

**Development Management Officer Report
Committee Application**

Summary	
Committee Meeting Date: 11 June 2019	
Application ID:	LA04/2017/0733/F
Proposal: Development of 4 storey building with 4 and a half storeys on front elevation to Crumlin Road (14 no. apartments: 10no. 2 bed 3 person & 4no. 1 bed 2 person apartments). Vehicular access from Yarrow Street pedestrian access from Crumlin Road (Amended Scheme)	Location: 205-211 Crumlin Road Belfast
Referral Route: More than 12 dwelling units where representations received conflict with case officer recommendation	
Recommendation:	Approval subject to conditions
Applicant Name and Address: GAD Development Ltd 37 Mullahead Road Tandragee BT6 22LA	Agent Name and Address: Doherty Architects 6 Kinnaird Street Belfast BT14 6BE
<p>Executive Summary:</p> <p>This application seeks full planning permission for the development of a four storey building with 4 and a half storeys on front elevation to Crumlin Road, providing 14 apartments consisting of 10no. 2 bed 3 person and 4no. 1 bed 2 person apartments above. Vehicular access will be from Yarrow Street with pedestrian access from the Crumlin Road elevation. The proposal includes the provision of communal bin storage and three areas of bicycle storage.</p> <p>The key issues in the assessment of the proposed development include;</p> <ul style="list-style-type: none"> - Principle of development; - Height, scale, massing, layout and design; amenity space; - Parking provision and access; - Provision of amenity space; - Impact on residential amenity of neighbours; - Impact on character of the area; - Consideration of representations; - Other environmental factors. <p>The site is located within the development limit of Belfast as per the Belfast Urban Area Plan 2001 and is un-zoned white land. Within the draft Belfast Metropolitan Area Plan 2015 the site is located on partly un-zoned white land and partly zoned as a shopping and commercial area on an Arterial Route.</p> <p>The proposed development is larger in scale than some of its immediate neighbours, however, this arterial frontage has changed and is transitioning from the former domestic scale buildings which were common to buildings of more commercial proportions and scale. The detailing proposed will assist in integrating the building with the smaller scale residential properties to the rear.</p>	

35 objections have been received, raising a range of issues including design, scale and massing of the proposed building, dominance, impact on the character of the area and parking provision. The matters raised have been fully considered in the case officer report below.

Considering the planning history and the associated regeneration benefits for the site and the wider area it is considered that on balance the proposed design is acceptable. It is considered that the site can accommodate a building of the scale and massing proposed whilst meeting the recommended requirements for prospective residents without detrimentally impacting on the residential amenity of neighbours.

The architectural approach is contemporary and has been amended to address concerns in terms of the scale and massing and to be sympathetic to its context, taking cues from the architecture in the context of the area. The proposed design and architectural treatment and materials are acceptable.

Consultees

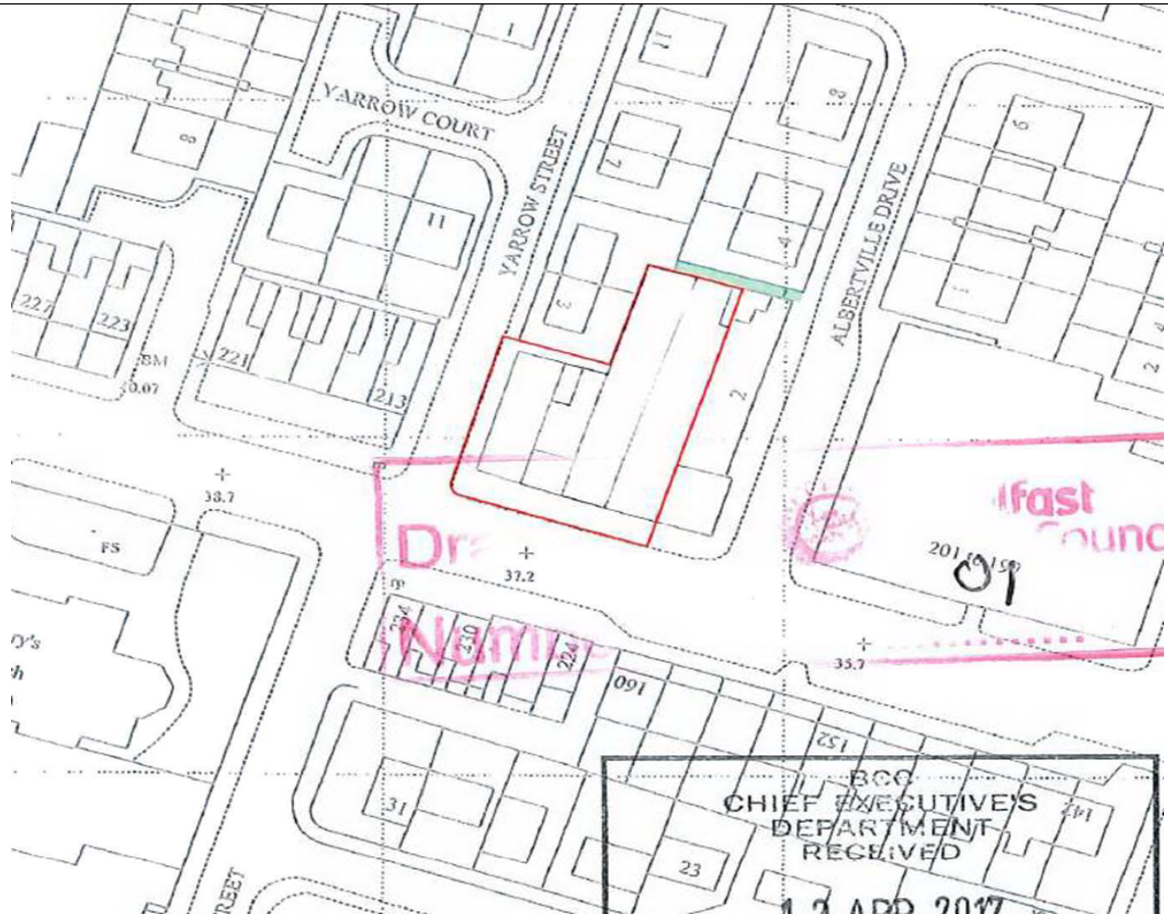
Environmental Health, Rivers Agency, NI Water, Historic Environments Division, Transport NI and Belfast City Councils Urban Design Officer have no objections subject to the attachment of conditions.

Recommendation

It is recommended that this application be approved with the attachment of conditions and it is requested that Committee delegate authority to the Director of Planning and Place to agree the final wording of those conditions.

Case Officer Report

Site Location Plan



Characteristics of the Site and Area	
1.0	Description of Proposed Development
1.1	Full planning permission is sought for a development of a 4 storey building with 4 and a half storeys on the front elevation to Crumlin Road. The scheme will comprise 14 apartments above consisting of 10no. 2 bed 3 person and 4no. 1 bed 2 person apartments. Vehicular access is proposed from Yarrow Street and pedestrian access is proposed from Crumlin Road.
2.0	Description of Site
2.1	The site is located at 205-211 Crumlin Road, Belfast. The site is currently vacant, however photographs show that the site was formerly occupied by two and three storey buildings with a ridge height not exceeding the neighbouring building at No.2 Albertville Drive. 205 and 207 Crumlin Road were of similar design to that of the existing building at No.2 Albertville Drive and would appear to have been constructed as one building previously. 209 Crumlin Road was also a three storey building which sat forward of 205 and 207 Crumlin Road. This building was also finished in brick with a pitched roof and a two storey bay window on the front elevation.
Planning Assessment of Policy and other Material Considerations	
3.0	Site History
3.1	Z/2008/2445/F - Single storey retail unit – Withdrawn
3.2	Z/2006/2576/F - Demolition of 205-209 Crumlin Road and erection of new building with ground floor retail unit with 18 No. apartments on upper floors – Granted - 12.11.07
3.3	Z/1996/2125 - Erection of new ground floor shop and first floor store – Granted
3.4	Z/1993/2240 - 1 Yarrow St/211 Crumlin Rd - Conversion of vacant building into ground floor shop with 2 no flats on first and second floors including alterations and extension – Granted
3.5	Z/1983/1943 - 205 Crumlin Rd – Change of use to 3 self-contained flats – Granted
4.0	Policy Framework
4.1	Belfast Urban Area Plan 2001
4.2	Draft Belfast Metropolitan Area Plan 2015
4.3	Draft Belfast Metropolitan Area Plan 2004
4.4	4.4.1 Strategic Planning Policy Statement for Northern Ireland (SPPS) 4.4.2 Planning Policy Statement 3: Access, Movement and Parking 4.4.3 Planning Policy Statement 7: Quality Residential Environments 4.4.4 Planning Policy Statement 12: Housing in Settlements 4.4.5 Planning Policy Statement 15: Planning & Flood Risk 4.4.6 Creating Places 4.4.7 Development Control Advice Note 15: Vehicular Access Standards

5.0	Statutory Consultees Responses
5.1	DRD Transport NI – No objection
5.2	NI Water – No objection
5.3	Rivers Agency – No objection in principle subject to schedule 6 consent
6.0	Non Statutory Consultees Responses
6.1	BCC Environmental Health – No objection
6.2	BCC Urban Design Officer – No objection in principle to development
7.0	Representations
7.1	The application has been neighbour notified and advertised in the local press, 35 representations in total have been received to date.
7.2	Amendments have been sought throughout consideration of the application and neighbours have been notified on these changes as part of the process. Final amendments to reduce the scheme to 14 no apartments were submitted and neighbours were re-notified on 13 th March 2019. A further 3 objections were received on the reduced scheme.
7.3	Re-neighbour notification letters were issued on the 24 th May 2019 and are due to expire on the 7 th June 2019, with an amended description. Any further representations that may be received will be added to the late items list for members to consider at Planning Committee on the 11 th June 2019.
7.4	<p>The issues raised in all of the objections received are outlined below;</p> <ul style="list-style-type: none"> • Impact on residential amenity by way of dominance, overshadowing and loss of light to residents of Albertville Drive and Yarrow Street and dominating and the street scene; • Overdevelopment of the site; • Impact on the residential amenity of dwellings at No's. 3 and 5 Yarrow Street and No.4 Albertville Drive in terms of loss of light, overshadowing and noise and disturbance; • Impact of the proximity of parking to the rear of the proposed development adjacent to the rear boundaries of Nos. 3 and 5 Yarrow Street and No.4 Albertville Drive by noise and disturbance; • Impact on traffic movement and parking through inadequate provision of proposed car parking resulting in parking on side streets and increasing an existing issue of parking provision in the area; • Transport NI's response is not robust in the absence of a parking survey; • Insufficient car parking provision; • Concerns regarding impact of the proposal on parking in the surrounding area as road is heavily congested with traffic and bus lane; • Lack of servicing provision for the retail units; • Proposed finishes are out of keeping with the area; • Design, scale and massing of amended scheme out of character with the area and is contrary to the SPPS – good design; • The proposed design, scale and massing is contrary to SPPS – good design; • Proposed scheme is out of scale and lacking appropriate character;

	<ul style="list-style-type: none"> Proposed building remains forward of No.2 Albertville Drive and the building line along the Crumlin Road; Environmental Health's response is not the correct approach in terms of potentially contaminated land; Damage to family members car due to double parking; Fatal accidents near the proposal site.
8.0	Other Material Considerations
8.1	The adopted Belfast Urban Area Plan 2001 designates the site as un-zoned white land.
8.2	Draft Belfast Metropolitan Area Plan (BMAP) 2015 plan the site is partially un-zoned white land and partially designated for a shopping and commercial area.
8.3	Draft Belfast Metropolitan Area Plan (BMAP) 2004 plan the site is designated is partially un-zoned white land and partially designated for a shopping and commercial area.
9.0	Assessment
9.1	<p>The key issues in the assessment of the proposed development include;</p> <ul style="list-style-type: none"> - Principle of development; - Height, scale, massing, layout and design; amenity space; - Parking provision and access; - Provision of amenity space; - Impact on residential amenity of neighbours; - Impact on character of the area; - Consideration of representations; - Other environmental factors.
9.2	The adopted Belfast Metropolitan Area Plan 2015 (BMAP) has been quashed as a result of a judgement in the Court of Appeal delivered on 18 May 2017. As a consequence of this, the Belfast Urban Area Plan 2001 (BUAP) is now the statutory development plan for the area.
9.3	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.
9.4	The adopted Belfast Urban Area Plan 2001 the site is designated as un-zoned white land.
9.5	The site is located on arterial route AR 01/04 the Crumlin Road on partly unzoned white land, partly zoned as a shopping and commercial area (AR03/06) on an Arterial route under the draft Belfast Metropolitan Area Plan 2015.
9.6	Under the SPPS, the guiding principle for planning authorities in determining planning applications is that sustainable development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause demonstrable harm to interests of acknowledged importance. It is deemed that this proposal will not result in demonstrable harm to the residential amenity of neighbours.
9.7	<p><u>Principle of Development and Use</u></p> <p>The site is partially un-zoned white land and partially designated for a shopping and commercial area on an arterial route in draft BMAP and un-zoned white land within the adopted plan. On balance, the principle of development as residential apartments is considered</p>

	acceptable at this location and a compatible use alongside the adjacent residential use and dental surgery adjacent to the site.
9.8	A portion of the site is designated as shopping and commercial area under both draft 2004 and 2015 versions of Belfast Metropolitan Area Plan. However, on balance the proposal will provide housing on what is currently unused waste ground on an Arterial Route, without detrimentally impacting upon the overall vitality and viability of the area. Given the length of time the site has been vacant the wider regeneration benefits to the area must also be considered in this respect.
	<u>Height, Scale, Massing, Layout and Design</u>
9.9	The proposed development is to be four storeys with 4 and a half storeys on the front elevation to Crumlin Road.
9.10	The proposed building is to measure; <ul style="list-style-type: none"> • 13.9m from ground level – reduced from 14.8m; • 19.9m along the Crumlin Road frontage at ground floor level – reduced from 22.8m; • 14.1m from finished floor level in height adjacent to existing building 2 Albertville Drive – ridge height is now the same as that of no.2 Albertville Drive.
9.11	The proposed floor space for the apartments range between 49m ² and 67m ²
9.12	The reduced scheme has amended or removed the following elements from the proposal; <ul style="list-style-type: none"> • Reduction in the proposed number of apartments by three; • Removal of the two ground floor commercial units; • Reduction of fifth floor element to a half storey on the Crumlin Road elevation with the remainder of the building reduced to four storeys; • Reduction to two storeys the element above the vehicular access and increase in the separation distance between the three storey element and no.3 Yarrow Street; • Removal of one parking space.
9.13	The Council's Urban Design Officer (UDO) was consulted and had no objection in principle to the development, however, highlighted concerns in relation to the building line, the scale and massing, lowering the height of the roof, the use of contracting materials to break up the façade, reduction of the pinch point at the corner of the building with Crumlin Road and Yarrow Street and in relation to the proposed entrance to the apartments and the commercial units. Subsequently the proposal has been reduced and has addressed these concerns.
9.14	In respect of the building line the proposed building is to sit forward of the building line of the neighbouring property at No.2 Albertville Drive. Historically No.209 Crumlin Road sat forward of 205-207 Crumlin Road and No.2 Albertville Avenue, and the proposal has been amended to reflect the building line that was historically on this site.
9.15	In terms of the scale and massing, it is considered that the amendments have addressed the height reducing to four and a half storeys along the Crumlin Road frontage with the rest of the building reduced to four storeys in height, affording uniformity with the adjacent building No.203 Crumlin Road. On the Yarrow Street frontage, the three storey element above the vehicular access has been reduced to two storey providing an increased separation distance from 4.6m to 5.1m between the proposal building and the existing residential property at No.3 Yarrow Street. It is considered that the amendments have reduced the dominance of the proposed building on the adjacent buildings and the street scene and addressed concerns in respect of overshadowing and loss of light to those adjacent buildings.

9.16	<p>In terms of the relationship between the proposed building and 203 Crumlin Road, the removal of the fifth floor to a half storey through the introduction of dormers and a reduction of the element adjacent to No.203 Crumlin Road to be in line with the height of the adjacent building at No.203 Crumlin Road has provided a roof profile of a more traditional form. Contrasting materials assists with breaking up the original façade and the mix of finishes is in keeping with the area which is characterised by a mix of finishes.</p>
9.17	<p>On the corner of the site where the Crumlin Road and Yarrow Street meet, has been reduced to facilitate the widening of the footpath on the corner and removal of the narrow pinch point measuring 1.3m, which is has now been increased to 2.3m.</p>
9.18	<p>In terms of the layout of the proposed apartments, it is proposed that they are all accessed from the main Crumlin Road via a shared lobby. All of the apartments are considered to be of an acceptable floor space with a layout that ensures all apartments living areas and the proposed terrace areas outlook on to the public realm of Crumlin Road or Yarrow Street.</p>
9.19	<p>Considering the planning history and the associated regeneration benefits for the site and the wider area it is considered that on balance the proposed design is acceptable. It is considered that the site can accommodate a building of the scale and massing proposed whilst meeting the recommended requirements for prospective residents without detrimentally impacting on the residential amenity of neighbours.</p>
9.20	<p>The architectural approach is contemporary and has been amended to address concerns in terms of the scale and massing and to be sympathetic to its context, taking cues from the architecture in the context of the area. The proposed design and architectural treatment and materials are acceptable.</p>
9.21	<p><u>Parking Provision and Access</u> In respect of the proposed parking provision, 6 spaces have been provided within the development. DFI Roads were consulted and recommended the attachment of conditions including the provision of bicycle storage facilities for 10 bicycles. DFI Roads have considered the letters of objection received and offer no objection to the proposal.</p>
9.22	<p>The site is located on an arterial route with convenient access to public transport, bicycle storage provision within the development and is within walking distance to the city centre. Therefore it is considered that the proposal site is located at a sustainable location and reduced parking provision is acceptable as the development supports movement by residents walking, cycling and use of public transport in line with PPS 3.</p>
9.23	<p><u>Provision of amenity space</u> The applicant has provided amenity space for the three apartments proposed at first floor level in the form of a balcony ranging from 13.78m² to 14.57m².</p>
9.24	<p>Whilst the three apartments at first floor level exceed 10m² per apartment as set out in Creating places, the remaining 11 apartments will not be provided with any private amenity space. However all 14 of the apartments will share communal areas for bin storage and bicycle parking have been provided for at ground floor level and all 14 of the apartments. A communal garden area has been provided to the front of the building approximately 80m².</p>
9.25	<p>The site is within walking distances to accessible public open spaces at Girdwood Community Hub – 7 minute walk; Oldpark – 12 minute walk; and Woodvale Park – 16 minute walk.</p>

9.26	<p>The site is within walking distance to three public open space areas, and therefore on balance, it is considered that the provision of amenity space within the development is acceptable providing adequate private amenity space and shared communal space for bicycle and bin storage. In addition, consideration must be given to the wider regeneration based housing benefits to the site and wider area.</p>
9.27	<p><u>Impact on Residential Amenity</u> The proposed development is located adjacent to the existing residential housing at Albertville Street, Yarrow Street, on Crumlin Road and opposite the site along the Crumlin Road.</p>
9.28	<p>The proposed residential use is considered compatible and acceptable, and will not result in detrimental impact to the residential amenity of neighbours or the adjacent dentist. The proposed design, scale and massing of the proposal has been reduced to address concerns in respect of overshadowing/loss of light and overlooking.</p>
9.29	<p>Along the Yarrow Street frontage, the three storey element above the vehicular access has been removed from the proposal and the separation distance increased from 4.6m to 9.7m.</p>
9.30	<p>Considering the amended design of the building, the layout, sun path and orientation of the proposed building it is considered that no significant unacceptable overshadowing or loss of light will result as the proposed building has been brought back away from the nearest dwelling at No.3 Yarrow Street. It is considered that the proposed separation distance of 22.4m from the lift proposed and 24m from the main rear elevation of the building, will ensure that no unacceptable overshadowing will result to No.4 Albertville Street.</p>
9.31	<p>The location of parking in close proximity to the rear boundaries of Nos 3 and 5 Yarrow Street and No.4 Albertville Drive was raised as a concern in terms of impact on noise and disturbance. Four parking spaces are located adjacent to the boundaries with the 3 above mentioned properties. However it is considered that as the parking provision is reduced due to the location of the site on an arterial route and that only four spaces are proposed it is not considered to be a significant increase to result in detrimental impact on the amenity of dwellings at the above mentioned dwellings at this urban location.</p>
9.32	<p>In terms of overlooking, the proposed apartments at ground floor level will outlook on to the rear vehicular access and parking area. The existing boundary treatment consisting of a wall approximately 1.8m in height will ensure no unacceptable overlooking from the ground floor apartments will result to No.3 Yarrow Street or No.4 Albertville Drive. On the first, second and third floor no windows are proposed for the apartments. The windows on the north eastern rear elevation are for link corridors and therefore will ensure no unacceptable overlooking shall result to the occupier at No.3 Yarrow Street. The apartments in the loft outlook on to the Crumlin Road with no dormer windows proposed in the north eastern pitch of the roof ensuring no unacceptable overlooking shall result to the occupier at No.3 Yarrow Street or No.4 Albertville Drive.</p>
9.33	<p><u>Consideration of Representations</u> The representations received are considered below. Where points have been duplicated one response is provided;</p> <ul style="list-style-type: none"> • <i>Impact on residential amenity by way of Dominance, overshadowing and loss of light to residents of Albertville Drive and Yarrow Street and dominating the street scene</i> - See 9.27-9.32 in this report; • <i>Overdevelopment of the site</i> - See 9.9-9.20 and 9.27-9.32 in this report;

	<ul style="list-style-type: none"> • Impact on the residential amenity of dwellings at no's. 3 and 5 yarrow Street and no.4 Albertville Drive in terms of loss of light, overshadowing and noise and disturbance — See 9.27-9.32 in this report; • Impact of the proximity of parking to the rear of the proposed development adjacent to the rear boundaries of nos. 3 and 5 Yarrow Street and no.4 Albertville Drive by noise and disturbance — See 9.27-9.32 in this report; • Impact on traffic movement and parking through inadequate provision of proposed car parking resulting in parking on side streets and increasing an existing issue of parking provision in the area - See 9.21-9.22 in this report; • Transport NI's response is not robust in the absence of a parking survey - See 9.21 in this report; • Insufficient car parking provision - See 9.21 in this report; • Concerns regarding impact of the proposal on parking in the surrounding area as road is heavily congested with traffic and bus lane - - See 9.21 in this report; • Lack of servicing provision for the retail units – The retail units have been removed from the proposal; • Proposed finishes are out of keeping with the area – The proposed mix of finishes are considered to be acceptable and the break-up of elevations using a variety of materials and proportions is an accepted architectural technique which reduces scale and massing; • Design, scale and massing of amended scheme out of character with the area and is contrary to the SPPS – good design – The proposed design, scale and massing of the proposal is considered to be acceptable having been reduced and the design amended to be in keeping with the existing character of the area; • Proposed building remains forward of no.2 Albertville Drive and the building line along the Crumlin Road – The building line have been brought back to reflect the buildings that previously occupied the site and the amended proposal is considered to be acceptable; • Environmental Health's response is not the correct approach in terms of potentially contaminated land – This is a standard common approach applied to sites which Environmental Health have no records to previous contamination. The condition is to protect human health in the event of contaminated land being encountered during development works; • Damage to family members car due to double parking – This is a matter outside the remit of planning; • Fatal accidents near the proposal site – Noted.
9.34	<p>Other Environmental Factors</p> <p>Rivers Agency, NI Water and Environmental Health were consulted. Rivers Agency advised of no objection in respect of flooding, and therefore the proposal complies with PPS 15. NI water were consulted and have no objection to the proposal. Environmental Health have recommended the attachment of negative conditions in respect of Land Contamination and Noise Insulation.</p>
9.35	<p>Taking all factors into consideration on balance, the proposal is considered acceptable and approval is recommended subject to conditions.</p>
9.36	<p>Having regard to the policy context and all other material considerations including third party comments, the proposal is considered acceptable and planning permission is recommended subject to conditions for the following reasons.</p>
10.0	<p>Summary of Recommendation: Approval subject to conditions detailed below.</p>

<p>11.0</p>	<p>Conditions</p> <ol style="list-style-type: none"> 1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p> <ol style="list-style-type: none"> 2. The development hereby permitted shall not be occupied until hard surfaced areas have been constructed within the site in accordance with the approved plan. This area shall not be used at any time for any purpose other than for parking and movement of vehicles in connection with the approved development. <p>Reason: To ensure that adequate provision has been made for parking and traffic circulation within the site.</p> <ol style="list-style-type: none"> 3. The vehicular access shall be provided in accordance with the approved plan, prior to the commencement of any other works or other development hereby permitted. <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.</p> <ol style="list-style-type: none"> 4. The development shall not be occupied until secure and covered cycle parking facilities have been provided on the site. These facilities shall be permanently retained on the site. <p>Reason: To ensure acceptable cycle parking on the site and to encourage alternative modes of transport to the private car.</p> <ol style="list-style-type: none"> 5. The development hereby permitted shall not be occupied until the existing redundant vehicular access has been permanently closed and the road properly reinstated to the satisfaction of Transport NI. <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.</p> <ol style="list-style-type: none"> 6. If during the development works, contamination is encountered, works shall cease and the Council be notified immediately. This contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11) and current best practice. A written report detailing the nature of this contamination and its management must be submitted to the Council for approval. In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Council in writing, and subsequently implemented and verified to its satisfaction. <p>Reason: Protection of human health.</p> <ol style="list-style-type: none"> 7. The proposed development should be constructed to incorporate noise attenuation measures to ensure that the internal noise levels within any residential unit shall; <ul style="list-style-type: none"> • Not exceed 35 dB LAeq (1 hour) at any time between 07:00 hrs and 23:00 hrs within any habitable room, with windows closed and alternative means of ventilation provided in accordance with current building regulation requirements;
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- Not exceed 30 dB LAeq at all other times measured over a fifteen minute period within any proposed bedrooms with the windows closed and alternative means of ventilation provided in accordance with current building regulation requirements;
- Not exceed 45 dB LAmax for more than 15 single sound events between 23:00 hrs and 07:00 hrs within any proposed bedrooms with the windows closed and an alternative means of ventilation provided in accordance with current building regulation requirements.

Reason: In the interest of residential amenity

8. The Rating Level (dB LAr) of sound from all combined building services plant associated with the development shall not exceed the background sound level (for both daytime and night time) at sound sensitive premises when measured in accordance with the assessment methodology outlined in BS4142:2014 - Methods for rating sound and assessing industrial and commercial sound. A Rating Level (dB LAr) indicative of 'no adverse impact' shall be maintained thereafter.

Reason: In the interest of residential amenity

Informatives

1. The developer should consider all consultees comments prior to commencing this proposal. All comments can be viewed on the planning portal quoting the application reference number.

Neighbour Notification Checked	Yes
Notification to Department (If relevant)	N/A
Representations from Elected Members:	None

ANNEX	
Date Valid	13th April 2017
Date First Advertised	5th May 2017
Date Last Advertised	5th May 2017
Details of Neighbour Notification (all addresses)	
<p>The Owner/Occupier, 01,221 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7DX, The Owner/Occupier, 02,221 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7DX, The Owner/Occupier, 03,221 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7DX, 1, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX The Owner/Occupier, 11 Yarrow Court,Town Parks,Belfast,Antrim,BT14 7AX, 11, Yarrow Court, Belfast, Antrim, Northern Ireland, BT14 7AX 11, Yarrow Court, Belfast, Antrim, Northern Ireland, BT14 7AX 11, Yarrow Street, Belfast, Antrim, Northern Ireland, BT14 7AE The Owner/Occupier, 160 Crumlin Road, Town Parks, Belfast, BT14 7DU The Owner/Occupier, 162 Crumlin Road, Town Parks, Belfast, BT14 7DU The Owner/Occupier, 164 Crumlin Road, Town Parks, Belfast, BT14 7DU The Owner/Occupier, 166 Crumlin Road, Town Parks, Belfast, BT14 7DU The Owner/Occupier, 168 B, Crumlin Road, Town Parks, Belfast, BT14 7DU The Owner/Occupier, 168 Crumlin Road, Town Parks, Belfast, BT14 7DU The Owner/Occupier, 2 Albertville Drive,Town Parks,Belfast,Antrim,BT14 7BX, 2, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX The Owner/Occupier, 221 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7DX, The Owner/Occupier, 224 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7EB, The Owner/Occupier, 228 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7EB, The Owner/Occupier, 230 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7EB, The Owner/Occupier, 232 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7EB, The Owner/Occupier, 234 Crumlin Road,Town Parks,Belfast,Antrim,BT14 7EB, The Owner/Occupier, 3 Yarrow Street,Town Parks,Belfast,Antrim,BT14 7AE, 3, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX 3, Yarrow Street, Belfast, Antrim, Northern Ireland, BT14 7AE The Owner/Occupier,</p>	

4 Albertville Drive, Town Parks, Belfast, Antrim, BT14 7BX,
 4, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX
 The Owner/Occupier,
 5 Yarrow Street, Town Parks, Belfast, Antrim, BT14 7AE,
 50, High Street, Holywood, Down, Northern Ireland, BT18 9AE
 6, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX
 6, Yarrow Court, Belfast, Antrim, Northern Ireland, BT14 7AX
 7, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX
 7, Yarrow Court, Belfast, Antrim, Northern Ireland, BT14 7A
 7, Yarrow Court, Belfast, Antrim, Northern Ireland, BT14 7AX
 8, Albertville Drive, Belfast, Antrim, Northern Ireland, BT14 7BX
 8, Yarrow Court, Belfast, Antrim, Northern Ireland, BT14 7AX
 9-21, Avoca Street, Belfast, Antrim, Northern Ireland, BT14 6EN
 The Owner/Occupier,
 Flat 1, 213 Crumlin Road, Town Parks, Belfast, Antrim, BT14 7DX,
 The Owner/Occupier,
 Flat 2, 213 Crumlin Road, Town Parks, Belfast, Antrim, BT14 7DX,
 The Owner/Occupier,
 Flat 3, 213 Crumlin Road, Town Parks, Belfast, Antrim, BT14 7DX,

Date of Last Neighbour Notification	26th July 2018
Date of EIA Determination	N/A
ES Requested	No

Drawing Numbers and Title

Drawing No. 01
Type: Site Location Plan

Drawing No. 02
Type: Existing Site Plan

Drawing No. 03B
Type: Site Block Plan

Drawing No. 04B
Type: Ground and First Floor Plans

Drawing No. 05B
Type: Second and Third Floor Plans

Drawing No. 06B
Type: Fourth Floor and Roof Plan

Drawing No. 07
Type: Existing Elevations

Drawing No. 08B
Type: Elevation to Albertville Street and Section

Drawing No. 09C
Type: Elevation to Crumlin Road and Yarrow Street