

Development Management Report	
Committee Date: 18 August 2026	
Application ID: LA04/2026/0442/F	
Proposal: Revisions to terrestrial elements of Planning Permission ref. LA04/2016/0421/F (Construction of a new multi-purpose berthing facility at D3) comprising upgrade of existing access track along northeastern boundary of site and installation of associated street lighting/parking area; additional security hut; relocation and extension of main cruise terminal building and associated parking/drop-off areas with covered walkways; additional baggage building; and other associated site works in respect of lighting, landscaping and ancillary infrastructure. Retention of approved cruise quay with minor relocation of mooring dolphins, 25m wide piled relieving slab along quay length, associated hardstanding on hinterland, tower lights (with one to be relocated), security hut, access road adjacent to RSPB lands and other ancillary works.	Location: Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY
Referral Route: Application for Major development	
Recommendation: Approval subject to conditions	
Applicant Name and Address: Sinead Henry Belfast Harbour Commission Harbour Office Corporation Square Belfast BT1 3AL	Agent Name and Address: Erin Donaldson RPS TetraTech Elmwood House 74 Boucher Road Belfast BT12 6RZ
Date Valid: 24/03/2026	
Target Date: 20/10/2026	
Contact Officer: Ed Baker, Planning Manager (Development Management)	
Executive Summary: The application seeks full planning permission for revisions to the terrestrial elements of planning approval LA04/2016/0421/F , which grants permission for: 'Construction of a new multi-purpose berthing facility at D3) comprising upgrade of existing access track along northeastern boundary of site and installation of associated street lighting/parking area; additional security hut; relocation and extension of main cruise terminal building and associated parking/drop-off areas with covered walkways; additional baggage building; and other associated site works in respect of lighting, landscaping and ancillary infrastructure. Retention of approved cruise quay with minor relocation of mooring dolphins, 25m wide piled relieving slab along quay length, associated hardstanding on hinterland, tower lights (with one to be relocated), security hut, access road adjacent to RSPB lands and other ancillary works.'	

The primary end use of the completed infrastructure is for the berthing of cruise ships during the cruise season, generally from March through to October. During the off season for the cruise industry (generally from November through to February), the approved facility is to be used as a lay-by, and general cargo handling such as break-bulk cargo, project cargo and dry bulk during the off season.

The changes proposed under the amended scheme apply solely to the primary end use of the site for the berthing of cruise ships. The secondary use will not be affected.

The following revisions to the original planning permission are proposed:

1. Reduction of the number of mooring dolphins from seven to four along with minor repositioning;
2. Retention of seven approved tower lights and relocation of one tower light;
3. Upgrade of an existing access track along the northeastern boundary and installation of associated street lighting, landscaping, security hut; and creation of access to existing informal parking area at Airport Road West, to facilitate continued access to the public;
4. Relocation of the cruise terminal modular building and for it to be permanently retained all year round;
5. Relocation of associated parking/drop-off areas and provision of additional hardstanding;
6. Construction of an additional luggage building; and
7. Other associated site works in respect of lighting, landscaping, ancillary infrastructure (e.g. fencing, CCTV, foul connections), provision of 1 no. new surface water drainage outfall along upgraded access track and relocation of 1 no. approved outfall from quay wall to revetment.

The site is currently a construction site with the piling work for the construction of the new quay associated with planning permission LA04/2016/0421/F at an advanced stage and part of the access road on the northern edge of the site begun. Construction of the other terrestrial elements have not begun.

The key issues for consideration of the application are set out below.

- Principle of development at this location
- Design, Placemaking and impact on amenity
- Landscape impact
- Masterplanning approach
- Built Heritage
- Natural heritage
- Climate change
- Flood Risk and Drainage
- Waste-water infrastructure
- Control of Major Accident Hazards (COMAH)
- Environmental protection
- Waste Management
- Employability and Skills
- Pre-application Community Consultation

No third-party representations have been received in respect of this proposal.

No objections have been received from consultees, subject to conditions. Responses are still awaited from DAERA NIEA, SES and BCC Waste Management team (the latter in relation to a recently submitted Waste Management Plan).

The proposal is considered acceptable in respect of principle, design and landscape impact, access and parking, impact on amenity and other relevant land-use planning considerations.

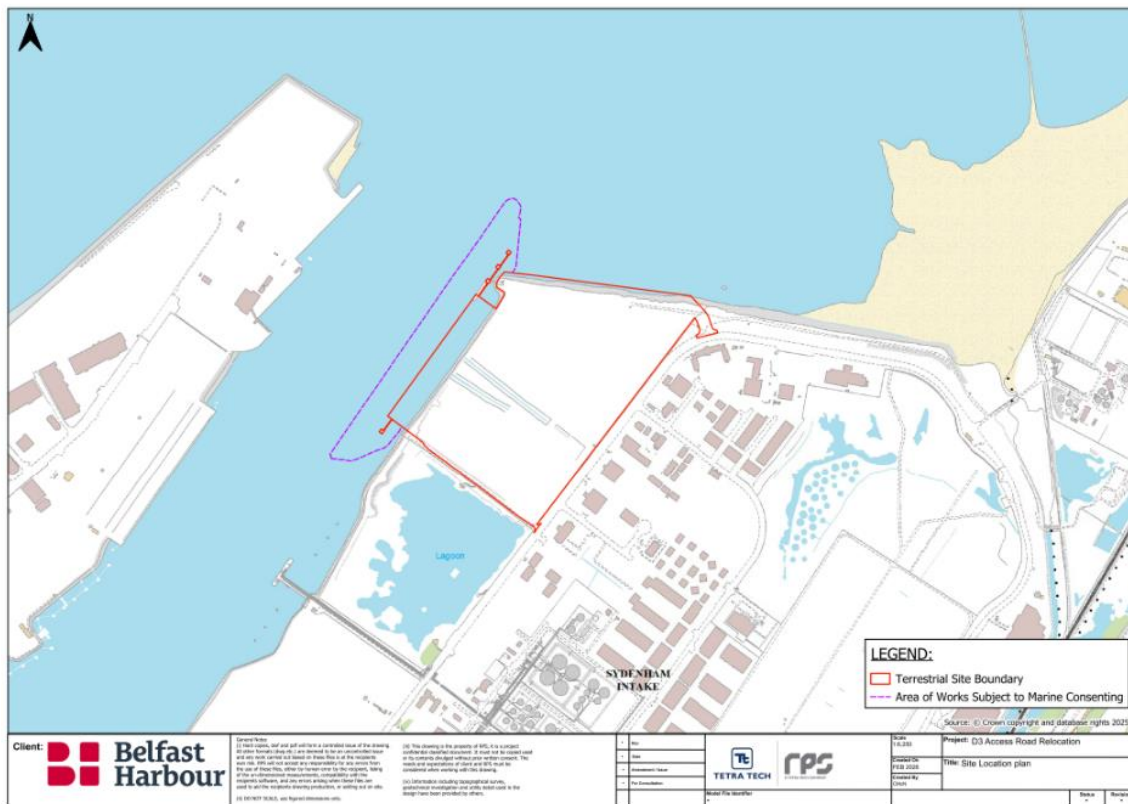
Recommendation

Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions.

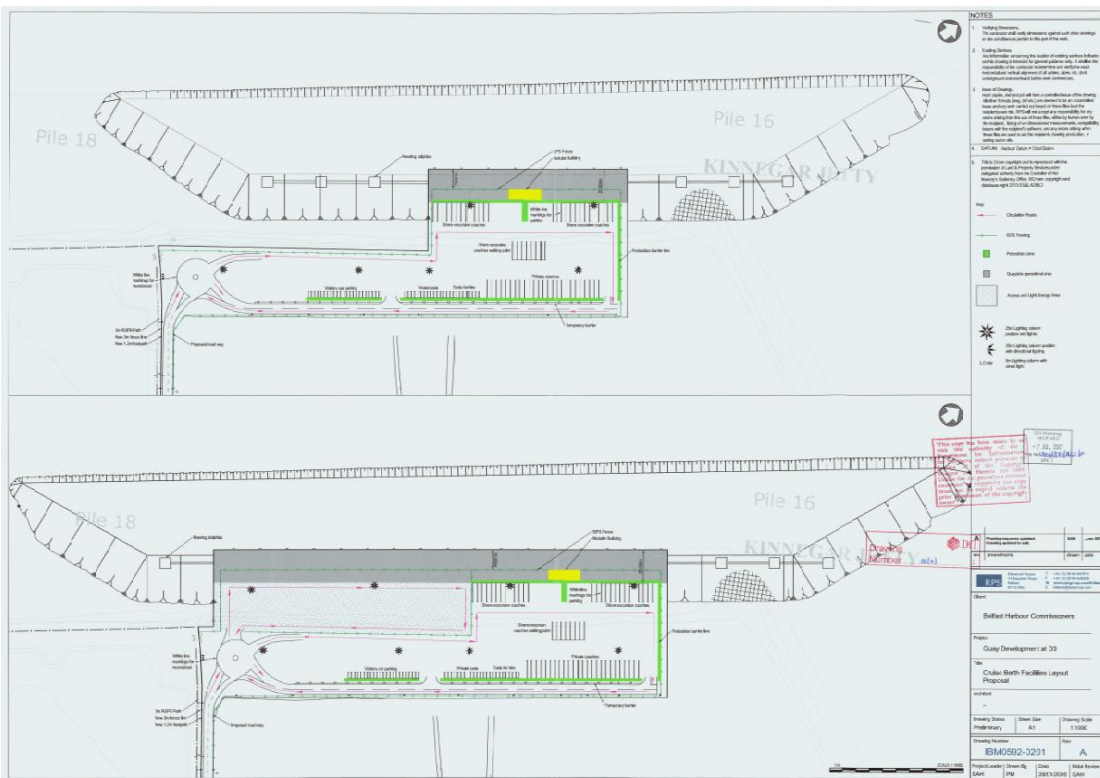
Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions, and deal with and any other issues that arise, including the outstanding consultation responses from DAERA NIEA, SES and BCC Waste Management team, provided the issues are not substantive.

DRAWINGS AND IMAGERY

Site Location Plan:



Site Plan as approved:



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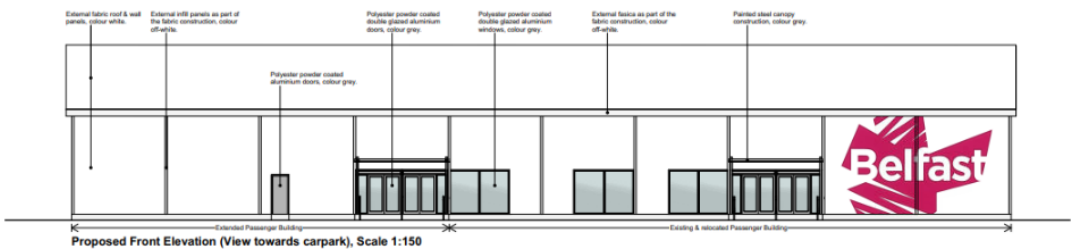
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Proposed Elevations (passenger building)

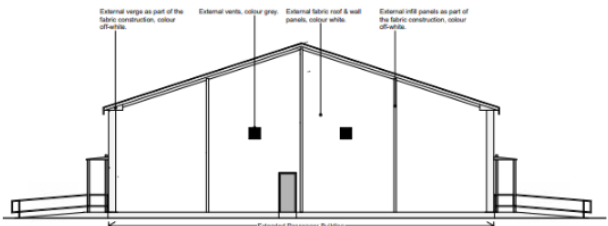
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT. ANY DISCREPANCIES/CONFLICTS TO BE RESOLVED TO ARCHITECT IMMEDIATELY.
THIS DRAWING IS TO BE USED FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF RPP ARCHITECTS LTD.
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REVISION HISTORY		
REV	DESCRIPTION	DATE

Planning



Proposed Front Elevation (View towards carpark), Scale 1:150



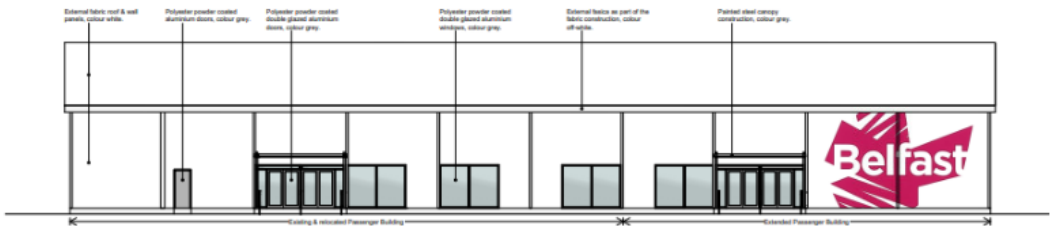
Proposed LHS Elevation, Scale 1:150

RPP REFERENCE NO.		CLIENT		PROJECT		RPP ARCHITECTS		BELFAST		L'DERRY		SHEET NO.		SCALE		DATE		REVISION	
2351		BHC		Passenger Building Proposed Elevations		RPP ARCHITECTS		BELFAST 105-107 DUNELLY PASS BELFAST BT7 4JF T: 028 924 5777 EMAIL: INFO@RPPARCHITECTS.CO.UK		L'DERRY 18 CLARENDON ST L'DERRY BT48 7ET T: 028 7138 2762 WEB: RPPARCHITECTS.CO.UK		A3		1:150		PF		HMC	
D3 Cruise Terminal												2351		RPP		01		DR	
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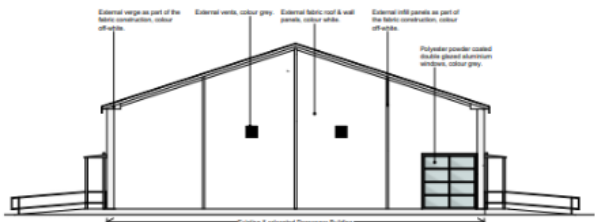
ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT. ANY DISCREPANCIES/CONFLICTS TO BE RESOLVED TO ARCHITECT IMMEDIATELY.
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REVISION HISTORY		
REV	DESCRIPTION	DATE

Planning



Proposed Rear Elevation, View towards Berth Scale 1:150



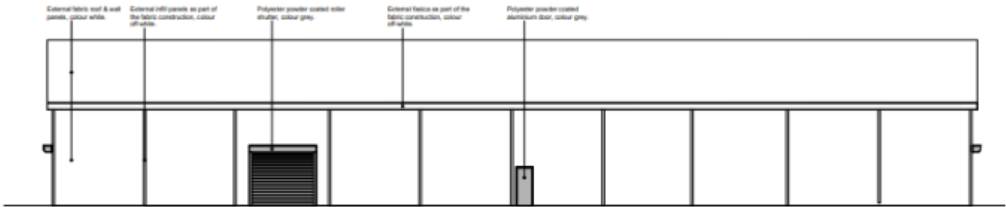
Proposed RHS Elevation, Scale 1:150

RPP REFERENCE NO.		CLIENT		PROJECT		RPP ARCHITECTS		BELFAST		L'DERRY		SHEET NO.		SCALE		DATE		REVISION	
2351		BHC		Passenger Building Proposed Elevations		RPP ARCHITECTS		BELFAST 105-107 DUNELLY PASS BELFAST BT7 4JF T: 028 924 5777 EMAIL: INFO@RPPARCHITECTS.CO.UK		L'DERRY 18 CLARENDON ST L'DERRY BT48 7ET T: 028 7138 2762 WEB: RPPARCHITECTS.CO.UK		A3		1:150		PF		HMC	
D3 Cruise Terminal												2351		RPP		01		DR	
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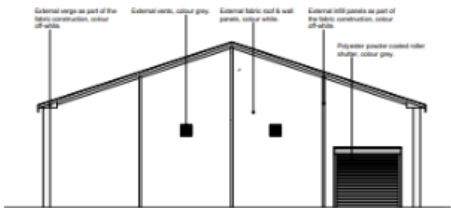
Proposed Elevations (luggage building)

REVISION HISTORY		
REV	DESCRIPTION	DATE

Planning



Proposed Rear Elevation, Scale 1:150

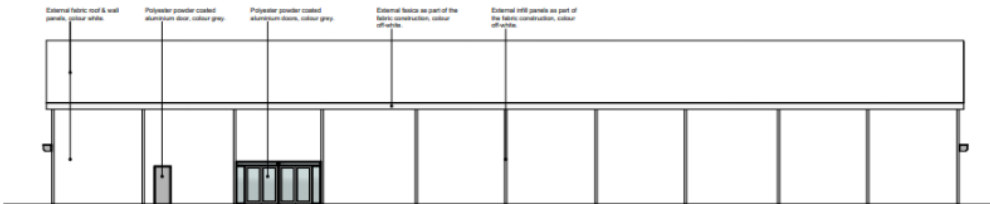


Proposed RHS Elevation, Scale 1:150

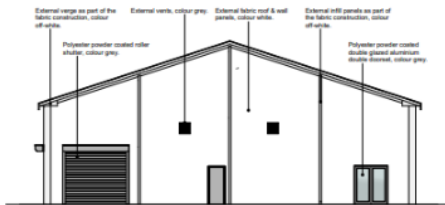
APP REFERENCE NO.	CLIENT	PROJECT	ARCHITECT	LOCATION	DATE	SCALE	PROJECT NO.	PROJECT NAME	PROJECT TYPE	PROJECT STATUS	PROJECT VALUE
2351	BHC	Luggage Building Proposed Elevations	RPP ARCHITECTS	BELFAST 100-101 CONEIGALL PASS BELFAST BT1 1QT T: 028 924 5777 WWW.RPPARCHITECTS.CO.UK	LISBERRY 18 CLARENDON ST LISBERRY BT26 7JG T: 028 7126 2782 WWW.RPPARCHITECTS.CO.UK	A3	1:150	PP	HMC		
D3 Cruise Terminal						2351	RPP	02	00	DR	A

REVISION HISTORY		
REV	DESCRIPTION	DATE

Planning



Proposed Front Elevation (towards carpark), Scale 1:150



Proposed LHS Elevation, Scale 1:150

APP REFERENCE NO.	CLIENT	PROJECT	ARCHITECT	LOCATION	DATE	SCALE	PROJECT NO.	PROJECT NAME	PROJECT TYPE	PROJECT STATUS	PROJECT VALUE
2351	BHC	Luggage Building Proposed Elevations	RPP ARCHITECTS	BELFAST 100-101 CONEIGALL PASS BELFAST BT1 1QT T: 028 924 5777 WWW.RPPARCHITECTS.CO.UK	LISBERRY 18 CLARENDON ST LISBERRY BT26 7JG T: 028 7126 2782 WWW.RPPARCHITECTS.CO.UK	A3	1:150	PP	HMC		
D3 Cruise Terminal						2351	RPP	02	00	DR	A

1.0	Characteristics of the Site and Area
1.1	The application site is located to the northeast of the Victoria Channel and adjacent to Victoria Terminal 4 in the Belfast Harbour Estate. To the southwest of the site is the D1 RSPB Reserve and to east and southeast are a number of office buildings alongside Airport Road West. North of the site opens up to Belfast Lough.
1.2	The site consists of reclaimed land that has been levelled and is retained by a rock armour revetment.
1.3	The wider Belfast Harbour consists of land mainly occupied by industrial and commercial buildings/land, the scale of which varies depending on the use of each section. The Harbour Estate is vast with the complex spanning approximately 1,565 hectares. The harbour is a major gateway to Northern Ireland, particularly by air and sea.
	Description of Proposed Development
1.4	The application seeks full planning permission for: ‘Revisions to terrestrial elements of Planning Permission ref. LA04/2016/0421/F (Construction of a new multi-purpose berthing facility at D3) comprising upgrade of existing access track along northeastern boundary of site and installation of associated street lighting/parking area; additional security hut; relocation and extension of main cruise terminal building and associated parking/drop-off areas with covered walkways; additional baggage building; and other associated site works in respect of lighting, landscaping and ancillary infrastructure. Retention of approved cruise quay with minor relocation of mooring dolphins, 25m wide piled relieving slab along quay length, associated hardstanding on hinterland, tower lights (with one to be relocated), security hut, access road adjacent to RSPB lands and other ancillary works.’
1.5	Since the grant of the extant planning permission (LA04/2016/0421/F) in July 2019, cruise operations have continued to grow. The size and types of vessels arriving into the port continue to change, with lessons being learned as to how best to accommodate ship crew and passengers and as a consequence the operational requirements for the D3 facility have been reviewed and the applicant wishes to both retain and amend certain elements of the extant planning permission (LA04/2016/0421/F).
1.6	The following revisions to the original planning permission are proposed: - Reduction of no. of mooring dolphins from seven to four along with minor repositioning; - Retention of approved access road, security hut and associated works along southern boundary; - Retention of approved hardstanding; - Retention of seven approved tower lights and relocation of one tower light; - Upgrade of an existing access track along the northeastern boundary and installation of associated street lighting, landscaping, security hut; and creation of access to existing informal parking area at Airport Road West, to facilitate continued access to the public;

	f. Relocation of the cruise terminal modular building and for it to be permanently retained all year round; g. Relocation of associated parking/drop-off areas and provision of additional hardstanding; h. Construction of an additional luggage building; and i. Other associated site works in respect of lighting, landscaping, ancillary infrastructure (e.g. fencing, CCTV, foul connections), provision of 1 no. new surface water drainage outfall along upgraded access track and relocation of 1 no. approved outfall from quay wall to revetment.
1.7	The application is Environmental Impact Assessment (EIA) development and is accompanied by an Environmental Statement.
1.8	The application is subject to a Planning Performance Agreement (PPA) with the decision targeted for September 2026. The Planning Service has agreed to enter the PPA with the application because delays to the project would cause significant disruption for the contractor and would impact on delivery of this important infrastructure project for the city. The publicised target completion is September 2027.
2.0	RELEVANT PLANNING HISTORY
2.1	LA04/2025/0904/PAN – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY - Revisions to terrestrial elements of Planning Permission ref. LA04/2016/0421/F (Construction of a new multi-purpose berthing facility at D3) comprising upgrade of existing access track along eastern boundary of site and installation of associated street lighting/parking area; security hut; relocation of main cruise terminal building and associated parking/drop-off areas; additional baggage building; and other associated site works in respect of lighting, landscaping, ancillary infrastructure and existing access adjacent to RSPB lands.
2.2	LA04/2016/0421/F – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY - Construction of a new multi-purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, break bulk and dry bulk during cruise ship off season. Development comprises the construction of 340m long solid quay with mooring dolphins, dredging of the berthing pocket and infilling behind the new quay wall using imported clean fill materials, construction of a 25m wide piled relieving slab along the quay length, with heavy duty paving surfacing on the quay/slab hinterland, access road, security gates, access barrier and kiosk at Airport Road West, modular terminal building, shore side facilities, lighting, fencing, screen bund and landscaping. Permission granted.
2.3	SPD/2026/0004/DC - Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY - The full Discharge of Condition 4 (the requirement to undertake survey of black guillemots) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for the berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season. Pending decision.
2.4	SPD/2025/0007/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY - Discharge of Condition 4 (Survey of black guillemots) of planning permission Ref: LA04/2016/0421/F for the Construction of a new

	multi-purpose facility at D3 for the berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season. Pending decision.
2.5	SPD/2024/0009/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY – Discharge of Condition 3 (Method statement and monitoring proposals for the translocation of Hoary Fringe-Moss and Bee Orchid) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season. Condition discharged 11 June 2024.
2.6	SPD/2025/0013/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY – Discharge of condition 3 (Method statement and monitoring proposals for the translocation of Hoary Fringe-Moss and Bee Orchid relating to 12 month check following commencement of development) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season. Condition discharged 15 September 2025
2.7	SPD/2025/0014/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY- Partial Discharge of Condition 7 (Construction Environmental Management Plan) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season, in respect of phase 3 works (all remaining works to complete all construction activities). Condition discharged 27 February 2026
2.8	SPD/2024/0025/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY - Discharge of Condition 2 (Details of Ecological Clerk of Works, roles and responsibilities) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for the berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season. Condition discharged 29 February 2024
2.9	SPD/2024/0026/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY- Discharge of Condition 4 (Survey of black guillemots), Condition 6 (Bird monitoring plan) and Condition 12 (Details of black guillemots nest boxes) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for the berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season. Condition discharged 19 June 2024
2.10	SPD/2024/0030/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY- Partial Discharge of Condition 7 (Construction Environmental Management Plan) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season, in respect of enabling works comprising Hoary Fringe-Moss and Bee Orchid translocation works, construction of the southern access off Airport Road West and construction of a foundation for a kiosk and installation of fencing. Condition discharged 23 July 2024.

2.11	SPD/2024/0045/DC – Land at D3 adjacent to the RSPB Reserve Airport Road West, Belfast, BT3 9DY - Partial Discharge of Condition 7 (Construction Environmental Management Plan) of planning permission Ref: LA04/2016/0421/F for the Construction of a new multi-purpose facility at D3 for berthing of cruise ships, and for lay-by and transient storage of project cargo, breakbulk and dry bulk during cruise ship off season, in respect of works comprising site establishment, demolition works, removal of the existing rock revetment, and reclamation works/platform construction (including band drain installation). Condition discharged 31 March 2025.
2.12	Z/1992/0189 – Airport Road West. Infill of land. Approved (historical).
3.0	PLANNING POLICY
3.1	Development Plan – Plan Strategy <u>Belfast Local Development Plan: Plan Strategy 2035</u>
3.2	Relevant Planning Policies:
3.3	Policies in the Plan Strategy relevant to the application include the following: <i>Strategic Policies:</i> Policy SP1A – managing growth and supporting infrastructure delivery Policy SP2 – sustainable development Policy SP3 – improving health and wellbeing Policy SP5 – positive placemaking Policy SP6 – environmental resilience Policy SP7 – connectivity <i>Operational Policies:</i> Policy TLC1 – Supporting tourism leisure and cultural development Policy DES1 – Principles of urban design Policy DES2 – Masterplanning approach for Major development Policy LC1 – Landscape Policy LC1C – LLPAs Policy LC4 – Coastal Areas Policy BH5 – Archaeology Policy TRAN 6 – Access to public roads Policy TRAN 8 – Car parking and servicing arrangements Policy ENV1 – Environmental Quality Policy ENV2 – Mitigating Environmental Change Policy ENV3 – Adopting to Environmental Change Policy ENV4 – Flood Risk Policy ENV5 – Sustainable Drainage Systems (SuDS) Policy NH1 – Protection of Natural Heritage Resources
3.4	Supplementary Planning Guidance Placemaking and Urban Design Masterplanning approach for Major developments Sustainable Urban Drainage Systems Transportation Planning and Flood Risk

3.5 3.6 3.7	Waste Infrastructure Trees and Development Development Plan – zoning, designations and proposals maps Belfast Urban Area Plan (2001) BUAP Belfast Harbour Local Plan 1990-2025 Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014) Regional Planning Policy Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS) (Edition 2, 2025) Other Material Considerations Developer Contribution Framework (2020) <i>Belfast Agenda</i> (Community Plan)
4.0 4.1 4.2 4.3	CONSULTATIONS AND REPRESENTATIONS <u>Statutory Consultees</u> DFI Roads – No objection, subject to conditions DFI Rivers – No objection NI Water – No objection DAERA NIEA – pending a response Health and Safety Executive NI – no further comments DFC Historic Environment Division (HED) – No objection, subject to conditions <u>Non-Statutory Consultees</u> BCC Environmental Health – No objection, subject to conditions BCC Landscape Planning and Development Unit – no objection Shared Environmental Services (SES) – to be reconsulted once NIEA NED has responded Belfast City Airport – no objection. Maritime and Coastguard Agency – no objection Commissioners for Irish Lights – no objection RSPB – no objection, advises conditions Waste Management team – pending a response <u>Representations</u> The application has been advertised in the press and neighbours notified. No third-party representations have been received.

5.0	PLANNING ASSESSMENT Development Plan Context
5.1	Section 6(4) of the Planning (Northern Ireland) Act 2011 states that in making any determinations under the Act, regard is to be had to the local development plan, and the determination must be made in accordance with the plan unless material considerations indicate otherwise.
5.2	Section 45(1) of the Act states that in determining planning applications, the Council must have regard to the local development plan, so far as material to the application, and to any other material considerations.
5.3	The Belfast Local Development Plan (LDP) when fully completed will replace the Belfast Urban Area Plan 2001 as the statutory Development Plan for the city. The Belfast LDP will comprise two parts. Part 1 is the Plan Strategy, which contains strategic and operational policies and was adopted on 02 May 2023. Part 2 is the Local Policies Plan, which will provide the zonings and proposals maps for Belfast and has not yet been published. The zonings and proposals maps in the Belfast Urban Area Plan 2001 remain part of the statutory local development plan until the Local Policies Plan is adopted. <u>Operational Policies</u>
5.4	The Plan Strategy contains a range of operational policies relevant to consideration of the application. These have been listed above at para 3.1. <u>Proposals Maps</u>
5.5	Until such time as the Local Policies Plan is adopted, the Council must have regard to the land-use zonings, designations and proposals maps in the Belfast Urban Area Plan 2001, both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (draft BMAP 2015) and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. It is considered that significant weight should be given to the proposals map in draft BMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious.
5.6	Belfast Urban Area Plan 2001 – the site was a lagoon as this plan was adopted prior to the site being reclaimed.
5.7	Belfast Harbour Local Plan 1990 - 2005 – the site is zoned for Port related after infilling and partly with a Nature Park.
5.8	Belfast Metropolitan Area Plan 2015 (v2004) – the site is within the settlement limits for Belfast and an Area of Constraint on Mineral Developments. The north boundary is a BMA Coastal Area. The application site is part of the Inner Belfast Lough ASSI and the north boundary is a part of the BMA Coastal Area. The site also marginally encroaches into the Tillysburn LLPA
5.9	Belfast Metropolitan Area Plan 2015 (v2014) – the site is within the settlement limits for Belfast. It bounds an area of Existing Employment and Industry on its southeast side. The application site is part of the Inner Belfast Lough ASSI and the north boundary is a part of the BMA Coastal Area. The site also marginally encroaches into the Tillysburn LLPA

5.10	The site is in close proximity to National, European and International designated sites which include Belfast Lough SPA, Belfast Lough Open Water SPA, Belfast Lough Ramsar Site, and the Outer Belfast Lough ASSI. The Ramsar site abuts the application site on its south boundary. Main Issues
5.11	The main issues relevant to consideration of the application are set out below. • Principle of development at this location • Design, Placemaking and impact on amenity • Landscape impact • Masterplanning approach • Built Heritage • Natural heritage • Climate change • Flood Risk and Drainage • Waste-water infrastructure • Control of Major Accident Hazards (COMAH) • Environmental protection • Waste Management • Employability and Skills • Pre-application Community Consultation Principle of development at this location
5.12	The principle of development is already established under the extant permission (ref. LA04/2016/0421/F) which was approved in July 2019. The works as approved were begun on site in July 2024 in accordance with the relevant pre-commencement conditions. This keeps the permission alive in perpetuity.
5.13	The principle of the changes is therefore considered to be acceptable, subject to meeting all other operational policy requirements discussed below.
5.14	Policy TLC1, criterion b. supports proposals that aim to improve the quality, and accessibility of tourism facilities. The justification and amplification of this policy states that new development proposals for tourism and associated infrastructure are to be supported to help build up a critical mass of activity to attract visitors all year round. The proposal is considered to adhere to this policy.
5.15	The aim of the SPPS in relation to tourism development is to manage the provision of sustainable and high-quality tourism developments in appropriate locations within the built and natural environment. The SPPS states that there will be a general presumption in favour of tourism development within settlements, subject to meeting all other planning requirements. In these regards, the proposal is in accordance with the SPPS.
5.16	The proposal will support a dedicated cruise facility for the cruise season (March to October) to accommodate growth in this sector of the economy. The harbour has seen a steady growth in cruise ships since 1996 when only 2 ships visited Belfast, with an increase from 57,0022 visitors in 2011, to 136,408 visitors arriving in 2016 when the application for the extant permission submitted to the DfI. Since then, the Port accommodated 98 ships in 2018 and 147 in 2025, demonstrating how the cruise ship industry continues to grow.

5.17	According to the Belfast Harbour Strategy 2025-29 – Advanced Regional Prosperity, at present, Belfast Harbour welcomes over 300,000 cruise visitors each year, who add an estimated £20-25 million to the local economy. In terms of direct operational employment, it is anticipated that there will be 20 staff. Design, placemaking and impact on amenity
5.18	The proposal is assessed against Policies DES1 and DES2. <u>Mooring Dolphins</u>
5.19	Due to financial constraints, the approved development was to be built in two phases: the first included three additional mooring dolphins, which were to be incorporated within the quay under phase two. However, the scheme is now to be completed under a single phase and as such the three additional mooring dolphins are no longer required. The remaining four dolphins are required be in realigned slightly. The reduction of the number of mooring dolphins from seven to four along with minor repositioning will have no visual or amenity impacts. <u>Proposed Buildings</u>
5.20	The proposal includes the relocation of the approved terminal, new luggage building facility, an additional security hut and an electricity substation. <i>Terminal and Luggage Buildings:</i>
5.21	The passenger terminal building is to be relocated and extended. This is being moved several metres back from its approved position on the quay. Its size will increase from 5.2m in height to 9.4m. its width and length will increase from 7.2m and 24.5m to 20.4 and 50m respectively. It will be a modular building with a pitched roof.
5.22	The luggage building is an additional building, to be located in close proximity to the Passenger Building and similar in size and also modular in design with a pitched roof.
5.23	Finished materials on both buildings will consist of fabric roof and wall panels, coloured white and grey polyester powder coated aluminium doors. <i>Substation:</i>
5.24	This will be on the north side of the luggage building and is modest in scale. The external walls will be finished in brick. The roof will be flat. <i>Security Hut:</i>
5.25	This will be a small prefab cabin close to the new entrance to the site and will the same the one approved at the southern entrance.
5.26	Given the industrial character of the area and the distance of the proposed buildings from the public road, which is around 340 metres at their closest point, it is considered that the proposed buildings, individually or cumulatively, would have minimal visual impact on the character and appearance of the area. The proposal is considered acceptable, having regard to Policy DES1 of the Plan Strategy.

	<u>Tower Lights and Streetlighting</u>
5.27	A total of 8no tower lights each at a height of 25 metres were approved under the original approval. These are located on the quay. The proposal aims to relocate one of these to make space for the changes to the relocation and extension of main cruise terminal building and associated parking/drop-off areas, which are also on the quay. The new location is only several metres from its original position. New streetlights are also proposed along the access road. Environmental Health has no concerns with regards to light pollution. The proposal is considered acceptable, having regard to Policies DES1 and ENV1 of the Plan Strategy.
	<u>Landscaping and Boundary Treatments</u>
5.28	The site is reclaimed land and has no distinctive features, and the majority of the site is covered in hardstanding. Soft landscaping will be retained along the Airport Road West (southeast) boundary of the site, which is the same approved under the extant permission. This existing green boundary consists mostly of scrub and unmaintained trees of low quality but nonetheless of some visual amenity value. This will provide screening of the site from the public road. New planting of shrubs, seedlings and grass will be planted along the periphery of the car and coach parking area and the access road. This is an increase to the planting scheme as approved under the extant permission. The site will be secured along the north boundary by retention of the existing steel wire fence. Elsewhere, boundaries will be defined by a mix of steel and timber fencing between 1.2m and 2.4m in height.
5.29	As the proposed development will retain the existing screen planting along Airport Road West and the 'Open Mosaic Habitat' located within the site, the Council's Landscape Policy and Development Team is content with the proposed layout. The proposal complies with Policy DES1 and Policy TRE1.
	Landscape impact
5.30	Due to the location of the site encroaching into an LLPA, a Landscape and Visual Impact Assessment has been submitted with the application, as required by Policy LC1 of the LDP. The Council's Landscape Planning and Development Team agrees with both the applicant's determination of likely significance of landscape and visual effects and with the applicant's assessment that there is unlikely to be a significant adverse landscape or visual impact resulting from the proposed development.
5.31	The proposal is considered to be complain with Policy LC1C and Policy LC4 of the LDP
	Masterplanning approach
5.32	Policy DES2 states that planning permission will be granted for Major development where it accords with the principles a. to j.
5.33	It is considered that the scheme adopts a holistic approach which allows it to integrate with the existing fabric of the area in a sympathetic and complementary way which is mindful of adjacent sites. It also will maximise solutions to deliver energy efficiencies targeting BREEAM standards. Whilst Policy DES2 seeks to achieve BREEAM Excellent (or equivalent), given the fall-back of the existing permission, it is reasonable to require the targeting of this rating instead.
5.34	It is considered that the proposal accords with Policies DES2.

	Access and Transport
5.35	The proposal includes the upgrading of an existing access track along the northeastern boundary with the creation of a new access onto Airport Road West from this end of the site. This is in addition to the approved access road at the southern end of the site. The new access will be the main access to the facility and as such the parking and turning areas at the quay and adjacent to the two main buildings are proposed to be upgraded to accommodate egress and access from this point. DfI Roads have no objection to the access, parking and travel arrangements for the proposed development, subject to conditions.
5.36	The proposal is considered acceptable having regard to Policy TRAN6 and Policy TRAN8 and relevant provisions of the SPPS.
	Archaeology
5.37	The application site is located on made ground that has been reclaimed. DfC HED has advised that despite this, there is still potential for archaeological artefacts to have been included within the material dredged from the lough when constructing this made ground. Therefore, a suitable an archaeological programme of works will be required pre-construction so ensure identification and recovery of any artefactual material. HED recommends a condition accordingly.
5.38	HED has reviewed the submitted Marine Archaeology and Cultural Heritage Chapter (Chapter 15 of the Environmental Statement) and is content that the proposal satisfies the SPPS and Policy BH4 and BH5 of the Plan Strategy, subject to conditions for the agreement and implementation of a developer-funded programme of archaeological works. This is to identify and record any archaeological remains in advance of new construction, or to provide for their preservation in situ, as per Policy BH 5.d of the Belfast Local Development Plan Strategy (2023). The applicant believes that the condition is not necessary because it only relates to marine archaeology (with the application only seeking permission for the terrestrial elements). Officers are reviewing this in consultation with HED and this will be reflected in the final conditions.
5.40	The proposal is considered to accord with Policy BH5 and relevant provisions of the SPPS.
	Natural heritage
5.41	Approximately 2.15 ha of the wider D3 site has been identified as being consistent with the NI Priority Habitat, Open Mosaic Habitat on Previously Developed Land (OMHPDL). However, much of which is under pressure from advancing immature woodland and dense continuous scrub. The OMHPDL (2.15 ha) will be fully retained in situ and protected throughout the construction period with the installation of fencing for the duration of the ongoing construction works ensuring its exclusion from all construction activities, plant movement and material storage as illustrated in Figure 3.3 of the Planning, Design and Access Statement). Therefore, no development shall take place in this area, without prior agreement with DAERA NED.
5.42	Final consultation responses from DAERA NIEA and Shared Environmental Services (SES) are awaited. NIEA was originally consulted on 26 March 2026 and has yet to respond. Officers have requested that they prioritise the consultation. SES will provide its response once NIEA has returned its response. Delegated authority is sought to deal with any issues that NIEA and SES raise, provided that they are not substantive.

5.43	RSPB has been consulted given the proximity of the site to various designated wildlife refuges, including a mosaic habit on the site and a RSPB reserve abutting the southwest boundary of the site.
5.44	The relocation of the main cruise terminal buildings and activities to the northwest side of the site is welcomed by the RSPB as it would reduce potential impacts to the RSPB reserve immediately to the southwest of the D3 site. The changes to the proposed access arrangements which result in the inability for any 'rat running' across the D3 site to the RSPB reserve is also welcomed by RSPB.
5.45	However, RSPB emphasises the importance of the protection of the sensitive protected wildlife interests surrounding the site that all environmental mitigation measures that were agreed as part of the original application remain in place, including the proposed monitoring. They request that the original conditions secured under planning permission LA04/2016/0421/F are therefore retained in full in any revised planning permission, wherever they remain relevant. They also urge the Council to consider reinstating any conditions that have already been discharged, as it may be necessary to repeat or update the conditioned requirements, such as resurveying for nesting Black Guillemots ahead of any works during the breeding season (1 March - 31 August). These conditions are recommended as applicable to the proposal.
5.46	Furthermore, RSPB requests that an additional condition is attached to the revised permission (in line with statements in 9.1.5.3 of the Environmental Statement (ES) 2026), requiring the applicant to agree and implement an ecological management plan to ensure that the habitats and other features of ecological value within the site (including the NIPH Open Mosaic Habitat and other features noted on Figure 9.2 Rev04 of Volume 3 of the 2026 ES) are protected and, wherever possible, enhanced alongside operation of the terminal. Officers are reviewing this requirement in consultation with NIEA and this will be reflected in the final conditions.
5.47	Subject to the advice from NIEA and SES, the proposal is considered compliant with Policy NH1 and Policy LC4, and relevant provisions of the SPPS. Climate change
5.48	Policies ENV2 and Policy ENV3 state that planning permission will be granted for development that incorporates, where feasible, measures to mitigate and manage environmental change and reduce greenhouse gases by promoting sustainable patterns of development.
5.49	Policy ENV2 states that planning permission will be granted for development that incorporates, where feasible, measures to mitigate environmental change and reduce greenhouse gases by promoting sustainable patterns of development.
5.50	The application is supported by a Climate Change Statement. The applicant states that the buildings will be targeted to BREEAM Excellent standard (or equivalent). BREEAM considers a large number of factors including Heating, Materials, Transport, Pollution and many more to achieve the prescribed credit rating and is continually assessed at all stages and is a globally recognised standard. The essence of this design is to remove continual maintenance, integrate sustainable measures such as PV power panels, sustainable heating and good insulated airtight construction all serving to consolidate and reduce running and life cycle costs.

5.51	A condition is recommended to require the development to be targeted to BREEAM Excellent standard, or comparable, having regard to Policies ENV2, ENV3 and DES2.
5.52	Retention of existing soft landscaping to the front of the site and proposed new soft landscaping such as grass and shrub planting within the site will contribute to sustainable methods of drainage, acting as a natural soakaway (SuDS) and minimising flood risk. This is considered in compliance with Policy ENV5. Flood Risk and Drainage
5.53	Flood Maps (NI) indicates that the site lies within the 1 in 200 year climate change coastal flood plain. As such a Flood Risk Assessment was submitted. A Drainage Assessment has also been submitted. DfI Rivers advises that they have no reason to disagree with the conclusions of both the Flood Risk Assessment and Drainage Assessment. The proposal is considered compliant with Policy ENV4 of the LDP and relevant provisions of the SPPS. Waste-water infrastructure
5.54	NI Water advises that there is a public foul sewer within 20m of the proposed development boundary which can adequately service the proposal and offers no objection. Regard is also had to the fall-back of the extant planning permission. The proposal is therefore considered compliant with Policy SP1a which requires that necessary infrastructure is in place to support new development. Control of Major Accident Hazards (COMAH)
5.55	The site is in close proximity to a COMAH installation. The Council consulted with HSE NI, which provides advice under the PADHI Guidelines Planning Advice for Developments near Hazardous Installations). HSE NI advises that the site is outside the consultation zones of the COMAH establishments within this area and therefore HSE NI has no additional comments. Environmental protection
5.56	Policy ENV1 states that planning permission will be granted for development that will maintain and, where possible, enhance environmental quality, and protects communities from materially harmful development.
5.57	The proposed development has been assessed by Environmental Health in terms of noise, air pollution, general amenity, ambient air quality, contaminated land, and other considerations including light pollution. Environmental Health has confirmed that it has no objections, subject to conditions.
5.58	The conditions advised by Environmental Health are recommended, except for a condition to restrict the sounding of fog horns on cruise ships between the hours of 11pm and 7am. This condition does not meet the necessary tests as it relates to the marine aspects of the wider scheme which fall outside this application (which only relates to the terrestrial aspects). Moreover, this requirement is understood to be covered under the Marine License.
5.59	The proposal is considered compliant with Policy ENV1 and relevant provisions of the SPPS.

	Waste Management 5.60 A Waste Management Plan has recently been submitted and the Council's Waste Management team consulted. Delegated authority is sought to deal with this matter in consultation with the Council's Waste Management team. Employability and Skills 5.61 The applicant has confirmed that employability and Skills are built into the project via SIB Social Value initiatives. BCC Economic Development Unit has reviewed the contract and advised that no specific further Employability and Skills interventions are required. Pre-application Community Consultation 5.62 The application was preceded by a Proposal of Application Notice (PAN) which set out the applicant's proposals for pre-application community consultation. 5.63 The application is accompanied by a mandatory Pre-application Community Consultation Report (PACC). The PACC report describes the comprehensive pre-application consultation undertaken by the applicant. 5.64 The applicant actively sought the views of the public and stakeholders with regards to this development by utilising the following methods of engagement: • To allow the public to engage in the project, the applicant published a notice in the press on 25 November 2025, 7 days prior to holding a public event on 2 December 2025 from 3pm to 7pm at Belfast Harbour Commissioners Office, 2 Corporation Street, Belfast. • Information leaflets were distributed to 160 local businesses within 1km radius of the proposed site on 28 November 2025. The leaflet contained details of a website address with details on how to view the consultation documents and how to contact the project team and leave feedback. • A dedicated website was set up which included all details and documents of the project submitted with the PAN and outlined all the consultation methods available including comments through the website. • The PAN was provided to a list of community interests in the area via email on 17 June 2022; • All elected members within the Electoral Areas of East Belfast and Titanic DEA were emailed and invited to both public consultation events. The project details were also shared with them. 5.65 The PACC report states that the majority of feedback to the public consultation was either supportive or neutral. A few specific issues were raised: • Will the disabled taxi be closer to the door on D3? For the current one, passengers are complaining it is too far away hard for them to walk to get a disabled taxi, also will it have signage stating disabled taxis? • What are the plans are for the actual car park itself? Will spaces remain where they are? Or is the plan to get rid of the car parking area or maybe even extend it as part of the plans?
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5.66	The applicant responded to the feedback as follows: • Both of the buildings associated with cruise operations will have dedicated parking for disabled users situated close to the building and with level access. In the taxi rank area, there will be level access available to / from the terminal building with a dedicated (and appropriately marked) disabled bay as close to the terminal as possible. • This land is owned by Belfast Harbour and has developed into an informal parking area over a number of years; it is recognised that it provides amenity value. The revised proposals therefore also include a dedicated entrance point to the car park area to ensure continued access for the public. • Belfast Harbour would propose to upgrade this area in future (subject to appropriate consents and funding) to create a more attractive space and lookout areas. However, this will require the development of further proposals and consultations in due course.
5.67	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.
6.0	Recommendation
6.1	Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions.
6.2	Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions, and deal with and any other issues that arise, including the outstanding consultation responses from DAERA NIEA, SES and BCC Waste Management team, provided the issues are not substantive.
7.0	DRAFT CONDITIONS 1. The development hereby permitted must be begun within five years from the date of this permission. <i>Transport:</i> 2. The development hereby approved shall not be occupied or operated until the parking and turning areas have been provided in accordance with the approved plans. Such areas shall not be used for any purpose other than the parking and turning of vehicles and such areas shall remain free of obstruction for such use at all times. Reason: To ensure adequate car parking within the site. 3. The vehicular access shall be provided in accordance with the approved plan number 03, published on the NI Planning Portal on 26 March 2026, prior to the operation of the development hereby permitted and retained as such thereafter. Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

Contaminated land:

4. Prior to construction of the subfloor of the buildings hereby approved, a desk-top reassessment of the ground gas risk determined in the submitted Tetra Tech report titled: D3 Access Road Relocation Environmental Statement Volume II Technical Appendices Appendix 12.1 Preliminary Risk Assessment (17th February 2026), including an updated Conceptual Site Model, shall be undertaken in accordance with current Environment Agency and industry guidance such as the NHBC NF94 Hazardous Ground Gas, An Essential Guide for Housebuilders (April 2023) and the CL: AIRE TB18, Continuous Ground Gas Monitoring and Lines of Evidence Approach to Risk Assessment. Risks associated with ground gases shall be assessed under the methodology outlined in BS 8485:2015+A1:2019 (or standards that re-enacts or replaces it).

Should the revised ground gas Quantitative Risk Assessment demonstrate that human health contaminant linkages exist on the site, a Remediation Strategy shall be submitted to and approved in writing by the Council prior to construction of the sub-floor of the buildings. The Remediation Strategy must demonstrate how the identified contaminant linkages are to be demonstrably broken and no longer pose a potential risk to human health. It must also detail how the proposed remedial works are to be verified. The development shall not be carried out unless in accordance with the approved Remediation Strategy.

Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.

5. In the event that a Remediation Strategy is required by condition 4, prior to the operation of the development, a Verification Report shall be submitted to and approved in writing by the Council. The Verification Report shall be completed by competent persons and be in accordance with current Environment Agency and CIRIA guidance and British Standards. It must demonstrate that the mitigation measures outlined in the agreed Remediation Strategy have been implemented, that they have broken the relevant contaminant linkages and that the site no longer poses a potential risk to human health.

Reason: To demonstrate that the required remedial measures have been incorporated into the development, in the interests of human health.

6. As outlined in the Environmental Statement, details of any proposed variation to the CS3 ground gas protection measures for the approved buildings shall be submitted to and agreed by the Council prior to construction of their sub-floor. The details shall include submission of a revised Preliminary Risk Assessment (including updated Conceptual Site Model) and Remediation Strategy.

The Remediation Strategy must demonstrate how the identified contaminant linkages are to be demonstrably broken and no longer pose a potential risk to human health. It must also detail how the proposed remedial works are to be verified. The development shall not be carried out unless in accordance with the approved Remediation Strategy and a Verification Report that demonstrates its implementation, details of which shall have first been submitted to and approved in writing by the Council prior to operation of the buildings.

Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.

7. 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 immediately in writing. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks> In the event of unacceptable risks being identified, a Remediation Strategy shall be submitted to and approved in writing by the Council.

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

8. After completing any remediation works under condition 7 and prior to operation of the development, a Verification Report shall be submitted to and approved in writing by the Council. This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks> The verification report should present all the remediation, waste management and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and wastes in achieving the remedial objectives.

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

Environmental protection:

9. The development hereby approved shall be not be constructed unless in accordance with the Construction Environmental Management Plan (CEMP) (and designated Environmental Manager) approved under Discharge of Condition applications SPD/2024/0045/DC and SPD/2025/0014/DC in respect of condition 7 of planning permission LA04/2016/0421/F dated 23 July 2019, or such other CEMP with designated Environmental Manager, details of which shall have first been submitted and approved in writing by the Council.

Reason: To avoid adverse effect on the integrity of any special protection area or connected European sites, and the protection of human health.

10. During the construction phase of the development, the noise mitigation measures outlined in Section 8.5.1.1. of Chapter 8 of the Environmental Statement shall be implemented so that ABC noise thresholds are not exceeded at residential noise sensitive receptor locations in accordance with BS 5228:2014 Code of Practice for noise and vibration control on construction and open sites.

Reason: In the interests of residential amenity.

11. During night-time operation of the development, broadband alarms shall be fitted to plant, where practicable, and utilised at all times between the hours of 23:00 – 07:00hrs on any day.

Reason: In the interests of residential amenity

12. The rating level (dBLAr,T) from the operation of all combined plant and equipment associated with the development shall not exceed the existing daytime and night-time background sound levels at the nearest noise sensitive residential premises, when measured or determined in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.

Reason: In the interests of residential amenity.

Landscaping:

13. All soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out within the first available planting season after the development is substantially complete (ready for operation) unless otherwise agreed in writing by the Council. Any existing or proposed trees or plants indicated on the approved plans which, within a period of five years from the date of planting, die, are removed or become seriously damaged, diseased or dying shall be replaced during the next planting season with other trees or plants of a location, species and size, details of which shall have first been submitted to and approved in writing by the Council. All hard surface treatment of open parts of the site shall be permeable or drained to a permeable area.

All trees within the site shall be retained unless shown on the approved drawings as being removed. Any trees or planting indicated on the approved drawings which, within a period of five years from the date of planting, die, or are removed or become seriously damaged, diseased or dying, shall be replaced during the next planting season (October to March inclusive) with other trees or plants of a location, species and size to be first approved in writing by the Council.

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

14. Prior to any work commencing all tree protective measures, protective barriers (fencing) and ground protection to be erected or installed as specified and in accordance with the British Standard 5837: 2012 (section 6.2) on any trees to be retained within the site and must be in place before any materials or machinery are brought onto site for demolition, development, or soil stripping. Protective fencing must remain in place until all construction work is completed, and all associated materials and equipment are removed from site.

Reason: To ensure the protection of, and to ensure the continuity of amenity afforded by any existing trees to be retained within the site and on adjacent lands.

15. No storage of materials, parking of vehicles or plant, temporary buildings, sheds, offices, or fires within the Root Protection Area of trees within the site and adjacent lands during the construction period.

Reason: To avoid compaction within the Root Protection Area of existing trees to be retained.

Climate change:

16. The development hereby approved shall target BREEAM Excellent rating (or comparable) and written evidence of such shall be submitted to the Council within 2 years of the date of occupation of the development.

Reason: To ensure that the development mitigates and/or adapts to climate change.

Archaeology:

17. No development or works shall commence on site (other than that required to fulfil this condition) unless a programme of archaeological work has been implemented in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved in writing by the Council.

A programme of post-excavation analysis, preparation of an archaeological report, dissemination of results and preparation of the excavation archive shall be undertaken in accordance with the approved programme of archaeological work.

These measures shall be implemented, and a final archaeological report shall be submitted to the Council within 12 months of the completion of archaeological programme of works.

Reason: To ensure that the archaeological remains and features are properly analysed and recorded.

Protection of birds:

18. The development hereby approved shall not operate unless an Ecological Management Plan has been submitted to and approved in writing by the Council. This shall ensure that the habitats and other features of ecological value within the site (including the NIPH Open Mosaic Habitat and other features noted on Figure 9.2 Rev04 of Volume 3 of the 2026 Environmental Statement) are protected and, wherever possible, enhanced alongside operation of the terminal. The habitats and other features of ecological value within the site shall be managed in accordance with the approved Ecological Management Plan at all times.

Reason: To ensure the protection of natural habitats.

19. Prior to operation of the development hereby approved, a plan to monitor the response of birds to the approved development during the first year of cruise ship operation shall be submitted to and approved in writing by the Council.

The plan shall include:

- methods to monitor the response of birds within the RSPB Reserve and D3 site, including flight behaviour, roost location, the mooring of vessels at the new quay, and the disembarkation activity from all cruise vessels;
- frequency and timing of bird monitoring;

- mitigation in accordance with Table 31 of Appendix 9.1 of the Environmental Statement.

The plan shall be implemented in accordance with the approved details.

Reason: To mitigate against potential disturbance to features of the European Site.

20. No part of any vessel moored at the approved quay facility shall overhang the boundary of the RSPB Nature Reserve.

Reason: To prevent unacceptable adverse impacts on ornithological interests on the RSPB Reserve.

Environmental controls:

21. The quay shall not be used at any time for Lift on/Lift Off (Lo-Lo), Roll on-Roll off (Ro-Ro) or handling of liquid bulk cargo.

Reason: To allow the Council to control the development and use permitted on the site and to ensure the development complies with the environmental impacts assessed as part of the EIA process.

22. The Ecological Clerks of Work (ECoW) shall be retained and responsibilities undertaken in accordance with Discharge of Condition application SPD/2024/0025/DC in respect of condition 2 of planning permission LA04/2016/0421/F dated 23 July 2019, or such other details which shall have first been submitted and approved in writing by the Council.

Reason: To ensure the effective implementation of the measures for the protection of the environment.

23. At least 20 artificial black Guillemot nest boxes shall be provided in accordance with Discharge of Condition application [SPD/2024/0026/DC] in respect of condition 12 of planning permission LA04/2016/0421/F dated 23 July 2019, or such other details which shall have first been submitted and approved in writing by the Council. The nest boxes shall be retained at all times.

Reason: To compensate for the loss of nesting opportunities for Black Guillemots.

24. Prior to operation of the development hereby approved, lighting along the south western boundary shall be carried out and maintained in perpetuity in accordance with specifications detailed in the Environmental Statement, Chapters 1, 9 and 13 Volume 2, Appendix 13, the predicted lighting levels shown in Figures 13.1 and 13.2 of Volume 3 of the Environmental Statement, and the details provided in drawing numbers 4a and 30a, dated 07 July 2017.

Reason: To protect foraging and commuting bats

25. The development hereby permitted shall not be operated unless in accordance with the approved Waste Management Plan.

Reason: To ensure adequate management of waste and in the interests of the amenities of the area.

DRAFT INFORMATIVES

1. Please make sure that you carry out the development in accordance with the approved plans and any planning conditions listed above. Failure to do so will mean that the proposal is unauthorised and liable for investigation by the Council's Planning Enforcement team. If you would like advice about how to comply with the planning permission, you can contact the Planning Service at Belfast City Council at planning@belfastcity.gov.uk.
2. This planning permission includes condition(s) which require further details to be submitted to and approved by the Council. Please read the condition(s) carefully so that you know when this information needs to be provided and approved. It could take a minimum of 8 weeks for the Council to approve the details, assuming that they are satisfactory, and sometimes much longer depending on the complexity of the condition. Please ensure that you give plenty of time for this process to be completed when planning the timeline of your project.
3. The grant of planning permission does not dispense with the need to obtain separate licenses, permits and authorisations under other regulatory processes. The applicant is also referred to the advice of consultees in their response to the application, which can be accessed on the Northern Ireland Planning Portal website. The responses from consultees may also include other general advice for the benefit of the applicant or developer, consents or permissions under other legislation or protocols.
4. The applicant or developer's attention is drawn to The Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended), under which it is an offence to:
 - a) Deliberately capture, injure or kill a wild animal including a European protected species, which includes all species of bat;
 - b) Deliberately disturb such an animal while it is occupying a structure or place which it uses for shelter or protection;
 - c) Deliberately disturb such an animal in such a way as to be likely to:
 - (i) affect the local distribution or abundance of the species to which it belongs;
 - (ii) Impair its ability to survive, breed or reproduce, or rear or care for its young;or
 - (iii) Impair its ability to hibernate or migrate;
 - d) Deliberately obstruct access to a breeding site or resting place of such an animal; or
 - e) To damage or destroy a breeding site or resting place of such an animal.

If there is evidence of bat activity / roosts on the site, all works should cease immediately and further advice sought from the Wildlife Inspector's Team, Northern Ireland Environment Agency, Klondyke Building, Cromac Avenue, Gasworks Business Park, Belfast BT72JA. Tel. 028 9056 9605.