



Contents

Section	Page Number
Executive Summary	1-iv
1.0 Introduction	1
2.0 Site & planning history	1-3
3.0 Key development considerations	3-15
3.1 Ownership of the site	
3.2 Planning and policy considerations	
3.3 Implications of contamination for development options	
3.4 Traffic/access issues	
3.5 Demand/need to retain land for employment purposes	
3.6 Demand/need to accommodate social housing	
3.7 Implications of motorway noise levels for layout and design	
4.0 Report of Consultations	16-17
5.0 Assessment of Development Options	17-27
5.1 Scoping of potential uses based on suitability	
5.2 Assessment of potential uses based on viability & deliverability	
6.0 Conclusion	28-29
Appendices	
Appendix 1 - Policy PED 7 extract from PPS 4	
Appendix 2 - Submission by RSK on contamination matters	
Appendix 3 - Submission by WS Atkins on traffic/access issues	
Appendix 4 - Major employment/industrial zonings in West Belfast	
Appendix 5 - Planner's report for outline planning permission	
Appendix 6 - Submission from OKT Property Surveyors	

Feasibility Study of land use options for the former Visteon Site, Black's Road, Belfast



September 2014

Braniff Associates
Chartered Town Planners
5 Windsor Avenue North
Belfast BT9 6EL
Tel 028 90662050
info@braniffassociates.com
www.braniffassociates.com



ATKINS





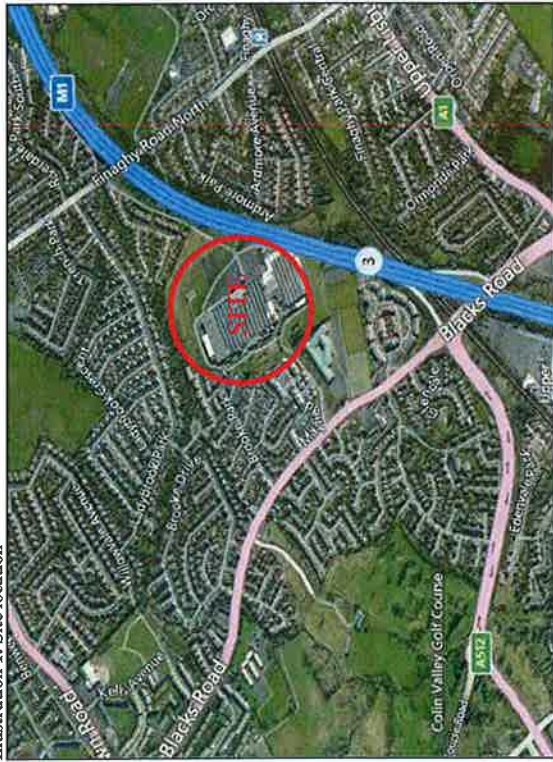
Executive Summary

This Feasibility Study is prepared on behalf of Belfast City Council by a multidisciplinary team including **Braniff Associates** Town Planning Consultants, **RSK** Environmental Consultants, **WS Atkins** Traffic Engineers and **O'Connor Kennedy Turtle** Property Surveyors.

The purpose of the Study is to objectively consider the feasibility of land use options for the former Visteon site on the Black's Road, Belfast from the perspective of their suitability, viability and deliverability.

The former Visteon car component factory once employed over 1,000 people. The location of the site in its urban context is shown below in Illustration 1. It is essentially surrounded by existing and approved housing, together with educational use, and is accessed from both the Black's Road and Finaghy Road North. Planning permission recently expired for a proposal for mainly housing on approximately half of the site (Application Refs: Z/2006/2339/O & Z/2008/0803/RM.).

Illustration 1: Site location



On the 9th September 2014 the zoning status of the site as unzoned white land was confirmed by DOE Planning via its formal adoption of the Belfast Metropolitan Area Plan 2015 (BMAP). As a result, it is now confirmed that it is no longer designated as an Area of Existing Employment, as previously proposed under draft BMAP. In this regard, there is no longer a presumption under planning that only employment uses should be developed on this former industrial site. Rather, the site can be developed for non-employment purposes if it satisfies a number of planning considerations outlined in Planning Policy Statement 4 entitled Planning and Economic Development (PPS 4).

Under PPS 4 a range of land uses can be considered feasible for this site. Indeed, judging by the experience of the former Bass Ireland site on the Glen Road, this can also include mainly residential use. Following an initial scoping investigation into the **suitability** of land uses for the site, the Feasibility Study identified the following possible land use options for its future development.

- (1) all industry/business use;
- (2) all residential use; and
- (3) a number of sub-options comprising a mix of both, including:
 - (a) Primary focus on industry/business use with ancillary residential use (70:30 split of site area)
 - (b) Primary focus on residential use with ancillary industry/business use (70:30 split of site area)
 - (c) Mix of industry/business use, residential use and other uses including community building, crèche, local convenience store and nursing home (40:40:20 split of site area)

Mindful of the development options considered above, the extant planning application on the site proposes a mixed use scheme consisting mainly of housing (87% of site area) and ancillary business/community use (13% of site area). It proposes the development of 244 dwellings, 3,569 sq.m. of business space and 630 sq.m. of community space. Because it consists mainly of housing it corresponds most closely with Option 2 above.

The Feasibility Study then proceeded to evaluate the above potential land use options (1)-(3) in terms of their **viability and deliverability**. Based on indicative floor areas and unit numbers for each land use, the development value of each option was balanced against the development costs to build it. The estimated findings of the viability assessment for each of these options are summarised in Table 1 overleaf. Those land use options recording a negative development value to cost balance clearly have question marks surrounding their viability.



Table 1. Assessment of viability

Summary of viability estimates for future Land Use Options for former Visteon Site				
	Land uses	Size (Sq.Ft.)	No. of Dwellings	Development Value to Cost Balance
Option 1	All industrial/business	354,699	279	-£11,470,483
Option 2	All residential			£5,274,137
Option 3	70% Industrial/Business	248,289	84	-£6,447,097
	30% Residential			
	70% Residential		195	£250,751
Suboption 3a	30% Industrial/Business	106,410		
Suboption 3b	40% Industrial/Business	141,880		
Suboption 3c	40% Residential		112	-£7,015,406
	20% Other uses including: Community building Cretche Local convenience store Nursing Home	6,000 5,000 4,000 36,000		

It can be inferred from Table 1 that the estimated viability of the extant planning application approximates somewhere between the findings for Option 2 (circa £5m) and Option 3b (circa £0.25m).

Overall, the results of the viability assessment indicate that, given the financial circumstances surrounding the site, notably the appreciably high acquisition costs and site clearance/remediation costs incurred to date, a proposal without a substantial element of housing would not produce a positive return. This in turn implies that funding would be required to secure the viability and deliverability of development options that comprise a substantial element of industrial/business use. Consultations with potential funders indicate that no such subvention is anticipated in the immediate or foreseeable future. While this is mainly a reflection of available finances for such industrial/business uses, it is also related to the lack of a compelling market demand to justify significant investment in the site as a whole at this time and in the foreseeable future. On this matter, research for the Feasibility Study indicated that there was a reasonable availability of undeveloped employment/industrial sites in West Belfast, notably at the Fortriver Business Park and Springbank Industrial Estate.

The applicant considers that the extant planning application complies with planning policy from a number of perspectives. One of these relates to its merits in replacing the former industrial use on this unzoned land with a mixed use scheme that contains "a significant element of economic development".

There is no authoritative planning guidance on what is meant by the term "significant element". Its interpretation is a matter of planning judgement by DOE Planning and presumably could relate to both the quality and quantity of provision. Nonetheless, taking into account the scale of residential use previously permitted for development on half of the site, which was similar to the current application, together with the amount of employment space recently permitted for a mixed use scheme on the Glen Road, it would appear that the amount of employment use proposed on a site like this can be relatively modest in size. On balance, therefore, in the light of this experience and the findings of the Feasibility Study, the percentage mix of uses proposed under the extant planning application would seem to have reasonable prospects for obtaining planning permission.



Feasibility Study

1.0 Introduction

In accordance with the terms of the tender contract this Feasibility Study has been prepared on behalf of Belfast City Council by a multidisciplinary team comprising **Braniff Associates** Town Planning Consultants, **RSK** Environmental consultants, **WS Atkins** Traffic Engineers and **O'Connor Kennedy Turdle (OKT)** Property Surveyors.

The primary aim of the Feasibility Study is to consider the feasibility of land uses for the former Visteon site on the Black's Road, Belfast from the perspective of their suitability, viability and deliverability in the short, medium and long term. The Council outsourced this work in order to ensure the objectivity and impartiality of its findings.

Indirectly, the preparation of the Study can be viewed within the context of the Council's overarching strategic goal to make Belfast a better place in which to live, work, visit and invest. Specifically, the direct impetus for its preparation stems from a current planning application to provide mainly housing on this land which was formerly used for industry.

The contents of this Study are structured under the following sections:

- 2.0 Site & planning history**
- 3.0 Key development considerations**
- 4.0 Report of Consultations**
- 5.0 Assessment of Development Options**
- 6.0 Conclusion**

The research and analysis carried out in Sections 2.0, 3.0 and 4.0 helped to guide the formulation and assessment of a number of development options for the site in Section 5.0.

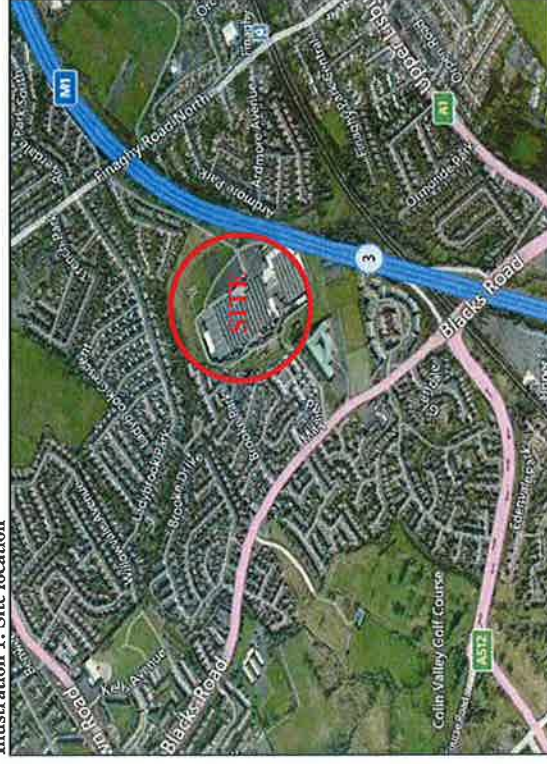
2.0 Site & planning history

2.1 The site

The site was custom designed to accommodate a car component factory that once employed over 1,000 people. It was purpose-built at a time when there was little housing surrounding it. In recent times, the level of housing in the area has increased while employment numbers

have steadily declined at the factory, culminating in its closure in 2009. The site is now closed and demolition works, including the removal of asbestos under licence, have effectively created a scene of dereliction. The location of the site in its urban context is shown below in Illustration 1.

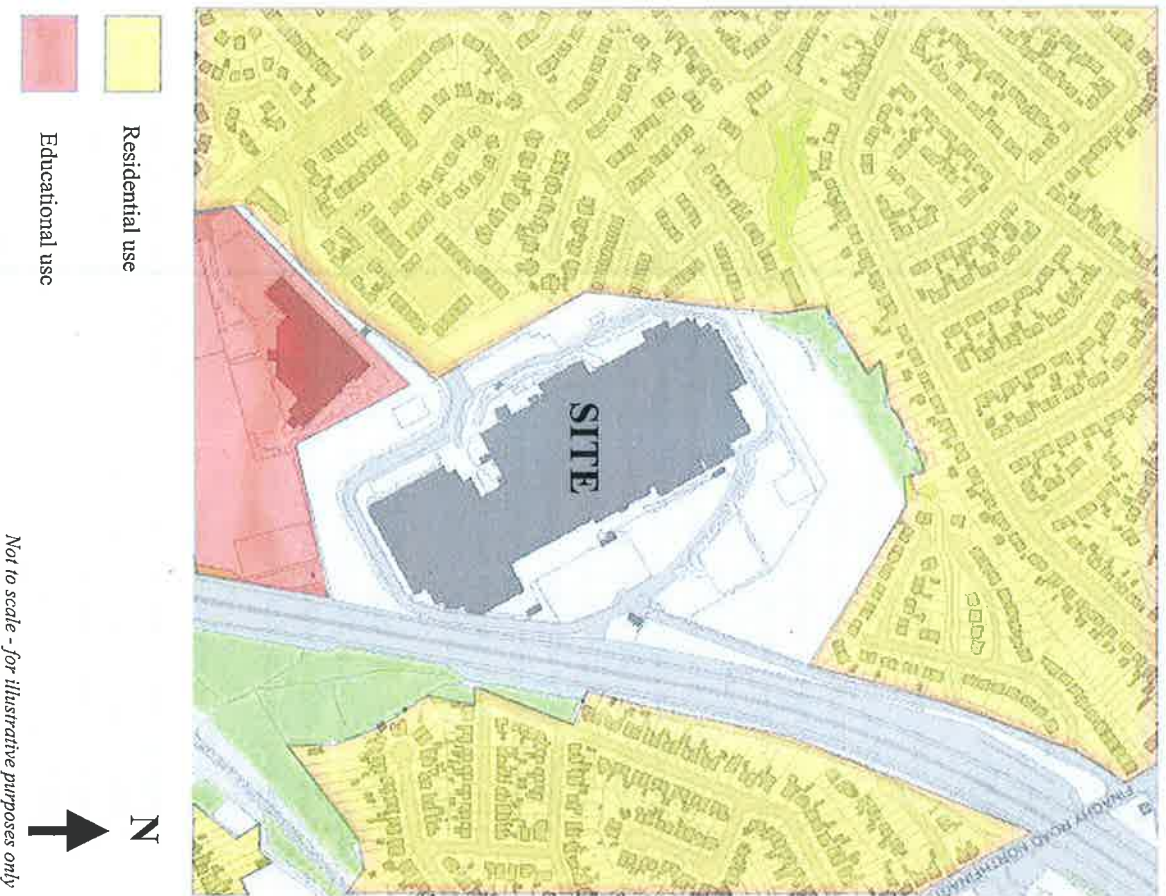
Illustration 1: Site location



2.2 Surrounding land uses

The site is essentially surrounded by housing and educational use, namely St Gerard's School and Support Services (see Illustration 2 overleaf). In addition, planning proposals exist for housing on adjacent land that was at one time in the ownership of the former Visteon factory. This neighbouring land is commonly referred to as "McBride's" land and it has effectively received planning consent to construct close to 100 homes in two phases (Application Refs: Z/2013/0120/F & Z/2008/0993/F).

Illustration 2: Land use context map



2.3 Planning history of subject site

There are two important elements of the site's planning history. Firstly, there is an extant planning application on the site for mainly housing and ancillary business/community use (Application Ref: Z/2013/1434/F). This pending application proposes the development of 244 dwellings, 3,569 sq.m. of business space and 630 sq.m. of community space.

Secondly, planning permission has recently expired for a similar proposal on over half of the site (Application Refs: Z/2006/2339/O & Z/2008/0803/RM.). The determination of the latter proposal, together with the submissions and consultation responses for the extant planning application, provides extremely useful baseline information for this Feasibility Study.

Illustration 3 overleaf shows the above proposals in the context of the adopted Belfast Metropolitan Area Plan 2015 (BMAP).

3.0 Key development considerations

One of the main objectives of this Feasibility Study is to cast light on the salient issues and constraints affecting development options for the site, with a view to clarifying matters for all interested parties. Accordingly, in the light of the research and analysis carried out for this Study, it is clear that the key considerations for the development of this land include the following:

- Ownership of the site
- Planning and policy considerations
- Implications of contamination for development options
- Traffic/access issues
- Demand/need to retain land for industrial purposes
- Demand/need to accommodate social housing
- Implications of motorway noise levels for layout and design

Each of these subject matters is considered below.

