

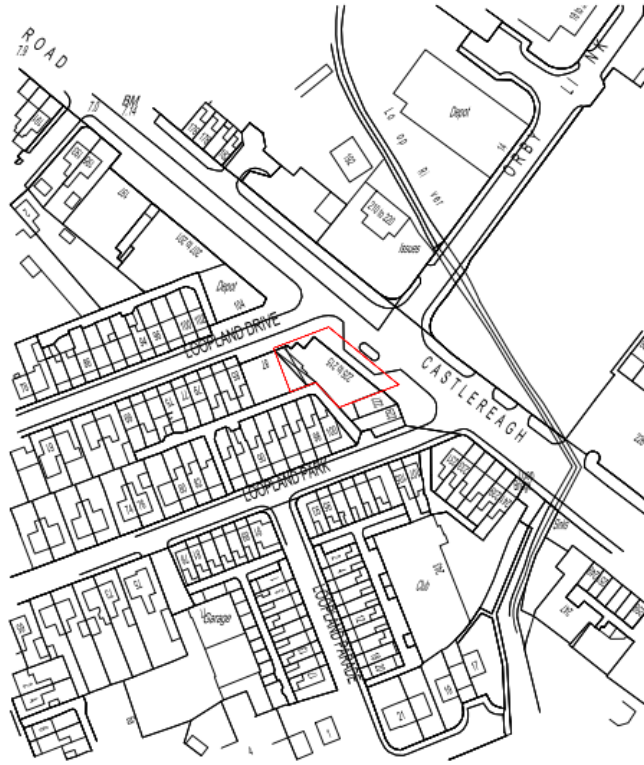
Development Management Officer Report Committee Application

Summary	
Application ID: LA04/2023/2418/F	Committee Meeting Date: 16 th January 2024
Proposal: Demolition of existing retail units and vehicle drop off area of 215-225 Castlereagh Road, Belfast and erection of 4 storey apartment building containing, 16 no apartments with associated development and ancillary works.	Location: 215-225 Castlereagh Road, Belfast, BT5 5FH
Referral Route: Through 3.8.2 of the Scheme of delegation where a representation has been received which conflicts with the Planning Officer's recommendation	
Recommendation: Approval	
Applicant Name and Address: Richard Steenson 32-38 Linenhall St Belfast BT2 8BG	Agent Name and Address: Ciaran Shields 1 Church Square Banbridge BT32 4AS
<p>Executive Summary: This application seeks full planning permission for the demolition of existing units and vehicle drop off area of 215-225 Castlereagh Road, Belfast and erection of 4 storey apartment building.</p> <p>The key issues are:</p> <ul style="list-style-type: none"> • Principle of development • Design, scale, layout and impact upon the character and appearance of the area including residential amenity • Impact on Amenity • Affordable Housing and Housing Mix • Accessible and Adaptable Accommodation • Climate Change • Drainage • Traffic, Movement and Parking • Waste-water Infrastructure <p>Noise, odour and other environmental impacts including contamination</p> <p>Recommendation Having regard to the development plan and other material considerations, including the extant planning permission, the proposal is considered on balance acceptable. It is recommended that planning permission is granted subject to conditions and a Section 76 planning agreement being entered into to secure affordable housing.</p> <p>Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions and Section 76 planning agreement, and deal with any other issues that arise, including consideration of the outstanding Rivers Agency consultation, provided that they are not substantive.</p>	

