**Development Management Report**

**Committee Application**

### Summary

<table>
<thead>
<tr>
<th>Committee Meeting Date:</th>
<th>13 June 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application ID:</td>
<td>LA04/2018/0811/O</td>
</tr>
<tr>
<td>Proposal:</td>
<td>Mixed use development comprising offices, residential apartments (including affordable), hotel and serviced apartments, retail and professional services, community and cultural, leisure uses, cafes, bars, restaurants, with associated car parking, circulation and servicing arrangements; public realm works, landscaping, replacement of existing pedestrian bridge fixed to railway bridge and associated access works to Short Strand and Bridge End with other infrastructural works, and demolition of existing structures including boundary walls.</td>
</tr>
<tr>
<td>Location:</td>
<td>Lands at former Sirocco Works Short Strand and adjacent to Bridge End and the River Lagan Belfast</td>
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<tr>
<td>Referral Route:</td>
<td>Committee (Major planning application)</td>
</tr>
<tr>
<td>Recommendation:</td>
<td>APPROVE WITH CONDITIONS AND PLANNING AGREEMENT (Delegated Authority to resolve outstanding matters)</td>
</tr>
<tr>
<td>Applicant Name and Address:</td>
<td>Swinford (Sirocco) Ltd The Mill One High Street Henley-In-Arden B95 5AA</td>
</tr>
<tr>
<td>Agent Name and Address:</td>
<td>Turley Hamilton House 3 Joy Street Belfast BT2 8LE</td>
</tr>
<tr>
<td>Executive Summary:</td>
<td>The key issues in the assessment of the proposal are as follows:</td>
</tr>
<tr>
<td></td>
<td>- The principle of the proposal at this location;</td>
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<td></td>
<td>- Environmental impacts of the proposal;</td>
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<td>- Economic development, employment and investment;</td>
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<td></td>
<td>- Layout, scale, form, massing and design;</td>
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<td>- Impact on amenity;</td>
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<td>- Impact on built heritage assets;</td>
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<td>- Impact on transport and associated infrastructure;</td>
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<td>- Flooding and drainage impacts;</td>
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<td>- Impact on natural heritage assets;</td>
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<td>- Contamination and remediation of the site;</td>
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<td>- Impact on civil aviation;</td>
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<tr>
<td></td>
<td>- Conditions; and</td>
</tr>
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<td></td>
<td>- Planning obligations.</td>
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</table>
The Proposal

The application seeks outline planning permission for mixed use development of the site. The means of access is to be determined now with all other matters reserved for subsequent approval. The main vehicular accesses into the site will be from Short Strand and Bridge End. Pedestrian access will also be from these roads. The proposal includes a replacement pedestrian/cycle bridge over the River Lagan to the south.

The quantum of uses is set out below.

Offices - 79,620 sq. m
Hotel/Serviced Apartments - 18,200 sq. m
Residential - 63,960 sq. m (675 units)
‘Other uses’ – 9,650sqm (includes Class A1, Retail Facilities, Class A2 Financial, Professional and other services, Class D1 Community and Cultural Uses such as doctors, surgery, dentist, crèche, art gallery, Class D2 Leisure Uses, Sui Generis, cafes/bars/restaurants)

Total: 171,160 sq. m including 1,140 parking spaces. This is split across 15 buildings (Blocks) within the development.

The application is supported by a Concept Masterplan and parameters plans that show the broad locations of the buildings and their maximum heights. The tallest building would be 13 storeys within Block C adjacent to the railway line fronting onto Bridge End, with steps down in height away from that point towards the river and Short Strand. Other buildings throughout the site are predominately 5-8 storeys in height. Block N on the riverfront varies between 1 and 8 storeys.

A Design Code has been provided that set out mandatory criteria in relation to key issues namely uses, massing, height, materials, landscaping and public realm, private and public open space, amenity criteria, street layout, traffic, access and parking issues. This is to be read in conjunction with the masterplan and parameter plans. Subsequent applications for approval of the reserved matters will need to follow the principles contained in the Design Code and this will be secured through planning conditions.

Planning history

The former Sirocco Works site has been subject to previous planning applications, approved by the then DoE. This included an application Z/2000/2593/F for 266 apartments with basement and surface level parking and amenity space, which was approved 13th January 2003. Z/2008/0599/O for a mixed use redevelopment of the site was approved 2nd March 2011 and is subject to a 10 year time condition, and therefore is extant. It includes residential, office, call centre / research and development, assembly and leisure, supermarket, community facilities, a care home, public realm and associated access infrastructure.

The extant concept plan included approximately 220,000sqm of mixed-use development and 2100 residential units within 9 buildings across the site as set out below:

- Residential – 2100 dwellings;
- Offices – 10656 sum;
- Food Retail – 7500 sum;
- Local shops 2500 sum;
- Hotel – 5858 sum;
- Restaurants – 2500 sum;
- Care Home – 100 residents;
In August 2018, the Planning Committee resolved to approve a full application for Block C for the ‘Erection of 13 storey Grade A office building with ground floor, first floor and mezzanine café/bar/restaurant uses (sui generis), ground floor retail unit, lobby/reception area, basement and deck car parking, servicing (refuse/recycling/cycle storage/changing facilities), landscaping/public realm works, temporary pocket park, pedestrian/cycle access route from Bridge End, temporary pedestrian/cycle access to riverfront, associated access arrangements to Short Strand and Bridge End and other associated infrastructural work.’ This application site forms part of the outline application site and is to be approved following resolution of outstanding issues by the applicant and the completion of a Section 76 planning agreement.

Summary of key considerations

The site is located within the City Centre in the draft Belfast Metropolitan Area Plan where mixed use development of this type and scale is considered acceptable. Moreover, regard is had to the extant outline planning permission for mixed use development which establishes the principle of significant office, retail and residential floor space in this location.

It is considered that the proposed height, massing and indicative layout of the development are in keeping with its visual context. The Concept Masterplan and Design Code accompanying the application will ensure that the final development is of high quality and cohesive.

The application is proposing affordable housing as part of the development. This is welcomed and will ensure that the scheme delivers mixed tenures that will help address local housing need. NIHE are supportive of the scheme.

Archaeological excavations uncovered substantial industrial archaeological remains from the late 18th and early 19th century glass manufactory in the north-eastern corner of the site (DOW 004:015). In addition, along the southern boundary of the development site an upstanding red brick chimney survives and is scheduled for protection. HED have no objections subject to conditions.

The replacement footbridge is proposed adjacent to the existing railway bridge. Broad details have been provided at this stage as detailed design and engineering assessments would be necessary for a reserved matters submission. Consultees have no objections to the replacement bridge including Rivers Agency. There are also no objections in relation to flooding and drainage issues.

DFI Roads have been consulted in relation to roads infrastructure, access, parking, and traffic impacts of the development. It is currently considering further information provided by the applicant. However, DFI Roads has indicated that the proposed access and parking arrangements are acceptable in principle. Delegated authority is sought to resolve any outstanding issues.

Other consultees are content in relation to air quality, contamination, impacts on the natural environment, and civil aviation. Consultees are, at the time of writing, considering a final addendum to the Environmental Statement, and delegated authority is sought to resolve any substantive issues that may arise during the remainder of the consultation period.

The applicant has provided a socio-economic assessment as part of its Environmental Statement. This indicates that the economic impact of the development would be approximately £400 million, and would accommodate a significant number of new jobs. This would include 875 FTE jobs during the construction. The operational (post construction) phase would provide 8,295 net additional jobs, of which 6,130 direct (on-site) FTE accommodated on site and 2,760 indirect/induced FTE jobs. The applicant also estimate the proposal will accommodate approximately 1,570 residents in the City Centre. There would be a shortfall in employment to deliver the proposed development and in accordance with the Council’s draft Developer Contributions Framework, an Employability and Skills Plan should be secured as part of the planning permission to address this skills gap.
Representations

Three representations have been received. An objection, in summary, raises concerns regarding overprovision of facilities for the car/motor traffic as opposed to pedestrians, cyclists inadequate provision and impact on cycling, associated pollution and impacts on air quality. The Inner East Partnership comments that housing should not result in 'enclaving' or create an 'interface', mobility through and around the site should be enhanced, extent of parking and layout provisions for vehicles and inadequate provision and impact on cycling. A letter of support has been received from the Belfast Civic Trust.

Conclusion and recommendation

The proposal will help deliver a key site for Belfast, supporting the regeneration of the area, job creation and the economy. The delivery of affordable housing is welcomed and will help address local need. The proposed design principles are sound and will ensure a high quality development that will sit well in its context and support the future needs of the City. Having regard to the Development Plan and relevant material considerations, the proposal is considered acceptable subject to resolution of the outstanding matters.

It is recommended that delegated authority is given to the Director of Planning and Building Control to grant planning permission subject to conditions and a Section 76 planning agreement, and satisfactory resolution of outstanding matters, including:

- Any substantive issues that arise during the remainder of the statutory consultation on the Further Environmental Information (ending 28 June 2019);
- Resolution of outstanding roads and transportation issues;
- Satisfactory review of the amended Design Code and Concept Masterplan; and
- Finalising conditions and the S76 Planning Agreement.

Signature(s):
Representations:

<table>
<thead>
<tr>
<th>Representations</th>
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<tbody>
<tr>
<td>Letters of Support</td>
<td>1</td>
</tr>
<tr>
<td>Letters of Objection</td>
<td>2</td>
</tr>
<tr>
<td>Number of Support Petitions and signatures</td>
<td>None</td>
</tr>
<tr>
<td>Number of Petitions of Objection and signatures</td>
<td>None</td>
</tr>
<tr>
<td>Representations from Elected Members</td>
<td>None</td>
</tr>
</tbody>
</table>

Characteristics of the Site and Area

1.0 Description of Proposed Development

Mixed use development comprising offices, residential apartments (including affordable), hotel and serviced apartments, retail and professional services, community and cultural, leisure uses, cafes, bars, restaurants, with associated car parking, circulation and servicing arrangements; public realm works, landscaping, replacement of existing pedestrian bridge fixed to railway bridge and associated access works to Short Strand and Bridge End with other infrastructural works, and demolition of existing structures including boundary walls.

The means of access is to be determined now with all other matters reserved for subsequent approval (i.e. siting, design, external appearance and landscaping).

The application is supported by parameter plans showing the broad location of the buildings and their maximum height, a Concept Masterplan and Design Code. The application is also accompanied by an Environmental Statement (with addendums) and suite of other technical documents.

2.0 Description of Site

The site is located in east Belfast and forms part of a larger former industrial site known as the former Sirocco Works. The site has been cleared of original buildings and is finished in gravel, save for a listed chimney monument and a vacant ‘market suite’ building relating to a previous permission. The site is bounded by a railway line to the west, Bridge End to the north, and Short Strand to the east, with a brick boundary wall approximately 2m in height forming the southern site boundary adjacent to the River Lagan Walkway. The topography of the site is relatively level, however it falls gently towards the Lagan boundary. The site is approximately 2.6 hectares in size. The previous use of the land ceased operation in 1999. Adjacent to the site to the west are apartment buildings and housing. There is a petrol filling station opposite the site to the north, with a park and ride car park immediate adjacent. Further housing is located to the other side of Short Strand to the east, and also to the south.

Planning Assessment of Policy and other Material Considerations

3.0 Planning History

3.1 The Sirocco site has been subject to previous planning applications, approved by the then DoE. This included application Z/2000/2593/F for 266 apartments with basement and surface level parking and amenity space, which was approved 13th January 2003. A subsequent application for a 3 storey marketing suite in association with the above application was approved 22nd December 2011 and subsequently constructed on site. Application Z/2008/0599/O for a mixed use redevelopment of the site was approved 2nd March 2011 and is subject to a 10 year time condition, and therefore is extant. It includes residential, office, call centre / research and development, assembly and leisure.
3.2 supermarket, community facilities, a care home, public realm and associated access infrastructure.

In August 2018, the Planning Committee resolved to grant full planning permission for the ‘Erection of 13 storey Grade A office building with ground floor, first floor and mezzanine café/bar/restaurant uses (sui generis), ground floor retail unit, lobby/reception area, basement and deck car parking, servicing (refuse/ recycling/cycle storage/changing facilities), landscaping/ public realm works, temporary pocket park, pedestrian/ cycle access route from Bridge End, temporary pedestrian/cycle access to riverfront, associated access arrangements to Short Strand and Bridge End and other associated infrastructural work.’ That application site forms part of the outline application site and is to be approved following resolution of the outstanding issues by the applicant and the completion of a Section 76 planning agreement.

4.0 Policy Framework

4.1 Belfast Urban Area Plan 2001 (BUAP)
Draft Belfast Metropolitan Area Plan 2015 (purported to be adopted)
Draft Belfast Metropolitan Area Plan 2004
Draft Developer Contributions Framework

4.2 Planning Policy Statement 2 (PPS2) – Natural Heritage
Planning Policy Statement 4 (PPS4) – Planning and Economic Development
Planning Policy Statement 6 (PPS6) – Planning Archaeology and the Built Environment
Planning Policy Statement 7 (PPS7) - Residential Development;
Planning Policy Statement 8 (PPS8) – Open Space, Sport and Outdoor Recreation
Planning Policy Statement 3 (PPS3) - Access, Movement and Parking
Planning Policy Statement 13 (PPS13) - Transportation and Land Use
Planning Policy Statement 15 (PPS15) - Planning and Flood Risk

4.3 Supplementary Planning Guidance including Creating Places, Living Places,
Development Control Advice Note 11 – Access for All, Development Control Advice Note 4: Cafés and Restaurants, Development Control Advice Note 15 Vehicular Access Standards and Parking Standards.

5.0 Statutory Consultee Responses

The following responses are subject to consideration of the Further Environmental Information provided by the applicant as part of the Environmental Statement.

NI Water – no objection
DFI Roads – considering the further information submitted by the applicant following detailed design workshops.
DFC Historic Environment Division - no objection subject to conditions
DEARA including:
Land and Contamination - no objection subject to conditions
Natural Heritage - no objection
Marine Division - no objection subject to conditions
Rivers Agency – no objection subject to conditions
City Airport – no objection
NI Housing Executive – no objection subject to conditions

6.0 Non Statutory Consultee Responses

The following responses are subject to consideration of the Further Environmental Information provided by the applicant as part of the Environmental Statement.
Environmental Health – no objection in relation to public health including noise and contamination
BCC Urban Design – no objection subject to review of the amended Design Code
BCC Landscape – no objection subject to review of the amended Design Code
BCC Landscape and Trees – no objection
Shared Environmental Services – no objection subject to conditions
Translink – no objection subject to conditions

<table>
<thead>
<tr>
<th>7.0</th>
<th>Representations</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1</td>
<td>The application has been neighbour notified and advertised in the local press in accordance with standard practice.</td>
</tr>
<tr>
<td>7.2</td>
<td>Following the receipt of amended plans, neighbour notification was undertaken and the period for comments ends on 12 June 2019 – Members will be notified of any additional representations via the Late Items report.</td>
</tr>
<tr>
<td>7.3</td>
<td>The application has also been advertised in the press, most recently on 31 May 2019 following receipt of the Further Environmental Information. This consultation period ends on 28 June 2019. Delegated authority is sought to resolve any substantive matters that arise during the remainder of the consultation period.</td>
</tr>
<tr>
<td>7.4</td>
<td>Three representations have been received. An objection, in summary, raises concerns regarding overprovision of facilities for the car/motor traffic as opposed to pedestrians, cyclists inadequate provision and impact on cycling, associated pollution and impacts on air quality.</td>
</tr>
</tbody>
</table>
| 7.5 | The Inner East Partnership have commented and raised the following issues (in summary):

- air quality and pollution levels and associated impacts from traffic;
- issues of low employment in East Belfast and opportunities should be made available through this project;
- housing should not result in ‘enclaving’ or create an ‘interface’; and
- mobility through and around the site should be enhanced. |
| 7.6 | A letter of support has been received from the Belfast Civic Trust. |

<table>
<thead>
<tr>
<th>8.0</th>
<th>Other Material Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1</td>
<td>The Belfast Agenda (Community Plan); Belfast City Council City Centre Regeneration and Investment Strategy; and East Bank Regeneration Strategy.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>9.0</th>
<th>Assessment</th>
</tr>
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</table>
| 9.1 | The proposal:

The proposal seeks outline permission for a mixed use development comprising offices, residential apartments (including affordable), hotel and serviced apartments, retail and professional services, community and cultural, leisure uses, cafes, bars, restaurants, with associated car parking, circulation and servicing arrangements; public realm works, landscaping, replacement of existing pedestrian bridge fixed to railway bridge and associated access works to Short Strand and Bridge End with other infrastructural works, and demolition of existing structures including boundary walls. |
| 9.2 | The quantum of proposed uses is set out below. |
Office - 79,620 sq. m
Hotel/Serviced Apartments - 18,200 sq. m
Residential - 63,960 sq. m (675 units)
‘Other uses’ - 9,650sqm (includes Class A1, Retail Facilities, Class A2 Financial, Professional and other services, Class D1 Community and Cultural Uses such as doctors, surgery, dentist, crèche, art gallery, Class D2 Leisure Uses, Sui Generis, cafes/bars/restaurants)

Total: 171,160 sq. m including 1,140 parking spaces.

9.3 The proposed development is to be split across 15 Blocks as follows:

<table>
<thead>
<tr>
<th>Block</th>
<th>Office</th>
<th>Hotel/Srv. Apt.</th>
<th>Residential</th>
<th>Units</th>
<th>Other uses</th>
<th>Car spaces</th>
<th>Total GFA</th>
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<tbody>
<tr>
<td>A (GFA)</td>
<td>9,590</td>
<td></td>
<td></td>
<td></td>
<td>510</td>
<td>116</td>
<td>10,100</td>
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<td>B (GFA)</td>
<td>15,250</td>
<td></td>
<td></td>
<td></td>
<td>660</td>
<td>176</td>
<td>15,910</td>
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<tr>
<td>C (GFA)</td>
<td>29,000</td>
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<td></td>
<td></td>
<td>500</td>
<td>155</td>
<td>29,500</td>
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<tr>
<td>D (GFA)</td>
<td>13,800</td>
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<td></td>
<td></td>
<td>530</td>
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<td>14,350</td>
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<td>860</td>
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<td>9,480</td>
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<td>F (GFA)</td>
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<td>15,380</td>
<td>171</td>
<td></td>
<td></td>
<td>68</td>
<td>15,150</td>
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<td>G (GFA)</td>
<td></td>
<td>12,460</td>
<td>122</td>
<td></td>
<td></td>
<td>67</td>
<td>12,460</td>
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<tr>
<td>H (GFA)</td>
<td></td>
<td>18,200</td>
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<td></td>
<td></td>
<td>155</td>
<td>19,880</td>
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<tr>
<td>J (GFA)</td>
<td></td>
<td>10,400</td>
<td>124</td>
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<td>63</td>
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<tr>
<td>K (GFA)</td>
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<td>7,920</td>
<td>90</td>
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<td>42</td>
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<td>L1 (GFA)</td>
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<td>280</td>
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<td>L2 (GFA)</td>
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<td>20</td>
<td>3,310</td>
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<tr>
<td>M2 (GFA)</td>
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<td>3,810</td>
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<td></td>
<td>29</td>
<td>3,810</td>
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<tr>
<td>N (GFA)</td>
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<td>3,300</td>
<td>57</td>
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<td>7,000</td>
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<tr>
<td>Total GFA:</td>
<td>79,620</td>
<td>18,200</td>
<td>63,690</td>
<td>675</td>
<td>9,650</td>
<td>171,160</td>
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<td>Total Residential units:</td>
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<td>675</td>
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<tr>
<td>Total Car spaces</td>
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<td></td>
<td></td>
<td>Max. 1,140</td>
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</table>

*GFA excluding carpark and basement structures

9.4 The key issues in the assessment of the proposal are:

- The principle of the proposal at this location;
- Environmental impacts of the proposal;
- Economic development, employment and investment;
- Layout, scale, form, massing and design;
- Impact on amenity;
- Impact on built heritage assets;
- Impact on transport and associated infrastructure;
- Flooding and drainage impacts;
- Impact on natural heritage assets;
- Contamination and remediation of the site;
- Impact on civil aviation; and
- Developer contributions.

9.5 Regional policy context:

The Regional Development Strategy 2035 (RDS) includes a number of policies relevant to the proposal including Tourism (RG4), Supporting Urban Renaissance (RG7), and Conserve, protect and enhance where possible the built and natural heritage.

9.6 In relation to Belfast, the RDS includes policies to promote economic development, grow the city population, and protect and enhance the setting of the Metropolitan Area and its environmental assets. Policy SFG3 seeks to enhance the role of Belfast City Centre as the
9.7 The Strategic Planning Policy Statement for Northern Ireland (SPPS) sets out the five core planning principles of the planning system, including improving health and well-being, supporting sustainable economic growth, creating and enhancing shared space, and supporting good design and place making.

9.8 The SPPS states at paragraph 1.13 that a number of policy statements, including those listed at paragraph 4.2 of this report, remain relevant under the ‘transitional arrangements’ in advance of a council’s adoption of its new Local Development Plan. Paragraphs 4.11 and 4.12 of the SPPS require the safeguarding of residential and work environs and the protection of amenity. Paragraphs 4.13-8 highlight the importance of creating shared space, whilst paragraph 4.23-7 stress the importance of good design. Paragraphs 4.18-22 details that sustainable economic growth will be supported.

Development Plan Status:

9.9 Following the Court of Appeal decision that quashed the adoption of the Belfast Metropolitan Area Plan 2015, the extant Development Plan is now the Belfast Urban Area Plan 2001 (BUAP). The site is not subject to any zoning within the BUAP. Both the draft Belfast Metropolitan Area Plan 2004 (dBMAP 2004) and purported to be adopted Belfast Metropolitan Area Plan (dBMAP 2015) are material considerations. The weight to be afforded the draft Belfast Metropolitan Area Plan is a matter of judgement for the decision maker. In dBMAP 2004, the site falls within a development opportunity site and is subject to several key site requirements. It was also identified within the City Centre boundary. In dBMAP 2015, the site remains a development opportunity site, with refinement of the key site requirements following the inquiry. The site falls within the City Centre boundary, the fringe area of parking restraint, and the Laganside Character Area.

Principle of development and proposed uses:

9.10 The site falls within the City Centre boundary in both versions of dBMAP where the uses proposed by the outline application are broadly acceptable. As stated above the site is identified as an opportunity site in both the dBMAP 2004 and dBMAP 2015. There is an extant permission on the site for mixed use development comprising residential, retail, office, public realm, and related infrastructure – uses for which the current application also seeks permission. Accordingly, the principle of development and mix of uses are considered acceptable. The substance of the key site requirements set out in dBMAP 2004 were not radically altered following inquiry and included within dBMAP 2015. Weight can be afforded to these requirements given they represent the most recent expression of local policy for the site. The extent of weight will be considered in relation to each issue discussed below.

9.11 In the BUAP, the site is located outside the City Centre. The SPPS requires a sequential test to be applied to ‘town centre uses’, directing them to the city centre in the first instance, then edge of city centre and lastly out of centre. Policy PED 1 of PPS4 also includes locational criteria in regard to B1 office use, broadly similar to the sequential test requirements. However, the site is located within the City Centre boundary in both versions of dBMAP. It is considered that substantial weight should be given to dBMAP 2015 given the advanced stage that it reached. Significant weight must also be afforded to the planning history of the site, which includes extant permission for redevelopment for the majority of uses proposed, and also the full application for office development on a portion of the site that the Planning Committee has resolved to approve. These factors establish that the proposed uses are acceptable in principle.
Extant Approval Masterplan (LA04/2008/0599/O):

9.12 The extant outline permission includes approximately 220,000sqm of mixed-use development and 2,100 residential units within 9 buildings across the site:

- Residential – 2,100 dwellings;
- Offices – 10,656 sqm;
- Food Retail – 7,500 sqm;
- Local shops 2,500 sqm;
- Hotel – 5,858 sqm;
- Restaurants – 2500 sqm;
- Care Home – 100 residents;

9.13 It can be seen that the extant outline permission comprises a more significant quantum of development than the current proposal. Building heights in the extant scheme also vary from 20 storeys (at two locations – adjacent to the scheduled chimney and at the Bridge End/Short Strand junction), with 10 and 15 storey tower elements within section of the layout. The layout comprises larger scale single blocks, with a roughly central ‘spine’ of buildings broadly stepping up from the SW corner of the site adjacent to bridge from 7 storeys, to 8 storeys the middle section, peaking at 10 storeys along Bridge End frontage to 20 storeys adjacent to the Bridge End/Short Strand junction. Two buildings are located adjacent to the railway line. These broadly step up towards Bridge End from 8 storeys to 9 storeys. Two buildings are sited adjacent to the Chimney Monument. A smaller but taller building comprising 6 storeys stepping up to 20 storeys, with a larger block to the east roughly ‘U’ shaped with a single storey core element, and surrounding elements stepping from 7 floors, to 8, and a 15 storey element. A larger block is located to the east, fronting onto Short Strand. This has a central core which is two storeys, with 7 storeys fronting onto Short Strand then stepping down to 6 storeys adjacent to the site entrance. The internal site side of the building comprise three elements two of which are 10 floors, stepping up to 15 storeys adjacent to the river. These principles will be considered as part of the assessment below.

Concept Layout and Masterplan:

9.14 Given the extensive size of the site, a concept masterplan is required in accordance with PPS7 and key site requirements of dBMAP 2015.

The submitted concept masterplan sets out the primary design concept within 4 themes:

1. Completing the city centre – to reconnect both sides of the river, linking the city centre to east Belfast, and be a natural extension of the city centre;
2. Bringing life for the waterfront – reactivate the riverfront with activity and be a year round destination;
3. Connecting Neighbourhoods – establish safe pedestrian routes across the river. Riverfront to become part of an ‘active loop’ connecting Titanic Quarter to Ormeau and provide interest/activity within this loop and for adjacent neighbourhoods;
4. Create quality public spaces – provide a sequence of public spaces with active uses and activities.

9.15 The masterplan goes onto include the following principles:

- Connect the communities, create shared space;
- Develop a new mixed community, drawing inspiration from the local industrial heritage;
- Connect the site to the traditional city centre;
9.16 The concept massing and layout of buildings are designed to achieve a number of goals. Firstly, the building volumes step down in height responding to micro-climatic considerations such as daylight, wind and acoustics. Secondly, variation in heights are introduced at specific points to mark gateways along Bridge End and Short Strand and to avoid that the stepping down becomes monotonous. The lower volumes, placed along the riverfront and adjacent to the scheduled chimney, are designed to have a more human scale and support pedestrian movement. The proposal introduces a Creative Cluster building which together with the chimney and the Central Square will help to create a sense of identity and place along the riverfront.

9.17 These strategies introduce hierarchy and legibility throughout the site. The higher volumes and the creative Cluster building become new navigation points in the city, whilst the lower volumes ensure that the street displays recognisable and consistent proportions associated with the inner city.

9.18 This translates into a line of the highest buildings adjacent to the railway line and along the bridge end frontage. The tallest building would be Block C, which comprises 13 storeys. This is adjacent to the railway line fronting onto Bridge End, and the development steps down in height away from that point towards the river and Short Strand. Other buildings throughout the proposal are predominantly 5-8 storeys. Block N, the creative cluster, varies in height from 1 to 8 storeys.

9.19 A Concept Masterplan and Design Code support the application and sets out mandatory criteria in relation to key issues namely uses, massing, height, materials, landscaping and public realm, private and public open space, amenity criteria, street layout, traffic, access and parking issues. Subsequent applications for approval of the reserved matters will need to follow the principles contained in the Design Code to ensure that the final development is of high quality and cohesive. This will be secured through planning conditions.

Each of the main elements of the proposal will be considered in turn.

Office and Commercial Development:

9.20 PPS4 sets out criteria against which economic proposals will be assessed. Policy PED1 is a locational policy that states that B1 business use will be permitted in a City Centre. Given the City Centre location the proposal is therefore in accordance with this policy. Policy PED9 sets out 13 general criteria that economic proposals must address. Criterion (j) requires that site layout, building design, associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity. In addition, key site requirements in the dBMAP 2015 are relevant. Each office block will be considered in turn.
Block A:

9.21 Block A is located in the south-western corner of the site, adjacent to the river and the railway line and comprises approximately 9,600 sum gross floor area of office use, with approximately 500 sqm of ‘other uses’ and 116 parking spaces. Massing is indicated as an 8 storey building 39.75m in height. A podium base element is included, two storeys in height, with an external amenity area that forms a park as it extends to the north adjacent to the railway line boundary (approx. 2,778 sqm shared with Block B). Floors 3-8 are set back from the podium area. The block is approximately 30m from the nearest apartment block in Laganview Court at closet point, and approximately 38m from the nearest dwelling in Rotterdam Street. The upper floors element is approximately 40m from the nearest apartment block in Laganview Court 48m from the nearest dwelling in Rotterdam Street at closest points.

9.22 In the extant permission, a large building comprising a hotel and own door offices is sited in a similar location to Block A. The section adjacent to the railway is 7 storeys (28m approx. based on a standard 4m floor-to-ceiling height), stepping up to 8 storeys (32m approximately), and again to 10 storeys (40m approx.).

9.23 In relation to scale and massing, the proposal would result in building of height at this location when compared to the extant permission. However, the footprint of the building would be significantly smaller. Accordingly, this would reduce the massing and visual impact, coupled with stepping of the main elevations, the impacts would arguably be less.

9.24 Detailed design would be an issue for reserved matters stage. However, design parameters are set out in the Design Code. These include vertical and horizontal shifts in the elevations, brick, glass, and aluminium panels, concrete, wood and landscaping. The main pedestrian and vehicular entrances are to be located on the eastern elevation. Indicative floorplans show a central core area with office space around, and a plan that allows flexibility for subdivision to separate tenants. Principles also include active ground floor use, double height lobby space with minimum floor to ceiling height of 5m, 4m to first floor and 2.8m to remaining floors. Building plant is also stipulated to be integrated within the building behind the façade which would minimise visual impacts.

9.25 Appropriate design solutions are necessary for the western elevations to mitigate massing when viewed from Rotterdam Street. The southern and eastern elevations also require careful architectural treatment as these terminate vistas from the south (city centre), from outside Block C within the development, and from the east as views are available from the internal access road and pedestrian access at Short Strand. The other uses at ground floor will assist in providing active frontage to the eastern and southern elevations. These parameters provide a degree of certainty to the proposal, and sufficient scope for any subsequent designer to provide an acceptable design solution.

9.26 It is considered that this block would not adversely impact on the amenity of existing residents within either Short Strand or Rotterdam Street and prospective residents in the proposed residential blocks due to the separation distances that would be available. Non-residential blocks are located to the north (Block B), and east (the Hotel and Cluster building). These blocks would not be adversely affected in terms of dominance or overshadowing due to the aspect of the site as the building is located to the south/west and accordingly would not significantly interfere with the sun path/light penetration to these buildings. Careful treatment of the western and northern elevation designs is necessary to mitigate overlooking to Rotterdam Street and the southern elevation of Block B and massing visual impacts from the west. Adequate daylighting should be available within adjacent buildings with supplementary lighting from a combination of the northern, western and eastern elevations of each building.
9.27 Block B:

This block comprises approximately 15,250 sqm of office space, 660 sqm of other uses and 176 parking spaces. It is located on the western site boundary with frontage to a new street/linear park. A podium element with landscaping is also included at second floor (approx. 2,778 sqm shared with Block A). This building is 10 storeys (45.15m) in height. It is sited approximately 16.5m from Block A, 21m from the hotel block to the east and approximately 48m (at closest point), and 65m to the taller element from the closest dwellings in Rotterdam Street at the closest points. Retailing and other uses are proposed at ground floor frontage to the linear park.

9.28 In the extant permission a large building comprising a hotel and own door offices is sited in a similar location to Block B. The section adjacent to the railway is 7 storeys (28m approx. based on a standard 4m floor-to-ceiling height), stepping up to 8 storeys (32m approximately), and again to 10 storeys (40 m approx.).

9.29 In relation to scale and massing, the proposal would result in an increased building height at this location when compared to the extant permission. However, the footprint of the building would be significantly smaller and is sited further away from the railway line. Accordingly, this would reduce the massing and visual impact, coupled with stepping of the main elevations, the impacts would be arguably much less than the extant approval. Massing impact would be further reduced by the resulting public views which would be restricted from within the development. Views from the adjacent residential area in Rotterdam Street would be filtered by the existing buildings, however the upper floors above the railway would be readily visible from the west.

9.30 Detailed design would be an issue for reserved matters stage. However, design parameters are set out in the Design Code. These include vertical and horizontal shifts in the elevations, brick, glass, and aluminium panels, concrete, wood and landscaping. The main and vehicular entrances are to be located on the southern elevation, with secondary entrances on the northern elevation. Indicative floorplans show a central core area with office space around, and a plan that could allow flexibility for subdivision to separate tenants. Principles also include active ground floor use, double height lobby space with minimum floor to ceiling height of 5m, 4m to first floor and 2.8m to remaining floors. Building plant is also stipulated to be integrated within the building behind the façade which would minimise visual impacts. The other uses at ground floor will assist in providing active frontage to the eastern elevation. These parameters provide a degree of certainty to the proposal, and sufficient scope for any subsequent designer to provide an acceptable design solution.

9.31 It is considered that this block would not adversely impact on the amenity of existing residents within Rotterdam Street and prospective residents in the newly constructed adjacent apartments or the proposed residential blocks due to the separation distances that would be available. Non-residential blocks are located to the north (Block C), south (Block A and Cluster Building) and east (the Hotel). These blocks would not be adversely affected in terms of dominance or overshadowing due to the aspect of the site as the building is located to the south/west and accordingly would not significantly interfere with the sun path/light penetration to these buildings. Careful treatment of the western and northern elevation designs is necessary to mitigate overlooking to Rotterdam Street and the southern elevation of Block B and massing visual impacts from the west. Adequate daylighting should be available within adjacent buildings with supplementary lighting from a combination of the northern, western and eastern elevations of each building.
| 9.32 | Block C:  
| 9.33 | This block is located adjacent to the railway line and Bridge End in the north-western corner of the site. The proposed building is 13 floors (56.20m). It comprises 29000sqm of office space and 500 sum of 'other uses'. Block C is the tallest building proposed within the layout.  
| 9.34 | Building heights vary within the extant outline permission. They include buildings 20 storeys (approx. 72m) in height at two locations within the site, with 15 storeys in height present within 3 sections on the Short Strand side of the site. The tallest building proposed in the current application is therefore lower than that previously approved under the outline extant permission. The proposal essentially repeats the parameters deemed acceptable by the Planning Committee in August 2018 when it resolved to grant full planning permission for Block C.  
| 9.35 | The nearest residential buildings to Block C are located due west of the site (approximately 20m at closest point), within an apartment building currently under construction (Sandford development). The railway line is located between the proposed building and this development. A further residential area, Rotterdam Street, is located further west and to the rear, enclosing the Sandford development, abutting the adjacent railway line. The closest dwellings within this development are approximately 110m from the ground/first floor element of the building and approximately 127m from the taller central core element of the proposal. In relation to dominance, the scale of the proposal will result in some impact on adjacent properties to the west. However, in terms of overshadowing, the site aspect is such that the building would reduce morning daylight to the Sandford development and Rotterdam Street to a lesser degree. However, sufficient daylighting would remain for the remainder of daylight hours as the primary orientation of the rear elevation of the Sandford development is south. Similarly, in relation to Rotterdam Street, the nearest dwellings are orientated west / east, whilst those dwelling fronting Bridge End would have minimal impact as they are orientated north / south.  
| 9.36 | In relation to overlooking of the Stanford development and Rotterdam Street, windows are included in all floors of the western elevation of Block C. Direct views may be possible towards adjacent residential properties. Accordingly, it is considered necessary to control the location of windows to ensure they are directed south which can be done at reserved matters stage. This will avoid direct overlooking or perception thereof towards adjacent properties. Whilst this may compromise the order/unity of this elevation, it is considered the protection of amenity of neighbouring amenity outweighs the design considerations in this regard. Non-residential properties are located north of/against the site and beyond, and no extant residential permissions are evident in this area. It is therefore considered that no amenity issues will arise in relation to these properties/locality. It should be noted that the extant outline approval permitted a residential apartment block slightly closer to the railway line in this location. Accordingly, some benefit in amenity terms would be realised for existing residents in that the building would afford greater separation distances and would be predominantly operational during normal working hours as opposed to residential activity during off-peak periods. The building is located sufficient distance from these properties to be acceptable on balance.  
| 9.37 | A glazed base is proposed at ground and first floor to the western and eastern elevations, with a mixture of brick and glass on the Bridge End elevation, shown on the indicative supporting plans. The main elevations are 'stepped' roughly equidistant within each elevation. The main office floorplan is stepped back off the ground and first floorplan by approximately 17m (at widest) forming a central core. The design also includes a raised landscape 'podium' at second floor level to facilitate amenity space for the occupants. There are limited architectural cues for non-residential buildings within the immediate |
locality. Existing buildings are predominantly residential in terms of design and form. It is considered there is relatively wide scope for a design approach in this context. Block C is considered acceptable given that its height, massing and form is consistent with the full application that the Planning Committee resolved to approve in August 2018.

Block D:

This block is located on the northern site boundary with frontage to Bridge End, the access road to west, and a new street/linear park along the southern boundary. A podium element with landscaping is also included at second floor. This building is 10 storeys (48.15m) in height and comprises approximately 13,800sqm of office space and 550 sum of ‘other uses’. It is sited approximately 25m from Block C, and 97m from the closest dwellings on Short Strand at the closest points. Retailing and other uses are proposed at ground floor on the frontage to Bridge End. Its form and relationship with Bridge End is similar to Block C.

The extant permission approved a large building in this part of the site comprising a ground floor supermarket and service yard area with residential above and 10 storeys in height (approx. 38m). This increases to 20 storeys (approx. 63m) at the junction with Bridge End / Short Strand.

In relation to scale and massing, the proposal would result in an increased building height at this location when compared to the extant permission. However, the footprint of the building would be significantly smaller and thus would reduce the massing and visual impact, coupled with stepping of the main elevations, the impacts would be less than the extant approval. Massing impact would be further reduced by the resulting public views which would be restricted from within the development and Short Strand.

The main and vehicular entrances are to be located on the southern elevation, with entrances to the secondary entrances on the northern elevation. Indicative floorplans show a central core area with office space around, and a plan that could allow flexibility for subdivision to separate tenants. Principles also include active ground floor use, double height lobby space with minimum floor to ceiling height of 5m, 4m to first floor and 2.8m to remaining floors. Building plant is also stipulated to be integrated within the building behind the façade which would minimise visual impacts. These parameters provide a degree of certainty to the proposal, and sufficient scope for any subsequent designer to provide an acceptable design solution.

It is considered that this block would not adversely impact on the amenity of existing residents within either Short Strand or Rotterdam Street due to the separation distances that would be available. The proposed residential Blocks G and F to the south and south east would not be adversely affected in terms of dominance or overshadowing as the building is located to the north and would not significantly interfere with the sun path/light penetration to these buildings. Careful treatment of the southern elevation designs of Block B and northern elevation of Block G is necessary to mitigate overlooking and will be considered at reserved matters stage. Amenity of prospective occupiers of this building would also not be adversely impacted as the residential blocks are lower than the building. Adequate daylighting should be available with supplementary lighting from the northern, western and eastern elevations.

Block E:

This office block is located in the north-eastern corner of the site, adjacent to the Bridge End/Short Strand junction. The building is 8 storeys in height (36.75m) and comprises 8680 sum of office space and 800sqm of other uses. Most of the ground floor is indicated as
office use to the southern and eastern elevation, with ‘other uses’ indicated along the approximately half of the ground floor frontage along Bridge End. Some of the ground floor is indicated as parking and plant areas, with vehicular access and parking arrangements shared with Block D to the west.

9.43 The extant permission indicates a large supermarket building with residential above in this location. The building is indicated as 20 floors (63m) in height, stepping down to 10 floors (33m approx.) and 6 floors (21m approx.) around a two-storey core/courtyard.

9.44 In relation to scale and massing, the proposal would result in a much reduced building height at this location when compared to the extant permission. The footprint of the building would also be significantly smaller than the extant permission. Accordingly, this would reduce the massing and visual impact, coupled with stepping of the main elevations, the impacts would be much less than the extant approval. Massing impact would be reduced when read in context with the adjacent buildings from Bridge End, Lower Newtownards Road and Short Strand.

9.45 The design will need to conform to the principles set out in the Design Code, acknowledging the key views this building would have. A chamfered detail is indicatively shown to address this issue. This will require a careful consideration at reserved matters details stage, however conceptually this is considered an appropriate solution as it helps the building turn the corner. The main pedestrian and vehicular entrances are to be located on the southern elevation, with entrances to the secondary uses on the northern elevation. Indicative floorplans show a central core area with office space around, and a plan that could allow flexibility for subdivision to separate tenants. Principles also include active ground floor use, double height lobby space with minimum floor to ceiling height of 5m, 4m to first floor and 2.8m to remaining floors. Building plant is also stipulated to be integrated within the building behind the façade which would minimise visual impacts. These parameters provide a degree of certainty to the proposal, and sufficient scope for any subsequent designer to provide an acceptable design solution.

9.46 It is considered that this block would not adversely impact on the amenity of existing residents within either Short Strand or Rotterdam Street due to the separation distances that would be available. The proposed residential Blocks G and F to the south and south east (approximately 16m between elevations) would not be adversely affected in terms of dominance or overshadowing due to the aspect of the site as the building is located to the north and accordingly would not significantly interfere with the sun path/light penetration to these buildings. Careful treatment of the southern elevation designs of Block E and northern elevation of Block G is necessary to mitigate overlooking. Amenity of prospective occupiers of this building would also not be adversely impacted as the residential blocks are lower than the building. Adequate daylighting should be available with unobstructed daylighting available from the northern, and eastern elevations.

9.47 The layout relationship of Blocks C, D, and E including how they address Bridge End, and Short Strand (Block E), are considered acceptable given that a similar siting and set back from the public road was supported by the Planning Committee when it resolved to grant full planning permission for Block C.

Block H – Hotel:

9.48 Block H is centrally located within the site and comprises a hotel, serviced apartments and ‘other uses’ which would make up the majority of the ground floor save for the south eastern corner and bedrooms on the upper floors. The building is 18,200 sqm in size and would be rectangular in general shape with a courtyard at first floor is surrounded by built form of varying height stepping from 6 floors (25.45m) in the south east to 8 floors (32.25m)
in the north-western corner. Parking is included at ground floor under the courtyard. A vehicular entrance is provided via the northern element.

9.49 In the extant permission, an 8 storey building was approved in broadly the same location as the new hotel element. It is a square shaped building, 8 storeys on three sides stepping down to 7 storeys along the south-eastern elevation, with a central courtyard element at second floor level. Assuming a 4m floor to ceiling height, the building would be approximately 32m high. A hotel was included within the extant permission but located in the south western corner of the adjacent to the railway line.

9.50 Policy considerations for the hotel include PPS16 Tourism and corresponding sections within the BUAP, dBMAP 2004 and dBMAP 2015. Policy TSM1 of PPS16 set out general criteria for tourism development within settlements, whilst Policy TSM7 sets out further detailed criteria. The massing would be broken up by steps/shifts in the elevations. Elevation details will require specialised treatment in particular along the eastern elevation, as this terminates the vista from Short Strand, the southern elevation as this address the public square and views from the river, and to a lesser extent, the western and northern elevations. There is sufficient scope for a designer to resolve these issues at reserved matters stage.

9.51 Given the extant permission and City Centre location, a hotel use is acceptable on the site. The indicative scale and heights are also acceptable as they are similar the extant permission. The proposal would respect the context given that it forms part of the redevelopment of the entire site.

9.52 In relation to amenity, office buildings are located to the north (Block C, 22m min approx.), west (Block B, 21m min approx.), southwest (Block A), and ‘creative cluster’ building to the south (12m min approx.). There is sufficient distance between these blocks to mitigate overlooking and loss of privacy, subject to offsetting window positions, however the non-residential nature of the office blocks and Block H mean that the protection of amenity is less stringent in policy terms. Two residential Blocks, G and J, are located east of the hotel, with minimum separation distance varying from 15m to 19m. There is sufficient distance between these blocks to mitigate overlooking and loss of privacy, subject to offsetting window positions. There is sufficient scope for a designer to resolve these issues at reserved matters stage and accordingly the building is considered to comply with criteria (g) and (h) of Policy TSM7. The proposal is also compliant with criteria (b) and (c) of Policy TSM7 in that no boundary treatments are required given the building would occupy the full extent of the plot and that servicing areas would be housed internally below the courtyard. The remaining criteria will be considered below under the various issues.

Block N - Creative Cluster building:

9.53 The creative cluster building, denoted Block N on the layout drawing, is sited at the southern end of the site adjacent to the river. It has direct frontage to the riverbank, the public square and chimney (scheduled monument) to the east, linear park to the west, and access road to the north. It is stepped in height, the highest section being a tower element in the north-western corner 6 storeys in height (29.55m), stepping down towards the central square of public space and the scheduled chimney monument. Conceptually, the building is seeking to act as an amphitheatre, with an ‘inner street’ at ground floor linking the linear park with the central square area. The roof areas comprise green terraces accessed from offices at the upper floors, with function space on the top floor and community type uses including an exhibition area, auditorium, bookstore, and pop up shops. Entrances are indicated at the south-eastern, eastern and north-western sections of the elevations. Underground parking is provided via an access ramp on the northern elevation.
Block N is in broadly the same location as a building that steps from 6 storeys to 20 storeys within the extant permission.

There are no specific policies for the community uses. However, given the uses within the extant permission and the City Centre location of the site, these commercial and cultural uses are deemed acceptable. The scale and massing are considered acceptable given the characteristic of the approved building at this location. They would also allow for an interestingly designed building in this location. The stepped nature of the form would reduce building massing. The tallest element would not be out of scale with the buildings within the linear park area given the larger scale of the neighbouring office and hotel buildings. The visual impacts of this building would not therefore be significant from public viewpoints including from the opposite bank of the river and angled views from both the Queens and Albert bridges.

Residential Blocks:

The development includes up to 675 apartments across eight blocks: G, F, J, K, M1, M2, L1, and L2. Accordingly residential policy and supplementary guidance set out in PPS7, PPS12, DCAN8, and Creating Places are relevant. The Design Code sets out criteria for the residential blocks with heights ranging from 5 to 8 floors, rules on separation in order to provide adequate daylighting, shifts in elevations, materials, and balcony and window positions, entrance locations, façade treatments, internal layouts, accessibility, and treatment of roof plant. Indicative layouts are provided and it is recommended in the Design Code that apartments be dual aspect as far as practicable. Any single aspect apartments and living rooms are to be located on the side of the building where optimal daylighting can be achieved.

Block F:

This residential block is located in the north east of the site and would comprise up to 171 apartments and 68 parking spaces. It repeats the stepped heights approach, with the highest element being the northern elevation at 8 storeys (31.05m), stepping down towards the southern elevation at 5 storeys. There is an inner courtyard at first floor above the parking area, approximately 20m in width and varying in length from 42m to 50m. This provides an area of approximately 1057sqm. It is sited approximately 16m from Block E (offices) to the north, 13m from Block G to west, and a minimum of 26m to Block K (residential) to the south. It is approximately 35.7m – 42m from existing housing opposite Short Strand. The building is sited approximately 4.5m minimum from the public road on Short Strand.

Block F broadly occupies the same area as a building approved in the extant permission. The previously approved building is also stepped in height, with the highest element being 15 storeys (around 50m), stepping down to 7 storeys (approx. 27m), then 2 storeys (approx. 9m) adjacent to the site entrance, with a 4 storey (approx. 16m) central element that also addresses Short Strand.

The scale and massing of Block F is broken up by the stepped elements of the elevations, and with the majority of the building being between 5 and 7 storeys, its massing would be less than the building in the extant permission. The massing treatment would also reduce the visual impact of the building when viewed from Short Strand and Mountpottinger Link. Design treatment of the southern and eastern (Short Strand) elevations will be important given its location at the Short Strand site entrance, and terminating vistas from the south, east, and northeast (Bridge End/Short Strand road junction). The Design Code stipulates façade shifts every 20 or 30 metres. This provides guidance for reserved matters stage but sufficient scope to resolve this issue. The Design Code also stipulates horizontal shifts...


at upper floors for blocks adjacent to Short Strand. This would comprise use of different material colours and/or setbacks and acknowledge the existing smaller scale housing architecture on Short Strand. Brick, concrete and sheet metal materials are recommended to reflect industrial history of the site. The massing and design is considered acceptable, taking account of the extant building approved.

9.59 In relation to amenity, adequate daylighting should be achievable to this block given the aspect of the site. Habitable rooms should be located to the northern eastern and southern elevations which would provide aspect to the public streets. The separation distances within the courtyard and to neighbouring buildings would be adequate to mitigate overlooking and protect privacy, however careful treatment of the western elevation will be required given the proximity of Block G to the west. Offsetting of window positions from Block G and careful placement of habitable rooms, as set out in the design code, would ensure amenity is protected. Separation distances are sufficient to ensure the amenity of existing properties opposite the site on Short Strand will not be compromised. On balance the quantum of private communal space provided, approximately 6.2 sqm per unit, would be acceptable in this City Centre context.

Block G:

9.60 Block G comprises 122 apartments and 67 parking spaces. It is also a square shaped building sited in the central section of the site. It is 8 storeys in height (30.75m) along the northern elevation, stepping down to 6 storeys along the southern elevation (23.35m). There is a central courtyard area at first floor that provides amenity space (approx. 613 sum), with parking area below. It is site approximately 16m from Block D (Offices) to the north, 19m from Block H (Hotel) to the west, 20m from Block J (housing) to the south, and 13m from Block F (housing) to the east.

9.61 In relation to the extant approval, the building is broadly sited in an area which is approved as part of two separate buildings and an area of public realm. These buildings are 7 storeys and up to 20 storeys in height. Approved uses within these building includes residential at ground and upper floors.

9.62 Given the details of the extant permission, the scale, massing and height of the building are considered acceptable. The shifts in elevations will assist in reducing the massing and would be acceptable given the buildings proposed in the immediate context. Careful treatment of the north-western, and southern elevations will be necessary as the building addresses vistas into the site from both Bridge End and Short Strand. This is a matter for detail design stage.

9.63 In terms of amenity, adequate daylighting should be achievable to this block given the aspect of the site and separation distances available from blocks H and J. Habitable rooms should be located to the western and southern elevations which would provide aspect to the public streets. The separation distances within the courtyard and to neighbouring buildings would be adequate to mitigate overlooking and protect privacy, however careful treatment of the eastern elevation will be required given the proximity of block F to the west. Offsetting of window positions from Block F and careful placement of habitable rooms and precluding balconies on the eastern elevation, as set out in the Design Code, would ensure that amenity is protected. On balance the quantum of private communal space provided, approximately 4.6 sqm per unit, would be acceptable in this City Centre context.

Block J:

9.64 Block J would comprise up to 124 apartments and 64 parking spaces. It is located to the south of Block G (approx. 20m), east of the hotel (13-15m approx.), with further residential blocks to the east (Block K approx. 13m), and south (Blocks M1 and M2, both approx. 13m).
This building ranges in height from 5 storeys to 8 storeys (31m approx.). It is broadly ‘U’ shaped around a courtyard area approximately 698 sum in size.

The building is sited in a broadly similar position to a large floorplan building approved in the extant permission. The approved building varies in height from 7 to 8 to 15 storeys (27m up to 55m approximately) around a single storey core area.

Given the extant permission, the scale, massing and height of the building are considered acceptable. The shifts in elevations will assist in reducing the massing and would be acceptable given the buildings proposed in the immediate context. Careful design treatment of the northern and south-western corner elevations will be necessary as the building addresses vistas into the site from both Bridge End and Short Strand and the riverside from the south. A step up in height of the north-western corner of the building will assist in achieving this form. This is a matter for detail design stage.

In terms of amenity, adequate daylighting should be achievable to this block given the aspect of the site and separation distances available from Blocks D, H, F and J. Habitable rooms should be located to the western and southern elevations which would provide aspect to the public streets. The separation distances within the courtyard and to neighbouring buildings would be adequate to mitigate overlooking and protect privacy, however careful treatment of the eastern elevation will be required given the proximity of Block F to the east, and the scale and separation distance of block D. Offsetting of window positions from Block F and careful placement of habitable rooms and precluding balconies on the eastern elevation, as set out in the design code, would ensure amenity is protected. On balance the quantum of private communal space provided, approximately 5.6 sqm per unit, would be acceptable in this context.

Block K:

This residential block is located in the southeast of the site and would comprise up to 90 apartments and 42 parking spaces. It repeats the stepped heights approach, with the highest element being the northern elevation at 7 storeys (27.65m), stepping down towards the southern elevation at 5 storeys. There is an inner courtyard at first floor above the parking area, approximately 13-20m in width. This provides an area of approximately 558sqm. It is sited approximately 26m from Block F (residential) to the north, 13m from Block J to west, and a minimum varying distance of 10m-13m to Blocks L1 and L2 (residential) to the south. It is approximately 70m from existing housing opposite Short Strand at the closest point. The building is sited approximately 4.5m minimum from the public road on Short Strand narrowing to 3.5m where the access enters the site.

Block K broadly occupies the same area as a large floorplan building approved in the extant permission. The building is also stepped in height, with the highest element being 15 storeys (around 50m) in the southeast corner adjacent to the riverfront, stepping down to 10 storeys (approx. 37m), 7 storeys (approx. 27m) along the Short Strand frontage, then 6 storeys (approx. 23m) adjacent to the site entrance, with a 2 storey (approx. 9m) central courtyard element.

The scale and massing of Block K is broken up by the stepped elements of the elevations, and with the majority of the building being between 5 and 7 storeys, its massing would be less than the building in the extant permission. The massing treatment would also reduce the visual impact of the building when viewed from Short Strand and Mountpottinger Link. Design treatment of the southern and eastern (Short Strand) elevations will be important given its location at the Short Strand site entrance, and terminating vistas from the south, east, and northeast (Bridge End/Short Strand road junction). The Design Code stipulates façade shifts every 20 or 30 metres. This provides guidance for reserved matters stage
but sufficient scope to resolve this issue. The Design Code also stipulates horizontal shifts at upper floors for blocks adjacent to Short Strand. Like Block F, this would comprise use of different material colours and/or setbacks. Brick, concrete and sheet metal materials are recommended to reflect industrial history of the site. The massing and design is considered acceptable, taking account of the extant building approved.

9.71 In relation to amenity, adequate daylighting should be achievable to this block given the aspect of the site. Habitable rooms should be located to the northern eastern and southern elevations which would provide aspect to the public streets. The separation distances within the courtyard and to neighbouring buildings would be adequate to mitigate overlooking and protect privacy, however careful treatment of the western elevation will be required given the proximity of Block J to the west. Offsetting of window positions from Block J and careful placement of habitable rooms, as set out in the Design Code, would ensure amenity is protected. Separation distances are sufficient to ensure the amenity of existing properties opposite the site on Short Strand will not be compromised. On balance the quantum of private communal space provided, approximately 6.2 sqm per unit, would be acceptable in this City Centre context.

Blocks M1 and M2:

9.72 Block M1 is a rectangular building 7 storeys in height (27.35m), stepping down to 5 storeys. It is mixed use, comprising 27 apartments on the upper floors, with 750 sum of ‘other uses’ (Retail, Office, Café/restaurant etc.) on the ground floor. It also includes 26 parking spaces.

9.73 Block M2 replicates the characteristics of M1, however ‘other uses’ are restricted to the ground floor element adjacent to the riverfront promenade. It comprises 32 apartments and 250 sum of ‘other uses’, and 29 parking spaces.

9.74 These blocks are located in roughly the same position as a large ‘U’ shaped building that steps in height from 7 storeys (approx. 27m), to 8 (approx. 31m), with a 15 storey tower element (approx. 55m). Food and drink, retail, and A2 offices were approved at ground floor, A1 retail and A2 offices on part of the first floor, with residential to the remainder of floors.

9.75 Given the extant permission, the scale, massing and height of the proposed buildings are considered acceptable. The shifts in elevations will assist in reducing the massing, and would be acceptable given the buildings proposed in the immediate context. Careful treatment of the western and southern elevations of Block M1 will be necessary as the building addresses the public square and vistas into the site from the south/opposite riverbank. Similarly Block M2 will require treatment to the southern elevation (views from south/river) and eastern elevation as this building addresses the pocket park immediately adjacent. In addition, the northern elevation terminates views from the north and appropriate detailing of this elevation should be provided. These are matters for detail design stage.

9.76 The ‘other uses’ at ground floor will provide activity to both the central square and the riverfront. Residential use to the upper floors will overlook these areas and should assist with security.

9.77 In relation to amenity, both Blocks M1 and M2 include other uses within the building envelope at ground floor. Accordingly there is potential for noise, odours and fumes associated with non-residential uses and adequate details will need to demonstrate at reserved matters stage. Environmental Health have recommended conditions in relation to these issues. Block M1 has frontage to the central square of open space to the west, and the Creative Cluster Block N building beyond (approx. 32-35m), with a minimum
9.78 Block L1 is a mixed block of ground floor ‘other uses’ (250 sqm) adjacent to the riverfront, 32 apartments, and 30 parking spaces. Block L2 is entirely residential, comprising 84 apartments and 40 parking spaces. They replicate the layout and form of Blocks M1 and M2, and are 7 storeys (27.35m) at the highest part, stepping down towards the river to 5 storeys. L2 has a frontage to Short Strand, and abuts an existing apartment development, 5 storeys in height immediately adjacent to the south. An open space area approximately 800sqm in size is proposed between the two blocks. L1 also has frontage to a proposed public neighbourhood park adjacent to the west.

9.79 These blocks are located in roughly the same position as a large 'U' shaped building that steps in height from 7 storeys (approx. 27m), to 8 (approx. 31m), with a 15 storey tower element (approx. 55m). Food and drink, retail, and A2 offices were approved at ground floor, A1 retail and A2 offices on part of the first floor, with residential to the remainder of floors.

9.80 Given the extant permission, the scale, massing and height of the proposed buildings are considered acceptable. The shifts in elevations will assist in reducing the massing, and would be acceptable given the buildings proposed in the immediate context. Careful treatment of the western and southern elevations of Block L1 will be necessary as the building addresses the public park and vistas into the site from the south/opposite riverbank. Similarly, Block L2 will require treatment to the southern elevation (views from south/river) and eastern elevation as this building addresses Short Strand. Public views are therefore available from both the north and southeast (Albertbridge Road) and appropriate detailing of this elevation should be provided. The siting of Blocks L1 and L2 are acceptable, the latter respecting the layout/townscape of this part of the Short Strand. These are matters for detail design stage.

9.81 The ‘other uses’ at ground floor will provide activity to both the central square and the riverfront. Residential use to the upper floors will overlook these areas and should assist with security.

9.82 In relation to amenity, Block L1 includes other uses within the building envelope at ground floor. Accordingly, there is potential for noise, odours and fumes associated with non-residential uses and adequate details will need to demonstrate at reserved matters stage. Environmental Health have recommended conditions in relation to these issues. Block L1 has frontage to the park/open space to the west, with Block M2 residential block beyond (approx. 21-27m), with a minimum separation distance of 10.5m up to 28m at the widest point. Block K (residential) is approximately 10m-13m to the north. Existing apartments to the south are approximately 10.5m from Block L2 at the closest point, with the highest part of Block L2 approximately 48.7m from the southern site boundary.
9.83 | There is sufficient opportunity to provide adequate outlook for prospective residents. Careful internal layout and window placement will be necessary to mitigate overlooking/inter-visibility between blocks, particularly along the northern elevations given the close proximity of Block K and the existing apartments to the south adjacent to the site, which have balconies on their nearside. Adequate daylighting should also be available given the aspect of the site. The building is of similar size along the site boundary to the adjacent apartment building and accordingly will not adversely dominate these properties, with further mitigation by the separation distances provided by the pedestrian access at this location. The courtyard area between the buildings is approximately 803 sqm, providing approximately 7.4 sqm of private communal amenity space per unit. This is considered acceptable for this context and also taking account of provision in the extant permission. There is sufficient scope to secure adequate amenity arrangements for Blocks L1 and L2 at reserved matters stage.

**BMAP Key Site Requirements:**

9.89 | **a) Bullet point 7**: The design layout shall include dedicated provision for cyclists and pedestrians with links to Short Strand, Bridge End and the Laganside Walkway:

The proposal includes the provision of a pedestrian and cycle link from Bridge End to the Laganside walkway adjacent to the railway line, with reinstatement of an historic access road (for pedestrian and cycle use only) previously known as Memel Street. In addition, a main access street for vehicular, cycle, and pedestrian access will be created through the site linking Bridge End with Short Strand with a secondary street network, including a linear park and central square/access street running south to north through the site. In addition a new pedestrian footbridge attached to the existing railway bridge adjacent to the site will improve permeability through the site and links to the city centre. This is to be delivered as part of phase 2 of the development (i.e. after Block C but before the remaining blocks)

9.90 | **b) Bullet point 8**: Building heights in general shall be a minimum of 3 storeys and a maximum of 5 storeys, or 6 storeys with setback;

The proposed building heights (maximums) are set out in parameter plans and vary from 6 floors (29.85m) to 13 floors (56.20m) for the Block C Office building adjacent to the railway line and Bridge End. Heights generally step up from the river is 13 storeys in height and accordingly would be contrary to this criterion. However, significant weight must be afforded to the outline planning permission and resolution to grant planning permission for Block C. It is important to note that the extant outline permission was live at the inquiry stage of dBMAP 2004 and dBMAP 2015. No buildings within the extant permission accord with the stipulated building heights. The extant permission includes buildings 20 storeys in height at two locations within the site, with 15 storeys in height present within 3 sections on the Short Strand side of the site. Accordingly the variation of building heights proposed by the current outline application is considered acceptable. The range of heights proposed are broadly similar to the extant approval (between 6 and 10 storeys), with the highest building, Block C, was previously deemed acceptable by the Planning Committee in August 2018. The tallest building proposed is lower than that previously approved. Cumulatively, the development would have less significant visual impact than the extant outline permission and it is considered that it would satisfactorily sit within its surrounding visual context.

9.91 | **c) Bullet point 9**: Development shall enclose and front the River Lagan and provide frontage to the Short Strand and Bridge End;

Frontage and access is provided to the river, Bridge End, and Bridge End. Active uses at ground floor are proposed as discussed below. In this regard, the proposal complies with this requirement.
d) Bullet point 10: On new and existing streets, new development shall be built hard up to the back of the footway or with a minimal setback for planting;

The layout provides built form up to all footways, with setbacks provided along the Riverside, Bridge End, Short Strand and within the internal streets to facilitate public space and hard and soft landscaping. The proposed design approach is considered acceptable.

e) Bullet Point 11: Active ground floor frontage uses shall be promoted especially on main streets and around public squares and spaces. The use of ground floor frontages for car parking or other non-active uses shall not be permitted;

Active frontage is proposed at ground floor of all non-residential/mixed use buildings as a concept, and is indicated in the ground floor parameter plans. Active uses are included/indicated along all main street frontages to varying extents, within the non-residential buildings.

Car parking has been sited within central core areas and/or basement, ground, and first floors in the majority of the building and adjacent to the railway line at the northern site boundary for Blocks A, B, and C. Active uses envelop these parking areas which will in turn screen parking from the main public elevations fronting Bridge End, the internal street network and associated public realm. The proposal therefore adequately addresses this requirement.

f) Bullet point 12: Development shall not include large single block comprehensive schemes.

The proposal comprises a 15 individual blocks throughout the site as discussed above. The buildings proposed generally have a smaller footprint that the layout approved under the extant permission. Accordingly, the proposal will therefore be much finer in grain compared to the extant permission and will not result in a single comprehensive block on the Sirocco site. The layout broadly repeats the grid street layout evident within the City Centre. It is therefore acceptable.

Affordable Housing:

The application proposes that a proportion of the proposed residential units is delivered as affordable housing. Up to 20% affordable housing would be provided including a minimum 10% social housing. The applicant has been working with Choice Housing Association and Block L2 has provisionally been identified to deliver the social housing.

The applicant has submitted an Affordable Housing Statement. This has been reviewed by the Northern Ireland Housing Executive (NIHE). NIHE reports that there is currently a social housing waiting list of 10,747 households seeking social housing within the Belfast City Council area, of which, 8,011 are in urgent need (March 2019). On the supply side in terms of meeting this demand there were 1,998 allocations, which includes both relets and new builds, made during the period April 2018 to March 2019. The NIHE states that there is therefore a major shortfall between demand and supply creating a large unmet social housing need.

The NIHE confirms that it intends to work with DfC and Choice Housing Association to promote the social housing development as a Housing for All scheme. It also states that in 2012, the Board of the Housing Executive approved the introduction of a new City Centre Waiting List which would be used to manage a waiting list of applicants seeking social housing in Belfast City Centre. The site is located within the new waiting list boundary and the NIHE proposes to promote this scheme as a demonstration for establishing a new city
centre waiting list. The implementation plan would involve inviting interest from all existing households on the Belfast Waiting list including existing applicants, new applicants and transfer cases.

In terms of other forms of affordable housing, NIHE advises that it assesses the potential annual demand for intermediate housing based on a model adopted by the Welsh Assembly. It estimates intermediate affordable housing demand for Belfast at approximately 117 units per annum. Co-ownership approved 162 applications in 2017/18 for Belfast, reflecting the opportunities this scheme provides in the current housing market environment.

NIHE supports the use of a Section 76 planning agreement between Belfast City Council and the applicant as the method for securing intermediate and social housing and in this instance should include the following wording ‘20% of the final residential yield will be social/intermediate housing with a minimum of 10% as social’.

Officers welcome the delivery of affordable housing as part of the development. This will support a good mix of residential tenures, consistent with the objectives of the SPPS and PPS12. Moreover, the provision of affordable housing will contribute to the regeneration of the site and wider area, and this is a material consideration that supports the case for the grant of planning permission. The affordable housing will need to be secured by means of a Section 76 planning agreement to ensure that they are delivered and assigned for this purpose.

Open Space, Public Realm and Landscaping Provision:

PPS8 sets out strategic policy in relation to open space and recreation uses. PPS4 criterion (j) requires: “associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity”. PPS7 also requires provision of public and private open space under criteria (c) of Policy QD1.

The proposal includes the creation of new public streets with public and private open space throughout the site totalling approximately 31,188 sqm (excluding roads). The proposed scheme comprises a range of open space typologies, which include:

Riverfront promenade – a wide and active pedestrian and cyclist route that runs along the southern edge of the site, providing connections to the city centre (to the west and south west via the proposed bridge) and Short Strand/East Belfast (east). Tree planting along the riverfront will help to mitigate against prevailing winds while injecting an element of greenery and shade for spill out areas associated with ground floor retail/café units;

Central Square/Heritage Square – the site’s primary multi-functional civic space which links directly to the riverfront centrally within the site and incorporates as its centre piece the retained chimney (scheduled monument). The square will be the main gathering space of the scheme capable of catering for a range of events throughout the year as well as fulfilling its role as general day-to-day spill out space for adjacent retail uses and children’s play activities;

Linear Park – linking the SW and NE corners of the site, split over two levels the linear park is partly placed over a podium structure serving all the office buildings (Blocks A, B, C, D and E). At street level the linear park represents the main green connection through the site linking Bridge End to the waterfront. This area is approximately 0.37 hectares in size.

Neighbourhood Pocket Park – located between Blocks L1 and M2 this park will be a densely planted public space which will enable areas of seating and play for adjoining
residents. Small stepped sections connecting the park to the riverfront promenade will bring nature to the walkway.

9.102 Public realm consists of hard and soft landscaped areas around the proposed buildings and enhancements on Bridge End site frontage and Short Strand underneath the railway bridge and extending to the Memel Bridge. A pedestrian route extends from Bridge End around the NW site edge (to the south of the railway line), which will allow for cycle access to the site under the raised podium/deck. The existing Memel Street archway, which leads under the railway line, is also to be utilised to provide a second pedestrian/cyclist access point to the site from Bridge End, which will bring this original archway back into everyday use. A number of strategically placed skylights within the sloping podium/deck will provide light to this lower pedestrian/cyclist area along the western edge of the building and suspended lighting from the underside of the podium. The proposed details are acceptable in principle and full details are required at reserved matters stage as to how these connections can function in a safe and practical manner if open on a 24 hour basis, given that a large proportion of this area is effectively ‘underground’ and will lack any form of passive surveillance and security.

9.103 The Council’s Urban Design Officer and Landscape Design team have reviewed the open space arrangements set out in the Masterplan and Design Code. They are both supportive of the principle of the arrangements proposed, with the Urban Design Officer concluding that “these works should seek to strengthen and forge a strong relationship between initial buildings on site and their wider context such as the riverfront promenade, existing streets/roads and neighbouring residential communities.” The quantum and layout of the proposed open space and public realm is considered acceptable having regard to PPS8.

9.104 The provision of new public open space, including an equipped area of play for children is to be secured within the Section 76 planning agreement, based on the principles set out in the Masterplan and Design Code. The planning agreement will also need to ensure the future management and maintenance of the open space, as well as common parts of the site. A hard and soft landscaping scheme will be necessary at reserved matters stage and appropriate conditions are therefore required. In addition, public realm improvements along Bridge End and Short Strand are also secured by condition.

Environmental Impacts

9.105 An Environmental Statement (ES) was received on 18 June 2018. Three ES addendums have been received, in February 2019, March 2019, and a third addendum received 29 May 2019. Consultation on the third addendum extends to 28 June 2019. Environmental issues are each considered in turn.

Noise, Vibration, Odour & Other Disturbance:

9.106 Criterion (e) PED 9 and QD1 of PPS7 require proposals not to create any noise nuisance. A noise assessment has been completed as part of the ES. The Council’s Environmental Health team have been consulted in relation to this issue and assessed the submitted noise impact statement and associated information.

9.107 The Assessment discusses the potential noise impacts on the various elements of the development with respect to relevant guidance and current British Standards. A baseline noise survey was conducted by way of three 20-minute daytime measurements at 6 locations on 1st November 2016 (Tuesday) and one 20-minute measurement taken on 28th October 2016 (Friday) at each of the same 6 locations at night within the development site. Environmental Health advise that further noise assessments for residential phases
9.108 The applicant’s Noise and Vibration Assessment advises that a vibration survey was conducted in November 2016 with levels of less than 0.28 mm/s ppv in the frequency range 8Hz to 100Hz recorded during railway movements. The assessment report acknowledges that whilst recorded values were approaching the 0.28 mm/s ppv target levels stated above, the maximum value of 0.28 mm/s, with reference to BS 6472, is below the limited defined as “low probability of adverse comment”. The assessment goes on to advise, however, that it is not possible to accurately predict impact levels that may occur at deep foundation level and it is, therefore, recommended that specialist advice be sought at the detailed design stage to ensure that appropriate engineering techniques are employed, where necessary, to eliminate any excessive vibration impact.

9.109 Environmental Health advises that subsequent detailed applications for proposed sui generis restaurant/ café use with commercial kitchen operations should comply with the most recent relevant industry guidance: ‘Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems’ published by DEFRA (Department for Environment Food and Rural Affairs) updated by EMAQ+ on 5/9/18. The applicant will be required to demonstrate further to reference to the relevant guidance that the dispersal height and odour control abatement proposed will be fit for purpose for the proposed end use. This can be controlled by condition.

9.110 The potential for light disturbance to Rotterdam Street and the Sandford development has been fully considered as part of the application. Environmental Health have no objections in relation to this issue subject to a condition relating to operating hours of any external lighting of the western elevations of Blocks A, B and C to minimise disturbance to neighbouring residents.

9.111 In conclusion Environmental Health, is satisfied with the application subject to mitigation measures and consideration of the location, design and layout of the various mixed uses, to ensure suitable internal noise levels are achieved and that a good residential amenity can be provided, both internally and externally, in private external areas subject to conditions. The proposal is therefore considered acceptable in relation to Noise, Vibration, Odour and disturbance issues.

Air Quality

9.112 The applicant has undertaken a detailed dispersion modelling study for the proposed development using CERC ADMS-Roads to assess the existing air quality situation in the vicinity of the site and the impact of the proposed development on local air quality. Modelled results demonstrate that the impact of the road transport sources will not be significant in terms of nitrogen dioxide or particulate matter concentrations and none of the modelled residential receptors experience breaches of the air quality objectives for nitrogen dioxide or particulate matter. Moreover, the applicant has suggested a series of mitigation measures, aimed at enhancing the attractiveness of sustainable forms of travel.

9.113 Consequently, the Air Quality Assessment submitted with the application has demonstrated that future occupants will not be exposed to air quality concentrations exceeding UK Air Quality objectives or European Limit Values as a result of the proposed development. As part of the Air Quality Assessment, the applicant also carried out an evaluation of the temporary effects of fugitive dust during the construction phase. This evaluation was carried out in accordance with Guidance on the assessment of dust from demolition and construction IAQM (2014).
9.114 The applicant has stated that there will be a medium to low risk of dust impact during demolition, earthworks, construction and track out activities. However, with implementation of the proposed mitigation measures, which are set out within the Air Quality Assessment, it is predicted that dust impacts will be reduced to negligible.

9.115 In conclusion, Environmental Health is satisfied that it is possible, through the implementation of appropriate mitigation measures and consideration of the location, design and layout of the various mixed uses that the proposal will not result in adverse air quality subject to conditions. Representations are noted in relation to these issues however appropriate mitigation has been demonstrated.

**Contamination and remediation**

9.116 The site has a long history of various engineering processes, including glass, chemical and light engineering works. As a consequence, varying depths of reduced quality made ground are known to exist across the site, including demolition rubble. The site has been subject to a series of historical and more recent site investigation and risk assessment work between 1999 and 2013. In 2013, RSK produced an Environmental Site Assessment with the aim of investigating a number of uncertainties and data gaps identified from a review of earlier Site Investigations.

9.117 Chapter 11 of the Environmental Statement (ES) provides a summary of the previous site investigation results together with findings from the 2013 RSK site investigation, which comprised the installation of a further 14 boreholes and 17 trial pits. The report also presents results of a further round of ground water monitoring completed in December 2016 and two further ground gas monitoring rounds conducted during November 2016 and February 2017. Soil sample analysis have revealed exceedances of the RSK derived GACs for a number of heavy metals to include lead, mercury, copper and arsenic, etc., with chrysotile asbestos also detected at 2 borehole locations. In addition exceedances of the relevant RSK GAC were detected for a number of Poly-aromatic hydrocarbons in soils across the site.

9.118 The contamination and remediation assessment has been reviewed by Environmental Health and DEARA Land and Waste Management. Environmental Health have no objections in relation to these issues subject to conditions including the requirement for a report to verify remediation works and measures have been undertaken. Accordingly, the proposal will not adversely impact on human health.

9.119 Land and Waste Management have also reviewed the submitted contamination assessment in relation to waste and groundwater impacts. They have no objections in relation to these issues subject to conditions including a report to verify remediation works and measures have been undertaken. Accordingly, the proposal will not adversely impact on groundwater subject to completion of adequate mitigation to be secured by conditions.

**Built Heritage:**

9.120 PPSs 4, 6, 7 and PPS16 require that proposals do not compromise built heritage assets. Archaeological excavations uncovered substantial industrial archaeological remains from the late 18th and early 19th century glass manufactory in the north-eastern corner of the site. The archaeological remains have now been covered and backfilled to facilitate preservation in-situ within the context of future development. This area of the site is now scheduled for protection under the Historic Monuments and Archaeological Objects (NI) Order 1995. In addition, along the southern boundary of the site an upstanding red brick chimney survives and is scheduled for protection under the Historic Monuments and Archaeological Objects (NI) Order 1995.
DFC Historic Environment Division: Historic Monuments (HED: HM) have been engaging with the applicant regarding the appropriate preservation and treatment of the scheduled remains within the site, in particular the scheduled area of the Georgian Glassworks (DOW 004:015). An archaeological evaluation has been carried out under license from HED to accurately locate key features of the glassworks. This information will be used to inform an appropriate foundation and piling regime for development in the north-east corner of the development site. Consequently, HED: HM are content that the treatment of scheduled remains within the site can be addressed through conditions requiring more detailed designs to be agreed and scheduled monument consents to be obtained in advance of future planning applications. The proposals are also considered not to adversely impact on the setting of the scheduled chimney, taking account of the characteristics of the buildings approved under the extant outline permission.

HED have recommend conditions and accordingly the proposal is considered acceptable having regard to built heritage policy considerations.

**Natural Heritage:**

PPS2 sets out the policy considerations in relation to natural heritage issues. The application site itself is not subject to any natural landscape features, in that it is largely finished in gravel / soil and devoid of vegetation. However, a survey by NED indicates that this could be priority ‘open mosaic’ habitat for insects. The site abuts the river Lagan and accordingly the site is hydrologically linked to Belfast Lough. There is therefore potential for impacts to protected species / habitats within Belfast Lough and a habitats impact assessment has been submitted in support of the proposals. A shadow habitats assessment has been completed as part of the ES submission.

DEARA Natural Heritage has been consulted to assess the proposal and supporting information concerning impacts on Natural Heritage. In addition, Shared Environmental Services, who assist with Habitats Regulation Assessment, and Coastal section of DEARA, who have reviewed impacts on the marine environment have been consulted. The mitigation measures proposed are considered acceptable by these consultees and accordingly the application is considered acceptable in relation to these issues subject to the conditions recommended by these consultees.

**Flooding and drainage issues including Replacement Bridge:**

The proposal involves removal of the existing wall located on the south-eastern boundary of the site to provide access from the development to the River Lagan. Although this structure is not an official flood defence/bank as defined under the Drainage (Northern Ireland) Order 1973, or Revised PPS 15 FLD 1, it currently provides some protection to the site and beyond during a 1 in 200 year coastal flood event. Given the location of the site and planning history, it is considered that these factors constitute an exception to Policy FLD1. It should be noted that the removal of this wall was permitted in the extant outline permission.

The applicant proposes to infill the site to a level of 4.2mOD, which will ensure that the current level of protection afforded to the site, for a 1 in 200 year coastal flood event will be maintained. Accordingly, the layout will include gently sloping topography from the River Lagan boundary towards Bridge End.

A replacement footbridge is proposed adjacent to the existing railway bridge. Indicative details have been provided at this stage as detailed design and engineering assessments would be necessary for a reserved matters submission.
A bridge was approved under the extant outline permission however this landed in a different location adjacent to the Waterfront Hall. The existing footbridge is a key linkage across the river, however it is of limited aesthetic value, poor condition, and its constrained width limits its functionality. The proposal for replacement bridge is therefore welcomed, subject to satisfactory details which will be required by condition.

Rivers Agency and NI Water have been consulted on the application and assessed the submitted drainage and flood risk assessments. Rivers Agency have advised in relation to Policies FLD1 – 4. Rivers Agency and NI Water have no objections to the proposal which is considered compliant with flood risk policy. Relevant conditions are necessary in terms of securing delivery and retention of drainage and flood risk measures, and design parameters for the bridge.

**Impact on transport and associated infrastructure:**

The means of access is to the development is to be determined at this outline stage. The Masterplan sets out the Access and operational strategy principles for the site:

- The site is located in close proximity to local bus stops, the Lanyon Place Station, the Titanic Quarter rail halt and the rapid transit bus stops. The scheme proposes a low car usage and prioritises pedestrian circulation and alternative means of transportation to and from the site.

- Primary traffic is located on an L-shaped road joining two existing entrances to the site and repeats the access arrangements from the full application for Block C. Secondary minor road connections will be available off the main access road. Car park access to the buildings are from these secondary access routes. An existing bus route will be diverted through the site to encourage public transport usage.

- Cycling will be promoted throughout the scheme through shared pedestrian and cycling paths. These will connect the riverfront to different access points along Short Strand and Bridge End making the site more accessible by bike. A ‘Belfast Bikes’ facility will also be supported in the scheme.

- Pedestrian access is encouraged by creating well designed streets that offer different experiences and usages. The riverfront will be a promenade with a series of activities. Whilst the main street will be a Green Boulevard with significant greenery. Secondary routes connecting these to the main roads will have an intimate scale and offer the user a more neighbourhood feeling.

Design parameters including minimum dimensions and indicative finishes for the street layouts are set out in the Design Code. It is anticipated that the main access road will be adopted by DFI Roads, with the secondary and minor roads retained in private ownership. All outdoor and indoor spaces will be DDA compliant, and details at reserved matters stage will be necessary to demonstrate this.

Parking provision comprises approximately 792 underground spaces, 186 ground floor spaces within centralised core areas, and 190 spaces at first floor within the office buildings. The overall car parking strategy for the proposed development site is within TRAN 1 / TRAN 4 standards in dBMAP 2015.

A Framework Travel Plan has been provided in support of the application. It includes an assessment of site accessibility through pedestrian, cycle, public transport, and private car modes of transport. It also includes a commitment to ‘green travel’ initiatives.
A framework servicing plan has been provided and includes the following servicing principles to be enforced as far as reasonably practical and subject to final agreement with DFI Roads at Reserved Matters stage:

• No servicing to occur from Primary Vehicle Access Route;
• Servicing will be managed to avoid peak periods on site and on the external road network;
• No servicing will occur from the external roads surrounding the site (Short Strand / Bridge End);

DFI Roads have been consulted in relation to roads infrastructure, access, parking, and traffic impacts of the development and is currently considering further information provided by the applicant. However, following several detailed workshop meetings, DFI Roads has indicated the following aspects are acceptable in principle:

1. DfI Roads finds it acceptable in principle that the proposed junction on Short Strand has a shorted left slip in as proposed by the application.

2. DfI Roads finds it acceptable in principle that a left slip in be provided from Bridge End in order to accommodate Translink services and other site traffic. At this time DfI confirms that to prevent rat-running a left out access onto Bridge End must be solely a controlled bus gate. The detail of this can be controlled by condition.

3. The proposed level of parking for the office/commercial element is approximately 81% of TRAN1 standards and is acceptable. DfI Roads require that any individual Reserved Matter or full application include at least 40% of its TRAN1 requirement but that the total level of parking be achieved on completion of the project. This is an access issue and should be controlled by condition at the outline stage.

4. The proposed level of parking for the residential element is approximately 60% of TRAN1 standards and is acceptable. DfI Roads require that any individual Reserved Matter or full application include at least 30% of its TRAN1 requirement of social housing and 50% if private. This is an access issue and should be controlled by condition at the outline stage.

5. Internal cycle storage should be provided for employees and residents. Provision must be made on the building’s perimeter for secure cycle parking for visitors. This can be secured by condition at the outline stage.

6. At Reserved Matters a detailed Residential Travel Plan will be required for each phase as it is brought forward. Again, this can be required by condition.

The Council is awaiting DFI Roads feedback on the following additional information:

• A Stage 1 Safety Audit;
• Plans of the internal carriageways, parking and manoeuvring space;
• The proposals for the surfacing of the various roads within the site;
• The palette of materials for footways and shared surfaces;
• The Draft Service Management Plan; and
• Package of green transport measures to promote alternatives to the private car.

When considering the transportation impacts of the scheme, it must be noted that the extant outline permission permits a development of a much larger scale of development. In addition, the broad characteristics of the main spine access road have been accepted
under the full application for Block C, albeit that is for part of the scheme only. The transportation issues have been subject to extensive discussions with DFI Roads over many months, including a series of workshops, and officers are confident that the outstanding issues will be fully resolved. Parking and access provision has been confirmed as acceptable in principle by DFI Road and accordingly this is considered to outweigh local concerns about these issues. Furthermore the extent of parking provision and infrastructure provision is much reduced compared to the extant outline permission. The recommendation of this report is subject to further consultation with DFI Roads on the outstanding matters.

**Impact on civil aviation:**

9.138 Consultation has been undertaken with the City Airport, who have assessed the proposals in terms of air safety. IFP (Instrument Flight Procedure) & CNS (Communications, Navigation & Surveillance) assessments have been carried out, and the Airport have advised of safeguarding measures required that the proposal must incorporate. The proposal would not therefore compromise air safety.

**Phasing of Development:**

9.139 An indicative phasing sequence is shown in the Masterplan and parameter phasing plan. Phasing is indicated as follows:

1. Block C (offices)
2. Pedestrian / Cycle Bridge
3. Block L and K (residential)
4. Block N (Creative Cluster Building)
5. Block J & M (residential and other uses within ground floor of M)
6. Block H (Hotel and serviced apartments)
7. Blocks A & B (Offices and other uses at ground floor)
8. Blocks G & F (Residential)
9. Blocks D & E (Offices)

9.140 The approach to the phasing of the project is that individual blocks will be delivered complete with the appropriate public realm component and associated infrastructural works. This will ensure that occupiers have the necessary and adequate access and parking facilities and that each phase is delivered as a complete entity along with its associated public realm element.

9.141 It is envisaged that all phases will be complete by 2025. The completion of each phase is dependent on time required to determine each of the detailed planning applications, discharge of relevant planning conditions/obligations, undertaking of enabling works and construction.

9.142 The indicative phasing plan is considered acceptable. Block C as the first phasing would be logical given that the Committee resolved to grant full planning permission in August 2018. Provision of the bridge as the second phase would secure connectivity and community benefits from the development at an early stage of the redevelopment. A condition is necessary to ensure that the development is carried out in accordance with the proposed phasing plan.
Economic development, employment and investment:

9.143 The applicant has provided a socio-economic assessment as part of the ES. This indicates that the economic impact of the development would be approximately £400 million. 875 net (FTE) construction jobs would be created. The operational (post construction) phase would provide 8,295 net additional jobs, of which 6,130 direct (on-site) FTE accommodated on site and 2,760 indirect/induced FTE jobs. They also estimate the proposal will accommodate approximately 1,570 residents in the City Centre.

9.144 The proposal will result in a significant investment in this locality and, in economic terms, accords with wider Council polices relating to regeneration of the area, increased employment, and associated opportunities.

9.145 The socio-economic aspects of the proposal have been assessed by the Council’s Economic Development Unit. Their assessment identifies the labour and skills shortages taking place within the local labour market. Based upon the high level information provided as to the economic uses of the Waterside Development and the scale of employment it will provide to the Belfast area, skills shortages are expected to be encountered.

9.146 It is acknowledged that as the site is currently unused displacement will be minimal however the scale of the job creation proposed will lead to additional skills shortages and replacement needs in a number of sectors already experiencing hard to fill vacancies and skills gaps.

9.147 Simultaneously a proportion of Belfast residents are experiencing barriers in entering, re-entering or progressing in the labour market due to a range of issues including the absence of appropriate skills. Therefore there exists the conditions to support an investment in the skills of the resident population and to put in place an intervention to meet the needs of this development and wider business sectors. This issue therefore requires resolution through contributions/legal agreement. Economic Development also recommend the following is submitted:

- A requirement of outline planning permission for the overall development will include a need to produce an overarching Employability and Skills Plan for the entirety of the site. The Employability and Skills Plan will be required prior to commencement of development and will be a high level agreement on the principles, outcomes and mitigations that will be applied for the delivery of the Section 76 requirement and will take into account reserved matters. This plan must be agreed with the Council’s Economic Development Unit before this requirement will be deemed to be fulfilled;

- Comprehensive and detailed Employability and Skills Delivery Plans must be submitted alongside detailed planning applications (such as reserved matters) for each phase of the development which will include skills needs for construction and operational uses. The delivery plan must be agreed with the Council’s Economic Development team.

9.148 The above approach is consistent with the Council’s draft Developer Contribution Framework and should be secured by means of a Section 76 planning agreement.

Pre-Community Consultation

9.149 For applications that fall within the category of Major development as prescribed in the Development Management Regulations, Section 27 of the Planning Act (Northern Ireland)
2011 places a statutory duty on applicant for planning permission to consult the community in advance of submitting an application.

Section 27 also requires that a prospective applicant, prior to submitting a major applications must give notice, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for the development is to be submitted. A PAN (LA04/2017/0453/PAN) was submitted to the Council on 8th June 2017.

Where pre-application community consultation has been required and a PAN has been submitted at least 12 weeks in advance of the application being submitted, the applicant must prepare a Pre-application Community Consultation Report to accompany the planning application.

It is considered that the Pre-application Community Consultation Report submitted with the application has demonstrated that the applicant has carried out their duty under Section 27 of the Act to consult the community in advance of submitting an application.

Conditions:

The planning permission must be subject to appropriate conditions, including those to secure implementation of the access arrangements which are to be determined now.

Usually, outline planning permissions are subject to a time limit requiring development to commence within 5 years of the date of the permission, or 2 years from the date of approval of the last of the reserved matters, with submission of reserved matters within 3 years from the granting of permission. However, due to the scale and complexity of the development, it is considered reasonable to grant a longer period of 8 years. The time period for submitting reserved matters should also be extended from 3 years to 6 years to allow sufficient time to submit detailed applications.

To ensure that the final development is of high quality and cohesive, a condition is required to ensure that the detailed reserved matters applications generally accord with the principles contained in the Design Code and Concept Masterplan. A further condition will require applications for approval of reserved matters to demonstrate how they comply with the Design Code and Concept Masterplan.

Delegated authority is sought to finalise the conditions.

Planning Obligations:

In summary, the following planning obligations should be secured as part of the outline planning permission by means of a Section 76 planning agreement. These are directly related to the development and considered necessary to make it acceptable.

- Green transport measures to promote alternatives to car use;
- Employability and Skills Plan;
- Delivery and phasing of the affordable housing;
- Provision of the public open space;
- Maintenance and management of the public open space, private roads, public realm, new pedestrian/cycle bridge and common parts of the site; and
- Monitoring fee.
10.0 **Summary of Recommendation:** Delegated approval

10.1 The proposal will help deliver a key site for Belfast and support the regeneration of the area, job creation and the economy. The delivery of affordable housing is welcomed and will help address local need. The proposed design principles are sound and will ensure a high quality development that will sit well in its context and support the future needs of the City. Having regard to the Development Plan and relevant material considerations, the proposal is considered acceptable subject to resolution of the outstanding matters.

10.2 It is recommended that delegated authority is given to the Director of Planning and Building Control to grant planning permission subject to conditions and a Section 76 planning agreement, and satisfactory resolution of outstanding issues, including:

- Any substantive issues that arise during the remainder of the statutory consultation on the Further Environmental Information (ending 28 June 2019);
- Resolution of outstanding roads and transportation issues;
- Satisfactory review of the amended Design Code and Concept Masterplan; and
- Finalising conditions and Section 76 Planning Agreement.

**Draft Conditions (delegation of final conditions to Director of Planning and Building Control)**

1. Application(s) for approval of the reserved matters shall be made to the Council within 6 years of the date on which this permission is granted and the development, hereby permitted, shall be begun by whichever is the later of the following dates:-
   i. the expiration of 8 years from the date of this permission; or
   ii. the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: As required by Section 62 of the Planning Act (Northern Ireland) 2011.

2. Approval of the details of the siting, design and external appearance of the buildings and the landscaping of the site (herein called "the reserved matters"), shall be obtained from the Council, in writing, before any development is commenced.

Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Council.

3. The under-mentioned reserved matters shall be as may be approved, in writing, by the Council :-

The under-mentioned reserved matters shall be as may be approved, in writing, by the Department :-

Siting; the two dimensional location of buildings within the site.

Design; the two dimensional internal arrangement of buildings and uses and the floor space devoted to such uses, the three dimensional form of the building and the relationship with their surroundings including height, massing, number of storeys, general external appearance and suitability for the display of advertisements. External appearance; the colour, texture and type of facing materials to be used for external walls and roofs.

Access; the location and two dimensional design of vehicular and Pedestrian access to the site from the surroundings and also the circulation, car parking, facilities for the loading and unloading of vehicles and access to individual buildings within the site. Landscaping; the use of the site not covered by buildings and the treatment thereof including the planting of trees, hedges, shrubs, grass, the laying of hard surface areas, the formation of banks, terraces or other earthworks and associated retaining walls, screening by fencing, walls or other means, the laying out of gardens and the provisions of other amenity features.
Reason: To enable the Department to consider in detail the proposed development of the site.

4. Full particulars, detailed plans and sections of the reserved matters required in Conditions 01 and 02 shall be submitted in writing to the Council and shall be carried out as approved.

Reason: To enable the Council to consider in detail the proposed development of the site.

5. Except as expressly provided for by conditions all Reserved Matters shall be as approved by the Local Planning Authority and shall be in general compliance with the following documents;

The Concept Masterplan date stamp received 30 May 2019.
The Design Code document date stamp received 30 May 2019.
The parameter plans numbered 01C to 12C received 30th May 2019.
The heights of individual buildings shall not exceed those set out in the masterplan, design code and parameter plans referred to above. Any subsequent reserved matters or full planning applications will be assessed against planning policy and guidance in place at the time.

Reason: To enable the Planning Authority to consider in detail the proposed development of the site and to ensure an acceptable level of quality and consistency throughout the development.

6. Each Reserved Matters application submitted pursuant to this outline planning permission shall be accompanied by a design document which demonstrates how the Reserved Matters application is in general compliance with the approved Design Code and Masterplan.

Reason: As this matter is fundamental to control the development in detail in the interests of amenity and visual impact.

7. At Reserved Matters Stage a Historical Interpretative Plan for the scheduled monuments on the site shall be submitted and agreed in writing by the Council prior to commencement of development on site. The interpretative arrangements shall be installed and maintained in accordance with the agreed details prior to occupation of the development and retained thereafter.

Reason: To ensure accurate recording and display arrangement of the historic assets of the site.

8. No site works of any nature or development shall take place until detailed designs have been agreed and Scheduled Monuments Consents have been obtained in advance of Reserved Matters applications for development that include the scheduled areas of DOW 004:506 & DOW 004:015.

Reason: to ensure the protection and preservation of scheduled archaeological remains.

9. No site works of any nature or development shall take place until a programme of archaeological work (POW) has been prepared by a qualified archaeologist, submitted by the applicant and approved in writing by Belfast City Council in consultation with Historic Environment Division, Department for Communities. The POW shall provide for:

• The identification and evaluation of archaeological remains within the site;
• Mitigation of the impacts of development through licensed excavation recording or by preservation of remains in-situ;
• Post-excavation analysis sufficient to prepare an archaeological report, to publication standard if necessary; and
• Preparation of the digital, documentary and material archive for deposition.

Reason: to ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.
10. No site works of any nature or development shall take place other than in accordance with the programme of archaeological work approved under condition 10.

Reason: to ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.

11. A programme of post-excavation analysis, preparation of an archaeological report, dissemination of results and preparation of the excavation archive shall be undertaken in accordance with the programme of archaeological work approved under condition 8. These measures shall be implemented and a final archaeological report shall be submitted to Belfast City Council within 12 months of the completion of archaeological site works, or as otherwise agreed in writing with Belfast City Council.

Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated and the excavation archive is prepared to a suitable standard for deposition.

12. A Marine Mammal Protocol shall be submitted to the Planning Authority and no piling, explosives or ground drilling shall commence until the Plan has been approved in writing by the Planning Authority. The Plan shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Planning Authority.

Reason: To minimise the impact of the proposal on protected marine mammals.

13. A final Construction Environmental Management Plan and finalised Site Drainage Plan shall be submitted by the applicant/approved contractor to the Planning Authority for agreement prior to works commencing. This should include the implementation of grease traps on effluent pipes, and reflect and detail all the pollution prevention, mitigation and avoidance measures as outlined the Outline Construction Environmental Management Plan (June 2018), Contaminated Land Risk Assessment and Outline Remediation Strategy (April 2018) and all additional submitted information.

Reason: to protect the natural environment and habitats.

14. The development hereby permitted shall not commence until a Detailed Remediation Strategy to address all unacceptable risks human health receptors identified. This strategy must be submitted in writing and agreed with the Council and should identify all unacceptable risks on the site, the remedial objectives/criteria and the measures which are proposed to mitigate them (including maps/plans showing the remediation design, implementation plan detailing timetable of works, remedial criteria, monitoring program, etc.). This remediation strategy should include details on the reuse and import criteria for materials in relation to human health.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

15. The development hereby permitted shall not be occupied until the remediation measures as described in the Detailed Remediation Strategy submitted under Condition X have been implemented to the satisfaction of the Council. The Council must be given 2 weeks written notification prior to the commencement of remediation work.

Reason: Protection of environmental receptors to ensure the site is suitable for use.

16. If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Council shall be notified immediately. This new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Council in writing, and subsequently implemented and verified to its satisfaction.
17. After completing the remediation works under Condition 15, 16 and 17 and prior to occupation of each phase / plot of the development, a Verification Report needs to be submitted in writing and agreed with the Council. This report shall be completed by competent persons in accordance with the Model Procedures for the Management of Land Contamination CLR11).

The Verification Report shall present all the remediation and monitoring works undertaken in each phase / plot and demonstrate the effectiveness of the works in managing all the risks and achieving the remedial objectives. The Verification Report must fully verify works to address contamination, including waste assessment and classification (in line with Technical Guidance WM3), waste transfer notes and/or hazardous waste consignment notes and verification of appropriate waste disposal (in line with Waste Duty of Care) undertaken in each phase / plot of the development.

18. No development or piling work should commence on this site until a piling risk assessment has been submitted in writing and agreed with the Planning Authority. Piling risk assessments should be undertaken in accordance with the methodology contained within the Environment Agency document on “Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention available at http://webarchive.nationalarchives.gov.uk/20140329082415/http://cdn.environmentagency.gov.uk/scho0501bitt-e-e.pdf.

19. If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing, and subsequently implemented and verified to its satisfaction.

20. At Reserved Matters Stage, a final Habitat Management Plan (HMP) is to be submitted and approved in writing by the Planning Authority. The approved HMP shall be implemented in accordance with the approved details and all works on site shall conform to the approved HMP, unless otherwise approved in writing by the Planning Authority. The HMP shall include the following:

• Aims and objectives of proposed habitat management;
• Appropriate assessment and description of pre-construction, baseline habitat conditions;
• Appropriate maps, clearly identifying habitat management areas;
• Detailed methodology to include the phasing of the development and prescriptions of habitat management measures and with defined criteria for the success of the measures;
• Timescales for the implementation of habitat management measures;
• Details of the monitoring of the effectiveness of habitat management measures using appropriate methodology (e.g. fixed vegetation quadrats, fixed point photography) in years of monitoring if known/agreed, e.g. in years 1, 2, 3, 5, 10, 15, after construction
• Details of contingency measures to be implemented should monitoring reveal unfavourable results;
Details of the production of monitoring reports to be submitted to the Planning Authority within 6 months of the end of each monitoring year.

Reason: To compensate for the loss of and damage to Northern Ireland priority habitats and to mitigate for impacts to priority species/breeding birds.

21. At Reserved Matters, a final Construction Environmental Management Plan to include a finalised Marine Mammal Protocol shall be submitted by the applicant/appointed contractor to Planning for each phase of the proposed development, and for agreement prior to the commencement of works. This plan should reflect and detail all the mitigation and avoidance measures to be employed as outlined within the Outline Construction Environmental Management Plan (OCEMP), dated 06/02/2019, Contaminated Land Risk Assessment and Outline Remediation Strategy, dated January 2019, and all additional submitted information. A qualified, experienced and JNCC accredited Marine Mammal Observer (MMO) is required to be on site prior to, and during piling operations or other construction activities which present cause for concern, and procedures followed as outlined in the JNCC guidance on minimising the risk of injury to marine mammals from piling noise (August 2010)(http://jncc.defra.gov.uk/pdf/JNCC_Guidelines_Piling%20protocol_August%202010.pdf)

Reason: To ensure that effective avoidance and mitigation methodologies have been planned for the protection of the water environment and the protection of designated site features, including marine mammals.

22. At Reserved Matters, a final Site Drainage Plan shall be submitted by the applicant/appointed contractor to Planning for each phase of the proposed development, and for agreement prior to the commencement of works. This plan should detail all the pollution prevention measures to be implemented during the operational phase and all additional submitted information.

Reason: To ensure that effective avoidance and mitigation methodologies have been planned for the protection of the water environment and the protection of designated site features.

23. At reserved matters application or individual full planning application for each phase of development, a detailed noise impact assessment must be submitted to include the following:

• Examination of the baseline noise conditions specific to the proposal and any predicted increase in noise levels once the entire site is operational;
• Detailed mitigation measures to ensure internal and external noise levels (in the case of residential use) at proposed premises will be achieved in line with relevant up-to-date guidance;
• Identification of all potential noise impacts associated with the proposed end use and identification of any necessary structural, design, layout, and management mitigation measures to minimise adverse impacts on nearby proposed sensitive premises;
• Assessment of the potential impact from proposed plant and equipment and recommended target rating sound levels based on existing background sound levels or lower to take account of potential cumulative increases in background sound levels across the site.

Reason: Protection of amenity

24. Prior to occupation of each residential apartment block, a Noise Verification Report must be submitted to the Council and approved in writing by the council. The Noise Verification Report must demonstrate that the design of the apartment block has incorporated sufficient noise mitigation measures to ensure that internal noise levels within a representative sample of apartments shall:

• not exceed 35 dB LAeq,16hr at any time between 07:00 hrs and 23:00 hrs within any habitable room, with the windows closed and alternative means of ventilation provided in accordance with current Building Control requirements;
• not exceed 30 dB LAeq,8hr at any time between 23:00 hrs and 07:00hrs within any proposed bedroom with the windows closed and alternative means of ventilation provided in accordance with current Building Control requirements;

• not exceed 45 dB LAMax more than 10 times between 23:00 hrs and 07:00 hrs within any proposed bedroom with the windows closed and alternative means of ventilation provided in accordance with current building control requirements;

• not exceed NR 15 between 23:00 hrs and 07:00 hrs within any proposed bedrooms with the windows closed and alternative means of ventilation provided in accordance with current building control requirements.

In addition, the Verification Report must demonstrate that residential blocks include a private communal external amenity area which does not exceed 50 dBLAeq,16hour

Reason: Protection of Residential Amenity

25. No works or development shall commence on site, including demolition, site clearance or site preparation, until a Construction Environmental Management Plan has been submitted to and approved in writing by the Council. The Construction Environmental Management Plan (CEMP) shall include measures to control noise, dust and vibration during the demolition/construction phase. No works, development, demolition, site clearance or site preparation shall be carried out unless in accordance with the approved Construction Environmental Management Plan. The CEMP shall include rationale for and details of the chosen piling methodology and demonstrate that noise and vibration levels will not have an adverse impact on nearby premises.

Reason: To safeguard the amenities of the area. Approval is required upfront because construction and piling works have the potential to harm the amenities of the area.

26. At reserved matters stage developments which include a restaurant and / or café use with a commercial kitchen, the applicant must demonstrate that the kitchen extraction and odour abatement technology to be incorporated into the proposed development will avoid adverse impact at nearby sensitive receptors. The agreed arrangements shall be installed and maintained in accordance with the agreed arrangement and retained thereafter.

Reason: Protection of Residential Amenity.

27. At reserved matters application or full planning application for the proposed Masterplan development, a Revised Air Quality Impact Assessment must be submitted to the Council for review and approval in writing. The Revised Air Quality Assessment must include the following:

• Details of the proposed heating systems across the development and confirmation that any proposed combustions appliances meet a minimum emission standard of <40mgNOx/kWh;

• An assessment of the cumulative impacts associated with both traffic emissions and heating point sources on the nearest relevant receptors;

• Confirmation that the transport data used in the RPS Transportation Assessment dated May 2018 has been approved by Department for infrastructure (DfI). In the event that the data has to be amended due to comment by DfI this must be included in the Revised Air Quality Impact Assessment.

Reason: Protection of Residential Amenity.

28. Prior to individual full planning permissions being granted for the phased developments of this site, the applicant is required to submit a detailed Remedial Strategy (RS) outlining the measures to be undertaken to ensure that on-site land and water contamination does not pose a significant risk to human health and that the identified pollutant linkages are demonstrably broken.
The RS for each phase of the development must be submitted to Planning Service and agreed in writing by Belfast City Council’s Environmental Protection Unit prior to the commencement of development for this site. The Remedial Strategies must:

- Be site and development specific and be conducted in accordance with the Model Procedures for the Management of Land Contamination (CLR11).
- Include a robust Materials Management Plan (MMP) that determines how Contaminated soils are to be identified and managed during the intended earth works. The MMP must include an auditable system of how the movement, treatment, placement and re-use of potentially contaminated materials are to be handled. This must include a procedure to confirm that any reclaimed or re-used on-site soil arisings are fit for the end-use and no longer present a risk to human health. The MMP must also demonstrate how materials imported on site for use in proposed capping layers will be managed to avoid cross contamination with excavated reduced quality on-site materials.
- Demonstrate the areas that are to be capped and encapsulated with clean fill material; the depth of that material and its ability to provide the necessary level of protection for human health against concentrations of contaminants of concern, having regard to the relevant end use scenario for each area (e.g. public open space, residential without plant uptake, etc.)
- Detail the validation sample screening regime and sampling density of capping layers in accordance with industry best practice.
- Detail the management plan and/or treatment process for any encountered perched groundwaters. If deemed necessary, this must include the proposed post-treatment groundwater monitoring plans.
- Detail how ground gas protection measures for any building without a basement and located within the identified gas characteristic CS2 zone of the site will be incorporated to meet the requirements of BS8485:2015.

Reason: Protection of human health and to ensure that the site is suitable for its end use.

29. The applicant, on completion of each phase of the development and prior to its occupation, shall provide a Contaminated Land Verification Report to the Planning Service. No phase of the development shall be occupied until approval of the Verification Report has been received in writing from the Planning Service. The Verification Report shall demonstrate the successful completion of the remediation works and that the site is fit for its end-use. The Report must also demonstrate that the identified significant pollutant linkages have been demonstrably broken.

The Verification Report shall be in accordance with current best practice and guidance as outlined by the Environment Agency. In particular, the Verification Report must demonstrate:

- Confirmation of the site layout as per the phased full planning application drawings, indicating areas of excavation, hard-standing and soft-landscaped areas.
- That all remedial measures have been conducted in accordance with the agreed Detailed Remedial Strategy.
- That all excavations, source removal and movement of materials have been conducted in accordance with the Remedial Strategy and Materials Management Plan for each phase of the development.
- That all external areas not covered by hardstanding (e.g. private courtyards, public open space, commercial landscaping) incorporate soils of suitable depth and quality for their end-use.
- Evidence that buildings where gas protection measures have been incorporated meet British Standard BS8485:2015 Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings. Gas membranes used as part of the ground gas protection measures must be verified in accordance with CIRIA C735 – Good Practice on the testing and verification of protection systems for buildings against hazardous ground gases.
• Documentary evidence that any encountered underground fuel tanks and associated infrastructure have been decommissioned in accordance with Pollution Prevention Guidelines PPG27 Installation, Decommissioning and Removal of Underground Storage Tanks.
• That all potable drinking water supply pipes in hydrocarbon impacted areas of the site have been installed in accordance with 2002 WRAS Guidance on the Prevention of Contamination and waste of drinking water supplies.

Reason: Protection of human health and to ensure that the site is suitable for its end use.

30. No part of the existing wall along the southern boundary of the site shall be removed until flooding mitigation siteworks measures as set out in the Environmental Statement, Concept Masterplan and parameter plans have been completed in accordance with the agreed details and verification that such measures have been completed to the satisfaction of the Local Planning Authority in writing. All other drainage and flood risk mitigation measures shall be completed in association with each phase of development.

Reason: In the interests of public safety and amenity and to mitigate against the environmental effects of climate change.

31. The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

37. The recommendations and mitigation measures outlined in the Flood Risk Assessment as contained in the Environmental Statement, shall be fully implemented during the development of any phase of the proposed development.

Reason: In the interests of public safety and amenity and to mitigate against the environmental effects of climate change.

38. The phasing of the development shall be in accordance with the phasing programme contained within the Concept Masterplan and parameter plan referred to in Condition No.4 above. Any variation of this phasing programme shall be agreed, in advance, in writing by the Planning Authority.

Reason: To ensure the orderly and consistent progress of this development in tandem with the integral progression of the public realm.

39. The maximum quantum gross floorspace of all the proposed land uses shall be in accordance with the details set out in the schedule of land uses in the Concept Masterplan page 98 date stamped received 31 May 2019 by the Planning Authority.

Reason: To control the nature, range and scale of the commercial activities to be carried on at this location to ensure compliance with policy objectives and policies for town centres.

40. Details of the lighting for both the street and the buildings within each phase of the development shall be submitted to and approved, in writing, by the Planning Authority before any
work in that phase commences on site. Once approved, the lighting strategy shall be implemented as part of the works on site and prior to the occupation of any building within that phase and retained thereafter.

Reason: In the interests of public amenity, to ensure the proper consideration of this element of the scheme and to ensure an orderly and consistent progression of the development. It is the applicant's intention that the public realm shall remain in private ownership.

41. Details of the Waste Management Strategy for each phase of the development shall be submitted to and approved, in writing, by the Planning Authority before work for that phase commences on site. Once approved the Waste Management Strategy shall be implemented as part of the works on site and prior to the occupation of any building within that phase and retained thereafter.

Reason: In the interests of public amenity, to ensure the proper consideration of this element of the scheme and to ensure an orderly

42. Details of the overall public realm, including signage and public art for the entire site to be submitted to and approved, in writing, by the Department before work commences on site. Once approved these details shall be implemented as part of the works for that phase and prior to the occupation of any building within that phase and retained thereafter.

Reason: In the interests of public amenity, to ensure the proper consideration of this element of the scheme and to ensure an orderly and consistent progression of the development.

43. All apartments shall meet or exceed the space standards set out in Annex A (page 11) of the addendum to Planning Policy Statement 7: Safeguarding the Character of Established Residential Areas.

Reason: in the interests of amenity.

44. All services (including those for water supply, drainage, heating, and gas supplies) shall be laid underground or housed internally within the building[s] hereby approved.

Reason: In the interests of visual amenity.

45. No masts, facilities, furniture or flagpoles shall be erected on top of the office Blocks A to E identified in the Concept Masterplan and parameter plans without the written agreement of the Local Planning Authority.

Reason: In the interests of aviation safety.

46. The provision of the proposed pedestrian/cycle bridge connecting the site to the west bank of the River Lagan shall be completed and operational to the satisfaction of the Local Planning Authority, prior to the commencement of Phase 3 of the development hereby approved unless as otherwise agreed by the Local Planning Authority.

Reason: To create a sustainable development by improving accessibility to the wider transportation network.

47. The development hereby permitted shall not be commenced until detailed design of all access arrangements to the development from the existing road network have been submitted to and been approved by the Department at Reserved Matters.

Reason: To ensure there is a satisfactory means of access to the development.
48. No part of the development hereby approved shall be occupied/or become operational until full details of an overall Parking Management Strategy associated with the development have been submitted to, and approved by the Department at Reserved Matters stage.

Reason: To ensure that adequate provision has been made for car, service vehicle and coach parking and traffic circulation in the interests of road safety & the convenience of road users.

49. No part of the development hereby approved shall be occupied or become operational until full details of Cycle parking associated with the development have been submitted to, and approved by the Department at Reserved Matters stage.

Reason: To ensure that adequate provision has been made for cycle parking within the Development.

50. No part of each phase of the development hereby approved shall be occupied or become operational until hard surfaced areas have been constructed and permanently marked to provide for the parking and manoeuvring of vehicles for the development in accordance with details to be submitted to, and approved by the Department at Reserved Matters stage. Unless otherwise agreed with the Department, vehicle parking for the development hereby approved shall be provided in accordance with Belfast City Centre Fringe standards as defined in Policy TRAN4 of dBMAP.

Reason: To ensure that adequate provision has been made for car, service vehicle and coach parking and traffic circulation in the interests of road safety & the convenience of road users.

51. Before any element of the road works is commenced on the site a detailed programme of these works, including associated traffic management proposals, shall be submitted to and agreed by the Planning Authority.

Reason: To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

52. Full details of any signage, traffic signal pole or traffic signal head alterations, and controller specifications for all signalised junctions affected by the roadworks detailed in Condition 17, shall be submitted to and approved in writing by the Department at reserved matters stage.

Reason: To ensure the proposed development is properly co-ordinated with the provision of the necessary roads infrastructure.

53. No part of any phase of the development hereby approved shall be commenced until full details of the layout and construction of the internal street network of that phase has been submitted to and approved by the Department. The layout and construction of the internal street network shall comply with the requirements of the Design Manual for Roads and Bridges and all other relevant standards and technical guidance unless as otherwise agreed by the Department.

Reason: To ensure the internal layout is provided to ensure a proper, safe and convenient access to the site.

54. No part of any phase of the development hereby approved shall be occupied or become operational until a Travel Plan in respect of that phase has been submitted to and approved by the Department at Reserved Matters stage.

Reason: To reduce reliance of the private car and encourage the use of more sustainable modes of transport.
55. No part of any phase of the development hereby approved shall be occupied or become operational until a Service Management Plan has been introduced in respect of that block in accordance with the details to be submitted to and approved by the Department at Reserved Matters stage.

Reason: To ensure that adequate service is provided in the interests of road safety & the convenience of road users

56. No part of any phase of the development hereby approved shall be occupied or become operational until a Maintenance Management Plan for all roads and pedestrian footways within that phase of the site, including associated ancillary items and street furniture, has been submitted to and approved by the Department at Reserved Matters stage. The approved Maintenance Plan shall then be implemented on completion of each phase of the development.

Reason: To ensure that adequate maintenance of all roads and footways is provided in the interests of road safety & the convenience of all road users.

<table>
<thead>
<tr>
<th>Signature(s)</th>
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<td>Date:</td>
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| Neighbour Notification Checked | Yes |
## ANNEX

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<td>27th April 2018</td>
</tr>
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<td>Date Last Advertised</td>
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**Details of Neighbour Notification (all addresses)**

The Owner/Occupier, 1 Clyde Court, Belfast, Down, BT5 4TY,
The Owner/Occupier, 1 Strand Walk, Belfast, Down, BT5 4TB,
The Owner/Occupier, 10 Rotterdam Street, Belfast, Down, BT5 4AJ,
The Owner/Occupier, 10 Strand Walk, Belfast, Down, BT5 4TB,
The Owner/Occupier, 12 Rotterdam Street, Belfast, Down, BT5 4AJ,
The Owner/Occupier, 126, Eglantine Avenue, Belfast, Antrim, Northern Ireland, BT9 6EU
The Owner/Occupier, 13 Bridge End, Belfast, Down, BT5 4AA,
The Owner/Occupier, 14 Rotterdam Street, Belfast, Down, BT5 4AJ,
The Owner/Occupier, 15 Bridge End, Belfast, Down, BT5 4AA,
The Owner/Occupier, 16 Rotterdam Street, Belfast, Down, BT5 4AJ,
The Owner/Occupier, 18 Rotterdam Street, Belfast, Down, BT5 4AJ,
The Owner/Occupier, 19 Laganview Court, Belfast, Down, BT5 4AR,
The Owner/Occupier, 2 Clyde Court, Belfast, Down, BT5 4TY,
The Owner/Occupier, 2 Laganview Mews, Belfast, Down, BT5 4AP,
The Owner/Occupier, 2 Rotterdam Street, Belfast, Down, BT5 4AJ,
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The Owner/Occupier, 21 Laganview Court, Belfast, Down, BT5 4AR,
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| The Owner/Occupier, 68 Short Strand, Belfast, Down, BT5 4BL, |
| The Owner/Occupier, 7 Strand Walk, Belfast, Down, BT5 4TB, |
| The Owner/Occupier, Borghert Borghmans, 71 Edenderry Village Belfast Down |
| The Owner/Occupier, A S G, Office 1 Ground Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LY, |
| The Owner/Occupier, Apartment 1, 121 Bridge End, Belfast, Down, BT5 4AE, |
| The Owner/Occupier, Apartment 1, 125 Bridge End, Belfast, Down, BT5 4AE, |
| The Owner/Occupier, Apartment 1, 27 Short Strand, Belfast, Down, BT5 4AE, |
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The Owner/Occupier, Apartment 59, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT,
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<th>Address</th>
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<tr>
<td>6, 21 Bridge End, Belfast, Down, BT5 4AE</td>
<td>The Owner/Occupier, Apartment 6, 21 Bridge End, Belfast, Down, BT5 4AE,</td>
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<td>66, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT</td>
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<td>67, 1-3 St. Johns Wharf, Laganbank Road, Belfast, Antrim, BT1 3LT</td>
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<td>Brewin Dolphin, Office 6th Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LY</td>
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<tr>
<td>Car-Tec Mobile Communications Ltd, 22 Bridge End, Belfast, Down, BT5 4AE</td>
<td>The Owner/Occupier, Car-Tec Mobile Communications Ltd, 22 Bridge End, Belfast, Down, BT5 4AE,</td>
</tr>
<tr>
<td>Dx Communications, 5 Station Street, Ballymacarret, Belfast, Down, BT3 9DA</td>
<td>The Owner/Occupier, Dx Communications, 5 Station Street, Ballymacarret, Belfast, Down, BT3 9DA,</td>
</tr>
<tr>
<td>El Divino, 5 Laganbank Road, Belfast, Antrim, BT1 3PH</td>
<td>The Owner/Occupier, El Divino, 5 Laganbank Road, Belfast, Antrim, BT1 3PH,</td>
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<tr>
<td>Gibson &amp; Leeper Ltd, 48-58 Bridge End, Belfast, Down, BT5 4AE</td>
<td>The Owner/Occupier, Gibson &amp; Leeper Ltd, 48-58 Bridge End, Belfast, Down, BT5 4AE,</td>
</tr>
</tbody>
</table>
The Owner/Occupier, Lagan Search & Rescue, 3-5, Dalton Street, Belfast, Down, BT5 4BA,
The Owner/Occupier, Legal Services Commission, Office 2nd Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3BN,
The Owner/Occupier, Maxol Oil Ltd, 62a, Bridge End, Belfast, Down, BT5 4AE,
The Owner/Occupier, Office 1st Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3BS,
The Owner/Occupier, Office 2 Ground Floor, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LX,
The Owner/Occupier, Price Waterhouse Coopers, Office 3rd - 6th, Waterfront Plaza, 8 Laganbank Road, Belfast, Antrim, BT1 3LR,
The Owner/Occupier, Translink (Ulsterbus), Translink (Ulsterbus), Short Strand, Belfast, Down, BT5 4BH,
The Owner/Occupier, William Ewart Properties, Short Strand, Belfast, Down, BT5 4BL,

<table>
<thead>
<tr>
<th>Date of Last Neighbour Notification</th>
<th>29th May 2019</th>
</tr>
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<tr>
<td>Date of EIA Determination</td>
<td>24th April 2018</td>
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<td>ES Requested</td>
<td>Yes</td>
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</tbody>
</table>

**Planning History**

Ref ID: Z/2003/2725/O
Proposal: Mixed use scheme to include retail development, office buildings, apartments, petrol filling station, car parking, alterations to existing road network, landscaping and ancillary works.
Address: Howden Sirocco Works, Bridge End, Belfast
Decision: Refused
Decision Date: 17.04.2008

Ref ID: Z/2008/0829/F
Proposal: Proposed mixed use development comprising 386 no apartments, residents gym, a supermarket, 1 no retail unit, function room, landscaped private amenity space, landscaped public realm, basement car parking and associated road works.
Address: Former Sirocco Works, Short Strand and adjacent to Bridge End Belfast.
Decision: Withdrawn
Decision Date: 07.10.2011

Ref ID: Z/2008/0830/F
Proposal: Proposed mixed use development comprising 294 no apartments, 4 no. own door office units, 1 no. retail unit, a care home, landscaped private amenity space, landscaped public realm, basement car parking and associated road works.
Address: Former Sirocco Works, Short Strand and adjacent to Bridge End, Belfast.
Decision: Withdrawn
Decision Date: 07.10.2011
Ref ID: Z/2008/0832/F
Proposal: Proposed mixed use development comprising 253 no. apartments, 2 no. own door office units, 4 no. retail units, landscaped private amenity space, landscaped public realm, basement car parking and associated road works.
Address: Former Sirocco Works, Short Strand and adjacent to Bridge End, Belfast.
Decision: Withdrawn
Decision Date: 07.10.2011

Ref ID: Z/2008/0599/O
Proposal: Proposed major mixed use regeneration project comprising residential development, own door offices, an hotel, restaurants, cafes, call centres/research & development uses, assembly and leisure uses, local retail & professional service uses, a supermarket, community and cultural facilities, a care home, areas of public realm, roads and other infrastructural works.
Address: Former Sirocco Works, Short Strand and adjacent to Bridge End and the River Lagan, Belfast
Decision: Granted
Decision Date: 04.03.2011

Ref ID: Z/2008/2287/F
Proposal: Proposed 3 Storey marketing suite including 3 sample apartment types, landscaping, Parking and access arrangements.
Address: Former Sirocco Works, Short strand and adjacent to Bridge End, Belfast.
Decision: Granted
Decision Date: 22.12.2011

Ref ID: Z/2000/2178/O
Proposal: Comprehensive Mixed use redevelopment of site including: Dwellings, offices, shops, cafes, bars, restaurant and associated leisure uses, multi storey car park and public and private open space.
Address: Sirocco works, Bridge End, Belfast, BT5 4AG.
Decision: Refused
Decision Date: 13.05.2008

Ref ID: Z/2000/1962/F
Proposal: Operations including: phased demolition of buildings, excavation of soils for bioremediation on-site and replacement following treatment and removal of underground services
Address: Sirocco Works, Bridge End, Belfast, BT5 4AG
Decision: Granted
Decision Date: 23.04.2001

Ref ID: Z/2003/2727/F
Proposal: Proposed retail store, 5No non-food retail units, 6-island petrol filling station, 832 car parking spaces, alterations to existing road network, landscaping and ancillary works
Address: Howden Sirocco Works, Bridge End, Belfast
Decision: Refused
Decision Date: 17.04.2008
Ref ID: Z/2002/2843/F
Proposal: Retention of existing car park for temporary use as commercial car parking.
Address: Lands on the North-East side of the former Howden Sirocco Works, Bridge End, Belfast
Decision: Granted
Decision Date: 23.04.2003

Ref ID: Z/2009/0924/F
Proposal: Proposed pedestrian and cycle bridge including associated works to the east and west banks of the River Lagan
Address: Lands adjacent the former Sirocco Works site, lands north east of the Waterfront Hall and connecting lands between these east and west points of the banks of the River Lagan
Decision: Withdrawn
Decision Date: 07.11.2011

Ref ID: Z/2004/0329/F
Proposal: Proposed 4 No. 8 storey office buildings, 98 No. apartments in 4 blocks (6-12 storeys). Alterations to existing road network, landscaping and ancillary works
Address: Howden Sirocco Works, Bridge End, Belfast
Decision: Refused
Decision Date: 18.04.2008

Ref ID: Z/2000/2593/F
Proposal: Apartment Development comprising 266 No. units with associated basement and surface level parking and amenity open space
Address: Plots 5 and 8, Sirocco Site; South East quarter of former Howden Sirocco Engineering Works, Short Strand, Belfast
Decision: Granted
Decision Date: 15.01.2003

Ref ID: Z/2007/0909/F
Proposal: To vary Planning Condition 05 of planning permission Z/2000/2593
Address: Plots 5 & 8 Sirocco Site, South East Quarter to former Howden Sirocco Engineering Works, Short Strand, Belfast
Decision: Granted
Decision Date: 13.08.2007

Ref ID: Z/2001/0858/F
Proposal: Mixed use development incorporating 23 no. apartments (2249.4 sq. m. gross internal floorspace), commercial/office space (6954 sq. m. gross internal), retail/restaurants/bars (832.4 sq. m. internal) and an Aparthotel (929 sq. m.) (Amended Scheme)
Address: Pottinger's Quay, Belfast
Decision: Withdrawn
Decision Date: 26.05.2004

Ref ID: Z/2001/0857/F
Proposal: Erection of 12 No. apartments in one block for Housing Association, 36 No. apartments in two blocks, Apart-Hotel with concierge apartment and 12 No. 'Apartment'
style hotel room suites and a single commercial unit. Pedestrian walkway links between Short Strand and existing River Lagan walkway associated siteworks and parking. (Amended Scheme)
Address: Pottinger’s Quay, Short Strand, Belfast
Decision: Granted
Decision Date: 22.08.2005

Ref ID: LA04/2018/0448/F
Proposal: Erection of 13 storey Grade A office building with ground floor and mezzanine café/bar/restaurant uses (sui generis), lobby/reception area, basement and deck car parking, servicing (refuse/recycling/cycle storage/changing facilities), landscaping/public realm works, introduction of temporary pedestrian/cycle access to riverfront, associated access arrangements to Short Strand and Bridge End and other associated infrastructural works
Address: Lands at former Sirocco Works, Short Strand and adjacent to Bridge End and the River Lagan, Belfast,
Decision:
Decision Date:

Ref ID: LA04/2017/2532/PAN
Proposal: Outline or hybrid (tbc) planning application for a major mixed use development comprising:
Office (circa 79,500 sq. m)
Hotel and serviced Apartments (circa 18,500 sq. m)
Residential (including private, private rented sector and social/affordable)-circa 750 units
Other uses including local retail & professional service uses (A1/A2), community & cultural facilities (D1), leisure uses (D2) and café/bars, restaurants (sui generis)- circa 12,500 sq. m
New pedestrian/cycle bridge over River Lagan
Parking (basement and deck)
Moorings in river lagan
Areas of public realm, roads and other infrastructural works
Address: Lands at former, Sirocco Works, Short Strand and adjacent to, Bridge End and the River Lagan, Belfast.
Decision: PAN Acceptable
Decision Date: 15.02.2018

Ref ID: LA04/2017/0453/PAN
Proposal: Outline planning application for a mixed use development comprising:

- Office development (circa 69,000 sq. m)
- Leisure including a hotel (circa 375 beds) and an apart-hotel (120 beds)
- Residential (including private, private rented sector and social/affordable) - circa 815 units
- Parking (multi-storey, podium and basement)
- Pedestrian/cycle bridge
- Local retail, restaurants, bars and cafes
- New public realm and amenity open spaces
- Associated internal access roads, landscaping and infrastructure works The current proposals are illustrated on drawings:
<table>
<thead>
<tr>
<th>Concept Masterplan</th>
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</thead>
<tbody>
<tr>
<td>Primary Use Plan</td>
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<tr>
<td>Address: Lands at former Sirocco Works Short Strand and adjacent to Bridge End and the River Lagan Belfast,</td>
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<td>Decision: PAN Acceptable</td>
</tr>
<tr>
<td>Decision Date: 20.03.2017</td>
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**Notification to Department (if relevant)**

Date of Notification to Department: 
Response of Department: