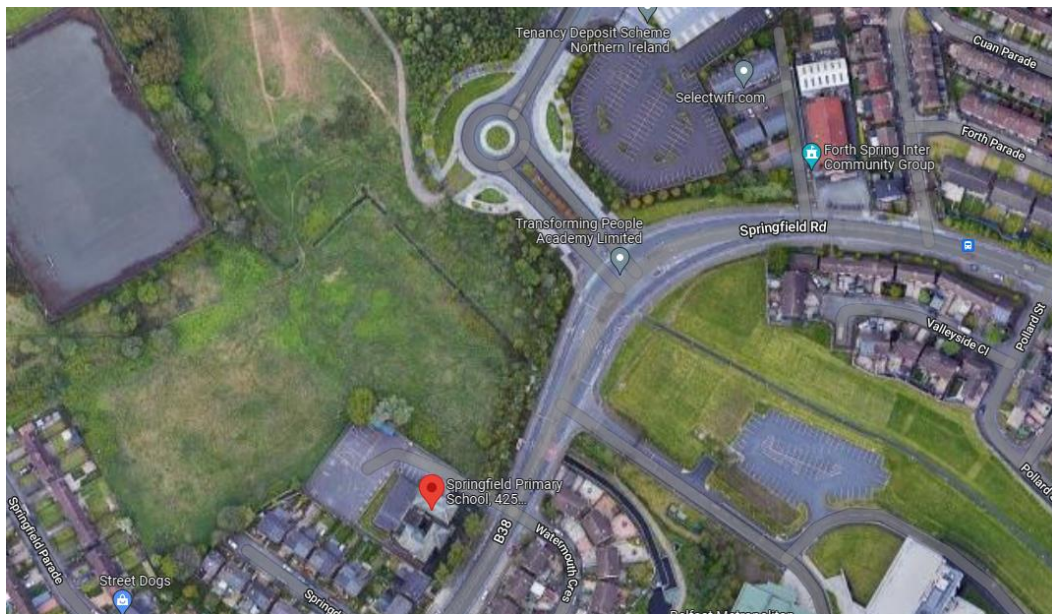
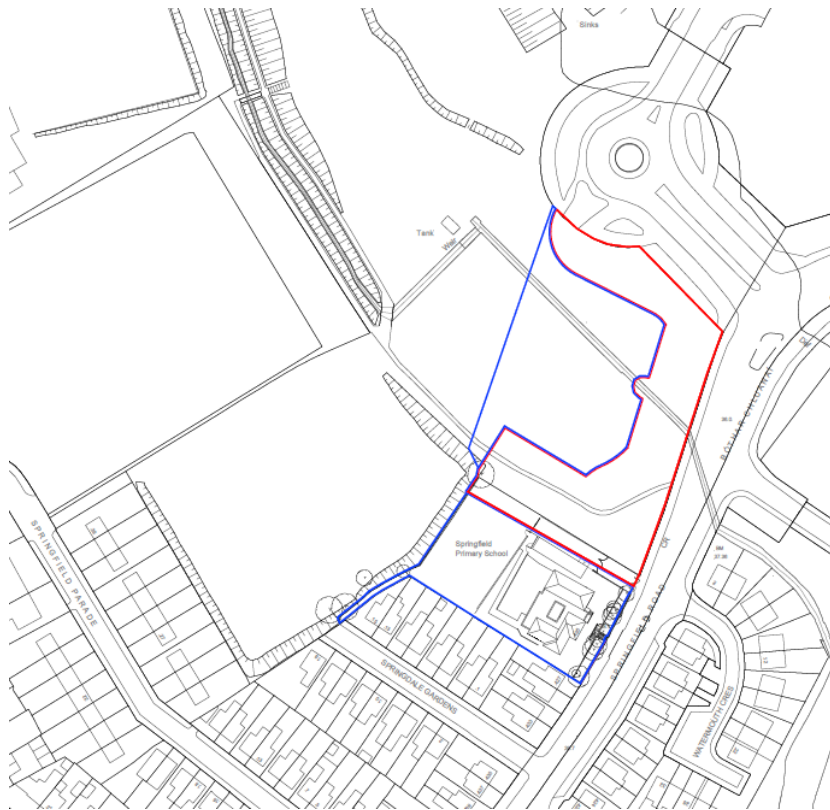


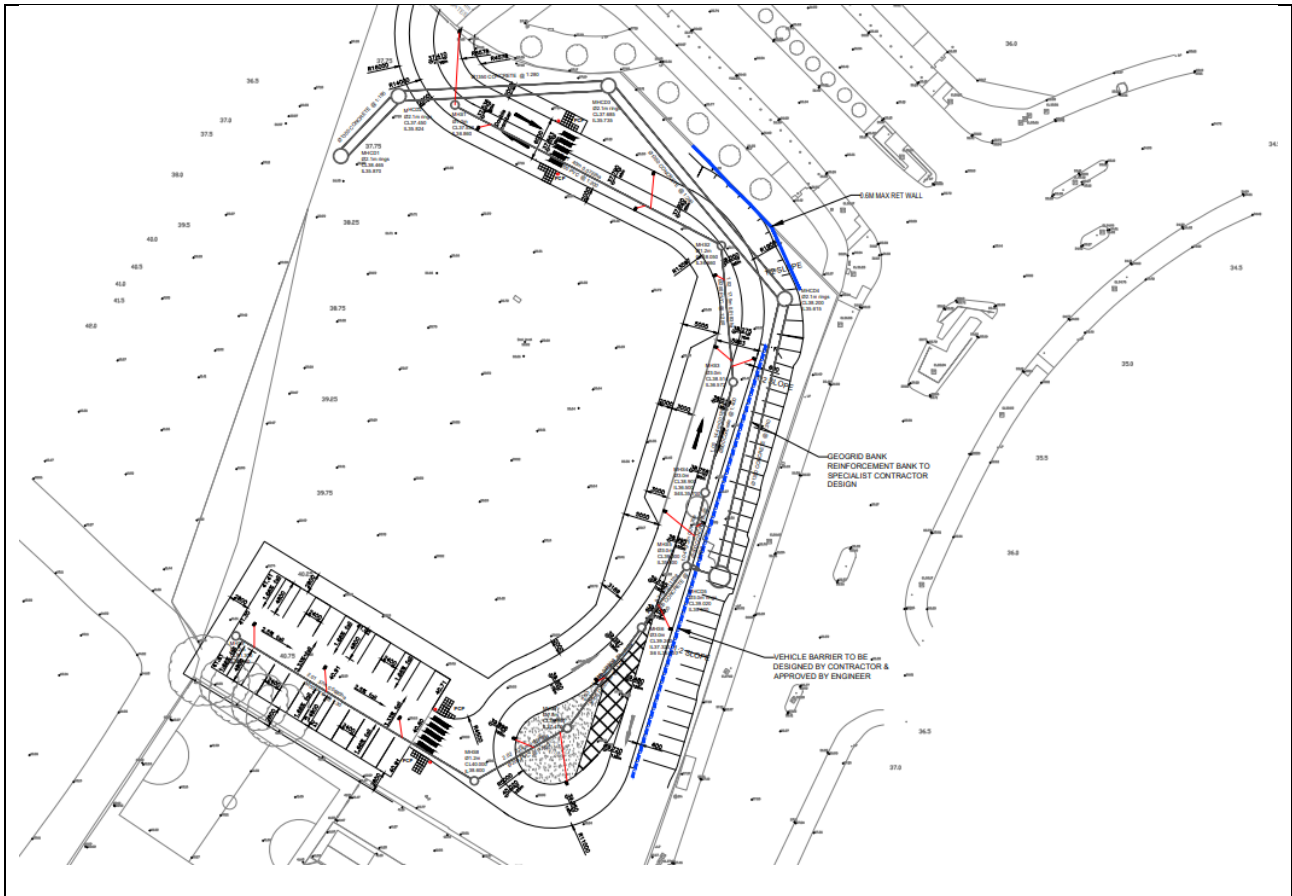
## Development Management Officer Report Committee Application

Summary	
<b>Committee Meeting Date:</b> 19 <sup>th</sup> December 2022	<b>Item Number:</b>
<b>Application ID:</b> LA04/2021/1188/F	<b>Target Date:</b>
<b>Proposal:</b> Provision for a 24 no. space car park, access road with lay-by and turning head. 2.4m Perimeter Fence	<b>Location:</b> 425 Springfield Road Belfast BT12 7DJ
<b>Referral Route:</b> At the discretion of the Director of Planning and Building Control in accordance with paragraph 3.8.7 of the Scheme of Delegation for Planning	
<b>Recommendation:</b>	Approval
<b>Applicant Name and Address:</b> Colin Bingham Education Authority 3 Charlemont place Armagh BT61 9AX	<b>Agent Name and Address:</b> Gregory Architects 4 Crescent Gardens Belfast BT25 1TH
<b>Executive Summary:</b>  <p>The application seeks full planning permission for the provision of a car park with 24 spaces for Springfield Primary School, including access road and fencing.</p> <p>The key issues are:</p> <ul style="list-style-type: none"> <li>Loss of zoned economic land</li> <li>Loss of open space</li> <li>Access, Movement and Parking</li> <li>Drainage and flood risk</li> </ul> <p>The proposal would result in the loss of land zoned for employment in both the BUAP and dBMAP. The proposal is contrary to Policy IND6 of the BUAP, employment zonings in dBMAP, PPS 4 and the SPPS. However, the loss of employment land is relatively small and there is ample supply of employment land in the area. The loss of employment land is considered to be outweighed by the benefits of the scheme in terms of improving highway safety for children, parents and staff, and reducing congestion during peak hours. In the planning balance, the proposal is considered acceptable.</p> <p>DFI Roads and DFI Rivers offer no objection to the proposal subject to conditions.</p> <p>No third-party objections were received in relation to the proposal and a total of 235 representations have been made in support of the proposal.</p> <p><b>Recommendation</b></p> <p>It is recommended that the application is approved subject to conditions. It is requested that delegated authority is given to the Director of Planning and Building Control to finalise the wording of the conditions.</p>	

## Case Officer Report

### Site Location Plan





### Characteristics of the Site and Area

#### 1.0 Description of Proposed Development

- 1.1 The application seeks full planning permission for the provision of a 24 no. space car park for Springfield Primary School, including new access road, lay-by, turning head and 2.4m perimeter fence.
- 1.2 The application follows a Pre-Application Discussion (LA04/2017/1292/PAD).

#### 2.0 Description of Site

- 2.1 The application site is located to the north side of Springfield Primary School off the Springfield Road, an arterial route in the west of the city. Springfield Primary School comprises a single building which fronts onto Springfield Road with a hard surface play area at the rear and car parking space for 8 cars along the northern side of the building. There is a single access to the school grounds from the Springfield Road.
- 2.2 The surrounding area is of mixed character. The Springfield Road adjacent to the site mostly comprises residential properties. The Springvale campus of Belfast Met is located to the east of the site on the opposite side of the Springfield Road. The Innovation Factory is located to the north east of the site which has been developed on lands formerly accommodating the Mackie's International Factory and now provides office space and conference facilities. The land to the immediate north and west is undeveloped grassland and open space.
- 3.3 The site forms part of this undeveloped grassland.

<b>Planning Assessment of Policy and other Material Considerations</b>	
<b>3.0</b>	<b>Relevant Site History</b>
	<i>Application site:</i>
3.1	Z/2014/0219/F – single-storey extension to existing school building (Amended plans and information). Permission granted 18.09.2014
	<i>Adjacent land:</i>
3.2	LA04/2020/1959/F – planning permission granted in September 2022 for the land to the north to be used as new parkland (Section 2 Forthmeadow Community Greenway). The permission includes foot and cycle pathways, lighting columns, new entrances and street furniture.
<b>4.0</b>	<b>Policy Framework</b>
	<u>Development Plans</u>
4.1	Belfast Urban Area Plan (BUAP) 2001
4.2	Draft Belfast Metropolitan Area Plan (dBMAP v2004)
4.3	Draft Belfast Metropolitan Area Plan (dBMAP v2014)
4.4	Draft Belfast Local Development Plan 2035 – Draft Plan Strategy
	<u>Regional Planning Policy</u>
4.5	Regional Development Strategy (RDS) 2035
4.6	Strategic Planning Policy Statement (SPPS)
4.7	Planning Policy Statement 2 (PPS 2): Natural Heritage
4.8	Planning Policy Statement 3 (PPS 3): Access, Movement and Parking
4.9	Planning Policy Statement 4 (PPS 4): Planning and Economic Development
4.10	Planning Policy Statement 8 (PPS 8): Open Space, Sport and Outdoor Recreation
4.11	Planning Policy Statement 15 (PPS 15): Planning and Flood Risk
<b>5.0</b>	<b>Consultations:</b>
<b>5.1</b>	<b>Statutory Consultee Responses</b>
5.1.1	DFI Roads – no objections and recommends conditions.
5.1.2	DFI Rivers – no objections and recommends conditions.
<b>5.2</b>	<b>Non-Statutory Consultee Responses</b>
5.2.1	None
<b>6.0</b>	<b>Representations</b>
6.1	The application has been neighbour notified and advertised in the local press. 235 letters of support have been received which include 26 letters from members of staff, individual letters from pupils and parents, 2 emails from parents to the headmaster raising concerns with safety, a group letter from the pupils council, a letter from the governor of Springfield Primary School and a letter from family support groups. There have been no objections.
6.2	The letters of support are summarised below: <ul style="list-style-type: none"> <li>Springfield Road as a main arterial route experiences a large volume of accidents, speeding cars and car crashes which is exacerbated by the neighbour police and fire stations and College.</li> <li>Children's safety should override zoning issues.</li> </ul>

