

# Public Document Pack

**Democratic Services Section  
Legal and Civic Services Department  
Belfast City Council  
City Hall  
Belfast  
BT1 5GS**

13<sup>th</sup> May, 2022

## **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 May, 2022.

Yours faithfully,

John Walsh

Chief Executive

### **AGENDA:**

- 5 (o) LA04/2020/0426/F - Proposed re-construction of petrol station and ancillary retail until including the replacement of fuel tanks, pumps and canopy alterations. Alteration to roof of hot food take away, compactor and provision of an EV charging facility at 228-232 Stewartstown Road (Pages 1 - 18)

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## Development Management Officer Report Committee Application

<b>Addendum Report</b>	
<b>Committee Meeting Date:</b> Tuesday 17 <sup>th</sup> May 2022	
<b>Application ID:</b> LA04/2020/0426/F	
<b>Proposal:</b> Proposed re-construction of petrol station and ancillary retail until including the replacement of fuel tanks, pumps and canopy alterations. Alteration to roof of hot food take away, compactor and provision of an EV charging facility (amended description)	<b>Location:</b> 228-232 Stewartstown Road Belfast
<b>Referral Route:</b> Under section 3.8.2(a) ii of the Scheme of Delegation, retailing space greater than 500 square metres gross floor space outside the City Centre or District Centres where an objection to the proposal has been received should be heard at planning committee.	
<b>Recommendation:</b>	<b>APPROVE</b>
<b>Applicant Name and Address:</b> Hoey Family Pension Fund c/o 204 Concession Road Crossmaglen Co Armagh BT35 9JD	<b>Agent Name and Address:</b> McKeown & Shields Associates Ltd 1 Annagher Road Coalisland Co Tyrone BT71 4NE
<p>This planning application was previously approved by the Planning Committee on Tuesday 20<sup>th</sup> April 2021. This decision was subject to a judicial review, which was ultimately conceded by officers upon counsel's advice.</p> <p>The grounds of challenge in the judicial review application alleged, inter alia, alleged that the Council failed to take into account into material considerations, and that the decision was flawed for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The report failed to bring to the attention of the Planning Committee various correspondence;</li> <li>2. The report misled the Planning committee as to DFI's final consultation position;</li> <li>3. The failure to conduct a Transport Assessment;</li> <li>4. The consultation with DFI Roads was inadequate;</li> <li>5. Failure to deal with the issue of inadequate parking provision;, and</li> <li>6. The Committee failed to scrutinise and enquire into the planning application before making its decision.</li> </ol> <p>Essentially the issue in question related to parking provision at the site. Dfl Roads had initially objected to the application on the basis of insufficient parking and requested a whole suite of</p>	

information from the applicant. This information was not provided and whilst DfI subsequently indicated that they considered the application a significantly like for like replacement they did not formally withdraw their initial objection or request for information.

The judicial review was conceded on the basis that the case officer's report inadvertently failed to accurately present DfI's position on the planning application which had led the Committee into error.

This addendum report should be read in conjunction with the original Case officer report dated 19<sup>th</sup> January 2021 and the Addendum report dated 20<sup>th</sup> April 2021.

Further to the quashing of the original decision, Belfast City Council have reconsidered the proposed development. Additional information was submitted by the applicant following the decision of the court:

- Transport Statement, prepared by Karen McShane Transport Consultant on behalf of Hoey Family Pension Fund.

The Council reconsulted with all previous consultees and re-notified all neighbours and objectors, as per statutory requirements. Further to comments from consultees and review by the case officer, further additional information was submitted including Proposed floor plans & Proposed site drainage layout.

#### Representations

One additional objection was received with regard to the proposed development. The issues raised include:

- Confusion regarding what plans are currently under consideration – *Drawing No's were confirmed and superseded following this objection. Further consultation and neighbour notification took place following this clarification.*
- Transport Statement Rebuttal was submitted, prepared by Systra Ltd on behalf of Fernmount Trading (NI) Ltd. This document highlighted a number of concerns:
  - Vast majority of customers will travel by car. It is unlikely that customers will walk or use public transport.
  - Effective parking on the site is currently limited and due to existing constraints, there is no opportunity to increase the number of spaces.
  - Proposed parking layout is not a realistic representation of what can be achieved, as many of the spaces are not accessible or if occupied, will create bottlenecks and an unsafe environment for customers walking to and from their vehicles.
  - Existing PFS forecourt is already congested and unsafe, leading to vehicles queuing on Stewartstown Road.
  - Any increase in vehicle movements associated with the proposed development will have a detrimental impact on road safety.
  - Proposed development is contrary to Policies AMP 1, AMP 7 and AMP 9 of PPS 3.

#### Access and Parking

DFI Roads responded to the Council's consultation request on 27<sup>th</sup> January 2022, offering no objections to the proposal. However, the Council re-consulted DFI Roads on 5<sup>th</sup> April 2022 requesting further comments and an explanation as to why previously requested information from their response of 9<sup>th</sup> September 2020 was no longer necessary.

A further response from DFI Roads was received on 10<sup>th</sup> May 2022, in conclusion, DFI Roads advise they maintain their position of previous consultation response of 27/1/22, in that no objections are offered. They advised that the information requested in their response of 9<sup>th</sup> September 2020 did not take account what weight should have been given to the extant planning permission and that the previous request for information was no longer appropriate.

Site Drainage

NIEA Water Management Unit (WMU) provided comment on the proposed development and requested a full site drainage plan to enable assessment of the impact of the proposal on the surface water environment. WMU provided a specific list of information to be included within the site drainage plan and also enquired if vehicle washing was due to take place on the site.

In response, the agent provided Drawing No. 8 – Proposed site drainage plan. WMU were consulted further and they advised that whilst they had no objection in principle but have requested further details.

As WMU have no objection in principle, it is requested that delegated authority is given to officers to deal with the outstanding matter. If WMU change their view and / or any water management issues can no be resolved the application will be returned to Committee for further consideration.

Other consultee issues

NI Water, BCC Environmental Health and NIEA Regulation Unit were all consulted again following the quashing of the original decision. No objections were offered by any of these consultees, subject to noise and contaminated land conditions.

**Recommendation: APPROVE**

As per the full case officer report and previous addendum report, the case officer recommendation remains unchanged. It is considered that the proposed development complies with the tests of the Development Plan and retained planning policy, therefore on balance the recommendation is to approve. Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions.

## Development Management Officer Report Committee Application

<b>Addendum Report</b>	
<b>Committee Meeting Date:</b> Tuesday 20 <sup>th</sup> April 2021	
<b>Application ID:</b> LA04/2020/0426/F	
<b>Proposal:</b> Proposed re-construction of petrol station and ancillary retail until including the replacement of fuel tanks, pumps and canopy alterations. Alteration to roof of hot food take away, compactor and provision of an EV charging facility (amended description)	<b>Location:</b> 228-232 Stewartstown Road Belfast
<b>Referral Route:</b> Under section 3.8.2(a) ii of the Scheme of Delegation, retailing space greater than 500 square metres gross floor space outside the City Centre or District Centres where an objection to the proposal has been received should be heard at planning committee.	
<b>Recommendation: Approve</b>	
<b>Applicant Name and Address:</b> Hoey Family Pension Fund c/o 204 Concession Road Crossmaglen Co Armagh BT35 9JD	<b>Agent Name and Address:</b> McKeown & Shields Associates Ltd 1 Annagher Road Coalisland Co Tyrone BT71 4NE
<b>Executive Summary:</b>  A report was published in 12 January 2021 in advance of the application being presented to Planning Committee on 19 January 2021, however as an objection was received at a late stage on the 18 January 2021, the application was removed from the agenda to allow time for further consideration. Since this time, the description of the proposal has been altered and the revised description has been advertised in the local press and neighbour notified.  This addendum should be read in conjunction with the full report attached below.  Two further objections have been received from the owner occupiers of the adjacent Becketts Bar as summarised below.  <b>Objection received 18<sup>th</sup> January 2021</b> The further objection received from a legal representative of the owners and tenants of the adjacent neighbouring Beckett's Bar refers to 3 no. written objections from Carlin Planning which were submitted on behalf of the neighbour. The representation sets out that these objections should be considered in full. The objections relate to a number of issues including intensification of the site and road safety and are dealt with in the case officer report and this addendum.	

The objector raised anomalies with the floor space figures as presented by the agent, and states that 88 sqm of additional retail floor space would be created and not 45 sqm and therefore parking provision should be increased.

Further consideration of the floorspace figures revealed that floor space indicated on plans were accurate. However, figures relating to uses at question 24 of the P1 application form were incorrect. The table below sets out the floor-space. This table was published to the planning portal on 03.02.2021.

There is a total increase in floor space of 108sqm at the proposed petrol filling station shop, 88sqm of which is retail use. There is no change in the footprint of either the chip shop or nail bar to the front of the site.

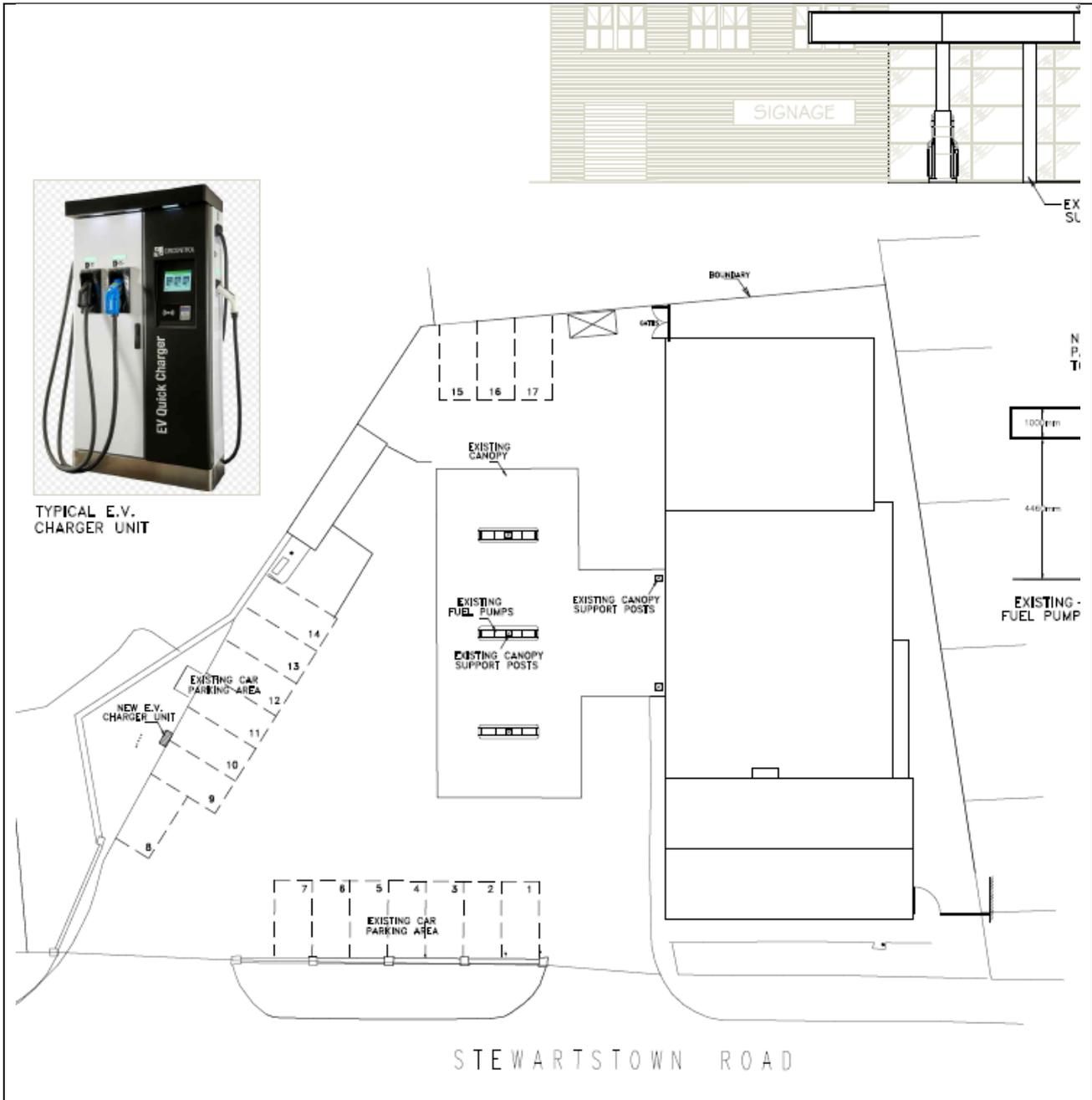
DFI Roads was forwarded a copy of the late objection 18th January 2021, they responded raising no objection to the proposal.

	Pre Fire Floorspace		Proposed Floorspace	
	Retail	Non-retail / ancillary	Retail	Non-retail / ancillary
Petrol Filling Station				
	192	157	280	177
	Total 349sqm		Total 457sqm	

No change

Chip Shop	Retail	Non-retail
	50	92
	Total 42sqm	
Nail Bar	90	25
	Total 115sqm	

Car park Spaces	17	17



PROPOSED SITE LAYOUT PLAN SCALE 1:200

**Amended description**

As a result of this objection it became apparent that the description of the proposal did not clearly inform the reader of exactly what development was proposed. The description was amended to remove reference to the ATM as it benefits from planning permission, and to indicate that there is no change to the footprint of the chip shop, but there is a change to the roofline. The pitched roof of the single storey element of the shop along the north boundary of the site is to be removed, the roofline is to be incorporated into the main roof of the PFS shop. It has been readvertised in local press and the statutory date expired ( 13.03.2021).

**Objection received 5th March 2021**

The further objection received on behalf of Becketts Bar raising the same issues as previously. Intensification of the site will lead to increase flow of traffic and shortfall of parking spaces.

DFI have been re-consulted and confirm again that there will be no negative impact on vehicle or pedestrian safety.

DFI conclude that with regard to trips in and out of the site this is self-limiting beyond a certain point and potential customers will either drive on to a different PFS or park up in the locality when there are no parking spaces available. Therefore the marginal difference between the two sets of figures will have limited measurable impact beyond a slight increase in the likelihood of the spill over parking. The site is accommodating as much parking as possible without having a negative impact on safe vehicle and pedestrian manoeuvring entering, within and exiting the site.

The objector again raises inaccuracy of figures. The breakdown at Q24 of the P1 form was inaccurate and unclear as it was not clear whether the chip shop and nail bar to the front of the site had been incorporated. This has now been rectified in line with the table above, the chip shop and nail bar are not included in these figures as there is no change to the use or floorspace as exists.

