

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: Tuesday 10 March 2020	
Application ID: LA04/2019/2850/F	
Proposal: Extensions to existing aerospace manufacturing facility and associated site works to include internal access road, replacement car parking, drainage and existing access onto Heron Road.	Location: Bombardier Wing Manufacturing and assembly Facility Airport Road West Belfast BT3 9ED.
Referral Route: Major Application	
Recommendation: Approval	
Applicant Name and Address: Bombardier Airport Road Belfast BT3 9DZ	Agent Name and Address: Ove Arup and Partners Limited Bedford House Bedford Street Belfast BT2 7FD
<p>Executive Summary: This application seeks full planning permission for extensions to the existing aerospace manufacturing facility at Bombardier. It includes associated site works including internal access road, replacement car parking, drainage and existing access onto Heron Road.</p> <p>The key issues in the assessment of the proposed development are:</p> <ul style="list-style-type: none"> - The principle of proposed extensions to the aerospace manufacturing building - Employment and economic development; - Scale, Massing and Design; - Contaminated Land; - Impact on Natural Heritage and Protected Sites; - Traffic and Parking; - Flooding and Drainage - Impact on amenity; and - Pre-application Community Consultation. <p>The site is located within an established industrial / commercial area within an existing employment zoning within the Harbour Estate where the principle of development is acceptable. Given the scale of the existing building on the site and the established nature of the aerospace manufacturing facility in what is a predominantly industrial area, the scale and design of the extensions are considered appropriate and acceptable, and there will be no adverse environmental impacts as a result of the development or the resultant operations on site.</p> <p>The extensions will provide additional production capacity to meet customer demand and help maintain what is a unique production process under one roof (receipt of raw material through to despatch of assembled product). There will be no significant intensification of the existing use but the extensions will help sustain approximately 1,000 jobs at Bombardier Belfast.</p>	

Consultees & Environmental Matters

Environmental Health – No objection

DAERA – No objection

DFI Roads – No objection

Rivers Agency – No objection

NI Water – No objection

Health and Safety Executive – No objection

Belfast City Airport – No objection

Shared Environmental Services – No objection

No objections or third party representations have been received.

The proposal will not have an adverse impact on the nearby protected ecological sites within and around Belfast Lough. Conditions will ensure that development is carried out in a sympathetic manner and ensure any potential impacts on these sites are mitigated.

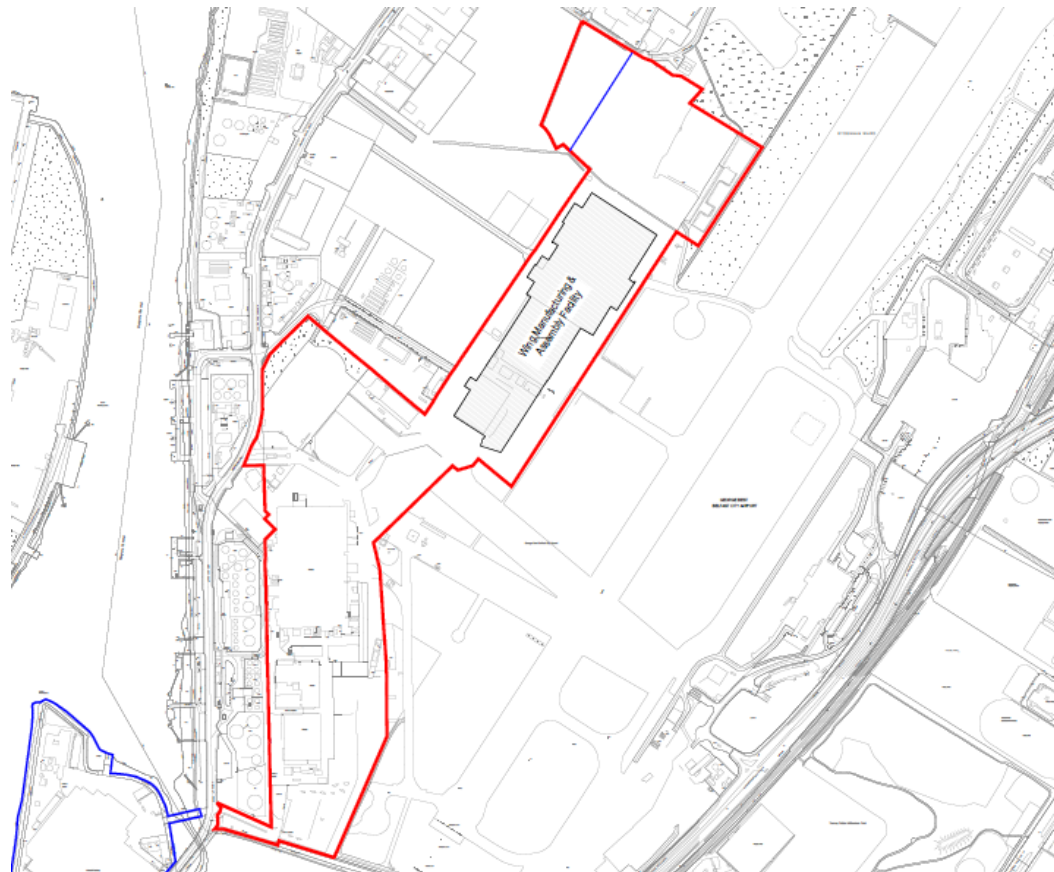
Recommendation

Having regard to the extant development plan, the draft development plan, relevant planning policies, planning approvals in the area, economic benefits and other material considerations the proposed development is considered acceptable.

