

## Planning Committee

<b>Development Management Report</b>	
<b>Committee Date:</b> 12 <sup>th</sup> August 2025	
<b>Application ID:</b> LA04/2025/0537/F	
<b>Proposal:</b> Proposed erection of drive through café (amended design to that approved under LA04/2021/2815/F) and retention of amended parking layout, landscaping finishes, switchroom unit and associated site works (amendments to that approved under LA04/2021/2815/F – no change to supermarket building).	<b>Location:</b> Lands at access to Olympia Leisure Centre, directly opposite and approx. 70m east of Nos 9-15 Boucher Road, Belfast
<b>Referral Route:</b> Belfast City Council Land	
<b>Recommendation:</b> Approve, subject to conditions	
<b>Applicant Name and Address:</b> Lidl Northern Ireland Nutts Corner Dundrod Road Crumlin BT29 4SR	<b>Agent Name and Address:</b> MBA Planning 4 College House Citylink Business Park Belfast BT12 4HQ
<b>Date Valid:</b> 27 <sup>th</sup> March 2025	
<b>Target Date:</b> 10 <sup>th</sup> July 2025	
<b>Contact Officer:</b> Ciara Reville, Principal Planning Officer (Development Management)	
<b>Executive Summary:</b> <p>The application seeks permission for the erection of a drive through café (amended design to that approved under LA04/2021/2815/F) and retention of amended parking layout, landscaping finishes, switchroom unit and associated site works (amendments to that approved under LA04/2021/2815/F – no change to supermarket building).</p> <p>The site is located on the Boucher Road. The supermarket has been constructed as per the previous application and a car park is in place to which this application seeks to retain. To the rear of the site are football pitches as well as the National Stadium at Windsor Park. The surrounding area is mainly retail mixed with a number of cafes and restaurants.</p> <p>The key issues for consideration of the application are set out below.</p> <ul style="list-style-type: none"> <li>• <i>Principle of café and switchroom</i></li> <li>• <i>Design &amp; placemaking</i></li> <li>• <i>Access &amp; transport</i></li> <li>• <i>Impact on Amenity</i></li> </ul> <p>The site is whiteland within both the Belfast Urban Area Plan 2001 and an area of existing open space within draft Belfast Metropolitan Area Plan 2015 and 2004 (dBMAP).</p>	

The principle of the proposed development is considered acceptable under the previous permission.

The proposal forms minor amendments to the previous permission to reflect the operator of the drive thru café while the changes to the car park will improve safety and increase the parking provision.

DFI Roads remain outstanding and delegated authority is requested to deal with their response provided any issues raised are not substantive.

There have been no objections from any third-party representations.

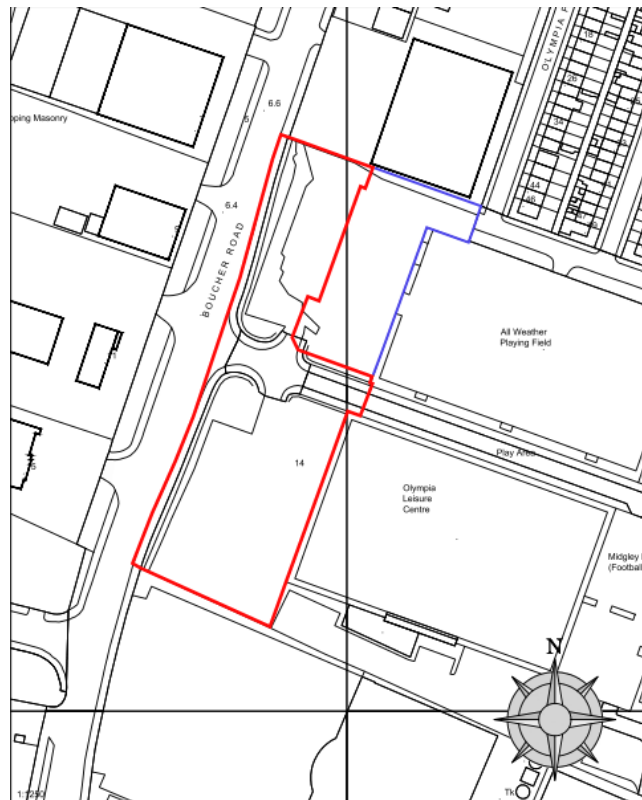
### **Recommendation**

Having regard to the Development Plan and all relevant 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, deal with the outstanding DFI Roads response and any other issues that arise, provided that they are not substantive.

### **Proposed Plans**

#### **Site location plan:**





**Proposed elevations:**



Elevation A Scale 1:100



Elevation C Scale 1:100



Elevation D Scale 1:100



Elevation B Scale 1:100

**Schedule of Finishes:**

- Roof:** Kingspan Insulated Decking with a Trocal Membrane
- Walls:** EQUITONE (Tectiva & Linea) Panels
- Wall Cladding:** Parklex Facade Wall Cladding Panel, wood fibre laminate.
- Rainwater Goods:** Powder Coated Grey Aluminium- Colour Anthracite Grey
- Windows / Doors:** Powder Coated Grey Aluminium- Colour Anthracite Grey



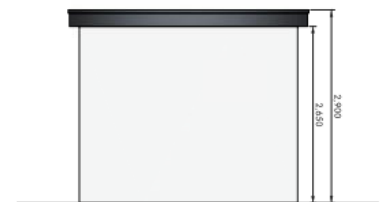
**Proposed Floorplans and Elevations of Switchroom**



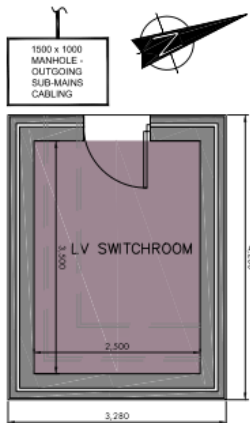
Front Elevation Scale 1:50



Side Elevation Scale 1:50



Rear Elevation Scale 1:50

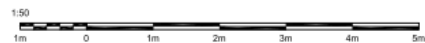


Switch Room Floor Plan Scale 1:50



Side Elevation Scale 1:50

**Proposed Finishes**  
 Walls: Smooth white render  
 Steel Door: RAL 7016  
 Aluminium Fascia: RAL 7016  
**GFA 8.7 Sqm**



<p><b>1.0</b></p> <p>1.1</p>	<p><b>Characteristics of the Site and Area</b></p> <p>The site is located on the Boucher Road. The supermarket has been constructed as per the previous application and a car park is in place to which this application seeks to retain. To the rear of the site are football pitches as well as the National Stadium at Windsor Park. The surrounding area is mainly retail mixed with a number of cafes and restaurants.</p>
<p><b>2.0</b></p> <p>2.1</p>	<p><b>PLANNING HISTORY</b></p> <p>LA04/2024/0672/NMC- Non-material changes to approved supermarket building as described in Supporting Statement and shown in the drawings that accompany the application - LA04/2021/2815/F. Refused 30.04.2024.</p> <p>LA04/2021/2815/F- Erection of Discount supermarket, drive through cafe, landscaping, car parking, and associated site works. Vacant lands at access road to Olympia Leisure Centre directly opposite and approx. 70m East of nos. 9-15 Boucher Road Belfast. Permission Granted 29.03.2023.</p> <p>LA04/2020/2045/PAN - Erection of discount supermarket, drive thru cafe, landscaping, car parking, and associated site works, Boucher Road, Belfast. PAN Acceptable 27.10.2020.</p> <p>LA04/2020/2007/PAD - Erection of discount supermarket, drive thru cafe, landscaping, car parking, and associated site works, vacant lands at access road to Olympia Leisure Centre - directly opposite and approx. 70m east of nos. 9-15 Boucher Road, Belfast, BT12 6HR.</p> <p>Z/2014/0587/O - A masterplan for the redevelopment/regeneration of the Olympia Leisure complex comprising the demolition of the existing Olympia Leisure Centre and the redevelopment of: 2no 3G playing fields (with associated spectator stand and changing facilities); a children's play area: car parking; extension of existing access to new leisure facilities (in west stand of the National Football Stadium); floodlighting: landscaping and boundary treatments; hotel and commercial units, Lands at Olympia Leisure Centre, Boucher Road, Belfast, BT12 6HR. Permission granted 31.03.2015 Relevant Planning History adjacent to the site</p> <p>LA04/2020/0828/F - Single storey drive thru cafe with an associated cold room, service area, outdoor seating and general ancillary site works, Balmoral Plaza Retail Park, Boucher Road, Belfast, BT12 6HR. Permission granted 10.11.2020.</p> <p>Z/2014/0594/F - Redevelopment / regeneration of the Olympia Leisure Complex comprising of the demolition of the existing Olympia Leisure Centre and the development of: 2no. 3G playing fields (with associated spectator stand and changing facilities): a children's play area: relocation of the car parking, extension of existing access to serve new leisure facilities approved in west stand of National Football Stadium under Z/2013/1437/F: floodlighting: landscaping and boundary treatments, Lands at Olympia Leisure Centre, Boucher Road, Belfast, BT12 6HR. Permission granted 31.03.2015</p> <p>Z/2012/1359/F - Re-development of Windsor Park to provide an 18,000 seated capacity National Football Stadium, comprising: demolition of the south and east</p>

	<p>stands and erection of replacement south and east stands; refurbishment and extension of north and west stands; replacement flood lighting; coach and car parking; player accommodation and welfare facilities; ground support facilities including electronic display installations; hard and soft landscaping and storage facilities associated with ground maintenance; development of ancillary office accommodation, conference, training and community facilities; temporary construction access; upgrade of pedestrian access points and boundary fencing, Windsor Park, Donegall Avenue, Belfast, BT12 6LW. Permission granted 15.03.2013.</p>
<p><b>3.0</b></p> <p>3.1</p>	<p><b>PLANNING POLICY</b></p> <p><b>Development Plan – Plan Strategy</b></p> <p><u>Belfast Local Development Plan, Plan Strategy 2035</u></p> <p><i>Strategic Policies:</i></p> <ul style="list-style-type: none"> <li>• Policy SP1A – Managing growth and supporting infrastructure delivery</li> <li>• Policy SP2 – Sustainable development</li> <li>• Policy SP5 – Positive placemaking</li> <li>• Policy SP6 – Environmental resilience</li> </ul> <p><i>Operational Policies:</i></p> <ul style="list-style-type: none"> <li>• Policy DES1 – Principles of urban design</li> <li>• Policy EC1 – Delivering inclusive economic growth</li> <li>• Policy RET1- Establishing a centre hierarchy</li> <li>• Policy RET2- Out of Centre Development</li> <li>• Policy TRAN1 – Active travel – walking and cycling</li> <li>• Policy TRAN2 – Creating an accessible environment</li> <li>• Policy TRAN4 – Travel plan</li> <li>• Policy TRAN6 – Access to public roads</li> <li>• Policy TRAN8 – Car parking and servicing arrangements</li> <li>• Policy ENV1 – Environmental quality</li> <li>• Policy ENV2 – Mitigating environmental change</li> <li>• Policy ENV3 – Adapting to environmental change</li> <li>• Policy ENV5 – Sustainable drainage systems (SuDS)</li> </ul> <p><u>Supplementary Planning Guidance</u></p> <ul style="list-style-type: none"> <li>• Placemaking and Urban Design</li> <li>• Sustainable Urban Drainage Systems</li> <li>• Transportation</li> <li>• Retail and Main Town Centre Uses</li> <li>• Sensitive Uses</li> </ul> <p><b>Development Plan – zoning, designations and proposals maps</b></p> <ul style="list-style-type: none"> <li>• Belfast Urban Area Plan (2001) BUAP</li> <li>• Draft Belfast Metropolitan Area Plan 2015 (v2004)</li> <li>• Draft Belfast Metropolitan Area Plan 2015 (v2014)</li> </ul>

<p>3.2</p> <p>3.3</p>	<p><b>Regional Planning Policy</b></p> <ul style="list-style-type: none"> <li>• Regional Development Strategy 2035 (RDS)</li> <li>• Strategic Planning Policy Statement for Northern Ireland (SPPS)</li> </ul> <p><b>Other Material Considerations</b></p> <ul style="list-style-type: none"> <li>• Belfast Agenda (Community Plan)</li> </ul>
<p>4.0</p> <p>4.1</p> <p>4.2</p>	<p><b>CONSULTATIONS AND REPRESENTATIONS</b></p> <p><u>Statutory Consultees</u></p> <ul style="list-style-type: none"> <li>• <b>DfI Roads:</b> Awaiting Response</li> <li>• <b>DfI Rivers:</b> No objection</li> <li>• <b>NI Water:</b> No objection</li> </ul> <p><u>Representations</u></p> <p>The application has been advertised in the newspaper and neighbours notified, no representations were received.</p>
<p>5.0</p> <p>5.1</p> <p>5.2</p> <p>5.3</p> <p>5.4</p>	<p><b>PLANNING ASSESSMENT</b></p> <p><u>Main Issues</u></p> <p>The main issues relevant to consideration of the application are set out below.</p> <ul style="list-style-type: none"> <li>• <i>Principle of café and switchroom</i></li> <li>• <i>Design &amp; placemaking</i></li> <li>• <i>Access &amp; transport</i></li> <li>• <i>Impact on Amenity</i></li> </ul> <p><u>Development Plan Context</u></p> <p>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.</p> <p>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.</p> <p>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</p>

	<p>remain part of the statutory local development plan until the Local Policies Plan is adopted.</p> <p><u>Operational Polices</u></p>
5.5	<p>The Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed at paragraph 3.1.</p> <p><u>Proposals Maps</u></p>
5.6	<p>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 (BUAP), both versions of the draft Belfast Metropolitan Area Plan (v2004 and v2014) (dBMAP) 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 dBMAP 2015 (v2014) given its advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious.</p> <ul style="list-style-type: none"> <li>• <b>Belfast Urban Area Plan 2001:</b> The site is un-zoned “white land”.</li> <li>• <b>Belfast Metropolitan Area Plan 2015 (2004):</b> The site is within an area of existing Open Space</li> <li>• <b>Belfast Metropolitan Area Plan 2015 (v2014):</b> The site is within an area of Existing Open Space</li> </ul> <p><u>Principle of Café and Switchroom</u></p>
5.7	<p>The principle of a café in this location is set under the previous approval LA04/2021/2815/F. This proposal reduces the footprint of the previously approved café and changes the design to reflect the occupier.</p>
5.8	<p>The proposed switchroom within the southern portion of the car park and is considered necessary infrastructure to facilitate the development and therefore acceptable in principle.</p>
	<p><u>Design &amp; placemaking</u></p>
5.9	<p>Policy DES1 (Principles of urban design) of the Plan Strategy promotes good placemaking, high quality design and the importance of proposals responding positively to local context. Policy SP5 (Positive Placemaking) states that development should maximise the core principles of good design and positive placemaking in the creation of successful and sustainable places.</p>
5.10	<p>The proposed design, scale and massing of the proposed drive thru café is consistent with similar cafes within the surrounding area, it is considered that the proposal will not harm the character and appearance of the surrounding context. The proposed switchroom is an ancillary building of a small scale that will integrate within the development without causing harm.</p>
5.11	<p>For these reasons the proposal complies with policies DES1 and SP5 of the Plan Strategy, the relevant provisions of the SPPS.</p>



	<u>Access &amp; transport</u>
5.12	Policy SP7 (Connectivity) supports connectivity to and within the city by sustainable transport modes, such as public transport, walking and cycling. Policy TRAN1 (Active travel, walking & cycling) supports development proposals which take account of the needs and safety of walkers and cyclists, their convenience to walking, cycle and public transport access and secure cycle parking facilities. Policy TRAN2 (Creating and accessible environment) promotes suitable access to buildings and their surroundings whilst taking account of the specific needs of people with disabilities or impaired mobility. Policy TRAN8 (Car parking & servicing arrangements) sets out the criteria under which reduced levels of car-parking will be assessed.
5.13	<p>The proposal amends the previously approved parking layout to serve both the retail store and the drive thru café. The amendments include:</p> <ul style="list-style-type: none"> <li>• The removal of spaces along the northern boundary to allow HGV access to the retail store</li> <li>• Redesign of spaces adjacent to the entrance of the retail store to aid safer movement of traffic and prevent cars reversing onto the main access.</li> <li>• The addition of spaces as a result of the decreased footprint of the proposed drive thru café.</li> <li>• The total number of spaces will increase by 4 from 139 to 143.</li> </ul>
5.14	The proposal also includes retention of the asphalt to the footpath fronting the site and the car parking spaces as opposed to paving as shown in the original approval. Given the asphalt was laid in 2018 and correspondence has been received from DFI Roads that their preference is to retain the asphalt this is considered acceptable. The surrounding footpaths are also finished in asphalt and therefore there will be no impact on the character or appearance of the area.
5.15	DFI Roads have been consulted and their response remains outstanding. Delegated authority is requested to deal with any issues arising from their response providing they are not substantive.
	<u>Impact on Amenity</u>
5.16	The proposed use as a cafe is considered a sensitive use within the Sensitive Uses SPG. The SPG recognises that cafes are often associated with a broad range of adverse impacts including noise and disturbance, odours, litter, vermin, road safety, traffic generation and anti-social behaviour.
5.17	A Noise Impact Assessment was submitted in support of the application. Environmental Health were satisfied that the proposed café would not give rise to an intensification of any adverse impacts over the previously approved café given the decrease in footprint. Environmental Health were content that conditions from the previous approval would ensure no adverse impacts without any formal consultation. Given there are no residential uses within the immediate surroundings it is unlikely the café will have any such impacts.
5.18	<p><u>Conclusion</u></p> <p>The principle of the proposed development is considered acceptable under the previous permission.</p>

<p>5.19</p> <p>5.20</p> <p>5.21</p>	<p>The proposal forms minor amendments to the previous permission to reflect the operator of the drive thru café while the changes to the car park will improve safety and increase the parking provision.</p> <p>DFI Roads remain outstanding and delegated authority is requested to deal with their response provided any issues raised are not substantive.</p> <p>There have been no objections from any third-party representations.</p>
<p><b>6.0</b></p> <p>6.1</p> <p>6.2</p>	<p><b>Recommendation</b></p> <p>Having regard to the Local Development Plan and all material considerations, it is recommended that planning permission is granted subject to conditions.</p> <p>Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions and deal with the outstanding DFI Roads response and any other issues that arise, provided that they are not substantive.</p>
<p><b>7.0</b></p>	<p><b>CONDITIONS</b></p> <ol style="list-style-type: none"> <li>1. The development hereby permitted must be begun within five years from the date of this permission. Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011</li> <li>2. Notwithstanding the details set out in the Landscape Plan Drawing No. 06 uploaded to the planning portal on 27<sup>th</sup> March 2025, final details of the hard landscaping along the Boucher Road site frontage, including a programme for implementation, shall be submitted to and approved in writing by the Council prior to occupation of any part of the development. The landscaping shall be carried out in accordance with the approved details.  Reason: In the interests of the character and appearance of the area.</li> <li>3. All hard and soft landscaping works shall be carried out in accordance with the approved details as set out in Drawing 06 uploaded to the planning portal on 27<sup>th</sup> March 2025 and as agreed by the Council under condition 7. The landscaping works shall be carried out prior to the occupation of any part of the development 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 hard landscape works shall be permanently retained in accordance with the approved details.  Reason: In the interests of the character and appearance of the area.</li> <li>4. Deliveries to or service collections from the hereby approved development shall only be permitted between the hours of 07:00-23:00hrs Monday to Friday;</li> </ol>

between the hours of 08:00-23:00hrs on a Saturday and between the hours of 10:00-22:00hrs on a Sunday.

Reason: Protection of residential amenity against adverse noise.

5. No customers shall be served in the hereby approved drive through café outside the hours of 08:00 – 23:00hrs.

Reason: Protection of residential amenity against adverse noise.

6. The rating level (dBLAr,T) from the combined operation of all plant and equipment at the hereby permitted development shall not exceed the representative daytime and night time background noise level (dBLA90,T) at the closest residential receptors when measured and determined in line with BS4142:2019.

Reason: Protection of residential amenity against adverse noise.

7. Prior to commencement of operation of the hereby approved drive-through café, a proprietary kitchen extraction and odour abatement system shall be installed. This shall comprise an extraction canopy, fan and grease filtration as well as the additional odour abatement measures outlined in the Irwin Carr Odour and Air Quality Letter dated 21st January 2022, namely: fine filtration followed by a UV Ozone system to achieve a high level of odour control in line with relevant industry good practice guidance for commercial kitchen exhaust systems.

Reason: protection of amenity against adverse odour impact.

8. If during the carrying out of the development new contamination or risks to the water environment are encountered, that has not previously been identified, all related works shall cease immediately, and the Council shall be notified immediately in writing. This new contamination shall be fully investigated in accordance with current industry recognised best practice. In the event of unacceptable human health or environmental risks being identified, a Remediation Strategy and subsequent Verification Report shall be submitted to and agreed in writing by the Council, prior to the development being occupied or operated. The Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.

Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health and protection of environmental receptors to ensure the site is suitable for use.

9. No development shall commence on site (including demolition, site clearance and site preparation) unless a Final Environmental Construction Management Plan has been submitted to and approved in writing by the Council. The Final Environmental Construction Management Plan shall include measures to control noise, dust, vibration and other nuisance during the demolition/construction phase. No development (including demolition, site clearance and site preparation) shall be carried out unless in accordance with the approved Final Environmental Construction Management Plan.

Reason: To safeguard the amenities of the area. Approval is required upfront because construction works have the potential to harm the amenities of the area.

10. In the event that piling is required, no development or piling work should commence on this site until a piling risk assessment, undertaken in full 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", has been submitted in writing and agreed with the Planning Authority. The methodology is available at:

<http://webarchive.nationalarchives.gov.uk/20140329082415/http://cdn.environmentagency.gov.uk/scho0501bitt-e-e.pdf>

No piling shall take place unless in accordance with the approved details.

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

11. The vehicular accesses, including visibility splays and any forward sight distance, shall be provided in accordance with Drawing Nos.02E & 03C prior to the operation of any other works or other development hereby permitted.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

12. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250mm above the level of the adjoining carriageway before the development hereby permitted becomes operational and such splays shall be retained and kept clear thereafter.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

13. Any existing street furniture or landscaping within the visibility splays as conditioned above shall, after obtaining permission from the appropriate authority, be removed, relocated or adjusted at the applicant's expense.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

14. The development hereby approved shall not be occupied or operated until the parking and turning areas have been provided in accordance with Drawing Nos. 02E & 03C. 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, servicing and traffic circulation within the site.

15. The development hereby permitted shall not become operational until cycle parking facilities have been provided in accordance with Drawing Nos. 02E & 03C.

Reason: To promote the use of alternative modes of transport in accordance with sustainable transportation principles.

16. The development hereby permitted shall not operate unless in accordance with the Service Management Plan.

Reason: In the interests of road safety and the convenience of road users.

**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 are advised to contact the Planning Service at Belfast City Council at [planning@belfastcity.gov.uk](mailto: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 longer depending on the complexity of the condition. You should allow for this when planning the timeline of your project.
3. The grant of planning permission does not dispense with the need to obtain licenses, authorisations may have been identified by consultees in their response to the application and 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.