**Conclusion**

Having regard to the policy context and other material considerations above, the proposal is considered acceptable and planning permission is recommended subject to conditions.

**Recommendation:**

The application is recommended for Approval with delegated authority sought for the Director of Planning and Building Control to finalise the wording of conditions subject to no new substantive planning issues being raised by third parties.

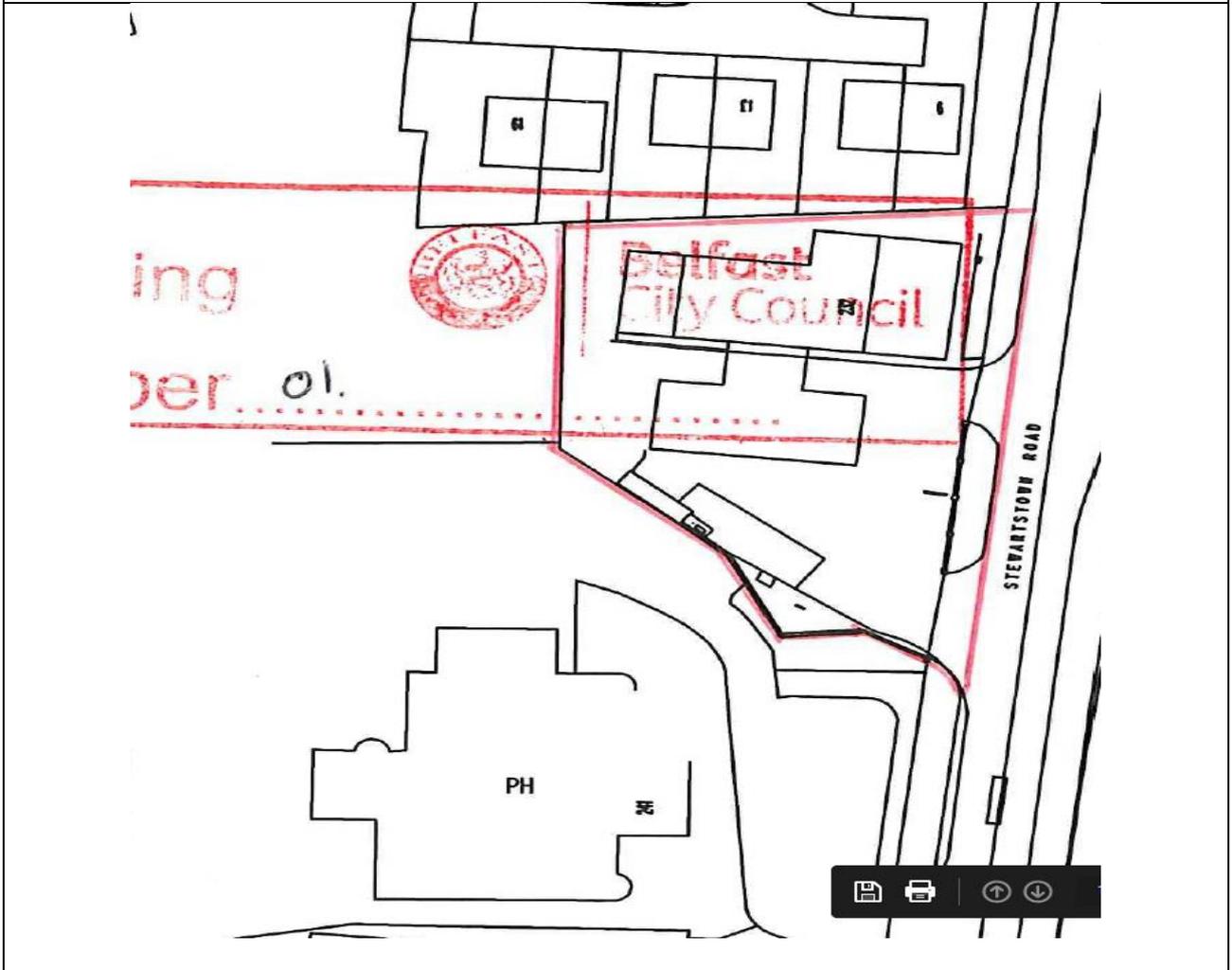
## Development Management Officer Report Committee Application

<b>Summary</b>	
<b>Committee Meeting Date:</b> Tuesday 19 January 2021	
<b>Application ID:</b> LA04/2020/0426/F	
<b>Proposal:</b> Proposed re-construction of petrol station and ancillary retail unit including the replacement of fuel tanks, pumps and canopy alterations. Retention of hot food takeaway unit, ATM, Compactor and provision of an EV charging facility.	<b>Location:</b> 228-232 Stewartstown Road Belfast
<b>Referral Route:</b> Under section 3.8.2(a) ii of the Scheme of Delegation, retailing space greater than 500 square metres gross floor space outside the City Centre or District Centres where an objection to the proposal has been received should be heard at planning committee.	
<b>Recommendation: Approve</b>	
<b>Applicant Name and Address:</b> Hoey Family Pension Fund c/o 204 Concession Road Crossmaglen Co Armagh BT35 9JD	<b>Agent Name and Address:</b> McKeown & Shields Associates Ltd 1 Annagher Road Coalisland Co Tyrone BT71 4NE
<p><b>Executive Summary:</b> This application seeks full planning permission to reconstruct a fire damaged petrol station and associated shop.</p> <p>The main issues are: -</p> <ul style="list-style-type: none"> <li>- Road safety</li> <li>- Impact on residential amenity</li> <li>- Design and layout</li> </ul> <p>The site is located within the development limits as designated in Belfast Urban Area Plan and draft BMAP. The application has been assessed against relevant planning policy, dBMAP, SPPS and PPS3.</p> <p>One objection has been received from the adjacent business owners/tenants of the Bar/Restaurant. The concerns raised primarily relate to overdevelopment, intensification of the site, road safety, traffic flow, parking and circulation.</p> <p>Consultees offer no objection to the proposal</p> <p>The proposal will allow existing fire damaged facilities to be reinstated and upgraded to a modern petrol filling station with retail facility which will support the needs of the local community. The layout, design and appearance is typical of contemporary retail PFS Services. There will be no significant impact on the amenity of neighbouring dwellings and consultees have considered noise, nuisance and traffic and raise no objections. Upon completion of the works to reinstate the shop on its former footprint the temporary shop facility, which was built on an area of parking within the site, will be removed.</p> <p>On balance it is considered that the proposal is in keeping with planning policy and is acceptable.</p>	

It is recommended for Approval with delegated authority sought for the Director of Planning and Building Control to finalise the wording of conditions subject to no new substantive planning issues being raised by third parties.

### Case Officer Report

#### Site Location Plan





	<p>Fire broke out at the petrol station in 2017 and since this time the service station has been operating from temporary premises on site which is built on area previously used for parking along the northern boundary. Planning permission is sought for the reconstruction of the petrol station and ancillary retail unit, including the replacement of fuel tanks, pumps and canopy alterations and retention of hot food take away unit, ATM, compactor and provision of an EV charging facility.</p> <p>The proposal sits on a similar footprint to what was in place before the fire, however the two storey element is to be extended closer to the western boundary of the site. There is no change to the retail units (chip shop and nail bar) which front onto the Stewartstown road. Behind the chip shop, a retail unit with ancillary office and storage is proposed.</p> <p>The proposed ground floor now has an area of 280sqm used for retail and storage. Upstairs will be further storage space, staff canteen and locker room and freezers (125sqm). The building will be partly glazed, with the 2 storey element clad in brick. A lift is to be incorporated in the scheme which allows the building to be disability compliant.</p> <p>Externally, the canopy in place will be retained but upgraded with new architectural red panelling, as will existing fuel pumps and canopy support posts. Fuel tanks underground are to be replaced.</p> <p>A new electrical car charger is included along the south boundary adjacent to existing car parking area and an ATM (cash machine) in situ in the wall of the chip shop is to be retained.</p> <p>A compactor is proposed to be located along the west boundary.</p>
2.0	<p><b>Description of Site</b></p> <p>The site with an area of 0.23ha is located on the right side of the Stewartstown Road travelling out of town. To the south of the petrol station is 'Becketts' a public house and restaurant. To the north semi-detached residential units and to the east on the opposite side of Stewartstown Road is a long established housing estate. To the west of the petrol station there is a significant change in levels, with a steep grassed retaining bank and high density housing beyond.</p> <p>The site itself is flat. It is currently marked out with 17 parking spaces, the canopy area covers 6no. pumps. The chip shop in situ to the front of the site appeared to be operating. It appeared the fire did not significantly damage units to the front. The retail element associated with the petrol station previously in place has gone completely and staff are operating from a temporary single storey structure which sits along the west boundary of the site. Prior to the fire, the area where the temporary shop is located was used for car parking.</p>
<b>Planning Assessment of Policy and other Material Considerations</b>	
3.0	<p><b>Relevant Site History</b></p> <p>LA04/2017/0336/F – 232 Stewartstown Road. Retrospective permission single storey temporary shop facility and plant (Electric Generator and Oil Tank) (Amended Address) Granted 09.11.17</p> <p>LA04/2017/1182/A – 232 Stewartstown Road -Shop signage and advertising boards Granted 31.10.2017</p>

