

Document Pack

**Democratic Services Section
Chief Executive's Department
Belfast City Council
City Hall
Belfast
BT1 5GS**



11th October, 2012

MEETING OF DEVELOPMENT COMMITTEE

Dear Alderman / Councillor,

The above-named Committee will meet in the Lavery Room (Room G05), City Hall on **Tuesday, 16th October, 2012 at 5.15 pm**, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully

PETER McNANEY

Chief Executive

AGENDA:

1. Routine Matters
 - (a) Apologies
 - (b) Declarations of Interest
2. Belfast's Economy
 - (a) Giro d'Italia - Request for Funding (Pages 1 - 6)
 - (b) Forthriver Innovation Centre (Pages 7 - 8)
 - (c) Pipes Event (Pages 9 - 16)
 - (d) Employer Engagement Support (Pages 17 - 26)
 - (e) Lord Mayor's / St. Patrick's Day Events - Tendering Exercise (Pages 27 - 30)
 - (f) Knowledge Forum (Pages 31 - 44)
3. Shaping Belfast
 - (a) York Street Interchange (Pages 45 - 58)

- (b) B-Team (Pages 59 - 62)
- (c) agendaNi Seminar (Pages 63 - 64)
- 4. People, Communities and Neighbourhoods
 - (a) Belfast Community Investment Programme - Working Group (Pages 65 - 66)
 - (b) Play Resource Centre - Invitation (Pages 67 - 68)
 - (c) Community Services Grant Aid Programme (Pages 69 - 82)
- 5. Consultation re: Draft Aviation Policy (Pages 83 - 90)
- 6. Departmental Structural Review (Pages 91 - 106)

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Report to:	Development Committee
Subject:	Forthriver Innovation Centre – project update
Date:	16 October 2012
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officers:	Shirley McCay, Head of Economic Initiatives, ext 3459

1	Relevant Background Information
1.1	An update on the proposed economic development project at Forthriver was presented at the Strategic Policy and Resources Committee on 25 April 2012. At that meeting, Members gave approval to the project being progressed on the basis of a Development Brief process (subject to a successful ERDF grant application outcome). Members were advised of the stages in the funding application process and it was noted that the next step required the submission of a scoping document to Invest NI for consideration.
1.2	Members were also informed that a further report would be brought back to that Committee in due course, following consideration by Invest NI of the scoping document and to seek further approvals in relation to the proposed Development Brief criteria and process, as well as advising on the financial requirements.
1.3	As part of the development work, subsequent discussions with Invest NI in early September 2012 identified the potential need to consider an alternative approach for the development of the site.

2	Key Issues
2.1	The scoping document for the Forthriver project was subsequently submitted to Invest NI and this was approved in June 2012. The proposed next step, at that stage, was to prepare the Development Brief. It was proposed that this brief would be for an economic regeneration scheme on the site to create employment opportunities; support economic growth within key priority sectors, as identified in the Northern Ireland Economic Strategy; provide a development that will deliver regenerative benefits and create a landmark scheme which promotes excellence in design and sustainability.

	<p>The Brief was to make the proposed scheme conditional on the Council being successful in drawing down the ERDF funding and on it receiving a positive economic appraisal.</p>
2.2	<p>A meeting was held with Invest NI in early September to tie down the detail of the funding process and to address a number of outstanding queries identified in the process of pulling together the brief. In the course of the discussions, DETI officials suggested that the proposed development brief approach would trigger regional aid stipulations. This would mean that the amount of public funding available for the project would be between 10 and 30% of total project cost.</p>
2.3	<p>It was suggested that the means by which the funding leverage could be maximised was for Belfast City Council to undertake the construction work. The ongoing management of the project could then be given over to an operator, through a separate contract.</p>
2.4	<p>The Strategic Policy and Resources Committee was informed of this advice from DETI at the 21 September 2012 meeting and the Committee agreed to pursue the latter option, namely for the Council to be the developer and to then issue a separate contract for the operation of the building.</p>
2.5	<p>Officers are involved in ongoing discussions with officials in DETI and with other partners to clarify the detail of this process. Once the issues are addressed, a funding application for the build costs will have to be made to Invest NI. The latest date by which this funding application can be submitted is February 2013.</p>
2.6	<p>Consideration will also have to be given to the future operating model at the site. This will involve taking account of the conditions placed on any funding as well as the need to support the regeneration at this site in a way that creates tangible, sustainable economic benefits for the wider area.</p>
2.7	<p>Further reports will be brought back to this Committee and to the Strategic Policy and Resources Committee once clarification is provided on the outstanding points.</p>

3	Resource Implications
3.1	<p>A capital budget of up to £8million has been identified within the Investment Programme for this project.</p>

4	Equality and Good Relations Considerations
4.1	<p>No specific equality and good relations implications.</p>

5	Recommendations
5.1	<p>Members are asked to note the update on the economic development project at Forthriver.</p>

6	Key to Abbreviations
<p>DETI – Department of Enterprise, Trade and Investment</p>	

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Report to:	Development Committee
Subject:	Employer Engagement Support - Update
Date:	16 October 2012
Reporting Officer:	John McGrillen Director of Development ext 3470
Contact Officers:	Shirley McCay, Head of Economic Initiatives ext 3459

1	Relevant Background Information
1.1	Members will be aware that the Investment Programme contains a range of commitments around employability and skills development. One of the key commitments involves collaboration with the Department for Employment and Learning (DEL) and other partners on a city-wide employability and skills strategy.
1.2	The aim of this proposal is to develop a collaborative, targeted approach to employability and skills development issues by creating a better understanding of the local welfare to work arena and enabling partners to align and pool funding and resources to reduce duplication of services and fill gaps in provision. The anticipated outcome of this approach is that additional people would be helped into employment and that those employment prospects would be more sustainable.
1.3	In order to ensure that employability initiatives and approaches are in line with existing employer needs and future growth areas, it is important to ensure a structured dialogue with employers. One such avenue for engagement is through the Employers' Forum. This was established in 2003 as part of the Task Force initiatives in west Belfast and greater Shankill. It is managed by Business in the Community (BITC) and draws on the resources of this organisation's members to provide opportunities for skills development and employment opportunities, focusing on those furthest from the labour market.
1.4	At the 18 September meeting of the Development Committee, members were advised that there was an opportunity to explore how the Employers' Forum could be engaged to act as the employer conduit on a city-wide basis. This would ensure that ideas and proposals could be tested to confirm that they are in line with employer demands. Equally, employers could be encouraged to develop new and flexible approaches to recruitment and skills development,

	particularly engaging those furthest from the labour market.
1.5	Members were also made aware of the fact that DEL (Department for Employment and Learning) was open to the potential of exploring collaboration with the council on this initiative and to match-funding the resource implications of any such development.
1.6	They were advised that a meeting was to take place between DEL, Belfast City Council and Business in the Community to look at: <ul style="list-style-type: none"> • A draft terms of reference for the city-wide employers' forum • A proposed work programme • Areas of focus e.g. key sectors; geographical areas; target groups • Governance arrangements • Financial commitments and contributions.
1.7	This meeting has now taken place and the proposed detail behind these key points has been developed.

2	Key Issues
2.1	Since their establishment in 2003, initiatives undertaken by the Employers' Forum have helped almost 1300 long-term unemployed people into work. While the focus of the initiative has been on those from west Belfast and greater Shankill, employers have also provided opportunities for those from all communities across Belfast.
2.2	Following a meeting with DEL and BITC to consider future collaboration on a city-wide basis, draft terms of reference have been drawn up. These are attached as Appendix 1 .
2.3	There is still some work to be done to complete the work programme for the forum. However it is likely to consist of a range of targeted activities to deliver a set of agreed outcomes, principally around employment opportunities (particularly for long-term unemployed) or pathways into key sectors (e.g. ICT). This will ensure that there is greater alignment between skills supply and demand and will also help develop new routes into growth sectors for those without further or higher level qualifications. These outcomes will be reviewed on a quarterly basis and will be written into a letter of offer with Business in the Community to ensure their delivery. This letter of offer will be developed in conjunction with DEL in order to ensure that there is an agreed programme of work to which all organisations are signed up. Details of the work programme will be presented to a future meeting of this committee and regular updates on progress against target will also be provided to the committee.
2.4	The current Chair of the Employers' Forum is Michael Ryan from Bombardier Aerospace. He has been in this role since the forum's inception and has indicated that he would be willing to remain in this position as part of the citywide group. Belfast City Council is represented on the forum through the Head of Human Resources.
2.5	The proposed terms of reference and draft work plan are to be presented to the next meeting of the Employers' Forum which takes place on 19 November. If

	endorsed, this will give the go-ahead to move towards a city-wide grouping, taking account of the proposed changes and activities required by Belfast City Council and DEL as key funders.
2.6	Business in the Community have confirmed that they will be able to match-fund the council and DEL support. On the basis of a possible £25,000 annual contribution from council along with £25,000 from DEL, they have confirmed that they will be able to provide match funding of £50,000 from the private sector (both in cash and in-kind).

3	Resource Implications
3.1	A funding commitment for this work of £25,000 per annum from Belfast City Council is proposed. It is recommended that the Committee approve funding for a period of three years (subject to annual review), based on the lifetime of the Investment Programme. This funding should also be subject to match funding being available from DEL and from the private sector, through Employers' Forum members (support to be provided both in cash and in-kind).

4	Equality and Good Relations Considerations
4.1	No specific equality and good relations considerations at this stage. The city-wide approach will take account of all relevant considerations.

5	Recommendations
5.1	Members are asked to: <ul style="list-style-type: none"> • Note the proposed engagement with DEL and the Employers' Forum as part of the city-wide employability and skills plan • Approve the proposed terms of reference for the group • Approve funding of £25,000 per annum, for a period of three years (subject to annual review). This funding should be subject to match funding of £25,000 being available from DEL and £50,000 of match funding from the private sector, through Employers' Forum members (support to be provided both in cash and in-kind).

6	Decision Tracking
The work programme for year 1 will be brought back to the December 2013 meeting of this Committee for information.	
Timeframe: December 2013	
Reporting Officer: Shirley McCay	

7	Key to Abbreviations
BiTC – Business in the Community	
DEL – Department for Employment and Learning	

8	Documents Attached
Appendix 1 – Draft terms of reference for citywide employers' forum.	

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Appendix 1

**CITYWIDE EMPLOYERS' FORUM
DRAFT TERMS OF REFERENCE**

DRAFT

October 2012

1. Introduction

Belfast City Council (BCC), the Department for Employment and Learning (DEL) and Business in the Community (BitC) are committed to working in partnership to deliver employer-led employability interventions across Belfast. A key pillar is the establishment of a Citywide Employers' Forum to channel employer skills, resources and expertise to ensure a greater alignment between employability and skills development and employer needs. This will build on the work of the West Belfast and Greater Shankill Employers' Forum.

2. Purpose

The Citywide Employers' Forum will oversee a programme of employment interventions to assist unemployed and economically inactive individuals move into sustained employment and to address skills deficits in key sectors. The programmes will complement existing programmes and services delivered by the Department, the Council and BitC.

3. Programme of Work

The full programme of work is outlined in the attached proposal which is aligned with the Belfast City Council Investment Programme 2012-2015. The key elements include: (***note – detailed programme of work to be finalised***).

4. Structures

- ***Reporting structures to be agreed.***
- ***Regular reporting mechanisms outside Employers' Forum meetings to be agreed (involving DEL, Belfast City Council and Business in the Community) to ensure progress against target.***

5. Role of Forum

The Citywide Employers' Forum will comprise employers from a range of sectors across Belfast city. It will seek to have representation from the sectors key to future jobs growth. The Forum will:

- Provide strategic oversight of the overall programme;
- Monitor progress of the employability interventions against agreed outcomes;
- Provide advice on the types of intervention required to enable employers to assist the unemployed and economically inactive into employment;
- Act as a best practice model for employers of proactive engagement;
- Promote networking opportunities;
- Engage in and promote innovative approaches, in line with corporate priorities of the partner organisations.

6. Membership

The current Forum membership includes the following organisations:

Belfast City Council
Belfast Health and Social Care Trust
Belfast Metropolitan College
Bombardier Aerospace
Botanic Inns
Delta Print and Packaging
Diageo
Energy & Utility Skills
Farrans Construction
FG Wilson Engineering
Gilbert Ash
Graham Construction
H & J Martin Limited
HCL
Henderson Group
J Sainsbury
JP Corry Ltd
Lagan Construction Group
LBM
Lloyds Banking Group
Marks & Spencer
McLaughlin & Harvey
Montupet
Mount Charles Catering
Northstone NI
O'Hare & McGovern
Phoenix Natural Gas
Ryobi
Teletech
Tesco
Wastebeater
Whitemountain Quarries

The Forum is currently chaired by Michael Ryan, Bombardier Aerospace.

It was agreed that this membership needs to be revisited to include representation from priority skills areas.

DRAFT

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Belfast City Council

Report to:	Development Committee
Subject:	Eurocities Knowledge Society Forum Summer Conference
Date:	16 th October, 2012
Reporting Officer:	John McGrillen, Director of Development, ext. 3470
Contact Officer:	Laura Leonard, European Unit Manager, ext. 3577

1	Relevant Background Information
1.1	<p>In October 2011 Development Committee gave approval for Belfast City Council to host the Eurocities' Knowledge Society Forum's summer conference in the city. The purpose of the event was to:</p> <ul style="list-style-type: none"> - promote Belfast as a 'trailblazer in technological excellence' – a dynamic and vibrant city which provides a base for leading edge high tech companies - raise the profile of our innovative ICT/Digital and Creative Industries sectors - bring immediate economic benefits by attracting delegates (many for the first time) to Belfast - build relationships to learn from and to share learning with others - raise the profile of our Council and our city stakeholders as credible partners for future EU funding bids

2	Key Issues
2.1	<p>The conference was held over two days on June 20th and 21st and was a huge success exceeding all of the above objectives. Over the two days almost 100 delegates learned how cyber security is transforming our city, enabling it to attract companies such as the New York Stock Exchange, Fidessa and CITI and compete economically with others across the world.</p>
2.2	<p>Around half of the total delegates came from other European countries such as Spain, Austria, Belgium, Germany, the Netherlands, Sweden, Estonia and the UK. As well as hearing from local experts delegates had the opportunity to visit local companies to learn how they are creating new economic opportunities by building on technological investments made in our city. Company visits included the NI Science Park, University of Ulster, CITI, BT NI and Eircom NI headquarters.</p>

2.3	The conference was opened at City Hall by the Right Honourable the Lord Mayor Gavin Robinson and included talks from Dr Norman Apsley from the Northern Ireland Science Park, Dr Sinclair Stockman from Digital NI 2020, Jim Gamble from Ineque, Dr John McCanny from ECIT, Ingrid Goetzl from the Eurocities Knowledge Society Forum and Enterprise Minister Arlene Foster.
2.4	For many delegates this was their first visit to Belfast and their feedback has been extremely positive. They learned so much about our city and are now aware who to connect with to collaborate on future projects. Delegates have also praised the smooth running and organisation of the event and the information provided beforehand enticed many of them to extend their stay.
2.5	As the Eurocities' Knowledge Society Forum's summer conference was being held in the city, the Eurocities' network requested support to hold a side event for European cities who were partners in NICE, a Framework 7 funded project. This attracted a further 20 people to Belfast and many stayed to take part in the cyber security conference.
2.6	Feedback from local delegates who took part in the event was equally positive. It provided opportunities for them to learn how investment in technology has rendered the geographic location irrelevant for many local companies as powerful cross Atlantic connections and connections to Europe and Britain are creating new business opportunities. They also benefited by forging links with other organisations across Europe.
2.7	Comments from local delegates highlighted the need for more events of this kind to inform and support local organisations and to help build capacity to take advantage of their Northern Ireland location. Delegates' comments have been incorporated into a full report which details their impressions of progress already made by our city and how as a city we can continue to improve.
2.8	Links have been made between our key speakers and many other European cities since the conference. ISB are also following up on contacts and relationships have been strengthened with our local universities and companies to collaborate on current and future projects and to enhance our understanding of accessing European funding.
2.9	<p>Press coverage about the event also helped to convey the message that Belfast is at the forefront of technological advancement, innovation and change which is supported by an impressive telecoms and cyber security infrastructure. Information about the event was publicised in (appendix 2):</p> <ul style="list-style-type: none"> - The Irish Times - North West Telegraph - The Belfast Telegraph - The Newsletter - The Irish News - The Andersonstown News
2.10	<p>Interviews were broadcast on the local evening news for both BBC and UTV and a video of the event has been uploaded onto Youtube and can be viewed at: http://www.youtube.com/watch?v=KMnfxZeq9sk&feature=youtu.be</p>

2.11	<p>Information about the event was also publicised on the following websites:</p> <p>http://www.4ni.co.uk/northern_irelandnews.asp?id=146159</p> <p>http://www.belfasttelegraph.co.uk/business/business-news/citys-cyber-power-to-be-promoted-at-eu-forum-16174722.html</p> <p>http://www.belfastcity.gov.uk/news/news.asp?id=3073</p> <p>http://www.eventbrite.com/event/3652071444</p> <p>http://www.smart-ip.eu/2012/06/eurocities-knowledge-society-forum-belfast/</p>
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3	Resource Implications
3.1	Development Committee had given approval for the conference to be resourced with funding from both the Economic Initiatives and European Unit at a total cost of £3,500. ISB made a similar contribution from their budget.

4	Equality & Good Relations Implications
4.1	There are no equality and good relations considerations attached to this report.

5	Recommendation
5.1	It is recommended that Committee notes the positive feedback from this event. It has put Belfast on the map and strengthened links to create future opportunities for collaboration and to access European funding.

6	Decision Tracking
6.1	There is no decision tracking attached to this report.

7	Key to Abbreviations
KSF	Knowledge Society Forum

8	Appendices
Appendix 1 – Press Coverage	

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Publication: Irish Times Business

Date: Tuesday, June 26, 2012

Page: 2

Extract: 1 of 2

Circulation: 96.150

Author: Francesc McDonnell

Headline: Hi-tech hopes for a thriving financial district



Hi-tech hopes for a thriving financial district



BELFAST BRIEFING

FRANCESS McDONNELL

PICTURE A map of Belfast 10 years in the future and what might you see? Signposts to the still "unmissable" Titanic visitor centre? Another new shopping development, a peace museum or even a world-class sports stadium? But would you expect to find a thriving financial district?

Belfast already has the New York Stock Exchange on board, and major investors such as Fidessa and Citi can testify to the fact that the city has what it takes to create a viable financial hub.

But Belfast's political and business leaders also recognise that if it wants to lay the foundations for its very own version of Wall Street, then it has to be able to offer what other locations cannot.

Northern Ireland already has an impressive telecoms infrastructure. Not only was it the first region in Europe to have 100 per cent access to broadband, it also boasts one of the fastest connections to the United States from Europe.

According to industry experts, the North has the only cross-Atlantic connection with latency of less than 70 milliseconds and up to 1.92 terabits of capacity: in layman's terms, it is fast – very fast and very powerful. It also has four fully fibred independently owned rings and a further five connections to the US, Europe, Britain and Ireland.

According to the North's

Publication: Irish Times Business

Date: Tuesday, June 26, 2012

Page: 2

Extract: 2 of 2

Circulation: 96,150

Author: Francesc McDonnell

Headline: Hi-tech hopes for a thriving financial district

Minister of Enterprise, this is why geographical locations are almost "irrelevant" for a growing number of Northern-based businesses.

Arlene Foster has highlighted how high-achieving indigenous companies such as Ballynahinch-based Datum Tool Design have been able to harness Northern Ireland's impressive telecoms infrastructure to "partner in real time" with major global corporations from Boeing, Airbus, Bombardier and Hindustan Aerospace.

According to Foster, this infrastructure can also give the North "a singular advantage when competing for foreign direct investment from global companies servicing international markets, such as Citi and New York Stock Exchange".

It is estimated that the financial services sector in Northern Ireland employs more than 23,000 people in roughly 1,200 firms. The majority of these international companies that have invested in the North, such as Allstate Corporation, Liberty Mutual and NYSE Euronext, are based around Belfast.

But these, as far as the city's council and investment champions are concerned, represent just a fraction of the major investment that they want.

And, thanks to a major new project, Belfast is about to become even more attractive to potential investors.

It has been selected as one of the UK's first "Super-Connected Cities" and will receive £6 million (£7.5 million) in funding from the UK department of culture, media and sport to upgrade city-wide broadband speeds to at least 80Mbps and deliver high-speed capacity (of at least 100Mbps) to specific businesses.

This month city leaders will bid for a further £7.7 million (£9.6 million) of additional funding towards the project.

According to one telecommunications expert, Dr Sinclair Stockman, Super-Connected Belfast will "light up the city's digital highways, ignite growth for local businesses and attract both new business investment and world-class talent to our shores".

Belfast took the opportunity to showcase the city as a "trailblazer of technological excellence" by hosting the Eurocities Knowledge Society Forum's summer

conference last week. Eurocities is a network that brings together the local governments of more than 140 large cities in more than 30 European countries.

Delegates from across the EU heard how, when the *Titanic* was built in 1912, Belfast "was a highly motivated, wealthy and industrious city on the cutting edge of technology and advancement".

According to Lord Mayor Gavin Robinson, today it is "once again a city at the forefront of innovation and change".

Robinson believes this will help transform the local economy by "attracting businesses from across the world".

When the *Titanic* set sail from Belfast 100 years ago it symbolised the city's ambitions and reflected its strengths at that time. Part of its legacy may be a tourist attraction today but the *Titanic* visitor centre just also happens to be located in what is fast becoming a blossoming hi-tech and financial quarter.

The city may have radically different ambitions and strengths in 2012 but it still has the same pioneering spirit it demonstrated 100 years ago.

Perhaps a financial district might not be so far off the map in 2022.

Super-Connected
Belfast will 'light
up the city's digital
highways and
ignite growth'

Publication: North West Telegraph

Date: Wednesday, June 20, 2012

Page: 39

Extract: 1 of 1

Circulation: 63,049

Author:

Headline: City's cyber power to be promoted at EU forum



City's cyber power to be promoted at EU forum

DELEGATES from across Europe are meeting in Belfast today for a conference to promote the city as a trailblazer of technological excellence.

The Eurocities Knowledge Society Forum's (KSF) Summer Conference has been organised by Belfast City Council and will look at the significant role of the city's cyber security infrastructure in transforming it to compete economically with others across the world.

The conference at the City Hall will be opened by the Lord Mayor of Belfast, Alderman Gavin Robinson, and will include talks from Dr Norman Apsley from the Northern Ireland Science Park, Dr Sinclair Stockman from Digital NI 2020, Jim Gamble from Ineqe, Ingrid Goetzl from the Eurocities KSF and John McCanny from ECIT. Enterprise Minister Arlene Foster will also be speaking at the conference.

The EU delegates, from countries including Belgium, Austria, Spain, Germany, the Netherlands, Sweden, Estonia and the UK, will also be visiting the Northern Ireland Science Park, Titanic Belfast, University of Ulster, CITI, BT NI and Eircom NI headquarters as part of their two-day trip.

City's cyber power to be promoted at EU forum

DELEGATES from across Europe are meeting in Belfast today for a conference to promote the city as a trailblazer of technological excellence.

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The EU delegates, from countries including Belgium, Austria, Spain, Germany, the Netherlands, Sweden, Estonia and the UK, will also be visiting the Northern Ireland Science Park, Titanic Belfast, University of Ulster, CITI, BT NI and Eircom NI headquarters as part of their two-day trip.



Conference promotes Belfast as trailblazer of technological excellence

Delegates from across Europe met in Belfast last month for a major conference to promote the city as a trailblazer of technological excellence.

The Eurocities Knowledge Society Forum's (KSF) Summer Conference was organised by Belfast City Council and examined the significant role of the city's cyber security infrastructure in transforming it to compete economically with others across the world. The conference at the City Hall was opened by the Lord Mayor of Belfast, Alderman Gavin Robinson, and included talks from Dr Norman Apsley from the Northern Ireland Science Park, Dr Sinclair Stockman from Digital NI 2020, Jim Gamble from Ineqe, Ingrid Goetzl from the Eurocities KSF and John McCanny from ECIT.

The Enterprise Minister Arlene Foster also spoke at the conference.

The EU delegates — from countries including Belgium, Austria, Spain, Germany, the Netherlands, Sweden, Estonia and the UK — also visited the Northern Ireland Science Park, Titanic Belfast, University of Ulster, CITI, BT NI and Eircom NI headquarters as part of their two-day trip to the city.

Welcoming the delegates to Belfast, the Lord Mayor Alderman Gavin Robinson, said: "The Eurocities Knowledge Society Forum Summer Conference told the story of Belfast's transformation and it is fitting that our story begins here at City Hall and ends at Titanic Belfast.

"When the Titanic was built, in 1912, Belfast was a highly motivated, wealthy and industrious city on the cutting edge of technology and advancement. In 2012, we are once again a city at the forefront of innovation and change.

"Belfast is re-creating its image and forging a new reputation as a trailblazer of technological excellence in the field of cyber security and we are keen to show how this is enabling us to achieve economic success by

attracting businesses from across the world to our city. "This conference provided a platform for a meaningful exchange of learning and networking as well as the chance to

explore the potential for future joint working and collaboration in the field," he added.

Minister Arlene Foster said: "As Enterprise Minister, I am very aware of the importance of robust cyber security, both in terms of the security of the citizen, of government and of businesses. However I am also aware that this provides us with significant opportunities as well.

"As our globalised world continues to be-

come ever more dependent on the secure transmission of data, that also provides opportunities for highly connected regions such as Northern Ireland to become centres of commercial as well as research expertise in cyber security.

"Through initiatives such as Eurocities and the Enterprise Europe Network, Northern Ireland businesses, researchers and government can form the partnerships with which to develop a knowledge based economy with innovation at its heart," she added.

The conference talks centred on the following themes:

*Creating a Digital Economy in Northern Ireland in a Fully Connected World

*Delivering Cyber Security Technology through Open Innovation

*Building Confident, Competent, Safe and Secure Digital Communities

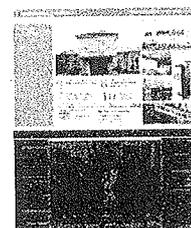
*Making IT a Reality

*Local Government Perspective on Cyber Security

The conference followed a launch bid by the council earlier in June to make Belfast one of the most advanced and super-connected cities in Europe for ultrafast broadband and widespread WiFi provision by 2015.

Belfast has been named by Westminster's Department of Culture, Media and Sport as one of ten cities to receive funding as part of its Super Connected Cities initiative with guaranteed funding of £6 million. But a further £7.7 million is on the table if it can be demonstrated that there is a demand for better broadband connections in the Belfast City Council area and businesses, communities and residents are being urged to back the bid by registering support through completion of an online survey.

For further information on Super Connected Belfast, go to www.belfastcity.gov.uk/superconnected

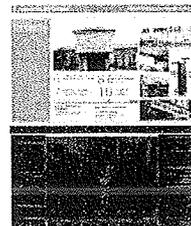




The Lord Mayor of Belfast Alderman Gavin Robinson is joined by the speakers of the Eurocities Knowledge Society Forum's (KSF) Summer Conference in the City Hall today which looked at the importance of having a cyber security infrastructure in the city in transforming it to compete economically with others across the world. They are Dr Norman Apsley, Chief Executive of the Northern Ireland Science Park; Ingrid Goetzl, Chair of the Eurocities KSF; Professor John McCanny, Director of ECIT; Jim Gamble, Chief Executive of Ineqe and Dr Sinclair Stockman, Executive Director of Digital NI 2010.

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Cyber City has chance to shine Inside Innovation

DR NORMAN APSLEY

Chief Executive
Northern Ireland
Science Park



CANALS were the accepted agents and arteries of the industrial revolution in England; so first Scotland and then Ireland decided they needed a piece of the action. Unfortunately, they had reasoned without taking account of the changes brought about by the very things they were building. The capital cost never paid back because not enough value was trading through the infrastructure provided.

Some worried as the investments were made in telecommunications fibre, to give us our world class provision, that history was about to repeat itself. So it was with great pride and delight that we welcomed a gathering of city officials from across the EU as part of the Eurocities Knowledge Society Forum's (KSF) Summer Conference the other week to tell them of our successes in research, technology deployment on behalf of democracy and most important of all in software and other knowledge based sales (and jobs). Delegates were hosted by Belfast City Council and heard how the city is a trailblazer of technological excellence and cyber security, capitalising on its infrastructure to transform the city and allowing it to compete economically with the best across the world.

Among the amazing facts that people learned was that already 1/3 of the software that powers Wall Street List originates in Belfast. Similarly we discovered that many of our manufacturers are directly serving the world's tier one makers of planes, cars etc. through secure fibre links. At the same time, our creative industries are expanding to meet insatiable global demand for quality content.

Some of the world's largest technology companies are turning their eyes to Belfast for the strategic acquisition of local technology companies. These include IBM, which has acquired Intelliden and Q1, HP, who purchased Autonomy Meridio, NYSE who acquired Wombat and Kofax, who bought Singularity.

A recent report spells out the opportunity to harness the power of this infrastructure through the full exploitation of cloud computing. Whisple Cloud Services suggest that we could benefit from a further 16,000 jobs as a result of accelerating the development of cloud computing, built on what is recognised

now as one of the best digital platforms in the world.

When it comes to cyber security itself we boast a UK centre of excellence at ECIT which has links to all big players in the world. ECIT manages four technology clusters in Secure Digital Systems, Digital Communications, Speech & Vision Systems, High Frequency Electronics and is home to CSIT, the UK's lead Innovation and Knowledge Centre for cyber security research. It played host just last week to a Knowledge Transfer Partnership information event to promote how companies can collaborate to access the £13m funded KTP programme for Northern Ireland. I hope many of you will participate in this brilliant scheme to embed the latest cyber-security in your company.

The Eurocities conference followed a launch bid by Belfast City Council to make Belfast one of the most advanced and super-connected cities in Europe for ultrafast broadband and widespread WiFi provision by 2015. Belfast has been named by Westminster's Department of Culture, Media and Sport as one of ten cities to receive funding as part of its Super Connected Cities initiative with guaranteed funding of £6m. But a further £7.7m is on the table if we can demonstrate that there is a demand for better broadband connections in the Belfast City Council area. Businesses, communities and residents are being urged to back the bid by registering support through completion of an online survey here www.belfastcity.gov.uk/superconnected/index.asp. I really think each of us needs to consider lending our personal support to this endeavour. Digital connectivity can make us centre of the world rather than a periphery of Europe.



Q1B £200m boost to Belfast and province

Publication: Irish News

Date: Wednesday, June 20, 2012

Page: 37

Extract: 1 of 1

Circulation: 41,932

Author:

Headline: City Hall to host seminar



City Hall to host seminar

DELEGATES from across Europe meet in Belfast City Hall today for a major seminar to promote the city as a trailblazer of technological excellence. The Eurocities Knowledge Society Forum's (KSF) summer conference, organised by Belfast City Council, will look at the significant role of the city's cyber-security infrastructure in transforming it to compete economically with others across the world. The conference will include talks from Dr Norman Apsley from the Northern Ireland Science Park, Dr Sinclair Stockman from Digital NI 2020, Jim Gamble from Ineqe, Ingrid Goetzl from the Eurocities KSF and John McCanny from ECIT. Enterprise minister Arlene Foster will also speak.

Publication: Andersonstown News

Date: Saturday, June 30, 2012

Page: 67

Extract: 1 of 2

Circulation: 14,598

Author:

Headline: Conference to promote Belfast as trailblazer of 'tech' excellence



Conference to promote Belfast as trailblazer of 'tech' excellence

Businesses and residents urged to back a bid to make Belfast a 'super connected' city

DELEGATES from across Europe met in Belfast last week for a major conference to promote the city as a trailblazer of technological excellence.

The Eurocities Knowledge Society Forum's (KSF) Summer Conference was organised by Belfast City Council and examined the significant role of the city's cyber security infrastructure in transforming it to compete economically with others across the world.

The conference at City Hall was opened by the Lord Mayor of Belfast, Alderman Gavin Robinson, and included talks from Dr Norman Apsley from the Northern Ireland Science Park, Dr Sinclair Stockman from Digital NI 2020, Jim Gamble from Inege, Ingrid Goetzl from the Eurocities KSF and John McCanny from ECIT. The Enterprise Minister Arlene Foster also spoke at the conference.

The EU delegates from countries including Belgium, Austria, Spain, Germany, the Netherlands, Sweden and Estonia also visited the Northern Ireland Science Park, Titanic Belfast, University of Ulster, CITI, BT NI and Eircom NI headquarters as part of their two-day trip to the city.

Welcoming the delegates to Belfast, the Lord Mayor Alderman Gavin Robinson, said: "The Eurocities Knowledge Society Forum Summer Conference will tell the story of Belfast's transformation and it is fitting that our story begins here at City Hall and ends at Titanic Belfast.

"When the Titanic was built, in 1912, Belfast was a highly motivated, wealthy and industrious city on the cutting edge of technology and advancement.

"In 2012, we are once again a city at the forefront of innovation and change.

"Belfast is re-creating its image and forging a new reputation as a trailblazer of technological excellence in the field of cyber security and we are keen to show how this is enabling us to achieve economic success by attracting businesses from across the world to our city.

"This conference provided a platform for a meaningful exchange of learning and networking as well as the chance to explore the potential for future joint working and collaboration in the field."

The conference follows a launch bid by the council to make Belfast one of the most advanced and super-

connected cities in Europe for ultrafast broadband and widespread WiFi provision by 2015.

Belfast has been named by Westminster's Department of Culture, Media and Sport as one of ten cities to receive funding as part of its Super Connected Cities initiative with guaranteed funding of £6 million.

But a further £7.7 million is on the table if it can be demonstrated that there is a demand for better broadband connections in the Belfast City Council area and businesses, communities and residents are being urged to back the bid by registering support through completion of an online survey.

Minister Arlene Foster said: "As Enterprise Minister, I am very aware of the importance of robust cyber security, both in terms of the security of the citizen, of government and of businesses.

"However I am also aware that this provides us with significant opportunities as well.

"As our globalised world continues to become ever more dependent on the secure transmission of data, that also provides opportunities for highly connected regions such as Northern Ireland to become centres of commercial as well as research expertise in cyber security.

"Through initiatives such as Eurocities and the Enterprise Europe Network, Northern Ireland businesses, researchers and government can form the partnerships with which to develop a knowledge based economy with innovation at its heart."

Publication: Andersonstown News

Date: Saturday, June 30, 2012

Page: 67

Extract: 2 of 2

Circulation: 14.598

Author:

Headline: Conference to promote Belfast as trailblazer of 'tech' excellence



The Lord Mayor of Belfast Alderman Gavin Robinson was joined by the speakers of the Eurocities Knowledge Society Forum's (KSF) Summer Conference in City Hall. He's pictured with Dr Norman Apsley, Chief Executive of the Northern Ireland Science Park; Ingrid Goetzl, Chair of the Eurocities KSF; Professor John McCanny, Director of ECIT; Jim Gamble, Chief Executive of Inaqe and Dr Sinclair Stockman, Executive Director of Digital NI 2010



Belfast City Council

Report to:	Development Committee
Subject:	Response to York Street Interchange proposals
Date:	16 th October 2012
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

1	Relevant Background Information
1.1	The Department for Regional Development (DRD) Roads Service presented options for the proposed York Street interchange to Development Committee on the 27 June 2011 as part of a public consultation process. Following a request for further information from Roads Service, a report to consider the potential implications arising from the four options was presented to Committee on the 21 st August 2012. It was agreed that a cross-party working group would be established to examine whether a consensus could be reached in respect of the Council's preferred option for York Street Interchange. A meeting of the cross party working group took place on the 8 th October 2012.

2	Key Issues
2.1	<p>Details on the four options were previously presented to Committee and are summarised below:</p> <p>Option A</p> <ul style="list-style-type: none"> • Movement between the M2 and Westlink will be via underpasses below ground level and Westlink to M3 movement also via an underpass • The M3 to Westlink movement will remain signalled controlled • All slip roads at Clifton Street remain open • This option is the lowest cost of approximately £72m <p>Option B</p> <ul style="list-style-type: none"> • Movement between M2 and Westlink (southbound) via a new bridge over existing Lagan Road and Dargan Rail bridges, which will be approximately 18 metres above existing ground level. • Movement between Westlink and M2 (northbound) and Westlink to M3 (eastbound) will be via an underpass below existing ground level and under

	<p>new York Street bridge.</p> <ul style="list-style-type: none"> • Movement between the M3 to Westlink (westbound) will be via new bridge over York Street. • All Slip roads at Clifton street remain open • This option has the highest estimated cost at approximately £100m. <p>Option C</p> <ul style="list-style-type: none"> • Movement between M2 and Westlink will be via underpasses below existing ground level underneath a new York Street bridge and existing Lagan Road and Dargan Rail Bridges • Westlink to M3 movement will be via an underpass below existing ground level and new York Street bridge. • All slip roads at Clifton Street remain open • The cost is approximately £98m <p>Option D</p> <ul style="list-style-type: none"> • Movement between M2 and Westlink will be via new bridges over existing Lagan Road and Dargan Rail bridges, approximately 18 metres above existing ground level • Westlink to M3 movement via traffic signal controlled junctions at York Street • Nelson Street and M3 to Westlink movement via new bridge over York Street • M2/M3 bound on-slip from Clifton Street closed, all other slip roads at Clifton Street remain open • The cost approximately £95m
2.2	<p>The following issues were considered in more detail at the cross party working group meeting:</p> <ul style="list-style-type: none"> • Option A & D will have signalled controlled junctions at York St for traffic moving from the Westlink to M3 which will result in an interruption to the traffic flows for this route. • Options B and D propose separate flyovers which will be 18 metres above ground level. These options may have greater potential impact on the surrounding communities in terms of their visibility and the raised road profile adjacent to the Henry St and Portland Place communities however, the proposed separate flyovers in Options B and D will potentially have less land take than the underpasses. • Option A and C propose the movements between the strategic roads via underpasses which would have a very much reduced visual impact but have potential to cause increased severance from the city centre for the communities in the north of the city. • The M2/M3 bound on-slip from the Clifton Street junction will be closed under proposals for Option D.
2.3	<p>Preferred options</p> <p>In the consideration of all the options the cross party working group suggested that Option B or C offered the most effective solution in terms of enhanced connectivity for the strategic road network. In relation to the identification of a preferred option, the working group agreed that DRD should consider measures to ensure land in the vicinity of the new road infrastructure is considered for public realm improvements, potential development opportunities or for the enhancement of pedestrian or cycling</p>

	connections. The issue of 'left over' or surplus land resulting from the proposed development should be assessed at this stage and considered for regeneration opportunities to maximise the potential benefit for the city.
2.4	The Forum for Alternative Belfast proposed a modified version of Option C as the preferred option. Their proposals include the introduction of covered sections for the new underpass elements and the introduction of new building blocks alongside the proposed road infrastructure. The objectives for this approach are to introduce additional development to shield existing areas from potentially negative impacts and improve pedestrian connectivity. Whilst the Council would support the principles of identifying new development opportunities and improved connectivity as outlined in previous reports there has not been the opportunity to assess the potential costs or viability of the proposals. Details of the FAB proposal is outlined in Appendix 3.
2.5	Based upon air quality modelling data, the Health and Environmental Services Department indicated that Option B could provide for the greatest potential for improvements in ambient nitrogen dioxide levels for residents living directly adjacent to the A12 Westlink in locations such as Great and Little George's Streets. These conclusions are based upon the limited air quality modelling data provided to the Council by Roads Service and its consultants. The full response relating to air quality is outlined in Appendix 2.
2.6	In the consideration of all the options it is suggested that the Council would recommend Option B or C in terms of the enhanced connectivity for the strategic road network. However, the Council would seek assurance from DRD that any new road infrastructure is designed to improve connections to the north of the city and improve conditions for pedestrians and cyclists. This would include consideration of the potential to actively use spaces below the flyover in Option B or cover some of the proposed cut sections in Option C. The final designs should also consider the potential for reallocation of surplus road space within the surrounding network and opportunities for the redesign of the Dunbar Link. A draft response containing proposed Council's comments relating to Option B & C is outlined in Appendix 1

3	Equality and Good Relations Considerations
3.1	No considerations.

4	Recommendations
4.1	Recommendation that the Committee agree to submit comments relating to Option B & C as the basis for a response to the Department for Regional Development.

5	Decision Tracking
	Submission of an agreed response following consideration and agreement of the Committee.

6	Key to Abbreviations
	DRD – Department for Regional Development

7	Documents attached
	Appendix 1: Proposed response Appendix 2: York Street Interchange Air Quality Assessment Comments. Appendix 3: FAB comments relating to the York Street interchange

Appendix 1

Councils Draft comments on York Street Interchange proposals

The Council considers that Option B or C offered the most effective solution in terms of enhanced connectivity for the strategic road network. In relation to the identification of a preferred option, the Council would recommend that DRD should consider measures to ensure land in the vicinity of the new road infrastructure is considered for public realm improvements, potential development opportunities or for the enhancement of pedestrian or cycling connections. The issue of 'left over' or surplus land resulting from the proposed development should be assessed at this stage and considered for regeneration opportunities to maximise the potential benefit for the city.

The Council would recommend that DRD work with other agencies to ensure a joint approach to the assessment of the regeneration impact of land associated with the transport proposal. Opportunities to create employment uses and attractive and safe open space that contribute to the regeneration of this part of the city should be maximised. This proposal is particularly important given the location within the inner city directly adjacent to a number of existing city neighbourhoods.

The proposal in Option A & D to retain signalled controlled junctions at York St for traffic moving from the Westlink to M3 which will result in an interruption to the traffic flows for this route. With the high level of investment proposed, the Council considers that continuation of such interruptions in traffic flows between the strategic roads should be removed. The proposal to close slip road access in Option D is also not supported.

The Council would recommend that the final road infrastructure in addition to improvements to the strategic network also enhance connections to the north of the city and improve conditions for pedestrians and cyclists. This should include consideration of the potential to actively use spaces below and adjacent to the proposed flyover infrastructure as well as the potential to partially cover the proposed cut sections.

There are a number of proposed developments in the vicinity of the road infrastructure proposals that could be affected. The Council would recommend that in taking forward the preferred option, the proposal takes account of the proposed development in the area, such as the proposed UU campus development on York Street are included. The major upgrade to the strategic road network will have implications for local traffic movements in the north of the city and the accessibility of the new campus. Any increase in the efficiency of the proposed junction arrangements at the York Street interchange should be used to deliver positive impacts for the northern city centre area and surrounding communities. The potential for surplus road space within the surrounding network should be explored in relation to the opportunities for the redesign of the Dunbar Link. The reduction in road space could contribute to enhanced connectivity within the city centre and the integration of the areas to the north of the Frederick Street Dunbar Link axis.

Appendix 2

York Street Interchange Air Quality Assessment Comments.

Members will be aware that the Department for Regional Development Roads Service has brought forward proposals to address the traffic bottleneck that exists at the junction of the A12 Westlink, M2 and M3 motorways where they bisect York Street.

As part the public consultation process that commenced in June 2011, Roads Service has sought views on four preliminary engineering options that involve the construction of a series of overpasses and underpasses near to Great George's Street, York Street, Corporation Street and Nelson Street. This area of the city has been used historically for industrial activities but it has the potential to be regenerated for residential housing, commercial and other uses, assuming sympathetic local environmental conditions. Indeed, the council is aware that a range of residential planning applications has already been approved for this locality and that a number of other residential and commercial planning applications are pending. Moreover, this area functions as the main access route to the city for commuters travelling from the north via the M2 Motorway and from the east of the province. For this reason, it is considered important that its redevelopment reflects the council's wider vision for city regeneration, as well as supporting forthcoming local landmark development projects such as the Royal Exchange, the University of Ulster Belfast Campus and the proposed City Quays development at Clarendon Dock. Finally, it should be noted that numerous residential premises are situated already near to the A12 Westlink in areas such as Great and Little George's Streets. Accordingly, Elected Members directed that, in reviewing the four preliminary road options for this location, officers should consider the overall sustainability of each option to take account of local social, economic and environmental impacts.

Members are advised that, as part of its statutory environmental protection obligations for the city, the council has completed a series of reviews and assessments of local air quality under the auspices of Part III of the Environmental (Northern Ireland) Order 2002. The most recent review and assessment confirmed that levels of nitrogen dioxide, associated principally with road transportation, continue to exceed both national and European health-based standards for air quality along the M1 Motorway and A12 Westlink corridor. This situation has recently necessitated a joint Department for Environment, Food and Rural Affairs (Defra) and DoENI application to the European Commission for a 5-year derogation to the compliance date for achieving nitrogen dioxide limit values for the Belfast Metropolitan Urban Area. If accepted, the revised compliance date for achieving European Commission nitrogen dioxide limit values for the Belfast area will be 1 January 2015. Accordingly, the council is keen to ensure that the proposed interchange proposals do not lead to a worsening of air quality near to York Street, thereby leading potentially to infraction proceedings by the Commission and restricting the type of the redevelopment that can occur at this location.

As highlighted previously, Roads Service published four preliminary options as part of the public consultation exercise but did not complete an environmental impact assessment for each option. For this reason, the council has been unable to provide a comprehensive consultation response to Roads Service to date that addresses our environmental concerns. Accordingly, council officers requested that Roads Service undertake an air quality impact assessment for each of its engineering options in accordance with the provisions of the Design Manual for Roads and Bridges and government local air quality management technical guidance including LAQM.TG(09). Council officers met with representatives of Roads Service on 2 April 2012 to review the outcome of this air quality impact assessment.

The air quality impact assessment suggests that in 2020, when the road reprofiling is assumed to be complete, nitrogen dioxide levels will comply with both national and European annual mean air quality standards at all receptors. However, the assessment appears to have taken account only of existing residential receptors and, therefore, it has failed to consider the impact of, and upon developments that have already been granted planning

permission, or those with pending applications for this location. By way of example, it is understood that the assessment has not considered the impact of the new University of Ulster Belfast campus at York Street, which will provide facilities for around 15,000 students or the impact of the proposed road reprofiling on approved residential premises to be located between Corporation Street and Nelson Street. In assessing the impact of the four road options, the report has characterised the impact on air quality as a large, medium or small improvement, a small, medium or large worsening, or an imperceptible change.

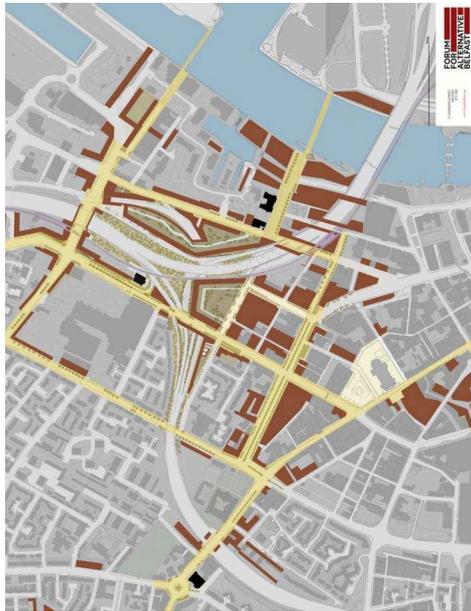
Unfortunately, the format of the air quality impact assessment report did not appear to comply fully with government technical guidance and, in addition, the impact of the proposed road revisions on a number of air quality standards for nitrogen dioxide and particulate matter were not made available to council officers. Accordingly, the council's air quality officer subsequently contacted Roads Service and its consultants to highlight the abovementioned omissions and to request clarification. The council received a response by email from Roads Service on 11 May 2012, although the response related principally to technical aspects of the air quality assessment process and did not provide additional information regarding projected air pollution levels. The Roads Service did indicate, however, that more detailed air quality modelling results would be included in the published 'Options Appraisal: Local Air Quality Report' which, it is assumed, will form part of the 'Stage 2 Preferred Options Report'.

Accordingly, from the air quality modelling data and referring to the four road reprofiling scenarios, Options A and C are both expected to result in a small improvement in annual mean nitrogen dioxide levels along Great and Little George's Streets during 2020, a small worsening along Garmoyle Street and an imperceptible impact at all other locations. Option B will result in broadly similar reductions in annual mean nitrogen dioxide levels to Options A and C but will deliver a marginally better improvement along Little George's Street. Finally, Option D will result in a medium improvement in annual mean nitrogen dioxide levels along Little George's Street in 2020 but will cause a worsening along North Queen Street, Brougham Street and at Nelson Street.

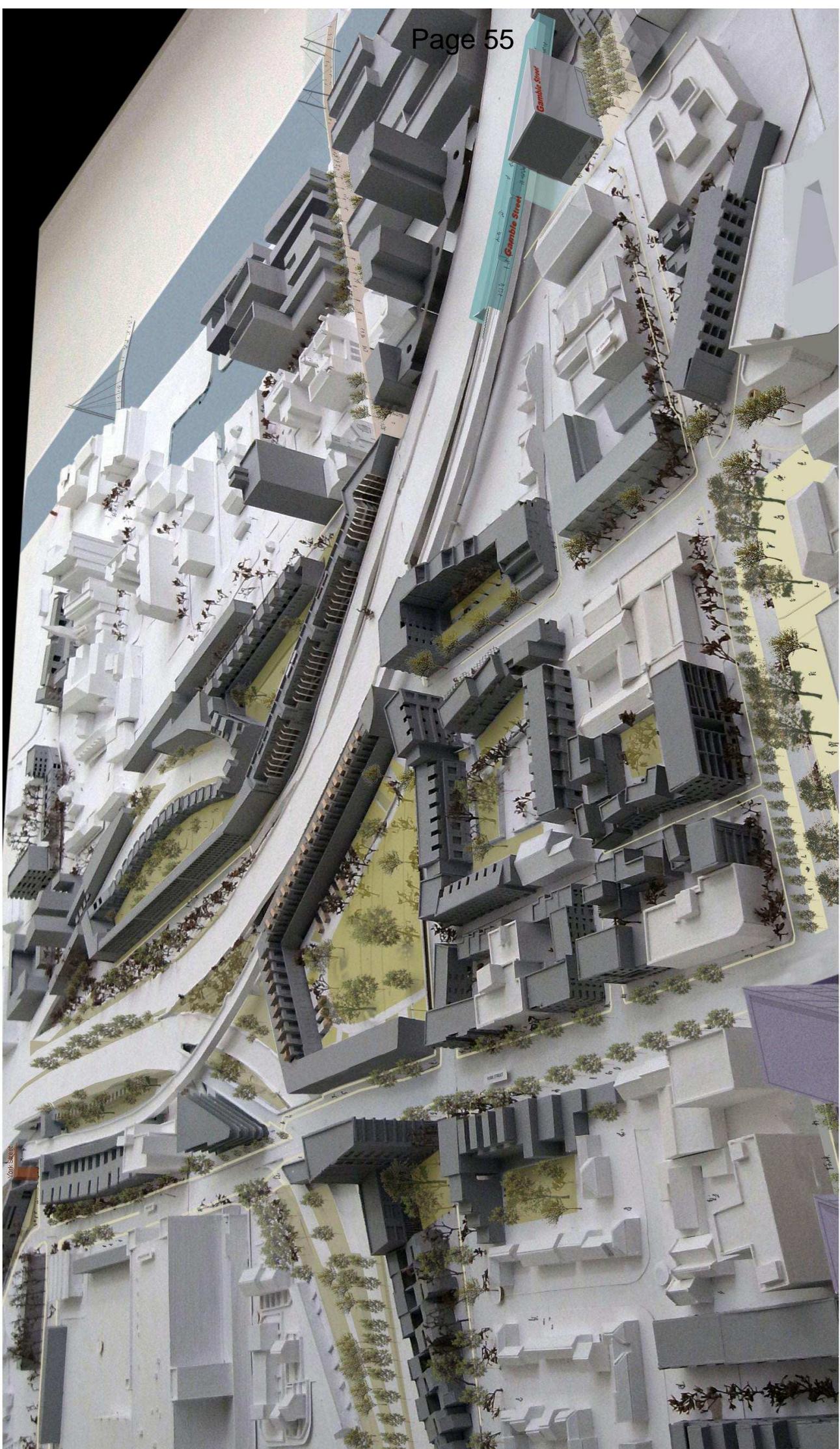
In conclusion, and based upon air quality modelling data provided to the council to date, it appears that Option B will provide for the greatest improvements in ambient nitrogen dioxide levels for residents living directly adjacent to the A12 Westlink in locations such as Great and Little George's Streets. However, rerouting of road traffic will also result in a small worsening in nitrogen dioxide levels along Garmoyle Street for Option B. These conclusions are based upon air quality modelling data provided to the council by Roads Service and its consultants. Therefore, it is understood that the data is not reflective of the impact of forthcoming local developments such as the University of Ulster Belfast Campus or Royal Exchange. In addition, the air quality assessment does not appear to have characterised the impact of the proposed road reprofiling on the potential for regeneration of the 'Little Italy' area, which is centred on Little Patrick Street, and its environs.

Appendix 3
FAB proposals on a modified version of Option C

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York Street Interchange the '6 Links' development model 1-400

11 LOMBARD STREET
BELFAST
BT1 1RB

www.forumbelfast.org

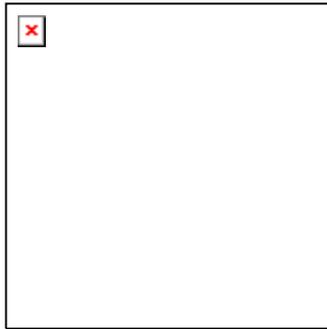
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Belfast City Council

Report to:	Development Committee
Subject:	B-Team – Feedback Belfast Brownfield Days - recommendations
Date:	16 October 2012
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officer:	Shirley McCay, Head of Economic Initiatives, ext 3459

1.	Relevant Background Information
1.1	Belfast City Council is the Lead Partner in the ERDF funded INTERREG IVC project B-Team. The B-Team project brings together specialists in Brownfield regeneration from different countries to exchange knowledge contributing to improved developments and enhanced regional policies focussing on the resolution of practical challenges on case study sites in the partners' countries.
1.2	The partners include Dublin (Ireland), Sevilla (Spain), Oulu (Finland), Dresden (Germany), Ruda Slaska (Poland), Hajdu-Bihar (Hungary), Torino (Italy) and Vilnius (Lithuania).
1.3	The support and exchange of technical knowledge takes place during "Brownfield Days" events with the experience and practical approaches discussed and disseminated to a broader public at European Dissemination Events. The last of these events will be the final conference that will take place 7 – 8 November 2012 in Sevilla/Spain.
1.4	The Brownfield Days in Belfast took place 10 – 13 September 2012 and were attended by representatives of the partner cities, BCC officers and elected members as well as representatives of other organisations such as InvestNI, BCCM and DSD.

2.	Key Issues
2.1	As previously outlined the Brownfield Days (BDs) are focussed on the progression of work on case study examples/Brownfield sites with specific issues or challenges. The sites form the basis of examination and discussion with the European partners. In advance of the BDs for Belfast the Council has worked with the partners to identify the main issue in the redevelopment of Brownfields and assemble an information pack

	describing the local issues/regional context. This profile was studied by each participant in advance of their BDs participation.
2.2	<p>Based on consideration of the priorities in the Investment Programme, wider Brownfield challenges and discussion with the European partners three topics/sites were identified for exploration during the Brownfield Days:</p> <ul style="list-style-type: none"> - <u>Topic 1</u>: Tackling city centre Brownfields and bring back life in vacant spaces (vacant city centre sites) - <u>Topic 2</u>: Stimulating socio-economic activities in former industrial areas while involving surrounding communities (Springvale / Forth River) - <u>Topic 3</u>: Dealing with constraints issues and balancing site aspiration (environmental, market value, planning, community) (Northern Fringe / Gasworks)
2.3	The BDs in Belfast presented the opportunity for the Council to benefit from the expertise of the other European partners in the field of Brownfield regeneration and to work towards innovative solutions for problematic Brownfield sites. At the last day of the BD there was a feedback session about the findings of the workshop days to which Members were invited
2.4	The policy recommendations, where possible, should be adopted and implemented to change or influence the planning processes of the host partner through the signing of a "Brownfield Pledge" (BP). This pledge would seek to commit the partner to improvements regarding their policies or approach to future activity. Following approval of a pledge for Belfast the Council will receive a further €15,000 European funding to support the initiation of a specific action or the changes suggested thereby progressing the regeneration of a case study site. The resources can be used for a study, the organisation of an event, consultations, direct works or similar activity related to the case studies.
2.5	<p>In broad terms the B-Team partners, through their initial feedback, recommended the following strategies:</p> <p>Group 1 City Centre</p> <ul style="list-style-type: none"> - City Council leadership- active participant in driving change: <ul style="list-style-type: none"> • Sustainable urban living –mixed use, new communities • Bringing the vacant space to the potential user - Incentives to attract desirable uses (rate-rebates) - Use flexible lease agreements and more flexible planning policy at the micro scale to reduce vacancy e.g. Market traders and start up businesses - Macro retail policy in order to protect City Centre. - Review of parking policy city wide to make land available for other uses where possible. - Identification and management of the brownfields throughout the city centre through strategy or policy - Branding and communication to promote sites.
2.6	<p>Group 2 Springvale /Forth River</p> <ul style="list-style-type: none"> - Leadership and the need to consider the site as a whole - Engagement & participation - Active, inclusive and open principles for development - Synergies and mixed use - Focus on the provision of investment & employment opportunities - Consideration of branding & communications to give the site a local identity - Increased opportunity for connectivity into and through the site

<p>2.7</p>	<ul style="list-style-type: none"> - The potential for social clauses so secure local benefit <p>Group 3 Northern Fringe Gasworks</p> <ul style="list-style-type: none"> - Need to focus on defined community needs (not only wants) - Integrate environmental issues with land use planning early in the process - Clear and ongoing communication with all interested parties in relation to the risks and the potential - Education of developer(s) around the potential for development on more challenging sites - Potential for international architectural design competition to drive innovation
<p>2.8</p>	<p>These recommendations together with the site specific proposals will be drafted together in the Brownfield Pledge – the commitment of the Council to improve its procedures. Following more detailed feedback from the Partners this Brownfield Pledge will be brought back to Committee for approval.</p>

<p>3.</p>	<p>Resource Implications</p>
<p>3.1</p>	<p>There are no additional resource implications arising from the EU funded INTERREG IVC initiative. Following approval of the pledge the Council will receive a further €15,000 to support the initiation of a specific action or change suggested to progress the regeneration of a case study site.</p>

<p>4.</p>	<p>Equality and Good Relations Considerations</p>
<p>4.1</p>	<p>There are no Equality and Good Relations Considerations attached to this report.</p>

<p>5.</p>	<p>Recommendations</p>
<p>5.1</p>	<p>The Committee is requested to:</p> <ul style="list-style-type: none"> - note the recommendations from the B-Team partners following the Brownfield Days in Belfast and opportunity to use European expertise to address the challenges in Belfast;

<p>6.</p>	<p>Decision Tracking</p>
<p>There is no decision tracking attached to this report.</p>	

<p>7.</p>	<p>Key to Abbreviations</p> <p>ERDF – European Regional Development Fund BDs – Brownfield Days BP – Brownfield Pledge</p>
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Belfast City Council

Report to:	Development Committee
Subject:	Urban Regeneration Conference
Date:	Tuesday, 16 th October, 2012
Reporting Officer:	Mr. Barry Flynn, Democratic Services Officer (ext. 6312)
Contact Officer:	As above.

Relevant Background Information

Notification has been received from agendaNi regarding a seminar which will examine urban development and economic regeneration within the Northern Ireland context. The half-day seminar will take place in the MAC, Belfast, on Tuesday, 20th November.

Key Issues

The seminar will examine themes related to urban regeneration within the Northern Ireland context and the role which towns and cities play as catalysts for economic regeneration. Issues such as the current high level of vacant shop units within Belfast will be examined with a view to identifying innovative solutions to address the challenges posed by the economic downturn. In addition, models of best practice will be studied to identify how the private and public sectors can work together to promote economic development.

In addition, the seminar will be addressed by a range of prominent local speakers who will examine matters relevant in light of the Review of Public Administration. Other issues which will be addressed include tourism and the urban economy; the future growth of Belfast; the role of the community consultation in urban renewal and the future role of the public sector in regeneration.

Seminar Costs

The cost per delegate of attending the seminar will be £175.00.

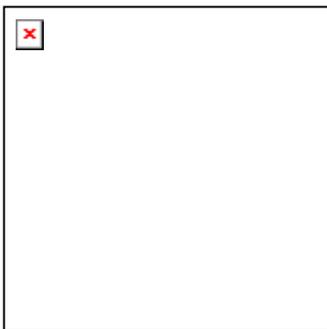
Recommendation

It is recommended that any Member of the Committee be authorised to attend the seminar and that the costs associated will be met from within the budget allocated for Personal Development Plans.

The Committee's authority is sought also to approve the attendance at the seminar of the Director of Development and the Democratic Services Manager (or their nominees).

Documents Attached

The seminar flyer is appended for information.
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Report to:	Development Committee
Subject:	Establishing a Members and Officer working group to support the design of the Belfast Community Investment Programme (BCIP)
Date:	16 October 2012
Reporting Officer:	John McGrillen, Director of Development ext 3470
Contact Officers:	Catherine Taggart, Community Services ext 3525

1	Relevant Background Information
1.1	As Members are aware the ' <i>Building Better Communities - Belfast Community Investment Programme</i> ' (BCIP) will bring together all of Community Service's existing grant schemes and combine them with Belfast Regeneration Office's Neighbourhood Renewal funding for community development and the Voluntary and Community Unit's Community Investment Fund to create a single fund in excess of £5 million which will be directly managed by the council.
1.2	The fund, which is expected to run from April 2014, will provide a single approach to public sector support for Belfast's community development infrastructure and ensure that it is capable of having a positive and measurable impact in communities.
1.3	Committee considered a progress report against the agreed project plan at the September meeting and agreed to a workshop for all Members on the outcomes of the programme. A date is to be agreed.

2	Key Issues
2.1	During the project progress discussion, members asked that further consideration be given to the best mechanism to ensure on-going Member engagement in the project. There was a general consensus that there would be value in establishing a joint Member Officers working group which would meet at

2.2	<p>a number of key points during the life of the BCIP project. This would ensure on-going political input into the development of the new programme.</p> <p>It is suggested that each Party would nominate a representative to sit on the group. BCC officers would be drawn from BCIP's Inter Agency Delivery Group. Development Department officers would provide secretariat support and a terms of reference will be drawn up to support the working of group..</p>
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3	Resource Implications
3.1	<p>The project will continue to call upon officer support from across the Council with a particular emphasis on support from Development Department and its Community Services section. It should be noted that both BRO and VCU are committing substantial staff resources to the delivery of the project.</p>

4	Equality and Good Relations Considerations
4.1	<p>The project plan for the BCIP includes a commitment to EIAQ screening and the completion of a public consultation on the proposals. Following this work the Equality and Good Relations implications are expected to be identified</p>

5	Recommendations
5.1	<p>Members are asked to:</p> <ol style="list-style-type: none"> 1. To agree to the formation of a councillor/officer group. 2. To propose party nominations to serve on the group.

6	Decision Tracking
	<ul style="list-style-type: none"> - Officer Responsible: John McGrillen - Catherine Taggart to implement actions in line with the BCIP project plan

7	Key to Abbreviations
	<ul style="list-style-type: none"> - BRO - Belfast Regeneration Office - BCIP – Belfast Community Investment Programme - DSD - Department for Social Development - VCU - Voluntary and Community Unit

8	Documents Attached
	<p>There are no documents attached to this report.</p>



Belfast City Council

Report to:	Development Committee
Subject:	Play Resource Centre: Invitation
Date:	16 October 2012
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officer:	Catherine Taggart, Community Development Manager,

1	Relevant Background Information
1.1	Play Resource is the centre of creativity, based in Belfast with membership open to groups across Northern Ireland. They collect waste materials from industry and recycle it into a free source of arts, play and creativity for children and young people. They are a charity who provide a unique package of resources, training, and outreach programmes that support the development of children and young people through creative play. Membership is open to any group working with children, young people and community groups.
1.2	Play Resource also provide a shop with arts materials at reduced costs for members.
1.3	Community Services has a strong relationship with Play Resource through our community and play centres accessing materials, availing of training opportunities and the use of their training room for summer scheme training.
1.4	Play Resource receives funding from Belfast City Council through the Community Services capacity grant funding stream.
1.5	The board of the Play Resource has a broad representation from across the Play Sector.

2	Key Issues
2.1	Play Resource would like to invite members of the Development Committee to visit the Play Resource centre so they can see, at firsthand, the work of Play Resource.
2.2	As the largest such play resource centre in the UK and the only one in Ireland, they have become a very successful social enterprise with a turnover of £600,000 and a resource which is well used by the vast majority of children's groups in greater Belfast. (Over 1,500 schools, youth clubs, community centres, churches, etc. are members).

2.3	This year marks their 10 th year anniversary in the purpose built premises in Duncairn Gardens. They are currently fitting a new mezzanine floor which will offer an additional 3,000 square feet of flooring space and enable the launch of a new art & craft delivery service for members, ultimately contributing to the long term sustainability of the organisation. They already bring in around 52% of core costs from self generated revenue such as membership income, shop sales and venue hire.
2.4	Next year will be their 30 th anniversary and although they intend to organise some celebratory events around the anniversary, given their historic and proactive relationship with BCC, they wish to invite committee to visit the centre to see recent developments and to outline their development plan for the service.
2.5	This will also allow Play Resource to note the history of the organisation and record their thanks to BCC for their proactive involvement in both establishing the project and for its continuing support over the past 30years.
2.6	The initial funding for the project came from BCC Areas of Need Scheme.

3	Resource Implications
3.1	There are no resource implications.

4	Equality and Good Relations Considerations
4.1	There are no equality and good relations considerations.

5	Recommendations
5.1	The Members are asked to consider the invitation to visit the Play Resource centre.

6	Decision Tracking
Further to Committees consideration of the report:	
Time line: December 2012	Reporting Officer: Catherine Taggart

7	Key to Abbreviations
BCC Belfast City Council	

8	Documents attached
There are no documents attached to this report.	

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Belfast City Council

Report to:	Development Committee
Subject:	Consultation: DFT - Draft Aviation Policy Framework
Date:	16 th October 2012
Reporting Officer:	John McGrillen, Director of Development, ext 3470
Contact Officer:	David Purchase, Policy Officer, ext 3659

1	Relevant Background Information
1.1	Council has been asked to respond to the Department for Transport's Draft Aviation Policy Framework. The framework sets out how the Government wants the aviation sector to be a major contributor to the economy, and how it can support growth while maintaining a balance between the benefits of aviation and its costs, particularly climate change and noise.
1.2	We previously responded to a scoping exercise and are concerns at the time have been addressed in the proposed framework.
1.3	The framework is in 6 parts: <ul style="list-style-type: none"> - Chapter 1: An Executive summary - Chapter 2: Aviation's contribution to the UK economy - Chapter 3: Climate change impacts - Chapter 4: Noise and other local environmental impacts - Chapter 5: Working together - Chapter 6: Planning
1.4	A copy of the framework is attached in the appendix and full details are online: http://www.dft.gov.uk/consultations/dft-2012-35/
1.5	We received the consultation details on 26/7/12 and have to reply by 31/10/12. Copies of the framework were sent out to all departments and information from officers across council, particularly Environmental Health, have been included in the draft response in the appendix.

2	Key Issues
2.1	There are a number of specific questions on the consultation. However, responses are not required around the question of UK and International connectivity. There

	<p>will be an opportunity later during the year to comment on what, if any, new airport capacity may be required to meet the needs in the medium and long term. However, due to the importance of connections from Belfast to London, reference is made in the draft consultation response.</p>
2.2	<p>No mention is made of the issues caused by the different tax rates applied in Dublin and Belfast. The draft consultation response therefore repeats the points made in the previous scoping exercise.</p>
2.3	<p>Most of the framework is focused on the areas of greatest air traffic and investment, which are the airports in the South East of England. Although there is also a move to lessen the pressure on the South East by exploring opportunities for regional airports, including Northern Ireland (page 8, 27, 34).</p> <p>Reference has been made to Northern Ireland in the framework. In particular:</p> <ul style="list-style-type: none"> - The importance of air connectivity is recognised (page 18, 25, 26, 27, 30, 33 & 34). - There is recognition that high speed rail connectivity cannot play as big a role for Northern Ireland (page 33). - It is proposed that bilateral partners should be offered unilateral open access to UK airports outside the South East on a case-by-case basis (page 29 & 30). - Noise Action Plans (page 51) <p>The document references Masterplans. These are Airport Masterplans and should not be confused with City Masterplans such as BCC's Masterplan.</p>

3	Resource Implications
3.1	There are no resource implications attached to this report.

4	Equality and Good Relations Considerations
4.1	There are no Equality and Good Relations consideration attached to this report.

5	Recommendations
5.1	Members are asked to approve the draft BCC response to the consultation and raise any additional issues, relating to the consultation document, that they would like to be included.

6	Decision Tracking
Timeline:	31 st October 2012 Reporting Officer: John McGrillen

7	Documents Attached
<p>Appendix 1 "Draft Aviation Policy Framework." Department for Transport July 2012. Appendix 2 "Consultation Draft Response DFT Aviation Framework"</p>	



DFT Draft Aviation Policy Framework 2012

Consultation Response

Chapter: Executive summary

General Comments

Belfast City Council is particularly interested in the development of an aviation framework. The city and wider region rely heavily on our two airports to help develop tourism and attract economic investment. As the area continues to suffer more than most from the economic downturn and an ongoing over-reliance on the public sector for employment, anything that may adversely affects tourism and economic investment is of significant concern to us.

While we appreciate that the focus of this consultation is not around the question of UK and international connectivity; we must mention that there are particular flying slots, which are of strategic importance to the economic well-being of the city and the wider region, and we would strongly advocate that these are maintained. This comment relates primarily to early morning departures and late evening return flights (within permitted timetables) from the key hub airports of London Heathrow and London Gatwick.

Chapter 2: The benefits of aviation

Connectivity:

Do you agree with our analysis of the meaning and value of connectivity, set out in Chapter 2?

Yes. Though it is fairly simplistic as described. For example no recognition is given to the fact that the 'value' (both relative and actual) of the connection will vary from region to region (though the paper does discuss this in later sections 2.6-2.7). As presented, it suggests that value is being considered only in terms of the headline UK value, which will continue to overly bias policy towards the South East.

Fifth freedoms:

Do you support the proposal to extend the UK's fifth freedom policy to Gatwick, Stansted and Luton? Please provide reasons if possible.

Yes on the basis that it is monitored. If it is found to be unsuccessful it can then be withdrawn following a reasonable trial period. If it is successful it should be considered for roll out in a suitable form to other UK airports where there is demand.

Are there any other conditions that ought to be applied to any extension of the UK's fifth freedom policy to Gatwick, Stansted and Luton?

No comment.

Airports outside the South East:

Do you agree that the Government should offer bilateral partners unilateral open access to UK airports outside the South East on a case-by-case basis?



Yes.

Any other comments:

Do you have any other comments on the approach and evidence set out in Chapter 2?

The paper does not mention the effect of airport, passenger and airline taxes on competitiveness. In particular, Northern Ireland has a land boundary with the Republic of Ireland, which has a large international airport in Dublin as well as a number of regional airports. These airports operate under a different taxation regime, in particular regarding Air Passenger Duty (APD) levels. This issue is being considered elsewhere but it should also be referenced under this framework.

Different taxation rates may also become an issue if fifth freedoms are extended.

Chapter 3: Climate change impacts

Do you have any further ideas on how the Government could incentivise the aviation and aerospace sectors to improve the performance of aircraft with the aim of reducing emissions?

We appreciate the steps the Government has taken to address this issue and the difficulty of balancing the need for UK action against the potential for undermining our competitiveness against global players who may not enforce the same standards. However, we would not want the 'global problem' mentality to become an easy excuse for not pushing improvements in UK standards.

Any other comments:

Do you have any other comments on the approach and evidence set out in Chapter 3?

The evidence seems to give a reasonable overview and picks up on comments we made in response to the original scoping document.

Chapter 4: Noise and other local environmental impacts

Do you agree that the Government should continue to designate the three largest London airports for noise management purposes? If not, please provide reasons.

Agree.

Do you agree with the Government's overall objective on aviation noise?

Agree that the objective should remain to limit and where possible, reduce the number of people in the UK significantly affected by air craft noise.

Do you agree that the Government should retain the 57 dB LAeq16h contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance?

Agree that Government should retain the 57 dB LAeq 16 hr contour but should be mindful of research which indicates that significant community annoyance now occurs at lower levels.



Do you think that the Government should map noise exposure around the noise designated airports to a lower level than 57 dB(A)? If so, which level would be appropriate?

Airports which fall under the remit of the Environmental Noise Directive are already required to map their 55dBA Lden contour once every 5 years and if the government wish to acknowledge that people are annoyed by lower levels of noise than the 57dB LAeq it may be wise to use the Lden nomenclature as this is likely to be in line with future EC requirements. The Lden is also better weighted to capture night time flights.

The size of the area within the contour, the number of people living therein, the time and the number of ATM's and their associated Lmax all need to be considered when assessing the likely noise impact and annoyance.

Do you agree with the proposed principles to which the Government would have regard when setting a noise envelope at any new national hub airport or any other airport development which is a nationally significant infrastructure project?

Agree

Do you agree that noise should be given particular weight when balanced against other environmental factors affecting communities living near airports?

There is an argument to do so as noise is the environmental factor which is most often complained about by the communities surrounding airports and thus weightings should reflect this.

What factors should the Government consider when deciding how to balance the benefits of respite with other environmental benefits?

No comment.

Air Quality, fuel efficiency and the preservation of tranquil areas.

Do you agree with the Government's proposals in paragraph 4.68 on noise limits, monitoring and penalties?

Agree

In what circumstances would it be appropriate for the Government to direct noise designated airports to establish and maintain a penalty scheme?

There is merit in the introduction of a penalty scheme at all airports where there is a significant noise burden on the local community.

In what circumstances would it be appropriate for the Government to make an order requiring designated airports to maintain and operate noise monitors and produce noise measurement reports?

Designated airports should be demonstrating best practice and thus if it is deemed that noise monitors could facilitate better noise management they should be required to operate them.

How could differential landing fees be better utilised to improve the noise environment around airports, particularly at night?



By introducing higher airport fees at night and weighing them against noisier aircraft, airports would be encouraging operators to land fewer flights at night and to use quieter aircraft where possible.

Do you think airport compensation schemes are reasonable and proportionate?

Some airports have chosen perhaps as part of their planning agreement that compensation should be made available at lower levels. There would appear to be some grey area around the allocation of compensation schemes with some schools/ homes reporting that they have been assessed as applicable for compensation and then being placed on a waiting list to receive the grant.

Do you agree with the approach to the management of noise from general aviation and helicopters, in particular to the use of the section 5 power?

No comment

What other measures might be considered that would improve the management of noise from these sources?

No comment

Do you have any further ideas on how the Government could incentivise the aviation and aerospace sector to deliver quieter planes?

No comment

Do you believe that the regime for the regulation of other local environmental impacts at airports is effective?

No comment.

Do you think that noise regulation should be integrated into a broader regulatory framework which tackles the local environmental impacts from airports?

No comment.

Chapter 5: Working together

Do you think Airport Consultative Committees should play a stronger role and if so, how could this be achieved?

Belfast City Council has been actively represented on the Consultative Forum of Belfast City Airport for a number of years and has recently been invited to participate on the forum for Belfast International Airport. Attendance at these forums is a useful mechanism for identifying the economic and environmental impact of the airport on the city and the wider region and their continued existence is supported.

The additional powers for the CAA to promote access to information seem sensible and are welcome.

Is there a case for changing the list of airports currently designated to provide consultative facilities?



Of course, most airports *should* be encouraged to have a CAA but it would be sensible to develop criteria to determine if an airport *must* have a CAA or not. This should be based on factors such as the volume of air traffic, local population density etc.

Do you agree that the Civil Aviation Authority should have a role in providing independent oversight of airports' noise management?

Yes, although the role should be more about identifying good practice and providing arbitration. Of course it may be that the public would not see the CAA as neutral in this matter and regard them as being pro-aviation. Consequently an independent body may be better suited to an oversight role.

Do you agree with the Government's overall objective on working together?

We agree with the stated objective "to encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together." However, while recognising that it should be obvious, we think that it should be strengthened by adding the higher purpose. That is "to encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together to maximise the benefits from aviation whilst minimising any negative impacts." Although this may seem obvious, we think it is important as it shows that both sides are expected to collaborate to achieve each other's objectives.

Is the high-level guidance provided in Annex E sufficient to allow airports to develop local solutions with local partners?

E.2 Forecasts – This section should also provide any information that is available in relation to expected job creation and the wider economic benefits.

E.8 – the final bullet should be amended to read "Bodies representing relevant local interest groups such as walkers, cyclists, disabled people, wildlife groups, environmental groups etc.

Do you agree that master plans should incorporate airport surface access strategies?

Yes.

Do you agree that, where appropriate, the periods covered by master plans and noise action plans should be aligned?

Yes.

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