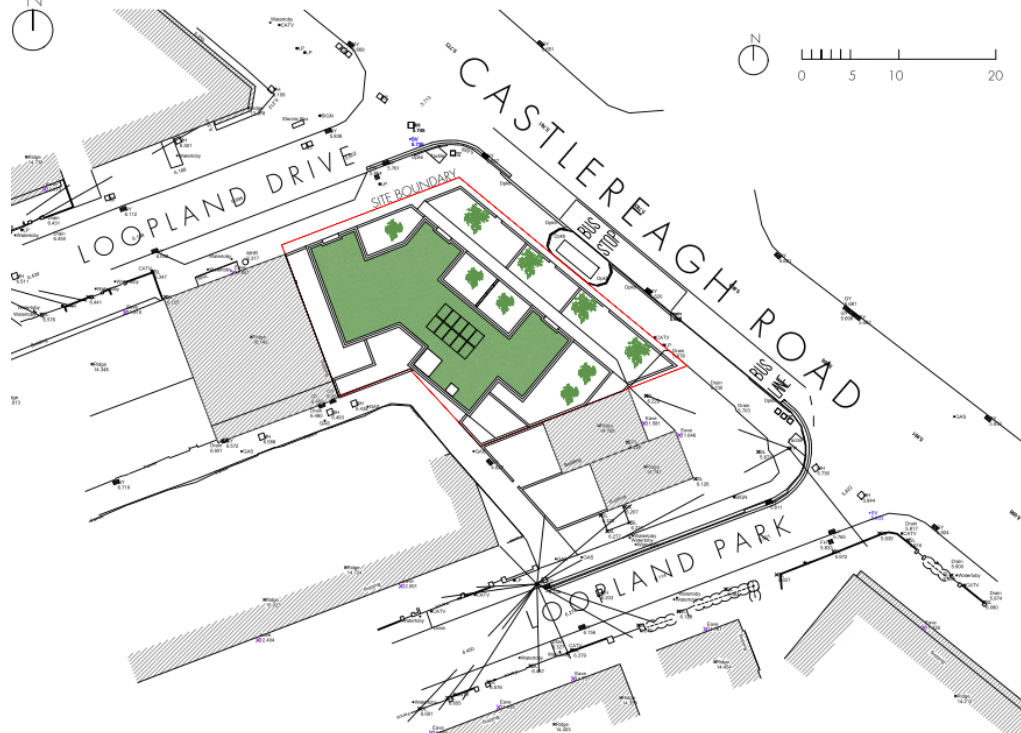
Officer Report

1.0 Drawings

1.1 Fig 1. Site Location Plan



1.2 Fig.2 Proposed Site Layout



2.0	Characteristics of the Site and Area
2.1	The site is located at 215-225 Castlereagh Road. The current building on site is single storey and is occupied by retail businesses. There is a drop off area to the front of the site for cars included in the application site. Further in front of this is a bus stop. Loopland Drive and Loopland Park are adjacent to the site and are predominantly residential, with a takeaway and patisserie immediately adjacent to the site on the Castlereagh Road. Opposite the site there is a large retail park and an apartment complex. Boundary treatments in the area are comprised of low brick walls with metal railings and hedgerows.
3.0	Description of Proposal
3.1	Demolition of existing retail units and removal of vehicle drop off area at 215-225 Castlereagh Road, and erection of a 4 storey apartment building containing 16 no apartments with associated development and ancillary works.
3.2	The proposed building will range in height from three to four storeys along the front elevation facing onto the Castlereagh Road.
4.0	Planning Policy and Other Material Considerations
4.1	Development Plan – operational policies Belfast Local Development Plan, Plan Strategy 2035
4.2	Development Plan – zoning, designations and proposals maps Belfast Urban Area Plan (2001) BUAP Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)
4.3	Regional Planning Policy Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)
4.4	Other Policies Developer Contribution Framework (BCC) Belfast Agenda Creating Places (DfI)
4.5	Relevant Planning History
4.6	No significant recent history on the application site.
5.0	Consultations and Representations
5.1	Statutory Consultations DfI Roads – Content subject to conditions DfI Rivers – Content NI Water – Approval
5.2	Non-Statutory Consultations BCC Environmental Health – Content subject to conditions BCC Senior Urban Design Officer– Advice.
5.3	Whilst consultees may have referred to the no longer extant Planning Policy Statements in their consultation responses, the equivalent policies in the Plan Strategy are either the same or sufficiently similar to not require the consultees to re-evaluate the proposal in the context of the Plan Strategy.

5.4	<p>Representations</p> <p>The application has been advertised and neighbours notified. The Council has received the following representations in support and objection.</p> <p>Objections: 6</p> <p>The objections raise issues regarding the below:</p> <ul style="list-style-type: none"> - Loss of privacy - Loss of light - Scale and massing of the proposal - Parking and traffic - Disruption during construction - Contamination - Air quality - Sewage and drainage
6.0	<p>PLANNING ASSESSMENT</p>
6.1	<p>Development Plan Context</p> <p>Section 6(4) of the Planning (Northern Ireland) Act 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the determination must be made in accordance with the plan unless material considerations indicate otherwise.</p> <p>Section 45(1) of the Act states that in determining planning applications, the Council must have regard to the local development plan, so far as material to the application, and to any other material considerations.</p> <p>The Belfast Local Development Plan (LDP) when fully completed will replace the Belfast Urban Area Plan 2001 as the statutory Development Plan for the city. The Belfast LDP will comprise two parts. Part 1 is the Plan Strategy, which contains strategic and operational policies and was adopted on 02 May 2023. Part 2 is the Local Policies Plan, which will provide the zonings and proposals maps for Belfast and has not yet been published. The zonings and proposals maps in the Belfast Urban Area Plan 2001 remain part of the statutory local development plan until the Local Policies Plan is adopted.</p> <p>Operational policies – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed in the report.</p> <p>Proposals Maps – until such time as the Local Policies Plan is adopted, the Council must have regard to the land-use zonings, designations and proposals maps in the Belfast Urban Area Plan 2001, both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (draft BMAP 2015) and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. It is considered that significant weight should be given to the proposals map in draft BMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious.</p> <p>Relevant Planning Policies</p> <p>The following policies in the Plan Strategy are relevant to consideration of the application.</p>
6.2	
6.3	
6.4	
6.5	
6.6	

