



Summary of Updates following Pre-application Discussion and Community Consultation

Since the initial Pre Application Discussion (PAD) submission to the Department of Environment (DOE) Planning in March 2013, the transparent approach taken by the Becon Consortium has continued.



A computer generated image showing how the development will look now. Additional views of the proposed development are available at www.becon.co.uk

This involved a highly collaborative and detailed engagement with statutory consultees across all relevant environmental disciplines assessed in the Environmental Statement (ES) and a broad range of interactions and engagements with local residents in the period from March to November 2013.

The public were consulted through; ten information sessions held across the Belfast, Mallusk, Newtownabbey and Antrim areas; a detailed campaign website offering email and telephone feedback mechanisms; extensive direct mailing and face to face meetings with local resident groups. Feedback showed that people found the exhibition, information materials and professional team both informative and helpful in answering questions and addressing any concerns they may have had regarding the project.

The project team has equally found this feedback very helpful and have reflected on all the submissions received in finalising the planning application documentation. This process has now been completed.

Meanwhile arc21 has been engaged in consultation with each of its eleven constituent councils during the months of January, February and March 2014 to secure their formal endorsement to move the procurement process forward. All eleven Councils have voted to progress the procurement and project. One outcome of this democratic cycle is that the arc21 Joint Committee is now in a position to agree to proceed to the formal planning application submission stage.

A formal submission was subsequently made by arc21 to DoE Planning on 27th March 2013, thereby moving the project into the formal determination stage of the planning process. We expect that the notification that the application has been lodged will be published by the Department in the press in second week of April, inviting comments on the proposal.

Interested parties will now be able to track the progress of the planning application on the ePic Portal on the DoE Planning website. We will include the planning application reference number on our website when it becomes available.

As we did with the draft ES documents, the full planning application documentation has also been uploaded to the Becon website. In the period since the PAD documentation submission in March 2013, some aspects have been developed further and the related supporting information is now included to support the application. This summary highlights the most significant changes or additions to the scheme following Pre-application Discussion and Community Consultation.

These include:

- **Economic Impact Assessment** – Also now included in the final ES documentation is the Economic Impact Assessment prepared by Oxford Economics (an Executive Summary was previously available on the website in the Downloads Section). This report outlines the level of investment associated with the project and forecasts the range of economic benefits that will be realised during both construction and operational phases of the development. This can be found in Appendix 16.1 of the ES.
- **Health Impact Assessment (HIA)** – Whilst a scoping report for the HIA was included as part of the PAD submission, the full assessment is now incorporated in Appendix 16.2 of the ES. The HIA has built upon the core concerns raised by some residents during the drop-in sessions and fully addresses the health impact issues associated with air and noise emissions, grid connection and additional traffic movements. It also considers any potential impact on local property values and socio-economic related health benefits.



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- **EfW Stack Height** – As part of the PAD process in consultation with NIEA Industrial Pollution and Radiochemical Inspectorate (NIEA IPRI) further dispersion modelling was carried out to investigate the environmental improvement which may be gained by an increase in the EfW stack height to achieve even better results than those identified in the PAD submission. As a result of this feedback, the stack has been increased by 15m. NIEA IPRI has welcomed this alteration as it enhances the demonstration of Best Available Technique (BAT). The Landscape and Visual Assessment previously undertaken has been re-run in its entirety to assess the potential effects associated with this design change.
- **Biofilter Stack** – Also as a result of further discussions with NIEA IPRI, it was decided that the bio-filters intended to be used for the abatement of odours from the MBT facility, will now be enclosed and treated air will be emitted via a 20 metre high stack. NIEA IPRI has welcomed this revision as it demonstrates the application of the Best Available Technique (BAT) for the treatment and removal of any potentially malodorous air from the facility.
- **Construction Management Plan (CMP)** – Following issues raised during the public information sessions, including a highly comprehensive meeting with Six Mile Water Trust and ongoing engagement with a range of government bodies, a detailed CMP has been further developed. This explains more fully the mitigation measures proposed during construction and operation of the plant to address concerns relating to potential silt and debris entering the watercourse and monitoring of water quality at source within the site.
- **Traffic impact** – In response to feedback, simpler graphical information has been prepared to explain the

routes of the HGV traffic to and from the site; the volumes of traffic presently using these routes on a daily basis; the daily profile of arrivals and departures to the site and the types of vehicles that will be used. This information was originally prepared as part of a presentation given to the Mayfield and Mallusk residents groups on 25 April 2013 and is now included in Chapter 12 of the ES.

New traffic surveys were commissioned in February 2013 and the Transport Assessment (TA) has been updated to reflect this, updating the previous counts taken in 2010. The TA has also been revised to reflect changes in contracts relating to the arc21 council waste being delivered to the landfill facility at Cottonmount which became effective from 01 April 2013. Specific sensitivity analysis has since been carried out to address changes to the traffic as a result of this change which demonstrates that the changes in this traffic has minimal impact on the assessment's findings.

- **Gas Monitoring** – In response to feedback received from the Environmental Health Departments, four additional rounds of gas monitoring over a one month period have been carried out in accordance with guidance and this information shared with the appropriate consultees. The conclusions of the further monitoring remain unaltered in that the measured levels can be categorised as very low risk and typical for made or natural ground.
- **Bird Hazard Management Plan** – Following further discussions with Belfast International Airport (BIA) in relation to aviation safeguarding, a Bird Hazard Management Plan is now included as part of the ES at Appendix 17.2. The purpose of the Bird Hazard Management Plan is to set out the measures which will be taken during the operation of the facility to manage bird activity on the site - therefore reducing the risk of bird strike.



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- **Further Ecological Surveys** – In the intervening period since PAD submission in March 2013, additional ecological surveys have been carried out to ensure robust seasonal coverage. Surveys covered badgers, otters, birds, smooth newt and invertebrates and the findings of these are now included in Chapter 9 of the ES.
- **Background Noise Surveys** – Further background noise surveys have been undertaken by both Antrim Borough Council and Becon Consortium for comprehensiveness and this information has been shared with the Environmental Health Departments to reach agreement on a suitable average ambient noise level for the purposes of the noise assessment. This is further described in Chapter 13 of the Environmental Statement.
- **Boghill Road Design** – Comments were received from DRD Roads Service Design Consultancy and HQ Departures Team on the detailed road design presented as part of the PAD submission. In response to their feedback the application red line has now been adapted to include extended sightlines at the Hydepark Road junction and at the junction with the site access and to enhance agricultural accesses along Boghill Road. These changes can be seen in the Application Drawing Package that accompanies the ES.
- **Design Evolution and Landscape Integration** – Further consideration has been given to the design evolution of the project from initial concept stages and the Design Statement submitted as part of PAD has been updated to provide further detail and explanation on how the building design has been informed by the landscape integration strategy, otherwise referred to as the 'mitigation-by-design' approach based on the colouration and pixilation treatment of building facades.

**For further information about the project please visit www.becon.co.uk or email info@becon.co.uk.
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