceed the lowest background LA90 (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.

11. Prior to commencement of development on site, site clearance or site preparation, a final Construction Environmental Management Plan (CEMP) shall be submitted at least 8 weeks prior to commencement of development and approved in writing by the Council. The CEMP shall include measures to control noise, dust and vibration during the site preparation / 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 shall incorporate the dust mitigation measures as outlined Section 6 of The RPS Air Quality Impact Assessment (AQIA), Residential Development, Stockman's Way, Belfast, Ref: NI2038 March 2021.

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 (CEMP) shall include a Construction Method Statement (CMS), for works in, near or liable to affect any waterway as defined by the Water (Northern Ireland) Order 1999.

The development shall be carried out in accordance with the approved details.

Reason: Protection against adverse construction impacts and to ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.

12. Prior to commencement of the hereby permitted development, the applicant must submit final specification details for combustion plant, including emission rates and flue termination heights, of the proposed combustion system for heating and hot water. The submission must demonstrate that there will be no significant adverse air quality impacts associated with the operation of the proposed combustion plant. Cognisance should be given to the proposed use of the roof top recreation/amenity spaces with regard to the location of combustion plant outlets.

Reason: Protection against adverse human health effects.

13. No development shall take place until the method of sewage disposal has been agreed in writing with Northern Ireland Water (NIW) or a Consent to discharge has been granted under the terms of the Water (NI) Order 1999 and such agreed details have been submitted to and approved by the Council.

The development shall be carried out in accordance with the approved details.

Reason: To ensure protection to the aquatic environment.

14. Prior to the commencement of development, a final drainage assessment, compliant with Annex D of PPS 15 and Sewers for Adoption Northern Ireland 1st Edition, and containing a detailed drainage network design including a demonstration of how out of sewer flooding will be safely managed shall be submitted to and approved in writing by the Council.

The development shall be carried out in accordance with the approved details.

Reason – In order to safeguard against surface water flood risk to the development and manage and mitigate any increase in surface water flood risk from the development to elsewhere.

15. The vehicular access, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing No 20-138-PSD01 uploaded by Belfast Planning Service to EPIC 6/7/21, prior to the commencement 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.

16. No dwelling shall be occupied until hard surfaced areas have been constructed and permanently marked in accordance with the approved plan. These facilities shall be permanently retained.

Reason: To ensure acceptable parking facilities on the site.

17. No apartment shall be occupied until provision has been made for cycle parking in accordance with the approved plan. These facilities shall be permanently retained.

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

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



19. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

The Department hereby determines that the width, position and arrangement of the streets, and the land to be regarded as being comprised in the streets, shall be as indicated on Drawing No:20-138-PSD01 bearing the Department for Infrastructure determination date stamp 4/8/21.

Reason: To ensure there is a safe and convenient road system to comply with the provisions of the Private Streets (Northern Ireland) Order 1980.

20. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

No part of the development hereby permitted shall be occupied until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing No:20-138-PSD01 bearing the date stamp 4/8/21. The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

Reason: To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

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

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

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

#### **Notification to Department (if relevant) Not Required**

Date of Notification to Department: N/A

Response of Department: N/A

**Representations from Elected Members:** None

<b>ANNEX</b>	
<b>Date Valid</b>	10th March 2021
<b>Date First Advertised</b>	2nd April 2021
<b>Date Last Advertised</b>	
<b>Details of Neighbour Notification</b> (all addresses) The Owner/Occupier, 1st Floor Office,41 Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET The Owner/Occupier, 1st Floor,39 Stockmans Way,Belfast,Antrim,BT9 7ET The Owner/Occupier, 2nd - 3rd Floors,39 Stockmans Way,Belfast,Antrim,BT9 7ET The Owner/Occupier, 33b ,Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET The Owner/Occupier, 35a ,Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET The Owner/Occupier, 37 Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET The Owner/Occupier, 43 Stockmans Way,Belfast,Antrim,BT9 7ET The Owner/Occupier, 45 Stockmans Way,Belfast,Antrim,BT9 7ET The Owner/Occupier, Apartment 14a, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 14b, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 14c, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 14d, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 15a, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 15b, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 15c, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 15d, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 16a, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 16b, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 16c, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 16d, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 17a, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG The Owner/Occupier, Apartment 17b, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG	

The Owner/Occupier, Apartment 17c, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG  
 The Owner/Occupier, Apartment 17d, Musgrave Manor, 49 Stockmans Way,Belfast,Antrim,BT9 7GG  
 The Owner/Occupier, Automation Control 22 Stockman's Way, Belfast, BT9 7JU  
 The Owner/Occupier, DSM 30 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Glenhill Merchants, Musgrave Park Industrial Estate, Unit 1 Stockman's Way Belfast, BT9 7ET  
 The Owner/Occupier, JJ Hennebry \_ Sons Ltd, Unit 1,Musgrave Park Industrial Estate,26 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Musgrave Business Centre,45 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Musgrave Park Business Centre,Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Musgrave Park Industrial Estate,21 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Office 1 (1st Floor),35 Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Office 1st Floor,33a ,Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Office 2nd & 3rd Floor,33b ,Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Offices 2nd & 3rd Floor (Unit 5b),35a ,Stockmans Way,Musgrave Park Industrial Estate,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 1,23 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 1,43 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 1,45 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 1,Musgrave Park Industrial Estate,21 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 1a,Musgrave Park Industrial Estate,26 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 1b,Musgrave Park Industrial Estate,26 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 2,23 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 2,Musgrave Park Industrial Estate,21 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 2,Musgrave Park Industrial Estate,26 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 3,Musgrave Park Industrial Estate,21 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 3,Unicom House,23 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 4,Musgrave Park Industrial Estate,21 Stockmans Way,Belfast,Antrim,BT9 7ET  
 The Owner/Occupier, Unit 4a,43 Stockmans Way,Belfast,Antrim,BT9 7ET  
 Conor Flynn

<b>Date of Last Neighbour Notification</b>	23 <sup>rd</sup> June 2021
<b>Date of EIA Determination</b>	1st April 2021
<b>ES Requested</b>	No