<p>6.7</p>	<p><i>Strategic Policies</i> Policy SP1A – managing growth and supporting infrastructure delivery Policy SP2 – sustainable development Policy SP3 – improving health and wellbeing Policy SP5 – positive placemaking Policy SP6 – environmental resilience Policy SP7 – connectivity Policy SP8 – green and blue infrastructure network</p> <p><i>Spatial Development Strategy</i> Policy SD1 – Settlement hierarchy Policy SD2 – Settlement Areas</p> <p><i>Shaping a Liveable Place</i> Policy HOU1 – Accommodating new homes Policy HOU2 – Windfall housing Policy HOU4 – Density of Residential Development Policy HOU5 – Affordable Housing Policy HOU6 – Housing Mix Policy HOU7 – Adaptable and Accessible Accommodation Policy DES1 – Principles of Urban Design Policy RD1 – New Residential Developments</p> <p><i>Transport</i> Policy TRAN1 – Active travel – walking and cycling Policy TRAN 2 – Creating an accessible environment Policy TRAN4 – Travel plan Policy TRAN6 – Access to public roads Policy TRAN8 – Car parking and servicing arrangements</p> <p><i>Building a Smart Connected and Resilient Place</i> Policy ENV1 – Environmental Quality Policy ENV2 – Mitigating Environmental Change Policy ENV3 – Adapting to Environmental Change Policy ENV4 – Flood Risk Policy ENV5 – Sustainable Drainage Systems (SuDS)</p> <p><i>Promoting a Green and Active Place</i> Policy OS1 – Protection of Open Space Policy OS3 – Ancillary Open Space Policy TRE1 – Trees Policy LC1 – Landscape</p> <p><u>Supplementary Planning Guidance</u></p> <p>Affordable Housing and Housing Mix Residential Design Placemaking and Urban Design Sustainable Urban Drainage Systems Transportation Trees and Development</p>
<p>6.8</p>	<p>Key Issues The key issues are:</p> <ul style="list-style-type: none"> • Principle of development

	<ul style="list-style-type: none"> • Design, scale, layout and impact upon the character and appearance of the area including residential amenity • Impact on Amenity • Affordable Housing and Housing Mix • Accessible and Adaptable Accommodation • Climate Change • Drainage • Traffic, Movement and Parking • Waste-water Infrastructure <p>Noise, odour and other environmental impacts including contamination</p> <p>The adoption of the Plan Strategy requires the following updated assessment.</p> <p>6.9 <u>Additional Information</u> Officers requested that the applicant provides a “Plan Strategy Statement” that sets out how the proposal complies with the relevant policies in the Plan Strategy. Where the proposal does not meet the policy requirements, the applicant was asked to either modify the proposal or justify why they are not proposing to change the proposal. The applicant has subsequently provided a Plan Strategy Statement, which seeks to demonstrate compliance with the relevant policies.</p> <p>6.10 The Planning Service’s Plans and Policy team has been consulted on the applicant’s Plan Strategy. No further consultations have been considered necessary following adoption of the Plan Strategy.</p> <p>6.11 <u>Principle of development</u> The site is located within the development limit in the Belfast Urban Area Plan 2001 and both versions of the draft Belfast Metropolitan Area Plan 2015 (v2004 and v2014). The site is also designated as shopping/commercial area within the draft Belfast Metropolitan Plan 2015 (v2004 and v2014). The presumption is therefore in favour of development subject to planning considerations detailed below.</p> <p>6.12 The proposal is compliant with Policy HOU1, accommodating new homes as it will meet the delivery of housing supply in the Belfast City Council area. Policy HOU2, Windfall Housing is also met as the proposal is situated on previously developed land and is currently white land within the BMAP 2004 and 2015 versions. The proposed scheme is considered to be a suitable site for an apartment scheme, it is accessible and convenient to public transport and walking and cycling infrastructure.</p> <p>6.13 <u>Design, layout and impact upon the character and appearance of the area including residential amenity:</u> Policy RD1 seeks to promote quality residential development that creates places that are attractive, locally distinctive, and appropriate to their surroundings. The proposal is compliant with Policy RD1 of the Plan Strategy 2035 and meets the below criteria:</p> <p>6.14 a. <i>Will not create conflict with adjacent land uses, remaining in conformity with the character of any established residential area:</i> The site is located within an area which has a mix of residential and commercial units. The proposal is for 16 apartments. There are four storeys in height with the GF, 1F and 2F comprising four apartments per floor with three apartments proposed at the upper 3F.</p>
--	--

6.15	<p>The proposed elevations, at the upper parapet height at 3F level equates to 12.45m with the parapet at 2F level measuring approximately 9.45m. Due to the proposed design approach whereby the upper 3F apartments include generous private terraces in addition to a larger communal terrace, the building will visually read as being predominately three storeys in height with intermittent 'bays' rising to four storeys. This is illustrated in the proposed elevation and upper floor plan.</p> <p>Along the Castlereagh Road elevation the proposal drops to three and then to two storeys where it meets the adjacent two storey terrace at Loopland Park. Along Loopland Drive the building drops to three storeys and reflects the eaves of the adjacent three storey building. It is considered that the scale, height and massing of the building are contextually appropriate and are keeping with the surrounding area.</p> <p>.</p> <p><i>b. Does not unduly affect the privacy of amenity of neighbouring residents, including overlooking, loss of light, overshadowing, dominance, noise or other disturbance:</i></p> <p>Concerns have been raised with regards to overlooking and loss of privacy. However, the layout/aspect of the building within the site is such that there will be no significant overlooking into neighbouring properties. The front elevation facing onto the Castlereagh Road is approximately 58m to the apartment development on the opposite side of the road. With regards to the Loopland Drive elevation the proposed window openings are not considered to cause any unacceptable overlooking to the neighbouring properties with the separation distance remaining the same to what already exists on the street. The rear elevation of the proposed scheme has no window openings and therefore there will be no unacceptable overlooking or loss of privacy to those residents at Loopland Park. The proposed terrace on this elevation is considered acceptable as it will not overlook directly into the surrounding resident's' properties or their private amenity space. It is considered that the design, layout and separation distances proposed are acceptable and will not impinge on residential amenity via overlooking, dominance, loss of light or overshadowing.</p>
6.16	<p><i>c. Makes provision for, or is accessible and convenient to public transport and walking and cycling infrastructure</i></p> <p>The development site is located on a major arterial route linking to Belfast and the outer ring, with regular bus services along the Castlereagh Road.</p>
6.17	<p><i>d. Provides adequate open space:</i></p> <p>Each apartment is provided with private amenity space in the form of a terrace/terraced balcony ranging from approximately 4sqm-17/5sqm, with the exception of apartment nos 9, 11, 12 and 13 not availing from their own private amenity space. Although the abovementioned apartments do not have their own private amenity, there is the provision of a communal terrace area of approximately 43.5sqm which would provide approximately 10.8sqm of open space for the four apartments which do not avail of their own private amenity space. Creating Places states that the appropriate level of provision should be determined by having regard to the context. Taking this into account, there is a park (Greenville Park) approximately 0.5 miles (10 min walk on google maps) to the proposal also which is easily accessed and links to the Connswater Greenway. Therefore, on balance, it is considered that there an appropriate amount of private and private communal space to create a quality residential environment.</p>