It is recommended that planning permission is granted with delegated authority given to the Director of Planning and Building Control to finalise conditions.

Case Officer Report

Site Location Plan



1.0 Description of Proposed Development

1.1 Full planning permission is sought for the extension of the existing manufacturing building by an additional 30,950m² comprising the following extension elements:

1. Off duty locker facility: 375m²
2. Autoclave bay: 20,530m²
3. Wing tool storage facility: 5,770 m²
4. Wing assembly: 4,275m²

These four main areas of expansion located as follows:



Construction Phase	Proposed Floor Area (m ²)	Construction Completion Date	Location of Extension
1	15,360m ²	06/2021	Eastern extension
2	375m ²	01/2021	Northern extension
3	5,770m ²	06/2022	Southern extension
4	2,575m ²	12/2022	Western extension
5	5,170m ²	12/2023	Eastern extension
6	1,700m ²	06/2024	Western extension

1.2 The northern (off-duty locker facility), southern (tool storage facility (13m) and western (wing assembly (19m) extensions will have finished roof levels below that of the existing building (20.4m).

1.3 The massing of the extensions is influenced by internal operations, for example, the easterly Autoclave Bay extension would be developed to be consistent in height to the existing Wing Manufacturing and Production Facility to enable the internal crane systems to be extended and operated.

1.5 The extensions will be constructed with steel frames, finished externally with lightweight metal cladding to match the existing Wing Manufacturing and Assembly Facility.

2.0 Description of Site

2.1 The application site extends to an area of 34.3 hectares and accommodates Bombardier's Belfast operational facility east of Airport Road West. The proposed development works relate only to the Wing Manufacturing and Assembly Facility which is in the north east portion of the campus. The Wing Manufacturing and Assembly Facility is surrounded by an access track with

	visitor car parking, mechanical plant, fuel storage and sprinkler tanks located along the curtilage. In general, the site is in hard-standing. The footprint of the existing facility is 52,567m ² .
2.3	The largest of the three proposed extensions lies in the 'Moscow Camp' area, located immediately north-east of the Wing Manufacturing and Assembly Facility and an existing access provides connectivity to Heron Road. Moscow Camp is approximately 7 hectares in size and is currently fenced off and not publicly accessible, with areas of hardstanding having become overgrown.
2.4	The site forms part of the existing Bombardier development within the Belfast Harbour Estate, a flat area of predominantly reclaimed land on the south eastern shore of Belfast Lough. Industry (Use Class B2 and B3) is the predominant land use in the surrounding area.
2.5	The site is bounded to the north east by Heron Road, the west by the RiverRidge Energy from Waste facility and to the south west by George Best Belfast City Airport. Victoria Park is south of the application site while the nearest residential properties are situated some 950m from the subject lands in the Sydenham area.

Planning Assessment of Policy and other Material Considerations

3.0	Planning History
3.1	Z/2009/0092/F Proposal: Extension to existing aerospace manufacturing facility to include a new 700,000sq ft (approx) factory with associated servicing, landscaping, ancillary buildings and canteen. Address: Bombardier Aerospace, Airport Road West site, Airport Road West, Belfast. Decision: Approval Decision Date: 22.06.2009
3.2	Z/2010/0140/F Proposal: Extension to existing aerospace manufacturing facility to include 2 no. factory buildings, one of which was previously approved under planning application Z/2009/0092/F Address: Bombardier Aerospace, Airport Road West Site, Airport Road West. Decision: Approval Decision Date: 07.06.2010
3.3	Z/2011/0606/F Proposal: Amendments to design and layout of approved extension to existing aerospace manufacturing facility to include 2 no. factory buildings. Address: Bombardier Aerospace, Airport Road West Site, Airport Road West, Belfast, BT3 9ED. Decision: Approval Decision Date: 03.10.2011
4.0	Policy Framework
4.1	Belfast Urban Area Plan 2001 Draft Belfast Metropolitan Area Plan 2004 Draft Belfast Metropolitan Area Plan 2015 Developer Contribution Framework 2020
4.2	Strategic Planning Policy Statement for Northern Ireland Planning Policy Statement 2 – Natural Heritage Planning Policy Statement 3 - Access, Movement and Parking Planning Policy Statement 4 – Planning and Economic Development Planning Policy Statement 13 – Transportation and Land Use

	Planning Policy Statement 15 - Planning and Flood Risk
5.0	<p>Statutory Consultees</p> <p>DfI Roads – No objection subject to conditions DAERA Waste Management Unit – No objection DAERA Water Management Unit – No objection subject to conditions DAERA Natural Environment Division – No objection subject to conditions DfI Rivers Agency – No objection Belfast City Airport – No objection Health and Safety Executive NI – No objection Rivers Agency – No objection</p>
6.0	<p>Non-Statutory Consultees</p> <p>Environmental Health BCC – No objection subject to conditions</p>
7.0	<p>Representations</p> <p>None received</p>
8.0	<p>Other Material Considerations</p> <p>N/A</p>
9.0	<p>Assessment</p> <p>The key issues in the assessment of the proposed development are:</p> <ul style="list-style-type: none"> - The principle of proposed extensions to aerospace manufacturing building - Scale, Massing and Design; - Contaminated Land; - Impact on Natural Heritage and Protected Sites; - Traffic and Parking - Flooding and Drainage - Impact on amenity; - Pre-application Community Consultation.
9.1	<p>The principle of proposed extensions to aerospace manufacturing building</p> <p>Following the May 2017 Court of Appeal decision on Belfast Metropolitan Area Plan, the extant development plan is now the Belfast Urban Area Plan 2001 (BUAP). However, given the stage at which the Draft BMAP had reached pre-adoption through a period of independent examination, the policies within the Draft BMAP still carry weight and are a material consideration in the determination of planning applications. The weight to be afforded is a matter of judgement for the decision maker.</p>
9.2	<p>In the BUAP the site is located within the development limits of Belfast and within the Draft Belfast Metropolitan Area Plan (2004 and 2015 versions) within the zoning existing employment zoning. The presumption is therefore in favour of development subject to the planning considerations detailed elsewhere in this report.</p>
9.3	<p>The proposal has been assessed against Policy PED of PPS4.</p>
9.4	<p>A proposal for economic development use, in addition to the other policy provisions of this Statement, will be required to meet all the following criteria:</p> <ul style="list-style-type: none"> - <i>it is compatible with surrounding land uses;</i> The proposal is within an established industrial / commercial area. The proposed extensions to the aerospace manufacturing building will not have any significant impact on adjacent land-uses or properties due to the scale of the site and for reasons stated in the main body of the report. - <i>it does not harm the amenities of nearby residents;</i> There are no residential properties within the vicinity of the site.

- ***it does not adversely affect features of the natural or built heritage;***
The site is not located within any National, European or Internationally designated sites, but is located within close proximity to a number of protected sites. Shared Environmental Services have offered no objections to the proposal as long as the necessary mitigation measures are secured by planning conditions.
- ***it is not located in an area at flood risk and will not cause or exacerbate flooding;***
The area is not within a designated flood plain or an area that has been identified as being prone to flooding.
- ***it does not create a noise nuisance;***
The proposed use is not likely to cause significant noise levels that would impact on amenity of nearby properties. There are no residential receptors within the vicinity of the site. This will be discussed further below.
- ***it is capable of dealing satisfactorily with any emission or effluent;***
No significant emissions would be associated with the proposed use.
- ***the existing road network can safely handle any extra vehicular traffic the proposal will generate or suitable developer led improvements are proposed to overcome any road problems identified;***
DFI Roads have offered no objections to the proposal and the proposal is considered acceptable in this regard.
- ***adequate access arrangements, parking and manoeuvring areas are provided;***
Displaced parking is being largely relocated. DFI Roads has offered no objections.
- ***a movement pattern is provided that, insofar as possible, supports walking and cycling, meets the needs of people whose mobility is impaired, respects existing public rights of way and provides adequate and convenient access to public transport;***
The proposal will avail of existing access arrangements. The application is supported by a Green Travel Plan which will be required to be implemented by condition.
- ***the site layout, building design, associated infrastructure and landscaping arrangements are of high quality and assist the promotion of sustainability and biodiversity;***
The design, massing and finishes of the proposed extensions are in keeping with the industrial character of the building and the area.
- ***appropriate boundary treatment and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view;***
A satisfactory detailed landscaping plan has been proposed.
- ***is designed to deter crime and promote personal safety; and***
The access to the site is security gated and controlled.

Employment and economic development

9.5

The application is supported by an Economic Statement. It states that Bombardier is the largest manufacturer in Northern Ireland, producing 10% of the regions manufactured exports. The company is seeking to further invest in its Belfast operation by expanding its Wing Manufacturing and Assembly Facility to meet growing customer demand.

9.6	Bombardier produces composite wings at the facility for Airbus A220 family of aircraft. Almost 100 A220s are already in operation and Airbus has received 530 firm aircraft orders from over 20 customers worldwide. It has asked Bombardier to significantly ramp up its current production process to meet customer demand. The purpose of the proposed extensions is to provide the necessary additional capacity. The current manufacturing process is said to be unique in that it encompasses production under one roof including receipt of raw carbon fibre, cutting and lay-up, the resin transfer infusion production system, non-destructive testing, wing assembly and testing right through to the dispatch of wings.
9.7	The applicant's intention is to commence development immediately on the granting of planning permission. The proposed extensions would create in the region of 300 construction jobs with a construction programme commencing in 2020 and ending in 2024. Bombardier's investment would support around 1,000 jobs during peak production and the proposal will help maintain the company's contribution to the Belfast economy with a total workforce of around 3,500.
9.8	The applicant's business needs and the significant benefits of the proposal to the local and wider regional economy are very important material considerations.
9.9	<p>Scale, Massing and Design</p> <p>The proposal has been assessed against paragraphs 4.23-4.29 of the SPPS. The functional extensions are in keeping with the form, character and appearance of the existing Bombardier building and its surroundings and similar in terms of its form and design to many of the established industrial commercial style buildings in the area. Therefore, in terms of overall visual impact, the proposal will not harm the character and appearance of the area. The proposed materials are reflective of the industrial character of the Belfast Harbour Estate and match the existing building.</p>
9.10	<p>Contaminated Land</p> <p>The existing central Bombardier building was renovated in 1983 with further extensions constructed circa 2010 and 2012. The application notes that the existing Wing Manufacturing and Assembly facility was constructed on imported fill material.</p>
9.11	Extensions to the existing building are proposed to the north, east, south and west elevations.
9.12	One part of the extension is to be developed on the former Moscow Camp Ministry of Defence site. The Preliminary Risk Assessment submitted with the application identifies a number of potential sources of contamination associated with this former land use including helipads, mechanics bays, oil storage and a remaining sub-station.
9.13	Historically, the entire site was reclaimed from Belfast Lough with the ground level raised using hydraulic fill materials. Various potentially contaminating activities have been identified in the area surrounding the site. The report also outlines a number of historical site investigations that have been undertaken across the wider site between 1987 and 2011.
9.14	The Generic Quantitative Risk Assessment (GQRA) notes that the identified ground conditions are made ground to a maximum depth of 2.5m below ground level (bgl), hydraulic fill/reclaimed land to a maximum depth of 5.0m bgl, silex to a maximum depth of 7.1m bgl and glacial deposits to a maximum depth of 30.1m bgl. Sherwood Sandstone is anticipated to underlie the site however the reports note that bedrock remains unproven. During the various site investigations, observed contamination was identified in a number of locations including ash, clinker and cinders, hydrocarbon odours and 'free phase' oil contamination identified on the surface of the groundwater (in one location only).

9.15	Groundwater level on site was determined from previous reports; it is noted to occur between 0.4m to 2.2m bgl. A design groundwater level of 0.8m bgl has been adopted. Groundwater is thought to flow towards the east, in the direction of the Connswater River, which then flows into Belfast Lough. The report notes that no significant tidal influence on groundwater levels was identified though continuous groundwater monitoring undertaken in the previous site assessments, however other sections of the report refer to tidal changes influencing the ground gas regime (GQRA Appendix D Section 5).
9.16	The Council's Environmental Protection Unit confirm that the only relevant human health pollutant linkage with regard to the final site use is the presence of ground gas.
9.17	The Ground Gas Risk Assessment, presented in Appendix D of the GQRA, has been updated to provide greater rationale on the calculation of a representative Gas Screening Value for the proposed development site.
9.18	In addition, the drawing titled 'Proposed Floor Plans', contained within Annex 5 of the amended Ground Gas Risk Assessment (presented within Appendix D of the revised GQRA), clearly demonstrates which parts of the proposed extensions can be classified as Type D and which are classified as Type C. This is explained below.
9.19	<p>The reports suggest the following gas protection measures within the Type D areas (which under CS4 require 3.5 points):</p> <ul style="list-style-type: none"> - Cast in situ monolithic reinforced ground bearing raft or reinforced cast in situ suspended floor slab with minimal penetrations (1.5pts). - Gas resistant membrane meeting all the BS8485 criteria (2.0pts).
9.20	<p>The reports suggest the following gas protection measures within the Type C areas (which under CS4 require 4.5 points):</p> <ul style="list-style-type: none"> - Cast in situ monolithic reinforced ground bearing raft or reinforced cast in situ suspended floor slab with minimal penetrations (1 or 1.5pts). - Gas resistant membrane meeting all the BS8485 criteria (2.0pts). - Passive sub floor dispersal layer of at least good performance (1.5pts for good performance 2.5pts for very good performance). Media used to provide the dispersal layer are: <ul style="list-style-type: none"> o Clear void. o Polystyrene void former blanket. o Geocomposite void former blanket. o No-fines gravel layer with gas drains. o No-fines gravel layer.
9.21	However, Environmental Health has highlighted that not all of the suggested passive ventilation measures would be considered suitable for the proposed development. As outlined in Annex B of BS 8485:2015+A1:2019, geocomposite blankets are not suitable for CS4 risk sites unless the width of the building is small (less than 5m to 8m) and gravel layers are not sufficiently effective for use on CS4 sites.
9.22	Having regard to these comments, the application no longer recommends that the existing active gas extraction system is turned off. The report notes that amendments will be required to the existing active gas extraction system where Extension 3 is to adjoin the existing building; pipes from each vent box will extend internally from floor level to the roof and be fitted with a static venting cowl. The application confirms that a specialist contractor will be completing the detailed design and installation of the gas protection measures. Conditions are recommended to ensure that these issues are addressed.

9.23	DAERA has noted that following intrusive investigations in relation to groundwater that exceedances of the relevant screening values for metals and phenol in the shallow and metals, phenol and TPH fractions in the deep were identified from the samples obtained. RPS conclude that the exceedances in the deep groundwater have the potential to pose a risk to environmental receptors (Musgrave Channel) for which remediation measures have been presented.
9.24	DAERA has no objections to the development subject to appropriate conditions.
	Impact on Natural Heritage and Protected Sites
9.25	The proposal has been assessed against Policies NH1 (European and RAMSAR Sites), NH2 (Species Protected by Law), NH 3 (Sites of Nature Conservation Importance – National), and NH 5 (Habitats, Species or Features of Natural Heritage Importance) of PPS2.
9.26	The site is in close proximity to National, European and international designated sites. The site is located within 500m of Belfast Lough and within close proximity to the Inner Belfast Lough area. The site is located within 2km of the Belfast Lough Ramsar site, the SPA and open SPA designated to protect a number of important bird species. The site is also located approximately 400m from the Inner Belfast Lough Area of Special Scientific Interest. It is worth noting that the site does not lie within any of the designated areas stated above.
9.27	Natural Environment Division (NED) acknowledge receipt of a Preliminary Ecological Assessment (PEA) and Outline Construction Environmental Management Plan (CEMP).
9.33	A site survey of the application site was conducted by NED officials on 26 th November 2019 and was found to contain Open Mosaic Habitats (OMH) of low ecological value, not comparable to other examples of OMH found within the Belfast Harbour Estate. No other priority habitat of high ecological value was recorded on site.
9.34	No priority species, or evidence of these, were recorded on site; as per the findings of the PEA.
9.35	NED note there is potential for disturbance from lighting and will therefore require details of proposed lighting and mitigations for bat species, as recommended in the PEA. NED recommend that light spill onto adjacent vegetation is kept to a minimum and avoids disturbance to Natural Heritage interests.
9.36	NED are satisfied with the proposed mitigation recommendations and monitoring detailed within the Outline Habitat Management Plan for the loss of OMH and establishment of unimproved neutral grassland. NED have recommended Condition Nos. 13-15 (Section 11) are attached should planning permission be forthcoming to ensure the appropriate mitigation measures are implemented to prevent any adverse impact on wildlife and natural heritage.
9.37	Shared Environmental Services (SES) has considered the proposal in light of the assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) on behalf of the Council which is the competent authority responsible for authorising the project and any assessment of it required by the Regulations.
9.38	Having considered the nature, scale, timing, duration and location of the project it is concluded that provided the mitigation is conditioned, the proposal will not have an adverse effect on site integrity of any European site. SES has however recommended that Piling operations occurring between mid-April and July are agreed in writing by the Council including a suitable management process agreed to protect nesting terns or other SPA bird features within the nearby RSPB Reserve. This will be secured via condition (Condition No. 11, Section 11).

9.39	Due to the distance this proposal is from the marine environment, NIEA Marine and Fisheries Division are content that the proposal will not have any impact on marine features. Given the distance between existing seal haul out sites and high water mark from piling operations, NIEA consider that the proposal is unlikely to have a significant impact on marine mammals through the production of piling noise.
9.40	Furthermore, an outline construction environmental management plan (OCEMP) has been provided and details the environmental monitoring and mitigation measures that are to be implemented during construction works to minimise the effects of the site operations on receptors. NIEA has asked that a final Construction Environmental Management Plan should be agreed prior to commencement of development and this will be secured by a condition (Condition No. 10, Section 11).
9.41	<p>Traffic and Parking</p> <p>The proposal has been assessed having regard to Policy TRAN 1 of PPS3 and Policy CC025 of draft BMAP.</p>
9.42	The site is located off Airport Road West with access onto the motorway network via Dee Street or Hollywood Exchange junctions. All traffic accesses the site via the manned security entrance onto Airport Road West. Visitors must also report to this point on arrival to site.
9.43	The southern, western and eastern extensions would encroach onto existing car parking spaces resulting in the redistribution of spaces including the creation of a new 24 space car park adjacent to the northern extension. It should be noted that there will be no additional staff on site as a result of the proposed extensions. A number of car parking spaces are being displaced to enable the erection of the small extension on the western part of the building. Most of these displaced spaces are being relocated adjacent to the northern extension. DFI Roads have noted an overall reduction of 20 car parking spaces but have offered no objections to the development subject to Condition Nos. 7-9 detailed in Section 11 of the report.
9.44	<p>The re-organisation of existing car parking would result in the provision of 4 car parking lots as follows:</p> <ul style="list-style-type: none"> - The southern car park located at the internal roundabout will provide 79 spaces. - The eastern car park fronting the site's boundary with Belfast City Airport will provide 18 car parking spaces. - The creation of a new car park at the northern extension will provide 24 new spaces. - The western car park fronting the energy from waste facility will provide up to 32 spaces.
9.45	It is expected that the delivery of raw materials for wing construction to the site would marginally increase by 1 – 2 HGVs per day. Currently there are 2 sets of wings transported from the facility per week and this is expected to increase to 3.5 per week. These vehicles exit the site pre 6am and do not mix with typical daily traffic. It is therefore anticipated that the proposed development would not have a significant impact on the surrounding road network and there will be no infrastructure improvements required. DFI Roads has no objection to the application and it is considered acceptable in terms of transport considerations.
9.46	<p>Flooding and Drainage</p> <p>The proposal has been assessed against Policies FLD1 and FLD3 of PPS15.</p>
9.47	DfI Rivers reviewed the Flood Risk and Drainage Assessment provided with the application and commented that the Drainage Details only lack a letter from DfI Rivers local area office for consent to discharge into the adjacent watercourse. Additional information was submitted to address this point. Subsequently, DfI Rivers has assessed proposals to discharge a maximum of 35.24 l/s storm water to the designated Sydenham Stream and confirms its consent with these proposals under Schedule 6 of the Drainage (NI) Order 1973.

	<p>Impact on amenity</p> <p><u>Noise</u></p> <p>9.48 The site is within the Belfast Harbour industrial estate and is surrounded by industrial land uses to the north, south and west. Belfast City Airport is located immediately to the east of the site, with the A2 Sydenham Bypass dual carriageway running approximately 650m to the south east of the site. The nearest residential receptors to the proposed development are approximately 950m to the east (on Parklands off Knocknagoney Road which are already exposed to high noise levels during day-time hours).</p> <p>9.49 A Noise Screening Assessment has been provided with the application. Table 10 within Section C4 summarises the potential noise and vibration impacts at residential locations from plant and traffic associated with the construction and operational phases. Given the large distance between the proposed development and the nearest residential receptors, the report states that there is a very low risk of operational noise from plant and equipment resulting in adverse noise impacts at residential receptors.</p> <p>9.50 Due to the local topography, noisy works such as percussive piling operations and concrete breaking undertaken within the Harbour Estate, particularly during night-time hours, may travel and be perceptible at residential premises regardless of the separation distance. Environmental Health has subsequently requested that a condition is attached to any approval prohibiting percussive piling operations and concrete breaking during night time hours. This condition is detailed in Section 11 of the report (Condition No. 5).</p> <p>Air Quality</p> <p>9.51 The EIA Screening Report submitted with the application considers air quality impacts from the construction and operational phases of the development and an Air Quality Screening Assessment is contained within Appendix D.</p> <p><u>Construction</u></p> <p>9.52 Construction traffic and plant were identified as having the potential to impact on local air pollutant concentrations due to exhaust emissions; however, it is noted that the changes in traffic are below the threshold for a detailed air quality assessment. Construction activities were considered to have the potential to result in dust impacts due to movement and storage of materials.</p> <p><u>Operational</u></p> <p>9.53 The assessment states that there are no new combustion processes included in the proposed development. The operational traffic changes are noted to be '<i>extremely low</i>' and do not meet the threshold for detailed assessment.</p> <p>9.54 The Air Quality Screening Assessment has determined that a detailed air quality assessment is not required for the development. Potential impacts from air quality are considered to be negligible and not significant. The report recommends that dust mitigation measures (for a low risk site) contained within section D5.3 should be included within the Construction Environmental Management Plan (CEMP).</p> <p>There is no objection from Environmental Health and the air quality impacts are considered acceptable.</p> <p>9.55</p> <p>Pre-application Community Consultation</p> <p>9.56 For applications that fall within the major category as prescribed in the Development Management Regulations, Section 27 of the Planning Act (NI) 2011 places a statutory duty on applicant for planning permission to consult the community in advance of submitting an application.</p>
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<p>9.57</p> <p>9.58</p> <p>9.59</p> <p>9.60</p> <p>9.61</p> <p>9.62</p> <p>9.63</p> <p>9.64</p>	<p>Section 27 also requires that a prospective applicant, prior to submitting a major applications must give notice, known as a 'Proposal of Application Notice' (PAN) that an application for planning permission for the development is to be submitted. A Proposal of Application Notice (PAN) LA04/2018/2190/PAN was submitted to the Council on 8th August 2019.</p> <p>Where pre-application community consultation has been required and a PAN has been submitted at least 12 weeks in advance of the application being submitted, the applicant must prepare a pre-application community consultation report to accompany the planning application.</p> <p>A Pre Application Community Consultation Report has been submitted in support of this application. The Report has confirmed the following:</p> <p>The Public Consultation Event took place in the Park Avenue Hotel, Holywood Road, on 16th October 2019. This event was advertised in the Belfast Telegraph week commencing 30th September 2019.</p> <p>Invitations were issued to properties within the Airport Road West Industrial Park.</p> <p>The PAN was circulated to a number of local Councillors and MLAs via email on 6th September 2019.</p> <p>Three people attended the event with one response received. The responses to the four specific questions were generally supportive and positive.</p> <p>It is considered that the Pre-Community Consultation Report submitted has demonstrated that the applicant has carried out their duty under Section 27 of the Planning Act (NI) 2011 to consult the community in advance of submitting an application.</p>
<p>10.0</p> <p>10.1</p> <p>10.2</p>	<p>Summary of Recommendation: Approval</p> <p>Having regard to the policy context and other material considerations, the proposal is considered acceptable and planning permission should be granted.</p> <p>It is recommended that planning permission is granted with delegated authority given to the Director of Planning and Building Control to finalise conditions.</p>
<p>11.0</p>	<p>Conditions</p> <ol style="list-style-type: none"> 1. As required by Section 61 of the Planning Act (Northern Ireland) 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. <p>Reason: Time Limit.</p> <ol style="list-style-type: none"> 2. Prior to commencement of development, the applicant shall submit to and have approved in writing by the Council, a Detailed Remediation Strategy. The Detailed Remediation Strategy must follow the proposals outlined in the letter from Ove Arup & Partners Ltd (dated 31st January 2020 and referenced LA04/2019/2850/F) and the Ove Arup & Partners Ltd reports entitled 'Bombardier, WPU Expansion, Generic Quantitative Risk Assessment' (referenced REP/226538-75/GEO/REP/002, Issue 02 and dated 31st January 2020) and 'Bombardier, WPU Expansion, Remediation Strategy, Implementation & Verification Plan' (referenced REP/226538-75/GEO/REP/002, Issue 02 and dated 31st January 2020). <p>This Strategy must demonstrate how the identified pollutant linkages are to be demonstrably broken and that they no longer pose a potential risk to human health. In particular, the Detailed Remediation Strategy must demonstrate how Characteristic</p>

Situation 4 gas protection measures will be provided to the proposed development areas. It must incorporate:

- a. Detailed design of the proposed gas protection measures for each extension area (Type C and Type D) including calculations (for the proposed ventilation measures) and technical drawings.
- b. Details of how the gas protection measures will be installed where the extensions adjoin the existing building, and how the gas protection measures within the existing buildings will be maintained.
- c. Detail on how the proposed remedial works are to be verified.

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

Reason: Protection of human health.

3. In order to demonstrate that the required remedial measures have been incorporated within the proposal, prior to occupation of the development, a Verification Report shall be submitted to and agreed in writing by the Council prior to occupation of each Phase of the development. The Verification Report must be in accordance with Environment Agency guidance, British Standards and CIRIA industry guidance. It must demonstrate that the mitigation measures outlined in the agreed Remediation Strategy have been implemented and have broken the relevant pollutant linkages and that the site no longer poses a potential risk to human health.

Reason: Protection of human health.

4. If during the development works, new contamination or risks are encountered which have not previously been identified, works shall cease and the Council shall be notified in writing immediately. This new contamination shall be fully investigated in accordance with best practice. In the event of unacceptable risks being identified, a Remediation Strategy and subsequent Verification Report shall be agreed with the Council in writing, prior to the development being occupied. If required, the Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.

Reason: Protection of human health.

5. During the construction phase, percussive piling operations and concrete breaking shall not be undertaken between the hours of 23:00-07:00hrs.

Reason: In the interests of residential amenity.

6. The extensions hereby approved shall not be used other than for purposes ancillary to the existing building as an aircraft manufacturing facility.

Reason: To control use of the extensions and minimise the generation of traffic.

7. The extensions hereby permitted shall not become operational until hard surfaced areas have been constructed and permanently marked in accordance with drawing No.F518 B02C uploaded to the Planning Portal 6th December 2019 to provide for parking within the site. No part of these hard surfaced areas shall be used for any purpose at any time other than for the parking and movement of vehicles in connection with the approved development.

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

8. The development hereby permitted shall operate in accordance with the Draft Construction Traffic Management Plan uploaded to the Planning Portal 6th December 2019.

Reason: In the interests of road safety and the convenience of road users.

9. The extended building hereby permitted shall operate in accordance with the Framework Travel Plan uploaded to the Planning Portal 6th December 2019.

Reason: To promote the use of alternative modes of transport in accordance with sustainable transportation principles.

10. Notwithstanding the submitted details, no development shall commence until a final Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Council. This final plan should contain all the mitigation as described in the Outline CEMP completed by ARUP Consulting, dated 27/11/2019. This CEMP should also address any works near or liable to affect any waterway as defined by the Water (Northern Ireland) Order 1999.

The approved CEMP shall be implemented in accordance with the approved details and all works on site shall conform to the approved CEMP, unless otherwise agreed in writing by the Planning Authority. The CEMP shall include the following:

- a. Construction methodology and timings of works;
- b. Pollution Prevention Plan; including suitable buffers between the location of all construction works, storage of excavated spoil and construction materials, any refuelling, storage of oil/fuel, concrete mixing and washing areas and any watercourses or surface drains present on or adjacent to the site;
- c. Details of the appointment of an Ecological Clerk of Works (ECoW) and their roles and responsibilities.

Reason: To protect the features of potentially connected European Sites from construction polluting discharges and to ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.

11. Any Piling activities to take place between mid-April to July in any calendar year must be agreed in writing by the Council including a suitable management process agreed to protect nesting terns or other SPA bird features within the RSPB Reserve.

Reason: To protect the ornithology breeding/nesting features from potential disturbance due to piling.

12. The external colour finish of the extensions shall match the existing buildings.

Reason: In the interests of visual amenity.

13. Within twenty four hours prior to demolition, the existing building on the site shall be checked for bat presence by a competent ecologist and all demolition works shall be monitored by a competent ecologist. A report of the demolition shall be submitted to the Council within 2 weeks.

Reason: To ensure protection to bats and their roosts.

14. There shall be no external lighting on the site until a Lighting Plan has been submitted to and approved in writing by the Council. The approved Plan shall be implemented in accordance with the approved details, unless otherwise agreed in writing by the Council. The Plan shall include the following:

- a. Specifications of lighting to be used across the site, including model of luminaires, location and height;
- b. All measures to mitigate for the impacts of artificial lighting on bats and other wildlife, e.g. timing of lighting, use of low level lighting, screens, hoods, cowls etc.
- c. A horizontal illuminance contour plan (isolux drawing) showing predicted light spillage across the site;

Reason: To minimise the impact of the proposal on bats.

15. No development activity, including ground preparation or vegetation clearance, shall take place until a (final) Habitat Management Plan (HMP) has been submitted to and approved in writing by the Council. The approved HMP shall be implemented in accordance with the approved details and all works on site shall conform to the approved HMP, unless otherwise agreed in writing by the Council. The HMP shall include the following:

- a. Clear aims and objectives of proposed habitat management.
- b. Appropriate maps, clearly identifying habitat management areas;
- c. Detailed methodology and prescriptions of habitat management and creation measures, including timescales, and with defined criteria for the success of the measures;
- d. Details of the regular monitoring of the effectiveness of habitat management measures using appropriate methodology (e.g. visual inspections, vegetation quadrats, fixed point photography) in at least years 1 – 5 after construction and must continue indefinitely, or until further instruction from Planning Authority.
- e. Details of the production of regular monitoring reports which shall be submitted to the Council within 6 months of the end of each monitoring year and which shall include details of contingency measures should monitoring reveal unfavourable results.

Reason: To compensate for the loss of and damage to Northern Ireland priority habitats.

Informatives

The applicant is advised to ensure that all plant and equipment used in connection with the development is so situated, operated and maintained as to prevent the transmission of noise to commercial premises.

The applicant's attention is drawn to the fact that the site is in proximity to the boundary of North Channel and the Maidens SAC, Belfast Lough Open Water, Belfast Lough and East Coast Marine SPAs and precautions should be taken to ensure its integrity will not be damaged by construction vehicles, deposited materials, contaminated run-off, or any other activity during the construction period or thereafter. Any works occurring within the designated site but outside the red line planning application boundary are subject to The Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) and require consent from the Northern Ireland Environment Agency, Conservation, Designations and Protection Unit, Klondyke Building, Gasworks Business Park, Belfast BT7 2JA.

For Further information please see;

<https://www.daera-ni.gov.uk/articles/special-areas-conservation>

Marine Conservation Zones

	<p>http://www.legislation.gov.uk/nia/2013/10/section/33</p> <p>The applicant's attention is drawn to the fact that the site is in proximity to the boundary of Outer Belfast Lough Marine Conservation Zone (MCZ) and precautions should be taken to ensure its integrity and the animals residing within, will not be damaged by construction vehicles, deposited materials, contaminated run-off, or any other activity during the construction period or thereafter. Any works occurring outside the red line planning application boundary are subject to the Marine Act (Northern Ireland), which makes it an offence to</p> <ul style="list-style-type: none"> a) intentionally or recklessly kills or injures any animal in an MCZ which is a protected feature of that MCZ, b) intentionally picks or collects, or intentionally or recklessly cuts, uproots or destroys, any plant in an MCZ which is a protected feature of that MCZ, c) intentionally or recklessly takes anything from an MCZ which is, or forms part of, a protected feature of that MCZ, or d) intentionally or recklessly destroys or damages any habitat or feature which is a protected feature of an MCZ <p>For Further information please see; https://www.daera-ni.gov.uk/articles/marine-conservation-zones</p> <p>The applicant's attention is drawn to the fact that the site is in proximity to the boundary of Inner Belfast Lough Area of Special Scientific Interest (ASSI) and precautions should be taken to ensure its integrity will not be damaged by construction vehicles, deposited materials, contaminated run-off, or any other activity during the construction period or thereafter. Any works occurring outside the red line planning application boundary are subject to the Environment (Northern Ireland) Order 2002 (as amended), which makes it an offence to carry out operations likely to damage an ASSI without prior permission from the Northern Ireland Environment Agency, Conservation, Designations and Protection Unit, Klondyke Building, Gasworks Business Park, Belfast BT7 2JA. The maximum penalty for offences is £20,000. In addition to a fine, offenders may be liable for the costs of restoring the damaged area to its original condition</p> <p>For Further information please see; https://www.daera-ni.gov.uk/topics/land-and-landscapes/areas-special-scientific-interest</p> <p>RAMSAR Convention on Wetlands</p> <p>The applicant's attention is drawn to the fact that the is in proximity to the boundary of Belfast Lough RAMSAR site and precautions should be taken to ensure its integrity should not be damaged by construction vehicles, deposited materials, contaminated run-off, or any other activity during the construction period or thereafter.</p> <p>For Further information please see; https://www.daera-ni.gov.uk/topics/land-and-landscapes/ramsar-sites</p>
12.0	Notification to Department (if relevant) N/A
13.0	Representation from elected member None
	Neighbour Notification Checked Yes

ANNEX	
Date Valid	5th December 2019
Date First Advertised	13th December 2019
Date Last Advertised	13th December 2019
Details of Neighbour Notification (all addresses)	
<p>1 Depot Road,Belfast,Down,</p> <p>1 Heron View,Belfast,Down,BT3 9LN</p> <p>101a – 105 Airport Road West,Belfast,Down,BT3 9ED</p> <p>13 Airport Road West,Belfast,Down,BT3 9ED</p> <p>19 Airport Road West,Belfast,Down,BT3 9EE</p> <p>1a ,Airport Road West,Belfast,Down,BT3 9ED</p> <p>26 Airport Road,Belfast,Down,BT3 9ED</p> <p>30-32 ,Airport Road West,Belfast,Down,BT3 9ED</p> <p>4 Sydenham Bypass,Belfast,Down,BT3 9JH</p> <p>40-48 ,Airport Road West,Belfast,Down,BT3 9ED</p> <p>7b ,Airport Road West,Belfast,Down,BT3 9ED</p> <p>9 Airport Road West,Belfast,Down,BT3 9ED</p> <p>Aircraft Factory,Airport Road,Belfast,Down,BT3 9DZ</p> <p>Belfast City Airport,Sydenham Bypass,Belfast,Down,BT3 9JH</p> <p>Engineering Works,Airport Road West,Belfast,Down,BT3 9DY</p> <p>Football Pavillion,Park Avenue,Belfast,Down,BT4 1LL</p> <p>Lagan Bitumen,Airport Road West,Belfast,Down,BT3 9ED</p> <p>Main Terminal,100 Sydenham Bypass,George Best Belfast City Airport,Belfast,Down,BT3 9JH</p> <p>Oil Storage Depot,St Services,Airport Road,Belfast,Down,BT3 9DY</p> <p>Rn Dock,Airport Road West,Belfast,Down,BT3 9DY</p>	

Servol Lubricants (Ni)Ltd,Airport Road,Belfast,Down,BT3 9DY	
Shell Bitumen,Airport Road West,Belfast,Down,BT3 9ED	
St Services,Airport Road,Belfast,Down,BT3 9DY	
Store Offices,103 Airport Road West,Belfast,Down,BT3 9ED	
Traffic Control Centre 1b,Airport Road,Belfast,Down,BT3 9DY	
Unit 1 - 29,Main Terminal,100 Sydenham Bypass,George Best Belfast City Airport,Belfast,Down,BT3 9JH	
Unit A & B,101 Airport Road West,Belfast,Down,BT3 9ED	
Works,Airport Road,Belfast,Down,BT3 9DY	
Date of Last Neighbour Notification	10th December 2019
Date of EIA Determination	24th January 2020
ES Requested	Yes /No
Drawing Numbers and Title	
Notification to Department (if relevant)	
Date of Notification to Department:	
Response of Department:	