

Development Management Officer Report Committee Application

Summary	
Committee Meeting Date: 20 June 2017	
Application ID: LA04/2015/0152/F	
Proposal: Proposed demolition of existing buildings to make way for a mix of 43no. terraced dwellings, 19no. apartments, 2 semi-detached and 1 detached dwelling with a play area and open public space (64 units in total).	Location: 17c Station View Dunmurry BT170AE
Referral Route: Major Application > 50 residential units	
Recommendation:	Approval
Applicant Name and Address: TEL Properties 17c Station View Dunmurry BT17 0AE 0289061743	Agent Name and Address: MMAS Architects 2nd Floor New Mill Conway Mill Street 5-7 Conway Street Belfast BT12 2DE
<p>Executive Summary: The application seeks full planning permission for demolition of existing buildings to make way for a mix of 43 terraced dwellings and 19 apartments with play areas and open public space (62 units in total).</p> <p>The main issues to be considered in this case are:</p> <ul style="list-style-type: none"> - The acceptability of redeveloping the site. - Scale and Design; - Traffic and Parking - Contaminated Land - Impact on Residential Amenity - Open Space Provision <p>A total of 30 letters of objection have been received, with one letter of support. Main issues raised include: Design, loss of light and impact on private amenity, traffic and parking / pedestrian safety; Housing meeting an identifiable or perceived demand; impact on trees.</p> <p>The site is located within the settlement limits of Belfast and on whiteland within the Belfast Urban Area Plan. The majority of the site was within a proposed Area of Existing Employment zoning in the Draft Belfast Metropolitan Area Plan with the front Part of the site located in a proposed Area of Townscape Character. Under the unadopted BMAP the site was located within an uncommitted housing zoning ML 04/05. The small stretch of the site frontage which abuts Upper Dunmurry Lane was located within an Area of Townscape Character.</p> <p>Therefore, the subsequent zoning for housing on this site was in acknowledgement that the principle for housing use had been established under a granted planning application in February 2012 under S/2006/1391/O - Redevelopment of existing light industrial lands for residential use - 142 units in total. Whilst this is not determining, it can be concluded that had the plan been adopted the site would have attained this status. Therefore, together with the planning history and the advanced stage of dBMAP it is a significant material consideration in this case.</p>	

The scale, density and design is considered acceptable and generally reflects the established character of the area. In terms of the layout, considerable work has been undertaken with the agent to achieve a layout which results in limited impact to existing and prospective residents. The open space provided within the scheme is standard.

Consultation

NIWater, NIEA and Belfast City Council's Environmental Protection Unit have offered no objections to the proposal in principle and standard conditions are to be applied.

TransportNI have raised no issues of principle to date and whilst their recent consultation are outstanding, however given the car and cycle parking provision, and also the proximity to Dunmurry train halt, the wider public transport network and local amenities should ensure that any relaxation in terms of parking should not be an issue.

In light of an outstanding consultation response from TransportNI it is requested that the Director of Planning and Place is authorised to draft any necessary amendments to/ additional conditions in respect of the proposal.

Having had regard to the development plan, relevant planning policies, and other material considerations, it is recommended that the proposal should be approved subject to conditions.

Case Officer Report

Site Location Plan



Characteristics of the Site and rea

1.0	<p>Description of Proposed Development Full application for demolition of existing buildings to make way for a mix of 43no. 2 and 3 bed terraced housing and 19no. 2 bed apartments with play areas and open public space (62 units in total).</p>
2.0	<p>Description of Site Brownfield site, previously used as industrial land. A number of the original buildings still on site, used for a range of purposes. The red bricked buildings range in height from commercial high single storey buildings to substantial four storey buildings in the NW corner of the site. The buildings are interspersed throughout the site with two enclosed yards, one towards the south-west corner and one towards the north-west corner. A car park is located in the north-east part of the site, behind the existing dwellings in Barbour Gardens.</p>

Planning Assessment of Policy and other Material Considerations

3.0	<p>Planning History</p>
3.1	<p>S/2006/1391/O - Redevelopment of existing light industrial lands for residential use - 142 units (1 no. 3 bed detached, 10 no. 3 bed terrace, 18 no. 2 bed family maisonettes, 22 no. 2 bed individual front door apartments, 43 no. dual aspect apartments and 48 no. 2 bed apartments. Approved 9th February 2012</p>

4.0	Policy Framework
4.1	Belfast Urban Area Plan Draft 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 6 (Addendum) – Areas of Townscape Character Planning Policy Statement 7 – Quality Residential Environments Planning Policy Statement 8 – Open Space, Sport and Outdoor Recreation Residential Areas. Planning Policy 12 – Housing in Settlements
5.0	Statutory Consultees Transport NI – Await formal response WaterNI – No objections NIEA – No objections subject to conditions
6.0	Non-Statutory Consultees Environmental Health BCC – No objection subject to conditions
7.0	Representations A total of 30 letters of objection have been received, as well as one letter of support. The following issues have been raised: <ul style="list-style-type: none"> - Traffic and parking problems in an already busy area - Creation of a 'short-cut' between two main roads on an already narrow street. - Pedestrian safety issues arising for current residents. - Noise from additional traffic and residents - Access to train station causing potential for anti-social behaviour - Housing does not meet any identifiable or perceived demand - Impact on existing residents caused by 87 units, including loss of light and impact on private amenity - Inadequacies in sewage infrastructure and pressure caused by proposed development - Design out of keeping with area - Can there be a guarantee that the development will be finished - It should be noted that the above points were raised about the original layout, later amended to provide 64 units. Many of these concerns have been re-iterated by additional objections after the scheme was amended. - Impact on trees within an ATC - Demolition of Barbour Spinning Mill building which makes a positive contribution to the character of the Area of Townscape Character. - Impact on amenity of neighbouring properties in Barbour Gardens - Use of existing alleyway to rear of Barbour Gardens
8.0	Other Material Considerations Creating Places and Living Places
9.0	Assessment The key issues in the assessment of the proposed development include: <ul style="list-style-type: none"> - The acceptability of redeveloping site. height, Scale and Design; - Traffic and Parking - Contaminated Land - Impact on Residential Amenity - Open Space Provision
9.1	Principle of Redeveloping the Site & Height, Scale and Mass Following the recent Court of Appeal decision on BMAP, the extant development plan is now the BUAP. However, given the stage at which the Draft BMAP had reached pre-adoption

	<p>through a period of independent examination, the policies within the Draft BMAP still carry weight and are a material consideration in the determination of planning applications. The weight to be afforded is a matter of judgement for the decision maker.</p>
9.2	<p>The site is located within the development limits of Belfast within the Belfast Urban Area Plan and Draft Belfast Metropolitan Area Plan. The presumption is therefore in favour of development subject to the planning considerations detailed below. In the BUAP the site is unzoned whiteland. Within the Draft BMAP the front portion of the site fronting onto Upper Dunmurry Lane falls within a proposed Area of Townscape Character, with the remainder of the site zoned as an area of existing employment.</p>
9.3	<p>Subsequently, in BMAP the site was located within an uncommitted housing zoning ML 04/05. The small stretch of the site frontage which abuts Upper Dunmurry Lane was located within an Area of Townscape Character (ML 20), as in the Draft BMAP. Whilst this is not determining, it can be concluded that had the plan been adopted the site would have attained this status. Therefore, together with the planning history and the advanced stage of BMAP it is a significant material consideration in this case.</p>
9.4	<p>The principle of residential development on the site and the loss of industrial/ employment land has already been established under planning approval S/2006/0391/O, this must be given significant weight given the length of time the application has been in the system and its advanced status. 142 units were approved in total. This scheme was dominated by apartments and maisonettes, the high density scheme ultimately achieved by the creation of a large underground parking area. The proposal, for 64 units, therefore represents a significant drop in density, however with the parking now proposed at ground level, it is important to look at the new layout and how the parking can be accommodated in a sympathetic manner. The quality of the layout, the open space provision, design, scale and massing shall be addressed below.</p>
9.5	<p>The layout has been amended to address initial concerns with regard to the overall quality of the scheme. With the initial proposal for 87 units (49 terraced houses and 38 apartments) it was felt that the layout was dominated by hardstanding, primarily a result of the need to accommodate a high level of car parking to serve the proposed apartments and terraced dwellings. TransportNI also had concerns that the access road would be used as a through road, thus requiring a high level of traffic calming. As a result of discussions between the Council, TransportNI and the agent/ applicant it was decided to split the site in two, one part accessed onto Dunmurry Lane via Station Road and the other part accessed via Barbour Crescent. Each part of the site has a designated area of open space. The southern part consisting of railway-side apartments which tie in with the existing apartment blocks on Station Road and a row of terraced dwellings creating a frontage onto Station Road. The northern part of the site is characterised by terraced dwellings facing onto a central area of open space, with a small courtyard style development located to the rear of the dwellings on Barbour Crescent</p>
9.6	<p>The proposal has been assessed against Policy ATC1 and ATC2 of the Addendum to PPS6 and Policy QDI of PPS7. The narrow part of the site which fronts onto Upper Dunmurry Lane is located within an Area of Townscape Character, as proposed in Draft BMAP. The principle of demolition within the Area of Townscape Character and residential development on the site frontage has been established. On the previous approval a block of semi-detached dwellings were shown. Although the context along this stretch of road is predominantly two and two and a half storey terraced blocks the land falls away to the west. This will ensure the proposed block does not appear dominant in the streetscape, as illustrated by the streetscape elevations (MM1407-P-101), with no built form to the immediate west along Dunmurry Lane. The top floor is also stepped back significantly, thus reducing the visual impact further with the shoulder height of the building tying in with the eaves heights of the buildings to the east along this side of Upper Dunmurry Lane. The red bricked finish on the first three floors provides a welcome historical nod to the industrial heritage of the site and its former use.</p>

9.7	<p>Moving further into the site the large apartment block behind the roadside apartments offers a landmark building and again acknowledges the character of the old industrial buildings on the site and the traditional style and proportions of industrial/ mill buildings of the late 19th and early 20th centuries. Given the peripheral location of this building alongside the railway tracks its scale and massing can be accommodated with little or no adverse impact upon the residential character of the area or on neighbouring amenity, and as stated previously it reflects the sites former industrial use offering a feature building in the site and helping to create a distinctive character.</p>
9.8	<p>Internally the main built form is that of long terraced blocks. This reflects the established high density terraced character of the area, with the lay-by parking and houses tight to the street along the southern part of Station View very much in keeping with the dwellings along the eastern part of the existing roadway. A row of terraced housing has been introduced to the rear of the large apartment block in the south-western part of the site. This helps create a sense of place whereas before there was an area of open space with a number of dwellings backing onto it, with this limited level of surveillance and backland location offering little in the way of recreational value, or indeed visual value to the development as a whole.</p>
9.9	<p>Traffic and Parking</p> <p>As a result of discussions with TransportNI the layout was amended significantly. Most notably the proposed through road between Upper Dunmurry Lane and Barbour Gardens has been removed with two separate pockets of development being created. This should also go some distance in alleviating concerns raised by a number of objectors.</p> <p>A total of 37 communal car parking spaces and 35 in-curtilage spaces have been provided. In-curtilage parking has been provided for the majority of the dwellings, with roadside parking shown for six of the dwellings fronting onto Station View. A communal parking bay has been provided along the western site boundary to serve the dwellings in the northern part of the site and the two apartment blocks in the south-west part of the site. Although detailed comments from TransportNI remain outstanding it is not anticipated that they will raise any concerns with regards to the overall principle of the development given a generous parking provision and the sites proximity to the Dunmurry train halt, links to the wider public transport network and local amenities.</p>
9.10	<p>Contaminated Land</p> <p>Environmental Health have noted that the site of the development is located close to and on land use types that have the potential to contaminate land and pose a risk to human health. The land use types are known to include – railway land and factory land. Subsequently there exists the possibility that this land may present a risk to human health if the development proceeds without proper consideration of these risks. Environmental Health Unit therefore requested that planning permission be withheld until the applicant submits a Contaminated Land Risk Assessment</p>
9.11	<p>In response to the request a report - Mason Evans '<i>Proposed development; Station View, Dunmurry; Updated Generic Quantitative Risk Assessment</i>', Project reference: P15/198, dated September 2015, was submitted for consideration.</p>
9.12	<p>The Environmental Health Service examined the additional environmental information from Mason Evans, dated 10th October 2016, submitted in response to a number of clarifications concerning the Remediation Strategy recently requested by this Service (Ref ST/381121, dated 10th October 2016).</p>
9.13	<p>The clarifications concerned the excavation of soils, type of VOC proof membrane and the proposed capping system throughout landscaped areas of the development have been accepted and Environmental Health have requested that in the event planning permission is</p>

	<p>granted for the development the conditions detailed at 11.2 and 11.3 are attached.</p>
9.14	<p>NIEA Waste Management (Land Groundwater Team) have no objection to the development provided conditions as detailed at 11.5 - 11.9 are placed on any Planning Decision Notice, as recommended.</p>
9.15	<p>Impact on Residential Amenity In terms of the amenity of the residents within the proposed scheme Environmental Health did not feel a Noise Impact Assessment was necessary given the distance from the nearest proposed dwellings/ apartments to the railway line. In terms of the impact of the proposed built form on the amenity of adjoining properties there are no areas where there would be a strong conflict. The higher apartment buildings which would arguably have the potential to have the greatest impact are located on the western periphery of the site along the railway line and adjacent to an existing office building to the immediate west of the two proposed apartment blocks in the south-west corner. The only area where a proposed dwelling may have some impact on the private amenity of an adjoining property would be the north-eastern point of the site to the rear of the dwellings in Barbour Crescent and Royal Mews. As stated above ample separation distances of 15 - 25m with a proposed 1.8m high hedge along the site boundary should ensure that any impact will not be significant.</p>
9.16	<p>Open Space Provision The proposal has been assessed against Policy OS2 of PPS8. The policy requires the provision of public open space within residential developments with over 25 units. The level of provision should be at least 10% of the total site area. In this case the site area is approximately 1.4ha. Subsequently the public open space provided within the scheme should be 1,400 square metres. There are three distinct pockets of open space. The main area of open space is located centrally within the housing area in the north of the site. The total open space area provided is approximately 1,875 square metres, therefore complying with Policy OS2.</p>
9.20	<p>Consideration of objections:</p> <ul style="list-style-type: none"> - Traffic and parking problems in an already busy area - TransportNI have offered no major objections given recent amendments, namely the omission of the originally proposed through road. Detailed comment is awaited on the latest layout. - Creation of a 'short-cut' between two main roads on an already narrow street. Pedestrian safety issues arising for current residents - TransportNI no objections to the principle of the proposal. The proposed through-road has now been removed with the development now in two separate areas - Noise from additional traffic and residents - Environmental Health have not raised any objections in terms of noise. A 10m buffer has been provided to the rear of the proposed dwellings backing onto the railway. - Access to train station causing potential for anti-social behaviour - This is ultimately a policing matter, the apartments should ensure surveillance over the transitional area between the open space in the southern part of the site and the existing building beside the railway to the immediate south-east of the site. - Housing does not meet any identifiable or perceived demand - It is not necessary in this case to present a housing need. The site had a live approval for housing when the application was submitted, this approval lapsed in February 2017 and thus must be given considerable determining weight. - Impact on existing residents caused by 87 units, including loss of light and impact on private amenity - This is considered in more detail at 9.12 above. No significant conflict between

	<p>existing and proposed properties. The apartment blocks are located some distance from established two storey housing.</p> <ul style="list-style-type: none"> - Inadequacies in sewage infrastructure and pressure caused by proposed development - WaterNI have offered no objections to the principle of development. - Design out of keeping with area - The design is discussed in detail at 9.1-9.6 above. - Can there be a guarantee that the development will be finished - A time condition will be applied, should permission be granted, that works will commence within 5 years of the date of the approval. There is no time limit on completion of the proposal. - Demolition of Barbour Spinning Mill building which makes a positive contribution to the character of the Area of Townscape Character. - The mill building is not located within the proposed Area of Townscape Character. - Impact on amenity of neighbouring properties in Barbour Gardens - The three proposed backland dwellings fronting onto Barbour Gardens in the eastern periphery of the site are located at least 15m from the rear boundary of the nearest dwelling. This separation distance extends to 25m. With a 1.8m high hedge proposed along the boundary and an existing alleyway between the site boundary and the boundary of the adjacent properties in Barbour Gardens there should be no unduly significant impact on the amenity of these existing dwellings. - Use of existing alleyway to rear of Barbour Gardens - The use of the existing alleyway is not proposed as part of the development.
10.0	Summary of Recommendation: Approval
10.1	Having regard to the policy context and other material considerations above, the proposal is considered acceptable and planning permission should be approved for the following reason.
10.2	The principle of housing has already been accepted on the site through the granting of outline planning permission for 142 units. The proposed scheme, with a high quality design and two distinctive areas with ample open space provision, represents a significant reduction in the approved density and will undoubtedly provide a better quality residential environment, whilst enhancing the character of the area which at the moment is dominated by a partly vacant industrial site. The proposed two storey terraced dwellings respect the established character of Station View and Barbour Gardens whilst the larger apartment blocks are an architectural nod to the industrial heritage of the area, with some of the larger red bricked industrial buildings still present on the site. A central area of open space and play area will help ensure a strong sense of place is created with a high quality finish in terms of hard standing and landscaping ensuring the provision of a quality residential environment.
11.0	Conditions
11.1	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. Reason: Time Limit.
11.2	Prior to the occupation of the proposed development, the applicant shall provide to Belfast City Council, for approval, a Verification Report. This report must demonstrate that the relevant remediation measures outlined in the following documents have been implemented: 1. Mason Evans ' <i>Proposed development; Station View, Dunmurry; Updated Generic Quantitative Risk Assessment</i> ', Project reference: P15/198, dated September 2015.

	<p>2. Mason Evans Letter Report – ‘<i>Proposed Residential Development – Station View, Dunmurry</i>’, dated 1st September 2016 (gas protection measures)</p> <p>3. Mason Evans Letter Report - ‘<i>Proposed Residential Development – Station View, Dunmurry</i>’, dated 10th October 2016 (capping system and vapour protection)</p> <p>The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for end-use (residential with gardens/public open space (Residential)). It must demonstrate that the identified potential pollutant linkages are effectively broken. The Verification Report should be in accordance with current best practice and guidance as outlined by the Environment Agency. In particular, this Verification Report must demonstrate:</p> <ul style="list-style-type: none"> - gas protection measures in accordance with CIRIA C665 Characteristic Situation 2 have been installed throughout all buildings of the proposed development. The gas protection membrane shall also act as a vapour protection membrane. - the emplacement of a clean cover system to a depth of 600mm demonstrably suitable for end use within all gardens and landscaped areas. <p>Reason: In the interests of public health and safety.</p>
11.3	<p>In the event that contamination not previously considered is encountered during the approved development of this site the development shall cease and a written report detailing the nature of this contamination and its management must be submitted to Planning Service for approval. This investigation and risk assessment must be undertaken in accordance with current best practice.</p> <p>Reason: In the interests of public and environmental health.</p>
11.4	<p>Prior to site clearance a detailed remediation strategy shall be submitted in writing and agreed with the Planning Authority. This 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 and the details of proposed groundwater monitoring network, analytical suite and programme pre, during and post construction to demonstrate that all unacceptable risk to the shallow groundwater environment have been managed.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.5	<p>As part of the site clearance works, all remaining oil storage tanks and associated infrastructure, if present, shall be fully decommissioned in line with Pollution Prevention Guidance No 2 and No 27. Should new contamination and risks be identified then Condition 5 will apply. Details of the decommissioning and removal of the storage tanks should be reported in writing in the remediation verification report.</p> <p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p>
11.6	<p>Prior to any development or construction work, a piling risk assessment should be completed and submitted in writing to the Department for its agreement, prior to the development being commenced. This assessment should take account of the site data generated under Condition 2 and should refer to the guidance provided in the Environment Agency (2001) document, “Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention”, reference NC/99/73.</p>

11.7	<p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>The site shall not be occupied until the remediation measures as described in the remediation strategy submitted under Condition 11.4 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</p>
11.8	<p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>After completing the remediation works under Conditions 11.4 and 11.5; 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.</p>
11.9	<p>Reason: Protection of environmental receptors to ensure the site is suitable for use.</p> <p>During the first available planting season prior to occupation of the first dwelling unit planting shall be carried out in accordance with approved landscape plan No. 14/A date stamped 19th April 2017, or as otherwise agreed in writing by Belfast City Council.</p>
11.10	<p>Reason: To ensure the provision of a quality residential environment.</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details as indicated on plan No. 14/A date stamped 19th April 2017, and the appropriate British Standard or other recognised Codes of Practise. The works shall be carried out during the first available planting season after commencement of development.</p>
11.11	<p>Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.</p> <p>If within a period of 5 years from the date of the planting of any tree, that tree is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Department, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Council gives its written consent to any variation.</p>
11.12	<p>Reason: To compensate for the loss of existing trees and ensure the provision of a quality residential environment.</p> <p>None of the residential units hereby approved shall be occupied until a signed Legal Agreement is submitted to and approved by the Council to show how the open space and public amenity areas shown on the stamped approved Drawing No. 14/A bearing the date stamp 19th April 2017 shall be managed and maintained in perpetuity by a Management Company supported by a charitable trust or properly constituted residents association with associated management arrangements, or other such arrangements agreeable to the Council. This legal agreement should include a detailed management plan/ maintenance schedule.</p> <p>Reason: To ensure successful establishment and maintenance in perpetuity of the open space and amenity areas in the interests of visual and residential amenity.</p>

	<p>Informatives:</p> <p>The applicant is advised that the proposed commencement of Part III of the Waste and Contaminated Land (NI) Order 1997 may introduce retrospective environmental liabilities to the applicant following the development of this site. The comments provided by Belfast City Council are without prejudice to any future statutory control which may be required under Part III or any other future environmental legislation.</p> <p>It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks. Failure to provide a satisfactory Verification Report may lead to the assumption that the site still poses a risk to human health and it may be subject to further action under forthcoming legislation.</p> <p>The purpose of the Conditions 11.4 - 11.8 is to ensure that any site risk assessment and remediation work is undertaken to a standard that enables safe development and end-use of the site such that it would not be determined as contaminated land under the forthcoming Contaminated Land legislation i.e. Part 3 of the Waste and Contaminated Land Order (NI) 1997. It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks</p> <p>The applicant should ensure that the management of all materials onto and off this site are suitably authorized through the Waste Management Regulations (NI) 2006 and/or the Water Order (NI) 1999.</p>
12.0	Notification to Department (if relevant) N/A
13.0	Representation from elected member N/A
Neighbour Notification Checked Yes	

ANNEX	
Date Valid	21st April 2015
Date First Advertised	8th May 2015
Date Last Advertised	19th May 2017
Details of Neighbour Notification (all addresses) 06 17F Station View Dunmurry 07 17G Station View Dunmurry 1 Railway Street,Dunmurry,Antrim,BT17 0AQ, 1-29 Station View Dunmurry Dunmurry 2- 6, 10- 24 Barbour Gardens, Dunmurry, Dunmurry, Antrim, Northern Ireland, BT17 13 Hill Street,Dunmurry,Antrim,BT17 0AD, 18 - 20 Dunmurry Lane,Dunmurry,Belfast 19-21, 32- 46 Upper Dunmurry Lane,Dunmurry,Dunmurry,Antrim,BT17 9RP, 23, 24 Royal Mews,Dunmurry,Antrim,BT17 9NJ, The Halt,18 -29 Station View,Dunmurry,Dunmurry,Antrim,BT17 0AE, Unit 2,17 Station View,Dunmurry,Dunmurry,Antrim,BT17 9AB, Unit 2a Station View Dunmurry Unit 3 Station View Dunmurry Unit 4 Station View Dunmurry Unit A Unit 2a Station View Unit B,Unit 2a,Station View,Dunmurry,Dunmurry,Antrim,BT17 9AB,	
Date of Last Neighbour Notification	24 th May 2017
Date of EIA Determination	16 th June 2015
ES Requested	No
Representations from Elected Representatives: Cllr Brian Heading – Status update and expressed concerns early in process Cllr Séanna Walshe – Support. Attended meeting	
Drawing Numbers and Title 01, 02/B, 03/A, 04/A, 05/A, 06/A, 07/A, 08/A, 09/A, 11, 12, 13, 14/A, 15/B	
Notification to Department (if relevant) Date of Notification to Department: Response of Department:	