6.18	<p><i>e. Keeps hard surfacing to a minimum</i> Car parking is considered to not dominate the residential development as parking is provided on street</p>
6.19	<p><i>f. Creates a quality and sustainable residential environment in accordance with the space standards set out in appendix C.</i> There are twelve proposed 1 person 2 bed apartments ranging from 47sqm-66sqm and four 2 bed, 2 person apartments ranging from 63.5sqm-85sqm. The proposed scheme is in keeping with the space standards as set out in appendix C.</p>
6.20	<p><i>g. Does not contain units which are wholly in the rear of the property, without direct, safe and secure access form the public street; and</i> The entrances to the properties are from the Castlereagh Road elevation allowing for safe access from the footpath. The ground floor apartments avail from defensible structures to the front and sizable terraces, providing a sense of security and safety for residents and visitors, maximising opportunities for natural surveillance.</p>
6.21	<p><i>h. Ensures that living rooms, kitchens and bedrooms have access to natural light</i> In terms of prospective residents, each unit has adequate outlook. All apartments benefit from adequate outlook and access to natural light.</p>
6.22	<p>Further to policy RD1, the proposal complies with the criteria set out in A-K of Policy DES 1- Principles of Urban Design in that the scheme is of a high quality, sustainable design and makes a positive contribution to placemaking.</p>
6.23	<p><u>Climate change</u> Policy ENV2 of the Plan Strategy states that planning permission will be granted for development that incorporates measures to mitigate environmental change and reduce greenhouse gases by promoting sustainable patterns of development. All new development proposals will maximise opportunities to incorporate sustainable design features where feasible (such as grey water recycling, green roofs, maximising use of recycled materials, orientating buildings to optimise solar gain, energy efficiency). Development proposals should, where appropriate, demonstrate the highest feasible and viable sustainability standards in the design, construction, and operation.</p>
6.24	<p>ENV2 also states that development proposals should, where feasible, seek to avoid demolition and should consider how their main structures could be reused. The proposal involves the demolition of an existing building, which was previously occupied by commercial businesses. It is single storey in height and opportunities to reuse and extend the existing structures were considered but their design precluded their reuse.</p>
6.25	<p>On balance, the council are satisfied that the existing building is not fit for the purpose of a new residential apartment scheme. In conclusion, the existing building is not viable or suitable for redevelopment. The proposed demolition is necessary to facilitate the proposal.</p>
6.26	<p>The applicant has submitted a Climate Change Statement setting out that the following features are incorporated into the design:</p> <ul style="list-style-type: none"> • Sustainable design features to include photovoltaic panels and a sedum roof which will provide habitat for insects and bird life and will assist and reduce the surface

	<p>run off of rainfall. Energy from the PV panels will contribute towards the running of air source heat pumps.</p> <ul style="list-style-type: none"> • All apartments will be designed to exceed the new building regulations requirements and will therefore be highly efficient. • Glazing and ventilation systems will be designed to ensure all dwellings do not overhear and therefore no air conditioning systems should be required.
6.27	<p>There will a net gain 9 trees, on the proposed private and public terrace areas. Therefore, on balance the proposal is considered to mitigate and adapt to climate change and comply with Policy TRE1.</p>
6.28	<p>The proposal is considered on balance to satisfy the requirements as set out in ENV2, ENV3 and ENV5 of the Plan Strategy. A pre commencement condition is proposed to ensure delivery of the above measures and that soft landscaping within the site introduces SuDS measures to partially meet ENV3 and comply with ENV 5.</p>
6.29	<p><u>Density of Residential Development</u> Policy HOU4 sets density bands to be used as a guide to inform proposed developments within the relevant settlement/character areas and states development proposals outside of these broad bands will be considered on their merits, subject to meeting all other policy requirements.</p>
6.30	<p>The site is located within on an arterial route, the Castlereagh Road as designated in 2014 version of draft BMAP and therefore in terms of Policy HOU4 the assigned average density band of 100-175 would apply within the inner-city corridor. At approximately 0.06 ha, the provision of 16 units represents a density of over 266 units, which is above the density threshold. However, given the location of the development, the surrounding residential context and the ability to meet other the design requirements, of policies DES1 and RD1, the density is considered acceptable in this instance.</p>
6.31	<p><u>Affordable housing and Housing Mix</u> HOU5- Affordable Housing of the of the Plan Strategy 2035 states that planning permission will be granted for residential development on sites greater than 0.1 hectares and or more dwelling units where a minimum of 20% of units are provided as affordable housing.</p>
6.32	<p>The applicant has provided two 1 bed apartments and one 2 bed apartment as discount market rented price which meets the definition of affordable housing. The delivery and monitoring of the DMR units will require a Section 76 planning agreement and delegated authority is requested to allow officers to finalise this.</p>
6.33	<p>The application is considered to comply with HOU5 of the Plan Strategy subject to the S.76.</p>
6.34	<p>Policy HOU6 applies. It requires that provision should be made for small homes across all tenures to meet future household requirements and that the exact mix of house types and sizes will be negotiated on a case-by-case basis, taking account of:</p> <ol style="list-style-type: none"> a. Up to date analysis of prevailing housing need in the area; b. The location and size of the site; c. Specific characteristics of the development; and d. The creation of balanced and sustainable communities