	<ul style="list-style-type: none"> <li>On-going complaints from neighbours regarding parking – the off-road parking should be favourably considered.</li> <li>Between December 2010 and November 2020, 186 road casualties took place between Isadore Avenue and Mill Race (PSNI statistics)</li> <li>Lack of parking forces cars to park along the road which forces prams and wheelchairs off the footpath onto the road.</li> <li>This proposal creates a safe drop off/ pick up area for children.</li> </ul>
<b>7.0</b>	<p><b>Assessment</b></p> <p><u>Policy Context</u></p> <p>7.1 Section 6(4) of the Planning Act (Northern Ireland) 2011 states that: <i>‘Where, in making any determination under this Act, regard is to be had to the local development plan, the determination must be made in accordance with the plan unless material considerations indicate otherwise.’</i></p> <p>7.2 Section 45(1) of the Act states that the council must <i>‘...have regard to the local development plan, so far as material to the application, and to any other material considerations...’</i>.</p> <p>7.3 Following the Court of Appeal decision on BMAP, the extant development plan is the BUAP. However, dBMAP remains an important material consideration. Given the stage at which the draft BMAP (v2014) had reached pre-adoption through a period of independent examination, it is considered to hold significant weight, save for retail policies relating to Sprucefield, Lisburn, which remain contentious.</p> <p>7.4 The Belfast Local Development Plan Draft Plan Strategy 2035 will guide future planning application decision making to support the sustainable spatial growth of the city up to 2035. The draft Plan Strategy has been subject to examination by the Planning Appeals Commission and the Council has been provided with a copy of their Report, together with a Direction from DfI in relation to additional required steps before it can be considered adopted. Paragraph 1.10 states that a transitional period will operate until such times as a Council’s Plan Strategy has been adopted. Accordingly, whilst the Draft Plan Strategy is now a material consideration it has limited weight until it is adopted and during the transitional period planning authorities will apply existing policy together with the SPPS.</p> <p><u>Key Issues</u></p> <p>7.5 The key issues relevant to consideration of the application are:</p> <ul style="list-style-type: none"> <li>Loss of zoned economic land</li> <li>Loss of open space</li> <li>Access, Movement and Parking</li> <li>Drainage and flood risk</li> </ul> <p><u>Loss of employment land</u></p> <p>7.6 The application site is partially zoned for employment land within the BUAP and is zoned for employment land in both versions of draft BMAP.</p> <p>7.7 In considering the relevant policies, officers have been mindful of the local and regional policy presumptions against the loss of industrial, commercial or employment lands.</p>

*Belfast Urban Area Plan 2001:*

7.8

In the BUAP, the application site forms part of a wider zoning for Industry and Commerce land, shown in purple in the map at Figure 1, below. The site lies underneath and beside the black square which indicates a potential Simplified Planning Zone. It is also beside the black triangle which indicates Areas of Business Development Potential.



**Figure 1: BUAP zoning of Industry and Commerce Land (purple)**

7.9

Policy IND 1 of the BUAP zones approximately 375 acres of land across Belfast to meet the expansion needs of existing industry and commerce and to provide for new industries and enterprises. The BUAP states that this will provide employment land to help meet the Industrial Development Board's target-based job predictions up to 2001.

7.10

Policy IND 6 of the BUAP seeks '*To ensure that land zoned for Industrial and Commercial use is reserved for appropriate types of development.*'

7.11

Recognising that '*...it is necessary to allow flexibility in the use of industrial and commercial land...*', the policy states that the following additional uses will normally be acceptable in industrial estates:

- light and industrial manufacturing;
- warehousing or stock-housing;
- car and commercial vehicle sales including showrooms, servicing, storage (stock-piling), but excluding breaking and scrap/dismantling;
- repair businesses;
- builders suppliers with their associated open storage;
- training centres, vehicle inspection and driving test centres;
- ancillary local needs, e.g. banks, cafes.

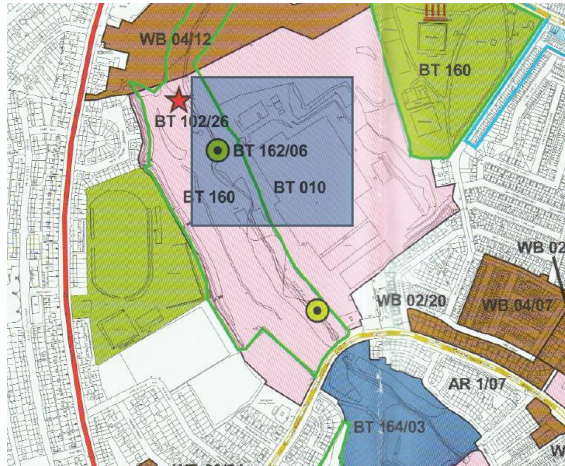
7.12

The proposal does not fall under an industrial or commercial use or any of the uses listed above. It is therefore contrary to Policy IND 6 of the BUAP.

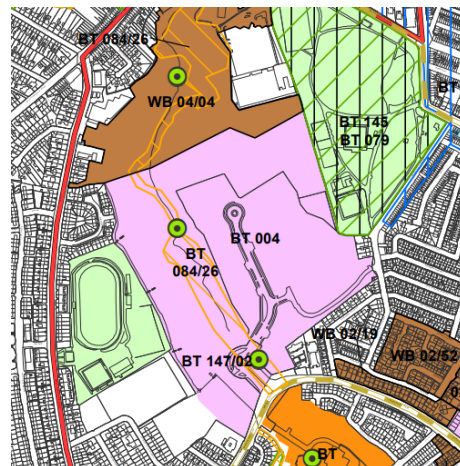
*Draft Belfast Metropolitan Area Plan (v2004):*

7.13

In draft BMAP (version 2004), the application site is zoned for employment land under Zoning BT 010, as indicated in the proposals map at Figures 2, below. Key site requirements include that development of this land shall only include light industrial, general industrial and storage and distribution uses. In addition, development of the site shall only be permitted in accordance with an overall comprehensive masterplan for the site to be agreed with the Department. The proposal for a school car park is therefore in conflict with this zoning.



**Figure 2: Draft BMAP v2004 zonings**



**Figure 3: Draft BMAP v2014 zonings**

*Draft Belfast Metropolitan Area Plan (v2014):*

7.14

In draft BMAP (v2014), the site is similarly zoned for employment land, but under Zoning BT 004 as shown in Figure 3, above. Key site requirements include that development shall only include Classes B1 (b) and (c), B2, B3 and B4. Development shall only be permitted in accordance with an overall comprehensive masterplan for the site to be agreed with the Department. The proposal is therefore in conflict with this zoning.

*Planning Policy Statement 4:*

7.15

Policy PED7 of PPS 4: Retention of Zoned Land and Economic Development Uses is relevant in the consideration of this development proposal. The policy states that:

*“Development that would result in the loss of land zoned for economic development use 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.”*

7.16	The exceptions outlined in Policy PED 7 do not apply in that the zoned land has not been substantially developed for alternative uses and the proposal does not involve a <i>sui generis</i> employment use. The proposal is therefore contrary to Policy PED 7.
7.17	<p>However, Planning Advice Note to PPS 4, published in November 2015, accepts that there can be “special circumstances” in which a departure from the development plan zoning may be acceptable. Paragraph 16 of the Planning Advice Note reads:</p> <p><i>‘In the case of planning applications involving a departure from a development plan zoning, for example from light industrial use to a mixed use development, planning officers should be fully satisfied that it has been clearly demonstrated how the special circumstances of a particular case outweigh the preferred option of retaining the land for economic development use.’</i></p>
7.18	<p>“Special circumstances” are not defined in the Planning Advice Note and there is no definitive list of what those special circumstances might be. In this case, Officers consider that the special circumstances that justify a departure from Policy PED 7 are that the proposal would:</p> <ul style="list-style-type: none"> <li>- address Springfield Primary School’s existing poor access and parking arrangements, which result in congestion during peak hours and compromise highway safety;</li> <li>- enable the school to provide a car park that meets educational standards;</li> <li>- there is no other obvious alternative land to provide the proposed car park;</li> <li>- improve the wellbeing and safety of pupils, guardians, staff and visitors to the primary school;</li> <li>- the loss of employment land would be minimal and the proposal would not prejudice the development of the adjacent land for employment purposes;</li> <li>- there is ample supply of employment land as is demonstrated by the evidence base for the Belfast LDP Draft Plan Strategy.</li> </ul> <p><i>Strategic Planning Policy Statement:</i></p>
7.19	<p>The Strategic Planning Policy Statement for Northern Ireland was published in September 2015. It is the most recent articulation of regional planning policy relating to economic development and protection of employment land. Paragraph 6.89 states:</p> <p><i>‘It is important that economic development land and buildings which are well located and suited to such purposes are retained so as to ensure a sufficient ongoing supply. Accordingly, planning permission should not normally be granted for proposals that would result in the loss of land zoned for economic development use. Any decision to reallocate such zoned land to other uses ought to be made through the LDP process. While the same principle should also apply generally to unzoned land in settlements in current economic development use (or land last used for these purposes); 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.’</i></p>
7.20	<p>The proposal is in conflict with paragraph 6.89 of the SPPS.</p> <p><i>Belfast Local Development Plan 2035 - Draft plan strategy:</i></p>
7.21	<p>Whilst the Draft Plan Strategy is considered to hold minimal weight at this stage in the development plan process, it is still a material consideration which the Committee should have regard to. Policy EC4 of the Draft Plan Strategy relates to the loss of zoned employment land. The policy reads:</p>

	<p><i>'Zoned employment areas will be retained in employment use and will be the focus of economic regeneration and development opportunities likely to come forward during the plan period. Only in exceptional circumstances as outlined below will the loss of zoned employment land be considered acceptable.</i></p> <p><i>Proposals for the use of zoned employment land or buildings, for other purposes, should clearly demonstrate that:</i></p> <p><i>a) The proposed use is complementary to the primary employment use of the area, providing a small scale-ancillary service to meet the day-to-day needs of local employees, subject to compliance with other plan policies; <b>or</b></i></p> <p><i>b) The proposal would not prejudice the long term development of the wider employment area primarily for industrial and business development. In such cases alternative uses should:</i></p> <ol style="list-style-type: none"> <li><i>1. Not adversely affect the city's overall capacity to meet future demand for employment land;</i></li> <li><i>2. Be compatible with existing retained employment uses within their vicinity; and</i></li> <li><i>3. Demonstrate that there is no likely future demand for employment use on the site. This would require evidence that it had been actively marketed for B1(b), B1(c), B2, B3 and B4 uses for a minimum of 18 months. In instances where the loss of employment land has been deemed acceptable further information will be necessary as per the council's contribution framework.'</i></li> </ol>
7.22	It is considered that scenario b) applies as the proposal would not prejudice the long-term development of the wider employment area primarily for industrial and business development.
7.23	Evidence of the substantial oversupply of employment land within the Council Area is demonstrated at paragraph 4.23 of Technical Supplement 3 of the draft Plan Strategy <i>which identifies a need for 550,000 sqm of employment space for B Use Classes between 2020 and 2035.</i> Paragraph 4.25 states that there is an indicative capacity of 1.16 million sqm of gross employment floorspace available from committed and new sites. The proposal would result in only a very modest loss of employment land and this has to be assessed in the context of the wider availability of employment land in the area.
7.24	The proposed car park would be compatible with adjacent employment development.
7.25	The Council does not have direct evidence that the site has been actively marketed for the specified employment uses for a minimum of 18 months.
	<i>Justification for the proposal:</i>
7.26	<p>The applicant acknowledges that the proposal is in conflict with employment zonings, but advances special justification for the proposal as follows:</p> <ul style="list-style-type: none"> <li>• Springfield Road is an arterial route and the current access to the school does not permit a drop off area. This results in parents parking along the roadside during peak hours which is causing major congestion on the road;</li> </ul>

	<ul style="list-style-type: none"> <li>• The existing access is narrow and steep, contributing to congestion and creating a highway safety hazard for children, parents and staff;</li> <li>• School management are currently having to supervise drop off and pick-ups, due to the congestion and highway safety concerns;</li> <li>• The School Meals department also has major concerns as they have issues making deliveries to the school with insufficient parking space;</li> <li>• These issues are contributing to severe risk to health and safety of all users of the existing access route. The School and Board of Governors are seriously concerned that a major accident/incident is going to occur;</li> <li>• The proposed new access and car park are compliant with the DE Handbook for a 6-class base school.</li> </ul>
7.27	It is considered that the safety of children, parents and staff is paramount. It is evident that the school currently has inadequate access and parking facilities. The proposal would help redress this. Following a site meeting, an amended site layout has been submitted which reduces the size of the application site and degree of encroachment of the proposal into the zoned employment land. The application now proposes development of a small section of the overall zoning, approximately 2% of the total area.
7.28	DFI Roads has confirmed that the proposed access off the roundabout entrance would not prejudice access to the remainder of the zoned land.
7.29	It is considered that there are no obvious alternative locations for the school to provide alternative access and additional parking.
7.30	A significant number of representations from the community have been received in support of the proposal, citing concerns about the existing arrangement.
7.31	Having regard to the factors, it is considered that the benefits of the proposal in terms of providing satisfactory access and parking to the school, including the positive benefit that would have on highway safety, outweigh the conflict with the Development Plan, employment zonings in dBMAP, PPS 4 and SPPS. In the planning balance, these benefits outweigh the relatively small loss of zoned employment land.
	<u>Loss of open space</u>
7.32	Policy OS 1 of PPS 8 states that development that would result in the loss of existing open space or land zoned for the provision of open space will not be permitted. The presumption against the loss of existing open space applies irrespective of its physical condition and appearance, however, an exception will be permitted where it is clearly shown that redevelopment will bring substantial community benefits that decisively outweigh the loss of the open space.
7.33	Paragraph 5.5 of PPS 8 states that ' <i>an exception to the presumption against loss of open space will be permitted where development would produce such community benefit that this would decisively outweigh its loss. In such cases, applicants will generally be expected to demonstrate that their proposals are supported by the local community.</i> ' The proposal would result in a relatively small loss of open space. This is also framed in the context of the recent planning permission for section 2 of the Forth Meadow Community Greenway on the adjacent land, which would provide parkland and enhanced space for the wider community. There are 235 representations in support of the proposal and it is considered that it would result in substantial community benefits for the school and wider community for the reasons previously stated, principally concerning safe access and parking for Springfield School.

	<u>Environmental constraints</u>
7.34	Part of the site is also designated as a Local Landscape Policy Area (LLPA) under Zoning BT 160 Woodvale / Springfield Road. Policy ENV 3 of draft BMAP (v2004) applies and states that, within an LLPA, planning permission will not be granted for development that would be liable to adversely affect those features, or in combination of features, that contribute to environmental quality, integrity or character. Draft BMAP (v2004) was subject to an Independent Examination by the PAC. The PAC subsequently issued a report, noting two objections relating to these lands. One objection was made in respect of the LLPA designation. The PAC recommended that the LLPA designation under Zoning BT160 be removed.
7.35	In the later version of draft BMAP (v2014), the LLPA was subsequently removed on the recommendation of the PAC. This most recent version of dBMAP is considered to hold greater weight and the site is no longer subject to a LLPA.
7.36	The site is located outside the Site of Local Nature Conservation Importance (SLNCI) designation remained under Zoning BT 084/26.
	<u>Access, Movement and Parking</u>
7.37	At present, there is a single access to the school grounds directly from Springfield Road, which is used by both vehicles and pedestrians. This access is limited to a single, steep laneway with no footpath. Due to the constrained nature of the site, there is no parking space for visitors or parents and as a result the parking spaces at the site are reserved for staff members only. There is limited space for the manoeuvring of vehicles within the school grounds which results in the busy Springfield Road, an arterial route, being the main drop off location for pupils. The applicant's Planning Statement states that this causes significant congestion issues as the parking of cars on either side of the road restricts space within the carriageway for passing. In addition to this, cars mounting the footpath restrict the width of the footpath for pedestrians.
7.39	The proposed access and new parking area would have a positive impact in reducing congestion and improving highway safety over the current situation. DFI Roads offers no objection to the proposal, which is considered compliant with the relevant provisions of PPS 3 and the SPPS.
7.40	There is no current access to the application site, however the roundabout to the north of the site which was constructed to serve the wider zoned area would be used to facilitate the proposed development. DFI Roads were contacted on 26 <sup>th</sup> October 2022, to seek clarification on whether the development of this site area would interfere with future development of the zoned employment land. DFI Roads confirmed via email on the same day that the proposal would not prohibit future development of the remainder of the land to the north west of the site. The DFI Roads states that the application site <i>'...does not cut off development to the lands [to the north]. Furthermore, this portion of the Springfield Road is the B38 and is not Protected under PPS3 AMP 3 Annex A. The roundabout seems well capable to having an access into the [remaining zoned] lands, following a satisfactory design.'</i>
	<u>Drainage and Flood Risk</u>
7.41	The planning application is supported by a Drainage Assessment. This demonstrates that the site is not within any fluvial or coastal floodplain (Policy FLD 1 of PPS 15), that there are no flood defences or drainage infrastructure affected by the proposal (Policy FLD 2) and that the site is not in proximity to an uncontrolled reservoir (Policy FLD 5).

7.42	The proposal complies with the exception test set out in Policy FLD4 of PPS 15 in that the culverting is for a short section of the watercourse and that the works are necessary to provide access to the main body of the development site.
7.43	DFI Rivers were consulted in relation to the proposal and having assessed the drainage assessment, offer no objection subject to conditions.
8.0	<b>Conclusion</b>
8.1	Having regard to the factors set out in the assessment above, and in the planning balance, the development of the site as an ancillary car park to the primary school is considered acceptable.
8.2	It is recommended that planning permission is granted. Delegated authority is requested for the Director of Place and Economy to finalise the wording of the planning conditions.
9.0	<b>Draft Conditions</b>
9.1	<p>The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</p> <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p>
9.2	<p>The parking area hereby approved shall not be laid out unless in accordance with the approved plans and shall not be used other than as parking ancillary to the use of Springfield Primary School.</p> <p>Reason: To ensure acceptable parking facilities on the site. The car park has only be permitted because of the special circumstances of the case.</p>
9.3	<p>The access gradient shall not exceed 4% (1 in 25) over the first 10m as measured from the public road. Where the vehicular access crosses a footway or verge, the access gradient shall be between 4% (1 in 25) maximum and 2.5% (1 in 40) minimum and shall be formed so that there is no abrupt change of slope along the footway.</p> <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.</p>
9.4	<p>The car park hereby approved shall not be used unless pedestrian crossing points including tactile paving shall be provided in accordance with the DETR / Scottish Office publication "Guidance on the use of Tactile Paving Surfaces".</p> <p>Reason: In the interests of pedestrian safety.</p>
9.5	<p>No development shall commence on site until a detailed drainage strategy for managing surface water emanating from the surface water drainage network in a 1 in 100 year flood event has been submitted to and approved in writing by the Council. Such details shall include a programme for implementation. The development shall not be carried out unless in accordance with the approved details.</p> <p>Reason: In order to safeguard against surface water flood risk to the development and manage and mitigate any increase in surface water flood risk from the development to the surrounding area.</p>

<b>ANNEX</b>	
<b>Date Valid</b>	14th September 2021
<b>Date First Advertised</b>	24th September 2021
<b>Date Last Advertised</b>	
<b>Details of Neighbour Notification</b> (all addresses) The Owner/Occupier, 1 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 11 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 13 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 15 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 2 Watermouth Crescent,Belfast,Antrim,BT12 7FH The Owner/Occupier, 3 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 5 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 7 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, 9 Springdale Gardens,Belfast,Antrim,BT13 3QT The Owner/Occupier, Springfield Primary School,425 Springfield Road,Belfast,Antrim,BT12 7DJ	
<b>Date of Last Neighbour Notification</b>	27th September 2021
<b>Date of EIA Determination</b>	
<b>ES Requested</b>	Yes /No
<b>Planning History</b>  Ref ID: LA04/2019/1869/PAN Proposal: New 3m wide asphalt shared footpath & cycleway with landscaping strip (with tbd), linking the roundabout at the Innovation Factory, with Paisley Park, The Invest NI Business through to Woodvale Avenue, and through a Third Party Developers lands (Braidwater) to Woodvale Park & the West Circular Road. The network will be continuously branded ie through lighting, public art, use of colour/common materials in paving and consistent orientation and interpretation signage. Paths to have associated street lighting, beacon signage, waymaker signage & information boards, path markers, bench seating and rubbish bins.	

Address: Walking and Cycle Paths, Section 2, Ballygomartin Road to, Springfield Road, Belfast.,  
Decision: PANACC  
Decision Date:

Ref ID: Z/2002/1547/O

Proposal: New Springvale Educational Village (comprising a main street of campus buildings, car parking, sports pitches, a linear park, maintenance of the "Glen" area along the Forth River to the North of the site, plus access off the Springfield Road and Ballygomartin Road).

Address: Lands between Springfield Road & Ballygomartin Rd, including lands adjoining Springfield Parade, ex Mackies Complex and Tesco Shopping Centre, and lands at Forth River and Woodvale Park Belfast

Decision:

Decision Date: 02.02.2005

Ref ID: LA04/2019/0568/PAD

Proposal: New 4m wide asphalt footpath and cycleway with landscaping strip (width tbd), linking the roundabout at the Innovation Factory, with Paisley Park, The invest NI Business Park, a Third party Developers land (Braidwater), Woodvale Park and Woodvale Avenue. The network will be continuously branded ie through lighting, public art, use of colour / common materials in paving and consistent orientation and interpretation signage. Paths to have associated street lighting, beacon signage, way marker signage & information boards, path markers, bench seating and rubbish bins.

Address: Peace IV shared spaces, walking and cycle paths Section 2-, Ballygomartin Road To, Springfield Road, Belfast.,

Decision:

Decision Date:

Ref ID: LA04/2020/1959/F

Proposal: Proposed new parkland (Section 2 Forthmeadow Community Greenway) - foot and cycle pathways, lighting columns, new entrances and street furniture.

Address: Site to be developed includes vacant land bounded by the Forthriver Industrial Park in the east, Springfield Road to the South, and Paisley Park & West Circular Road & Crescent to the West. Area also includes links through the Forthriver In

Decision: PG

Decision Date:

Ref ID: LA04/2021/1188/F

Proposal: Provision for a 24 no. space car park, access road with lay-by and turning head. 2.4m Perimeter Fence

Address: 425 Springfield Road, Belfast, BT12 7DJ,

Decision:

Decision Date:

Ref ID: LA04/2018/2437/PAD

Proposal: Routeways from Springfield Road to Belfast Transit Hub

Address: Springfield Road to Belfast Transport Hub,

Decision:

Decision Date:

Ref ID: LA04/2017/1292/PAD

Proposal: Develop a new access road, footpath and parking for the existing Springfield Road Primary School. The school currently has unsuitable vehicle access and parking provision. The access is unsuitable due to its location as it meets the Springfield Road, vision splay and its gradient. The vehicle access is currently shared with pedestrians and as such presents numerous health and safety issues for the school to manage due to cross over with vehicles. The new access will be the recently constructed business park access road and roundabout. the site is currently vacant.

Address: Vacant site adjacent to (North-East): Springfield Road Primary School, 425 Springfield Road, Belfast, BT12 7DJ,

Decision:

Decision Date:

Ref ID: Z/2014/0219/F

Proposal: Single-storey extension to existing school building (Amended plans and information).

Address: 425 Springfield Road, Belfast, BT127DJ,

Decision: PG

Decision Date: 18.09.2014

Ref ID: Z/1990/2635

Proposal: Proposed DIY retail unit,builders yard & Transfer station for skips

Address: 415-423 SPRINGFIELD RD

Decision:

Decision Date:

Ref ID: Z/1993/6029

Proposal: INDUSTRIAL,COMMERCIAL ETC 415/417 SPRINGFIELD ROAD

Address: 415/417 SPRINGFIELD ROAD

Decision:

Decision Date:

Ref ID: Z/1983/0219

Proposal: CHANGE OF USE TO JOINERS SHOP, STORE AND OFFICES AND EXTENSION

Address: 411/413 SPRINGFIELD ROAD, BT12

Decision:

Decision Date:

Ref ID: Z/2001/0188/O

Proposal: Construction of road junction to service the future development of the upper and lower sites onto the Springfield Road

Address: Lands at Springvale, Springfield Road, Belfast

Decision:

Decision Date: 29.03.2001

Ref ID: Z/1999/3441/Q

Proposal: Proposed Springvale Educational Campus

Address: Springfield Road,Belfast,BT12

Decision:  
Decision Date:

Ref ID: Z/2002/1332/F

Proposal: New junction and vehicular access to include extension of existing culvert

Address: Land Adjoining Ex Mackies Complex, Springfield Road, Belfast.

Decision:

Decision Date: 14.04.2003

**Drawing Numbers and Title**

01A – Site location plan

03A – Proposed site plan

04 – Lighting layout

05A – Drainage layout

06 – Road layout

**Notification to Department (if relevant)**

Date of Notification to Department:

Response of Department: