



Belfast Planning Service
Belfast City Council
Cecil Ward Building
4-10 Linenhall Street
Belfast
BT2 8BP

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 14 June 2016	
Application ID: LA04/2016/0430/F	
Proposal: Provision of new transport hub building with bus turning area and signalised access to site	Location: Lands south and west of Dairy Farm Complex Stewartstown Road Belfast BT17 0FB
Referral Route: Major Application	
Recommendation:	Approval
Applicant Name and Address: DRD Transport Projects Division Clarence Court 10-18 Adelaide Street Belfast BT2 8GB	Agent Name and Address: Amey Rushmere House 36 Cadoghan Park Belfast BT9 6HH
Executive Summary: Full planning permission is sought for the provision of new transport hub building with bus turning area and signalised access to site The site is located within the development limits of Belfast in the Belfast Metropolitan Area Plan (BMAP) and is identified as being within Dairy Farm District Centre (ML11) and adjacent to Stewartstown Arterial Route AR 01/08. The main issues to be considered in this case are: <ul style="list-style-type: none">• The principle of the development• Loss of open space• Scale, Massing and Design; and• Traffic Movement and Parking. The principle of a transportation hub was considered acceptable under S/2015/0025/O (agreed at Planning Committee meeting on 17 th May 2016) for the Colin Glen Town Centre, albeit in a slightly different location.	

The proposed scheme is the first phase of the larger Colin Town Centre Masterplan and will provide new facilities for the community as well as the infrastructure to facilitate Belfast Rapid Transit (BRT) at the proposed urban village.

The loss of open space was considered acceptable under S/2015/0025/O given the substantial community benefits the proposed development would bring to the wider Poleglass and Twinbrook areas.

The height, scale and massing of the proposed building is considered acceptable and will not be visually discordant in the streetscape.

The proposed design and treatment of the elevations are consistent with the area, incorporating a similar fenestration, solid to void ratios and materials.

In terms of amenity, there are no residential uses nearby the application site.

NIEA: Waste Management is content that the site is low risk and sufficient information has been provided to demonstrate this. NIEA: Waste Management has offered no objection to the development provided negative conditions are attached. However, the final details of the conditions have not been received at the time of finalising the report. It is therefore proposed to put the final conditions forward as a late item or to delegate the final wording of the conditions to the Director of Planning and Place.

All other Consultees have offered no objections to the proposal, subject to conditions. No objections from third parties have been received.

Having regard BMAP, to the policy context and other material considerations, the proposal is considered acceptable and planning permission is recommended subject to conditions.

Case Officer Report

Site Location Plan

**Characteristics of the Site and Area**

1.0	Description of Proposed Development Provision of new transport hub building with bus turning area and signalised access to site
2.0	Description of Site The site consists of an area of open space accessed off the Stewartstown Road

Planning Assessment of Policy and other Material Considerations

3.0	Planning History Ref ID: S/2015/0025/O Proposal: Proposed new Town Centre comprising of a mutli purpose community building, Belfast Rapid Transit Hub Building, Health Centre, Leisure Centre, Post Primary School,
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	Residential, Retail (Class A1), financial/professional services (class A2) and business (Class B1) uses including a town square, recreational sports pitches, sports pavilions, formal play area and public park, public open space, landscaping, a pedestrian/cycle 'green' bridge, footpaths, road infrastructure and environmental improvements and car parking including a park and ride facility. Address: Lands south and west of the Dairy Farm Complex Stewartstown Road Belfast., Decision: Pending
4.0	Policy Framework
4.1	Belfast Metropolitan Area Plan 2015
4.2	Strategic Planning Policy Statement for Northern Ireland Planning Policy Statement 3: Access Movement and Parking Planning Policy Statement 8: Open Space, Sport and Outdoor Recreation Planning Policy Statement 13:Transportation and Land Use Planning Policy Statement 15: Planning and Flood Risk
5.0	Statutory Consultee Responses
	Transport NI- No objections subject to conditions NIWater- No objections; NIEA- Waste Management- No Objection subject to conditions; Rivers Agency- No objection
6.0	Non Statutory Consultee Responses
	Belfast City Council EPU- awaiting response
7.0	Representations
	The application has been neighbour notified and advertised in the local press. No letters of objection have been received.
8.0	Other Material Considerations
8.1	DCAN 15- Vehicular Access Standards Development Control Advice Note 11- Access for People with Disabilities
9.0	Assessment
9.1	The key issues in the assessment of the proposed development include: <ul style="list-style-type: none"> • The principle of the development at this location; • Loss of open space; • Scale, Massing and Design; and • Traffic Movement and Parking.
9.2	The Strategic Planning Policy Statement (SPPS) sets out five core planning principles of the planning system, including improving health and well being, supporting sustainable economic growth, creating and enhancing shared space, and supporting good design and place making. Paragraphs 4.11 and 4.12 require the safeguarding of residential and work environs and the protection of amenity. Paragraphs 4.13-8 highlight the importance of creating shared space, whilst paras 4.23-7 stress the importance of good design. Paragraphs 4.18-22 details that sustainable economic growth will be supported. The SPPS states PPS3 remains applicable under 'transitional arrangements'. <u>Principle of proposed development</u>
9.3	The site is located within the development limits of Belfast in BMAP. It is also identified as being within the Dairy Farm District Centre (ML09) and abuts Stewartstown Arterial Route AR 01/08. A transportation hub is considered a sui generis use class as set out under the Planning Use Classes Order (NI) 2015. The principle of the transportation hub has already

	<p>been established through the granting of the outline planning permission for the wider Colin Glen Town Centre scheme under S/2015/0025/O, albeit in a slightly different location.</p>
9.4	<p>One of the key objectives of the scheme to provide public transport links to the new Colin Town centre. The community/transport hub building will provide dedicated public transport links to the area. In conjunction with the BRT, a number of feeder services will also be accommodated within the proposed layout. These will not only provide frequent links to the city centre, but will also provide the surrounding communities with strong links to the town centre facilities, therefore ensuring the surrounding community will be highly accessible by bus.</p> <p><u>Loss of Open Space</u></p>
9.5	<p>Policy OS 1 operates a presumption against the loss of existing open space or land zoned for the provision of open space. An exception will be permitted where it is clearly shown the redevelopment will bring substantial community benefits that decisively outweigh the loss of the open space.</p>
9.6	<p>The Masterplan considered under application reference S/2015/0025/O and which was agreed by the Town Planning Committee on 17th May 2016 was subject to extensive community engagement and is indeed overwhelmingly supported the local community. The resultant community benefits that the development will bring are considered to decisively outweigh the loss of open space at this location. In any case the Masterplan identifies a considerable amount of open space which it to be retained as part of the wider Colin Glen Town Centre. It therefore considered that scheme does not conflict with Policy OS 1 of PPS 8.</p> <p><u>Scale, Massing and Design</u></p>
9.7	<p>The building is contemporary in design with a sloping monopitch roof. The height of the building ranges 7.6 metres at its tallest point to 2.9 metres at its lowest point. The scale and height of the building respects the open nature open nature of the site and when seen from critical views along the Stewartstown Road is considered visually concordant. It is noted that the elevations do not specify materials. However these can be dealt with by way of planning condition.</p> <p><u>Traffic and Parking</u></p>
9.8	<p>The proposal has been assessed against Policy AMP 1, 2 and 7 of PPS 3: Access, Movement and Parking. A new signalised junction is proposed to control access from the bus turning loop to the Stewartstown Road. It has been accepted that the proposal will not prejudice road safety or inconvenience the flow of traffic and there is adequate car parking, a view shared by Transport NI, whom have furnished Belfast City Council with conditions.</p> <p><u>Contaminated Land</u></p>
9.9	<p>A Preliminary Risk Assessment was submitted and both Belfast City Council's Environmental Protection Unit (EPU) and NIEA Waste Management were consulted on 2nd June 2016. Whilst EPU are still outstanding it was noted under S/2015/0025/O (which includes the application site) that any contamination was very low risk and could easily be mitigated through planning conditions. It is on that basis that the application can progress to Committee without the need to wait on the response from NIEA and EPU.</p>
10.0	<p>Summary of Recommendation: Approval</p>

	<p>Having regard to the development plan, relevant planning policies, and other material considerations, it is determined that the development will not cause demonstrable harm to the interests of acknowledged importance. Approval is therefore recommended.</p>
<p>11.0</p>	<p>Conditions</p> <p>1. As required by Section 61 of the Planning Act (Northern Ireland) 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</p> <p>Reason: Time Limit.</p> <p>2. The development hereby permitted shall not commence until full engineering details of the signalised junction onto the Stewartstown Road has been submitted to and approved by Belfast City Council. All works shall comply with the requirements of the Design Manual for Roads and Bridges and all relevant standards and technical guidance including safety audit and approval of the necessary Departures / relaxations from standard, generally in accordance with drawing number CO401200-H-PA-101, bearing Belfast Planning Services date stamped 28th April 2016. The works shall be carried out in accordance with those details prior to transportation hub becoming operational.</p> <p>Reason: To ensure there is a satisfactory means of access in the interests of road safety and convenience of road users.</p> <p>3. The development hereby permitted shall not become operational until hard surfaced areas have been constructed in accordance with the approved layout Drawing titled Proposed Road & Junction Layout CO401200-H-PA-101 bearing Belfast City Councils date stamped 28th April 2016 to provide adequate facilities for parking, servicing and circulating within the site. No part of these hard surfaced areas shall be used for any purpose at any time than for the parking and movement of vehicles.</p> <p>Reason: To ensure adequate provision has been made for parking, servicing and traffic circulation within the site.</p> <p>4. No development shall commence until the applicant has submitted evidence in writing to the Planning Authority for its agreement demonstrating that the risks to human health, groundwater and other environmental receptors due to onsite contamination of the ground and groundwater have been effectively assessed. This evidence should include:</p> <ul style="list-style-type: none"> • Site walkover surveys to identify potential risks from fuel storage tanks, electrical transformers, potential made ground / infill and any other identifiable potential sources of ground or groundwater contamination. • If potential sources are identified, risk assessment(s) in accordance with the guidance on Model Procedures for the Management of Land Contamination (CLR11) will be required to identify all unacceptable risks to health and the water environment and provide remedial criteria to be met through a remedial strategy. <p>If unacceptable risks to receptors are identified a remediation strategy will be required to address those risks.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>5. The development hereby permitted shall not commence until a detailed remediation strategy to address all unacceptable risks to environmental receptors identified from Condition 4. This strategy must be submitted in</p>

writing and agreed with the Planning Authority and should identify all unacceptable risks on the site, the remedial objectives/criteria and the measures which are proposed to mitigate them (including maps/plans showing the remediation design, implementation plan detailing timetable of works, remedial criteria, monitoring program, etc).

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

6. The development hereby permitted shall not be occupied until the remediation measures as described in the remediation strategy submitted under Condition 2 have been implemented to the satisfaction of the Planning Authority. The Planning Authority must be given 2 weeks written notification prior to the commencement of remediation work.

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

7. After completing the remediation works under Conditions 5 and 6; and prior to occupation of the development, a verification report needs to be submitted in writing and agreed with Planning Authority. This report should be completed by competent persons in accordance with the Model Procedures for the Management of Land Contamination (CLR11). The verification report should present all the remediation and monitoring works undertaken and demonstrate the effectiveness of the works in managing all the risks and achieving the remedial objectives.

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

8. Evidence must be presented in the Verification Report that all fuel storage tanks (and associated infra-structure) have been fully decommissioned and removed in line with current Pollution Prevention Guidance (PPG2, PPG27) and the quality of surrounding soils and groundwater has been verified. Should contamination be identified during this process, Condition 7 will apply.

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

9. No development or piling work should commence on this site until a piling risk assessment has been submitted in writing and agreed with the Planning Authority. This Condition only applies if a piling foundation is being used at the site and unacceptable risks have been identified through Condition 1 and 2. Piling risk assessments should be undertaken in accordance with the methodology contained within the Environment Agency document on "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention" available at <http://publications.environment-agency.gov.uk/PDF/SCHO0501BITT-E-E.pdf>.

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

10. All hard and soft landscape works shall be carried out in accordance with the approved details and the appropriate British Standard or other recognised Codes of Practise. The works shall be carried out prior to [the occupation of any part of the

	<p>(development/ building/dwelling)] or [the commencement/completion of (tipping/waste disposal/quarrying/mineral extraction)] or [in accordance with a programme to be agreed with the Department].</p> <p>Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.</p>
<p>12.0</p>	<p>Notification to Department (if relevant)</p> <p>N/A</p>

ANNEX	
Date Valid	3rd March 2016
Date First Advertised	18th March 2016
Date Last Advertised	18 th March 2016
Details of Neighbour Notification (all addresses)	
<p>The Owner/Occupier, 1 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 11 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 13 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 15 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 17 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 19 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 208 Stewartstown Road,Poleglass,Dunmurry,Dunmurry,Antrim,BT17 0AH, The Owner/Occupier, 21 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 212A Stewartstown Road,Poleglass,Dunmurry,Dunmurry,Antrim,BT17 0FB, The Owner/Occupier, 212A Stewartstown Road,Poleglass,Dunmurry,Dunmurry,Antrim,BT17 0LB, The Owner/Occupier, 218B Stewartstown Road,Poleglass,Dunmurry,Dunmurry,Antrim,BT17 0FB, The Owner/Occupier, 23 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 25 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 27 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 29 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 3 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 31 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 32 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 33 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 5 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE,</p>	

<p>The Owner/Occupier, 7 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, 9 Glasvey Close,Poleglass,Dunmurry,Antrim,BT17 0EE, The Owner/Occupier, Housing Executive District Office,Stewartstown Road,Poleglass,Dunmurry,Dunmurry,Antrim,BT17 0SB,</p>	
Date of Last Neighbour Notification	23rd March 2016
Date of EIA Determination	7 th June 2016
ES Requested	No
<p>Planning History</p> <p>Ref ID: S/2010/0447/F Proposal: Proposed environmental improvement scheme involves new surface treatment to footpaths, new road kerbs, tree planting, new road lighting columns and new fencing and walling along boundaries. Address: From Teeling Roundabout to Creighton Road Roundabout Stewartstown Road, Dunmurry, Belfast, BT17. Decision: MAA Decision Date: 19.10.2010</p> <p>Ref ID: S/2010/0429/F Proposal: Re-contouring the mound, art work sculpture on top of the grass mound, uplightings for sculpture, reinstatement of grass and tree planting. Address: Grass mound area adjacent to Stewartstown Road Health Centre 212 Stewartstown Road Dunmurry Belfast BT17 0FB. Decision: Approval Decision Date: 02.07.2010</p> <p>Ref ID: S/2015/0025/O Proposal: Proposed new Town Centre comprising of a mutli purpose community building, Belfast Rapid Transit Hub Building, Health Centre, Leisure Centre, Post Primary School, Residential, Retail (Class A1), financial/professional services (class A2) and business (Class B1) uses including a town square, recreational sports pitches, sports pavilions, formal play area and public park, public open space, landscaping, a pedestrian/cycle 'green' bridge, footpaths, road infrastructure and environmental improvements and car parking including a park and ride facility. Address: Lands south and west of the Dairy Farm Complex Stewartstown Road Belfast., Decision: Pending Decision Date</p>	
Drawing Numbers and Title	

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Status: Submitted

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Notification to Department (if relevant)

Date of Notification to Department:

Response of Department: