

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: Thursday 21 st October 2021	
Application ID: LA04/2020/1943/F and LA04/2020/1944/LBC	
Proposal: Residential conversion of the existing listed warehouses to form 57 residential units (1 to 3 bed units, including 60% social and affordable to include a minimum of 20% social housing.	Location: 3-19 (Former Warehouse) Rydalmere Street Belfast BT12 6GF.
Referral Route:	Major Application
Recommendation:	Approval subject to Section 76 planning agreement
Applicant Name and Address: Cubic 3 Ava Gallery Clandeboyne Estate Bangor BT19 1RN	Agent Name and Address: Richard Murphy Architects The Breakfast Mission 15 Old Fishmarket Close Edinburgh EH1 1AE
Executive Summary: The application relates to a former factory site comprising three Use Class B2 listed buildings and seeks full planning permission for their conversion to 57 apartments. In addition to the 51 apartments in the converted buildings, there are to be 6 new build apartments. The main issues to be considered in this case are: - The principle of housing at this location - The impact on Built Heritage and Archaeological interests - The design and layout of the proposal - Transportation including parking provision and impact on road safety - The impact on amenity of nearby residents and businesses - Waste management - Human health - Drainage and flood risk - Natural Heritage - The consideration of Developer Contributions The site is located within the development limit of Belfast in the BUAP 2001 and Draft BMAP 2015 (dBMAP, both versions). It is un-zoned, white land under dBMAP (both versions). The site is located within a draft Area of Townscape Character (BT041 Donegall Road (Village). As the site is within the development limit and taking into account the site context and that the proposal will bring these Listed Buildings back into viable use, the principle of housing at this site is acceptable subject to consideration of other regional planning policies. Consultees including DfC HED, DAERA NIEA, Northern Ireland Housing Executive and NI Water have no objection to the proposal subject to conditions. DfI Roads has presented	

concerns regarding road safety and traffic progression as a result of insufficient parking. However, they have also provided conditions and informatives should the Council view that the development is acceptable. Their consultations are detailed in the main body of the report.

29 no representations were received, the majority of which were received prior to the change in proposed tenure of the development to affordable housing. However, there are some recent objections and letters of support all of which are considered under section 7.2 of the report.

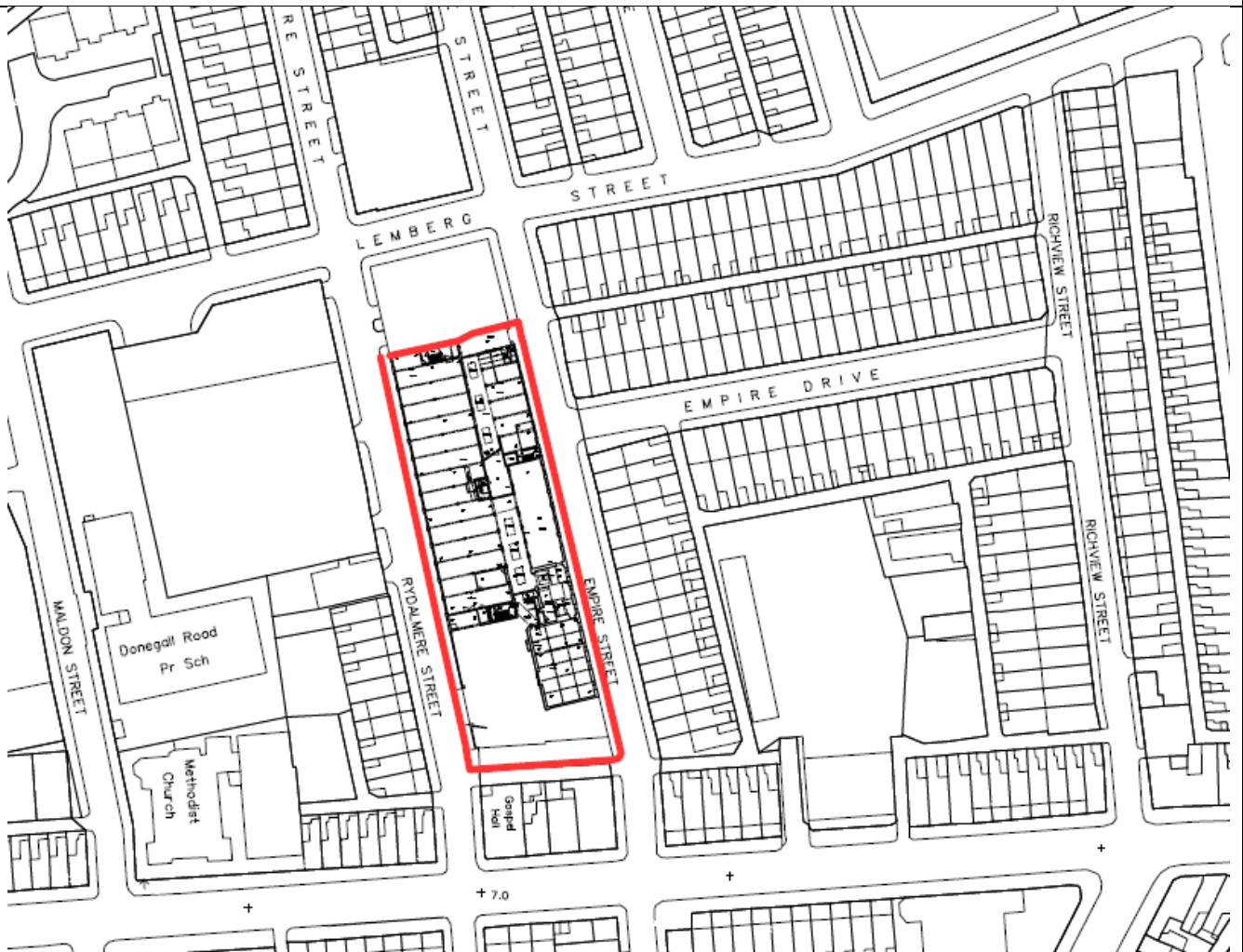
DFI Road's concerns about insufficient parking, traffic progression and road safety must be balanced against the characteristics of the site, its sustainable location and the significant benefits of the scheme, notably that it will bring these important listed buildings back into viable use, deliver much needed affordable housing and will have regeneration benefits for the area.

Having regard to the Development Plan and relevant material considerations, on balance, the proposed development is considered acceptable.

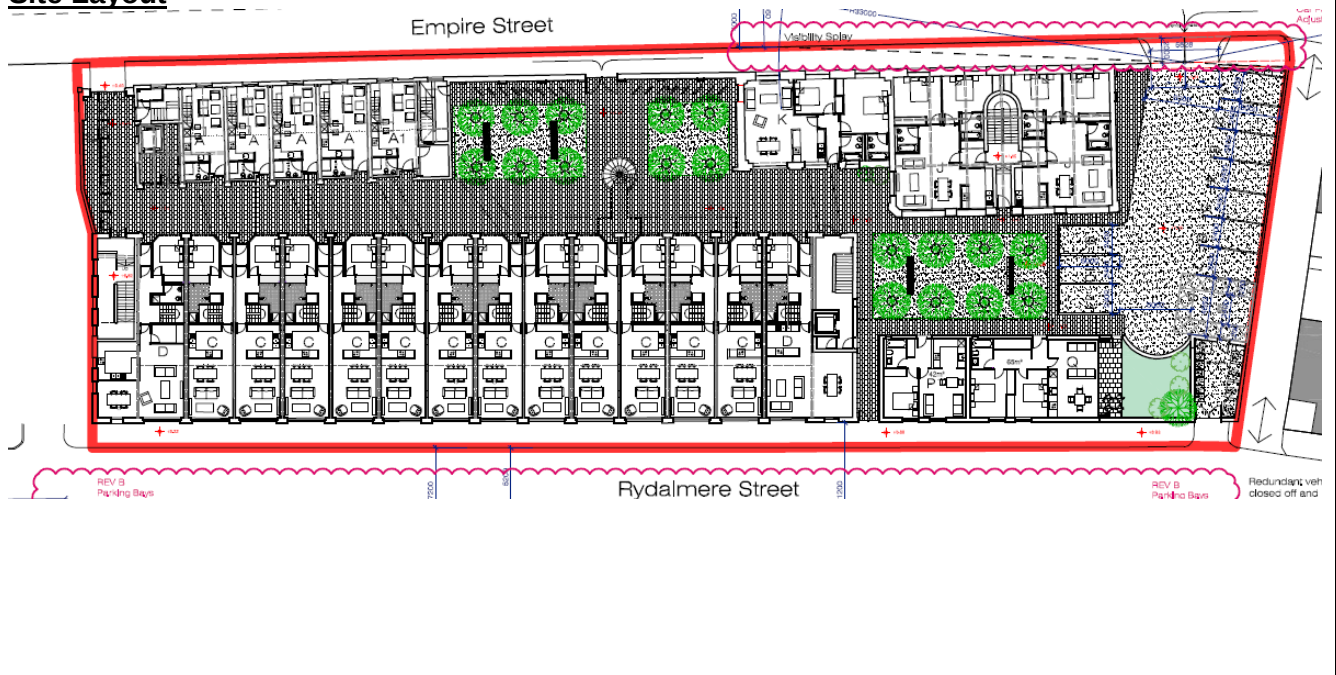
It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement. Delegated authority to the Director of Planning and Building Control to finalise these. However, before a decision is made, in view of the objection from DFI Roads and position of NI Water, the Department for Infrastructure will need to be notified of the application who will decide whether to call it in and determine it itself.

Case Officer Report

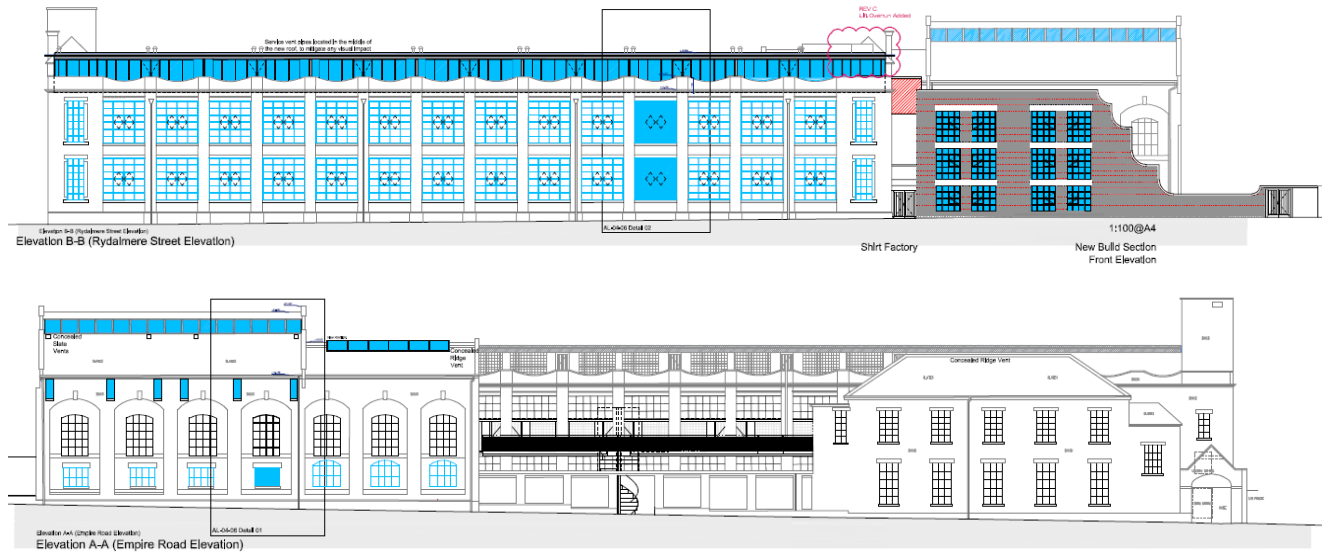
Site Location Plan



Site Layout



Elevations



3D Views



Characteristics of the Site and Area	
1.0	<u>Description of Proposed Development</u>
1.1	The proposal seeks full permission for 57 apartments over 4 blocks. It is proposed to convert the main factory buildings, which will comprise the majority of apartments (51 apartments). A new build element is also proposed on the western elevation (Rydalmere Street) (6 apartments).
1.2	The proposed conversion works involve minimal alterations externally other than the addition of the walkways and setback storey to one of the buildings
1.3	An internal street is created within the development and there are two areas of open space located between the two eastern blocks and in front of the small new build development.
1.4	There are pedestrian entrances from both Rydalmere Street and Empire Street. 11 no. in-curtilage parking spaces (with access of Empire Street) are proposed as well as bin store.
2.0	<u>Description of Site and Area</u>
2.1	The application site is located off the Donegall Road and is situated between Empire Street and Rydalmere Street.
2.2	The existing buildings were built between 1917 and 1920 and form a series of red brick industrial structures with stone details and are Grade B2 listed. There are a number of infill structures and single storey buildings in amongst the three listed buildings.
2.3	The factory has been vacant since approximately 2009 when operations for the company moved to another location.
2.4	The site is situated within a draft Area of Townscape Character.
2.5	The site is close to the Donegall Road which is characterised by a mixture of dwellings, community uses and shops/services.
2.6	The surrounding streets are predominantly residential but there is a distinct presence of manufacturing with several factories in close proximity to the site.
Planning Assessment of Policy and other Material Considerations	
3.0	Planning History
3.1	Ref ID: LA04/2020/1064/PAN Proposal: Change of use of former warehouse to 57 residential units Address: 3-19 Rydalmere Street, Belfast, BT12 6GF, Decision: PAN Acceptable Decision Date: 17.07.2020
4.0	Policy Framework
4.1	Belfast Urban Area Plan 2001 (BUAP) Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)
4.2	Regional Development Strategy Strategic Planning Policy Statement for Northern Ireland (SPPS)

	Planning Policy Statement 2 – Natural Heritage Planning Policy Statement 3 – Access, Movement and Parking Planning Policy Statement 4 – Planning and Economic Development Planning Policy Statement 6 – Planning, Archaeology and the Built Environment Planning Policy Statement 7 – Quality Residential Environments PPS7 addendum – Safeguarding the Character of Established Residential Areas Planning Policy Statement 8 – Open Space Planning Policy Statement 12 – Housing in Settlements Planning Policy Statement 15 – Planning and Flood Risk Creating Places: Achieving Quality in Residential Developments (2000) Parking Standards (former Department of Environment) Developer Contribution Framework (adopted 2020)
5.0	<u>Statutory Consultees</u> DFC HED – no objection subject to conditions DFI Roads – objection due to lack of in-curtilage parking with resulting impact on traffic progression and highway safety. DFI Rivers – no objection subject to condition DAERA NIEA Natural Heritage – no objections DAERA NIEA Land, Soil, and Air – no objections subject to conditions DAERA NIEA Historic Buildings – no objections subject to conditions NI Water – no objection subject to condition
6.0	<u>Non-Statutory Consultees</u> BCC Environmental Health – no objections subject to conditions and informatives BCC Tree Officer – no objections subject to conditions Northern Ireland Housing Executive – have indicated there is social housing need in the vicinity and they welcome 60% affordable housing with a minimum of 20% social housing
7.1	<u>Statutory Consultation</u>
7.1.1	The scheme was first advertised on 16 th October 2020 and readvertised on 20 th April 2021
7.1.2	Neighbour notifications were initially issued on 21 st October 2020 and re-notified of amendments to the scheme on 27 th January 2021 and 24 th March 2021.
7.2	<u>Representations</u>
7.2.1	29 representations were received. Of these 3 are letters of support while 27 are objections.
7.2.2	Letters of support have been received from Cllr Tracy Kelly, Christopher Stalford MLA and The Greater Village Regeneration Trust. They all welcome the 60% affordable housing and stress the need to ensure this is secured via condition. The applicant has already agreed to enter into a Section 76 planning agreement to secure the requirement for affordable housing along with green travel measures and any other matters deemed necessary.
7.2.3	The objections are summarised as below: a) Traffic, parking provision, road safety and congestion b) Inaccuracy of parking report c) Inadequacy of bus service d) Inappropriate alterations to the listed buildings e) Out of keeping with the Area of Townscape Character f) Development being out of character g) Increase in height creating 'cold streets', inappropriate scale and dominance h) Lack of engagement by the developer i) Insufficient separation distance between the proposal and nearby properties j) Apartments being out of keeping with the character of the area

7.2.4	k) Loss of light l) Noise, congestion and dust m) Lack of affordable housing n) Impact on sewage and water pressure o) Full consultation was not undertaken These issues are dealt with in the main body of the report save for the following: (g) (k) The increased height of the proposal is negligible as the scale of the buildings is remaining largely the same with the exception of the setback floor which will not result in unacceptable overshadowing. o) Consultation has been undertaken in accordance with the legislative requirements, namely advertising the application in the local press, notifying neighbours by letter and making information about the application available on the NI Planning Portal. The application has been readvertised following the amended description. It is understood that the applicant has held further meetings with elected representatives.
8.0	<u>ASSESSMENT</u> 8.1 <u>Development Plan</u> 8.1.1 Section 45 (1) of the Planning Act (NI) 2011 requires the Council to have regard to the Development Plan, so far as material to the application and to any other material considerations. Section 6 (4) of the Planning (Northern Ireland) 2011 Act states that in making any determination under the said Act, regard is to be had to the local development plan, and that the determination must be made in accordance with the plan unless material consideration indicate otherwise. 8.1.2 Following the Court of Appeal decision on dBMAP 2015 (v2014) in May 2017, the extant development plan is now the Belfast Urban Area Plan 2001. However, given the stage at which draft BMAP 2015 (v2014) had reached pre-adoption through a period of independent examination, the policies within it still carry weight and are a material consideration in the determination of planning applications. The weight to be afforded is a matter of judgement for the decision maker. Given the advanced stage that draft BMAP 2015 reached (i.e. pre-adoption following a period of independent examination), and that the main areas of contention were policies relating to Sprucefield Shopping Centre, dBMAP 2015 (v2014) is considered to hold significant weight. 8.1.3 The site is within the development limit and un-zoned white land under the BUAP and both versions of BMAP. 8.1.4 It is considered that the main issues relevant to the consideration of this application are: • The principle of housing at this location • The impact on Built Heritage and Archaeological interests • The design and layout of the proposal • Transportation including parking provision and impact on road safety • The impact on amenity of nearby residents and businesses • Waste management • Human health • Drainage and flood risk • Natural Heritage • The consideration of Developer Contributions

8.2	<u>The principle of residential development at this location</u>
8.2.1	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 development limit and is un-zoned “white land” in the BUAP and draft BMAP 2015 (both versions). The presumption is therefore in favour of development subject to the planning considerations discussed below.
8.3	<u>Loss of employment land</u>
8.3.1	The surrounding context is predominantly traditional terrace housing albeit there are some commercial uses. As the site is occupied by an existing manufacturing building (Class B2), Policy PED7 (Retention of Zoned Land and Economic Development Uses) of PPS4, ‘Planning and Economic Development’, applies.
8.3.2	The second part of Policy PED7 relates to the protection of un-zoned employment land. It lists a number of criteria against which a loss of employment land may be acceptable and only one criterion needs to be satisfied.
8.3.3	The proposal is considered to satisfy criterion (f) in that the proposed use ‘... <i>would secure the long-term future of a building or buildings of architectural or historical interest or importance, whether statutorily listed or not</i> ’. The loss of employment land is therefore considered acceptable. Consideration of the desirability of safeguarding future of the listed buildings and the effect of the proposals on this listed building are dealt is expanded upon later in the report.
8.4	<u>Delivery of affordable housing</u>
8.4.1	The applicant is proposing that a minimum of 60% of the proposed 57 apartments are provided as affordable housing including a minimum 20% as social housing. Ostensibly this is to help mitigate the reduced level of in-curtilage parking which is proposed as part of the scheme. But it also helps to address some of the objections from local people. Northern Ireland Housing Executive (NIHE) has been consulted on the application and confirms the significant unmet need for affordable housing in the area. It advises that there is a waiting list of 153 (comprised of families, singles and families). Of those, 103 are considered to be in housing stress. The provision of social housing will not only provide for those in housing stress but do so with the benefit of those living in an historic building and local asset. NIHE is supportive in principle of the applicant’s proposals to provide affordable housing. This adds weight to the case for granting planning permission.
8.5	<u>Regeneration and other considerations</u>
8.5.1	The proposal is for new housing in a sustainable location with good access to shops, services, public transport and employment. The proposal would make effective use of a brownfield site (previously developed land).
8.5.2	The site has been redundant for over 10 years and the buildings are in disrepair. This is a large and important site and the proposal will help to regenerate the site and wider area. These factors also support the case for granting planning permission.
8.6	<u>Design and layout</u>
8.6.1	Paragraphs 4.11 and 4.12 of the SPPS require the safeguarding of residential and work environs and the protection of amenity. Paragraphs 4.13-8 highlight the importance of creating shared space, whilst paragraphs 4.23-7 stress the importance of good design. Paragraphs 4.18-22 states that sustainable economic growth will be supported. The SPPS states the majority of PPSs remain applicable under ‘transitional arrangements’, including PPS 3. The SPPS states that PPS3, 7 and 12 remain applicable under ‘transitional arrangements’.

8.6.2	PPS 7 relates to quality in housing developments. PPS 7 objectives place emphasis on achieving quality residential development not only in terms of respecting local character and amenity of established residential areas, but also the developments themselves should be attractive for prospective residents. QD1 lists 9 criteria with which all proposals for residential development must comply. PPS12, DCAN 8 and Creating Places relate to housing developments and are also material considerations. The PPS7 addendum "Safeguarding the Character of Established Residential Areas" is also a material consideration and includes three policies LC1-3.
8.6.3	<u>Criterion (a)</u> of QD1 of PPS 7 requires the development to respect the surrounding context and to be appropriate in terms of layout, scale, massing, appearance and surfacing. The scale of buildings has been established for over 100 years and the addition of a small 3-storey block as well as one setback floor to the main building is considered appropriate.
8.6.4	<u>Criterion (b)</u> requires features of the archaeological and built heritage, and landscape features are identified and, where appropriate, protected and integrated in a suitable manner into the overall design and layout of the development. This criterion is considered to be satisfied and heritage considerations are dealt with at paragraph 8.7 of the report.
8.6.5	<u>Criterion (c)</u> requires adequate provision for public and private open space and landscaped areas as an integral part of the development. PPS 8, Policy OS2 Public Open Space in New Residential Development recommends at least 10% of the site is provided as public open space. There is approximately 130.7 sqm of private amenity space in the form of terraces and gardens which averages 2.2 sqm per unit. However, there is 657 square metres of paved courtyards, gardens and external terraces as well as a shared second floor terrace of 87 sqm. Therefore, the total shared private amenity space is 744 square metres (an average of 13sq metres per unit). This is within range of the standard set out in <i>Creating Places</i> of 10-30 sqm. Since this is a conversion scheme it would not be possible to provide 10% of the site as Public Open Space as required by Policy OS 2. However, given the overriding benefits of the proposal in terms of bringing these important listed buildings back into use together with the provision of much needed affordable housing, this is considered acceptable in this case.
8.6.6	<u>Criterion (d)</u> relates to the provision of local neighbourhood facilities. The site has good access to a range of facilities including a school, a cab company, newsagents, café, pharmacies, SureStart, dental surgery and numerous places of worship. The site is located 0.6 miles from Sandy Row which is within the City Centre as designated by the dBMAP. It is considered that there are sufficient neighbourhood and community facilities on the Donegall Road and in the surrounding area.
8.6.7	<u>Criteria (e) and (f)</u> require adequate and appropriate provision for parking, walking and cycling in conjunction with the policy requirements of PPS 3: Traffic Movement and Parking. The site is located approximately 0.6 miles from Sandy Row and the edge of the City Centre (about a 15 minute walk). The site is serviced by several bus routes, including the No. 9 service which runs every 10 minutes at peak times. The bus stops are located within an estimated two minutes' walk. The Travel Plan seeks to promote modal shift away from car use and proposes a suite of green travel measures including membership of Belfast Bikes, access to Translink Travel Cards and also membership of a Car Club. These provisions will be secured via the Section 76 planning agreement. Parking provision is assessed in detail later in the report.
8.6.8	<u>Criterion (g)</u> relates to design and materials. The proposed conversion is considered sensitive to the character and appearance of the original buildings. The design of the proposed new build is also sensitivity handled and would be in keeping with the existing buildings. The proposed design and materials are considered appropriate.

8.6.9	<u>Criterion (h)</u> deals with the impact the development may have on adjacent land uses and residents taking into account the proposed layout, existing and proposed boundary treatments and separation distances. The extant use as a factory would arguably have had more detrimental impacts than the proposed residential use. The scale of the buildings is not changing with the exception of the small new-build block and the additional setback floor and therefore privacy will not be impacted. The proposal will enliven both streets and create a better surveillance of the existing dwellings and streets.
8.6.10	Criterion (i) requires that the development is built to deter crime and encourage safety. At present long expanses of Rydalmere and Empire Streets are overlooked only from the residential terraces. The owner of the factories has kept the building secure but states that there have been a number of attempted break ins and anti-social behaviour. The refurbishment of these buildings will bring the back into active use and this will be of benefit in terms of promoting, surveillance safety and wellbeing.
8.7	<u>The impact on Built Heritage and Archaeological interests</u>
8.7.1	A number of policies within Planning Policy Statement 6: Planning, Archaeology and the Built Environment (PPS 6) are relevant to consideration of the proposals. Policy BH7 relates to the change of use of a listed building. Policy BH8 relates to an extension or alteration of a listed building whilst Policy BH10 relates to demolition of a listed building. Policy BH11 of Planning Policy Statement 6 (PPS6) relates to development affecting the setting of a listed building. Paras 6.12 & 6.13 of the SPPS also apply. The site is also within a draft Area of Townscape Character and therefore Policy ATC 2 of the Addendum to PPS 6 is a relevant material consideration.
8.7.2	<u>Change of use of a listed building:</u> Policy BH7 states that a change of use of a listed building will normally be permitted where <i>'this secures its upkeep and survival and the character and architectural or historic interest of the building would be preserved or enhanced'</i> . The buildings have been disused for several years. The proposal would bring these buildings back into viable use and DfC Historic Environment Division (HED) welcomes the re-use of these vacant listed buildings. HED confirms that is the proposal satisfies Policy BH7 as well as Para 6.13 of the SPPS subject to compliance with Policies BH8 and BH11.
8.7.3	<u>Extension/Alteration of a listed building:</u> Policy BH8 requires that: (a) <i>the essential character of the building and its setting are retained and its features of special interest remain intact and unimpaired; and</i> (b) <i>the works proposed make use of traditional and/or sympathetic building materials and techniques which match or are in keeping with those found on the building</i> (c) <i>the architectural details match or are in keeping with the building</i>
8.7.4	The principal of conversion had been established however further details have been required during the application process in terms of photo references, plans and sections to establish what fabric was to be retained or removed, elevational drawings with detailed proposals, a comprehensive structural report, schedules detailed works, confirmation of retention of historic fabric where possible and finally, details of all plumbing and servicing interventions to ensure that the facades to not become 'peppered with vents and gas risers'. Following provision of the required information, HED confirms that subject to conditions, they are content that the proposal meets the requirements of Policy BH8 and Para 6.13 of the SPPS.

8.7.5	<u>Demolition of listed structures:</u> Policy BH10 carries a presumption against demolition of listed buildings. The proposals include demolition of single-storey structures within the site which are within the red line listing and are therefore considered listed. However, HED acknowledges that these structures are of 'little architectural or historic merit'. The proposed demolitions are therefore considered on the basis of balancing the loss of listed fabric against the quality of the new construction and any enhancement of the remaining buildings. It is considered that BH10 of PPS6 and Para 6.15 of the SPPS are satisfied.
8.7.6	<u>Development affecting the setting of a listed building:</u> Policy BH11 requires that: <i>(a) The detailed design respects the listed building in terms of scale, height, massing and alignment;</i>
8.7.7	There are two elements which could be considered to impact the listed building which are the addition of the setback storey and the design and layout of the new build apartments within the site. HED initially expressed concern regarding the design intention behind the modern addition. These issues were discussed on site. Amended drawings were submitted which satisfactorily addressed the concerns.
8.7.8	With regards to the small new build block, HED states that the '<i>landscaping to the shared courtyard enables this new block to integrate harmoniously with the complex of listed buildings by enhancing their combined setting</i>'. <i>(b) The works proposed make use of traditional or sympathetic building materials and techniques which respect those found on the building; and</i>
8.7.9	The detailed drawings which have been provided, in conjunction with the requested conditions, will ensure appropriate materials and techniques. <i>(c) The nature of the use proposed respects the character of the setting of the building</i>
8.7.10	As discussed under the assessment for Policy BH7, the proposed use is considered a sustainable and appropriate use for this site. The previous industrial use has laid dormant since the late 2000s. <u>Draft Area of Townscape Character</u>
8.7.11	The site is within a proposed Area of Townscape Character (BT041 Donegall Road (Village). Policy ATC 2 of the PPS 6 Addendum is a material consideration. The PAC report into the dBMAP 2015 (v2004) did not recommend any changes to this specific ATC however it did recommend that specific design guide for each ATC should be produced.
8.7.12	Policy ATC 2 relates to new development within an Area of Townscape Character (ATC). The amplification states that developments '<i>should seek to reinforce local identity and promote quality and sustainability in order to respect and, where possible, enhance the distinctive character and appearance of the area. In assessing the acceptability of proposals, the [Council] will have regard to the same broad criteria outlined for Conservation Areas in paragraphs 7.6–7.10 of PPS 6.</i>'
8.7.13	The relevant considerations are therefore outlined in Paras 8.71 - 8.7.11. The proposals are considered compliant with Policy ATC2 as they will protect distinctive characteristics and enhance the ATC by bringing these listed buildings back into use.

8.8	<u>Archaeology</u>
8.8.1	The application site comprises a mill (IHR 10433) built by the York Street Flax Spinning Company in 1919. The mill is also a Listed Building. Given the survival level of the existing building and the nature of the proposed redevelopment, DfC Historic Environment Division (Historic Monuments) has advised that on the basis of the information provided, it is content that the proposal would not adversely impact on archaeological interests. In this regard, the proposal satisfies the relevant policy in the SPPS and PPS 6.
8.9	<u>Transportation including parking provision and impact on road safety</u>
8.9.1	The proposal includes 11 in-curtilage parking spaces to serve the development i.e. ratio of 0.19 spaces per apartment. DfI Roads have maintained throughout the planning application process that this level of parking is insufficient to serve the development. Whilst the applicant has provided a Parking Survey, which shows sufficient available on-street parking spaces in the wider area to serve the development, DfI Roads continues to object to the application for traffic progression reasons.
8.9.2	Specifically, DfI Road's concern is that that as insufficient in-curtilage parking spaces are proposed, occupants of the development would seek to park as close to the development as possible i.e. on Rydalmere Street and Empire Street. Both streets are particularly narrow with Rydalmere Street being 7.2 metres wide excluding footpaths and Empire Street 6.06 metres wide excluding footpaths. If vehicles are parked on both sides of the street, the width of the carriageway on both streets would be too narrow for vehicles to pass each other. This means that a vehicle could be forced to reverse back down the street if encountering another vehicle. This reversing manoeuvre could itself be dangerous, particularly if the reversing back onto the junctions with Donegall Road and Lemberg Street. This could cause a collision and would be detrimental to highway safety.
8.9.3	Parking standards are provided by the former Department of Environment, published in 2005. The parking standard for this development would be 82 in-curtilage spaces at full standard (11 spaces are proposed). There is precedence for reducing parking standards for affordable housing in recognition that car user levels can be considerably lower for this tenure. Whilst DfI Roads have advised that the proposed level of in-curtilage parking is insufficient, it has not advised how many spaces would be acceptable or what weight has been afforded to the existing use of the buildings, its sustainable location, the green measures proposed by the applicant or the proposed tenure. Officers have been working with the applicant and DfI Roads for several months, trying to find a solution to this issue. This is in recognition of the clear benefits of the scheme in terms of restoration of the listed buildings, delivery of much need affordable housing and the regeneration of the area.
8.9.4	The proposal includes 60% affordable housing including a minimum 20% social housing. DfI Roads have previously accepted a lower than standard level of onsite parking provision where social housing is provided where it is evidenced that this tenure has lower car ownership and demand.
8.9.5	A number of other interventions were proposed by the applicant in order to alleviate DfI Roads concerns about insufficient parking. Proposals such as introduction of double yellow lines or changing the streets to one-way were rejected by DfI Roads as they would be reliant on separate legislative processes outside the planning process. Other solutions such as bollards, planters or other parking deterrents were put forward by the applicant but again rejected by DfI Roads over concerns about impact on pedestrian movements and long-term maintenance.
8.9.6	Whilst Rydalmere Street and Empire Street are narrow, this is a characteristic of innumerable streets across inner city areas of Belfast and it is not considered reasonable nor realistic to require modern standards to be applied to new developments. Furthermore, given the proposed tenure of the housing, package of green transport measures, the

	sustainability of the site and information from the applicant's Parking Survey, it is considered unlikely that there will be end to end on-street parking on both sides of Rydalmere Street and Empire Street all of the time. There should therefore be opportunities for passing spaces on these streets for vehicles to pull in and let the oncoming vehicle pass. Moreover, it is expected that drivers, who are used to driving down narrow streets such as these, would be extra vigilant and take additional care.
8.9.7	Regard also has to be had to the fall-back of the existing use of the premises for manufacturing. The existing buildings have a floor space of 3,127 sqm and parking standards would require 80 no parking spaces. Whilst there is a yard space within the existing premises, the applicant has advised that this has historically been used for deliveries, and in-curtilage parking for the existing use of the premises was limited. The applicant advises that previous staff numbers were between 80 and 90. Therefore, it is likely that the current use of the site would have significant reliance on on-street parking. Although officers acknowledge that such on-site parking pressures would likely be during the day rather than evenings and weekends on the assumption that the existing industrial use of the premises was mostly operated during the daytime on weekdays.
8.9.8	Policy AMP 7 advises that beyond areas of parking restraint identified, a reduced level of car parking provision may be acceptable in the following circumstances: • where, through a Transport Assessment, it forms part of a package of measures to promote alternative transport modes; or • where the development is in a highly accessible location well served by public transport; or • where the development would benefit from spare capacity available in nearby public car parks or adjacent on-street car parking; or • where shared car parking is a viable option; or • where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid rural regeneration, facilitate a better quality of development or the beneficial re-use of an existing building.
8.9.9	Whilst only one of the above criteria needs to be satisfied, the proposal is considered to comply with four of the five criteria: • A Transport Assessment has been provided and a package of measures to promote alternative modes of transport is included. These include implementation of the Travel Plan, provision of Translink Travel Cards (1 Travel Card per apartment for 3 years), membership of a car club (50% cost of membership for 3 years) and membership of Belfast Bikes (for 3 years). In addition, the Travel Plan and correspondence from the agent sets out management proposals such as clauses in Tenancy Agreements to ensure adherence to local parking restrictions as well as use of the Residents' Forum to deal with any issues including parking violations • The development is in a highly accessible location well served by public transport and as set out previously in this report. It is located approximately 0.6 miles from the edge of the City Centre. • The site benefits from spare capacity on adjacent streets. The applicant conducted a parking survey between 7am and 7pm within a 200m proximity of the site. This demonstrated sufficient on-street parking capacity in the area. However, DFI Roads rejected this because of insufficient parking capacity on Rydalmere Street and Empire Street and the expectation that residents of the proposed development will park as close as practical to the site. • The exercise of flexibility in this case will enable the conversion and conservation of these important listed buildings as explained previously in this report, as well as the regeneration of the site and contribution to the residential streets.

8.9.10	The existing access off Rydalmere Street is to be closed and a pedestrian entrance will be provided between the original and newbuild blocks. A new vehicular entrance will be provided off Empire Street. DFI Roads do not object to the proposed accesses or other transport aspects of the proposals. Taking into account all these considerations, it is considered that the proposed level of parking is, on balance, acceptable. The proposal is considered acceptable in terms of its transport impacts, having regard to PPS 3.
8.10	<u>The impact on amenity of nearby residents and businesses</u>
8.10.1	The proposed use is considered likely to have a lesser impact on nearby dwellings and businesses than the extant, industrial use.
8.10.2	The general form and scale of the buildings is not proposed to change and there will be no loss of light as the setback storey will have minimal impact on neighbouring dwellings.
8.10.3	All terraces and gardens have been designed to be inward facing and therefore will not affect nearby residents. There would be no adverse overlooking of its existing properties.
8.11	<u>Human health</u>
8.11.1	<u>Contaminated Land</u> The application is supported by a GQRA which has been considered by both DAERA NIEA and Environmental Health. Neither have raised objections and both have provided conditions and informatives if permission is granted.
8.11.2	<u>Noise</u> Environmental Health have offered no objections on noise grounds and the proposal is considered acceptable with regard to noise impacts.
8.11.3	<u>Air Quality</u> Environmental Health has reviewed the Air Quality Assessment and advised that it meets the relevant requirements. In this regard, the proposal is considered acceptable.
8.12	<u>Drainage and Flood Risk</u>
8.12.1	The application is supported by a Drainage Assessment. The proposal has been considered against policies FLD 1-5 of Revised PPS15. DFI Rivers have advised that the Drainage Assessment is robust with regards to managing flood risk. They have advised no objections under Policies FLD 1, 2, 4 and 5.
8.12.2	With regards to Policy FLD 3, details of stormwater attenuation and out of sewer flood risk can be further mitigated via a condition requiring a final drainage assessment containing a detailed drainage network design.
8.12.3	NI Water advises that the waste-water treatment capacity is not currently available to support the proposed development. However, it confirms that it has a programme for WWTW improvements which will increase capacity over the coming years. Whilst NI Water advises that it cannot support the proposal at this time, some additional capacity will be available from July 2023 as a result of the completion of initial upgrade work. NI Water therefore recommends a negative planning condition to permit the proposed development to be constructed but not occupied until 01 July 2023.
8.12.4	However, the applicant has advised that it is unlikely that the proposed development will be ready before July 2023 in any event. Officers agree with the applicant's timetable given the requirement for the Council to notify the Department for Infrastructure if the Committee accepts the officer recommendation to grant planning permission and need to finalise the Section 76 planning agreement before permission can be issued. This would unlikely be until around the turn of the year at least. The site would then need to be prepared and the scheme involves sensitive conversion of the existing buildings. The timescale suggested by

	the applicant seems realistic and, in this regard, there would be no requirement for the condition suggested by NI Water. Moreover, officers considered that such a condition would be unreasonable since it derogates the permission (i.e. on the one hand grants planning permission, but on the other effectively takes it away).
8.12.5	Importantly, NI Water makes allowance for existing significant committed development across the city including extant planning permissions. Such development, which includes un-implemented permissions for over 20,000 houses across the city, will not all come forward at once. In practical terms it would be unreasonable for the Council to withhold planning permission for the proposed development given NI Water's pre-existing commitments to connect to significant levels of un-implemented development. Furthermore, NI Water has not provided evidence that the proposed development would have a direct and detrimental impact on waste-water infrastructure, particularly in the context of impacts over and above what has already been committed across the city.
8.13	<u>Natural Heritage</u>
8.13.1	DAERA Natural Environment Division (NED) acknowledges receipt of the NI Biodiversity Checklist. Having considered the impacts of the proposal on designated sites and other natural heritage interests and, on the basis of the information provided, they have no concerns and offer no objection.
8.14	<u>The consideration of Developer Contributions</u>
8.14.1	Para 5.69 of the SPPS states that ' <i>Planning authorities can require developers to bear the costs of work required to facilitate their development proposals.</i> ' Relevant further guidance is provided by the Council's Developer Contribution Framework, adopted in 2020.
8.14.2	In this case it is considered that Developer Contributions are required in relation to the following: • Provision of affordable housing – a minimum of 60% of the apartments to be affordable housing with at least 20% social housing, to help mitigate the lower than standard level of in-curtilage parking provision which is proposed. • Green transport measures – also to help mitigate the lower than standard level of in-curtilage parking provision which is proposed. These include the provision of travel cards, car club membership and Belfast Bike membership.
8.15	<u>Pre-Community Consultation</u>
8.15.1	For applications that fall within the major category a prescribed in the Development Management Regulations, Section 27 of the Planning Act (NI) 2011 places a statutory duty on the applicant for planning permission to consult the community in advance of submitting an application.
8.15.2	Section 27 also requires that a prospective applicant, prior to submitting a major application must give notice, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for the development is to be submitted. A PAN (LA04/2020/1064/PAN) was submitted to the Council on 18 June 2020 and was deemed acceptable on 17 July 2020.
8.15.3	Where pre-application community consultation has been required and a PAN has been submitted at least 12 weeks in advance of the application being submitted, the applicant must prepare a pre-application community consultation report (PACC) to accompany the planning application. A PACC Report has been submitted in support of this application which details public meetings, letters, leaflets and the public advertisement.

8.15.4	Concerns were expressed regarding the traffic and parking, light impact on neighbouring dwellings, potential disruption from construction and affordability of units. There were also requests for affordable housing. Overall, the PACC report details generally positive feedback in terms of housing at the proposed location and the need for housing in the area. It states that those involved viewed the conversions as sympathetic and welcomed the conversion versus new build.
8.15.5	It is considered that the PACC Report submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.
10.0	Summary of Recommendation
10.1	The proposal will help bring back these important listed buildings back into viable use and the principle of residential development at the site is acceptable. DFI Road's concerns about insufficient parking, traffic progression and road safety must be balanced against the characteristics of the site, its sustainable location and the significant benefits of the scheme, notably that it will bring these important listed buildings back into viable use, deliver much needed affordable housing and will have regeneration benefits for the area.
10.2	Having regard to the Development Plan and relevant material considerations, on balance, the proposed development is considered acceptable.
10.3	It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement. Delegated authority to the Director of Planning and Building Control to finalise these. However, before a decision is made, in view of the objection from DFI Roads and response from NI Water, the Department for Infrastructure will need to be notified of the application who will decide whether to call it in and determine it itself.
11.0	Proposed Conditions:
11.1	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.
11.2	The development hereby permitted shall not become occupied unless weather protected cycle parking has been fully provided in accordance with the approved plans. This cycle parking must be permanently maintained. Reason: To ensure acceptable cycle parking facilities on the site and to encourage alternative modes of transport to the private car.
11.3	The development shall operate permanently in accordance with the Travel Plan Revision B uploaded onto the Planning Portal on 21/12/2020. Reason: To encourage alternative means of transport to the private car.
11.4	The development hereby permitted shall not become occupied unless 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.
11.5	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.
11.6	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.
11.7	The development shall permanently operate in accordance with the Service Management Plan uploaded onto the Planning Portal on 04/11/2020. Reason: In the interests of road safety and the convenience of road users.
11.8	The development hereby permitted shall not commence unless the vehicular access has been provided in accordance with Drawing No. AL-02-01 Revision B uploaded onto the Planning Portal on 18/03/2021 and permanently retained thereafter. Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.
11.9	The development hereby permitted shall not be occupied unless the area within the visibility splays and any forward sight line has been cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway. Such splays shall be permanently 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.
11.10	Dust management measures, as detailed within Appendix A of the Irwin Carr Letter 001 2020025 (30 November 2020) shall be implemented throughout the duration of the construction phase of the development. Reason: Protection of human health.
11.11	The development hereby permitted shall not become occupied unless a Verification Report has been provided to and agreed in writing by the Council. This report must demonstrate that the remediation measures outlined in the Pentland Macdonald Ltd report entitled 'Generic Quantitative Contamination Risk Assessment and Remediation Strategy, Donegall Lofts, Rydalmere Street, Belfast, for Taylor & Boyd' (dated November 2020 and referenced PM20-1008A) 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 homegrown produce). It must demonstrate that the identified potential contaminant linkages are effectively broken. The Verification Report shall be in accordance with Environment Agency guidance, British Standards and CIRIA industry guidance. In particular, this Verification Report must demonstrate that: - A minimum 600mm capping layer has been emplaced in all areas of landscaping, formed from material that is demonstrably suitable for use (residential without homegrown produce). - A concrete floor slab (cast in-situ ground bearing, raft or suspended reinforced concrete floor slab with minimal penetrations), a suitable vapour resistant membrane and a passively ventilated underfloor void have been installed within the newly constructed building in the southwest portion of the site.

	c. A concrete floor slab is present in the existing building in the southeast portion of the site and a suitable vapour resistant membrane has been retro-fitted across the floor area. d. All vapour protection measures have been verified in line with CIRIA C735. Reason: Protection of human health.
11.12	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 agreed with the Planning Authority 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.
11.13	The development hereby permitted shall commence unless evidence has been submitted to and agreed in writing by the Council that demonstrates that the risks to groundwater and other environmental receptors due to on-site contamination of the ground and groundwater have been effectively assessed. This evidence shall include: • Additional groundwater quality monitoring data and a Detailed Quantitative Risk Assessment (DQRA) to investigate the risks to groundwater and other environmental receptors from groundwater contamination identified in borehole BH4 at the site, • If unacceptable risks to groundwater are identified provision of remedial criteria as soil and groundwater concentrations that would not pose a risk to receptors. The remedial criteria are required to be derived through quantitative risk assessment based on the conceptual site model. If unacceptable risks to receptors are identified a remediation strategy will be required to address those risks. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.14	The development hereby permitted shall not commence unless a detailed remediation strategy to address all unacceptable risks to environmental receptors identified from Condition 11.13 has been submitted to and agreed in writing by the Council. This strategy must identify all unacceptable risks on the site, the remedial objectives/criteria and the measures which are proposed to mitigate them (including maps/plans showing the remediation design, implementation plan detailing timetable of works, remedial criteria, monitoring program, etc). All works thereafter must be in accordance with the approved remedial strategy. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.15	The development hereby permitted shall not become occupied until the remediation measures as described in the remediation strategy submitted under Condition 11.14 have been implemented to the satisfaction of the Council. The Council must be given 2 weeks written notification prior to the commencement of remediation work. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.16	If during the development works, new contamination or risks are encountered which have not previously been identified, works must cease and the Council shall be notified immediately. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at https://www.gov.uk/guidance/landcontamination-how-to-manage-the-risks. In the event of

	unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing, and subsequently implemented and verified to its satisfaction. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.17	After completing the remediation works under Conditions 11.13, 11.14, 11.15 and 11.16; and prior to occupation of the development, a verification report must to be submitted in writing and agreed with the Council. This report must be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks. The verification report shall present all the remediation, waste management and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and wastes in achieving the remedial objectives. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.18	No development or piling work shall commence on this site unless a piling risk assessment has been submitted to and agreed in writing with the Council. Piling risk assessments must be undertaken in accordance with the methodology contained within the Environment Agency document on "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention" available at: http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0202bisw-e-e.pdf. Reason: Protection of environmental receptors to ensure the site is suitable for use.
11.19	The development hereby permitted shall not be commenced unless a Final Drainage Assessment, compliant with FLD 3 & Annex D of PPS 15, and Sewers for Adoption Northern Ireland 1st Edition, including a detailed drainage network design must be submitted to and approved in writing by the Council. All construction thereafter must be in accordance with the approved Assessment. Reason: To safeguard against flood risk to the development and from the development to elsewhere.
11.20	The development hereby permitted shall not commence unless a detailed Landscaping Scheme has been submitted to and approved in writing by the Council which specifies species, planting sizes, spaces and numbers of trees/ shrubs and hedges to be planted. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Council. Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality.
11.21	The development hereby permitted shall not commence unless a Landscape Management Plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas has been submitted to and approved in writing by the Council. The proposed development shall permanently operate in accordance with the approved details.

	Reason: To ensure the proper management of the landscaped areas in the interests of visual amenity.
11.22	No work shall commence on the new building until samples of all finish materials for the walls, glazing system, external doors, balustrades, roofs, including plant enclosures and rainwater goods have been submitted to and agreed in writing with the Council in conjunction with Historic Environment Division, and all work shall conform to the agreed samples. Samples shall be retained on site until completion of the works.
	Reason: To ensure that materials and detailing are of sufficient quality to respect the character of the setting to the listed building.
11.23	No work shall commence on public realm improvements / landscaping until detailed proposals and samples of all finish materials and lighting fixtures have been submitted to and agreed in writing with the Council in conjunction with Historic Environment Division, and all work shall conform to the agreed samples. Samples shall be retained on site until completion of the works.
	Reason: To ensure that materials and detailing are of sufficient quality to respect the character of the setting to the listed building.
11.24	Listed Building No work shall commence unless development details of a Fire Safety Strategy for the listed building for the duration of the works have been submitted to and approved in writing by the Council. The works shall be carried out thereafter in accordance with the details approved.
	Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.
11.25	Prior to commencement of development details shall be submitted and approved in writing by the Council in conjunction with HED showing the areas to be demolished and setting out the method of ensuring the safety and stability of the building fabric identified to be retained throughout the phases of demolition and reconstruction. Such details shall be prepared by a structural or building engineer experienced in working with listed buildings. The work shall be carried out fully in accordance with the details approved.
	Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.
11.26	Prior to commencement of works to the windows, a detailed condition survey and method statement for repair shall be submitted and approved in writing by the Council and the works shall be carried out fully in accordance with the details approved. This shall include a schedule with cross sections, elevations, cill detail/materials, the actual glazing material and panes, colour and finish).
	Where replacement windows are deemed necessary, a prototype of each different window shall be provided for approval in writing by the council in conjunction with HED prior to removal of existing.
	Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.
11.27	No new plumbing, pipes, soil-stacks, flues, vents or ductwork shall be fixed on the external faces of the building other than those shown on the drawings hereby approved.

11.28	No new grilles, security alarms, lighting, security or other cameras or other fixtures shall be mounted on the external faces of the building other than those shown on the drawings hereby approved. Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works. The new-build apartments shall not be occupied until conservation works to repair the listed buildings are complete. All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing original work adjacent in respect of methods, detailed execution and finished appearance unless otherwise approved in writing by the Council, in conjunction with HED. Detailed finishes schedules and samples are required for approval on any changes proposed. Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works. 11.29 Following completion of detailed survey and investigation works to the elevations of the listed building, drawings clearly identifying exact proposals for indent repairs, mortar repairs, etc. to existing brick and reconstituted stone dressings shall be submitted for approval by the council in conjunction with HED. Brick and stone samples shall also be provided for approval in writing. New render, mortar and plaster applied to solid masonry walls shall be lime based with no cement-based additives. Plaster shall be finished with limewash. Natural breathable paints may be used as an alternative where specifically agreed. 11.30 All salvageable material shall be retained and reused, utilising as much of the original material as possible. Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works. Construction details of the following interventions to the listed building, at a minimum scale of 1:50, shall be submitted for approval in writing by the council in conjunction with HED prior to commencement of the relevant works: a. First and second floor upgrade to provide acoustic separation and fire resistance – to demonstrate retention of existing character; b. Thermal upgrade (e.g. roof insulation) – to ensure ventilation of existing structure is maintained; c. Dry-lining – to demonstrate breathability; d. Bridge links – to demonstrate reversibility. Reason: To ensure that special regard is paid to specific architectural features or fixtures and to ensure the fabric is protected from damage during the course of works.
12.0	Representations from Elected Representatives (if relevant) N/A
13.0	Referral to DfI (if relevant) Yes

ANNEX A	
Date Valid	6th October 2020
Date First Advertised	16th October 2020
Date Last Advertised	2nd April 2021
Details of Neighbour Notification (all addresses) The Owner/Occupier: 1 Empire Street,Belfast,Antrim,BT12 6GJ 10 Rydalmere Street,Belfast,Antrim,BT12 6GF 11 Empire Street,Belfast,Antrim,BT12 6GJ 12 Rydalmere Street,Belfast,Antrim,BT12 6GF 13 Empire Street,Belfast,Antrim,BT12 6GJ 14 Rydalmere Street,Belfast,Antrim,BT12 6GF 17 Empire Street,Belfast,Antrim,BT12 6GJ 18 Rydalmere Street,Belfast,Antrim,BT12 6GF 2 Empire Street,Belfast,Antrim,BT12 6GJ 2 Rydalmere Street,Belfast,Antrim,BT12 6GF 21 Empire Street,Belfast,Antrim,BT12 6GJ 22 Rydalmere Street,Belfast,Antrim,BT12 6GF 23 Empire Street,Belfast,Antrim,BT12 6GJ 25 Empire Street,Belfast,Antrim,BT12 6GJ 25 Rydalmere Street,Belfast,Antrim,BT12 6GF 26-30 ,Rydalmere Street,Belfast,Antrim,BT12 6GF 26-30 ,Rydalmere Street,Belfast,Antrim,BT12 6GF 27-29 ,Rydalmere Street,Belfast,Antrim,BT12 6GF 3 Empire Street,Belfast,Antrim,BT12 6GJ 3-19 ,Rydalmere Street,Belfast,Antrim,BT12 6GF 3-9 Clothing Factory,Rydalmere Street,Belfast,Antrim,BT12 6GF 31 Empire Street,Belfast,Antrim,BT12 6GJ 32 Rydalmere Street,Belfast,Antrim,BT12 6GF 33 Empire Street,Belfast,Antrim,BT12 6GJ 353 Donegall Road,Belfast,Antrim,BT12 6FQ 355 Donegall Road,Belfast,Antrim,BT12 6FQ 357 Donegall Road,Belfast,Antrim,BT12 6FQ 357 Donegall Road,Belfast,Antrim,BT12 6FQ 357 Donegall Road,Belfast,Antrim,BT12 6FQ 359 Donegall Road,Belfast,Antrim,BT12 6FQ 359-361 ,Donegall Road,Belfast,Antrim,BT12 6FQ 361 Donegall Road,Belfast,Antrim,BT12 6FQ 363 Donegall Road,Belfast,Antrim,BT12 6FQ 365 Donegall Road,Belfast,Antrim,BT12 6FQ 367 Donegall Road,Belfast,Antrim,BT12 6FR 4 Rydalmere Street,Belfast,Antrim,BT12 6GF 49 Empire Drive,Belfast,Antrim,BT12 6GQ 5 Empire Street,Belfast,Antrim,BT12 6GJ 7 Empire Street,Belfast,Antrim,BT12 6GJ 52 Lemberg Street,Belfast,Antrim,BT12 6GH 6 Rydalmere Street,Belfast,Antrim,BT12 6GF 9 Empire Street,Belfast,Antrim,BT12 6GJ 29 Empire Street,Belfast,Antrim,BT12 6GJ	

Stephen Watson, 6 Rydalmere Street, Belfast, Antrim, Northern Ireland, BT12 6GF
 Scott Egerton, 63 Sunderland Road, Belfast, Down, Northern Ireland, BT6 9LY
 Victor Grattan, 8 Rydalmere Street, Belfast, Antrim, Northern Ireland, BT12 6GF
 Tracy Kelly, 9 Clementine Gardens Belfast Antrim
 D Massey, 9 Empire Drive, Belfast, Antrim, Northern Ireland, BT12 6GQ
 C and M Morton, 9 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 Tracy Kelly, DUP Constituency Office, 127-145 Sandy Row, Belfast, BT12 5ET
 Christopher Stalford MLA, DUP Constituency Office, 127-145 Sandy Row, Belfast, BT12 5ET
 Gillian Vance, Greater Village Regeneration Trust, 337 Donegall Road, Belfast, BT12 6FQ
 William Dickson BEM, 177 Tates Avenue, Belfast, Antrim, Northern Ireland, BT12 6NA
 Christopher Stalford, 127 Sandy Row Belfast Antrim
 Mary Hartness, 15 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 Margaret Couchman BEM, 16 Tavanagh Street, Belfast, Antrim, BT12 6JL
 Beverley Watson, 16 Rydalmere Street Belfast Antrim
 Gary Watson, 16 Rydalmere Street, Belfast, Antrim, BT12 6GF
 Michael Walkerm, 19 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 Robert Stoker, 2 Newburn Hall, Maldon Street, Belfast, Antrim, BT12 6HE
 Robert Stoker, 383 Donegall Road Belfast Antrim
 Leonard Totton, 20 Rydalmere Street, Belfast, Antrim, Northern Ireland, BT12 6GF
 Norman McCleave, 27 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 Julie Hanna, 29 Empire Street, Belfast, Antrim, Northern Ireland, BT12 6GJ
 Matt Gilliland, 32 Milner Street, Belfast, Antrim, Northern Ireland, BT12 6GE
 Karrie Hunter, 32 Milner Street, Belfast, Antrim, Northern Ireland, BT12 6GE

Julie McCarthy (via e-mail)
 Julie Gilliland

Date of Last Neighbour Notification	24 March 2021
Date of EIA Determination	N/A
ES Requested	No

Planning History

Ref ID: LA04/2020/1064/PAN

Proposal: Change of use of former warehouse to 57 residential units

Address: 3-19 Rydalmere Street, Belfast, BT12 6GF,

Decision: PAN Acceptable

Decision Date: 17.07.2020

Ref ID: Z/2001/1741/F

Proposal: Demolition of existing vacant building and erection of 20 No. apartments and associated car-parking. (Amended Plans).

Address: 25 Rydalmere Street, BT12 6GF.

Decision: Permission Granted

Decision Date: 17.01.2002