

## Development Management Officer Report Committee Application

<b>Summary</b>	
<b>Committee Meeting Date: 15 February 2022</b>	
<b>Application ID:</b> LA04/2021/1702/F	
<b>Proposal:</b> Alterations and 3 storey extension to existing private hospital including vehicular access and car parking (amendment to previously approved two storey permission granted under LA04/2017/0005/F).	<b>Location:</b> 807 - 809 Lisburn Road and incorporating part of Kingsbridge Private Hospital at Nos 811- 815 Lisburn Road, Belfast BT9
<b>Referral Route: Major Application</b>	
<b>Recommendation:</b>	<b>Approve subject to conditions and a Section 76 Planning Agreement</b>
<b>Applicant Name and Address:</b> Kingsbridge Healthcare Group Ltd 21 Old Channel Road Belfast BT3 9ED	<b>Agent Name and Address:</b> Gordon McKnight Partnership 31 Shore Road Holywood BT18 9HX
<p><b>Executive Summary:</b> This application proposes alterations and 3 storey extension to the existing private Kingsbridge hospital, vehicular access and car parking. Planning permission was previously granted for a two storey extension to the hospital which is extant and remains a fall-back.</p> <p>The key issues to be considered in the assessment of this application are:</p> <ul style="list-style-type: none"> <li>• The acceptability of the proposed use at this location</li> <li>• The acceptability of the design</li> <li>• Impact on surrounding context – Listed Buildings and Draft Area of Townscape Character</li> <li>• Access, parking and traffic management</li> <li>• Environmental Considerations - Drainage, Contamination, Noise</li> </ul> <p>The principle of a 3 storey extension to the existing hospital is considered acceptable given that permission was previously granted for a 2 storey extension on the site. This permission remains extant and is a fallback position for the applicant.</p> <p>The proposal was the subject of a Pre-Application Discussion (PAD) and the scheme was amended during the PAD process to address design issues raised by the Urban Design Officer, HED and the Conservation Officer. The Urban Design Officer, HED and the Conservation Officer are all content with the proposed scheme. The scale, height and massing of the proposed extension is considered acceptable and appropriate to the surrounding area. The design and materials draw cues from the immediate context and are considered acceptable.</p> <p>NI Water has objected to the application on grounds of insufficient waste-water drainage infrastructure capacity. This issue is dealt with in detail in the main report.</p> <p>DFI Roads has informally advised that they are content subject to a minor amendment to the car parking layout which would necessitate the removal of 1 car parking space to ensure</p>	

manoeuvrability. A revised plan has been submitted to address this minor technical issue. All other consultees have no objection to the proposed development subject to conditions. No third party objections have been received.

**Recommendation**

Having regard to the development plan, relevant policy context and other material considerations including the extant approved two storey extension which is a lawful fallback position, the proposed alterations and extension to the existing Kingsbridge hospital is considered acceptable. It is recommended that planning permission is granted subject to conditions and a Section 76 to secure an Employability and Skills Plan.

Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions and the Section 76 and to address any DFI Roads comments subject to no substantive issues being raised.

## Case Officer Report

### 1.0 Drawings

**Site Location Plan**



**Proposed Ground Floor Plan**



**Proposed First Floor Plan**



### Proposed Second Floor Plan



### Lisburn Road Elevation



### Proposed Front Elevation

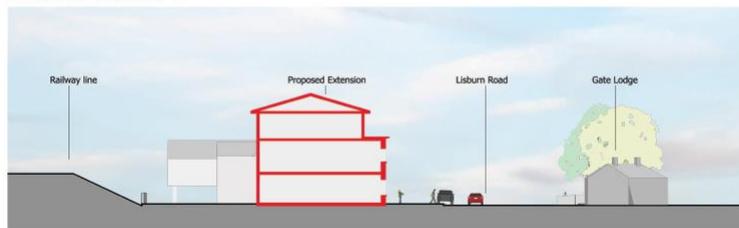


### Currently Approved Front Elevation

### Proposed Sections



Proposed Section W-W



Proposed Section X-X

**Proposed Perspective Views along Lisburn Road**



Proposed View Y



Proposed View Z

<p><b>1.0</b></p> <p><b>1.1</b></p>	<p><b>Characteristics of the Site and Area</b></p> <p>The site fronts onto the Lisburn Road close to its junction with Balmoral Avenue and Stockman’s Lane. The railway line sits adjacent to the north western boundary. The Existing Kingsbridge hospital buildings are located on either side of the proposed site at 811-815 and 801-805 Lisburn Road. The application site is currently secured having been used as a car park to serve the existing development following demolition of buildings on the site.</p>
<p><b>2.0</b></p> <p><b>2.1</b></p>	<p><b>Description of Proposal</b></p> <p>The proposed development seeks an amendment to the previously approved two storey permission granted under LA04/2017/0005/F to included alterations and a 3 storey extension (additional storey) to the existing private hospital including vehicular access and car parking.</p>
<p><b>3.0</b></p> <p><b>3.1</b></p>	<p><b>Planning Assessment of Policy and Other Material Considerations</b></p> <p><b>Policy Context</b></p> <p><b>Regional Planning Policy</b></p> <ul style="list-style-type: none"> <li>• Regional Development Strategy 2035 (RDS)</li> <li>• Strategic Planning Policy Statement for Northern Ireland (SPPS)</li> <li>• Planning Policy Statement 3 (PPS 3) - Access, Parking and Movement</li> <li>• Planning Policy Statement 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(v2004)</li> <li>• Draft Belfast Metropolitan Area Plan 2015(v2014)</li> </ul>

	<p><b>Other Material Considerations</b></p> <ul style="list-style-type: none"> <li>• Developer Contribution Framework</li> </ul> <p><b>3.2 Planning History</b></p> <p><b>LA04/2020/2595/PAN</b> - Provision of additional storey to private healthcare facility. Proposal of Application Notice acceptable 17.12.2020</p> <p><b>LA04/2021/0118/PAD</b> - Proposed alterations and extension to private hospital (amendments to previously granted two storey extension under LA04/2017/005/F), 807-809 Lisburn Road, Belfast, BT9 9GX.</p> <p><b>LA04/2017/0005/F</b> - Alterations and two storey side extension to private hospital. Including demolition of two houses 807-909 Lisburn Road and provision of vehicular access and car parking, 807-809 Lisburn Road, Belfast, BT9. Permission granted 24.04.2018</p> <p><b>3.4 Consultations</b></p> <p><b>3.4.1 Statutory Consultations</b></p> <p><b>DFI Roads</b> – Informally advised that they are content subject to a minor change to parking layout. Final Comments/Draft Conditions to follow.</p> <p><b>DFI Rivers Agency</b> – No objection.</p> <p><b>NI Water</b> – Recommend refusal/condition.</p> <p><b>NIEA</b> – Water Management Unit – no objection. Regulation Unit – no objections subject to conditions.</p> <p><b>HED</b> – No objection, proposal satisfies the policy requirements of SPPS 6.12 and Policy BH11 of PPS6, subject to condition.</p> <p><b>3.4.2 Non-Statutory Consultations</b></p> <p><b>Environmental Health</b> – No objection subject to conditions.</p> <p><b>Economic Development Unit</b> - No objection. Employability and skills related Developer Contributions Section 76 clauses will be required for the construction phase of the development.</p> <p><b>Northern Ireland Transport Holding Company</b> – No objection.</p> <p><b>BCC Urban Design Officer</b> – No objection subject to condition.</p> <p><b>BCC Conservation Officer</b> – No objection.</p> <p><b>3.5 Representations</b></p> <p>The application has been advertised and neighbours notified and no third party objections have been received.</p> <p><b>4.0 Planning Assessment</b></p> <p><b>4.1 Key Issues</b></p> <p>The key issues to be considered in the assessment of this application are:</p> <ul style="list-style-type: none"> <li>• The acceptability of the proposed use at this location</li> <li>• The acceptability of the design</li> <li>• Impact on surrounding context</li> <li>• Access, parking and traffic management</li> </ul>
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	<ul style="list-style-type: none"> <li>• Environmental Considerations - Drainage, Contamination, Noise</li> </ul>
<b>4.2</b>	<b>Development Plan Context</b>
<b>4.2.1</b>	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.
<b>4.2.2</b>	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.
<b>4.2.3</b>	Draft BMAP 2015 (dBMAP 2014), 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).
<b>4.2.4</b>	In dBMAP (v2004) the site falls within the Lisburn Road Area of Townscape Character (BT 056) and within the Belfast Metropolitan/Settlement Development Limit. In dBMAP (v2014) the site is also within the Lisburn Road Area of Townscape Character (BT 039) and within the Belfast Metropolitan/Settlement Development Limit. Within the BUAP and the site is unzoned land within the development limit of Belfast.
<b>4.3</b>	<b>Background</b>
<b>4.3.1</b>	This proposal was the subject of PAD discussions with the agent/applicant over a period of 6 months prior to submission of the planning application. Advice was provided from the Urban Design Officer, Conservation Officer, HED, DFI Roads and Planning Service during the PAD process.
<b>4.3.2</b>	The Design and Access statement sets out the rationale for the proposed development and states that <i>'This application for an extension to Kingsbridge Private Hospital represents an enhancement to the general healthcare infrastructure of the greater Belfast area which is now in more need of support from the private sector in view of Covid and escalating waiting lists. During the Covid lockdown period Kingsbridge Private Hospital played a vital part, in partnership with the NHS, in providing an alternative facility for the Trusts to perform non-Covid cardiac, cardio-thoracic and oncology (cancer) services. The purpose of the extension (and subsequent increase from 2 to 3 storeys) is to provide intensive care beds, a cardiac surgery service, an endoscopy suite and a cataract theatre. All these services have huge NHS waiting lists and the availability of this facility will complement the needs of the NHS in Northern Ireland for the betterment of the whole population.'</i>
<b>4.3.3</b>	The D&AS further states that in relation to the previous two storey approval that <i>'Construction work on this proposal was not progressed at the time of approval due to the rapidly changing circumstances that have prevailed in the fields of both private and public health. In the meantime the work of Kingsbridge Healthcare Group has continued to develop. It was recognised that whilst the already approved design proposals would allow some expansion of services, the potential to offer further facilities for cardiac and orthopaedic surgery would not be fully met with the accommodation provided in the two storey design. Permission is now being sought for a three storey extension on the same site and with a virtually identical footprint.'</i>

<b>4.4</b>	<b>Proposed Use</b>
<b>4.4.1</b>	The site is located adjacent to the existing Kingsbridge hospital and the proposed hospital use on the site has been established through the previous approval (for a 2 storey extension) which provides a lawful fall-back position for the applicant. The proposed use is considered to meet the core principles of the Strategic Planning policy statement for Northern Ireland (SPPS) in that it will contribute to the improvement of the health and well-being of the people and communities in Northern Ireland. The proposed use is considered acceptable in principle and compatible with surrounding uses. Further assessment of the proposed development is set out below.
<b>4.5</b>	<b>Scale, Massing, Design and Layout</b>
<b>4.5.1</b>	The proposed development comprises a 3 storey extension juxtaposed with the existing established Kingsbridge Hospital located on the Lisburn Road. The extension proposes 1,510 sqm of additional floorspace. The existing design of the Kingsbridge Hospital comprises a variety of design elements including glazing, red brick, cladding. In addition, the existing hospital building comprises a varied roof profile including flat and low profile pitched roof elements.
<b>4.5.2</b>	The overall maximum height of the extension measures from 12.6m to 13m across the Lisburn Road frontage. The development proposes a setback of 2.5m at second floor level (see sections on page 4). This setback is considered adequate to minimise the visual impact from views along the Lisburn Road. The shoulder height of the proposed extension ranges from 7.4m to 7.8m taking account of the fall in ground levels across the site frontage. The Design and Access statement emphasises the importance of circulation at a single and consistent first floor level within the proposed extended facilities which has played an important part in the evolution of the design proposals. During the PAD process officers sought to encourage the applicant to refine the proposed design elements and advised that design cues be drawn from the surrounding historic context. The applicant has made a genuine effort to successfully refine the design to incorporate such elements into the proposed design for example cognisance has been given to the glazed elements of traditional/historic buildings in the vicinity of the site by way of the size, pattern and rhythm of window openings. The revised entrance and surround frame feature will improve legibility of the building.
<b>4.5.3</b>	The proposed roof profile is a low pitch to match that on the existing adjoining hospital buildings. The overall height of the proposed development will sit marginally above the highest part of the existing hospital at 811 – 815 Lisburn Road and moderately above the adjoining building at 801-805 Lisburn Road. The resultant visual impact is not considered significant.
<b>4.5.4</b>	The Urban Design Officer acknowledges that the three storey extension will be higher than the previously approved scheme however notes that the generous set-back to the upper floor establishes a clear shoulder height at the first floor level along the Lisburn Road frontage which helps minimise the visual mass of the building when viewed from street level. The Urban Design Officer also considers that incorporation of a low pitch roof profile to match that on the existing hospital results in the overall height of the new building being not significantly different from that of the existing three storey block at the southern end of the site or that which was previously approved. The Urban Design Officer raises no objections to the scale, height and massing of the proposed development.
<b>4.5.5</b>	The Conservation Officer considers that the materials, window form and the general design of the extension would be considered sensitive to the character and

	appearance of the wider ATC designation. The design, scale, massing and layout of the proposed development is considered to comply with paragraphs 4.25 and 4.26 of the SPPS.
<b>4.6</b>	<b>Materials</b>
<b>4.6.1</b>	The proposed external finishes include clay facing red brick to match the existing brick on the adjoining building, metal roof to match the existing, rendered panels and glazed curtain walling. Red brick is the predominant material proposed and is traditionally found in the vicinity of the site. The red brick will complement the adjoining red brick element of the hospital and is considered acceptable by the Urban Design Officer in recognition that it is keeping with the character and appearance of the wider area. The Urban Design officer considers that the limited palette of materials will tie in with existing finishes providing a cohesive approach to external finishes across the building elevation. HED recommend a condition specifying the proposed materials. The Urban Design Officer raises no objections to materials subject to a condition seeking approval of materials prior to The proposed materials are considered acceptable subject to the recommended conditions.
<b>4.7</b>	<b>Impact on the surrounding context</b>
<b>4.7.1</b>	<u>Development affecting the setting of a listed building:</u> There are a number of listed buildings in the immediate vicinity of the site including the Gate Lodge at No. 1A Malone Park and Malone Presbyterian Church, Balmoral Avenue therefore Policy BH 11 (Development affecting the Setting of a Listed Building) of PPS 6 applies.
<b>4.7.2</b>	Policy BH11 requires that: <ul style="list-style-type: none"> <li>(a) <i>The detailed design respects the listed building in terms of scale, height, massing and alignment;</i></li> <li>(b) <i>The works proposed make use of traditional or sympathetic building materials and techniques which respect those found on the building; and</i></li> <li>(c) <i>The nature of the use proposed respects the character of the setting of the building</i></li> </ul>
<b>4.7.3</b>	HED acknowledge the approved scheme for the site LA04/2017/0005/F and consider that the proposal poses no greater demonstrable harm on the setting of the listed building. HED consider the scale, height and massing acceptable under policy by nature of the proposed established shoulder height at second floor which reduces the impact of the proposal. HED are also content in relation to alignment and the proposed materials as these are in keeping with the existing hospital buildings.
<b>4.7.4</b>	HED having considered the effects of the proposal on the listed building are content that the proposal satisfies the policy requirements of SPPS 6.12 and Policy BH11 of PPS6, subject to a recommended condition.
	<u>Archaeology</u>
<b>4.7.5</b>	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.

	<u>Draft Area of Townscape Character</u>
4.7.6	The site falls within a proposed Area of Townscape Character (BT Lisburn Road). 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> '
4.7.7	The Lisburn Road ATC developed as a Victorian and Edwardian residential area. It was, and is, an area of social and architectural diversity with some commercial and institutional uses, particularly along the Lisburn Road frontage.
4.7.8	The Conservation Officer's response notes that on the approach to the hospital buildings from the south west, there is a gradual downward gradient in the road level. The existing hospital buildings reflect this as their roof/ridge heights drop with the gradient, possibly to respect/adhere to the built form of the broken line of 2-2.5 terraces/buildings that exist beyond the hospital in which partly ascribe the character/frontage of the Lisburn Road ATC.
4.7.9	The Conservation Officer welcomes the 2.5m set back proposed at second floor level and states that this mitigates the visual impact of the second floor extension which is illustrated in the perspective views Y and Z (see page 5) and concludes that the proposal is acceptable and compliant with Policy ATC 2 in that given what exists and what has already been approved the development will not result in any further harm to the character and appearance of the Area of Townscape Character.
4.7.10	The railway line runs along the north west (rear) boundary of the site and there is an embankment between the site boundary and the railway line. The Northern Ireland Transport Holding Company advised that they have no objection to the proposal subject to certain provisions. These provisions will be included as informatives in any decision notice to ensure that the applicant is aware of requirements.
4.7.11	The impact on the surrounding context is considered acceptable and complies with planning policy.
4.8	<b>Access Parking and Traffic Management</b>
4.8.1	Access to the hospital site and proposed parking is proposed via a new two way covered vehicle access from the Lisburn Road. The existing vehicular access to the site is to be closed off and the pavement reinstated. Eight additional parking spaces are proposed to serve the development and are located to the rear of the site resulting in a total provision of 34 spaces on site. The proposed parking is below the recommended standards however Parking surveys accompanied the application which demonstrated availability on street and in nearby car parks. The Travel Plan states that the applicant leases parking from the church opposite in order to reduce the demand for on street parking.
4.8.2	The Travel Plan accompanying the application indicates that the site is in close proximity to Balmoral rail halt and is well served by Public Transport. The Travel Plan indicates that a Travel Coordinator will be appointed to promote access to the site on foot, by bicycle, by use of sustainable transport modes and reduce reliance on the car.

4.8.3	DFI Roads has advised of issues with manoeuvring from a number of spaces. A reduction of 1 car parking space is required in order to address this issue. DFI Roads has informally advised that they would be content with a reduction of 1 space. The applicant has submitted a revised plan to address this minor technical issue and final comments/draft conditions are awaited from DFI Roads.
4.9	<b>Environmental Considerations - Drainage, Contamination, Noise, Air Quality</b>
4.9.1	<b>Drainage</b>
4.9.1.1	The proposal has been considered against policies FLD 1-5 of Revised PPS15. DFI Rivers have raised no objections under FLD 1, 2, 3, 4 and 5.
4.9.1.2	NI Water has objected to the proposal on the basis that there is insufficient water treatment capacity available to service the proposed development. They have advised that the public system cannot presently serve this development proposal without significant risk of environmental harm and detrimental impact on existing properties. Despite a request from officers, NI Water has not to date provided evidence to support their objection and why this particular proposal would lead to a significant impact upon the sewer network and environment. Any further information received will be reported as an update to Committee.
4.9.1.3	The proposal is for a 3 storey extension to the existing Kingsbridge Hospital and proposes 526 sqm of additional floorspace over and above that approved as part of the extant permission (2 storey extension - 984sqm).
4.9.1.4	Importantly, NI Water makes allowance for existing significant committed development across the city including extant planning permissions such as the 2 storey approved extension. Such development, which includes un-implemented permissions across the city, will not all come forward at once. If this proposal is granted permission the previously approved 2 storey extension would fall within the remit of an unimplemented permission/committed development.
4.9.1.5	In practical terms it is considered 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 across the city including the extant permission. Moreover, NI Water has not provided evidence that the proposed development would have a direct and detrimental impact on waste-water infrastructure or environment, particularly in the context of impacts over and above what has already been committed across the city.
4.9.1.6	Furthermore, there is no evidence before the Council that the proposal, either of itself or in combination with other development, would likely have significant impact on protected environmental assets including Belfast Lough or that the proposed development would be hydrologically linked to the Lough.
4.9.1.7	NI Water 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, subject to an Impact Assessment. NI Water therefore recommends a negative planning condition to permit the proposed development to be constructed but not occupied until 01 July 2023. Officers consider that the imposition of 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).

4.9.1.8	For these reasons officers are of the view that it would be unreasonable to refuse this application based on NI Water's objection.
4.9.2	<b>Noise</b>
4.9.2.1	Environmental Health have offered no objections on noise grounds and the proposal is considered acceptable with regard to noise impacts.
4.9.3	<b>Contamination</b>
4.9.3.1	The application is supported by a Preliminary Contaminated Risk Assessment which concludes that there are no significant sources of contamination present on the site itself. The Preliminary Contaminated Risk Assessment advises that while a number of potentially contaminating land uses (including nearby railway line and a boiler house) were identified in the surrounding area, none of these are likely to pose an unacceptable risk to the site given their relative distances and/or cross gradient or down gradient location. The Risk Assessment has also been considered by DAERA NIEA. Neither DAERA or Environmental Health have raised objections and both have provided conditions and informatives if permission is granted.
4.9.4	<b>Air Quality</b>
4.9.4.1	An Air Quality Impact Assessment (AQIA) was submitted in support of the application and assesses the likely impact of proposed combustion plant on local air quality. The AQIA concludes that the proposal is not predicted to result in any exceedances of the air quality objectives at relevant receptors in the surrounding area. Environmental Health advise that as a result they have no concerns regarding air quality impacts in the operational phase of the development subject to a condition. In this regard, the proposal is considered acceptable.
4.10	<b>Developer Obligations</b>
4.10.1	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.
4.10.2	BCC Economic Development Unit has advised that given the scale of the employment to be created, the high rates of unemployment, current sectoral growth and reported shortages in specific skilled trades, it is likely that the development will give rise to skills or labour shortages within the construction sector and conclude that Employability and skills related Developer Contributions Section 76 clauses will be required for the construction phase of the development.
4.10.3	The applicant has agreed to support developer obligations in the form of Employability and Skills Plan interventions. An Employability and Skills plan will be required to be submitted prior to commencement of the development to identify these interventions.
4.10.4	The planning obligation will be included as part of the planning permission by means of a Section 76 planning agreement and complies with the adopted Developer Contributions Framework and the SPPS.

4.11	<b>Pre-Application Community Consultation</b>
4.11.1	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 October 2020 (LA04/2020/2595/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. Two online public events were held on 16 December 2020 and 21 <sup>st</sup> January 2021 and facilitated feedback through a dedicated website.
4.11.2	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. 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 leaflets were distributed to all premises within 200m of the hospital and provided information on the public consultation events. The report states that a letter of support was received for the proposed development.
4.11.3	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.
<b>Neighbour Notification Checked</b> <span style="float: right;"><b>Yes</b></span>	
<p><b>Summary of Recommendation:</b> Having regard to the development plan, relevant policy context and other material considerations including the approved two storey extension which is a lawful fallback position, the proposed extension to the existing Kingsbridge hospital is considered acceptable and approval is recommended subject to conditions and a Section 76 to secure an Employability and Skills Plan.</p> <p>The recommendation is to grant planning permission subject to conditions and a Section 76 with delegated authority given to the Director of Planning and Building Control to finalise the wording of conditions and the Section 76 subject to no substantive issues being raised.</p>	
<p><b>Draft Conditions:</b></p> <ol style="list-style-type: none"> <li>1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</li> </ol> <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p> <ol style="list-style-type: none"> <li>2. No brickwork, metal profiling/cladding/framing, rendered panelling or other external materials shall be erected, applied or placed in situ unless in accordance with details which shall have first been submitted to and approved in writing by the Council, and which shall be in general accordance with the approved planning drawings. Sample panels of external materials shall be made available on site for inspection by the Council and shall all be retained on site until completion of the development. The development shall be carried out fully in accordance with the agreed details.</li> </ol> <p>Reason: In the interests of the character and appearance of the area and to ensure a high quality development.</p>	

3. Material and finishes shall be:
- a) External walls: clay facing brick, rendered panels;
  - b) Roof: metal profile;
  - c) Windows: aluminium, powder coated, grey;
  - d) Doors: aluminium, powder coated, grey;
  - e) Large openings: aluminium glazed curtain walling, powder coated, grey;
  - f) Rainwater Goods: Metal

Reason: To ensure the proposed make use of sympathetic building materials and techniques which respect those found on the building and to ensure the materials are in keeping with the existing hospital building, thereby limiting the impact of the proposal.

4. 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 agreed by the Planning Authority prior to the development being occupied. If required, the Verification Report shall be completed by competent persons in accordance with best Practice shall present all the remediation and monitoring works undertaken and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.

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

5. The installed combustion plants for the proposed development shall meet the technical specification as detailed within the air quality assessment (*Kingsbridge Hospital, Air Quality Assessment, RPS, October 2021*) and the emissions from the combustion plants shall be released from stack in a location and at a height that provides adequate dispersion and in accordance with the Consultants specification (5m) as set out in the *Kingsbridge Hospital, Air Quality Assessment, RPS, October 2021*

Reason: Protection of human health.

6. The dust management measures, as detailed within Chapter 5 of the *Kingsbridge Hospital, Air Quality Assessment, RPS, October 2021* shall be implemented throughout the duration of the construction phase of the development.

Reason: Protection of human health.

**DFI Roads Conditions to follow.**

**Notification to Department (if relevant)**

Date of Notification to Department: Not required

Response of Department: N/A

**Representations received from elected Members: None**

<b>ANNEX</b>	
<b>Date Valid</b>	19th July 2021
<b>Date First Advertised</b>	30th July 2021
<b>Date Last Advertised</b>	29th October 2021
<b>Details of Neighbour Notification</b> (all addresses) The Owner/Occupier, 1a Malone Park, Belfast The Owner/Occupier, 450 Lisburn Road, Malone Lower, Belfast, Antrim, BT9 6GT The Owner/Occupier, 48 Lisburn Road, Malone Lower, Belfast, Antrim, BT9 6GT The Owner/Occupier, 805 Lisburn Road, Belfast The Owner/Occupier, 811 Lisburn Road, Malone Lower, Belfast, Antrim, BT9 7GX The Owner/Occupier, Charles Hurst Ltd., Lislea Drive, Belfast, Antrim, BT9 7JG The Owner/Occupier, Malone Presbyterian Church, 454 Lisburn Road, Belfast, BT9 6GT	
<b>Date of Last Neighbour Notification</b>	10 <sup>th</sup> January 2022
<b>Date of EIA Determination</b>	N/A
<b>ES Requested</b>	No
<b>Drawing Nos:-</b> 01 – Site Location Plan – Published 23/07/21 05c – Proposed Ground floor Plan - Published 08/02/22 06 – Proposed First Floor Plan - Published 23/07/21 07 – Proposed Second Floor Plan - Published 23/07/21 08 - Proposed Part Ground Floor Plan - Published 23/07/21 09 – Proposed Part First Floor Plan - Published 23/07/21 10 – Proposed Part Second Floor Plan - Published 23/07/21 11 – Proposed Street Elevations - Published 23/07/21 12 – Proposed Street Sections - Published 23/07/21 13 – Proposed Elevations - Published 23/07/21 14 – Proposed Sections - Published 23/07/21 15 – Proposed Vehicle Entrance - Published 23/07/21 16 – Proposed Perspective Views - Published 23/07/21	