

# Public Document Pack

**Democratic Services Section  
Chief Executive's Department  
Belfast City Council  
City Hall  
Belfast  
BT1 5GS**

11th September, 2019

## **MEETING OF PLANNING COMMITTEE**

Dear Alderman/Councillor,

In addition to those matters previously notified to you, the following item(s) will also be considered at the meeting to be held at 5.00 pm on Tuesday, 17th September, 2019.

Yours faithfully,

SUZANNE WYLIE

Chief Executive

### **AGENDA:**

7. **Response to re-consultation from DfI on the redevelopment of Casement Park (Pages 1 - 16)**
8. (e) LA04/2019/1445/O - Residential development of 53 apartments and car parking spaces at Former Monarch Laundry Site, 451-455 Donegall Road (Pages 17 - 34)

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<b>ADDENDUM REPORT</b>	
<b>Re-Consultation from Department for Infrastructure</b>	
<b>Committee Meeting Date:</b> 17 <sup>th</sup> September 2019	
<b>Application ID:</b> LA04/2017/0474/F	
<b>Proposal:</b> Re-development of Casement Park to provide a new Stadium (Capacity of 34578). Development comprises: demolition of the existing facilities; construction of new pitch, boundary wall and stands, incorporating bar/restaurant & ancillary kitchen areas, conference, training, community and cultural heritage and education facilities, ancillary offices, player accommodation and welfare facilities, press/media & broadcast facilities, replacement floodlighting, stadium/event management suite, ground support facilities including new arrangements for vehicles and pedestrians, electronic display installations, storage, surface and undercroft car parking, hard and soft landscaping, new landscaped pedestrian access from Mooreland Park to Stockman's Lane. Use of the stadium for up to three outdoor music concerts in any calendar year	<b>Location:</b> Lands at 88 - 104 Andersonstown Road and between 36 - 42 Mooreland Park and 202 - 206 Stockman's Lane
<b><u>Introduction</u></b> This matter relates to re-consultation by the Department for Infrastructure (DFI) on the planning application for redevelopment of Casement Park (LA04/2017/0474/F). DFI is the determining authority having formally "called in" the planning application under Section 29 of the Planning Act (Northern Ireland) 2011.  This addendum report should be read in conjunction with the original report to the Planning Committee in August 2017 (Appendix A) and the re-consultation report to the Planning Committee from September 2018 (Appendix B), both of which are appended.	
<b><u>Background</u></b> The planning application for the redevelopment of Casement Park was originally submitted to Belfast City Council in March 2017. DFI directed the Council to refer the application to it for determination. The Department gave this direction as it considered the application to be of regional significance.  In June 2017, DFI formally consulted Belfast City Council on the application. The planning application was considered by the Planning Committee in August 2017. A copy of the Planning Committee report is appended (See Appendix A).  In June 2018, DFI undertook a further round of consultation based on the receipt of further environmental information, an updated planning statement and additional/revised plans. DFI has granted an extension to the consultation period to 28 September 2018 to allow the Council time to	

coordinate its response. A response was issued on 18<sup>th</sup> September 2018 and a copy of same is appended (See Appendix B).

In July 2019, DfI undertook a further round of consultation based on the receipt of further environmental information, this information is detailed below.

**Amended/Additional information**

The latest re-consultation relates to 'all-encompassing Further Environmental Information' (FEI) comprising:

- **Noise Impact Assessment** – addressing potential impacts of the social club in response to the issues raised by Belfast City Council's Environmental Health team in its consultation response of 19 February 2019;
- **Updated Planning Statement** – addressing the current physical condition of the site, including the works and associated costs required to render it capable of being used for events attracting up to 18,000 patrons and the existing lawful use of the site;
- Confirmation of the **sources of attendance figures** from the Transport Assessment;
- **Information in respect of how pedestrian egress is to be addressed** during the operation of the stadium, including spectator movement beyond the curtilage of the stadium;
- **Information addressing the issues raised by DFI Roads** in their consultation reply dated 01 April 2019; and
- An **additional voluntary submission** comprising:
  - revised drawing pack as a result of minor design and engineering modifications;
  - Revised Design and Access Statement;
  - Statement summarising the review of the design revisions and the potential works to improve pedestrian access at Stockman's Lane roundabout by the authors of the Environmental Statement chapters as previously submitted.

**Consideration**

It is considered that the additional information submitted primarily relates to technical matters. The Council's Environmental Health team will provide advice to DfI on the Noise Assessment and other matters relevant to operations and DFI Roads will provide advice on the transport information.

**Recommendation:**

Members are requested to note the content of this briefing and advise if they wish to make any further comment on this planning application to DFI.

# Appendix A

<b>Consultation</b> <b>From Department For Infrastructure</b>	
<b>Committee Meeting Date: 15<sup>th</sup> August 2017</b>	<b>Item Number:</b>
<b>Application ID:</b> LA04/2017/0474/F	
<b>Proposal:</b> Re-development of Casement Park to provide a new Stadium (Capacity of 34578). Development comprises: demolition of the existing facilities; construction of new pitch, boundary wall and stands, incorporating bar/restaurant & ancillary kitchen areas, conference, training, community and cultural heritage and education facilities, ancillary offices, player accommodation and welfare facilities, press/media & broadcast facilities, replacement floodlighting, stadium/event management suite, ground support facilities including new arrangements for vehicles and pedestrians, electronic display installations, storage, surface and undercroft car parking, hard and soft landscaping, new landscaped pedestrian access from Mooreland Park to Stockman's Lane. Use of the stadium for up to three outdoor music concerts in any calendar year	<b>Location:</b> Lands at 88 - 104 Andersonstown Road and between 36 - 42 Mooreland Park and 202 - 206 Stockman's Lane
<b>Notification and Call In:</b>  <p>Belfast City Council has been notified of the above planning application. This application is being dealt with by the Department for Infrastructure as a result of it being classified as 'Regionally Significant' under Section 26 of the Planning Act (NI) 2011. The Department will be responsible for determining the application. After consideration of the application the Department will present a recommendation to the Minister for consideration.</p> <p>Section 26 (6) of the Planning Act (NI) 2011 empowers the Department to cause a public local inquiry to be held by the Planning Appeals Commission (PAC) or a person appointed by the Department. It is not mandatory to have a Public Inquiry and the Department will consider if such an inquiry is necessary when reaching its recommendation to the Minister.</p> <p>Where an inquiry is not held, and before a final determination is made, Section 29 (7) requires a notice in writing to be served on the applicant and Belfast City Council indicating the decision it proposes to make. The notice must specify that within a timeframe of not less than 28 days, the applicant or Belfast City Council can request the opportunity to be heard by the PAC or a person appointed by the Department. In such circumstances the Department on receipt of a request will write to the PAC asking them to convene a hearing.</p> <p>If an inquiry or hearing is held then the Department must take into account any report submitted to it by either the PAC or appointed person before making a determination. The Department will issue</p>	

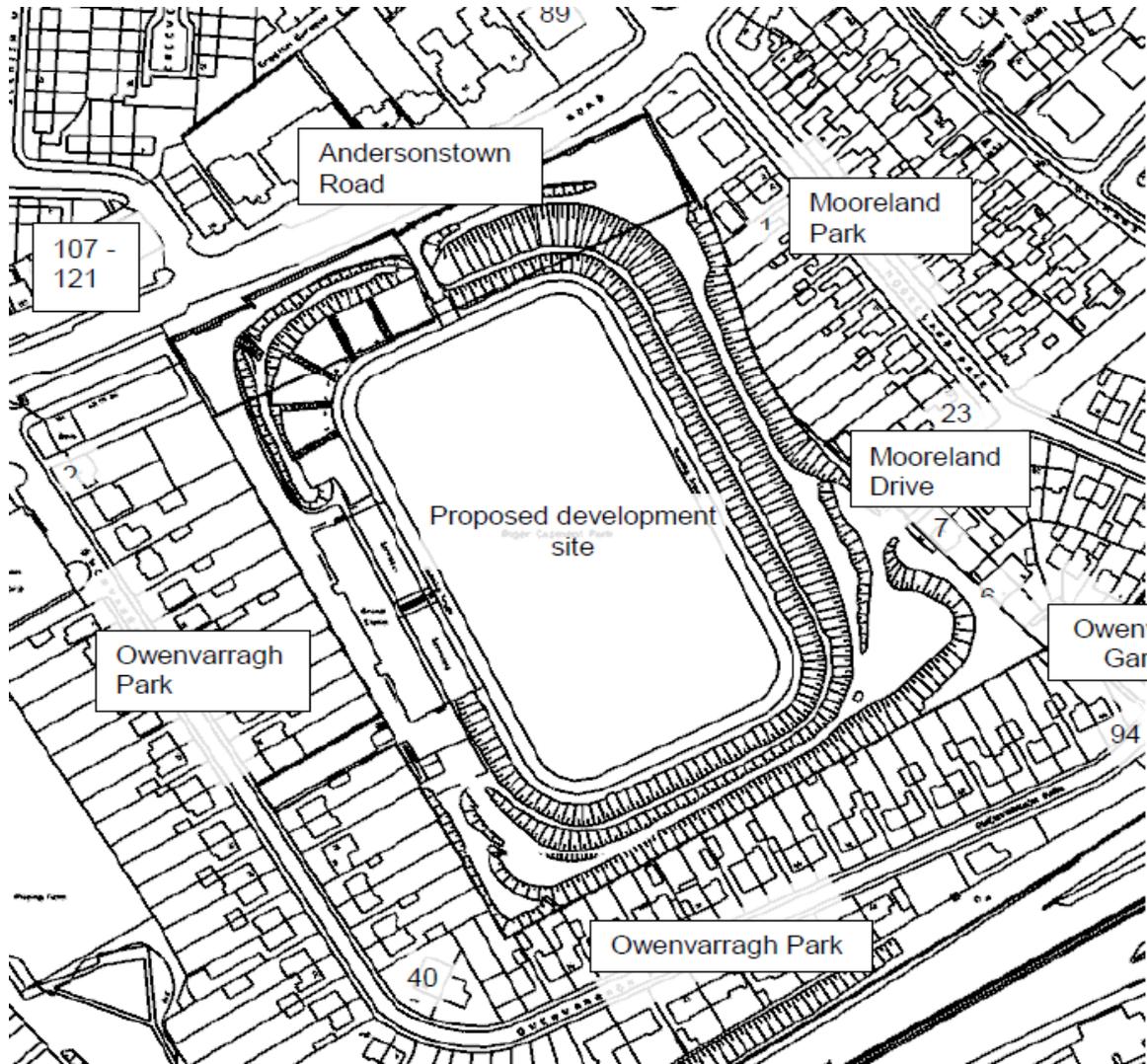
a decision notice to the applicant and inform the relevant council and third parties of the decision that has been made.

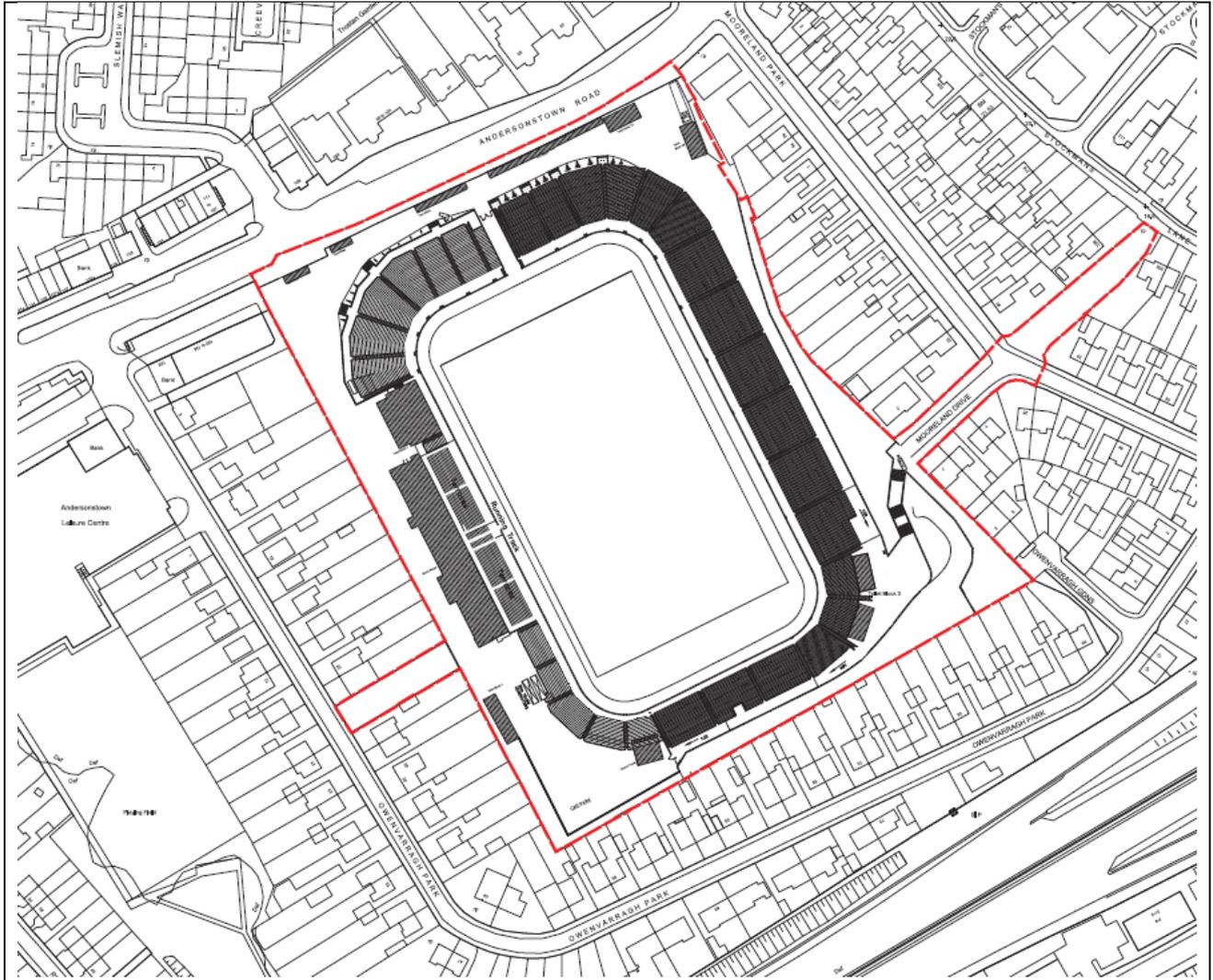
The decision of the Department is final and there is no right of appeal. It is open to an individual to apply for judicial review in the Courts if they do not agree with the decision of the Department. Judicial review is limited to legal or procedural aspects of the decision only.

**Recommendation:**

Members are requested to note the content of this briefing and advise if they wish to make any comment on this planning application to DFI at this stage.

Site Location Plan





Andersonstown Road Facade looking east



View to the stadium from the South East from the M1



**Pre-Application Community Consultation:**

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 27 April 2016. Belfast City Council responded on 18 May 2016 confirming that the PAN and associated approach to pre-

application consultation met the requirements of Section 27 of the Planning Act and also provided information on a number of community groups that should be included in the consultation exercise.

The Pre-Application Community Consultation (PACC) Strategy was based on a programme of engagement with the local community over a 30 week period.

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 and is available to view on the Planning Portal - <http://epicpublic.planningni.gov.uk>

### **Background:**

The planning application was received by Belfast City Council on 3<sup>rd</sup> March 2017 and is accompanied by an Environmental Statement.

On 8 March 2017, the Department for Infrastructure (DfI), in exercise of the powers conferred on it by Section 29 (1) of the Planning Act (Northern Ireland) 2011 and all of the other powers enabling it in that behalf, directed Belfast City Council to refer the application to DfI for determination under the Planning Act (Northern Ireland) 2011. The Department gave this direction in view of the project is considered to be of regional significance.

### **Description of Proposal:**

The existing stadium complex is on a site of approximately 4.8 hectares within a predominantly residential area on the south-western side of the city, approximately 4.3km from the Belfast City Centre.

Residential properties in Owenvarragh Park, Mooreland Park, Mooreland Drive and Owenvarragh Gardens surround the stadium site on three sides. On the north-western side its boundary abuts the public highway on the Andersonstown Road.

The existing Casement Park Stadium comprises the playing pitch for GAA games, spectator viewing accommodation, a small car park and ancillary facilities. A Main Stand is located to the West side of the pitch, passing into concrete terracing around the remainder of the west side and the other three sides of the ground. The Main Stand is 15m wide by 76m long and approximately 13m high and contains the main amenity provision of the stadium. Open concrete stands (bleachers) are located alongside the east, north west, and south west sides.

The highest elements of the existing stadium are the four corner flood lights mounted on masts up to 42m in height, served by generators. These floodlights can be seen from a considerable distance.

Casement Park is built on a sloping site with the land falling down from north west to south east. The existing pitch is approximately one storey below the Andersonstown Road level. To the east and south the raised seating terraces have banks sloping steeply down to the surrounding residential properties. The banks are grassed with pockets of ornamental shrubs and trees. Areas of Japanese Knotweed have been identified along the eastern side and have been subject to treatment since 2012.

The existing main vehicular access to the site is from the Andersonstown Road in the north west corner of the ground, to a small car park adjacent to the main stand. A gate in the north east corner facilitates access for a small number of coaches and cars. Access is also available from

Owenvarragh Park to the rear of the stand and at Mooreland Drive in the south east corner of the stadium for pedestrians and vehicles.

Casement Park has not been used for hosting sporting events since 2013.

The proposed development comprises the demolition and subsequent redevelopment of Casement Park to create a new provincial GAA stadium. It will include:

- Demolition of all existing structures and their removal from the site;
- Construction of a stadium bowl where all spectator facilities will be covered and one which is capable and suitable for hosting Ulster Senior Football Championship (USFC) Finals & Semi-finals, All Ireland Qualifiers etc, comprising:
  - Corporate hospitality areas;
  - Conference facilities;
  - Community, cultural heritage and educational facilities;
  - Players' changing room/warm up areas;
  - Medical and safety provision;
  - Crowd control centre;
  - Event Management Suite;
  - Media, press broadcast facilities;
  - Extensive flexible space for community facilities;
  - Disabled spectator accommodation will be provided in accordance with Regional/National and European standards;
  - Social Club facilities;
  - Two Handball Alleys and ancillary spectator accommodation;
  - Turnstiles and improved access facilities;
  - The pitch will be constructed and laid out to established GAA standards;
  - The provision of floodlighting and stadium lighting to facilitate high-definition media, for evening matches, training and other events;
- On-site car parking;
- Construction of a new boundary wall;
- The main vehicular access to the site is proposed from Andersonstown Road, with use of existing vehicular access points at Owenvarragh Park and Mooreland Drive, primarily for service vehicles.
- Pedestrian access/egress is proposed via Owenvarragh Park, Owenvarragh Gardens, Mooreland Drive and Andersonstown Road
- A further pedestrian connection is provided between Mooreland Park and Stockman's Lane which will be secured by 2.2 m high fencing and gates when not in use.
- The stadium is designed and will be constructed to a standard that will enable the hosting of 3 music concerts in a calendar year, subject to appropriate licensing and availability with regard to the primary use of the stadium for GAA fixtures and other sporting events.

It is proposed that the redevelopment of Casement Park will provide a 34,578 (gross) capacity stadium which includes 200 seats for players and officials and 192 seats for press. The net spectator capacity of the stadium will therefore be 34,186 of which approximately 8,175 will be provided as standing terracing.

#### **Modes of Operation:**

The proposed redevelopment of Casement Park seeks to deliver a provincial GAA stadium capable of hosting the major events in the Ulster GAA calendar namely the Ulster Senior Football Championship final and semi-finals. It is proposed that the venue will serve the community

throughout the week by encouraging community use of the facilities on a daily basis. The Environmental Statement (ES) assesses the use of the stadium in the following modes of operation:

- Daily Operations:  
Daily community use of the community café and the flexible community space for classes and other community uses;  
Casement Social Club;  
Antrim GAA Offices;  
Conference facilities;  
Heritage Centre;  
Schools use (Educational); and  
Handball Courts.
- Sporting Events:  
County Training: 12 – 24 sessions annually, generally in evenings;  
School Matches: 8-12 matches annually with an attendance range of 200 – 2500 in afternoons and some evenings;  
Club Matches: c25 matches annually with attendance ranging from 500 – 3500 on evenings and at weekends;  
County Matches: 20-30 matches annually with attendances ranging from 50 – 5000 with some evening matches but generally at weekends;  
Ulster Senior Football Championship Preliminary Match and/or Quarter Finals involving 1-2 matches per year;  
Ulster Senior and Minor Hurling Finals – 1 weekend event with attendance 2000 – 5000;  
All Ireland Qualifiers: 2-5 matches with attendance range 3000 – 15000 at weekends;  
Ulster Championship Semi-Finals: 2 matches with attendances c20000 at weekends; and,  
Ulster Championship Final: 1 match with anticipated capacity attendance 34578 on Sunday afternoon.
- Major Non-Sporting Events comprising:  
Up to a maximum 3 outdoor music concerts in a calendar year. For the purposes of the ES assessment the 3 events are assumed to be capacity concert events (34186 in attendance) and to involve 1 day setting up the concert equipment, 1 day for the event and a further day for disassembling of equipment and its removal from the site.

#### **Proposed New Stands and Facilities:**

The proposed redevelopment of Casement Park consists of a 34,578 capacity stadium arranged around a 144 m X 88 m pitch.

The architecture of the stadium and the stands in particular is driven by the need to satisfy the target capacity as well as minimising the impacts on surrounding neighbours.

The built form occupies the centre of the site in order to position itself away from the neighbouring buildings. There are no external compounds as all service spaces are incorporated within the footprint of the building. A new boundary wall will be constructed 2m inside the existing site boundary and will be a precast concrete panel 3m high from stadium side. The new boundary wall will be clad in timber on the façade facing onto adjoining residential properties. The space between the existing boundary and the new boundary wall will be landscaped.

The proposed redevelopment will provide covered spectator accommodation on all four sides of the ground.

The stadium building is split into three parts. A base undercroft allowing the building to adapt to the varying levels across the site (metal, mesh), a pre-cast concrete plinth (solid and dark) which responds to the surrounding building proportions and a upper storey canopy of translucent polycarbonate which seeks to diminish the scale of the building through its patterning. The plinth generally matches the scale and height of the surrounding residential properties. A band of high level windows and louvres are proposed in the plinth to provide ventilation and daylight. On the Andersonstown Road the plinth is elevated one storey and creates a covered plaza. The elevated plinth is of similar height of the retail block to the west and the residential and offices to the east.

The proposed canopy covering the spectators is light in colour. The material is a translucent polycarbonate interlocking cladding sheets, knitted to a lightweight steel framing structure. The eaves of the canopy sit on average approximately 8.6m above the top of the plinth. In response to the local context the polycarbonate skin is stepped back and angled to mitigate the visual impact of the upper sections of the stadium.

The highest part of the stadium is the inner rim of the roof canopy furthest away from the adjoining properties.

At the Andersonstown Road interface the plinth is typically 8.5 m above the level of the public highway. The eaves of the canopy are approximately 17.5m above road level and the inner rim of the stand is typically 22m high at that point.

At the southern end of the stadium the design incorporates an undercroft area. In that area the typical height of the plinth above the undercroft floor is 8.2m, while the eaves of the canopy are typically 17m above the ground and inner rim of the canopy is 25.5m high.

Along the eastern side of the stadium the levels change from the high point at the Andersonstown Road to the southeast corner. At the centre of that flank the height of the plinth is typically 13m above adjoining ground levels. The eave of the canopy is typically 21m high and the inner rim of the canopy is typically 25.5m high from adjoining ground levels.

Along the western side of the stadium centrally the height of the plinth is typically 13m above adjoining ground levels. The eaves of the canopy is typically 21m high and the inner rim of the canopy is typically 25.5m high.

It is the intention that the canopy's translucency will let light into the spaces behind but will also prevent views out.

The main design implications centres on the visual impact of the stadium in particular the siting, height and form of the stands, especially where it borders existing residential properties and gardens, namely Owenvarragh Park, Owenvarragh Gardens, Mooreland Park and Mooreland Drive. The proposed stand provide a continuous covered structure around the whole of the pitch which is consistent with other modern day 21<sup>st</sup> century stadium facilities. This contrasts with the existing stadium which has a single covered stand on the western side of the pitch. In an effort to minimise the visual impact of the proposal, the structures have been sited so as to maximise the distance from nearby houses. The proximity of surrounding properties range from between 13m (86 Andersonstown Road) to 46m (2 Owenvarragh Park) from the stadium structure. Further detailed cross sections through the entire site and surrounding properties as a whole is recommended. It is accepted that the structure has been designed so that they are angled away from the surrounding properties and finished in a light coloured material. In terms of wider visual effect, it is recommended that further images are required to demonstrate the impact on the skyline and on key views, both near and distant.

The primary use of the re-developed Casement Park will be as a provincial sports stadium. However, the stadium is designed and will be constructed to a standard that will enable the hosting

of a number of music concerts – up to 3 per calendar year. This will be subject to a separate licencing regime.

The capacity in concert mode is up to 34,186; of those spectators, up to 15,343 people will be accommodate on the field of play as not all of the seating in the stands will be available for concert use.

### **Car Parking and Access:**

A total of 211 on site car parking spaces and 74 cycle parking hoops are proposed in lower level undercroft parking within the stadium. On full capacity match days it is proposed that available car parking will be reduced to 95 spaces as the remainder of the space is proposed to provide a spectator circulation zone around the perimeter of the stadium (south eastern section of the site).

The main access for motor vehicles is via the access point in the north-east concern of the site. Further vehicular accesses are provided at Owenvarragh Park to the rear of the west stand and on Mooreland Drive to the rear of the east stand.

Pedestrian access to the site is to be provided from Andersonstown Road frontage, Owenvarragh Park, Owenvarragh Gardens and from Mooreland Park.

The GAA has secured control over a strip of land between Mooreland Park and Stockman's Lane which will be utilised for access and egress on designated match days (likely to be events exceeding 15,000 attendance) and in emergency situations.

The planning application is supported by a number of Technical Reports addressing Traffic and Transportation. The Sustainable Travel Plan submitted aims to discourage / minimise the number of private cars used by people attending matches and events at the stadium. A number of travel options are proposed by the applicant to offer a viable alternative to the private car for spectators and visitors to the stadium.

The options put forward by the applicant include:

#### Increased GAA Supporter Coach Travel

This option proposes to utilise the extensive network of GAA clubs through Ulster, linked to a ticketing strategy that encourages clubs to organise coach transport for their members. It is proposed that larger clubs will act as hubs and pick up points for supporters within their hinterland and those of neighbouring clubs together with the network of DfI Park & Rides sites to maximise the numbers of travelling by coach rather than private car.

#### Dedicated Park & Ride Sites at Maze Long Kesh and Titanic Quarter

This option offers the potential to provide Park & Ride with bus shuttle services along the hard shoulder of the M1 and through good public transport connections from Titanic Quarter.

#### Belfast City Centre Hub

This option proposes using under-utilised car parking provision on Sunday afternoons and on Saturday evenings when higher capacity events will occur. It is proposed that these spaces could be connected to the application site by dedicated bus lanes and by the forthcoming Belfast Rapid Transit.

#### Local Access Management

This option involves park and walk where spectators with pre-booked tickets will be able to avail of proposed parking in the Boucher Road playing fields than 1 mile from the stadium. It is proposed that a pre-booked shuttle bus will also transport those with mobility issues to the ground. In addition a partnership with the PSNI, GAA Stewards and the local community will manage parking activity

in the vicinity of the stadium closely linked to a ticketing and communications strategy to discourage spectators bringing their car into the Andersonstown Area.

#### Coach drop off and lay by areas

This option has been identified at Blackstaff Way, at Monagh Bypass, at St Teresa's Primary School, Glen Road, at St Genevieve's High School, Stewartstown Road, at Woodlands playing fields on Finaghy Road North, at Black's Road Park & Ride site, and at Lamh Dhearg GAC, Hannahstown Hill.

It is proposed that the specific measures required to service any given event will reflect the nature of the event and the crowd demographic.

#### **Landscaping and Public Realm:**

The redevelopment proposals include an improved Andersonstown Road streetscape including enhanced public realm provision to the rear of the public footpath. The new frontage is being set back some 10m from its current position facilitating the creation of the North Plaza, situated at the back of the public footpath. The plaza of public realm is level with the Andersonstown Road at the eastern end but as the public road slopes down to the west, the plaza is approximately 1.7m higher than the street in the west. The western end of the plaza has steps to make up this level change and a 1.1m high crowd loaded barrier on the front edge.

It is intended that the plaza will provide shelter to people as they access the stadium via Andersonstown Road. The ticket office is also directly off the plaza. It will therefore also act as a gathering and meeting place for spectators before they head to the appropriate site entrance.

On a non-match day it is proposed that the covered plaza could be used for public functions, displays, presentations, markets or used as an outside space for the proposed GAA café which is proposed to be sited centrally in the Andersonstown Road façade. A precast slatted front wall to the plaza, with handrail behind will provide a base for the stadium signage.

The proposed design also includes the construction of a new perimeter wall set back on average by 2m from the existing boundary wall. The space between the new wall and the existing site boundary will facilitate the landscape planting of trees and appropriate ground cover along the western, southern and eastern boundaries to increase screening value, biodiversity and create habitats for native fauna and flora.

#### **Planning Considerations:**

The Environmental Statement submitted covers the following chapters:

1. Introduction;
2. Project Description;
3. Alternatives;
4. Scoping & Consultation;
5. Transport;
6. Noise & Vibration;
7. Soils & Geology (including Contaminated Land);
8. Water Drainage;
9. Ecology;
10. Townscape & Visual;
11. Air Quality, Odour & Climate;
12. Overshadowing, Daylight & Sunlight;
13. Artificial Lighting;
14. Waste Management;

15. Socio-Economic;
16. Cultural Heritage;
17. Telecommunications & TV Reception;
18. Interactions;
19. Cumulative Effects.

DFI have consulted the council on the details of the application and have undertaken consultation with the following organisations:

**Consultations:**

Environmental Health – Belfast City Council – No response to date  
Northern Ireland Water Ltd – No objection  
DAERA – No response to date  
Rivers Agency – No objection  
Transport NI – No response to date  
PSNI – Road Policing Unit – No response to date  
Historic Environment Division – No objection  
Ofcom Northern Ireland – No response to date

**Representations:**

At the time of writing a total of 594 No representations have been received from third parties raising 108 letters of objection and 483 letters support for the proposal.

**Objection**

Principle of stadium at this location ;Capacity of stadium is too high  
Proximity to residential dwellings and gardens and impact on amenity  
Concerts at this location and anti-social behaviour  
Traffic and crowd movement

**Support**

General support recorded

The full details of the planning application (drawings, reports and the Environmental Statement) can be accessed of the planning portal at <http://epicpublic.planningni.gov.uk>

**Recommendation:**

Further detailed cross sections through the entire site and surrounding properties as a whole is recommended. In addition, in terms of wider visual effect, it is recommended that further images are required to demonstrate the impact on the skyline and on key views, both near and distant. Greater certainty around travel, transport and traffic should also be provided at this stage.

Members are requested to note the content of this briefing and advise if they wish to make any comment on this planning application to DFI at this stage.

# Appendix B

## ADDENDUM REPORT

### Re-Consultation

#### From Department for Infrastructure

**Committee Meeting Date: 11<sup>th</sup> September 2018**

**Application ID:** LA04/2017/0474/F

**Proposal:**

Re-development of Casement Park to provide a new Stadium (Capacity of 34578). Development comprises: demolition of the existing facilities; construction of new pitch, boundary wall and stands, incorporating bar/restaurant & ancillary kitchen areas, conference, training, community and cultural heritage and education facilities, ancillary offices, player accommodation and welfare facilities, press/media & broadcast facilities, replacement floodlighting, stadium/event management suite, ground support facilities including new arrangements for vehicles and pedestrians, electronic display installations, storage, surface and undercroft car parking, hard and soft landscaping, new landscaped pedestrian access from Mooreland Park to Stockman's Lane. Use of the stadium for up to three outdoor music concerts in any calendar year

**Location:**

Lands at 88 - 104 Andersonstown Road and between 36 - 42 Mooreland Park and 202 - 206 Stockman's Lane

**Introduction**

This matter relates to re-consultation by the Department for Infrastructure (DFI) on the planning application for redevelopment of Casement Park (LA04/2017/0474/F). DFI is the determining authority having formally "called in" the planning application under Section 29 of the Planning Act (Northern Ireland) 2011.

This addendum report should be read in conjunction with the original report to the Planning Committee in August 2017, which is appended.

**Background**

The planning application for the redevelopment of Casement Park was originally submitted to Belfast City Council in March 2017. DFI directed the Council to refer the application to it for determination. The Department gave this direction as it considered the application to be of regional significance.

In June 2017, DFI formally consulted Belfast City Council on the application. The planning application was considered by the Planning Committee in August 2017. A copy of the Planning Committee report is appended.

The Planning Committee agreed to the recommendation set out in the report with emphasis on the following points:

- Further detailed cross sections through the entire site and surrounding properties as a whole were recommended;
- In addition, in terms of wider visual effect, it was recommended that further images were required to demonstrate the impact on the skyline and on key views, both near and distant; and
- Greater certainty around travel, transport and traffic should also be provided at this stage.

**Amended/Additional information**

In June 2018, DFI undertook a further round of consultation based on the receipt of further environmental information, an updated planning statement and additional/revised plans. DFI has granted an extension to the consultation period to 28 September 2018 to allow the Council time to coordinate its response.

Summary of new information:

- An updated Environmental Statement which revisits a number of chapters of the original Environmental Statement in terms of noise, overshadowing, a management plan etc.
- Drawings covering kitchen extracts, light pollution and re-labelling of some previously incorrectly labelled drawings
- Updated planning statement

Response to issues previously raised by the Council:

- The updated Environmental Statement is being assessed by the relevant technical consultees as part of the re-consultation process
- DFI has confirmed that it did not request any further sections or visuals as a result of the Council's consultation response.
- Travel, transport and traffic – no further information was provided by the applicant as part of the revised Environmental Statement.

**Recommendation:**

Members are requested to note the content of this briefing and advise if they wish to make any further comment on this planning application to DFI.

## Development Management Officer Report Committee Application

<b>Summary</b>	
<b>Committee Meeting Date:</b> Tuesday 17 September 2019	
<b>Application ID:</b> LA04/2019/1445/O	
<b>Proposal:</b> Residential development of 53 apartments (minimum building height 2.5 storey with maximum 5 storey), 53No. car parking spaces, refuse storage and cycle parking area, landscaping and all associated site and access works.	<b>Location:</b> Former Monarch Laundry Site 451-455 Donegall Road Belfast BT12 6HD.
<b>Referral Route:</b> Major Application	
<b>Recommendation:</b>	<b>Approval</b>
<b>Applicant Name and Address:</b> MKB57 Ltd 12 Ballymenoch Road Holywood BT18 0HH	<b>Agent Name and Address:</b> TSA Planning 20 May Street Belfast BT1 4NL
<b>Executive Summary:</b>  The proposal seeks outline permission for 53 no apartments – 12 of these units are proposed in two 2.5 storey buildings facing the Donegall Road whilst the remaining 41 are housed in a large, curved building which varies in height from 3 to 5 storeys. The proposal seeks to retain the listed chimney as a feature of the public open space.  The main issues to be considered in this case are; <ul style="list-style-type: none"> <li>• The principle of housing at this location</li> <li>• The design and layout of the proposal</li> <li>• The impact on traffic and road safety</li> <li>• The impact on amenity of nearby residents and businesses</li> <li>• Waste management</li> <li>• Human health</li> <li>• Natural heritage</li> <li>• Parking provision and access</li> <li>• Drainage and flooding</li> <li>• The consideration of developer contributions</li> </ul> The site is located the development limits of Belfast in the BUAP 2001 and Draft BMAP 2015 (dBMAP) and is unzoned, white land under dBMAP.  As the site is within the settlement development limit and taking into account the site context which consists of housing and a business park, the principle of housing at this site is acceptable subject to design and layout considerations.  Consultees including DfI Roads, NIEA, Northern Ireland Housing Executive and NI Water have no objection to the proposal subject to conditions. Their consultations are detailed in the main	

body of the report. Environmental Health and Rivers Agency have informally indicated no objections and their final responses are expected in the next week.

Having regard to all of the submitted information and reports, consultee responses and representations, officers consider that the proposed scheme will create a quality residential environment, contribute positively to the local environment developing a dilapidated site whilst retaining the historic chimney and meet the requirements of PPS 3, PPS 6, PPS 7, PPS 8, PPS 12 and PPS 15.

Having regard to the Development Plan, and other material considerations, the proposed development is on balance considered acceptable. The Committee is requested to delegate authority to the Director of Planning and Building Control resolve the final consultation responses by Environmental Health and Rivers Agency, both of whom have indicated informally that there will be no objections subject to condition and to finalise the wording of conditions.

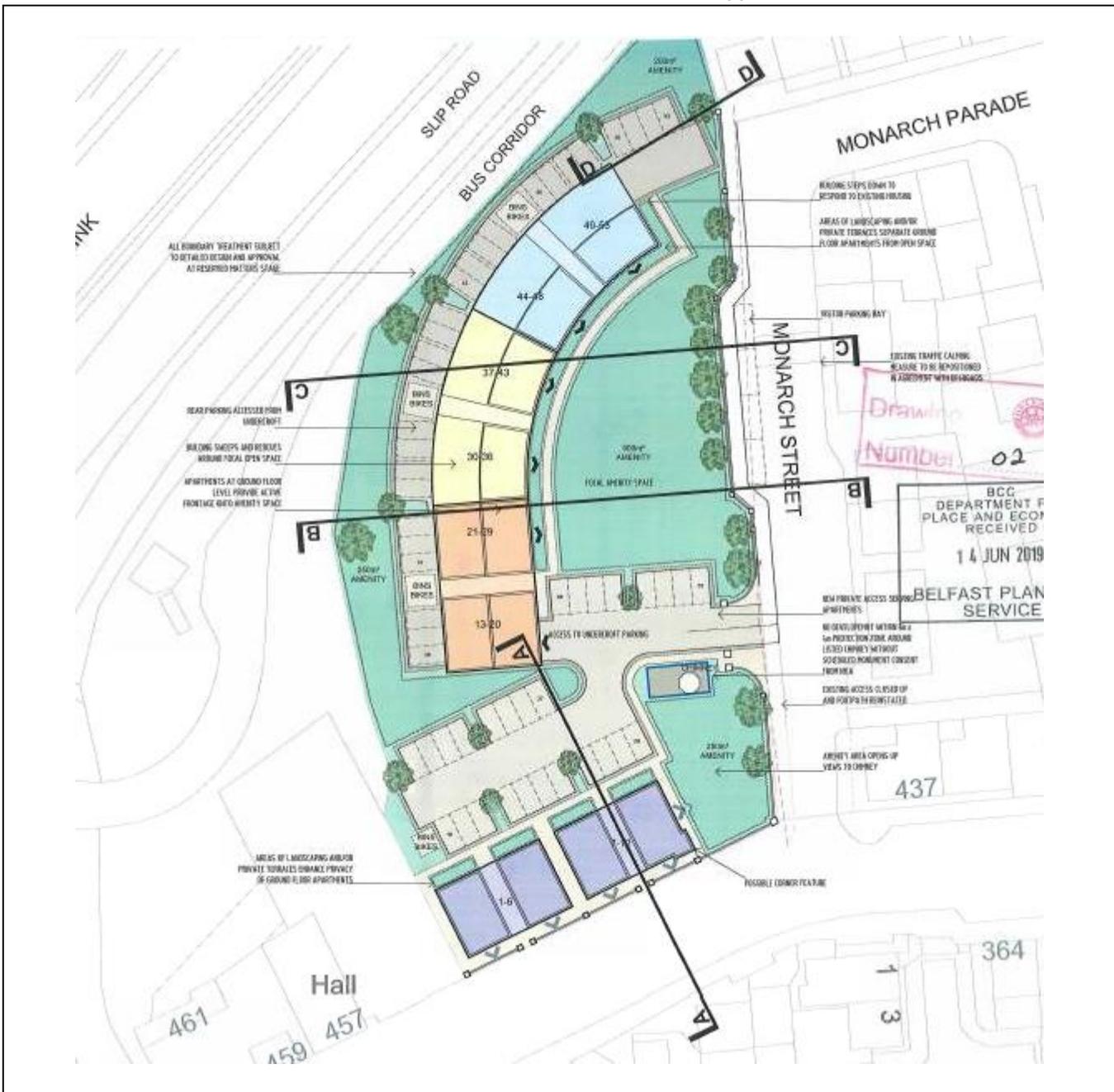
**Signature(s):**

**Date:**

Case Officer Report

Site Location Plan/ Concept Drawing/ Site Layout/





**Characteristics of the Site and Area**

**1.0 Description of Proposed Development**

- 1.1 The proposal seeks outline permission for 53 no apartments – 12 of these units are proposed in two 2.5 storey buildings facing the Donegall Road whilst the remaining 41 are housed in a large, curved building which varies in height from 3 to 5 storeys. The proposal seeks to retain the listed chimney as a feature of the public open space.
- 1.2 As this application is for outline permission, a number of matters have been requested to be reserved. These include the exact size and layout of the apartments, the mix of sizes of the apartments, the detailed design of the development and the final landscape treatments. A concept drawing has been provided as well as separation distances and indicative layouts and sizes to demonstrate that 53 no apartments of appropriate size can be accommodated within the building footprints.

<p><b>2.0</b></p> <p>2.1</p> <p>2.2</p> <p>2.3</p> <p>2.4</p>	<p><b><u>Description of Site and Area</u></b></p> <p>The site consists of an irregular shaped undulating former laundry site bounded by the Donegall Road, Monarch Street and the Westlink Motorway. The site contains a chimney which is designated as a Scheduled Monument and described by Historic Environment Division as a monument of regional importance from the site's time as a Weaving Factory.</p> <p>At present the site is enclosed by 3 metre security fencing onto Donegall Road and a 3 metre wall dropping to 2 metre fence on Monarch Street. There are a number of hoardings and advertisements.</p> <p>The area is characterised by residential streets off the main Donegall Road. The Donegall Road (an arterial route in the city) contains a mixture of residential and commercial uses. The site is close to the motorway and Boucher Road.</p> <p>Monarch Street contains a recent development of social housing in the form of 2-storey semi-detached dwellings approved in 2012, the predominant pattern of housing is terraced in the wider area.</p>
<p><b>Planning Assessment of Policy and other Material Considerations</b></p>	
<p><b>3.0</b></p> <p>3.1</p> <p>3.2</p>	<p><b>Planning History</b></p> <p>Ref ID: Z/2011/0995/F  Proposal: New build social housing, 42 houses and 8 apartments plus gardens, site works, new streets and car parking  Address: Development site includes 1-33 Monarch Street 1-43 Monarch Parade 1-35 Rockland Street and 2-41 Lower Rockview Street The Village Belfast BT12,  Decision: Permission Granted  Decision Date: 13.03.2012</p> <p>Ref ID: LA04/2015/0598/O  Proposal: Amended Plans Received: Revised Site Layout  Residential development comprising 60no. apartments  Address: Former Monarch Laundry Site, 451-455 Donegall Road, Belfast, BT12 6FS  Decision: Withdrawn  Decision Date: 16.05.2017</p>
<p><b>4.0</b></p>	<p><b>Policy Framework</b></p>
<p>4.1</p>	<p>Belfast Urban Area Plan 2001 (BUAP)  Draft Belfast Metropolitan Area Plan 2015 (Draft BMAP 2015)  Draft Belfast Metropolitan Plan 2004</p>
<p>4.2</p>	<p>Regional Development Strategy  Strategic Planning Policy Statement for Northern Ireland  Planning Policy Statement 3 - Access, Movement and Parking  Planning Policy Statement 6 - Planning, Archaeology and the Built Heritage  Planning Policy Statement 7 – Quality Residential Environments  Planning Policy Statement 8 – Open Space  Planning Policy Statement 12 – Housing in Settlements  Planning Policy Statement 15 (Revised) - Planning and Flood Risk</p>
<p><b>5.0</b></p>	<p><b><u>Statutory Consultees</u></b>  <b>Transport NI</b> – have provided conditions and informatives</p>

	<p><b>Rivers Agency</b> – awaiting final response, informal indication of no objections</p> <p><b>NIEA Natural Heritage</b> – no objections</p> <p><b>NIEA Historic Environment Division</b> – no objections subject to a protective fencing around the listed monument</p> <p><b>NIEA Land, Soil, and Air</b> – no objections subject to conditions</p> <p><b>NIW</b> – No objections</p>
<b>6.0</b>	<p><b><u>Non-Statutory Consultees</u></b></p> <p><b>Environmental Health BCC</b> – awaiting final response, informal indication of no objections subject to conditions and informatives</p> <p><b>Northern Ireland Housing Executive</b> – have indicated there is no social housing need in the vicinity</p>
<b>7.0</b>	<p><b><u>Representations</u></b></p>
7.1	7 no representations were received. 6 representations take the form of an identical letter which has been individually signed by residents.
7.2	<p>The issues raised can be summarised as follows:</p> <ol style="list-style-type: none"> <li>a) Lack of community cohesion between residents in new developments and the greater Blackstaff community</li> <li>b) The structural differences are at variance with the existing properties and in some cases overpowering</li> <li>c) Negative impact of the proposal on structural and community character of the area</li> <li>d) That there should be a freeze on apartments and flats in the areas</li> <li>e) That the focus should be on social housing provision and affordable housing provision</li> <li>f) Traffic, parking provision, road safety and congestion</li> <li>g) That the concept plan is not to scale and is taken from an odd angle</li> <li>h) Impact on sunlight</li> <li>i) Overlooking and loss of privacy</li> <li>j) That the gated community is at odds with the character of the area</li> <li>k) Lack of amenities for children in the area, could some be provided by the development?</li> <li>l) Pollution and air quality</li> <li>m) Fear of crime and the need for a secure site with CCTV</li> </ol>
7.3	<p>The issues above have been considered as follows:</p> <ol style="list-style-type: none"> <li>a) Community Consultation was undertaken as per the requirements of the legislation, however the cohesion between residents within the area would not be a material consideration.</li> <li>b) See paras 8.3.10 and 8.3.11</li> <li>c) See paras 8.3.10 and 8.3.11</li> <li>d) It is not within the vires of the Council to 'freeze' particular types of housing. Each planning application must be considered on its own merits and assessed against the prevailing plan and policies</li> <li>e) Consultation was undertaken with Northern Ireland Housing Executive and it advised that there is currently no social housing need within the area</li> <li>f) See para 8.3.8</li> <li>g) A concept plan is generally not to scale, however scaled site layouts and sections were provided</li> <li>h) See para 8.3.10</li> <li>i) See para 8.3.10</li> <li>j) The agent has provided a letter of response to the representations dated 9<sup>th</sup> September 2019 which clarifies that there is no intention to create a gated community</li> </ol>

	<p>k) Any facilities in terms of play equipment are a reserved matter</p> <p>l) The proposal is supported by an Air Quality Assessment and this was found to be acceptable in principle by Environmental Health</p> <p>m) The site shows boundaries including walls and railings however these details, including CCTV would also be a reserved matter</p>
<b>8.0</b>	<b><u>ASSESSMENT</u></b>
<b>8.1</b>	<b><u>Development Plan</u></b>
8.1.1	Section 45 (1) of the Planning Act (NI) 2011 requires regard to be had to the Development Plan, so far as material to the application and to any other material considerations. Section 6 (4) states that where regard is to be had to the Development Plan, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.
8.1.2	Following the recent Court of Appeal decision on Belfast Metropolitan Area Plan, the extant development plan is now the Belfast Urban Area Plan 2001. However, given the stage at which draft BMAP 2015 had reached (i.e. pre-adoption through a period of independent examination), that the main areas of contention were policies relating to Sprucefield Shopping Centre, BMAP 2015 is considered to hold significant 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. The weight to be attached to policies in emerging plans will depend upon the stage of plan preparation or review, increasing as successive stages are reached.
8.1.3	The site is un-zoned white land under the BUAP and both versions of BMAP.
<b>8.2</b>	<b><u>The principle of residential development at this location</u></b>
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.
8.2.2	The site is located within the settlement limits in draft BMAP 2015. The presumption is therefore in favour of development subject to the planning considerations discussed below.
8.2.3	The surrounding context is predominantly housing and as the site is zoned as white land, there are no preclusions to residential development subject to the policy provisions of PPS 7 and PPS 8 which are explored below.
8.2.4	Northern Ireland Housing Executive (NIHE) were consulted and confirmed that there is no identified need in the area for social housing.
<b>8.3</b>	<b><u>Design and layout</u></b>
8.3.1	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 PPS's remain applicable under 'transitional arrangements', including PPS 3. The SPPS states that PPS3, 7 and 12 remain applicable under 'transitional arrangements'.
8.3.2	Planning Policy Statement 7 relates to quality in housing developments. PPS 7 objectives place emphasis on achieving quality residential development not only in terms of

	<p>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 conform. PPS12, DCAN 8 and Creating Places relate to housing developments and are also material considerations. PPS7 addendum safeguarding character is also a material consideration and includes three policies LC1-3</p>
8.3.3	<p><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 current application is outline and therefore detailed matters are reserved for subsequent applications. The general arrangement, height and separation distances are however provided to allow for full assessment of the potential impacts the development may have. The building heights vary from 2.5 storeys onto Donegall Road and between 3-5 storeys facing Monarch Street. The larger building is set back within the site to create a considerable separation distance (some 44m) from the existing two-storey residential dwellings on Monarch Street. In addition, the location of the building to the back of the site, adjacent to the motorway permits a generous provision of open space.</p>
8.3.4	<p><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. The scheduled monument is retained as a feature of the open space which is welcomed by Historic Environment Division. Protective fencing is required and this will be requested via condition.</p>
8.3.5	<p><u>Criterion (c)</u> requires adequate provision for public and private open space and landscaped areas as an integral part of the development. Planning Policy Statement 8, Policy OS2 Public Open Space in New Residential Development recommends at least 10% public open space. All units have access to two areas of usable public open space of approximately 1150 sq m which averages 21 sq m per unit.</p>
8.3.6	<p>In addition there are also areas of incidental space to the rear of the building provided in addition to the main area of open space to the front of the development, which totals approximately 450 sq m. The proposal does not at present provide detail on private amenity space in terms of balconies as this will be dealt with at reserved matters state. It is clear however that even without balconies, the proposal meets the policy requirement of 10% in Policy OS2 of PPS 8.</p>
8.3.7	<p><u>Criterion (d)</u> relates to the provision of local neighbourhood facilities. It is considered that there are sufficient neighbourhood facilities in the area including the Empire Community Centre and South city Resource and Development Centre which are within reasonable walking distance. The site is also well connected to the city centre.</p>
8.3.8	<p><u>Criteria (e) and (f)</u> require adequate and appropriate provision for parking, walking and cycling in conjunction with the policy requirements of Planning Policy Statement 3: Traffic Movement and Parking. DfI Roads were consulted and have no objection in relation access, parking and pedestrian walkways.</p>
8.3.9	<p><u>Criterion (g)</u> relates to design and materials. This proposed design and materials have been reserved however there are indicative designs within the concept drawings which show sympathetic materials such as red brick.</p>
8.3.10	<p><u>Criterion (h)</u> deals with the impact the development may have on adjacent land uses and residents. The site is adjacent to the motorway, a church hall and carpark and the residential units on Monarch Street. Taking into account the proposed layout, existing and proposed boundary treatments and separation distances, it is considered that there will be no</p>

	<p>unacceptable adverse impact on existing or proposed properties in terms of overlooking, loss of light, overshadowing, noise or other disturbance.</p> <p>Policy LC1 (Protecting Local Character, Environmental Quality and Residential Amenity) of the addendum to PPS 7 states that the proposed density of the development must not be significantly higher than that found in the established residential area and that the pattern of development is also in keeping with the overall character of the locale – given the size of the site the proposal therefore meets criteria (a) and (b) of Policy LC1.</p>
8.3.11	In addition criterion (c) states that all dwelling units and apartments comply with the space standards set out in Annex A. The indicative layouts submitted by the agent show sizes which vary from 54 – 65 sq m. These meet the requirements for 2 person/1 bedroom and 3 person/2 bedroom space standards as outlined in Annex A of the addendum to PPS 7.
8.3.12	The agent wishes to reserve the final mix and size of apartments and given the size of the site and the indicative layouts, this is deemed appropriate.
<b>8.4</b>	<b><u>Landscaping and boundary treatments</u></b>
8.4.1	The site contains landscaped areas within the car park as well as a communal area of amenity space to the front. In addition there are incidental areas to the rear.
8.4.2	The final schedule of landscaping and boundary treatments is to be reserved.
<b>8.5</b>	<b><u>Traffic, Movement and Parking</u></b>
8.5.1	DFI Roads have no objection to the application. 53 no parking spaces are provided as well as cycle parking. The area is well connected in terms of its proximity to the city centre and is on a main arterial route in terms of public transport.
<b>8.6</b>	<b><u>Contaminated Land</u></b>
8.6.1	The application is supported by a GQRA which has been considered by both NIEA and Environmental Health. NIEA have provided conditions and have no objection while Environmental Health have indicated that they are content in principle and will require further information at reserved matters stage via condition.
<b>8.7</b>	<b><u>Noise</u></b>
8.7.1	Environmental Health has reviewed the Noise Impact Assessment and advised that it meets the relevant requirements.
<b>8.8</b>	<b><u>Air Quality</u></b>
8.8.1	Environmental Health has reviewed the Air Quality Assessment and advised that it meets the relevant requirements.
<b>8.9</b>	<b><u>Site Drainage/Flood Assessment</u></b>
8.9.1	The application is supported by a Flood Risk Assessment and Drainage Assessment. The proposal has been considered against policies FLD 1-5 of Revised PPS15. The Council confirmed that the site meets the exception test (c) of FLD1. Rivers Agency advised that the Flood Risk Assessment is deemed to be robust with regards to managing flood risk. Rivers Agency have advised they have no objections under FLD 2, 4 and 5. With regards to Policy FLD 3, a Schedule 6 consent (to discharge into a watercourse) has been requested and delegated authority is sought to resolve this final matter with Rivers Agency.

<b>8.10</b>	<b><u>Historic Environment</u></b>
8.10.1	The site contains a chimney which is a Scheduled Monument and described by Historic Environment Division as a monument of regional importance. Policy BH1 of Planning Policy Statement 6: Planning, Archaeology and Built Heritage therefore applies. Policy BH1 states there is a presumption in favour of the physical preservation in situ of archaeological remains of regional importance and their settings.
8.10.2	The proposal retains the chimney as a feature of the open space. Historic Environment Division were consulted and consider that the proposal is acceptable and meets the policy requirements of PPS 6.
8.10.3	There are four listed buildings in the vicinity of the proposed site: HB26/23/002 St Simon's Church of Ireland, Donegall Road B1 HB26/23/004 Former Factory, 3-19 Rydalmere Street B2 HB26/23/006 Donegall Road Methodist Church B1 HB26/32/001 Royal Belfast Hospital for Sick Children B1
8.10.4	Historic Environment Division were consulted and having the considered the impacts of the proposal, advised that the proposal is compliant with Policy BH11: Development Affecting the Setting of a Listed Building and paragraph 6.12 of Strategic Policy Planning Statement for Northern Ireland.
<b>8.11</b>	<b><u>Pre-Community Consultation</u></b>
8.11.1	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.
8.11.2	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 (LA04/2018/2977/PAN) was submitted to the Council on 28 <sup>th</sup> December 2018 and was deemed acceptable on 9 <sup>th</sup> January 2019.
8.11.3	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, stakeholder meetings, letters, leaflets and the public advertisement.
8.11.4	The retention of the chimney was welcomed as well as the red brick shown in the concept drawing. Concerns were expressed regarding the height, tenure of the housing, and congestion and parking. These points are all addressed in the PACC report. 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.
<b>8.12</b>	<b><u>Statutory Consultation</u></b>
8.12.1	The revised scheme was first advertised on 12 <sup>th</sup> July 2019 and neighbours notified on 3 <sup>rd</sup> July 2019.

<p><b>8.13</b> 8.13.1</p>	<p><b><u>Developer Contributions</u></b> Para 5.69 of the SPPS states that “Planning authorities can require developers to bear the costs of work required to facilitate their development proposals”. The proposal includes enhancements to the public realm immediately abutting the site and the provision of open space. The agent has written to the Council to confirm that the client is willing to provide public realm improvements onto the Donegall Road and Monarch Street and this will be dealt with via negative condition.</p>
<p><b>10.0</b> 10.1</p>	<p><b>Summary of Recommendation:</b> Having regard to the policy context and other material considerations above, the proposal is considered acceptable and approval of planning permission is recommended subject to conditions. It is requested that delegated authority is given to the Director of Planning and Building Control to resolve any matters in relation the outstanding consultation response from Rivers Agency and Environmental Health and to finalise the wording of.</p>
<p><b>11.0</b> 11.1  11.2</p>	<p><b>Conditions (final wording to be delegated to the Director of Planning and Building Control)</b> Application for approval of the reserved matters shall be made to the Council within 3 years of the date on which this permission is granted and the development, hereby permitted, shall be begun by whichever is the later of the following dates:- i. the expiration of 5 years from the date of this permission; or ii. the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.  Reason: As required by Section 62 of the Planning Act (Northern Ireland) 2011.  The under-mentioned reserved matters shall be as may be approved, in writing, by the Council :-  Siting; the two dimensional location of buildings within the site.  Design; the two dimensional internal arrangement of buildings and uses and the floor space devoted to such uses, the three dimensional form of the buildings and the relationship with their surroundings including height, massing, number of storeys, general external appearance and suitability for the display of advertisements.  External appearance of the Buildings; the colour, texture and type of facing materials to be used for external walls and roofs.  Means of Access; the location and two dimensional design of vehicular and pedestrian access to the site from the surroundings and also the circulation, car parking, facilities for the loading and unloading of vehicles and access to individual buildings within the site.  Landscaping; the use of the site not covered by building(s) and the treatment thereof including the planting of trees, hedges, shrubs, grass, the laying of hard surface areas, the formation of banks, terraces or other earthworks and associated retaining walls, screening by fencing, walls or other means, the laying out of gardens and the provisions of other amenity features.  Reason: To enable the Council to consider in detail the proposed development of the site.</p>

11.3	<p>No dwelling shall be occupied until weather protected cycle parking has been fully provided, at a rate of at least 1 cycle parking space per 4 apartments, in accordance with details to be agreed at Reserved Matters stage.</p> <p>Reason: To ensure acceptable cycle parking facilities on the site and to encourage alternative modes of transport to the private car.</p>
11.4	<p>No dwelling shall be occupied until hard surfaced parking areas have been provided and permanently marked which are generally in accordance with Drawing 02A Concept Site Plan. These facilities shall be permanently retained in accordance with details to be agreed at Reserved Matters stage.</p> <p>Reason: To ensure acceptable parking facilities on the site.</p>
11.5	<p>The access gradient onto Monarch Street 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.</p> <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users</p>
11.6	<p>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.</p> <p>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.</p>
11.7	<p>The development shall operate in accordance with a Service Management Plan, details of which shall be agreed at Reserved Matters stage.</p> <p>Reason: In the interests of road safety and the convenience of road users.</p>
11.8	<p>An area for the temporary storage of bins shall be provided near the entrance details of which shall be agreed at Reserved Matters stage.</p> <p>Reason: In the interests of pedestrians on Monarch Street on bin collection day.</p>
11.9	<p>The development shall operate in accordance with a Travel Plan, details of which shall be agreed at Reserved Matters stage.</p> <p>Reason: To encourage alternative modes of transport to the private car.</p>
11.10	<p>The vehicular access, including visibility splays of 2.4m X 33m, shall be formed using lowered kerbs and be between 4.8m and 6m wide, details to be agreed at Reserved Matters stage.</p> <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users</p>
11.11	<p>No development shall commence unless the applicant has submitted evidence in writing to the Council and obtained agreement demonstrating 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 should include:</p>

	<p>-Quantitative risk assessment(s) to investigate the risks to groundwater from the groundwater contamination identified at the site for total petroleum hydrocarbons and chlorinated solvents,                  -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.</p> <p>If unacceptable risks to receptors are identified a remediation strategy will be required to address those risks.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.12	<p>The development hereby permitted shall not commence unless a detailed remediation strategy to address all unacceptable risks to environmental receptors identified from Condition 11 and those identified in WYG’s Preliminary and Generic Quantitative Risk Assessment, MKB Co No.57, Monarch Street Belfast, dated June 2019 has been submitted in writing and agreed by the Council. It shall 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).</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.13	<p>The development hereby permitted shall not be occupied unless the remediation measures as described in the remediation strategy submitted under Condition 12 have been implemented to the satisfaction of the Council. The Council must be given 4 weeks written notification prior to the commencement of remediation work.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.14	<p>If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). 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.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.15	<p>After completing the remediation works under Conditions 12, 13 and 14; and prior to occupation of the development, a verification report needs to be submitted to and agreed in writing with the Council. This report must be completed by competent persons in accordance with the Model Procedures for the Management of Land Contamination (CLR11).</p> <p>The verification report must 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.</p> <p>Evidence must be presented in the Verification Report that all fuel storage tanks (and associated infra-structure) have been fully decommissioned and removed in line with current Guidance for Pollution prevention (GPP 2) and the Pollution Prevention Guidance (PPG27) and the quality of surrounding soils and groundwater has been verified. Should contamination be identified during this process, Condition 14 will apply.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>

11.16	<p>No development or piling work shall commence on this site unless a piling risk assessment has been submitted to and agreed in writing by 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 <a href="http://publications.environment-agency.gov.uk/PDF/SCHO0501BITT-E-E.pdf">http://publications.environment-agency.gov.uk/PDF/SCHO0501BITT-E-E.pdf</a>.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.17	<p>No site works of any nature or development shall take place until a fence has been erected around the area specified, on a line to be agreed with Historic Environment Division: Historic Monuments. No works of any nature or development shall be carried out within the fenced area. No erection of huts or other structures, no storage of building materials, no dumping of spoil or topsoil or rubbish, no bonfires, nor any use, turning or parking of plant or machinery shall take place within the fenced area. The fence shall not be removed until the site works and development have been completed.</p> <p>Reason: To prevent damage or disturbance of archaeological remains within the application site.</p>
11.18	<p>No site works of any nature or development shall take place unless a maintenance agreement to conserve the chimney has been submitted to and approved by the Council. All works thereafter must comply with the approved agreement. Any stabilisation/repairation work to the chimney would require Scheduled Monument Consent.</p> <p>Reason: In the interests of protecting the historic monument.</p>
11.19	<p>Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Department for Communities – Historic Environment Division to observe the operations and to monitor the implementation of archaeological requirements.</p> <p>Reason: To ensure that identification, evaluation and appropriate recording of any archaeological remains, or any other specific work required by condition, or agreement is satisfactorily completed</p>
11.20	<p>Notwithstanding the submitted details, no development shall commence on site unless full details of the public realm improvements to the footway bounding the site in the areas shown on Drawing Number 02A Concept Site Plan have been submitted to and approved in writing by the Council. The details shall include:</p> <ol style="list-style-type: none"> <li>1. Surface materials; and</li> <li>2. The design and provision of underground ducting.</li> </ol> <p>The development shall not be occupied unless the public realm improvements have been carried out in accordance with the approved details.</p> <p>Reason: In the interests of the character and appearance and to enhance connectivity to and from the development.</p>
12.0	<p><b>Representations from Elected Representatives</b> (if relevant) N/A</p>

<b>13.0</b>	<b>Referral to Dfl (if relevant)</b> N/A
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<b>ANNEX</b>	
<b>Date Valid</b>	21st June 2019
<b>Date First Advertised</b>	12th July 2019
<b>Date Last Advertised</b>	N/A
<b>Details of Neighbour Notification</b> (all addresses) The Owner/Occupier, 1 Benburb Street,Belfast,Antrim,BT12 6JG Laura Cummings 10, Lower Rockview Street, Belfast, Antrim, Northern Ireland, BT12 6GT The Owner/Occupier, 3 – 43 Monarch Street,Belfast,Antrim,BT12 6HD 2 Lecale Street,Belfast,Antrim,BT12 6JD The Owner/Occupier, 384 – 388 Donegall Road,Belfast,Antrim,BT12 6FY 4, Lower Rockview Street, Belfast, Antrim, Northern Ireland, BT12 6GT 437 Donegall Road,Belfast,Antrim,BT12 6FS 455 Donegall Road,Belfast,Antrim,BT12 6FS	
<b>Date of Last Neighbour Notification</b>	3 <sup>rd</sup> July 2019
<b>Date of EIA Determination</b>	N/A
<b>ES Requested</b>	No
<b>Planning History</b>  Ref ID: Z/2011/0995/F Proposal: New build social housing, 42 houses and 8 apartments plus gardens, site works, new streets and carparking Address: Development site includes 1-33 Monarch Street 1-43 Monarch Parade 1-35 Rockland Street and 2-41 Lower Rockview Street The Village Belfast BT12, Decision: Permission Granted Decision Date: 13.03.2012  Ref ID: LA04/2015/0598/O Proposal: Amended Plans Received: Revised Site Layout Residential development comprising 60no. apartments Address: Former Monarch Laundry Site, 451-455 Donegall Road, Belfast, BT12 6FS, Decision: Withdrawn Decision Date: 16.05.2017  Ref ID: Z/2014/0489/F Proposal: Resurfacing of existing paving with natural stone, installation of tree pits and pedestrian railings and boundary treatments to include new access gates and panel boardings to display artwork.	

Address: Junction between Donegall Road and Glenmachan Street, Belfast,  
Decision: Permission Granted  
Decision Date: 16.10.2014

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