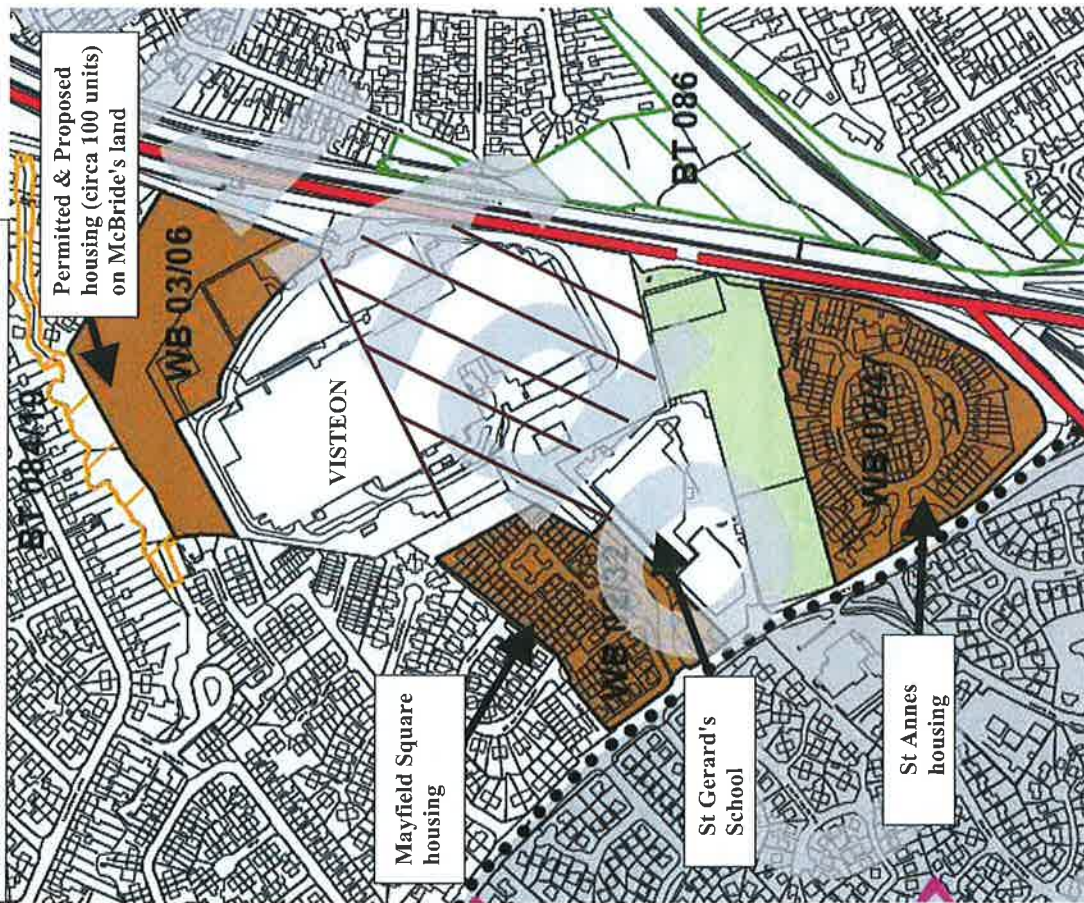
3.1 Ownership of the site

Fold Housing Association acquired the site in June 2013. Inquiries suggest that acquisition cost somewhere in the region of £2.4m. Together with the estimated £1m cost of demolition and pre-development investigations already undertaken, the cost of re-acquiring the site for non-residential purposes would clearly have a significant bearing on the feasibility of future

Not to scale - for illustrative purposes only



Illustration 3: Planning history of site and adjoining land



development options. In many respects, therefore, the private ownership of the site is a key determinant of its future prospects.

3.2 Planning and policy considerations

The main planning considerations of relevance to the site relate to the zoning of the land and to planning policy under Planning Policy Statement 4 (PPS 4).

(i) Zoning status of land

On the 9th September 2014 the zoning status of the site as unzoned white land was confirmed by DOE Planning via its formal adoption of the Belfast Metropolitan Area Plan 2015 (BMAP). This is in keeping with its zoning status under the preceding Development Plan for the Belfast area, namely the Belfast Urban Area Plan 2001 (BUAP).

Accordingly, it is no longer designated as an Area of Existing Employment, as previously proposed under draft BMAP. At the public inquiry into the draft BMAP the Planning Appeals Commission (PAC) recommended that the zoning of this land for employment should be removed and the land should remain as unzoned white land. This was largely in recognition of the extant planning permission for “mixed use” development on half of the site, which the PAC acknowledged would retain a degree of employment use on the site. Equally, the PAC expressly stated that the site should not be zoned for housing given the existence of this mixed use approval on part of the site.

Mindful of the above, there is no longer a presumption under planning that only employment uses should be developed on this former industrial site. Rather, the site can be developed for non-employment purposes if it satisfies a number of planning considerations outlined in Planning Policy Statement 4 entitled Planning and Economic Development (PPS 4).

(ii) Planning policy considerations

Planning policy from which to evaluate development proposals on the site is contained in Planning Policy Statement 4: Planning and Economic Development (PPS 4). The relevant policy is outlined in Policy PED 7 of PPS 4, which relates to the “Retention of Zoned Land and Economic Development Uses.”

Note: based on Map No. 4/003 of adopted BMAP 2015

Not to scale - for illustrative purposes only



The policy provisions of PED 7 are different for zoned employment land and unzoned white land that was formerly used for industry. If the site had been retained as zoned employment land under the adopted BMAP then there would be a presumption to keep it for such use. However, now that the former industrial site is designated as unzoned white land there are a range of scenarios, seven in total, by which it may be redeveloped for other purposes (see copy of Policy PED 7 in Appendix 1). One of these relates to the merits involved in replacing the former industrial use with a mixed use scheme that contains "a significant element of economic development". Another scenario in which non-employment use may be countenanced on an unzoned site pertains to its unsuitability for modern industrial, storage or distribution purposes. It is difficult to accept the sweeping generalisation that the former Visteon site is physically unsuited for modern economic purposes. The 35,000 sq.m. footprint of the former factory was stepped into the site resulting in the creation of a large expanse of operational space that is, to all intents and purposes, still capable of facilitating an economic use. Invest Northern Ireland (INI) also seems to think that the site still has potential to accommodate a significant element of economic use but does not clarify what it considers to be significant.

The latest insight into the economic policy approach of DOE Planning is contained in the emerging Strategic Planning Policy Statement (draft SPPS). One of its core objectives highlights the need to provide a generous supply of economically zoned land and a range and choice in the quality of provision. At the same time, however, it also notes that "...councils may wish to retain flexibility to consider alternative proposals that offer community, environmental or other benefits, that are considered to outweigh the loss of land for economic development use." Para 6.84, dSPPS

Ultimately, having regard to the unzoned status of this former industrial site, current planning policy affords DOE Planning the discretion to consider the appropriateness of a range of uses for its development.

3.3 Implications of contamination for development options

The nature and extent of contamination on the site, together with the attendant costs involved in the remediation of its potential effects on the environment and on people, feature as key factors in evaluating development options for the site. Indeed, the remediation costs of £2.1m recorded for the extant planning application are so substantial they are likely to have a huge



bearing on the viability of all development options for the site. As part of this Feasibility Study RSK environmental consultants were requested to verify the nature and extent of contamination on the site, together with the scale of remediation works required to address its impact. While further investigations are required to pinpoint the exact costs involved, the work by RSK concluded that significant remediation measures and costs would be necessary even if the site were to be redeveloped for industrial use (see copy of RSK report in Appendix 2).

3.4 Traffic/access issues

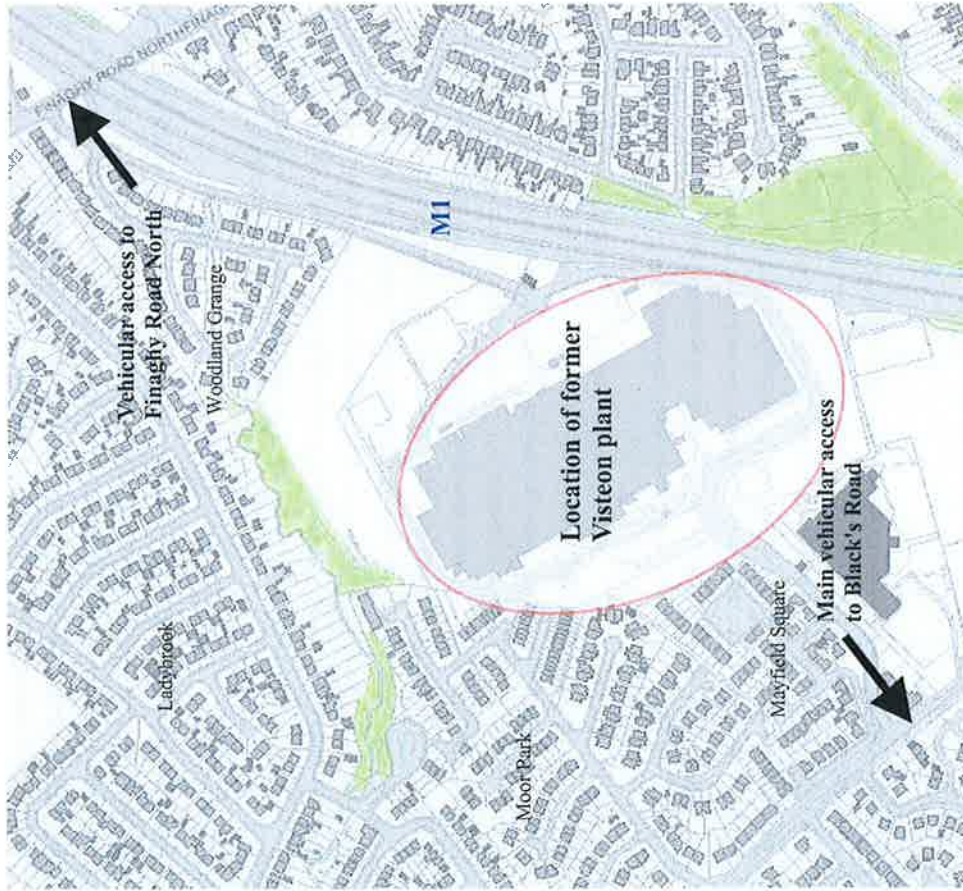
Access into the site is achieved from both Black's Road and Finaghy Road North (see Illustration 4 overleaf). The determination of planning applications on the site indicates a desire by TransportNI (formerly Roads Service) to direct the bulk of traffic onto Black's Road and to limit traffic emerging onto Finaghy Road North. Compared to the latter access point the Black's Road junction is equipped with a right-turning segregated lane for entering and provides convenient access to the motorway for vehicles travelling to the City Centre and to the north and east of the region. Added to this, the number of dwellings permitted on McBride's land (circa 100), if built, will more than double traffic numbers using the Finaghy Road North access junction, thereby reducing its capacity to absorb additional traffic generated by the development of the former Visteon site.

In order to attain a full understanding of the development potential of the site it was considered important to examine the capacity of the two junctions at Black's Road and Finaghy Road North. WS Atkins was commissioned to undertake this work and a full copy of their findings is contained in Appendix 3. In summary it concluded that development options based primarily on residential use posed the least pressure on the two existing accesses and surrounding junctions. Development options based on a mix of industrial and business use would require further investigation but may be possible without the need for improvements to the road network.

On the matter of pedestrian linkages, development on the site should facilitate connectivity between Finaghy Road and Black's Road. In addition, given that large parts of the site lie beyond the recommended 400m maximum walking distance to the nearest bus stop, the creation of a pedestrian link, via Brooke Park, to the bus terminus in the neighbouring Moor



Illustration 4: Site access map



Not to scale - for illustrative purposes only

Park development certainly has its merits. However, it is understood that there is little desire by both the neighbouring residents and the applicant to make this pedestrian linkage.

3.5 Demand/need to retain land for employment purposes

(i) Distribution of employment/industrial land across Belfast
In the main, land allocated for employment/industrial use across Belfast has been mapped and recorded in BMAP. However, given that its preparation took place over 10 years ago, subsequent planning permissions and developments have occurred in the interim to alter the overall figures. Nevertheless, irrespective of these amendments, the information in draft BMAP is a standardised source of employment/industrial land usage across Belfast and warrants consultation for this reason.

A cursory review of the tabulated data below reveals that employment/industrial zonings across the Belfast Council area are skewed in the direction of the Harbour Estate in the centre of Belfast, accounting for 62 per cent of the overall zoning in the City. This includes the substantial employment areas at Sydenham, Duncrue and the Titanic Quarter. Outside of these locations the largest concentrations of employment/industrial use in the Belfast area are found at Mallusk in Newtownabbey and at Blaris/Knockmore in Lisburn.

Table 1
Distribution of Employment/Industrial Zonings across Belfast City Council according to draft BMAP

	West	North	South	East	Harbour Estate	All
Hectares	139.8	94.7	105.2	15.8	585.8	941.2
Percentage	14.9%	10.1%	11.2%	1.7%	62%	100%

Source: Extrapolated from Tables 10 and 11 of Technical Supplement No 2 Employment, Draft BMAP

Table 1 also reveals that the proportion of employment/industrial designations in the west of the City, as initially conceived under draft BMAP, was slightly higher (14.9 per cent) than in north and south Belfast (10.1 per cent and 11.2 per cent respectively). However, since the publication of draft BMAP in 2004, the extent of industrial zonings in West Belfast has been eroded by the reassignment of zoned employment/industrial land to other uses and this will be considered later in this section.



(ii) Distribution of zoned employment/industrial land across West Belfast

The largest concentrations of employment/industrial use in West Belfast are found in industrial estates. Within these industrial estates dedicated groups of buildings are often marketed as distinct business centres/parks. The key employment/industrial locations in West Belfast are shown in Appendix 4 and include the following:

- Springvale Industrial/Business Park – this Invest NI development consists of approximately 48 acres of land close to the new Belfast Met College and accommodates high profile operators such as Caterpillar (formerly FG Wilson), Andor, Aegus and Stream.
- Forthriver Business Park – located opposite Springvale the former Mackie's factory has been cleared and the Invest NI site is ripe for development. An application (Ref: Z/2014/0570) has been submitted for the development of a €9m Innovation Centre at the entrance to the Park in order to kickstart development on this zoned employment land.
- Kennedy Way Industrial Estate – located close to the Stockman's Motorway Interchange this Industrial Park contains well known operators such as Delta Print and Wastebeater.
- Glen Road Workwest – it includes a small unit business centre and a range of freestanding businesses. The 51 unit business centre comprises circa 50,000 sq ft of industrial and office space in units with a maximum size of 2,000 sq ft. It has recently been the recipient of a new business/conference development described as the social economy village. In addition to the supply of twelve new office units it also provides four 1,500 sq. ft. industrial units.
- Springbank Industrial Estate – this Industrial Estate comprises Tully Business Park and Europa Business Park. The latter 30,000 sq. ft. Park is 90 per cent occupied and has two adjacent sites totalling approximately 4 acres for sale.
- Kilwee Industrial Estate – located off Dunmurry Lane the 28 units are fully let.



- Townsend Enterprise Park – it comprises in the region of 60,000 sq. ft. of workshop and office space in over 50 units. Most of the units are occupied.
- Twin Spires Complex – contains over 80 businesses spanning the retail, office and industrial sectors. While there is a fair degree of vacant office space the industrial units are mainly let.
- Westlink Enterprise Centre – located off the Grosvenor Road at Distillery Street it consists mainly of workshops and two units are currently available.

In addition to the above there is a cluster of zoned employment/industrial land in the Lower Falls, at Andrews Mill (Divis St), North Howard Link at the rear of the Twin Spires Complex and at Conway Street.

(iii) Reallocation of zoned employment/industrial land to other uses

It is important to note that the largest designation for employment/industrial use in West Belfast, totalling some 30 hectares at Glenmona, has recently received outline planning permission for a mix of uses (Application Ref: Z/2010/1284/O). This includes: 450 houses to be equally divided for private and social housing; replacement care facilities; an education campus; a hotel; retail/offices and business/light industrial units. In response to a request from Invest NI the amount of industrial/business space proposed as part of the scheme was more than trebled from circa 2,000 sq.m. to circa 7,000 sq.m.

Nearby, the former Bass Ireland factory was similarly zoned for major/employment use under draft BMAP (Designation BT 011/43) but is now home to a large social housing development consisting of 166 dwellings and vacant retail/office space.

These two examples patently demonstrate the pressure exerted at local level to release industrially zoned land for other uses in West Belfast. Their locations are shown at the rear of Appendix 4.

(iv) Undeveloped zoned employment/industrial sites in West Belfast
Inspection on the ground and inquiries to relevant bodies reveal that the following zoned employment/industrial sites in West Belfast remain undeveloped.



Table 2

Undeveloped zoned employment/industrial sites		
Location	Hectares	Acres
Springbank Industrial Estate	6.86	16.95
Forthriver Business Park	5.26	13
Whiterock Business Park	1.14	2.8
Glen Road Industrial Estate	0.85	2.1
Kennedy Way Industrial Estate	0.82	2.0
City Business Park, Dunmurry	0.56	1.38
Total	15.50	38.3

Source: field survey and database analysis

View 1: Site availability in Springsbank



Totalling 15.5 hectares it can be seen from Table 2 that the largest availability of undeveloped employment/business sites in West Belfast is located at the Forthriver Business Park (circa 5 ha) and at Springbank Industrial Estate near Poleglass (circa 6ha).

It is worth noting that the above total figure of 15.5 hectares (38 acres) is well below the figure of 169 acres recorded in the Lisney Property Market Review prepared for the extant planning application in May 2014. This difference can be largely explained by the following points:

- 78 acres of land at Monagh Bypass is included in the overall Lisney figure when only 7,000 sq.m. is earmarked for light industrial use as part of the large mixed use scheme permitted for the site in 2013.



- 23 acres of undeveloped zoned land at Ballygomartin Road does not correspond with the zonings in draft BMAP, as well as the situation on the ground.

- Sites identified as white land do not form like for like examples for comparative analysis and are inappropriate for inclusion for this reason.

(v) Vacant employment/industrial units available in West Belfast
The distinction between employment/industrial space and office/retail space can often become blurred, with figures for the latter often exaggerating availability. For this reason, the following data in Table 3 focuses on the availability of industrial/workshop space only and only on those locations wholly within West Belfast, i.e. less availability at

Table 3

Availability of vacant employment/industrial floorspace		
Location	Sq. ft.	Sq.m.
Springbank Industrial Estate	19,778	1,837
Whiterock Business Park	22,000	2,044
Glen Road Industrial Estate	6,000	557
Kennedy Way Industrial Estate	3,450	321
DC Business Park, Kennedy Way	9,620	894
Westlink Enterprise Centre	885	82
Townsend Enterprise Centre	3,200	297
Total	64,933	6,032

Source: field survey, telephone enquiries & database analysis

Dunmurry/Derraghly. It indicates that availability is in the region of 65,000 sq.ft., which points to a fairly healthy level of occupancy in these locations. Photographic examples of these vacant units are shown in View 2. Moreover, enquiries made to vendors reveal that occupancy levels have increased appreciably during the past year.



View 2: Vacancies at Tully Business Park (Springsbank) & Whiterock Business Park



The comparable table in the Lisney Property Market Review is entitled 'available commercial property'. Viewed in the context of the above information its figure of 600,000 sq. ft. of available commercial property can be regarded as an overestimate for the following reasons.

- It includes properties in the Boucher Road area, which is not even part of the constituency of West Belfast and some of which can also be considered for retail use.
- The veracity of the some of the floorspace figures can be called into question. For example, KIWEE Industrial Estate is fully let yet Lisney lists three sizeable units as vacant.
- Finally, the total figure is disproportionately exaggerated by the inclusion of the former Montpelier premises and Mace Depot in the Cuts/Derragh area, both of which have a combined substantial floor area of 263,000 sq. ft.

Notwithstanding the above qualifications, it is reasonable to assert that a fair amount of zoned employment/industrial sites remain undeveloped in the constituency of West Belfast. Based on the general rule of thumb that each hectare could create 40,000 sq.ft of employment/industrial space, the 15 hectares of undeveloped zoned sites could theoretically generate over 600,000 sq. ft. of employment/industrial space.



(vi) Current and projected demand for employment/industrial space
Despite tentative signs of a market recovery it is reasonable to maintain that in the short to medium term, the prospects for significant private sector investment in developing employment/industrial facilities in West Belfast are minimal. In its absence, development will essentially come from two sources. Firstly, from investment by existing operators to redevelop and enlarge their businesses. Secondly, from public funded initiatives such as the Forthriver Innovation Centre, which is jointly funded by the European Regional Development Fund, Belfast City Council and Invest NI.

(vii) Need to retain employment land in West Belfast

The specific justification for seeking to retain employment/industrial land in West Belfast, whether it is zoned or unzoned, is underwritten by a number of pertinent facts relating to the economic health of the area. Key statistics for the area prepared by the Northern Ireland Statistics and Research Agency (NISRA) note the following:

- The percentage of people employed in manufacturing: 5.2 per cent, is less than half that figure for NI as a whole, 12.3 per cent (Source: 2010 Constituency Profile).
- Unemployment in West Belfast is nearly twice the average for NI, totalling a 9.4 per cent unemployment claimant count compared to the NI average of 5.4 per cent (Source: 2013 Constituency Profile).

Balanced against the above, some may argue that it is no longer appropriate to overly focus on employment opportunities that exist within a certain constituency. Rather, in keeping with the aspirations for a shared future, employment opportunities for a particular location should be appreciated from the perspective of their wider availability across the City and beyond.

It is the general approach of Invest NI to oppose the loss of land formerly used for employment/industrial use, irrespective of whether it is zoned or unzoned. In the case of the extant planning application the consultation response of Invest NI reveals that it does not consider that enough of the scheme is reserved for economic development. Its consultation response also indicates that if the extant planning application is approved by DOE Planning, Invest NI wants the economic component of this mixed use proposal to be made a precondition of an eventual permission so that it is secured as part of the overall development



of the site. In response to this request, the applicant claims that the development of the non-residential uses can only be contemplated once the market improves and a demand exists.

(viii) Need/demand to develop site for employment/industrial use

Within the context of the foregoing information it is reasonable to assume that there is no current demand to re-occupy the whole site for large scale employment/industrial use. However, this is not to say that the site is not suitable for this purpose, as provided for in PPS 4. Indeed, it is interesting to note from the Lisney Property Market Review that Delta Print in Kennedy Way Industrial Estate expressed an interest in the site, which would initially suggest that it still has appeal. Nonetheless, Section 5.0 of this Feasibility Study will show that there are costs related to acquisition and making the site good, the demands of which may now prove a sufficient deterrent for investment by private sector employment/industrial users. By implication, therefore, this would suggest that development of the site for employment/industrial use would require substantial public funding.

3.6 Demand/need to accommodate social housing

Weighed against the above considerations is the competing pressure to facilitate housing in an area where strong community ties underpin a desire by many to remain in the area. As discussed earlier, recent experience has shown that residential development is being permitted on former industrial land. In some respects, this has been justified by the ability of residential developers to highlight an unambiguous need for housing in a given area, the same for which can not be readily demonstrated for employment/industrial development.

Reference to the Northern Ireland Housing Executive's (NIHE) District Housing Plan & Local Housing Strategy 2013/2014 reveals that there are approximately 1,500 applicants for social housing in the Andersonstown area, with over 1,000 classified as being in housing stress. The latter figure accounts for roughly half the entire "housing stress" population in West Belfast as a whole. Specifically, in terms of their origin, there is some strength in the contention that the vast majority of people on this waiting list do not live in the immediate locality of the former Visteon site.

Discussions with NIHE reveal that housing demand outstrips supply. This is in spite of the fact that the release of other sites in West Belfast is being actively pursued by Housing Associations, including lands at Glenmona, Hannahstown Hill and Council owned lands on



the Glen Road. These are referred to in the Department for Social Development's 3 year Social Housing Development Programme (SHDP) for the period 2014/15 – 2016/17.

Potential housing sites are also highlighted in DOE Planning's 2014 Housing Monitor. It indicates that residentially zoned land off the Glen Road, near the Travellers' site, possesses substantial capacity for housing development (circa 316 units). Coincidentally, the 2014 Housing Monitor also recognises that a similar housing yield is possible on the former Visteon lands, which includes both the subject site and McBride's adjacent land.

While there is clearly potential to alleviate social housing need in a range of locations throughout West Belfast it is the timing of the release of these sites that is less certain. The prerequisite need for associated infrastructure and to address land assembly issues act as constraints for their development within a definite timeframe. The same constraints do not apply to the former Visteon site. Indeed, it is the single ownership of this large site and its established connection to the surrounding road network which combine to enhance its attractiveness for development.

3.7 Implications of motorway noise levels for layout and design

Given its doorstep proximity to the motorway, noise attenuation has to be factored into the layout and design of a development scheme for the site, particularly if residential use is proposed. This has implications for the separation distance of buildings from the motorway as well as their orientation, design and use of materials.

The extant planning application prudently proposes three storey business units and a community building as a "commercial buffer" between the motorway and the proposed dwellings. This concept of a buffer was also a feature of the preceding outline planning permission for half the site (see copy of planner's report in Appendix 5). However, it would appear that the inclusion of the buffer within the layout and design of the site is predicated largely on visual, amenity and safety grounds. In this regard it is not associated with noise attenuation benefits, perhaps due in part to the difference in topographic levels that exist between the motorway and the site.



4.0 Report of Consultations

Consultations in the form of meetings, telephone discussions and email transmissions took place with a range of individuals and bodies, chief among which were political representatives, the site owners (Fold Housing Association) and community groups. The full

list of bodies contacted includes the following:

- Elected representatives
- Fold Housing Association
- Campaign for the Economic Regeneration of the former Visteon site
- Invest NI
- DOE Planning
- West Belfast Partnership Board
- NIHE
- NIEA
- TransportNI (formerly Roads Service) & Translink
- DSD BRO West Team
- Belfast Environmental Health (Noise)

Overall it is not surprising to find that opinions vary in relation to the suitability of the site for either residential use or employment/industrial use. From one perspective, concerns are expressed that employment sites of this type within the settlement limit are unique and have to be safeguarded from development by non-employment uses. In this regard, retention of this site for employment/industry would help contribute to the range and choice of employment opportunities across the city. This is particularly warranted in West Belfast given its poor socio-economic profile and the seemingly relentless loss of zoned economic land to mainly residential development. Retention of the site for employment use would also contribute to the maintenance of a balanced mix of land uses in the area wherein people can not only live but also find work. While it is acknowledged that an immediate market demand to occupy the site for employment purposes may not be readily identified in these early post-recession times, attention was drawn to the medium to long term opportunities that may emerge, possibly as a result of changes to the Corporation tax. This in turn would underline the necessity to provide a generous supply of employment land for potential foreign direct investment.



In contrast to the above standpoint, submissions were made by others that the acute housing demand in the area justified its development for mainly residential use. It was suggested that this opinion was vindicated by the previous grant of planning permission for mainly housing on half the site.

On balance, the ideal scenario would appear to involve a marriage of the two in terms of a mixed use proposal. However, Section 5.0 below demonstrates that it is the percentage breakdown of non-residential use and residential use which is central to the viability of development options for the site.

5.0 Assessment of Development Options

Development options for the site were assessed on the basis of suitability, viability and deliverability in the short, medium and long term.

The assessment process involved 2 stages.

Stage 1 - Scope potential uses based on Suitability

Stage 2 - Assess potential uses based on Viability & Deliverability

Each of these stages is discussed below.

5.1 Stage 1 - Scoping of potential uses based on Suitability

An initial scoping of potential uses was carried out on the basis of their suitability in order to concentrate the analysis on those uses with a realistic prospect of implementation. Identification of potential uses for the site was carried out having regard to an appraisal of land uses in the general area, investigations carried out by OKT (including a review of work carried out by Lisney for the extant planning application) and consultations with interested parties listed in Section 4.

Putting financial considerations to one side, suitability of potential uses was assessed on the basis that they may be open to consideration under planning policy and in the light of the following factors:

- Site size
- Site access
- commercial visibility



- compatibility with surrounding land uses

Mindful of the above criteria, it is reasonable to contend that various uses can be considered and discounted at the outset.

The site provides no direct roadside frontage with either Black's Road or Finaghy Road North. In many respects it is an embedded landholding that connects with the aforementioned priority routes by means of access roads that are shared with residents living in Mayfield Square and Woodland Grange. These access arrangements and lack of commercial visibility undermine the appeal of the site for large scale commercial development in the form of a superstore and retail warehousing, including leisure uses such as a gym. Apparently the site was actually examined and dismissed for large scale retail use by at least one well known food retailer. Also, the feasibility of employment generating options such as hotel use is discounted on the basis of the nearby presence of Balmoral Hotel and planning permission for another as part of the mixed use development of the Glenmona lands (Application Ref:Z/2010/1284/O granted in Dec 2013). The planning conditions attached to this recent planning permission also indicate that restrictions would be imposed on the scale and size of office type development (circa 200 sq.m. per unit) which would seem to rule out any notion of an office park development at the former Visteon site.

Within the context of the foregoing information, proposed uses for the site would appear to fall under the following categories:

- 1.0 All industry/business use
- 2.0 All residential use (whether private, social or a mix of both)
- 3.0 Mixed use development with sub-options as follows:
 - (a) Primary focus on industry/business use with ancillary residential use (70:30 split of site area)
 - (b) Primary focus on residential use with ancillary industry/business use (70:30 split of site area)
 - (c) Mix of industry/business, residential and other uses including community building, crèche, local convenience store and nursing home (40:40:20 split of site area)



It is important to note from the above that employment/industrial use is considered suitable for the site and this view is shared by O'Connor Kennedy and Turtle Property Surveyors (see Appendix 6)

5.2 Stage 2 - Assessment of potential uses based on Viability & Deliverability

The second stage for the evaluation of development options for the site focused on assessing potential uses distilled from the scoping exercise above, based on their viability and deliverability. Viability relates to the economic feasibility of implementing a particular use and requires a general understanding of the likely development value and costs involved. Deliverability takes into account the availability of the site and the possible timeframe involved in implementation having regard to current and projected demand.

According to Lisney's Property Market Review for the extant planning application demolition and remediation measures totalling £3million will be required to make the site good for mainly residential development. While some economies in the cost of remediation may be achieved by developing employment use as opposed to residential use, significant costs will still be necessary to remediate the impact of contamination on water sources whatever is developed on the site. With this in mind, and in the interest of robustness, the remediation costs outlined for the extant planning application will be factored into the viability assessment.

(i) Viability of potential uses

Development viability models are predicated on the understanding that the return from the development shall exceed the costs to construct it and that a standard profit margin, typically between 12.5 and 15 per cent, is achieved.

Understandably, given the absence of detailed layouts for the alternative land uses considered, together with the lack of access to sensitive commercial/financial information relating to the existing proposal for the site, the estimates stated are very approximate. The generality of the information is also underwritten by the incorporation of a number of broad-brush assumptions, including the supposition that properties will be sold as opposed to leased.

Notwithstanding the above qualifications the following estimated floor areas and unit numbers formed the basis of the viability assessment (see Table 4).



clearance costs to date are appreciably high and will have a significant impact on the viability analysis for all options considered.

Taking into the account the above information the following comments can be made in respect of each option.

Land Use Option 1 - All Industrial/business

Reference to Table 5 indicates that development of the whole site for industrial/business use would result in an estimated deficit of over £11 million. This finding points to the requirement for significant public funding to pursue this option.

Land Use Option 2 – All residential

Investigation into this development option, whereby the entire site is assumed to be developed for housing, indicates that a positive return of approximately £5million may be achievable (see Table 6).

Land Use Option 3a – Industry/Residential (70:30 split)

The analysis for this option in Table 7 illustrates that development of the site for mainly industry and ancillary housing (circa 84 units) still results in a negative balance sheet of £6million.

Land Use Option 3b – Residential/Industrial (70:30 split)

The reverse of the preceding option whereby the site is developed for mainly housing (circa 195 units) and ancillary industry, produces a slight positive return (circa £0.25m). However, this return in Table 8 is so small and below the profit norm that it would not be countenanced as a serious development option.

Land Use option 3c - Residential/Industrial/Other Uses (40:40:20 split)

Aspirations for a more balanced mix of uses on the site consisting of an equal proportion of housing and industry (40 per cent each) and 20 per cent of other uses (community building, creche, local convenience store and nursing home) also results in a substantial negative return (see Table 9).

Overall, the above viability assessment clearly indicates that, given the financial circumstances surrounding the site, a proposal without substantial housing would not produce a positive return. This in turn implies that funding would be required to secure the viability of

Table 4

Indicative Range of future Land Use Options for former Visteon Site

	Land uses	Size (Sq.Ft.)	No. of Resid Units
Option 1	All Industrial/business	354,699	
Option 2	All residential	233,519	279
Option 3	70% Industrial/business	248,289	
	30% Residential	70,056	84
Suboption 3a	70% Residential	163,463	195
	30% Industrial/business	106,410	
Suboption 3b	40% Industrial/business	141,880	
	40% Residential	93,407	112
	20% Other uses including: Community building Creche Local convenience store Nursing Home	6,000 5,000 4,000 36,000	

The floor areas for industrial/business use are based on the existing development footprint of the site, which approximates to 40 per cent site coverage. The unit numbers and floor areas for residential use are based on the extant planning application, which approximates to 25 per cent site coverage. The floor areas for the other uses in Sub-option 3c are indicative figures based on the experience of the authors of this Study.

Armed with the above information it is possible to formulate a number of viability tables.

These tables, numbered 5-9, are contained in pages 23-27. The following points can be noted in respect of their core contents.