	S/2005/1624/F - Extension to existing retail unit to provide 3 no. ground floor non-food retail units and 3 no. A2 office accommodation at first floor (amended plans and description) Granted 29.05.2007  S/1987/0800 - Service Station.
<b>4.0</b>	<b>Policy Framework</b>
4.1	Regional Development Strategy 2035
4.2	Belfast Urban Area Plan 2001
4.3	Draft Belfast Metropolitan Area Plan 2015
4.4	SPPS – Good design paragraphs 4.32-4.30 Town centres and retailing paragraphs 6.272- 6.283
4.5	Planning Policy Statements 3 – Access, Movement and Parking Policy AMP1 Creating accessible environment Policy AMP2 – Access to public Roads Policy AMP7 – Car parking and service arrangements
<b>5.0</b>	<b>Statutory Consultees Responses</b>
5.1	<b>DFI Roads</b> - Dfi Roads noted that this replacement application is similar to a significant extent, as what was previously in situ prior to the fire. DFI state that the site has functioned without significant traffic issues. The increase in office and retail capacity is likely to have a modest increase in parking demand. In terms of the amenity impact from traffic, whilst there will be an increase, it is modest and typical of local retail facilities and will be contained to the site and is therefore considered acceptable.  The site access is not to the dimensions recommended in DCAN 15 however this is also the case with the current arrangement. The location and design offers excellent visibility in both directions onto the Stewartstown Road in both directions. The central hatching, and the gap therein, provides an adequate refuge for right turning traffic entering the site. DFI offered no conditions but recommended a number of Informatives to be included in the decision notice.
5.2	<b>NIW</b> advised that the premises was already connected to the sewage network and that there is available capacity for waste water. No objection to the proposal was made.
5.3	<b>NIEA</b> - Regulation Unit Land and Groundwater team were consulted as requested by Environmental health, they raised no objection to the reconstruction of the petrol station subject to conditions
5.4	<b>DFI Rivers</b> - the site does not lie in the flood plain and is not liable to flood.
<b>6.0</b>	<b>Non-Statutory Consultees Responses</b>
6.1	BCC Environmental Health- Environmental health team assessed the proposal and requested an updated environmental site assessment and generic risk assessment as fuel tanks are to be replaced as part of this application. With regard to noise, a noise impact assessment was requested and submitted which indicated that the freezer room is the source of most noise and 2no. fans on the roof. Having considered all the supporting information EHO are content subject to conditions with respect to both Contamination and Noise.
<b>7.0</b>	<b>Representations</b>

7.1	<p>The application has been neighbour notified and advertised in the local press. 3no. letters of objection have been received on behalf of the owners and tenants of the neighbouring Public House –Becketts.</p> <p>Letter 1 received 27 May</p> <ul style="list-style-type: none"> <li>•The objector queries floor space calculations, stating there is an increase in retail space from 200sqm to 504sqm. However, there is an acceptable modest increase in gross floor space from 500sqm to 545sqm of pre fire petrol filling station retail floor space</li> </ul> <table border="1" data-bbox="263 533 1436 750"> <thead> <tr> <th rowspan="2">Site Element</th> <th colspan="3">Existing (m<sup>2</sup>)</th> <th colspan="3">Proposed (m<sup>2</sup>)</th> </tr> <tr> <th>Gross Floorspace</th> <th>Gross Retail Floorspace</th> <th>Net Retail Floorspace</th> <th>Gross Floorspace</th> <th>Gross Retail Floorspace</th> <th>Net Retail Floorspace</th> </tr> </thead> <tbody> <tr> <td>Store</td> <td>500</td> <td>450</td> <td>-</td> <td>545</td> <td>380</td> <td>-</td> </tr> <tr> <td>Hot Food Takeaway</td> <td>-</td> <td>-</td> <td>50</td> <td>-</td> <td>-</td> <td>50</td> </tr> <tr> <td>Tanning Studio/ Nail Bar</td> <td>90</td> <td>-</td> <td>-</td> <td>90</td> <td>-</td> <td>-</td> </tr> </tbody> </table>	Site Element	Existing (m <sup>2</sup> )			Proposed (m <sup>2</sup> )			Gross Floorspace	Gross Retail Floorspace	Net Retail Floorspace	Gross Floorspace	Gross Retail Floorspace	Net Retail Floorspace	Store	500	450	-	545	380	-	Hot Food Takeaway	-	-	50	-	-	50	Tanning Studio/ Nail Bar	90	-	-	90	-	-
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7.2	<p>Proposal is contrary to policies AMP2 &amp; AMP7 of PPS3.</p> <ul style="list-style-type: none"> <li>•Objector concerned capacity of car parking has not increased with intensification of the site. The objector has calculated that the proposal will require 37 spaces and only 17 spaced have been provided.</li> </ul> <p>DFI Roads is satisfied that the arrangement in place prior to the fire is acceptable. The proposal reinstates the shop on its previous footprint with a modest extension; the temporary shop will be removed when complete allowing previous hardstanding to become available for parking again.</p>																																		
7.3	<ul style="list-style-type: none"> <li>• no transport assessment has been submitted.- Transport Assessment Form was submitted and uploaded to the portal on 04.03.20.</li> <li>•Policy AMP2 requires location to be ‘highly accessible’ in order to reduce parking availability, objector doesn’t believe this location to be highly accessible. Planning is satisfied that the location is accessible on a classified B-road.</li> <li>•Access arrangement not in keeping with DCAN 8 – DFI Roads are satisfied, that whilst the access does not meet the standard it is operating and has not resulted in any significant issues and is therefore safe.</li> </ul> <p>Letter 2</p> <ul style="list-style-type: none"> <li>•Objector is not satisfied that DFI Roads refer to the proposal as a like-for-like replacement DFI state ‘Dfi Roads notes that this application is, to a significant extent, a ‘like for like’ replacement.</li> </ul> <p>Letter 3</p> <ul style="list-style-type: none"> <li>•Site has been intensified over 15 years and is overdeveloped There will be a degree of intensification of use on the site, this is not considered to be over development as the new building and use will not result in any significant negative impacts.</li> <li>•Under provision of parking Planning satisfied that with a modest increase in floorspace (45sqm) the current shared car parking arrangement is acceptable.</li> </ul>																																		

	<ul style="list-style-type: none"> <li>•Traffic build up along the Stewartstown Road</li> </ul> <p>DFI Roads satisfied that the proposal can be accommodated without traffic backing up on the main road.</p>
<b>8.0</b>	<b>Other Material Considerations</b>
8.1	None
<b>9.0</b>	<b>Assessment</b>
9.1	<p><b>Principle of Development.</b></p> <p>The site is located on white unzoned land in dBMAP and BUAP 2001. Planning permission was granted for the petrol station in 1987, the use has been established and the principle of reconstruction is acceptable. The proposal is considered to be in compliance with the development plan.</p>
9.2	<p><b>Design and Layout</b></p> <p>Prior to the fire the retail unit (to be replaced) and store associated with the retail unit were 2 separate buildings, storage is now to be incorporated in a single unit which will improve the appearance of the site.</p> <p>The proposed sits on a similar footprint to what was in place before the fire (45sqm larger), the two storey element that existed extends toward the western boundary. There is no change proposed to the retail units (chip shop and nail bar) which front onto the Stewartstown road.</p> <p>The building will be partly glazed, with the 2 storey element clad in brick to a maximum height of 8.5m. A lift is to be incorporated in the scheme which allows the building to be disabled- person friendly.</p> <p>Externally, the canopy in place will be retained but upgraded with new architectural red panelling, as will existing fuel pumps and canopy support posts. A new electrical car charger is included along the south boundary adjacent to existing car parking area. An ATM (cash machine) in situ is to be retained. A compactor is proposed to be located along the west boundary. The layout of the fore court has not changed from what was previously in place.</p> <p>The design and layout of the proposal is acceptable.</p>
9.3	<p><b>Impact on residential amenity</b></p> <p>The proposed will sit adjacent to rear gardens of semi-detached properties at Foxes Glen. There are no windows proposed along the rear elevation of the new unit. There will be no overlooking of these properties. The outlook for these residents will not be harmed, the proposed will have an improved appearance compared to what was previously in place. Residents on the opposite side of the Stewartstown Road will not be impacted, they benefit from a separation distance of 40m from the petrol station.</p> <p>A Compactor will sit along the west boundary, however, the change in level at this boundary helps mitigate potential noise nuisance. Environmental Health has assessed the noise impact and are satisfied residential amenity will not be harmed.</p> <p>It is considered that residential amenity will not be negatively impacted by the proposal.</p>
9.4	<p><b>Retail Impact</b></p> <p>There are no changes to be made to the two shop units which front onto the Stewartstown Road. With the new retail unit associated with the petrol station incorporating the 2 storey</p>

	<p>store, there will be an overall increase of 45 sqm in floorspace of the unit. This increase in floor space is not considered so significant that it will impact other retail provision in the wider area and given the long established nature of the site as a PFS with retail offer is considered acceptable at this location.</p>
9.5	<p><b>Access, Parking and Road safety</b> Dfi Roads have raised no objection to this proposal.</p> <p>DFI Roads have stated that the increase in office and retail capacity is likely to have a modest increase in parking demand, which is at this location, primarily an amenity issue impacting adjacent businesses. Local business which could be impacted are the chip shop and nail bar which are within the remit of this application. Becketts Bar and restaurant has its own private car park. There are no other local business that would be affected.</p> <p>PPS3 - Policy AMP7 allows for the justification for the provision of a reduced level of parking standards. It states a reduction is acceptable where development is in a highly accessible location and well served by public transport, or where shared car parking is available.</p> <p>The site is well served by public transport, there had been no issues with parking at this site prior to the fire. As each of the businesses within the site have different peak hours of use they benefit from sharing the car park. Planning Service is satisfied that the amenity of local business will not be negatively impacted by the scheme.</p> <p>With regard to the site access there are no changes proposed to the existing arrangement for access and egress and the proposal is for reinstatement of the fire damaged shop and replacement of the existing canopy. DFI Roads clarify that the site access is not to the dimensions recommended in DCAN 15, however this is also the case with the current arrangement. DFI state further that the location and design of the access offers excellent visibility onto the Stewartstown Road in both directions. The central hatching, and the gap therein, provides an adequate refuge for right turning traffic entering the site. The proposal retains this arrangement as exists.</p> <p>The proposal is acceptable in terms of PPS3.</p>
9.6	<p><b>Summary of Recommendation:</b> Having regard to the policy context and other material considerations above, the proposal is considered acceptable and planning permission is recommended subject to conditions.</p> <p>Approval</p>
<b>10.0</b>	<b>Conditions</b>
<b>10.1</b>	<p>The development hereby permitted shall be begun before the expiration of 5 years from the date of the permission. Reason: As required by Section 61 of the Planning Act (NI) 2011.</p>
<b>10.2</b>	<p><b>Hours of operation</b> The shop will be open between the hours of 07:00 to 23:00 Monday to Saturday and between the hours of 08:00 to 23:00 on a Sunday. Deliveries and collections by commercial vehicles shall only be made to and from the site between the hours of 07:00 and 22:00 Monday to Saturday and at no time on a Sunday. Reason: In the interest of residential amenity.</p>

10.3	<p>All plant and equipment associated with the development hereby permitted, shall be selected, designed and installed so as to achieve a combined rating level (LAr) no greater than the representative (daytime and night time background sound level (dBLA90) when measured or determined at the façade of nearby noise sensitive residential premises in accordance with BS4142:2014+A1:2019.</p> <p>Reason: In the interest of residential amenity.</p>
10.4	<p>The location of Plant and equipment at the hereby permitted development shall be in accordance with the McKeown and Shields Associates drawings referenced JA1273/104/A1(C) and JA1273/105/A1(C) and as referred to in figure 3 of the updated RSK Noise Impact Assessment, dated 23rd July 2020, ref: 602782.</p> <p>Reason: In the interest of residential amenity.</p>
10.5	<p>Prior to the operation of the proposed development, the applicant shall provide to and have agreed in writing by the Planning Authority, a Verification Report. This report must demonstrate that the remediation measures outlined in the RSK Ireland report entitled 'McKeown &amp; Shields Associates Ltd, Updated Environmental Site Assessment and Generic Quantitative Risk Assessment &amp; Remedial Strategy: 228 Stewartstown Road, Belfast, 602777-R1 (01), dated 22nd July 2020' have been implemented.</p> <p>The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for end-use (commercial). It must demonstrate that the identified potential pollutant linkages are effectively broken. The Verification Report shall be in accordance with Environment Agency guidance. In particular, this Verification Report must demonstrate that:</p> <ul style="list-style-type: none"> <li>o All fuel storage tanks and associated infrastructure have been fully decommissioned and removed from the site in line with Pollution Prevention Guidance (PPG27), and the quality of surrounding soils and, if necessary, groundwater has been verified by suitable sampling and assessment.</li> </ul> <p>Reason: Protection of human health.</p>
10.6	<p>If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with best practice. In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be agreed with the Planning Authority in writing, prior to the development being occupied. If required, the Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.</p> <p>Reason: Protection of human health.</p>
10.7	<p>Within 1 month of the occupation of the new premises, the temporary shop facility and all associated plant and equipment will be removed and lands restored as per approved Layout Plan.</p> <p>Reason: To ensure orderly development of the site</p>
10.8	<p>Prior to the development hereby approved becoming operational, parking spaces shall be reinstated as shown on site layout plan drawing no. 04 bearing Belfast City Council date stamp 13 Feb 2020.</p> <p>Reason: To ensure orderly development of the site.</p>

	<p><b>Informatives</b></p> <p>The approval does not empower anyone to build or erect any structure, wall or fence or encroach in any other manner on a public roadway (including a footway and verge) or on any other land owned or managed by the Department for Infrastructure for which separate permissions and arrangements are required.</p> <p>.Notwithstanding the terms and conditions of the Department for Infrastructure’s approval set out above, you are required under Articles 71-83 inclusive of the Roads (NI) Order 1993 to be in possession of the Department for Infrastructure’s consent before any work is commenced which involves making or altering any opening to any boundary adjacent to the public road, verge, or footway or any part of said road, verge, or footway bounding the site. The consent is available on personal application to the DfI Roads Section Engineer whose address is Belfast South Section Office, 1a Airport Road, Belfast BT3 9DY (ph. 028 9025 4600 for advice or to arrange an appointment). A monetary deposit will be required to cover works on the public road.</p> <p>Precautions shall be taken to prevent the deposit of mud and other debris on the adjacent road by vehicles travelling to and from the construction site. Any mud, refuse, etc. deposited on the road as a result of the development, must be removed immediately by the operator/contractor.</p> <p>All construction plant and materials shall be stored off the adopted road.</p> <p>It is the responsibility of the Developer to ensure that water does not flow from the site onto the public road (including verge or footway) and that existing road side drainage is preserved and does not allow water from the road to enter the site.</p> <p>Pedestrian Crossing Points across the proposed entrances are to be provided in accordance with the DTER/Scottish Office publication ‘Guidance on the use of Tactile Paving’.</p>
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	<p><b>Notification to Department (if relevant)</b></p>
	<p><b>Representations from Elected members</b></p>