

**Management Officer Report
Committee Application**

Summary	
Committee Meeting Date: 13 October 2020	
Application ID: LA04/2020/0761/F	
Proposal: Demolition of existing buildings and erection of 10 storey mixed use development comprising a cafe on the ground floor and 85no. serviced apartments for both short and long term occupancy on the floors above.	Location: 57-59 & 61-63 Dublin Road Belfast BT2 7HE
Referral Route: Major Application	
Recommendation:	Approval subject to conditions and a Section 76 Agreement.
Applicant Name and Address: John Smyth's Estates Ltd 192a Church Road Holywood BT18 9RN	Agent Name and Address: O'Toole & Starkey Ltd Arthur House 41 Arthur Street Belfast BT1 4GB
<p>Executive Summary:</p> <p>Planning permission is sought for the erection of a ten storey building comprising a café and ancillary uses on the ground floor and 85 serviced apartments above for both short and long term occupancy. The site is located within Belfast City Centre between the Dublin Road and Ventry Street. The proposal incorporates a roof top terrace, a gym and balconies providing satisfactory amenity provision. A two storey building is currently located on the site. Planning permission was granted in February 2020 (Ref: LA04/2019/0991/F) for a ten storey building on the site with a ground floor restaurant and 71 apartments above. The scale, height and massing of the proposed development is the same as the approved development with minor changes proposed to the design (fenestrations), internal layout and materials (finishes).</p> <p>The adjacent development comprises a recently constructed 9 storey building with a ground floor restaurant and 66 apartments on upper floors above. The principle of development and proposed uses are considered acceptable in this city centre location. The scale, height and massing of the proposed development is the same as the approved development on the site and comparable to existing development on the adjacent site. The design of the building is considered acceptable.</p> <p>The main issues to be considered in the assessment of this proposal include:</p> <ul style="list-style-type: none"> - Principle of use on the site - Demolition - Scale, height and massing - Design and layout - Impact on character and amenity of the area and the setting of a listed building - Access, movement and parking - Landscaping - Environmental matters - Contamination, Air Quality, noise, Odour 	

HED consider that the proposal would have an adverse impact on the nearby listed Shaftesbury Square Hospital and the proposal fails to satisfy Policy BH 11 (Development affecting the setting of a listed building) of PPS 6. However, given the existing permission, the principle of a 10 storey building has been established on the site and taking account of the scale of existing built development (The Gallery) closer to the Shaftesbury Square listed hospital, it is considered that there would be no greater harm to the setting of this listed building with the proposed development

All other consultees are satisfied subject to conditions set out in the report.

No third party objections have been received to this proposal.

Recommendation

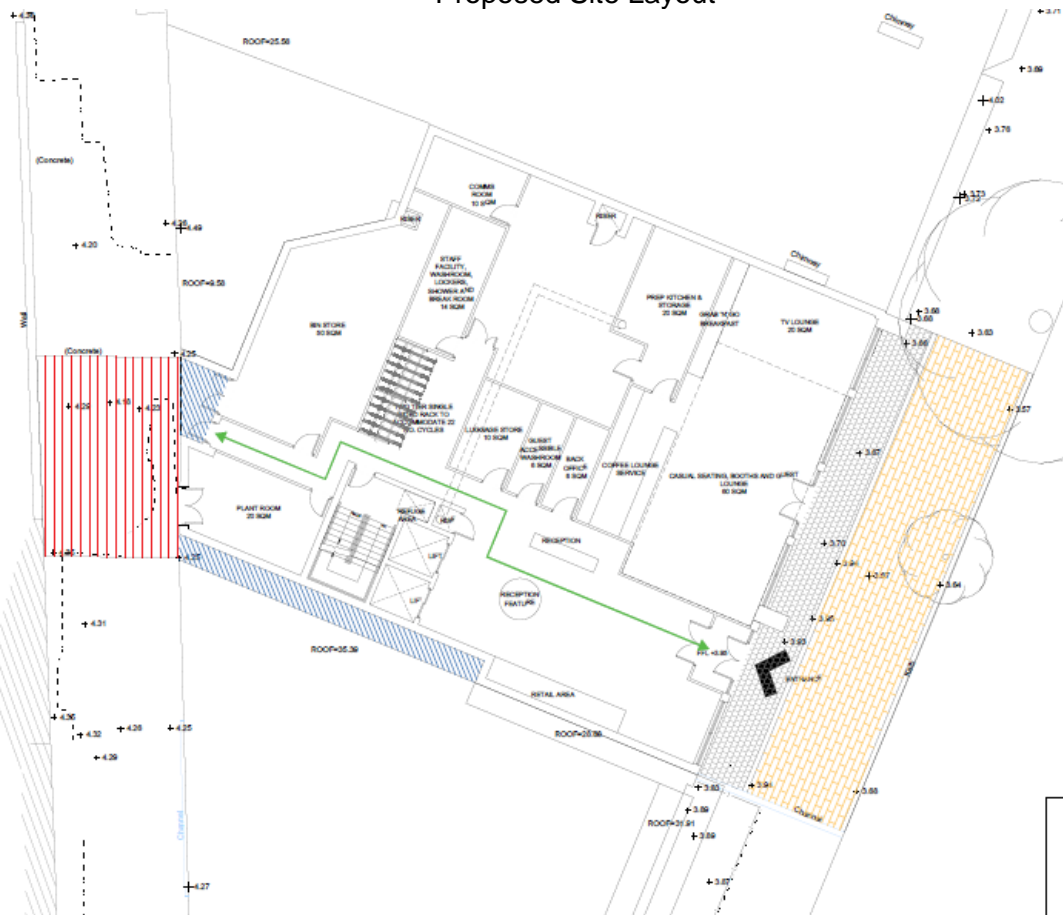
It is recommended that outline planning permission is granted subject to conditions and a Section 76 planning agreement to secure Green Travel measures. It is requested that delegated authority is given to the Director of Planning and Building Control to finalise the wording of conditions and enter into a Section 76 Agreement.