- The Development Value of each option is estimated on the basis of prevailing property prices for the local area.
- The Development Costs for each option are estimated on the basis of prevailing construction estimates for particular land uses. Development Costs include:
Acquisition Costs; Pre Development Costs; Building Works; and Building Consultants Fees and Set Up Costs. It is important to note that the acquisition costs and site



options that comprise all or mainly industrial/business use. As for the extant planning application, its viability corresponds most closely with the findings for Option 2.

In an attempt to underscore the veracity of the viability tables financial estimates relating to remediation costs were adjusted downwards in the interest of sensitivity testing. This had little material consequence for the eventual outcomes.

(ii) Deliverability and Funding

The likelihood of delivering each option in the short, medium or long term is contingent upon addressing acquisition and pre development outlays to date and anticipated remediation costs in the future. Evidently, based on the foregoing analysis, residential development is in a position to achieve this in the short term. In contrast, development for employment/industry can only be considered a medium to long term objective. This points to the importance of exploring potential sources of funding, the prospects for which are typically dependent upon the benefits that the funding will induce for the wider area. A potential source of funding may relate to the acquisition of part or all of the land by Invest NI. In order for Invest NI to even contemplate such action the zoning of the site for industry would have to be in place. However, with the publication of the adopted BMAP on the 9th September 2014, no such zoning now exists.

In the main, financial assistance from Invest NI comes in the form of funding for start-ups and grant-funding for capital investment. Also, the prevailing trend for Invest NI is to focus their energies on assembling and creating serviced plots for industry/business parks at strategic locations. It is questionable whether this particular brownfield site would have a strong appeal to Invest NI or the Strategic Investment Board for that matter. It is embedded among existing and proposed housing and it is no longer in the possession of the original industrial user. There are also additional complications relating to its recent planning history and contamination costs.

Other potential sources of funding include the European Regional Development Fund (ERDF), the Northern Ireland Executive, Belfast City Council and the Department for Social Development (DSD). As for the ERDF, this source of funding is forecast to markedly



decrease by a quarter over the next 6 years and would appear to offer little scope for funding in this regard.

Intervention by the Executive is usually associated with projects that command a regional appeal and have a proven track record, while the Council has already committed significant resources on part funding the development of the Forthriver Innovation Centre. DSD funding for the vesting of land is more commonly associated with comprehensive regeneration schemes in the centres of towns, for example Victoria Square and the Royal Exchange project in Belfast City Centre. Added to this, its support for neighbourhood renewal applies to a range of community land uses and is not confined to one particular type.

As stated previously, the tabulated viability findings for each development option are documented in Tables 5 to 9 below.

Table 5
Estimate of Scheme Viability
Land Use Option 1 - All Industrial/business use

Land use	Estimate of Scheme Viability Land Use Option 1 - All Industrial/business use			
	Site area ha	Floorspace Sq.Ft.*	Estimate of Development Value	Estimate of Development Costs †
All industrial/business	8.69	354,699	£74,187,955	£25,658,438
1.0 Estimate of Development Costs				
Acquisition costs & fees -				£2,700,000
Pre Development Costs				
Site Surveys				
Planning application costs				
Consultancy costs				£150,000
Building Works				
Construction cost based on rate per sq.ft.				£17,734,944
Demolition				£900,000
Stewworks & remediation costs				£2,100,000
				£20,734,944
Building Consultants Fees and Set up Costs				
Architects, Engineers, QS, Traffic, Landscape & Project/Development Management (Circa 10%)				£2,073,494
Total estimate of development costs				£25,658,438
<i>* Based on average industrial floorspace density for former Visteon plant (40.817 sq.ft. per ha)</i>				
<i>† Includes Stamp Duty Land Tax & Agent/Legal fees (£5.5%) and contingency costs</i>				
Note: Please allow for minor discrepancies due to computerisation of the figures				



Table 6

Estimate of Scheme Viability for Land Use Option 2 - All Residential use						
Land use	Site area ha	Floorspace Sq.Ft. *	No. of Units#	A	B	C=A-B Value to Cost Balance
				Estimate of Development Value	Estimate of Development Costs ¹	
All Residential	8.69	233,519	279	£30,689,421	£25,415,284	£5,274,137
2.0 Estimate of Development Costs based on following:						
Acquisition costs & fees -					£2,700,000	
Pre Development Costs						
Site Surveys						
Planning application costs						
Consultancy costs					£150,000	
Building Works						
Construction cost based on rate per sq. ft.					£17,513,895	
Demolition					£900,000	
Siteworks & remediation costs					£2,100,000	
					£20,513,895	
Building Consultants Fees and Set up Costs						
Architects Engineers QS Traffic Landscape & Project/Development Management (Circa 10%)						£2,051,389
Total estimate of development costs					£25,415,284	

* Average floorspace for residential unit is 837 sq ft based on extant planning application

Based on the average density of housing for the extant planning application (32 units per ha)

- Includes Stamp Duty Land Tax & Agent/Legal fees (5.5%) and contingency costs

Note: Please allow for minor discrepancies due to computerisation of the figures

Table 7

Estimate of Scheme Viability Land Use Option 3a - Industrial/Residential split (70:30)						
Land use	Site area ha	Floorspace Sq.Ft. *	No. of Units#	A	B	C=A-B Value to Cost Balance
				Estimate of Development Value	Estimate of Development Costs ¹	
Industrial/business (70%)	6.083	248,289	84	£9,931,568		
Residential (30%)	2.607	70,056	84	£9,206,826		
	8.69			£19,138,395	£25,585,492	-£6,447,097
1.0 Estimate of Development Costs						
Acquisition costs & fees -					£2,700,000	
Pre Development Costs						
Site Surveys						
Planning application costs						
Consultancy costs					£150,000	
Building Works						
Industrial construction cost based on rate per sq. ft.					£12,414,461	
Residential construction cost based on rate per sq. ft.					£5,254,168	
Demolition					£900,000	
Siteworks & remediation costs					£2,100,000	
					£20,668,629	
Building Consultants Fees and Set up Costs						
Architects Engineers QS Traffic Landscape & Project/Development Management (Circa 10%)						£2,066,863
Total estimate of development costs					£25,585,492	

* Average floorspace for residential unit is 837 sq ft based on extant planning application

Based on the average density of housing for the extant planning application (32 units per ha)

- Includes Stamp Duty Land Tax & Agent/Legal fees (5.5%) and contingency costs

Note: Please allow for minor discrepancies due to computerisation of the figures



Table 8

Estimate of Scheme Viability					
Land Use Option 3b - Residential/Industrial split (70:30)					
Land use	Site area ha	Floorspace Sq.Ft. *	A		C=A-B Value to Cost Balance
			No. of Units#	Estimate of Development Value	
Residential (70%)	6.083	163,463	195	£21,482,595	
Industrial/business (30%)	2.607	106,410		£4,256,386	
Total	8.69			£25,738,981	£25,488,230
1.0 Estimate of Development Costs					
Acquisition costs & fees -					
Pre Development Costs					
Site Surveys					£2,700,000
Planning application costs					
Consultancy costs					£150,000
Building Works					
Residential construction cost based on rate per sq.ft.					£12,259,726
Industrial construction cost based on rate per sq. ft.					£5,320,483
Demolition					£900,000
Siteworks & remediation costs					£2,100,000
Building Consultants Fees and Set up Costs					£2,058,021
Architects Engineers QS Traffic Landscape & Project/Development Management (Circa 10%)					
Total estimate of development costs					
£25,488,230					

* Average floorspace for residential unit is 837 sq ft based on extant planning application
 * Based on average industrial floorspace density for former Visteon plant (40,817 sq.ft. per ha)
 # Based on the average density of housing for the extant planning application (32 units per ha)
 - Includes Stamp Duty Land Tax & Agent/Legal fees (5.5%) and contingency costs

Note: Please allow for minor discrepancies due to computerisation of the figures



Table 9

Estimate of Scheme Viability					
Land Use Option 3c - Residential/Industrial/Other uses (40:40:20)					
Land use	Site area ha	Floorspace Sq.Ft. *	A		C=A-B Value to Cost Balance
			No. of Units#	Estimate of Development Value	
Residential (40%)	3.48	141,880	112	£12,275,768	
Industrial/business (40%)	3.48	93,407		£3,756,298	
Other uses (20%)	1.74	51,000		£4,530,000	
Total	8.69			£20,562,066	£27,557,472
Breakdown of other uses:					
Community building		6,000			
Creche		5,000			
Local convenience store		4,000			
Nursing Home		36,000			
Total	51,000				£7,015,406
1.0 Estimate of Development Costs					
Acquisition costs & fees -					
Pre Development Costs					
Site Surveys					£2,700,000
Planning application costs					
Consultancy costs					£150,000
Building Works					
Residential construction cost based on rate per sq.ft.					£10,640,966
Industrial construction cost based on rate per sq. ft.					£4,670,372
Other uses construction cost based on rate per sq. ft.					£4,150,000
Demolition					£900,000
Siteworks & remediation costs					£2,100,000
Building Consultants Fees and Set up Costs					£2,246,134
Architects Engineers QS Traffic Landscape & Project/Development Management (Circa 10%)					
Total estimate of development costs					
£27,557,472					

* Average floorspace for residential unit is 837 sq ft based on extant planning application
 * Based on average industrial floorspace density for former Visteon plant (40,817 sq.ft. per ha)
 # Based on the average density of housing for the extant planning application (32 units per ha)
 - Includes Stamp Duty Land Tax & Agent/Legal fees (5.5%) and contingency costs

Note: Please allow for minor discrepancies due to computerisation of the figures



6.0 Conclusion

On the 9th September 2014 the zoning status of the site as unzoned white land was confirmed by DOE Planning via its formal adoption of the Belfast Metropolitan Area Plan 2015 (BMAP). As a result, it is now confirmed that it is no longer designated as an Area of Existing Employment, as previously proposed under draft BMAP. In this regard, there is no longer a presumption under planning that only employment uses should be developed on this former industrial site. Rather, the site can be developed for non-employment purposes if it satisfies a number of planning considerations outlined in Planning Policy Statement 4 entitled Planning and Economic Development (PPS 4).

Under PPS 4 a range of land uses can be considered feasible for this site. Indeed, judging by the experience of the former Bass Ireland site on the Glen Road, this can also include mainly residential use. Following an initial scoping investigation into the suitability of land uses for the site, the Feasibility Study identified the following possible land use options for its future development.

- (1) all industry/business use;
- (2) all residential use; and
- (3) a number of sub-options comprising a mix of both.

Because the extant planning application consists mainly of housing it corresponds most closely with Option 2 above.

Overall, the findings of the Feasibility Study indicate that, given the financial circumstances surrounding the site, notably the appreciably high acquisition costs and site clearance/remediation costs incurred to date, a proposal without a substantial element of housing would not produce a positive return. This in turn implies that funding would be required to secure the viability and deliverability of development options that comprise a substantial element of industrial/business use. Consultations with potential funders indicate



that no such subvention is anticipated in the immediate or foreseeable future. While this is mainly a reflection of available finances for such industrial/business uses it is also related to the lack of a compelling market demand to justify significant investment in the site as a whole at this time and in the foreseeable future. On this matter, research for the Feasibility Study indicated that there was a reasonable availability of undeveloped employment/industrial sites in West Belfast, notably at the Forthriver Business Park and Springbank Industrial Estate.

The applicant considers that the extant planning application complies with planning policy from a number of perspectives. One of these relates to its merits in replacing the former industrial use on this unzoned land with a mixed use scheme that contains “a significant element of economic development”. There is no authoritative planning guidance on what is meant by the term “significant element”. Its interpretation is a matter of planning judgement by DOE Planning and presumably could relate to both the quality and quantity of provision. Nonetheless, taking into account the scale of residential use previously permitted for development on half of the site, which was similar to the current application, together with the amount of employment space recently permitted for a mixed use scheme on the Glen Road, it would appear that the amount of employment use proposed on a site like this can be relatively modest in size. On balance, therefore, in the light of this experience and the findings of the Feasibility Study, the percentage mix of uses proposed under the extant planning application would seem to have reasonable prospects for obtaining planning permission.

Policy PED 7

Retention of Zoned Land and Economic Development Uses

Zoned Land in all Locations

Development that would result in the loss of land or buildings zoned for economic development use in a development plan (either existing areas or new allocations) to other uses will not be permitted, unless the zoned land has been substantially developed for alternative uses.

An exception will be permitted for the development of a *sui generis* employment use within an existing or proposed industrial/employment area where it can be demonstrated that: the proposal is compatible with the predominant industrial use; it is of a scale, nature and form appropriate to the location; and provided approval will not lead to a significant diminution of the industrial/employment land resource in the locality and the plan area generally. Retailing or commercial leisure development will not be permitted except where justified as acceptable ancillary development.

Unzoned Land in Settlements

On unzoned land a development proposal that would result in the loss of an existing Class B2, B3 or B4 use, or land last used for these purposes, will only be permitted where it is demonstrated that:

- (a) redevelopment for a Class B1 business use or other suitable employment use would make a significant contribution to the local economy; or
- (b) the proposal is a specific mixed-use regeneration initiative which contains a significant element of economic development use and may also include residential or community use, and which will bring substantial community benefits that outweigh the loss of land for economic development use; or
- (c) the proposal is for the development of a compatible *sui generis* employment use of a scale, nature and form appropriate to the location; or
- (d) the present use has a significant adverse impact on the character or amenities of the surrounding area; or
- (e) the site is unsuitable for modern industrial, storage or distribution purposes; or
- (f) an alternative use would secure the long-term future of a building or buildings of architectural or historical interest or importance, whether statutorily listed or not; or
- (g) there is a firm proposal to replicate existing economic benefits on an alternative site in the vicinity.

A development proposal for the re-use or redevelopment of an existing Class B1 business use on unzoned land will be determined on its merits.

Unzoned Land in the Countryside

A development proposal for the re-use or redevelopment of an economic development use or site on unzoned land in the countryside will be assessed under Policy PED 4.

Justification and Amplification

- 5.28 It is important that economic development land and buildings which are well-located and suited to such purposes are retained and only exceptionally will the Department consider the loss of such land and buildings to other uses. The Department is keen to support the diversity of the local economy and the retention of existing sites for economic development is often necessary to achieve this aim.
- 5.29 The retention of economic development land in urban locations and elsewhere can not only make a substantial contribution to the renewal and revitalisation of towns but can also provide employment opportunities accessible to large sections of the urban population and the rural hinterland. The existence of redundant business premises and derelict industrial land can be an important resource for the creation of new job opportunities in areas of high unemployment, particularly small businesses, and can help reduce the demand for greenfield sites.
- 5.30 Planning permission will not be granted for proposals involving the loss of land zoned for economic development use, either existing or proposed, in a development plan to other uses. Any decision to reallocate such zoned land to other uses where necessary will be carried out as part of the development plan process.
- 5.31 An exception may be made for a proposal for a *sui generis* employment use compatible with the existing or proposed economic development use e.g. a builders' supplies merchant or a waste management facility provided a sufficient supply of land for economic development use remains in the locality and the plan area generally.
- 5.32 Planning permission will not normally be granted for the change of use, or the redevelopment for other uses, of unzoned sites or premises in settlements used or last used for industrial and storage or distribution purposes, except in the circumstances outlined in the policy above. For instance, the redevelopment of an existing industrial or storage and distribution site with a mixed use scheme, as a specific regeneration initiative to meet the needs of a particular locality and providing a significant element of employment or community uses are integrated into the overall development scheme.



Mr Tony Quinn
 Braniff Associates
 5 Windsor Avenue North,
 Malone Road,
 Belfast,
 BT9 6EL

3-5 Bridgewood House
 48 Newforge Lane
 Belfast
 BT9 5NW
 Northern Ireland
 Telephone: 028 90 660993
 Fax: 028 90 660443
www.rskgroup.ie

27th August 2014

RE: Former Visteon Plant – Ground Contamination

Introduction

The purpose of this assessment is to review available information on the contaminated land status of the former car parts manufacturing site and to establish the associated potential contaminated land liabilities. Based on a review of the most recent planning application by FOLD Housing Association, (Ref: Z/2013/1434/F) this provides a good source of information with the reports available via EPLC. The majority of the contaminated land assessment has been undertaken by WYG with one report also being undertaken by Pentland Macdonald. The information available has been reviewed and forms a basis for understanding the site conditions and also the potential contaminated land liabilities associated with the site, which will have to be addressed during any future development. In addition, the review has included any statutory response associated with site and the aforementioned planning application.

Upon reviewing the contaminated land liabilities associated with the site this has facilitated a discussion on the remediation of the site based on a number of potential land uses. The land uses considered are summarised below:

Table 1: Potential Land Uses consider for the former Visteon Site

Option	Breakdown
Option 1	All industrial/business
Option 2	All residential
Option 3	Suboption 3a 70% Ind/Bus: 30% Resid
	Suboption 3b 70% Resid: 30% Ind/Bus
	Suboption 3c 40% Resid: 40 % Ind/Bus: 20% Other uses



The assessment also goes on to discuss the potential costs associated with the site and the remedial options available based on the options above.

Known Contaminated Land Liabilities

In undertaking a review of the current liabilities associated with the site it is understood that contaminated land assessment commenced on the site in 2006 associated with a planning application for the southern part of the site and Pentland Macdonald subsequently prepared a revised Preliminary Risk Assessment in 2007. The known reports associated with the site are as follows:

- Preliminary Risk Assessment, White Young Green, August 2006;
- Generic Quantitative Risk Assessment, White Young Green, November 2006;
- Generic and Detailed Quantitative Risk Assessment, White Young Green, May 2007;
- Preliminary Contaminated Risk Assessment, Pentland Macdonald, June 2012;
- Preliminary Risk Assessment & Gap Analysis, WYG, July 2014;
- Contaminated Land Generic/Detailed Quantitative Risk Assessment and Outline Remedial Strategy, WYG, February 2014;
- Contaminated Land Risk Assessment and Outline Remedial Strategy Addendum – Volume 1 and 2, WYG, May 2014;
- Land Contamination considerations, NIEA response dated June 17th, Former Visteon Factory, WYG (letter), 18th June 2014.

In addition to the above reports there have also been several recent consultee responses associated with the site and the proposed FOLD Housing scheme. These consultee responses are as follows:

- NIEA Response for Planning Application (Z/2013/1434/F)
 - 26th March 2014;
 - 21st May 2014;
 - 17th June 2014;
 - 23rd July 2014;
 - 20th August 2014.
- Belfast City Council Response for Planning Application (Z/2013/1434/F)
 - 3rd February 2014;
 - 8th April 2014.

From the available information for planning application Z/2013/1434/F, the most recent correspondence from NIEA – Waste Management (WM) (Formerly Land and Resource Management) suggests that uncertainty remains with regards to the information presented for the site, particularly with regards to the extent of the DNAPL impact in the Sherwood sandstone bedrock aquifer. It is unclear from the information provided if this information is required prior to the issue of planning conditions for the site. As planning conditions have not been proposed it is assumed that further information is required by the NIEA-WM. In addition BCC have in their most recent correspondence (8th April 2014) also sought further clarification on delineation of source areas used within the DQRA model and the attenuation used within the model for human health receptors. BCC also sought examples of the successful use of the proposed remedial measures. At the time of writing it is unclear if BCC have accepted the additional information.

Based on the available information, various site-wide and localised impacts have been identified at the site, which will require remediation. The site comprises 8.69 hectares and has been developed for industrial use for decades. The initial development comprised 3 modular buildings, which subsequently were developed into 1 large factory. It is understood the factory has always been used for the



RSK (Ireland) Ltd
 Registered office
 Spring Lodge • 172 Chester Road • Healy • Omagh • V46 0AF • UK
 Registered in England No. 5877680
www.rskgroup.ie

manufacture of car components. The information identifies a number of potential sources of contamination; these include but are not limited to the following:

- 4 Above ground storage tanks (ASTs) and 3 Underground storage tanks (USTs) storing petrol, diesel, coolants, unknown substances and water;
- Boiler house and generator house and chimney associated with boiler house;
- Area of Aco Drainage within factory floor;
- Concrete plinths.

The site geology comprises superficial geology of Glacial Till which was recorded to be c.13.0m thick across the site. This is mantled by made ground. The Solid geology comprises Mercia Mudstone Group in the northern part of the site and Sherwood Sandstone in the southern part of the site. The most proximate surface water is the Lady Brook River located 75m north of the site at its nearest point.

Historical site investigations conducted by WYG as part of the 2006 and 2007 assessment were primarily associated with the southern part of the site. More recent investigations undertaken since 2012 have focused on the northern part of the site and also provide information on southern parts of the site that were identified as requiring additional assessment and where there was a potential gap in the historical information.

Having reviewed the available information submitted to DOE Planning in support of planning application Ref: Z/2013/1434/F Table 2 below provides a summary of the identified unacceptable risks associated with the site. There have been various iterations of the information in response to the various correspondences from both NIEA-WM and BCC outlined above and Table 2 summarises the identified human health and controlled waters risks associated with the site as it currently stands.

The available information for the site has identified the following pollutant linkages, which require remediation. The pollutant linkages and the proposed remedial measures currently being proposed with regards to planning application Z/2013/1434/F are summarised in Table 2 below. Given that the information submitted to support the aforementioned planning application is the most detailed data set for the site it has been assumed it reflects the current site conditions. As outlined above there are on-going discussions with the DOE Planning consultees in relation to the information presented for the site.

Table 2: Summary of Pollutant Linkages and Proposed Remedial Measures (Planning Ref: Z/2013/1434/F)

Pollutant Linkage requiring Remediation	Potential Receptor	Proposed Remedial Measures
Shallow perched groundwater in the east of the site impacted by chlorinated solvents	Surface water and Deeper Groundwater Off-site Human Health Receptors	Source/plume remediation/treatment to remedial criteria
Shallow perched groundwater in the northern central part of the site impacted by chlorinated	Surface water and Deeper Groundwater	Source/plume remediation/treatment to remedial criteria
Tank areas with potential requirement for localised remediation following additional site investigation and also requirement for validation	Future Residential Site Users Bedrock Groundwater Surface water	Removal of tanks with validation and localised soil and groundwater remediation
Site wide impacts from heavy metals, asbestos, hotspots of hydrocarbon, VOCs and ground gases.	Future Residential Site Users	Gas Protection Measures in future buildings and placement of capping layer in gardens and landscaped areas
Soils and groundwater impacted by Free Product in the east and north central parts of the site.	Future Residential Site Users Bedrock Groundwater Surface water	Gas Protection Measures in future buildings and placement of capping layer in gardens and landscaped areas Excavation and removal/treatment of impacted soils Source removal of groundwater by pump and treat
Chlorinated Solvent Plume in Sherwood Sandstone	Surface water and Deeper Groundwater	MNA Feasibility Study/implementation with enhanced MNA/Active Treatment



It has been suggested the potential cost of implementing the remedial measures above at the site would be of the order of £3,000,000, which includes demolition costs involved in the removal of asbestos from the existing structures. As the remedial strategy for the site remains in development and is subject to agreement for the current planning application for the site, it is difficult to establish the actual costs. It is proposed that further investigation will be required to understand the DNAPL impact on the Sherwood sandstone. In addition, the proposed use of Monitored Natural Attenuation as a remedial option will only be understood further upon implementation of the proposed feasibility study.

Land Uses

Having reviewed the primary significant contaminated land impacts the following assesses the potential implications for the various land use options outlined in Table 1.

- **Option 1: All industrial/business use:** typically when a site is developed for this end use the potential risks to human health are less significant as the human health receptor will be an adult¹ and not a child as with a risk assessment for a residential end use. In addition the risk models are based on lower exposure times and therefore the requirement for remediation for human health in a commercial end use scenario is generally less. However, in the case of the former Visteon site, there is likely to be a requirement for the gas/vapour protection measures in buildings and also any areas of landscaping may require capping to break pollutant linkages. It should be noted however that there are several controlled water related significant risks associated with the site which could impact on the identified surface water and groundwater receptors. These impacts will still require to be addressed regardless of whether the site is developed for residential end use or industrial/business end use.
- **Option 2: All Residential:** this option is the most sensitive end use. As a result there would be a requirement to implement capping layers and ground gas/vapour protection measures across the entire site. Taking the reported estimated £3,000,000 remedial budget for the site for the planning application Ref: Z/2013/1434/F it is unclear if there has been any allowance for the eastern portion of the site being developed as residential. If it is assumed there has been allowance made for the eastern part of the site as commercial, there may be a slight increase in the budget to allow for the installation of membranes and capping layers in gardens. The controlled water mitigation measures will remain unchanged.
- **Option 3: Various mixed Use Development:** this land use option proposes various combinations of Residential/Commercial/Other use. However, as outlined above, the primary impacts are associated with the controlled water receptors identified and, as with the other options, there will be a requirement to address the controlled water risks regardless of the proposed land use. In a mixed use development there is the potential to arrange uses on the site so that less sensitive end uses occupy areas with the greatest human health impacts. Nonetheless, based on the available information, the site would still require some form of remediation regardless of the end use. There is potential to reduce the amount of capping required in commercial end use areas and areas covered in hardstanding for example as this would break the pollutant linkages, but it is likely that buildings would still require some form of protection regardless of the end use.

Conclusion

In summary, from the information available to date, it is clear that a considerable amount of remediation work will be required to accommodate future uses on the site, even if it were to be re-occupied for industrial/business use.



¹ Generic Assessment Criteria (GAO) developed for a Commercial scenario considers risks to a female worker who works from the age of 16-65 years.

Project:	Former Visteon Factory Feasibility Study	To:	Braniff Associates
Subject:	Traffic Review	From:	Atkins
Date:	27 th August 2014	cc:	

1. Introduction

Atkins is part of a consultancy team commissioned to undertake a feasibility study of the former Visteon Factory site. The purpose of this feasibility study is to consider potential development options on the lands associated with the former Visteon factory located between Blacks Road and Finaghy Road North in West Belfast (See Figure 1.1)

Figure 1.1 – Site Location



This particular element of the study seeks to consider the traffic impacts associated with these development options and to provide guidance on their potential to achieve planning approval.

A backdrop to this and an important consideration for Transport NI when assessing new development proposals to the site is the level of activity previously experienced on the site and indeed any subsequent extant planning applications that may exist. Both of these considerations will provide Transport NI with a useful indicator of the ability of the local road network to accommodate development traffic.

2. Baseline Traffic Conditions

The summer months of July and August do not provide typical traffic conditions by which to consider the performance of the local road network in the vicinity of the site. However, Atkins have some understanding of more typical road conditions and anecdotal evidence to inform our consideration of potential performance.

The Visteon Factory site benefits from two accesses:- one on Blacks Road (1) and one on Finaghy Road North (2) – See Figure 2.1.

Figure 2.1 – Site Access Locations



The Blacks Road access is situated adjacent to St Gerard's Educational Resource Centre and a short distance from the M1 motorway network. It is this connection to the motorway network which defines the traffic volume and conditions on Blacks Road. In terms of access to the site the Blacks Road access benefits from having direct linkage from the motorway network. However, the motorway access does draw significant traffic into the Blacks Road area and this can lead to significant congestion along Blacks Road. During a typical morning peak hour the queues can extend back from the left turn sliproad onto the M1 citybound and reach as far back as the entrance to Brooke Park – a distance of approximately 600m.

The access onto Finaghy Road North is also adjacent to the M1 motorway network although there is no connection to the motorway at this location. The traffic movements are therefore more localised with Finaghy Road North providing connectivity between two main arterial routes into Belfast- the Andersonstown Road and the Lisburn Road. The Finaghy Road North access is situated approximately 500m from the rail halt adjacent to the Devenish Inn.

During the morning peak traffic queues back from the relatively low capacity signalised crossroads at the Finaghy Road/ Lisburn Road intersection. There are also localised congestion issues adjacent St John the Baptist Primary School on the run up to school start times.

3. Site Accesses

The configuration of each of these accesses is also important to understanding their ability to accommodate future traffic demands.

The existing Blacks Road site access is presented in Figure 3.1.

Figure 3.1 – Blacks Road Access



This shows that the junction is priority controlled with the primary movement along Blacks Road having a single lane in each direction. There is also a segregated right turn lane into the Visteon site to minimise disruption to mainline traffic as cars turn right into the site, albeit it does not appear to be to full design standards. The approach to Blacks Road from the Visteon site is also only a single lane approach to Blacks Road.

The access to the Visteon site from Firnaghy Road North is presented in Figure 3.2.

Figure 3.2 – Firnaghy Road North Access



This configuration is similar to that of the Blacks Road access although the right turn facility into the site consists only of a 1m strip to assist right-turners, rather than a standard segregated right turn lane. This provides less capacity if demands for right turn into the site are considerable or if the level of goods vehicles accessing the site are significant.

4. Proposed Development Scenarios

The consultancy team has developed a range of possible development scenarios to be considered as part of this feasibility study. These are illustrated in Table 4.1 along with the GFAs of the Former Visteon Factory and the development mix associated with the extant planning application Z2013/1434/F.

Table 4.1 – Proposed Development Scenarios

Options	Land uses	Size (Sq.M)	No. of Residential Units
Existing	Former Visteon Factory	35,185	-
	Residential - Private		48
	Residential - Social		196
Extant Application ¹	Commercial	3,850	-
	Community Hall	668	-
	Business Park (50%)	16,476	-
1	Industrial Estate (50%)	16,476	-
	Residential - Private (50%)	10,847	140
	Residential - Social (50%)	10,847	140
2	Business Park (35%)	11,533	-
	Industrial Estate (35%)	11,533	-
	Residential - Private (15%)	3,254	42
3a	Residential - Social (15%)	3,254	42
	Residential - Private (35%)	7,593	98
	Residential - Social (35%)	7,593	98
3b	Business Park (15%)	4,943	-
	Industrial Estate (15%)	4,943	-
	Business Park (20%)	6,591	-
3c	Industrial Estate (20%)	6,591	-
	Residential - Private (20%)	4,339	56
	Residential - Social (20%)	4,339	56
	Community Uses, Local Shops	1,951	-
	Nursing Home	2,787	-

¹ Development Mix extracted from approved Transport Assessment

5. Site Access Operational Performance

An important consideration in the assessment of development options for the former Visteon site is the ability of the site accesses to accommodate future traffic levels. In this particular situation both junctions were clearly heavily used during the typical daily operations at the Visteon facility. However, as the factory has been closed for some time there is no value in developing new models as there is no/limited traffic activity at present to calibrate the models with.

The most useful indicator of performance is therefore to undertake a comparison of forecast traffic volumes for the development scenarios with those that were previously experienced at the site. In addition we can also take into consideration the operational assessments undertaken as part of the Transport Assessment prepared to support the extant planning application on the site.

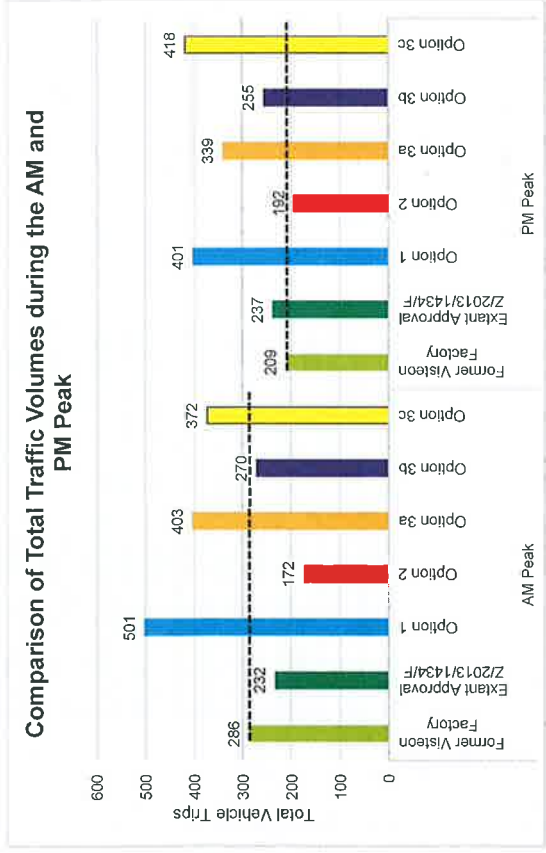
The traffic scenarios that we can compare are therefore:

- The peak traffic conditions when the Visteon Factory was operational;
- The peak traffic conditions forecast for the extant planning application Z/2013/1434/F;
- The forecast traffic conditions for Development Option 1;
- The forecast traffic conditions for Development Option 2;
- The forecast traffic conditions for Development Option 3a;
- The forecast traffic conditions for Development Option 3b; and
- The forecast traffic conditions for Development Option 3c.

By undertaking a comparison of these various traffic volumes we are able to predict with some confidence the relative performance of the various development options.

Figure 4.1 presents a graph which compares the traffic volumes of each of the scenarios outlined above. Please note the trips rates have been extracted from the approved Transport Assessment associated with Z/2013/1434/F and supplemented with rates from an interrogation of the TRICS database.

Figure 4.1 – Comparison of Traffic Volumes during the AM and PM peak periods



Based on the information provided in Figure 4.1 the following conclusions can be drawn:

- The extant approval generated similar traffic volumes to that associated with the Former Visteon Factory;
- Development Option 2 is predicted to generate less traffic volumes than the Former Visteon Factory and therefore is likely to be acceptable to Transport NI from a traffic perspective;
- Development Option 3b is predicted to generate similar traffic volumes to the Former Visteon Factory and therefore is likely to be acceptable to Transport NI from a traffic perspective; and
- Development Options 1, 3a and 3c generate more traffic than the Former Visteon Factory and would therefore require further detailed assessment of the local highway to determine their overall impact. Off-site highway public transport mitigation may be required to facilitate these development options.

When considering the relative performance of each of the accesses into the site, the approved Transport Assessment (TA) associated with the extant approval Z/2013/1434/F has been used as a basis for this high level assessment.

The approved TA concluded that the accesses had the following relative performance under Base (existing traffic growth plus the traffic associated with the committed developments) + Development (Z/2013/1434/F) conditions:

- Blacks Road Access
 - 2026 AM Peak Max RFC 0.393 with a Max End Queue of 0.6 vehicles
 - 2026 PM Peak Max RFC 0.244 with a Max End Queue of 0.3 vehicles
- Finaghy Road North Access
 - 2026 AM Peak Max RFC 0.325 with a Max End Queue of 0.5 vehicles
 - 2026 PM Peak Max RFC 0.194 with a Max End Queue of 0.2 vehicles

The results illustrate the operational performance of the junctions in terms of the maximum RFC (Ratio of Flow to Capacity) and the maximum queue (in vehicles). The RFC is an indicator of the degree of saturation of each opposed vehicular movement of the junction. As the RFC tends towards 1.00 the junction is said to be reaching the end of its design life. Therefore based on the results the accesses were predicted to operate well within capacity.

Using these results as a baseline it is clear that:

- The accesses will accommodate the predicted levels associated with development Options 2 and 3b.
- Without undertaking further detailed analysis it is difficult to quantify if the accesses in their current configuration could accommodate the predicted traffic demands associated with development Options 1, 3a and 3c. Although it is clear that the access junctions can accommodate a degree of traffic over and above the Former Visteon Factory levels. Further detailed analysis would be required to quantify this.

6. Other Notes

When considering a range of development scenarios on the former Visteon site it is important to consider how each of the two accesses can best be used. In this particular instance, when considering the potential mix of residential and commercial uses on the site, the ability of accesses to accommodate commercial or HGV traffic is also an issue.

The Blacks Road Junction benefits from adjacent access to the motorway network. In addition it also has a segregated right turn lane into the site. On that basis any development options for the site should assume that goods vehicle movements should be accommodated via the Blacks Road access whilst Finaghy Road North is better suited to car movements given the more constrained physical nature of the Junction layout.

7. Off-site Junctions

As previously outlined, we have anecdotal evidence that there are a number of junctions in the immediate vicinity of the site which currently experience peak hour congestion, particularly in the AM peak. These are:

- | | |
|-------------------------------------------------|----------------------|
| 1. Blacks Road/ M1 Onslip/ Old Golf Course Road | Traffic Signals; |
| 2. Blacks Road/ Stewartstown Road | Traffic Signals; |
| 3. Finaghy Road North/ Lisburn Road | Traffic Signals; and |
| 4. Finaghy Road North/ Andersonstown Road | Traffic Signals. |

Figure 7.1 presents the respective locations of the above junctions.



Figure 7.1 – Off-site Junctions

The junctions outlined in Figure 7.1 take the form of signalised junctions which are typical of a constrained urban built environment. As such there is limited potential scope to offer any tangible highway improvements at these locations therefore the only likely form of mitigation which could assist the development options which are predicted to generate traffic over and above the levels previously associated with the Former Visteon Factory would need to be public transport led.

ATKINS

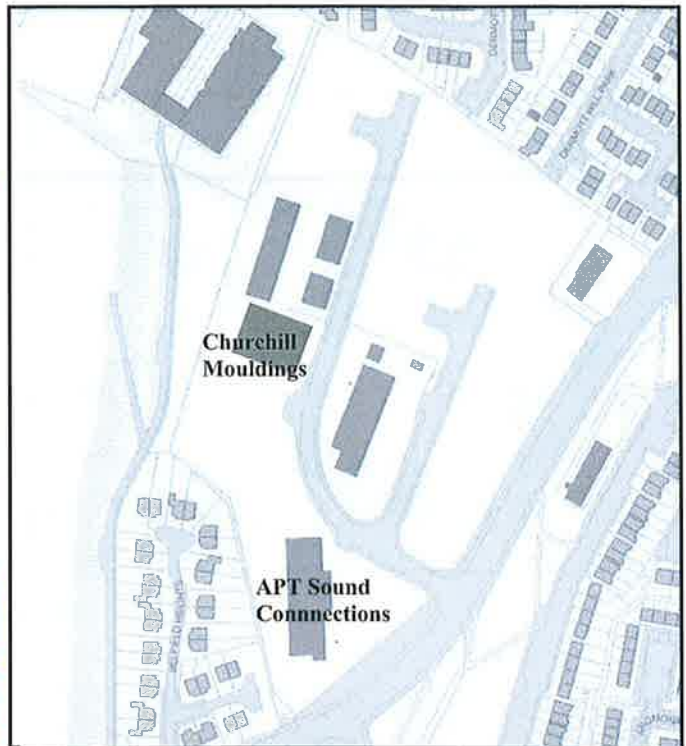
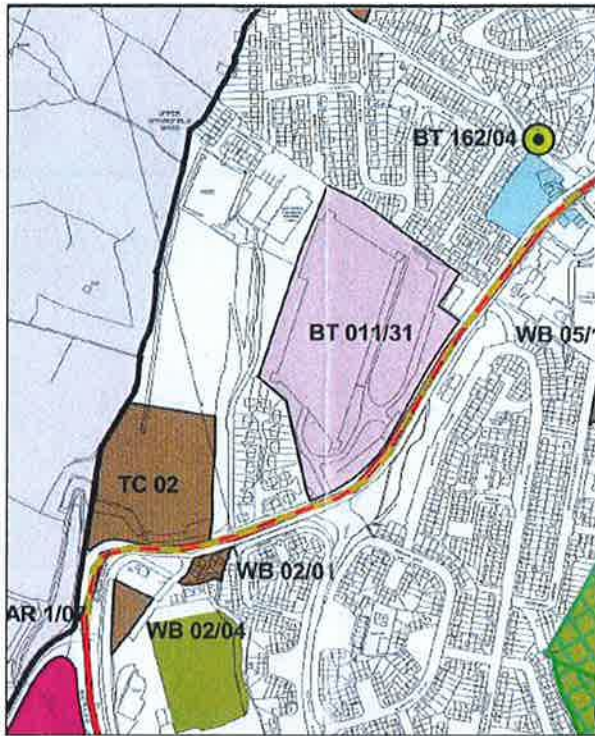
8. Conclusions

Atkins has undertaken a high level review of the traffic impacts associated with the development options put forward by the consultancy team for the Former Visteon Factory site. Key points to note are:

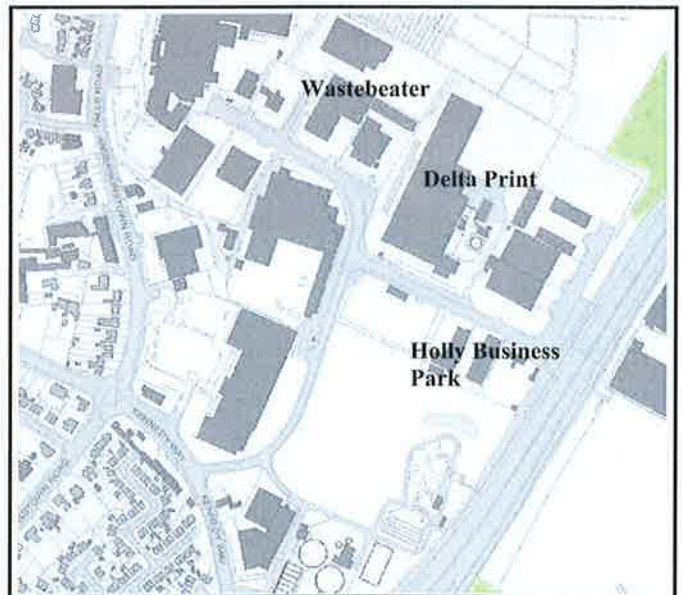
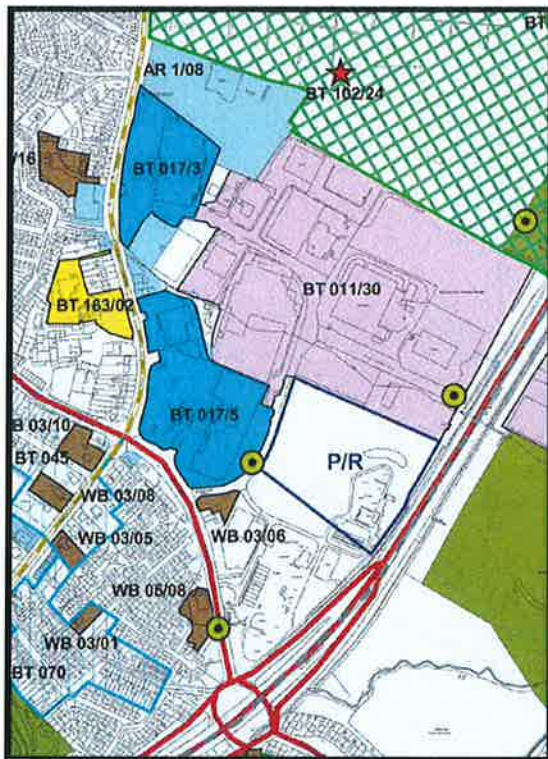
- The site has two accesses: one from Blacks Road and one from Finaghy Road North;
- The site benefits from good access links to the M1 motorway network for eastern and northern bound via the Blacks Road access;
- The access from Blacks Road would be better suited to HGVs given the standard of carriageway and the close links to the motorway network;
- The following development options are likely to be acceptable to Transport NI in traffic terms as they are not predicted to generate traffic over and above the levels previously associated with the Former Visteon Factory:
 - Options 2 - Approx. 280 Residential Units
 - Option 3b - Approx. 196 Residential Units, 4,943 sqm GFA Business Park and 4,943 sqm GFA Industrial Estate
- The remaining development Options 1, 3a and 3c would require further detailed assessment due to the levels of traffic generated being over and above the Former Visteon Factory, although it should be noted that they could remain viable with/ without suitable mitigation.

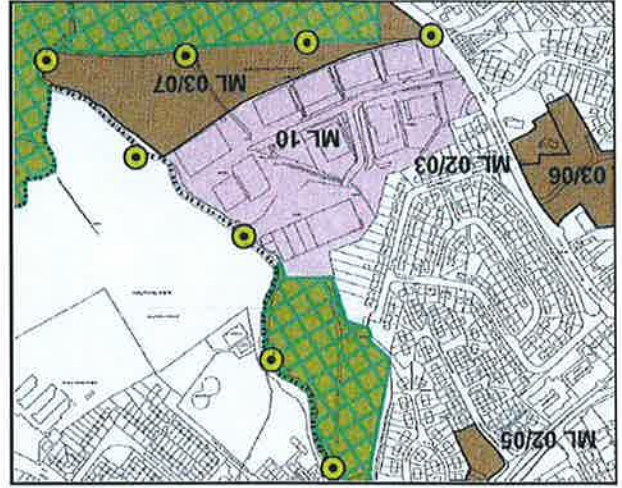
ATKINS

Appendix 4: Zoning at Whiterock Business Park

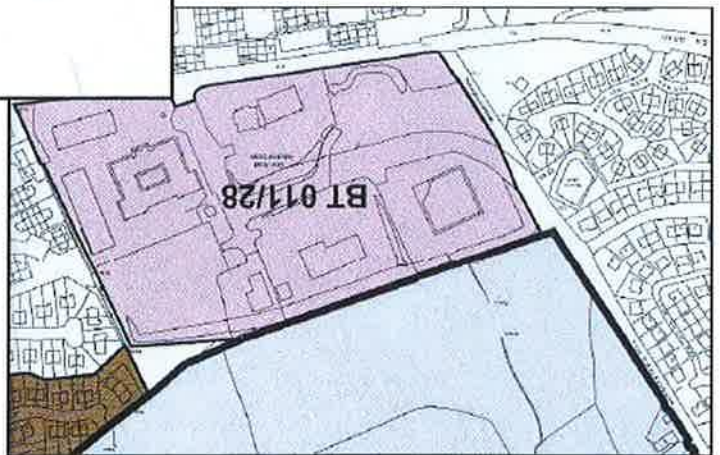


Appendix 4: Zoning at Kennedy Way Industrial Estate



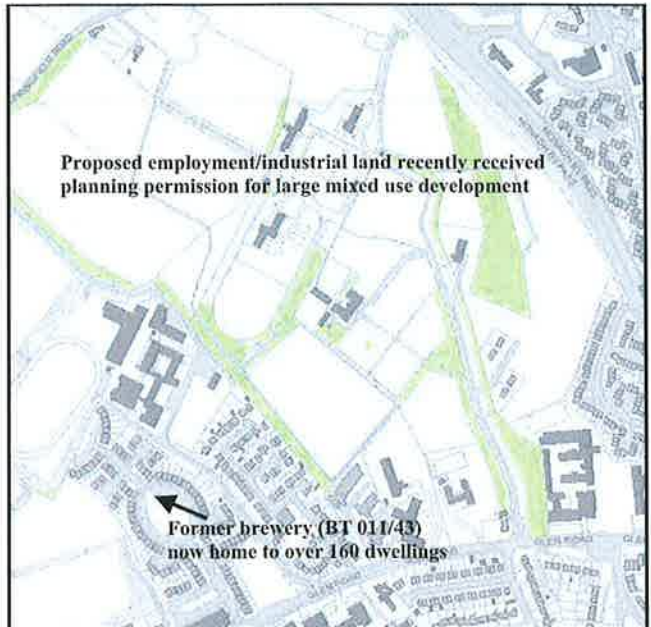
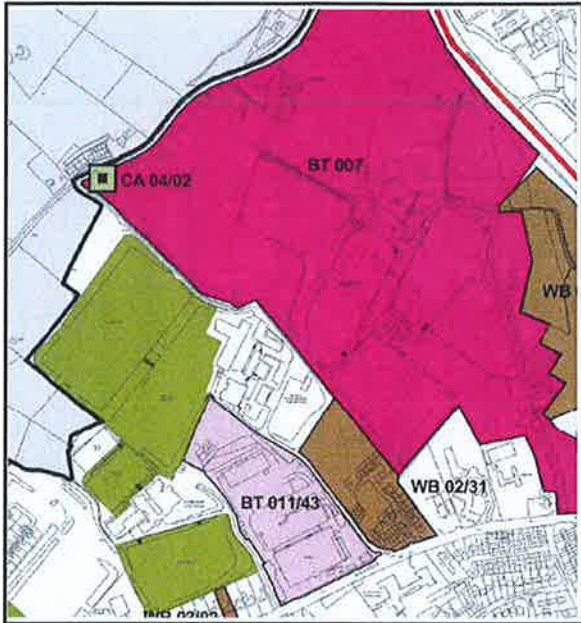


Appendix 4: Zoning at Kilwee Industrial Estate



Appendix 4: Zoning at Glen Road Industrial Estate

Appendix 4: Employment/industrial zonings on the Glen Road which were reallocated to housing & mixed use



Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Development Control Officer's Professional Planning Report

Case Officer: Mr D Broderick	Application ID: Z/2006/2339/O
Applicant Name and Address: Alburn Ltd C/O Agent 2 Bruce Street Belfast BT02 7JD	Application Type: Outline Agent Name and Address: Mr P W Fleming BDP Planning 2 Bruce Street Belfast BT02 7JD

Location: Land adjoining M1 Motorway, between Blacks Road and Finaghy Road North, Ballymoney, Belfast, BT11 9EH

Development Type: Erection of Building(s)

Proposal: Proposed mixed use residential and business park development

Date Valid: 9th October 2006

Statutory Expiry Date: 8th January 2007

Date of last Neighbour Notifications: 18th October 2006

Date of District Council Consultation: 02 Aug 2006 - 15 Aug 2006

Date of A31 Determination & Decision: No

EIA Determination: No Determination

Date First Advertised: 26th October 2006

Date Last Advertised: 27th October 2006

Consultees
Belfast City Council - Environmental Health (COUNCIL), Cecil Ward Building, 10 Linenhall Street, BELFAST

Roads Service - Hydebank (DEPARTMENTAL), 4 Hospital Road, BELFAST, BT8 8JL

Waste Management & Contaminated Land (DEPARTMENTAL), Commonwealth House, 35 Castle Street, Belfast, BT1 1GU