6.35	<p>The development contains a mix of one- and two-bedroom apartments. A total of sixteen units are proposed with twelve one-bedroom units proposed on the ground, first, second and third floors. The four two-bedroom apartments are proposed at ground first and second floor levels. The apartment building design and layout was informed by the surrounding urban context and the desire to develop a relatively high-density development in a sustainable location on one of Belfast's main arterial routes. Taking these considerations into account, on balance, the proposed housing mix is acceptable.</p>
6.36	<p><u>Adaptable and Accessible Housing</u> Policy HOU7 requires that all new homes should be designed in a flexible way to ensure that housing is adaptable throughout all stages of life. Policy HOU7 sets six criteria (a. to f.) to be met in order to help deliver adaptable and accessible homes. The policy also requires that at least 10% of units in residential developments of 10 units or more to be wheelchair accessible and provides an additional nine criteria (g. to o.) which these units must meet. The applicant has provided evidence to demonstrate that the proposal is in accordance with criteria a. to f.</p>
6.37	<p>The four-ground floor apartments are all wheelchair accessible. A lift is also provided in the centre of the apartment building to allow access to the upper floors for wheelchair users. Three of the apartments (10%) are designed to meet 'Lifetime Homes' standards. These standards have been developed to ensure that a home is flexible, adaptable and accessible. The applicant also provided a response to each of the criteria a-o. . Criteria h. stipulates that in-curtilage or designated car parking meets disabled parking standards. The proposal is "car free" development with no dedicated parking proposed. However, future occupants of the development will be able to avail of a car parking space within the immediate area as the parking survey demonstrated there were available spaces.</p>
6.38	<p><u>Access, movement, and parking</u></p>
6.39	<p>The proposal has been assessed against Policy TRAN 8- Car Parking and Servicing Arrangements. It is considered that adequate parking has been provided for the proposal. Policy TRAN 10 has been met in that the design of car parking meets the following criteria:</p> <ol style="list-style-type: none"> a. It respects the character of the local townscape/landscape b. It will not adversely affect visual and residential amenity c. Provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site; and d. Provision has been made for accessible parking bays which facilitate safe, convenient access for people with a disability or impaired mobility.
6.40	<p>The means of access to the development would be safe. There is sufficient parking available having regard to the location and sustainability of the site.</p> <p>Dfl Roads were consulted and is satisfied that parking on-street is unlikely to have a significant impact on the local road network in terms of traffic and road safety.</p> <p>A condition has been proposed to ensure sufficient secure cycle parking is provided to meet TRAN 1.</p>
6.41 6.42	<p><u>Drainage</u> Policy ENV4 states that planning applications in flood risk areas must be accompanied by an assessment of the flood risk in the form of a Flood Risk Assessment (FRA). The council will have regard to guidance publications produced by other authorities and prospective developers/applicants are advised to liaise early in the formulation of their proposals with Dfl Rivers to clarify flooding or flood plain issues that may affect particular sites. In all circumstances, the council will adopt a precautionary approach in assessing development</p>

6.43	proposals in areas that may be subject to flood risk presently or in the future as a result of environmental change predictions.
6.44	According to Flood Maps NI an area along the northeast of the site may be affected by surface water flooding. However, the Council advised DfI Rivers that this site should be treated as an exception under ENV4, as the site is previously developed/brownfield land. We are awaiting a final response from DfI Rivers and delegated authority is sought for the Director of Planning and Building Control to resolve these outstanding issues.
6.45	The proposal is deemed compliant to ENV4.
6.46	<p><u>Waste-water infrastructure</u></p> <p>NI Water has offered no objection to the proposal; therefore, it is acceptable having regard to Policy SP1A of the Plan Strategy.</p>
6.47	NIEA Regulation were consulted and identified no unacceptable risks to the ground water environment from RSKs' PRA. The Land and Groundwater Team have no objections to the development.
6.48	The proposal is also considered compliant with Policy NH1 of the of the Belfast Local Development Plan, Plan Strategy 2035, and paragraphs 6.176 and 6.177 of the Strategic Planning Policy Statement; and taking account of all relevant material considerations.
6.49	<p><u>Noise, odour and other environmental impacts including Contamination</u></p> <p>Policy ENV1 states that planning permission will be granted for development that will maintain and, where possible, enhance environmental quality, and protects communities from materially harmful development. The proposed development has been assessed by Environmental Health in terms of noise, air pollution, general amenity, ambient air quality, contaminated land, and other considerations.</p>
6.50	<p><u>Contaminated land</u></p> <p>Environmental Health (EH) has reviewed the information within the Preliminary Risk Assessment. EH recommends conditions in the event that planning permission is granted. The proposal is therefore considered to accord with Policy ENV1.</p>
6.51	<p><u>Air quality</u></p> <p>EH has reviewed the Air Quality Impact Assessment and find that both sufficiently demonstrate that future occupants of the development will not be exposed to air quality concentrations exceeding UK air quality objectives. In terms of potential operational air quality impact from combustion plant, EH has no concerns given the information presented that ASHPs are to be installed. If the proposal changes whereby ASHPs are no longer proposed to serve hot water heating needs of the development, the applicant shall present details to the planning service for review and approval. The proposal is therefore considered to accord with Policy ENV1.</p>
6.52	<p><u>Noise and vibration</u></p> <p>Having considered the applicant's noise impact assessment, EH is content that the proposal is acceptable subject to conditions. The proposal is therefore considered to accord with Policy ENV1.</p>
6.53	<p><u>Representations:</u></p> <p>Six objection raises issues regarding overlooking and loss of privacy, traffic and parking, contamination and air quality, drainage and sewage, scale and massing of the proposal and disruption during construction. These issues have been fully assessed above;</p>

	however, the application is considered acceptable for the reasons set out in the above assessment.
7.0	Recommendation
7.1	Having regard to the development plan and other material considerations, the proposal is considered on balance acceptable. It is recommended that planning permission is granted subject to conditions and a S.76 planning agreement to secure 20% affordable housing.
7.2	Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions and Section 76 planning agreement, and deal with any other issues that arise, including consideration of the outstanding Rivers Agency consultation, provided that they are not substantive.

DRAFT CONDITIONS:

1. The development hereby permitted must be begun within five years from the date of this permission.

Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.

2. No dwelling shall be occupied until weather protected cycle parking has been fully provided in accordance with the approved plans.

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

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

Reason: In order to minimise the number of access points on to the public road in the interests of road safety and the convenience of road users.

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

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

5. The development shall operate in accordance with the Travel Plan. The offer of Residential Travel cards shall suffice.

Reason: To encourage alternative modes of transport to the private car.

6. A three year Residential Travel Card Scheme shall be implemented for this development. The Scheme shall begin upon the date of first occupation and terminate three years later. The Scheme shall provide the offer of a free Residential Travel Card to one occupier of each dwelling (within one month of their occupation) which is valid for the remainder of the scheme period, or until the property is vacated, whichever comes first. This provision shall extend to any subsequent occupants until termination of the scheme.

Reason: To encourage alternative modes of transport to the private car.

7. Prior to commencement of development the applicant shall submit to the Planning Service for review and approval, the final details of the ventilation strategy to habitable rooms. The final details shall confirm that any vents (when in the open position) have a sound reduction equivalent to or greater to the sound reduction achieved by the glazing. Where any element of mechanical or active means of ventilation is proposed, the final details shall include a Noise

Impact Assessment that confirms that the noise associated with its operation will not exceed internal target levels for habitable rooms in line with BS 8233:2014 Guidance on sound insulation and noise for buildings/ProPG 2017.

Reason: To safeguard the amenity of occupants of the building hereby approved. Approval is required upfront because the ventilation strategy may be integral to the overall design of the development.

8. Prior to the occupation of the development the approved ventilation strategy to habitable rooms (*in addition to that provided by open windows*) shall be installed as approved and retained at all times.

Reason: To safeguard the amenity of occupants of the building hereby approved.

9. Prior to occupation of the development, glazing of a sound reduction specification identified as necessary by the acoustic consultant Irwin Carr Consulting shall be installed. The specification must be installed in habitable rooms at various receptors as per the colour coded plan in appendix C of the submitted Irwin Carr Consulting letter, dated 21 September 2023 referenced LT001N 2022255 (Castlereagh Road). The colour coded plan in appendix C shall be cross referenced with the technical sound reduction specification for each receptor identified as necessary within Table 7 of the Irwin Carr Consulting report titled 'A noise impact assessment Castlereagh Road, Belfast', referenced Rp001N2022255 (Castlereagh Rd) dated 21 December 2022.

Reason: To safeguard the amenity of occupants of the building hereby approved.

10. Prior to occupation of the hereby permitted development. Vibration isolation mounts shall be installed to all the air source heat pumps and be retained at all times.

Reason: To safeguard the amenity of occupants of the building hereby approved.

11. Prior to occupation of the hereby permitted development, the glazed barriers to external amenity areas shall be of a height, mass and specification recommended in Section 3.3 of the submitted Irwin Carr Consulting Letter, dated 21 September 2023 referenced LT001N 2022255 (Castlereagh Road). The glazing barriers as approved shall be retained thereafter.

Reason: To safeguard the amenity of occupants of the building hereby approved.

12. Prior to occupation of the hereby approved development the applicant shall submit to the planning service, for review and approval in writing, a verification report to demonstrate that the rating level (dBLar, T) from the combined operation of the ASHPs does not exceed the representative daytime or night time background sound level (dBLA90) to the rear of the development)

Reason: Protection of residential amenity

13. Prior to the occupation of the proposed development, a Verification Report shall be submitted to and approved in writing by the Council. This report must demonstrate that the remediation measure outlined in the RSK report entitled-Killutagh Estates Preliminary Risk Assessment 215 to 225 Castlereagh Road, Belfast BT5 5FH 604438- R1 (00) A Dated November 2022, have been implemented and contain an affirmative statement that no unexpected contamination was encountered during the development.

The Verification Report shall be completed by competent persons and demonstrate the successful completion of the remediation works and that the site is now fit for end-use

(residential without plant uptake). It must demonstrate that the identified human health contaminant linkages are effectively broken. The Verification Report shall be in accordance with current Environment Agency and CIRIA guidance and British Standards.

Reason: To demonstrate that the required remedial measures have been incorporated into the development, in the interests of human health.

14. In the event that unexpected contamination is encountered during the carrying out of the development, all related works should cease, and the applicant should contact the council. Investigation of the contamination, risk assessment and, if necessary, remediation work, should be undertaken and verified in accordance with current Environment Agency and CIRIA guidance and British Standards.

Reason: To demonstrate that the required remedial measures have been incorporated into the development, in the interests of human health.

15. Prior to the commencement of the development hereby approved a landscape management plan shall be submitted and agreed in writing with the council. The landscape management plan should detail all soft landscaping including species, size and type, and include details of appropriate SUDs measures to assist in minimising flood risk. All agreed landscaping and SUDs measures shall thereafter be retained and managed as agreed.

Reason: In the interests of mitigating against environmental change.

16. All hard and/or soft landscaping works shall be carried out in accordance with the above approved details. The works shall be carried out prior to the occupation of any part of the development unless otherwise agreed in writing by the Council. Any existing or proposed trees or plants indicated on the approved plans which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size, details of which shall have first been submitted to and approved in writing by the Council. All hard surface treatment of open parts of the site shall be permeable or drained to a permeable area. All hard landscape works shall be permanently retained in accordance with the approved details.

Reason: In the interests of the character and appearance of the area.

DRAFT INFORMATIVES:

1. This decision relates to the following approved drawing numbers: 01 02 03A 04A 05A 07A 08A 09A 10A 11A 17 18 19 20 24
2. Please make sure that you carry out the development in accordance with the approved plans and any planning conditions listed above. Failure to do so will mean that the proposal is unauthorised and liable for investigation by the Council's Planning Enforcement team. If you would like advice about how to comply with the planning permission, you are advised to contact the Planning Service at Belfast City Council at planning@belfastcity.gov.uk.
3. This planning permission includes condition(s) which require further details to be submitted to and approved by the Council. Please read the condition(s) carefully so that you know when this information needs to be provided and approved. It could take a minimum of 8 weeks for the Council to approve the details, assuming that they are satisfactory, and sometimes longer depending on the complexity of the condition. You should allow for this when planning the timeline of your project.

4. The grant of planning permission does not dispense with the need to obtain licenses, consents or permissions under other legislation or protocols. The requirement for other authorisations may have been identified by consultees in their response to the application and can be accessed on the Northern Ireland Planning Portal website. The responses from consultees may also include other general advice for the benefit of the applicant or developer.

ANNEX	
Date Valid	21/12/2022
Date First Advertised	17/02/2022
Date Last Advertised	17/02/2022
100 LOOPLAND PARK 104 LOOPLAND DRIVE 188-204 CASTLEREAGH ROAD 192 CASTLEREAGH ROAD 210-220 CASTLEREAGH ROAD 227 CASTLEREAGH ROAD 229 CASTLEREAGH ROAD 87 LOOPLAND DRIVE 89 LOOPLAND DRIVE 96 LOOPLAND PARK 98 LOOPLAND PARK 1 to 47 THE COURTYARD, 222 CASTLEREAGH ROAD	