Case Officer Report

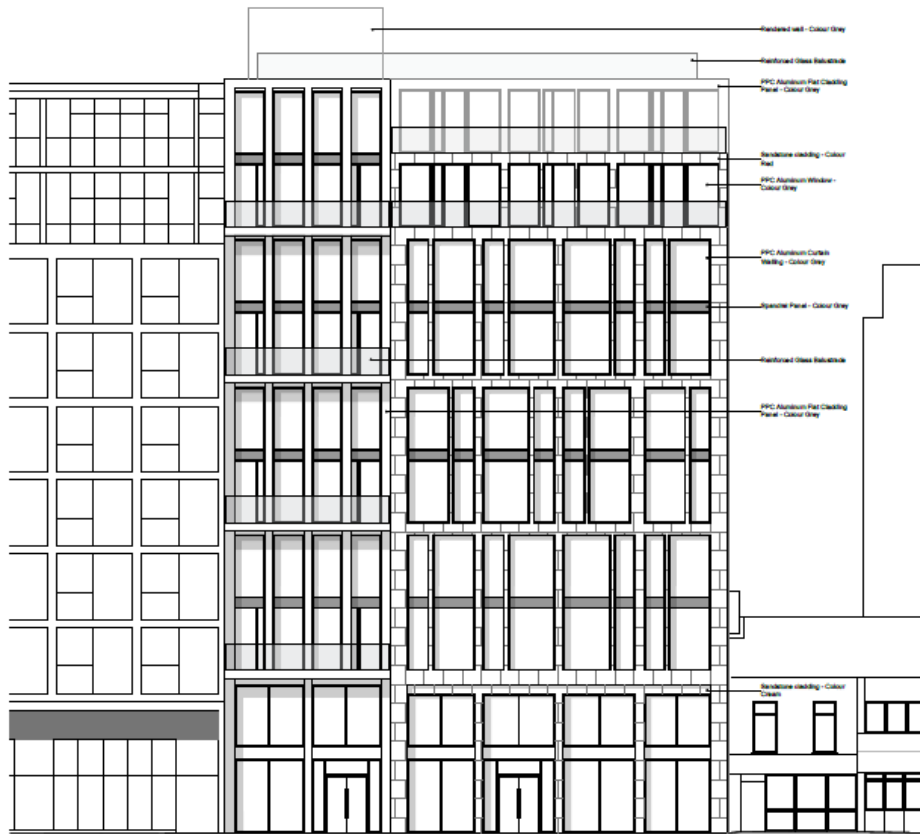
Site Location Plan



Proposed Site Layout



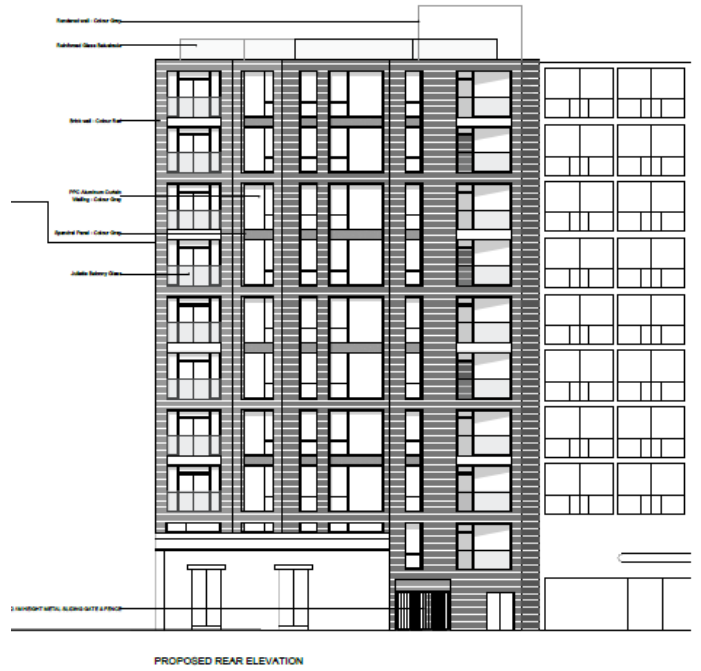
Dublin Road Elevation



Dublin Road Contextual Elevation



Rear Elevation (Ventry Street)



Great Victoria Street Contextual Elevation



CGIs



CGI View from Dublin Road



CGI View from Great Victoria Street



1.0	Characteristics of the Site and Area
1.1	The site fronts onto Dublin Road and comprises 2 two storey buildings with rear extensions and ancillary structures. The buildings are of a traditional form with slate pitched roofs and chimneys on the ridge. The curtilage of the buildings extends to Ventry Lane to the rear. The buildings are in commercial use with the ground floor of Nos. 59-61 Dublin Road currently occupied by a restaurant.
1.2	A single storey NIE Substation is located to the rear (south) accessed off Ventry Street which will be retained.
1.3	Adjacent to the site is a recently constructed 9 storey mixed use development comprising a ground floor cafe unit and 58 apartments above (The Gallery).
1.4	Shaftesbury Square Hospital is a Grade B1 listed building fronting Great Victoria Street which sits to the immediate west of the application site. In the vicinity of the site buildings exhibit a variety of heights ranging from 2 to 12 storeys. There are a number of existing taller buildings in the immediate context including the ETAP Hotel, 35 Dublin Road (7 storeys), The Gallery adjacent (9 storeys), 4-6 Ventry Street (7 storeys), Fanum House, Great Victoria Street (12 storeys) Botanic Studios, Dublin Road (8 storeys), Equality House, Dublin Road (8 Storeys), the Salvation Army Building, 38-42 Dublin Road (7 storeys), Nos. 32-36 Dublin Road (8 storeys), Somerset Studios, Marcus Ward Street (max. 8 storeys).
2.0	Description of Proposal
2.1	The proposal seeks the demolition of existing buildings and erection of 10 storey mixed use development comprising a cafe on the ground floor and 85 serviced apartments for both short and long term occupancy on the floors above.

Planning Assessment of Policy and Other Material Considerations	
3.0	<p>Policy Context</p> <p>Regional Planning Policy</p> <ul style="list-style-type: none"> • Strategic Planning Policy statement for Northern Ireland (SPPS) • Planning Policy Statement 2 Natural Heritage (PPS 2) • Planning Policy Statement Access, Parking and Movement (PPS 3) • Planning Policy Statement Planning, Archaeology and the Built Heritage (PPS 6) • Planning Policy Statement Quality Residential Environments (PPS 7) • Planning Policy Statement Open Space, Sport and Outdoor Recreation (PPS 8) • Planning Policy Statement Housing in Settlements (PPS 12) • Planning Policy Statement Flood Risk (PPS 15) <p>Local Planning Policy</p> <ul style="list-style-type: none"> • Belfast Urban Area Plan 2001 (BUAP) • Draft Belfast Metropolitan Area Plan 2004 (dBMAP 2004) • Draft Belfast Metropolitan Area Plan (BMAP) 2014 • Draft Belfast Local Development Plan (draft LDP)
3.1	<p>Other Materials Considerations</p> <ul style="list-style-type: none"> • The Belfast Agenda (Community Plan) • Developer Contribution Framework (adopted January 2020) • Belfast City Council City Centre Regeneration and Investment Strategy • Living Places
3.2	<p>Relevant Planning History</p> <p><i>On the application site:-</i> LA04/2019/0991F - Demolition of existing buildings and erection of 10 storey mixed use development comprising a restaurant on the ground and mezzanine floors and 71 No. apartments, 57-59 & 61-63 Dublin Road, Belfast, BT2 7HE. Permission granted 03.02.20.</p> <p><i>On the adjoining site:</i> Z/2013/1518/F - Erection of 9 storey building comprising ground floor cafe with mezzanine level and apartments above with ancillary space including basement, servicing and lobby areas, 65-71 Dublin Road, Belfast, BT2 7HE. Permission granted 20.06.2014.</p>
3.3	<p>Statutory Consultation Responses</p> <p>DFI Roads – No objection subject to conditions NI Water – No objection. NI Water response confirm that the receiving Waste Water Treatment facility (Belfast WwTW) has sufficient capacity to serve this proposal. DFI Rivers Agency – No objection subject to condition Belfast City Airport – No objection DFC Historic Environment Division – HED (Historic Buildings) considers that the proposal is contrary to the SPPS and Policy BH 11 of PPS 6 and the development would have an adverse impact on the setting of the nearby Shaftesbury Square listed building. HED (Historic Monuments) – No objections.</p>

	<p>DAERA – Regulation Unit Land and Groundwater Team – No objections <i>Water Management Unit</i> raised concern regarding the sewage loading associated with the above proposal has the potential to cause an environmental impact if transferred to Belfast Waste Water Treatment Works (WWTW) and recommended consultation with Northern Ireland Water Limited (NIW) to determine if the WWTW will be able to cope with the additional load or whether the existing WWTW would need to be upgraded. WMU advised that if NIW indicate that the WWTW is able to accept the additional load, with no adverse effect on the operation of the WWTW or its ability to comply with its consent to discharge, then Water Management Unit would have no objection to this aspect of the proposal. As stated above NI Water has confirmed that the WWTW has sufficient capacity to serve this proposal. <i>Natural Environment Division – No objection.</i></p> <p>Shared Environmental Services – No objection</p> <p>NIHE – No objection. NIHE do not consider affordable housing appropriate within this context of the proposed development (i.e. serviced apartments).</p>
3.4	<p>Non-Statutory Consultation Responses</p> <p>BCC Environmental Health – No objection subject to conditions BCC Urban Design Officer – No objections subject to conditions BCC City Regeneration and Development Division – No objection Northern Ireland Electricity – No objection subject to condition BCC Economic Development Unit – No objection. Developer contributions with regard to economic uses/employability and skills will not be required for this site. BCC Waste Management – Awaiting final response.</p>
3.5	<p>Representations</p>
3.5.1	<p>No representations have been received to date. Any representations received will be reported to Members via the Late Items report.</p>
3.6	<p>Planning Assessment</p>
3.6.1	<p><u>Legislative requirements</u> Section 6(4) of the Planning Act (Northern Ireland) 2011 requires that the City Council, when making any determination, does so in accordance with the Local Development Plan unless material considerations indicate otherwise.</p>
3.6.2	<p><u>Development Plan Context</u> Following the recent Court of Appeal decision that quashed the adoption of the Belfast Metropolitan Area Plan 2015, the extant development plan is now the BUAP. However, given the stage at which the Draft BMAP had reached pre-adoption through a period of independent examination, the policies within the version of BMAP purported to be adopted still carry weight and are a material consideration in the determination of planning applications. The weight to be afforded to Draft BMAP is a matter of judgement for the decision maker.</p>
3.6.3	<p>In BUAP the site is unzoned land within Belfast City Centre Boundary. In the Draft BMAP 2004 the site is also unzoned and falls within Belfast City Centre Boundary and within the core Area of Parking Restraint. In Draft BMAP 2014 the site is also unzoned and falls within Belfast City Centre Boundary and the core Area of Parking Restraint. In both versions of BMAP the site falls within the Shaftesbury Square Character Area. The site is also within the Dublin Road/Great Victoria Street HMO Development Node (HMO 4/14) as designated in the House in Multiple Occupation Subject Plan for Belfast City Council Area 2015.</p>

<p>3.7</p> <p>3.7.1</p>	<p>Principle of Development</p> <p>The area is characterised by a mix of uses at this location including, retail, cafes/restaurants/bars, hotels, residential, student accommodation and offices. The proposed mixed use development comprising a cafe at ground floor level with serviced apartments located on upper floors is considered acceptable and in keeping with mix of existing uses. The café and entrance to the apartments on the ground floor will ensure animation at street level. The residential nature of the proposed development within the city centre is considered acceptable in principle. Detailed assessment of the proposal is set out below.</p>
<p>3.8</p>	<p>Demolition</p> <p>The development proposes the demolition of two, two storey buildings. The buildings are of no architectural or historic interest and are not listed or located in an Area of Townscape Character/Conservation Area. The proposed demolition is considered acceptable in principle.</p>
<p>3.9</p> <p>3.9.1</p> <p>3.9.2</p>	<p>Scale, Height and Massing</p> <p>The proposed development has been assessed against the SPPS and Policy QD1 of PPS7.</p> <p>The existing permission on the site for a 10 storey building which is the same scale, height and massing of the proposed development establishes the principle of the acceptability of the scale, height and massing of the proposed development. Notwithstanding, detailed consideration of the proposed development in the context of existing built development in the area is set out below. The changes between the proposed development and the previous application primarily relate to design and layout changes as a result of an increase in the number of apartments proposed and include the following:-</p> <ul style="list-style-type: none"> • Proposal now comprises serviced apartments for both short and long term occupancy; • Total apartment numbers have increased from 71 to 85 with seven apartments at first floor, 10 apartments per floor from second to the 7th floor and nine apartments on both the eighth and ninth floors; • A café is now proposed at ground floor (previous approval proposed a restaurant at ground and first floors); • A total of seven new apartments, gym, guest laundry and store room now occupy the space vacated by the previously proposed restaurant at first floor level; • Relocation of entrance to ground floor café unit; • Window arrangements on the front elevation at eighth and ninth floor levels have changed marginally from four double groupings to three treble groupings reflecting internal reconfiguration of apartments on these levels; • Grey PPC aluminium cladding to lift overrun and roof stair access now changed to grey render; • Minor changes to openings at ground floor level on rear elevation relating to bin store, plant room and fire exit arrangement; • Reduction in internal cycle spaces at ground floor level from 39 to 22; • Removal of the double height lobby (now reduced to single storey);

<p>3.9.3</p> <p>3.9.4</p> <p>3.9.5</p> <p>3.9.6</p> <p>3.9.7</p>	<ul style="list-style-type: none"> • Provision of communal bin store rather than separate bins stores; and • Change in materials on eighth level setback floor to red sandstone (8th level setback floor finished in aluminium grey cladding in previous approval. <p>The development is proposed to sit immediately adjacent to the existing 9 storey development (The Gallery). The top two floors of the Gallery are setback with an overall height of 30.8m. The shoulder height of the Gallery is 24.3m. The shoulder height of the proposed development varies between 25.25m and 31.5m. The overall height of the proposed development is 0.7m taller than the adjacent Gallery development. The applicant has stated in the D&AS that this deliberate juxtaposition emphasises the portrait proportions of the main façade in direct contrast to the rectilinear proportions of the adjoining building. The variation in design between the Gallery and the proposed building provides visual interest in the streetscape and is considered acceptable.</p> <p>The development proposes a variation in shoulder height with a taller element on the southern edge providing visual interest and articulating the front elevation to distinguish from the adjoining Gallery development. The overall height is proposed at 31.5m (34.5m including lift overrun), 0.7m above the overall height of the Gallery.</p> <p>The visual impact of the increased height of the proposed development compared with the adjoining Gallery development when viewed from key viewpoints along the Dublin Road is minimal and considered acceptable in the context of existing developments in the immediate area which exhibit a variety in terms of building heights and designs.</p> <p>The Urban design criteria in BMAP sets out the following design criteria:</p> <ul style="list-style-type: none"> • Development proposals shall take account of the height of adjoining buildings; • New development shall respect the established building line; • Building heights shall be a minimum of 2 storeys and a maximum of 3 storeys; and • Development shall be fine grain in nature, and aim to reflect traditional plot widths. <p>The façade of larger development proposals shall be broken up visually to reflect the scale of traditional units.</p> <p>Whilst the third criterion states that building heights should be a maximum of 3 storeys, the first criterion requires that buildings take account of the height of adjoining buildings. In the Dublin Road context existing building heights and the adjoining buildings range from 2 storey to 9 storey. The Dublin Road has been subject to significant change in both building height and scale in recent years. In the vicinity of the site existing buildings exhibit a variety of heights ranging from 2 to 12 storeys. There are a number of tall buildings in the immediate context including the ETAP Hotel, 35 Dublin Road (7 storeys), The Gallery adjacent (9 storeys), 4-6 Ventry Street (7 storeys), Fanum House, Great Victoria Street (12 storeys) Botanic Studios, Dublin Road (8 storeys), Equality House, Dublin Road (8 Storeys), the Salvation Army Building, 44-48 Dublin Road (6 storeys), Nos. 32-36 Dublin Road (8 storeys), Somerset Studios, Marcus Ward Street (max. 8 storeys). The Planning Committee has also accepted a recommendation to approve a 12 storey building on the site of the Dublin Road cinema (LA04/2017/0562/F – permission pending) and planning permission was granted for a ten storey building on the application site in February 2020, the scale, height and massing of which are the same as the proposed development. It is considered that the height of the proposed development is on balance acceptable given the planning approval on the site and the variety of building heights adjacent and in the immediate area.</p>
<p>3.10</p>	<p>Design, Layout, Materials</p>

3.10.1	The proposed development has been assessed against the SPPS and Policy QD1 of PPS7.
3.10.2	The design, layout and materials of the existing permission on the site for a ten storey building are very similar to the proposed development with very minor external changes to the Dublin Road elevation compared with the approved scheme. It is considered that the changes as highlighted under para 3.9.2 do not significantly impact on the overall design of the building and are considered negligible by the Urban Design Officer. Detailed consideration of the design, layout and materials is set out below.
3.10.3	The proposal seeks a cafe at ground floor level which would occupy part of the ground floor. Contrasting materials are proposed to distinguish the entrance to the residential units and the cafe at ground floor level. This proposed contrast in materials will continue at upper levels.
3.10.4	In design terms the front elevation onto Dublin Road comprises two distinct elements. The first is a narrow link section (6.3m wide) adjacent but marginally setback from the 'Gallery' and a wider (14.9m wide) primary building façade which sits forward from the link element and incorporates an 8 storey frame to shoulder height with an additional two setback upper floors above.
3.10.5	The adjacent Gallery development incorporates a seventh floor shoulder height with two setback floors above. The uniform shoulder height of the wider section of the proposed development at eighth floor level (25.2m) generally accords with and continues the seventh floor shoulder height already established by the Gallery (24.3m). The two upper floors of the wider section of the proposed development are setback from the front elevation by 1.25m and 1.0m respectively. The setback helps to visually connect the shoulder heights of both buildings along this stretch of Dublin Road, whilst affording a degree of sub-ordinance to the upper two floors.
3.10.6	A stair core/lift overrun extends 2.6m above roof level and is setback 12.m from the Dublin Road elevation ensuring views will be limited. The upper height of the proposed development (31.5m) generally accords with the upper height of the Gallery at 30.8m.
3.10.7	The link (narrow) section on the Dublin Road elevation extends on a uniform vertical plane to the upper 10 storey height (31.5m) and sits behind the main facades of the wider section and the Gallery on either side. This element of the building is proposed to be finished primarily in grey aluminium cladding. The link section provides visual interest and variation in the Dublin Road elevation a view supported by the Urban Design officer who noted that 'whilst creating a modest variance in the roofline and represents a welcomed break in what could have been a very uniform volumetric form when viewed in conjunction with its neighbour'
3.10.8	The rear elevation does not incorporate setbacks but extends on a vertical plane to the upper 10 storey height. It is considered that the rear elevation provides a satisfactory elevation and adequately addresses Ventry Street and Great Victoria Street.
3.10.9	The wider section of the Dublin Road elevation incorporates a double height (6.7m) base finished in curtain glazing within which the café will be accommodated on the ground floor and apartments at first floor level. This wider part of the building is proposed to be finished primarily in red sandstone cladding. The Urban Design officer has commented that 'The double height base places a vertical emphasis on this component and its articulation with a red sandstone frame/surround, which protrudes beyond the curtain walling helps the building to confidently ground at street level'.

3.10.10	<p>A vertical emphasis is continued above the base to the shoulder height at the 8th floor with floors grouped in bands of two. The primary finish proposed within the wider section is red sandstone cladding which picks up on the red brick in surrounding buildings. The design of the Dublin Road elevation includes the use of horizontal and vertical banding with generous reveals defining double height window openings. The double height floor arrangement is also proposed in the link section which incorporates balconies at alternate floor levels. The top two floors are setback from the Dublin Road. The top floor is to be finished in aluminium grey cladding panels which is also proposed on the link element.</p>
3.10.11	<p>The northern gable will be prominent when viewed from along the Dublin Road and Planning Service seeks the introduction of a three dimensional form to provide relief and visual interest. Planning Service are of the view that that further refinement of the design is required to ensure an appropriate high quality finish. In this regard Urban Design advice has been provided to the applicant to assist in achieving a high quality finish and a condition is recommended to ensure that further details are submitted prior to commencement of development to safeguard the delivery of a high quality treatment of this gable.</p>
3.10.12	<p>Ancillary development including service areas/bin and cycle storage are proposed at ground floor level to the rear of the residential entrance and restaurant. Access to cycle storage for residential occupiers can be accessed via both the Dublin Road and Ventry Street. Servicing is via Dublin Road and Ventry Lane.</p> <p>The internal apartments are accessed from a central corridor. Apartments to the front have their main outlook onto the Dublin Road and apartments to the rear have their main outlook onto Ventry Street.</p>
3.10.13	<p>The primary finishes proposed along the Dublin Road elevation are grey aluminium cladding and red sandstone cladding along with grey curtain walling, grey spandrel panels and glass balustrades. The rear elevation is proposed to be finished in red brick with grey curtain walling, grey spandrel panels and glass balustrades. The treatment of the northern gable will be subject to a negative condition with details to be submitted for agreement by the Council prior to development commencement. The red sandstone picks up contextually on red brick buildings in the area and the materials palette proposed reflects finishes found in the area and is considered acceptable.</p>
3.10.14	
3.11	<p>Impact on the character and amenity of the area and the setting of a listed building</p> <p>3.11.1 HED Consideration HED response states that '<i>HED (Historic Buildings) is cognisant of approved application LA04/2019/0991/F, relating to this application site and consider the proposal remains contrary to Policy BH11, in terms, of scale, height and massing and would have an adverse impact on the setting of the listed building</i>'.</p> <p>3.11.2 HED response also states that:</p>

<p>3.11.3</p> <p>3.11.4</p> <p>3.11.5</p> <p>3.11.6</p>	<p><i>If however, Belfast City Council are minded to approve this application then HED (Historic Buildings) request that the detailed design, in particular for the rear elevation, should be designed and crispy detailed so as to read as a building with dual frontage and avoid being a 'rear elevation' as the backdrop to the listed building. HED (Historic Buildings) consider the use of sympathetic and high quality material finishes and detailing will also be key in helping to ameliorate the impact of such a large structure on this site and request that the Council condition the use and type of materials, appropriate for use in the setting of a listed building.</i></p> <p>It is considered that the rear elevation as shown on the drawings provides a satisfactory elevation and adequately addresses Ventry Street and Great Victoria Street with a variety in terms of the articulation of the façade and proposed materials. It is worthy to note that there currently exists a backdrop of taller buildings to the rear of the listed Shaftesbury Square Hospital i.e. the 9 storey Gallery development, adjacent to the application site which sits closer to Shaftesbury Square Hospital listed building than the proposed development.</p> <p>The previous permission on the site which allowed a 10 storey building of the same height, scale and massing to the proposed development is also material to the consideration of this issue. It is considered that the impact of the proposed development on the setting of the listed hospital would be no greater than the impact of the extant permission and the existing Gallery development and would not compromise the setting of the listed building. On balance the impact of the proposed development on the setting of the listed hospital is considered acceptable.</p> <p>A condition is recommended seeking sample panels of external finishes to be provided on site prior to completion of the proposed development. This will ensure that the finishes are sympathetic and of a high quality.</p> <p>The proposed relationship with the existing two storey buildings adjacent on the Dublin Road will be similar to that which exists at present with the Gallery and existing two storey development on the application site. The building will be adjacent to a two storey development on Ventry Street which operates as a car repair workshop and abuts the northern boundary. It is considered that the proposed development will not have a detrimental impact on the amenity of this use. An existing 7 storey residential development is located to the immediate north west. There are no windows on the elevation of the existing residential development on 4-6 Ventry Street facing the development and there is adequate separation between the existing and proposed buildings to ensure no adverse impact on the existing and prospective residents. The relationship with the adjoining development is considered acceptable and complies with Policy QD 1 of PPS 7.</p>
<p>3.12</p> <p>3.12.1</p>	<p>Provision of Open Space/Space Standards</p> <p>The proposed development has been assessed against the SPPS, Policy QD 1 of PPS7, Policy OS 2 of PPS 8 (Open Space, Sport and Recreation) and Creating Places. Balconies are provided on the Dublin Road elevation for 14 of the proposed apartments. Nine balconies are also provided on the rear elevation along Ventry Street. A communal area of open space is proposed on the rooftop terrace (approx. 350sqm) along with a gym on the first floor for residents use only. Overall an average of 5.59 sqm of amenity provision per unit has been proposed which, whilst below the recommended minimum standard of 10 sqm it is comparable to other developments within the city centre and on balance it is considered satisfactory.</p>

3.12.2	<p>Policy OS 2 of PPS 8 states that proposals for new residential development of 25 or more units will only be permitted where public open space is provided as an integral part of the development. No public open space has been proposed as part of the proposal. Policy OS 2 of PPS 8 goes on to state that an exception to the requirement of providing public open space will be permitted in the case of apartment developments where a reasonable level of private communal open space is provided. As indicated above the level of private open space is commensurate with other developments in the area. The site is also in close proximity to existing areas of open space including Bankmore Square (approx. 130m to the north – 2 minute walk), Upper Crescent (approx. 480m to the south - 6 minute walk) and Botanic Gardens (approx.925 m to the south – 12 minute walk). Taking account of the level of private amenity space proposed and accessibility to a number of existing areas of open space within reasonable walking distance the proposal is on balance considered acceptable.</p>
3.12.3	<p>Whilst the space standards set out in PPS 7 Addendum Safeguarding the Characteristics of Established urban Area do not apply to this proposal as the site is not located in an established residential area they are nevertheless a useful guide to determining whether proposed unit sizes are of a sufficient size to ensure a quality living environment for prospective occupiers.</p>
3.12.4	<p>The proposed breakdown of units is set out as follows:</p> <ul style="list-style-type: none"> • 84 No. 1 bed apartments • 1 No. 2 bed apartments
3.12.5	<p>The Space standards referred to above set out that the design standards for a 1 bedroom apartment ranges from 35/40 sqm for a 1 bedroom 1 person apartment to 50/55 sqm for a 1 bedroom 2 person apartment.</p>
3.12.6	<p>The 1 bedroom apartments proposed range from 35sqm to 44 sqm and fall within the recommended design standards.</p>
3.12.7	<p>The Space standards referred to above set out that the design standards for a 2 bedroom apartment ranges from 60/65 sqm for a 2 bedroom 3 person apartment to 70/75 sqm for a 2 bedroom 4 person apartment.</p>
3.12.8	<p>The one 2 bedroom apartment proposes a floorspace area of 50 sqm which falls below the 2 bedroom recommended range. Given that this applies to only 1 apartment and the remaining 84 are within the 1 bedroom recommended ranges this is on balance considered acceptable.</p>
3.13	<p>Access, Movement and Parking</p>
3.13.1	<p>The proposed development does not include car park provision. The site is located on an arterial route and within the city centre and is well served by public transport with good access to the bus and railway stations/stops. The lack of parking is acceptable in this context. The applicant has also agreed to provide 22 cycle parking spaces internally at ground floor level for the proposed residents.</p>
3.13.2	<p>A Parking Survey Report was submitted in support of the proposal which concluded that:</p> <ul style="list-style-type: none"> • During the residential period under consideration (7pm – 7am), parking provision is available on-street during typical weekday evenings. That provision could

	<p>accommodate those returning from a place of employment by private motor vehicle after 6-6.30pm.</p> <ul style="list-style-type: none"> • On a Saturday evening, parking availability close to the proposed development was noticeably reduced. However, parking could be accommodated on the eastern side of Dublin Road, notably in Hartington Court and on Salisbury Street. • Bin storage on Ventry Street to the rear of the proposed development currently occupies road space that could be utilised for on-street parking at off-peak times. • It is anticipated that parking provision for 3 vehicles during residential parking periods would be available post development in close proximity to the development. <p>3.13.3 A Framework Travel Plan has been provided for the Residential and Commercial development proposed. The Travel Plan states that <i>'the location of the site in Belfast's City Centre, surrounded by numerous local amenities and public transport facilities, offers a genuine opportunity to encourage sustainable living for potential residents. By providing no car parking, outside of that required for servicing, the aim is to achieve more sustainable travel patterns from the outset, rather than cutting car use incrementally once the residents are in occupation.'</i></p> <p>3.13.4 The Framework Travel Plan proposes the appointment of a Travel Plan Co-ordinator responsible for implementing measures set out in the Travel Plan such as the provision of cycle parking and initiating and managing a Bicycle User Group. The Travel Plan states that <i>'the deliberate absence of parking provision for the proposed development is considered to be balanced with a number of quality alternative transport opportunities afforded the site by its prime location.'</i></p> <p>3.13.5 In addition to the above measures proposed in the Travel Plan officers have negotiated a number of additional green transport measures which the applicant has agreed to provide to support the development. These additional measures include:-</p> <ul style="list-style-type: none"> • Travel Cards for a 3 year period at the rate of 1 per apartment; • 3 years annual membership of a cycle user group such as Belfast Bikes to be provided; • Discounted membership (50%) of a car club for a period of 3 years for each residential unit. <p>3.13.6 It is considered that the above measures which are additional to those secured by the previous permission on the site will have significant benefits in terms of supporting the travel needs of user/occupiers of the building and will provide realistic sustainable alternatives to parking.</p> <p>3.13.7 An agreed Travel Plan will be secured through a Section 76 Planning Agreement and will include the above green transport measures to promote alternatives to car use. Servicing of the restaurant is proposed via the rear from Ventry Street. Access will also be available for servicing via the Dublin Road for both the café and apartments.</p> <p>3.13.8 DFI Roads has no objections to the development proposal on road safety and traffic progression grounds subject to conditions set out below and endorse the supporting green travel measures. The proposal is considered compliant with PPS 3.</p>
<p>3.14</p> <p>3.14.1</p>	<p>Drainage</p> <p>A Drainage Assessment was submitted with the application. The site is not affected by the 1 in 100 year fluvial floodplain, the 1 in 200 year coastal floodplain nor are there any watercourses within the site. Pluvial floodplain extends onto Dublin Road but does not</p>

<p>3.14.2</p> <p>3.14.3</p>	<p>encroach onto the site. To mitigate against any areas of known and unknown pluvial flooding within the site the DA states that the proposed development should be re-profiled to remove any isolated low lying areas and/or have surface water drainage infrastructure installed to remove any standing water. Finished floor levels will be at least 150mm above adjacent ground levels. No increase in hardstanding is proposed. Surface water is proposed to be discharged to the local NI Water infrastructure at full bore rates (maximum rate of 7.37litres per second.</p> <p>NI Water advises in their consultation response that there is a watermain on the Dublin Road which will be capable of supplying the development. There is also an existing public sewer on Ventry Lane which can serve the proposal and there is a public foul sewer exists within the Dublin Road which can serve the proposal based on a storm discharge of 7.37 l/s. The NI Water response also confirms that the Belfast Waste Water Treatment Works has sufficient capacity to serve this proposal.</p> <p>Rivers Agency response notes that the applicant has received consent from NI Water to discharge 7.37 l/s of surface water into an existing combined sewer. Whilst Rivers Agency raise no objection to the proposed development they recommend a condition seeking a final drainage assessment setting out detailed drainage network designs to safeguard against flood risk. The proposal is considered compliant with PPS 15.</p>
<p>3.15</p> <p>3.15.1</p> <p>3.15.2</p> <p>3.15.3</p> <p>3.15.4</p> <p>3.15.5</p> <p>3.15.6</p>	<p>Contamination, Noise, Air Quality</p> <p>A Preliminary Risk Assessment was been submitted with the application and concluded that the site was considered to pose a low risk to future site users. DAERA Land Regulation Unit has considered the Preliminary Risk Assessment and has no objections to the proposed development subject to conditions set out below. Environmental Health consider that further site investigations and risk assessment are necessary and recommend a condition requiring the submission of an updated site and development specific Contaminated Lank Risk Assessment prior to construction of the building.</p> <p>A Noise Impact Assessment (NIA) accompanied the application and set out mitigation measures including acoustically enhanced facades, upgraded double glazing and upgrading of the uppermost ceiling and background acoustic ventilation system to all the proposed apartments. Environmental Health recommend that the mitigation measures proposed are carried out in accordance with the NIA submitted.</p> <p>An Air Quality Impact Assessment (AQIA) was also submitted which considered the impact from road transport emissions. Environmental Health are satisfied with the information provided.</p> <p>Environmental Health recommend that all demolition and construction activities are undertaken in line with best practice guidance due to the proximity of residential and commercial uses and recommend a condition seeking the submission of a Construction Environmental Management Plan prior to development commencing.</p> <p>An Odour Impact Assessment (OIA) has been submitted which sets out proposals to install an odour abatement system to serve the ground floor cafe.</p> <p>Environmental Health recommend a number of conditions to ensure that the proposed odour abatement system is installed in accordance with details prior to operation of the building set out in the OIA and cleaned and maintained thereafter.</p>

<p>3.16</p> <p>3.16.1</p>	<p>Waste Management</p> <p>The proposal provides a communal bin storage area to the rear of the building with access from the rear off Ventry Street. Bin storage calculations have also been provided and are under consideration by BCC Waste Management Unit. An update on this issue will be provided to Members via the Late Items Report.</p>
<p>3.17</p> <p>3.17.1</p> <p>3.17.2</p> <p>3.17.3</p>	<p>Developer Contributions and Obligations</p> <p>The applicant has agreed to incorporate environmental improvements along the frontage of the site on Dublin Road and to the rear along Ventry Street. The existing footpath will be replaced with granite paving sett and Caithness paving (or equivalent). The applicant also proposed the laying of new asphalt along the rear boundary on Ventry Street.</p> <p>The proposed environmental improvements will enhance the setting of the building and will be secured through a condition as set out below.</p> <p>The following developer obligations will also be secured via either a Section 76 Planning Agreement or a condition. These measures are directly related to the development and considered necessary to make it acceptable.</p> <ul style="list-style-type: none"> • Travel Cards for a 3 year period at the rate of 1 per apartment; • 3 years annual membership of a cycle user group such as Belfast Bikes to be provided; • Provision of a minimum 21 number secure internal bike storage spaces for residents own bikes; • Discounted membership (50%) of a car club for a period of 3 years for each residential unit; • Appointment of a Travel Co-ordinator to promote, implement and disseminate all individual green travel initiatives and measures contained within the Framework Travel Plan.
<p>3.18</p> <p>3.18.1</p> <p>3.18.2</p> <p>3.18.3</p>	<p>Pre-Application Community Consultation</p> <p>In accordance with the requirements of Section 27 of the Planning Act (NI) 2011, the applicant served a Proposal of Application Notice (PAN) on Belfast City Council on 18 November 2019 (LA04/2019/2710/PAN). Belfast City Council responded confirming that the PAN and associated approach met the requirements of Section 27 of the Planning Act and was acceptable subject to additional consultation with the South Belfast Partnership Board. The Pre-Application Community Consultation (PACC) public engagement event for this proposal took place on 15 January 2020.</p> <p>A Pre-Application Community Consultation Report has been produced to comply with the statutory requirement laid out in Section 28 of the Planning Act (Northern Ireland) 2011. The purpose of a PACC report is to confirm that pre-application community consultation has taken place in line with statutory minimum requirements and has taken account of the Council's comments during the PAN process. The report has confirmed advertising for the public event and that the public event took taken place in accordance with section 5 of The Planning (Development Management) Regulations (Northern Ireland) 2015. The report also confirmed that the South Belfast Partnership Board was consulted along with the Inner South Neighbourhood Renewal Partnership.</p>

<p>3.18.4</p> <p>3.18.5</p> <p>3.18.6</p>	<p>The report also set out details of consultations with elected members and summarises the issues raised at the public events and during the consultation periods along with applicants response to the issues raised.</p> <p>The report states that all of the attendees were supportive of the development and the comments received were summarised by the applicant as follows:-</p> <ul style="list-style-type: none"> • The architectural design and quality of the finish is attractive; • The building is in keeping with the surrounding area; • The proposal will help increase visitors and tourism; • City centre accommodation that is not for students and not build to rent is welcomed; • Job creation will be good for the area; • An electric car share scheme would be of benefit. <p>The report states that '<i>Given the feedback was all positive, no changes to the proposal are necessary, The proposal to deliver an electric car scheme has been noted and will be given further consideration in the implementation of the proposal, outside of this planning process</i>'.</p> <p>The Pre-Community Consultation Report submitted satisfactorily demonstrates that the applicant has complied with the requirements of Sections 27 and 28 of the Planning Act (NI) 2011 and Section 5 of The Planning (Development Management) Regulations (Northern Ireland) 2015 and has adhered to Council recommendations during the PAN process. The PACC report is considered acceptable.</p>
<p>Neighbour Notification Checked Yes</p>	
<p>Summary of Recommendation:</p> <p>Having regard to the policy context and other material considerations including the extant permission on the site for a similar proposal the proposed development is considered acceptable. It is recommended that full planning permission is granted subject to conditions and a Section 76 planning agreement to secure Green Travel measures. It is requested that delegated authority is given to the Director of Planning and Building Control to finalise the wording of conditions the Section 76 Agreement.</p>	
<p>Conditions:</p> <ol style="list-style-type: none"> 1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011. 2. Prior the commencement of development samples of hard landscaping shall be made available for on-site inspection by the Council and detailed written specifications of all hard landscaping materials shall be submitted and agreed in writing with the Council. The works shall be carried out in accordance with the agreed details. Reason: To ensure high quality hard landscaping and in the interests of the character and appearance of the area. 	

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

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

4. Following demolition of the existing buildings on site and prior to commencement of construction of new buildings, the applicant shall submit to and have approved in writing by the Planning Service, an updated site and development specific Contaminated Land Risk Assessment. The report should be cognisant of the RSK Ireland report entitled 'Salisbury Street Capital Ltd, Preliminary Risk Assessment, No. 57-63 Dublin Road, Belfast' (dated February 2020 and referenced 602452-R2(00)) and should follow best practice. The Quantitative Risk Assessment must incorporate:

- A detailed site investigation in line with BS 10175:2011+A2:2017. Any ground gas investigations should be conducted in line with BS 8576:2013 and BS 8485:2015+A1:2019.
- A satisfactory assessment of the risks (including a Revised Conceptual Site Model), conducted in line with current Environment Agency guidance. In addition, risks associated with ground gases should be assessed under the methodology outlined in CIRIA C665.

Based on the outcome of this risk assessment, a Remediation Strategy may be required. If necessary, this Strategy must demonstrate how the identified pollutant linkages are to be demonstrably broken and that they no longer pose a potential risk to human health. It must detail how the proposed remedial works are to be verified. The Remediation Strategy must be submitted to the Planning Authority for approval in writing.

All construction thereafter must be in accordance with the approved Remediation Strategy.

Reason: Protection of human health

5. In the event that a Remediation Strategy is required, prior to occupation or operation of the development, the applicant shall submit to and have approved in writing by the Planning Service, a Verification Report. The Verification Report must be in accordance with Environment Agency Guidance, British Standards and CIRIA industry guidance. It must demonstrate that the mitigation measures outlined in the agreed Remediation Strategy have been implemented and have broken the relevant pollutant linkages, and that the site no longer poses a potential risk to human health.

Reason: Protection of human health

6. If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with best practice. In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be agreed with the Planning Authority in writing, prior to the development being occupied. If required, the Verification Report shall be completed by

competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.

Reason: Protection of human health

7. The odour abatement system detailed within the approved odour impact assessment: Odour Impact Assessment. Dublin Road Aparthotel, Belfast. Report Ref: 003 2019010 Dated 2nd March 2020. Prepared by Irwin Carr Consulting shall be employed to suppress and disperse odours created by cooking operations on the premises. The discharge point shall be positioned as detailed in submitted drawing 200-08 revision 6.

Reason: To protect human health.

8. The approved odour abatement technology shall be installed prior to the occupation of the operation of the business.

Reason: To protect human health.

9. Extraction and ventilation systems must be cleaned and maintained in accordance with Manufacturer's instructions to ensure compliance.

Reason: To protect human health.

10. The mitigation measures detailed within the approved Noise Impact Assessment, *Noise Impact Assessment, Dublin Road Apartments, Belfast, Dated 2nd March 2020 and referenced: RP001 2019010 and additional information letters dated 12/08/2019 and 02/07/2020, Prepared by Irwin Carr Acoustics* shall be incorporated into the proposed residential development.

Reason: To protect human health.

11. Prior to occupation of the proposed development, the applicant must submit, to the Council for approval, a noise Verification Report (VR) which demonstrates that;

- The window system (including frames, seals etc.) attenuated ventilation systems and enhanced ceilings and floors have been installed in line with the approved Noise Impact Assessment, *Noise Impact Assessment, Dublin Road Apartments, Belfast, Dated 14th February 2019 and referenced: RP001 2019010* so as to ensure that internal noise levels within any proposed residential unit shall:
- Not exceed 35 dB LAeq, 16hrs at any time between 07:00hrs and 23:00hrs within any habitable room, if necessary, with the windows closed and alternative means of acoustic ventilation provided in accordance with current building control requirements
- Not exceed 30 dB LAeq, 8 hr between the hours of 23:00hrs and 07:00hrs within any bedroom, if necessary with the windows closed and alternative means of acoustic ventilation provided in accordance with current building control requirements; and
- Not exceed 45 dB LAmax more than 10 times between 23:00hrs and 07:00hrs within any proposed bedrooms, if necessary with the windows closed and an alternative means of ventilation provided in accordance with current building control requirements.

Reason: To protect human health.

12. The plant and equipment associated with the development hereby permitted, shall be selected and designed so as to achieve a rating level (LAR) no greater than 60 dB LAR daytime

and 50dB LAR night time when determined or measured at the nearest noise sensitive premises (existing or proposed).

Reason: To protect human health and the amenity of nearby premises.

13. Prior to commencement of development on site, including demolition, site clearance or site preparation, a Construction Environmental Management Plan (CEMP) shall be produced by the appointed contractor. The CEMP shall include measures to control noise, dust and vibration during the demolition / construction phase, demonstrating the use of 'best practicable means'. 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. The CEMP must have due regard to Parts 1 and 2 of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites, Noise and Vibration and to the IAQM, 'Guidance on the assessment of dust from demolition and construction version 1.1 dated February 2014. The CEMP and associated records must be made available to the Environmental Protection Unit of Belfast City Council at any time upon request.

Reason: Protection against adverse construction and Demolition impacts.

14. Following demolition and prior to construction, no development shall commence until the Planning Authority has received in writing and agreed that suitable risk assessments and supporting data have been provided. These should identify all unacceptable risks to health and the water environment. The investigations should include, but not be restricted to:

- Identifying all potential contaminant sources within the planning boundary.
- Site investigations and groundwater monitoring designed and implemented in accordance with British Standard BS BS10175:2011+A2:2017 'Investigation of potentially contaminated sites' to identify the contamination risks associated with the potentially contaminating activities which took place at this site or in the surrounding area.
- Provision of risk assessment(s) in accordance with the guidance on Land Contamination: Risk Management (LCRM) to identify all unacceptable risks to health and the water environment and provision of remedial criteria to be met through a remedial strategy.
<https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks>

These works are required to ensure that the land will be in a condition suitable for the development.

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

15. Following demolition and prior to construction, development works shall not commence until a detailed remediation strategy to address all unacceptable risks to environmental receptors identified at Condition 1 has been submitted in writing and agreed with the Planning Authority. This should identify all unacceptable risks, 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.).

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

16. Should unacceptable risk to the water environment be identified, no piling work should commence 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/20140328084622/http://cdn.environmentagency.gov.uk/scho0202bisw-e-e.pdf>

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.

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

17. As part of site clearance works, all remaining fuel storage tanks and associated infrastructure shall be fully decommissioned in line with Guidance on Pollution Prevention No. 2 (GPP2) and Pollution Prevention Guidance No. 27 (PPG27). Soil and groundwater sampling shall be undertaken for a suitable analytical suite. Should contamination be identified the requirements of Condition 18 will apply.

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

18. If during the development works, new contamination and risks to the water environment are encountered which has not previously been identified, works within the immediate area of the find should cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance. In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing and subsequently implemented to its satisfaction.

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

19. After completing any remediation works required under Conditions 14 - 18, and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with Planning Authority. This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance. The verification report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and achieving the remedial objectives.

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

20. Prior to the commencement of any of the approved development on site, a final drainage assessment, containing a detailed drainage network design and compliant with Annex D of PPS 15 must be submitted to the Planning Authority for its consideration and approval.

Reason: To safeguard against flood risk to the development and elsewhere.

21. The development hereby permitted shall not be occupied until the associated secure and accessible cycle parking facilities have been provided in accordance with proposed site layout plan Drawing No. 100-03 Rev B received by Belfast Planning Service on 01 October 2020 and proposed ground floor layout Drawing No.200-01 Rev E received by Belfast Planning Service on 01 October 2020, also referred to in Section 5.3, page 13 of approved Travel Plan received by Belfast Planning Service on 30th April 2020 to provide adequate facilities for cycle parking.

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

22. The development hereby permitted shall operate in accordance with the approved Service Management Plan received by Belfast Planning Service on 30th April 2020.

Reason: To ensure appropriate servicing provision and in the interests of road safety and the convenience of road users.

23. Prior to commencement of development a lighting strategy shall be submitted and approved in writing by the Council. The lighting strategy shall set out proposed lighting along the Dublin Road and Ventry Street. The works shall be carried out in accordance with the agreed details.

Reason: To ensure appropriate lighting in the vicinity of the building.

24. Prior to commencement of development a method statement for the proposed piling required to NIE Networks shall be submitted and approved in writing by the Council. The works shall be carried out in accordance with the agreed details.

Reason: To ensure satisfactory arrangements with adjacent NIE facilities.

25. Prior the commencement of development sample panels (minimum 1m x 1m) of all external finishes shall be made available for onsite inspection by the Council and detailed written specifications of all external finishes shall be submitted and agreed in writing with the Council. The works shall be carried out in accordance with the agreed details.

Reason: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

26. Prior to commencement of development design details of the northern elevation shall be submitted and agreed in writing by the Council. The works shall be carried out in accordance with the agreed details.

Reason: To ensure a high quality treatment of this prominent gable wall.

Notification to Department:

No. Although an objection has been received from a statutory consultee (HED: Historic Buildings) the proposal is the same in terms of the scale, height and massing (with minor design changes) as the previously approved building on the site approved in February 2020, therefore the objection is not considered significant.

Representations from Elected members:

None

ANNEX	
Date Valid	15th April 2020
Date First Advertised	8th May 2020
Date Last Advertised	24th July 2020
Details of Neighbour Notification (all addresses) The Owner/Occupier, 112-120 Great Victoria Street, Belfast The Owner/Occupier, 2a ,Ventry Street,Belfast,Antrim,BT2 7JP The Owner/Occupier, 4 Ventry Street,Belfast,Antrim,BT2 7JP The Owner/Occupier, 4-6 Alison House,Ventry Street,Belfast,Antrim,BT2 7JP The Owner/Occupier, 50 – 71 Dublin Road, Belfast, Co. Antrim The Owner/Occupier, 6a ,Ventry Lane,Belfast,Antrim,BT2 7JS The Owner/Occupier, 9 Ventry Street, Belfast, Co. Antrim The Owner/Occupier, Apartment 1 -58, The Gallery, 65-71 Dublin Road, Belfast, BT2 7HG The Owner/Occupier, Ground Floor Unit, The Gallery, 65-71 Dublin Road, Belfast, BT2 7HG	
Date of Last Neighbour Notification	20th July 2020
Date of EIA Determination	N/A
ES Requested	No