BMAP Team (INTERNAL), 2nd Floor, Bedford House, 16 - 22 Bedford Street, Belfast, BT2 7FD

DRD Water Service (WATER), Infrastructure Management, Belfast Office, Westland House, Old Westland Road, Belfast, BT14 6TE

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Notified Neighbours

Gaillagher (NEIGHBOUR), 21 Mayfield Square, Black's Road, Belfast, BT10 0AW
The Owner/Occupier (NEIGHBOUR), 1 Garnock Hill, Dunmurry, Belfast, BT10 0AW
The Owner/Occupier (NEIGHBOUR), 134 Black's Road, Ballyfinaghy, Belfast, BT10 0NF
The Owner/Occupier (NEIGHBOUR), 69 Farmhill, Ballyfinaghy, Belfast, BT10 0NL
The Owner/Occupier (NEIGHBOUR), 20 Greenane Crescent, Ballyfinaghy, Belfast, BT10 0NY
The Owner/Occupier (NEIGHBOUR), 21 Greenane Drive, Ballyfinaghy, Belfast, BT10 0NH
The Owner/Occupier (NEIGHBOUR), 24 Greenane Drive, Ballyfinaghy, Belfast, BT10 0NH
The Owner/Occupier (NEIGHBOUR), 23 Arlington Park, Ballyfinaghy, Belfast, BT10 0NG
The Owner/Occupier (NEIGHBOUR), 18 Arlington Park, Ballyfinaghy, Belfast, BT10 0NG
The Owner/Occupier (NEIGHBOUR), 7 Woodland Grange, Ballymoney, Belfast, BT11 9QT
The Owner/Occupier (NEIGHBOUR), 5 Woodland Grange, Ballymoney, Belfast, BT11 9QT
The Owner/Occupier (NEIGHBOUR), 166 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 164 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 160 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 225 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 221 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 215 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 23 Greenane Drive, Ballyfinaghy, Belfast, BT10 0NH
The Owner/Occupier (NEIGHBOUR), 1 Woodland Grange, Ballymoney, Belfast, BT11 9QT
The Owner/Occupier (NEIGHBOUR), 223 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 4 Appleton Park, Ballymoney, Belfast, BT11 9JE
The Owner/Occupier (NEIGHBOUR), 162 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 89 Garnock Hill, Dunmurry, Belfast, BT10 0AW
The Owner/Occupier (NEIGHBOUR), 70 Farmhill, Ballyfinaghy, Belfast, BT10 0NL
The Owner/Occupier (NEIGHBOUR), 21 Arlington Park, Ballyfinaghy, Belfast, BT10 0NG
The Owner/Occupier (NEIGHBOUR), 6 Woodland Grange, Ballymoney, Belfast, BT11 9QT
The Owner/Occupier (NEIGHBOUR), 4 Woodland Grange, Ballymoney, Belfast, BT11 9QT

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

The Owner/Occupier (NEIGHBOUR), 3 Woodland Grange, Ballymoney, Belfast, BT11 9QT
The Owner/Occupier (NEIGHBOUR), 2 Woodland Grange, Ballymoney, Belfast, BT11 9QT
The Owner/Occupier (NEIGHBOUR), 219 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 8 Appleton Park, Ballymoney, Belfast, BT11 9JE
The Owner/Occupier (NEIGHBOUR), 6 Appleton Park, Ballymoney, Belfast, BT11 9JE
The Owner/Occupier (NEIGHBOUR), 1 Appleton Park, Ballymoney, Belfast, BT11 9JE
The Owner/Occupier (NEIGHBOUR), 18 Greenane Crescent, Ballyfinaghy, Belfast, BT10 0NY
The Owner/Occupier (NEIGHBOUR), 22 Greenane Drive, Ballyfinaghy, Belfast, BT10 0NH
The Owner/Occupier (NEIGHBOUR), 20 Arlington Park, Ballyfinaghy, Belfast, BT10 0NG
The Owner/Occupier (NEIGHBOUR), 158 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 217 Finaghy Road North, Ballymoney, Belfast, BT11 9ED
The Owner/Occupier (NEIGHBOUR), 2 Appleton Park, Ballymoney, Belfast, BT11 9JE
NEIGHBOUR, Balmoral High School, Black's Road, Belfast, BT10 0NF
NEIGHBOUR, Visteon, 150-156 Finaghy Road North, Belfast, BT11 9ED
NEIGHBOUR, 8 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 9 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 10 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 11 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 12 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 13 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 14 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 15 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 16 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 35 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 33 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 31 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 29 Mayfield Square, Black's Road, Belfast, BT10 0AW

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

NEIGHBOUR, 27 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 25 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 24 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 23 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 22 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 41 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 39 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 37 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 17 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 59 Woodland Grange, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 1 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 2 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 3 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 4 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 5 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 6 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 7 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 8 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 9 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 10 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 11 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 12 Castlewood Manor, Ballymoney, Belfast, BT11 9QT
NEIGHBOUR, 136 Black's Road, Ballyfinaghy, Belfast, BT10 0NF
NEIGHBOUR, The Balmoral Hotel, Black's Road, Ballyfinaghy, Belfast, BT10 0NF
NEIGHBOUR, 1 Dunmurry Lodge, Dunmurry, Belfast, BT10 0AW
NEIGHBOUR, 76 Dunmurry Lodge, Dunmurry, Belfast, BT10 0AW
NEIGHBOUR, 71 Dunmurry Lodge, Dunmurry, Belfast, BT10 0AW

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

NEIGHBOUR, 70 Dunmurry Lodge, Dunmurry, Belfast, BT10 0AW
NEIGHBOUR, 69 Dunmurry Lodge, Dunmurry, Belfast, BT10 0AW
NEIGHBOUR, Roseland House, Black's Road, Ballyfinaghy, Belfast, BT10 0NF
NEIGHBOUR, 43, Brooke Park, Belfast, BT10 0AW
NEIGHBOUR, 41, Brooke Park, Belfast, BT10 0AW
NEIGHBOUR, 50, Brooke Park, Belfast, BT10 0AW
NEIGHBOUR, 1 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 2 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 3 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 4 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 5 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 6 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 7 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 8 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 9 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 10 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 11 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 12 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 13 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 14 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 15 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 16 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 17 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 18 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 19 Mayfield Square, Black's Road, Belfast, BT10 0AW
NEIGHBOUR, 20 Mayfield Square, Black's Road, Belfast, BT10 0AW

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Representations

Letter, Objection, Devlin (UNSOLICITED), 9 Woodland Grange, Finaghy Road North, Belfast, BT11 9QT
Letter, Objection, Gallagher (NEIGHBOUR), 21 Mayfield Square, Black's Road, Belfast, BT10 0AW

Consultee replies

Roads Service - Hydebank, 4 Hospital Road, BELFAST, BT8 8IL (DEPARTMENTAL), Non-committal, Consultation Reply, 16th November 2006
Roads Service - Hydebank, 4 Hospital Road, BELFAST, BT8 8IL (DEPARTMENTAL), App subj to cond etc, Letter, 2nd March 2007
Waste Management & Contaminated Land, Commonweath House, 35 Castle Street, Belfast, BT1 1GU (DEPARTMENTAL), Substantive Reply, Letter, 20th March 2007
BMAP Team, 2nd Floor, Bedford House, 16 - 22 Bedford Street, Belfast, BT2 7FD (INTERNAL), Substantive Reply, Consultation Reply, 8th November 2006
DRD Water Service, Infrastructure Management, Belfast Office, Westland House, Old Westland Road, Belfast, BT14 6TE (WATER), Statutory, Letter, 3rd November 2006
DRD Water Service, Infrastructure Management, Belfast Office, Westland House, Old Westland Road, Belfast, BT14 6TE (WATER), Statutory, Consultation Reply, 18th January 2007

Site History

S/1978/0565
REINSTATEMENT OF BOMB DAMAGE HOTEL
GREENAN LODGE HOTEL, BLACK'S ROAD, DUNMURRY
Not Supplied
Unknown
Local Authority decision •
Approval (historical)
16-OCT-79

S/1982/0479
REBUILDING PORTION OF BOMB DAMAGED HOTEL
BLACKS ROAD, DUNMURRY
Not Supplied
Unknown
Local Authority decision
Approval (historical)
15-SEP-82

S/1989/0584
Ewartco
55,000 Sq Feet Retail Unit, Ice Rink and Bowling Alley
GARNOCK HILL BLACKS ROAD DUNMURRY BELFAST
Outline
Erection of Building(s)
Local Authority decision
Withdrawn
11-OCT-89

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

S/1989/0646

Greenans Inns Ltd
Petrol filling station and associated retail sales
GREENAN LODGE HOTEL 161 BLACKS ROAD DUNMURRY BELFAST
Outline
Erection of Building(s)
Local Authority decision
Refusal
09-MAY-90

S/1989/1153

Ewartco
Retail unit, storage and leisure
facility including ice rink and
bowling alley
GARNOCK HILL BLACKS ROAD DUNMURRY
Outline
Erection of Building(s)
Local Authority decision
Refusal
23-AUG-90

S/1990/0646

Ewart P.L.C
17 Bedford Street Belfast
Housing Development
GARNOCK HILL BLACKS ROAD DUNMURRY
Outline
Erection of Building(s)
Local Authority decision
Approval (historical)
23-AUG-90

S/1990/0649

Mr T Lynch
39 Groganstown Collinglen Road, Lisburn
Replacement Dwelling
EAST OF 39 GROGANSTOWN COLLINGLEN ROAD LISBURN
Outline
Erection of Building(s)
Local Authority decision
Approval (historical)
29-SEP-90

S/1990/0846

John Mowlem Homes Ltd
High Street Holywood
Housing Development (Phase 1)
LAND AT GARNOCK HILL BLACKS ROAD DUNMURRY
Full
Erection of Building(s)
Local Authority decision
Approval (historical)
08-NOV-90

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

S/1991/0532
John Mowlam Homes Ltd
High Street Holywood
Housing Development
LAND AT GARNNOCK HILL BLACKS ROAD DUNMURRY
Full
Erection of Building(s)
Local Authority decision
Approval (historical)
08-DEC-91

S/1992/0959
Greenan Inns Ltd
161 Blacks Road Belfast
Signs
161 BLACKS ROAD BELFAST
Advertisement
Display of Advertisement
Local Authority decision
Approval (historical)
30-DEC-92

S/1993/0345
Greenan Inns Ltd
161 Blacks Road Belfast
Illuminated sign fixed to gable
GREENAN LODGE HOTEL BLACKS ROAD BELFAST
Advertisement
Display of Advertisement
Local Authority decision
Approval (historical)
26-JUN-93

S/1993/0976
John Mowlam Homes Ltd
High Street Holywood
Housing Development(74 units) Revised Layout
GARNNOCK HILL DEVELOPMENT BLACKS ROAD DUNMURRY
Full
Erection of Building(s)
Local Authority decision
Approval (historical)
01-JUL-94

S/1994/0600
John Mowlam Homes Ltd
High Street Holywood
8 No. Dwellings (4 pairs semi-detached)
SITE NOS 47/48, 57/58, 59/60, & 69/70 GARNNOCK GREEN BLACKS ROAD DUNMURRY
Full
Erection of Building(s)
Local Authority decision
Approval (historical)

DC0901M/W

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

02-AUG-95

S/1995/0616
Greenan Inns Ltd
Balmoral Hotel Blacks Road Dunmurry BT10 0NF
Extension to hotel to provide an additional 59 bedrooms
and additional residents facilities
161 BLACKS ROAD DUNMURRY
Outline
Building Extension/Alteration
Local Authority decision
Approval (historical)
24-NOV-95

S/2000/0541/F
Greenan Inns Limited
161 Blacks Road Belfast
Rear first floor extension over existing restaurant to provide an additional six bedrooms
The Balmoral Hotel, 161 Blacks Road, Belfast
Full
Erection of Building(s)
12th May 2000
Local Authority decision
Approval
14-JUL-00

Z/1974/0083
ERECTOR OF DWELLING HOUSE
1 KNOCKLOFTY PARK
Not Supplied
R
Local Authority decision
Refusal
01-OCT-74

Z/1974/0467
EXTENSIONS TO MANUFACTURING BUILDING, BOILED HOUSE AND TOILET BLOCK
FINAGHY ROAD NORTH
Not Supplied
R
Local Authority decision
Approval (historical)
01-OCT-74

Z/1976/0625
EXTENSION TO MAIN PLANT
FINAGHY ROAD NORTH
Not Supplied
R
Local Authority decision
Approval (historical)
20-AUG-76

Z/1978/1414

DC0901M/W

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

ENCLOSURE OF COVERED YARD AREA
FORD MOTOR WORKS, FINAGHY ROAD NORTH

Not Supplied

R
Local Authority decision
Approval (historical)
28-DEC-78

Z/1979/1845
EXTENSION TO FACTORY PREMISES
FORD MOTOR CO LTD, FINAGHY ROAD NORTH, BT11

Not Supplied

R
Local Authority decision
Approval (historical)
11-JAN-80

Z/1980/0217
CONSTRUCTION OF 12 DIE CAST EXTRACTION SCRUBBER UNITS
FORD PLANT, FINAGHY ROAD NORTH, BT10

Not Supplied

R
Local Authority decision
Approval (historical)
11-MAR-80

Z/1980/0307
ERECTION OF CANTEEN
FORD MOTOR PLANT, FINAGHY ROAD NORTH, BELFAST 11

Not Supplied

R
Local Authority decision
Approval (historical)
06-MAY-80

Z/1980/1579
INSTALLATION OF PORTAKABIN SECURITY OFFICE
FORD PLANT, FINAGHY ROAD NORTH

Not Supplied

R
Local Authority decision
Approval (historical)
20-NOV-80

Z/1981/1363
REPLACEMENT PALISADE FENCE
LARKFIELD SECONDARY SCHOOL, BLACKS ROAD

Not Supplied

R
Local Authority decision
Approval (historical)
22-JAN-82

Z/1986/1068

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Farrans Construction
Kingsway Dummury BT17 9NU
HOUSING DEVELOPMENT
FINAGHY ROAD NORTH, BETWEEN NO 158 AND MOTORWAY, BT10

Full

Erection of Building(s)
Local Authority decision
Approval (historical)
05-AUG-87

Z/1992/2427
Farrans Construction Ltd
99 Kingsway Dummury

Erection of 2 no semi detached dwellings

SITE 60 WOODLAND GRANGE FINAGHY ROAD NORTH BELFAST BT11

Full

Erection of Building(s)
Local Authority decision
Refusal
10-SEP-92

Z/1993/2130
Belfast Education & Library Board
40, Academy Street, Belfast BT1
Extension to existing school building
LARKFIELD HIGH SCHOOL BLACKS ROAD, BELFAST BT11

Full

Building Extension/Alteration
Local Authority decision
Approval (historical)
15-APR-93

Z/1996/2364
Ford Motor Co Ltd
Finaghy Road North Belfast
Extension to existing factory
FORD MOTOR CO LTD FINAGHY ROAD NORTH, BELFAST BT11

Full

Building Extension/Alteration
Local Authority decision
Approval (historical)
09-AUG-96

Z/1996/2425
Belfast Education & Library Board
C/o The Chief Architect 40 Academy Street, Belfast BT1
Alterations, extensions and refurbishment of existing
High School to include additional teaching space, sports
hall and ancillary accommodation
BALMORAL HIGH SCHOOL (FORMERLY LARKFIELD HIGH SCHOOL) BLACKS ROAD, BELFAST, BT10

Full

Building Extension/Alteration
Local Authority decision

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Approval (historical)
24-SEP-96

Z/1996/2507

Ford Motor Co.

Finaghy Road North, Belfast

Conversion of former garage building to fitness club

FORD MOTOR COMPANY BELFAST PLANT, FINAGHY ROAD NORTH, BELFAST BT10

Full

Change of Use

Local Authority decision

Approval (historical)

23-AUG-96

Z/1997/2452

Mr John Magee

Roseland House 136 Blacks Road, Belfast BT10

Site for housing development (Outline Application)

136 BLACKS ROAD, BELFAST BT10

Outline

Erection of Building(s)

Local Authority decision

Approval (historical)

02-SEP-97

Z/1998/2798

Mr Joe McEldowney

49 Malone Meadows, Belfast

Two storey development comprising 12 flat units and

provision of associated car parking and landscaping.

158 FINAGHY ROAD NORTH, BELFAST

Full

Erection of Building(s)

Local Authority decision

Approval (historical)

03-FEB-99

Z/1998/6006

Mr G Byrne

11 no 3 bedroom houses 158 Finaghy Road North Belfast

158 Finaghy Road North

Pre App Preliminary Enquiry

Building Extension/Alteration

Local Authority decision

Letter indicating Refusal

15-MAY-98

Z/1998/6107

Mr Alan Wood

Proposed housing development Site 60 woodland Grange Finaghy Road North Belfast BT11

Site 60 woodland Grange

Pre App Preliminary Enquiry

Building Extension/Alteration

Local Authority decision

DC9901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Enquiry: Other Letter Issued
10-NOV-98

Z/1999/2640

Belfast Education & Library Board

40 Academy Street Belfast

New 2 storey college incorporating regional teacher training unit and playing fields to replace existing college.

Balmoral High School, Blacks Road, Belfast BT10

Full

Erection of Building(s)

14th July 1999

Local Authority decision

Approval

22-MAR-00

Z/2000/0391/F

Grafton Homes Ltd

C/O Agent

Erection of 10 new dwellings as part of a larger development

Lands adjacent to Ford Motor Factory, Blacks Road, Belfast

Full

Erection of Building(s)

16th February 2000

Application has been withdrawn by applicant

Withdrawn

07-SEP-01

Z/2000/0633/F

Grafton Homes Ltd.

c/o Agent

Erection of 78 new dwellings (12 apartments & 66 houses)

Lands adjacent to Ford Motor Factory, Blacks Road, Belfast.

Full

Erection of Building(s)

13th March 2000

Local Authority decision

Approval

03-SEP-01

Z/2000/2115/F

Mr John Magee

Roseland House 136 Blacks Road Belfast BT10 ONF

Housing development.

136 Blacks Road, Belfast BT10 ONF

Outline

Redevelopment

12th September 2000

Local Authority decision

Approval

15-NOV-02

Z/2002/0495/Q

Mr Michael McBride

c/o agent

DC9901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Proposed residential development
Site at lands off Finaghy Road North, Belfast
Pre App Preliminary Enquiry
Erection of Building(s)
15th October 2002
Local Authority decision
Enquiry: Refer to Publication
15-OCT-02

Z/2002/1240/F
Grafton Homes
C/O Agent
Erection of 67 new dwellings and associated site works
Lands Adjacent To Ford Motor Factory, Blacks Road, Belfast.
Full
Erection of Building(s)
28th June 2002
Local Authority decision
Approval
20-JAN-03

Z/2003/0967/F
Grafton Homes
c/o agent Alan Patterson Design Darragh House, 112 Craigharragh Helens Bay BT19 1UB
Change of house type to 7no. dwellings with detached garages and other associated site works.
Site Nos 52-58 of housing development at Blacks Road, Belfast.
Full
Erection of Building(s)
29th April 2003
Local Authority decision
Approval
11-AUG-03

Z/2003/2310/F
Grafton Homes
C/O Agent Alan Patterson Design Darragh House 112 Craigharragh Road Helens Bay BT19 1UB
Proposed 8 No dwellings and associated site works. (Amended scheme).
Site Nos 68-76 of housing development site at Blacks Road, Belfast, BT11
Full
Erection of Building(s)
29th September 2003
Local Authority decision
Approval
06-JAN-05
Z/2003/2392/F
Grafton Homes
C/O Agent Alan Patterson Design Darragh House 112 Craigharragh Road Helens Bay BT19 1UB
Change of house type to 7 no dwellings with detached garages and associated works.
Site Nos. 52-58 Housing Development at Blacks Road, Belfast
Full
Erection of Building(s)
7th October 2003
Local Authority decision

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Approval
25-NOV-03
Z/2003/2473/F
Grafton Homes
c/o Alan Patterson Design Darragh House 112 Craigharragh Road Helen's Bay BT19 1UB
Change of house type to 2 No. dwellings with detached garages and associated works
Sites Nos. 59-60 housing development at Blacks Road, Belfast
Full
Erection of Building(s)
10th October 2003
Local Authority decision
Approval
25-NOV-03
Z/2004/1108/F
B. E. L. B.
Academy Street Belfast
Alteration to existing school access.
Balmoral High School, Blacks Road, Belfast BT10
Full
Minor Works/Env. Improve.
15th June 2004
Local Authority decision
Approval
20-SEP-04

Z/2005/1638/F
Mr M McBride
C/o Dempsey Architects 677 Lisburn Road Belfast BT9 7GT
Erection of 12no. Apartments in 2 no. blocks (Amended Scheme).
Lands at the junction of the service road into the Ford Visteon factory and Finaghy Road North, opposite
Castlewood Manor and Woodland Grange, Belfast
Full
Erection of Building(s)
1st August 2005
Z/2006/0355/F
Grafton Homes
C/o Monaghan Temnyson Architects Rathgar House 2 Rathgar Street Belfast BT9 7GD
Erection of apartment block with 18 no. apartments [amended description].
Lands 40m south-east of 18-24 Mayfield Square, Black's Road, Belfast.
Full
Erection of Building(s)
24th February 2006
Local Authority decision
Approval
27-NOV-06

Constraints
BAND C ZONE 1
North Down
Airport Height Restriction - Transport

DC0901MW

Pending

BAND C ZONE 1

Belfast
Airport Height Restriction - Transport
Pending

HOU/S/1032 - Knockmore Road etc

Lisburn
LandUse Zoning - Land Use Area
Adopted

H

HOU/S/1007
Lisburn
LandUse Zoning - Land Use Area
Adopted

BW - Belfast West
Belfast West
Part Constituency Boundary - RESIDUAL ITEMS
Effective

LV - Lagan Valley
Lagan Valley
Part Constituency Boundary - RESIDUAL ITEMS
Effective

Representations – including objections

1. Brief Summary of Issues
2. objection letters received. See main report for consideration
2. Consideration of Issues

Policies
ASC/001 - Area of Special Control (Urban Containment)

Lisburn Borough
ASC - PLAN POLICIES
Pending

APB/S/001 - Lisburn Area Plan Boundary
Lisburn Borough
Area Plan Boundary - PLAN POLICIES
Adopted

DC0901MW

APB/S/002 - Lisburn Area Plan Boundary

Lisburn Borough
Area Plan Boundary - PLAN POLICIES
Proposed

L/Z/001 - Belfast Urban Area

BUA
Development Limit - PLAN POLICIES
Adopted

L/S/001 - Development Limit of Lisburn/Dunmurry
Lisburn Borough

Development Limit - PLAN POLICIES
Adopted

L/S/016 - Development Limit of Lisburn/Dunmurry
Lisburn Borough
Development Limit - PLAN POLICIES
Adopted

DB/Z/001 - Belfast District Council Boundary

District Boundary - PLAN POLICIES
Pending

DB/S/001 - Lisburn Borough Council Boundary
Lisburn Borough
District Boundary - PLAN POLICIES
Statutory

70901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Application ID: Z/2006/2339/O Case Officer: Mr D Broderick

Case Officer Report
Date of Site Visit:

SITE VISIT DETAILS/DESCRIPTIONS

- 1. Characteristics of Site**
The site consists of half of the Ford Visteon factory adjacent to the M1 Motorway. The other half of the factory is outside of the application site. There is vehicular access to the site from both Blacks Road and Finaghy Road North. There is new housing, Mayfield Square, on Blacks Road, about the eastern boundary of the site. The site is approximately 6.3ha in size. The southern site boundary consists of the new Balmoral High School and playing pitches. The site is zoned in Draft BMAP as existing employment and industry.
- 2. Characteristics of Area**
There are new housing developments along Blacks Road and other established housing estates such as Ladybrook, Moor Park, and Finaghy (Appleton) are nearby.
- 3. Description of Proposal**
Outline application for mixed use business park adjacent to M1 and accessed via Finaghy Road North and housing from Blacks Road. The remaining half of the Ford factory is to be rationalised.

ASSESSMENT OF POLICY AND OTHER MATERIAL CONSIDERATIONS

The proposal was assessed against the following policy and guidance:

RDS (2025), BUAP (2001), DBMAP (2025), PPS1, PPS3, PPS4, Draft PPS4, PPS7, PPS8, PPS12, Creating Places and DCAN8.

The submitted concept illustrates the housing accessed via Blacks Road and centred around an internal courtyard/open space area. Vehicular access to the industrial units is to be kept separate-no heavy traffic through the residential area. The industrial units act as a buffer to M1 traffic and there is a cycle/ pedestrian path through the site aiding permeability. The applicant also submitted an industrial property market study and with the level of new units and the rationalisation of the remaining factory I am also content PPS4 has been adhered to.

Two objections were received citing:

- Traffic, congestion, road safety
- 21-31 Mayfield Square close to site boundary. Impact on housing to rear-loss of privacy/ light, over crowding/ bearing effect.
- Cycle path/ pedestrian link form Blacks Road to Finaghy Road North. Path will attract anti-social behaviour.

In response to these points:

- Roads offer no objections following assessment of a Traffic Assessment. The roads are capable of accommodating the extra traffic and any new road layout will be to adoptable/ safe standards.
- This is an outline application and there are no separation distances/detailed layouts at this point. This is an issue to be further assessed at the Reserved Matters stage.
- The path aids permeability and is a positive aspect in planning terms. Again the details will be submitted at the Reserved Matters stage whereby the level of supervision from the new dwellings (as with the open space area) can be assessed to guarantee 'secured by design'. The existing service road has little supervision and currently attracts anti-social behaviour. This may change if it is more regularly used by residents of the new housing.

Consultees responses:

Water Service have verified discharge figures and there is capacity in the network. BMAP do not consider the proposal to be premature. Roads offer no objections subject to conditions.

Contaminated land issue is currently being addressed by EHS Waste and Contaminated Lands and Belfast City Council Environmental Health. BBC EHO also to consider air quality report.

Subject to satisfying EHS WCL and EHO I would recommend approval of the principle of redevelopment in line with submitted concept.

Recommendations

Approval - Recommendation
Case Officer

Brief Summary of Reasons for Recommendation

Broadly conforms to policy and guidance. Objections considered

Brief Summary of Conditions

See below. Awaiting EHS Cont Land and Env. Health final responses.

Case Officer's Recommendation

Case Officer
Recommendation - Approval

Refusal Reasons

No data found

Conditions

1 - Non Standard (Non Standard Condition)

Except as expressly provided for by the following conditions the following reserved matters shall be as approved by the Department: - the siting, design and external appearance of the dwellings/buildings, the means of access thereto and the landscaping of the site.

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

2 - C21 (ACCESS - Private Streets)

The Private Streets (Northern Ireland) Order 1980

The development shall be in accordance with the requirements of the Department's Layout of Housing Roads Design Guide 1980 and, for the purpose of adopting private streets as public roads, the Department shall determine the width, position and arrangement of the streets associated with the development and the land to be regarded as comprised in those streets.

Reason: To ensure there is a safe and convenient road system within the development and to comply with the provisions of the Private Street (Northern Ireland) Order 1980.

3 - Non Standard (Non Standard Condition)

The means of vehicular access to the residential development hereby permitted shall be from Blacks Road only and the means of vehicular access to the business park development hereby permitted shall be from Finaghy Road North only.

DC0901MW

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Reason: To ensure there is satisfactory means of access in the interests of road safety and the convenience of road users.

Informatives

1 - D01A - WATER AND SEWERAGE

Public water supply available, subject to Water Service approval to connect. If required a connection will be granted on approval of a completed Water Service Application Form and payment of the Department's standard charge. Contact Water Service's Customer Services Unit to obtain an application form, or telephone Waterline on 0845 7440088.

2 - D03A - WATER AND SEWERAGE

Foul water sewer available, subject to Water Service approval to connect. If required a connection will be granted on approval of a completed Water Service Application Form and payment of the DRD's standard charge. Contact Water Service's Customer Services Unit to obtain an application form, or telephone Waterline on 0845 7440088.

3 - D05A - WATER AND SEWERAGE

Surface water sewer available, subject to Water Service approval to connect. If required a connection will be granted on approval of a completed Water Service Application Form and payment of the DRD's standard charge. Contact Water Service's Customer Services Unit to obtain an application form, or telephone Waterline on 0845 7440088.

4 - D09A - WATER AND SEWERAGE

To ensure compliance with the Water and Sewerage Services (Northern Ireland) Order 1973, as amended 1993, consultation with Water Service is essential at design stage with regard to the following matters:

- (a) water supply requirements;
- (b) foul water and surface water sewerage (Article 17 agreement) requirements;
- (c) trade effluent discharge;
- (d) septic tank emptying;
- (e) existing water main crossing the site;
- (f) existing sewer crossing the site.

Contact Water Service's Customer Services Unit or telephone Waterline on 0845 7440088.

5 - D10A - WATER AND SEWERAGE

The applicant is advised to contact Water Service through its Customer Service's Unit or Waterline on 0845 7440088 upon receipt of this decision to discuss any issues of concern.

6 - D10E - WATER AND SEWERAGE

If during the course of developing the site the developer uncovers a pipe not previously evident the local Water Service should be notified immediately in order that arrangements may be made for investigation and direction in respect of any necessary measures required to deal with the pipe.

7 - Non Standard

A main sewer/water main crosses the site. No building is permitted within 6 metres of any existing pipes. A diversion may be necessary. Please contact the Water Service with proposals.

8 - Non Standard

Foul discharge figures have been provided. There is adequate capacity within the existing system to enable the development to be served.

9 - J02 - GENERAL

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

This approval does not dispense with the necessity of obtaining the permission of the owners of adjacent dwellings for the removal of or building on the party wall or boundary whether or not defined.

10 - J03 - GENERAL

The applicant's attention is drawn to:

i. the relevant provisions of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978; and

ii. the Code of Practice for Access for the Disabled to buildings.

11 - J04 - GENERAL

The applicant is advised that the internal layout of the proposal should make adequate provision for the needs of people with disabilities. Further advice is set out in Development Control Advice Note 'Access for People with Disabilities' available from Divisional Planning Offices.

12 - J12 - GENERAL

This permission does not confer title. It is the responsibility of the developer to ensure that he controls all the lands necessary to carry out the proposed development.

13 - J16 - GENERAL

The applicant's attention is drawn to the attached information note from Northern Ireland Electricity.

14 - L01 - ADVERTISEMENTS

This approval does not apply to any signs or advertising material which the developer or occupier may wish to erect at the premises.

15 - L02 - ADVERTISEMENTS

Signs may require separate approval under the Planning (Control of Advertisements) Regulations (NI) 1992. Their size, construction, content and siting should be approved by the Department BEFORE any such signs are erected.

DC Officer's Signature:



Date:

11/5/07

DC0901MW

Application ID: Z/2006/2339/O

Case Officer: Mr D Broderick

Brief Summary of DC Group Discussion

Agree with VCO's recommendation

D.C. Group Opinion

Agree

options considered;

D.C. Group Signatures:

James McArdle
James O'Connor
24 July 2007

Date:

Council View

- No Comment
- Agree
- Disagree
- Defer
- Referral



OKT.CO.UK

27 August 2014

Dr T Quinn
Braniff Associates
5 Windsor Avenue North
Belfast
BT9 6EL

Dear Dr Quinn
Our Ref: MP/JP

FORMER VISTEON FACTORY, BLACKS ROAD, BELFAST

I refer to your recent instruction to consider the continued use of the above mentioned site for employment / industrial uses.

I would confirm that the site is well known to me and that I am experienced in the development of industrial / employment lands in Belfast and beyond.

I would confirm that in my opinion the subject site remains suitable for some form of employment / industrial use albeit, an immediate market demand is not apparent. The site, up until recently, was marketed as available in one lot. My experience would suggest that demand for a wider range of uses may be improved by splitting the site up and offering smaller lot sites.

Furthermore, taking into account the estimated findings of the viability tables I would advise that, given current and envisaged market conditions, there would be a need for public funding to secure employment / industrial use on the site in both the short term and foreseeable future.

I trust this is satisfactory for your purposes.

Yours sincerely

MARK PATTERSON MSc MRICS
Email: mark.patterson@okt.co.uk



Belfast Office: 72 Adelaide Street, Belfast BT2 8GD
T +44 (0)28 9024 8181 F +44 (0)28 9024 8988 E belfast@okt.co.uk

Northam Office: 20-22 Stubb's Lane, Coleraine BT52 7DD
T +44 (0)28 7034 4244 F +44 (0)28 7034 4549 E coleraine@okt.co.uk

Partners: Brian Kennedy FRICS, FCAB, Brian Tully MRICS, Mark Patterson MSc MRICS,
John McKeown MSc MRICS, Alan McKeown MSc MRICS, Alan McKeown MSc MRICS,
Aislinn Tracy MSc MRICS, Henry 'Bogart' BSC, (Hons) MRICS,
Alan McKeown BSc, (Hons) MRICS, Richard Burke BSc, (Hons) MRICS