

**Democratic Services Section  
Legal and Civic Services Department  
Belfast City Council  
City Hall  
Belfast  
BT1 5GS**



**Belfast  
City Council**

14th May, 2026

## **PLANNING COMMITTEE**

Dear Alderman/Councillor,

The above-named Committee will meet in hybrid format, both in the Lavery Room, City Hall and remotely, via Microsoft Teams, on Tuesday, 19th May, 2026 at 5.00 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

John Walsh

Chief Executive

## **AGENDA:**

1. **Routine Matters**
  - (a) Apologies
  - (b) Minutes
  - (c) Declarations of Interest
2. **Committee Site Visit (Pages 1 - 2)**
3. **Notifications from Statutory Bodies: Listing and De-Listing of Structures (Pages 3 - 24)**
4. **Planning Appeals Notified (Pages 25 - 28)**
5. **Planning Decisions Issued (Pages 29 - 54)**
6. **Live Applications for Major Development (Pages 55 - 60)**
7. **Committee Decisions that have yet to issue (Pages 61 - 68)**

8. **Miscellaneous Reports**

- (a) Notice of Opinion from the Department for Infrastructure: application SPD/2023/0991/F section 54 application to remove condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission LA04/2017/1388/F for a new integrated Public Transport Interchange (the Belfast Transport Hub) (Pages 69 - 146)
- (b) Response to NI Assembly Committee for Infrastructure Call for Evidence (Pages 147 - 156)
- (c) Planning Committee Review of Implemented Applications 2026 (Pages 157 - 158)
- (d) Local Applications subject to NI Water Objections (Pages 159 - 164)

9. **Planning Applications**

- (a) **LA04/2025/2033/F** - Variation of conditions, 3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27 of planning approval LA04/2023/2459/F to allow for phasing of the development - The Maynard Sinclair Pavilion Stormont Estate (Pages 165 - 188)
- (b) **LA04/2026/0393/F** - Temporary planning approval for a caravan / campervan / motorhome site, with ancillary facilities including communal recreational spaces, toilets, showers, waste disposal points, food and drink area, site office, waste collection, lights, storage areas and all associated temporary structures and works - Lands at the Titanic Quarter, between Hamilton Road, Queens Road and Sydenham Road. Immediately NE, E and SE of Belfast Metropolitan College, approximately 150m SE of Titanic Hotel, 8 Queens Road (Pages 189 - 198)
- (c) **LA04/2024/1646/F** - Demolition of existing dwelling (no. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and pedestrian access, cycle parking, construction of retaining wall and associated landscaping - 46-50 Gilnahirk Road (Pages 199 - 216)
- (d) **LA04/2025/1661/F** - Installation of a new floating pontoon to replace the existing wooden jetty - River bank approximately 150m north east of Shaws Bridge Car Park (Pages 217 - 224)
- (e) **LA04/2025/2090/F** - Creation of hardstanding and widening of vehicular access to front of dwelling. (Retrospective) - 38 Hillhead Avenue (Pages 225 - 240)

10. **Restricted Items**

- (a) Draft SPG on Short Term Let Accommodation (Pages 241 - 282)



This page is intentionally left blank

## Planning Committee

### PLANNING COMMITTEE SITE VISITS – NOTE OF MEETING

Thursday 14th May, 2026

**LA04/2024/1646/F** - Demolition of existing dwelling (no. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and pedestrian access, cycle parking, construction of retaining wall and associated landscaping - 46-50 Gilnahirk Road

**Members Present:** Aldermen Lawlor and Rodgers and  
Councillors Abernethy and S. Douglas.

**Officers in Attendance:** Ms. L. Walshe, Principal Planning Officer; and  
Ms. C. Donnelly, Committee Services Officer.

The Members and the officers convened at 50 Gilnahirk Road (12.20 p.m.) the for the purpose of undertaking the site visit in respect of the above application and to allow the Members to acquaint themselves with the location and the proposal at first hand.

The Members viewed the site with the proposed plans.

The visit concluded at 12:40 p.m.

This page is intentionally left blank



<b>Subject:</b>	De-Listing / Listing of various structures Confirmation of Listing of various structures
<b>Date:</b>	Tuesday, 19 <sup>th</sup> May 2026
<b>Reporting Officer:</b>	Dermot O’Kane, Ext 2293
<b>Contact Officer:</b>	Mark Whittaker, Ext 2321

<b>Is this report restricted?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<b>Is the decision eligible for Call-in?</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

<b>1.0</b>	<b>Purpose of Report or Summary of main Issues</b>
1.1	<p>Correspondence has been received from the Historic Environment Division (HED) regarding the proposed de-listing of -</p> <ul style="list-style-type: none"> <li>- Friar's Bush Graveyard Stranmillis Road Belfast BT9 5AA;</li> </ul> <p>Proposed listing of –</p> <ul style="list-style-type: none"> <li>- 51 Malone Park, Belfast, BT9 6NN;</li> </ul> <p>Confirmation of listing of –</p> <ul style="list-style-type: none"> <li>- Royal Belfast Hospital for Sick Children, 180-4 Falls Road, Belfast, BT12 6BE;</li> <li>- Gardner Robb Building, Belfast City Hospital, 51 Lisburn Road, Belfast, BT9 7AB;</li> <li>and,</li> <li>- Former Nurses Home, Mater Hospital, 37 Crumlin Road, Belfast, BT14 6AA</li> </ul>
1.2	Article 80 (3) of the Planning Act (NI) 2011 requires the HED to consult with the Council before placing any building on the statutory list of buildings of special architectural or historic interest or amending it
1.3	<p>The structure being considered are considered by HED to fall within the definition of the word ‘building’;</p> <p><i>“Listed building” is defined in section 80(7) (lists of buildings of special architectural or historic interest) of the Planning Act (Northern Ireland) 2011: “(7) In this Act “listed building” means a building which is for the time being included in a list compiled under this section.</i></p>

	<p><i>“Building” is defined in section 250(1) (interpretation) of the Planning Act (Northern Ireland) 2011. The term “building” <b>includes any structure or erection</b>, and any part of a building, as so defined, but does not include plant or machinery comprised in a building;</i></p> <p><i>Under section 80 Lists of buildings of special architectural or historic interest</i></p> <p><i>80 — (1) The Department—</i></p> <p><i>(a) shall compile lists of <b>buildings (which means structure/erection)</b> of special architectural or historic interest; and</i></p> <p><i>(b) may amend any list so compiled.</i></p>
--	---

<b>2.0</b>	<b>Recommendations</b>
2.1	<p>Committee is requested to:</p> <p style="padding-left: 40px;">Note the contents of Appendix 1 and Appendix 2 and support -</p> <p style="padding-left: 40px;">The proposed de-listing of</p> <ul style="list-style-type: none"> <li>- Friar's Bush Graveyard Stranmillis Road Belfast BT9 5AA; and,</li> </ul> <p style="padding-left: 40px;">Proposed listing of</p> <ul style="list-style-type: none"> <li>- 51 Malone Park, Belfast, BT9 6NN</li> </ul> <p style="padding-left: 40px;">as detailed in paragraphs 3.5 of this report.</p> <p>Note the confirmation of the listing of</p> <ul style="list-style-type: none"> <li>- Royal Belfast Hospital for Sick Children, 180-4 Falls Road, Belfast, BT12 6BE;</li> <li>- Gardner Robb Building, Belfast City Hospital, 51 Lisburn Road, Belfast, BT9 7AB; and,</li> <li>- Former Nurses Home, Mater Hospital, 37 Crumlin Road, Belfast, BT14 6AA</li> </ul>
<b>3.0</b>	<b>Main report</b>
3.1	The Second Survey of all of Northern Ireland's building stock, is currently underway, to update and improve on the first List of buildings of special architectural or historic interest which began in 1974.
3.2	<p>In considering whether to include a building/structure as Listed, the Historic Environment Division (HED) takes into account the architectural and historic interest of a structure and is also given the power to consider:</p> <ul style="list-style-type: none"> <li>● any respect in which its exterior contributes to the architectural or historic interest of any group of buildings of which it forms part; and</li> <li>● the desirability of preserving, on the ground of its architectural or historic interest, any feature of the building which consists of a manmade object or structure fixed to the building or which forms a part of the land and which is comprised within the curtilage of the building.</li> </ul>
3.3	Should the Department for Communities decide to list a property/structure, this places certain responsibility on the owner, for example, a listed building has to be maintained in a way appropriate to its character and cannot be altered or demolished without prior

	approval.
3.4	The summary set out in Appendix 1 for the proposed listing is taken from the evaluation in the consultation report and details the main features alongside the recommended class of listing. The appendix also sets out the summary of the four categories (A to B2) for Listed Buildings in Northern Ireland under the ongoing work as part of the Second Survey.
3.5	The Department based on the completion of detailed surveys, is currently considering the listing of the following structure and has requested the Council's comments in relation to: <ul style="list-style-type: none"> <li>- 51 Malone Park, Belfast, BT9 6NN</li> </ul>
3.6	<u>Financial &amp; Resource Implications</u> None.
3.7	<u>Equality or Good Relations Implications</u> None

<b>4.0</b>	<b>Appendices – Documents Attached</b>
	<b>APPENDIX 1:</b> Structure Evaluations <b>APPENDIX 2:</b> HED Correspondence

This page is intentionally left blank

## APPENDIX 1: Structure Evaluations

### Background

The Second Survey of all of Northern Ireland's building stock, is currently underway, to update and improve on the first List of buildings of special architectural or historic interest which began in 1974. This second survey in Belfast was due to be completed in 2017 but is ongoing.

The structures being considered are considered by HED to fall within the definition of the word 'building'.

*"Listed building" is defined in section 80(7) (lists of buildings of special architectural or historic interest) of the Planning Act (Northern Ireland) 2011: "(7) In this Act "listed building" means a **building** which is for the time being included in a list compiled under this section.*

*"Building" is defined in section 250(1) (interpretation) of the Planning Act (Northern Ireland) 2011. The term "building" **includes any structure or erection**, and any part of a building, as so defined, but does not include plant or machinery comprised in a building;*

*Under section 80 Lists of buildings of special architectural or historic interest  
80—(1) The Department—*

*(a) shall compile lists of **buildings (which means structure/erection)** of special architectural or historic interest; and*

*(b) may amend any list so compiled.*

In considering whether to include a building as Listed, the Department (NIEA) takes into account the architectural and historic interest of a structure and is also given the power to consider:-

- any respect in which its exterior contributes to the architectural or historic interest of any group of buildings of which it forms part; and
- the desirability of preserving, on the ground of its architectural or historic interest, any feature of the building which consists of a manmade object or structure fixed to the building or which forms a part of the land and which is comprised within the curtilage of the building.

Should the Department for Communities decide to list, this places certain responsibility on the owner, for example, a listed building has to be maintained in a way appropriate to its character and cannot be altered or demolished without prior approval.

The summaries below are taken from the from the evaluation in the consultation report and details the main features alongside the recommended class of listing.

**Friar's Bush Graveyard, Stranmillis Road, Belfast ,BT9 5AA**

**HB26/27/014**

**Evaluation**

Proposal to de-list. HED

Described in the list entry dated 1974 as: Irregular shaped graveyard enclosed by high rubble stone wall and named after 'Ye Friar's Grave'. Extended and enclosed before 1932. Contains many tomb memorials on the enclosing walls and free standing.

The Graveyard was designated as a Scheduled Monument, which is a more appropriate form of protection, on 24th February 2026.

Proposed NIEA listing – **N/A**

Extent of proposed listing – N/A

## **51 Malone Park, Belfast, BT9 6NN**

**HB26/18/024**

### **Evaluation**

Two-storey with attic, freestyle, multi-bay detached villa, located on the south-west side of Malone Park, close to the Malone Road in South Belfast. Built in 1903 to designs by Belfast architect William John Fennell. This house exhibits the architectural language of 'Freestyle' with its asymmetric floor plan and projecting bays, varied fenestration to the façades and eclectic detailing that create proportions typical of the style. The materials are also characteristic of the period with a blend of red clay brick, roughcast walls and a Rosemary tiled roof. This is a notable example of the domestic work by the distinguished Belfast architect W J Fennell who was responsible for many residential and public buildings in Belfast. Much of the original turn-of-the-century historic fabric and detailing remains- including the original timber sliding sash and casement windows with decorative leaded lights, and internally, the original timber staircase and oak panelling, which allow the building to convey its architectural significance. These features of interest, which have definite quality and character, display a level of integrity and authenticity. No. 51 Malone Park sits among other listed villas on Malone Park, a tree-lined private avenue with mature landscaping to large private plots. It is of local interest for its design, retention of historic character and is the work of an important Belfast architect.

Proposed NIEA listing – **B2**

Extent of proposed listing – House

**Note:**

Listed buildings in Northern Ireland are divided into four categories:

**Grade A**

Special buildings of national importance including both outstanding grand buildings and the fine, little altered examples of some important style or date.

**Grade B+**

Special buildings that might have merited A status but for relatively minor detracting features such as impurities of design, or lower quality additions or alterations. Also buildings that stand out above the general mass of grade B1 buildings because of exceptional interiors or some other features.

**Grade B1 and B2**

Special buildings of more local importance or good examples of some period of style. Some degree of alteration or imperfection may be acceptable.



**ADVANCE NOTICE OF LISTING**

Chief Executive  
Belfast City Council  
9-21 Adelaide Street,  
Belfast  
BT2 8DJ

Our Ref: HB26/18/024

Date: 24/04/2026

Dear Sir/Madam

**RE: 51 Malone Park, Belfast, BT9 6NN**

**The Department would request that proposals to list, particularly those in private ownership are kept confidential until a decision is made by the Department on whether the buildings should be added to the list of buildings of special architectural or historic interest**

At present, the listing of the above-mentioned property is being considered under section 80(1) of the Planning Act (Northern Ireland) 2011.

I would welcome receipt of the views of your Council on the proposed Listing within 6 weeks of the date of this Letter. *If there is no reply to this correspondence within the stated timescale we shall assume that you agree to the listing of the above building. Where this letter refers to building(s), this term includes all types of structures.*

I enclose a copy of the Second Survey Report and location map of the building(s) for your information.

I would advise that there is no right of appeal against listing. However, an owner or occupier can write to the Department or their local Council at any time, if they consider that the building is not of special architectural or historic interest sufficient to justify its listing. Where the owner, or council acting on their behalf, is indicating that it will be supportive of any opposition to the proposed listing, then any such view must be supported by factual evidence relating only to the *special architectural or historic interest* ascribed to the building in the list description. The Department may then reassess the building's merit in light of the information supplied.

Yours faithfully

Sharleen Fleming

**SHARLEEN FLEMING**

Enc: Second Survey DC Report  
Location Map

<b>Address</b> 51 Malone Park Belfast BT9 6NN	<b>HB Ref No</b> HB26/18/024	
<b>Extent of Listing</b> House		
<b>Date of Construction</b> 1900 - 1919		
<b>Townland</b> Malone Lower		
<b>Current Building Use</b> House		
<b>Principal Former Use</b> House		

<b>Conservation Area</b>	Yes	<b>Survey 1</b>	Not_Listed	<b>OS Map No</b>	147/5
<b>Industrial Archaeology</b>	No	<b>NIEA Evaluation</b>	B2	<b>IG Ref</b>	J3250 7042
<b>Vernacular</b>	No	<b>Date of Listing</b>		<b>IHR No</b>	
<b>Thatched</b>	No	<b>Date of Delisting</b>		<b>SMR No</b>	
<b>Monument</b>	No			<b>HGI Ref</b> _____	
<b>Area of Townscape Character</b>	No				
<b>Local Landscape Policy Area</b>	No				
<b>Historic Gardens Inventory</b>	No				
<b>Vacant</b>	No				
<b>Derelict</b>	No				

**Owner Category**

### Building Information

**Exterior Description and Setting**

Two-storey with attic, freestyle, multi-bay detached villa, located on the south-west side of Malone Park, close to the Malone Road in South Belfast, built in 1903 to designs by Belfast architect William John Fennell.

Malone Park is a wide tree-lined private avenue which runs between the Lisburn Road and Malone Road in south Belfast and is comprised of a number of large private residences in large mature-landscaped plots.

No. 51 is asymmetric on plan with projecting bays. Walls are red clay brick to ground floor in Flemish Bond and upper storeys of painted roughcast; projecting brick corbel course between brick and roughcast levels.

Rosemary tiled pitched roof with decorative ridge tiles to main roof; porch and single storey bays are hipped/lean-to with same tiles; small section of flat roof on rear of south-east elevation; 1990's single-storey sunroom extension with pitched roof to left side of rear façade.

Plain painted timber eaves and painted timber-sheeted soffit to main roof; front porch and bay window have overhanging eaves with exposed painted timber rafter ends and timber sheeted soffits.

Two painted roughcast chimneys located close to each gable apex.

Mock half-timbering to top of two-storey projecting bay to front, and to north-west gable.

Mixture of replacement uPVC and original cast iron rainwater goods.

Window openings are a mixture of segmental-arched (with brick voussoir heads on ground floor level) and straight heads.

Windows are predominantly original painted timber sliding sash with single glazing or decorative leaded lights, some are original painted timber casements, and one fixed leaded light to porch window.

Sandstone cills.

Decorative terracotta vents at plinth level.

#### Front Elevation (north-east):

Asymmetric façade with entrance located in single-storey porch to right side; hipped roof, deep projecting eaves with exposed rafter-ends, and decorative, chunky carved timber bracket supported on a carved stone sandstone corbel to semi-open portion; diagonal patterned painted timber ceiling to open end of porch; quarry-tiled entrance steps, leading to original timber painted bolection-moulded panelled front door with glazed upper panes and ornate Art Nouveau-style brass letterbox featuring flowing, organic lines and stylised natural motifs; stepped brick piers with large decorative leaded-pane window to porch.

Two-storey projecting bay to left of porch has a large window opening on each level and mock half-timbering to gable.

Lower two-storey section on left side and single-storey return/extension on extreme left with timber sheeted door leading to internal store.

#### Side Elevation (north-west):

Two-and-a-half storey asymmetric gabled façade with single-storey sunroom extension (1990s) on right side. Single-storey canted bay on left side with lean-to roof. Exposed, projecting chimney breast to centre, flanked by window openings of varied sizes on all levels; attic level has mock half timbering either side of chimney breast. Stepped, splayed, brick buttress wall on right corner at ground floor level.

#### Rear elevation (south-west):

Asymmetric façade with single-storey sunroom extension on left side, lean-to roof over canted bay with patio doors to centre, and then lower two-storey section set back with hipped roof to right.

Single-storey canted bay to centre has been altered with the addition of aluminium glazed patio doors to raised patio area.

Lower two-storey section has a wide window opening with a replacement double-glazed timber window.

#### Side Elevation (south-east):

Façade partially seen at time of survey as it is close to the boundary with No.53 Malone Park.

Asymmetric gable abutted by single storey return with pitched roof; projecting stairwell window sits above the single storey return; pitched roof of return is abutted by single storey extension with flat roof.

#### Materials:

Walls: Red clay brick in Flemish Bond to ground floor level, painted roughcast to upper floor level

Roof: Rosemary tiled roof with decorative clay ridge tiles

Windows: Predominantly original painted timber sliding sash with single glazing or decorative leaded lights, some are original

painted timber casements, and one fixed leaded light to porch window. Sandstone cills. Two replacement timber

double-glazed windows on ground floor level on north-west gable and rear elevation (kitchen)

Rainwater goods: Mixture of replacement uPVC and original cast iron, including cast iron hoppers

#### Setting:

Detached villa, located on the south-west side of Malone Park, at the Malone Road end in South Belfast. Dual vehicular entrances with replacement red brick pillars and modern metal gates. Red brick detached garage located on north-west side of site (built sometime between 1938 and 1957). Mature boundary landscaping to all boundaries.

---

### **Interior Overview**

Interior layout largely unchanged. Detailing partially altered.

---

### **Architects**

Fennell, William J

---

### **Historical Information**

This house, originally known as 'Lisderg', was built in 1903 for Mr. William Rodgers to designs by Belfast architect William John Fennell.

Belfast-born William Rodgers (b.c.1845) had had a long and successful career in the local linen industry, culminating c.1898 in his becoming managing director of the New Northern Spinning and Weaving Company, Falls Rd, a role that led to him overseeing the building of the firm's new factory at the junction of Northumberland St in 1905. A bachelor, he and his two unmarried sisters, Elizabeth and Mary Ann, had previously lived at Brookview Terrace on Cliftonville Road. The designer, William J. Fennell, meanwhile, was by this date one of the leading local architects with a long and varied list of commercial, religious and domestic commissions to his name since setting up in practice in 1880. Within Malone Park itself, he had already worked on the pair of somewhat plainer red brick semidetached houses directly opposite this site - nos.54 and 56, built in 1898, with neighbouring no.52 completed in 1903. Lisderg itself was completed at a cost of £1,250 and initially rated at £83 but reduced to £80 after an appeal by the owner in 1906.

William Rodgers, 'a man of many parts...[who] "knew more about everything than that most people know about anything"', died in June 1909 and the property passed to his sisters. In the 1911 census both ladies are recorded as living here with their cousin, Rebecca Gilmore, and a domestic servant, Annie Henry, with the house itself noted as a '1st class' dwelling with 7 windows in front and 15 rooms in use.

After the death of the younger sister, Elizabeth Rodgers, in April 1937, the contents of the house were auctioned off and the residence ('with panelled entrance hall and modern culinary apartments &c.') was sold for £2,000. The purchaser appears to have been A. (Alexander?) Lindsay, a chartered accountant. Mr. Lindsay retained the property until 1946 when it was sold by private treaty to James Alexander Ireland (d.1972), a woollen manufacturer with premises in May Street. The next owner (from c.1955-56) was Major Horace Reginald Haslett, chairman and managing director of wholesale grocery firm J. and J. Haslett, who, amongst other accomplishments had been made a Chevalier of the Legion d'Honneur for his exploits during WWI, and was later awarded a C.B.E. Major Haslett died in early 1962 and but no.51 remained with his family into the mid-1970s.

Towards the end of 1973 the 'magnificent detached residence' was put up for sale, the estate agent's notice speaking of, a 'tiled entrance porch, entrance hall with cloakroom off, drawing room...with French windows to garden', dining room...kitchen in two parts, ironing room, rear corridor with mistress's pantry, 7 good-sized bedrooms, [and] 2 bathrooms (one with coloured suite)' whilst outside was the garage and 'extensive and extremely well laid-out gardens to front, side and rear, in lawns flowerbeds and rockeries.' Despite all of this the property does not appear to have sold immediately and is recorded as vacant in the 1975 street directory. It was eventually acquired c.1976 by Kevin Barrett, who appears to have been still living here in 1995.

The house (now renamed 'Nephin') was advertised for sale in June 2020.

The sunroom extension to the south was added in 1996, replacing a verandah that originally continued around the south-west corner of the building. What appears to have been a small garage is shown to the immediate north-west of the house on the 1920 OS map. Map evidence suggests this was replaced by a larger structure sometime between 1938 and 1957

**MALONE PARK – GENERAL BACKGROUND** In common with the other streets is this area, Malone Park is located within one of the narrow strip farms that originally stretched from the Malone Ridge to the Bog Meadows. Probably established in the early 17th century, these plots had their integrity compromised in the early 19th century, firstly by the cutting of Lisburn Road in 1816-19 and then with the construction of the Ulster Railway in the later 1830s. Around the same time, land in the area began to be (effectively) sold off by the increasingly cash-strapped Donegall estate. Subsequently sites in the area were acquired by Belfast merchants and professionals for the building of out-of-town villas, many with generous grounds. Towards the end of the 1800s, as more plots became freed up and greater numbers sought to reside outside of the city centre, denser suburban development along regularly laid-out streets followed, (several tracking the former boundary lines of the old farmsteads), a trend largely completed in the Edwardian period.

This general pattern was followed in what is now Malone Park, though being relatively far from the town centre its development was slightly later and more condensed in terms of time. Beginning the mid-1860s 'Malone Park House', a brick and stucco Italianate villa, was built on the northern side of the present thoroughfare for Robert Henderson (d.1876), a shipowner and Belfast Harbour Commissioner. It stood in isolation until the early 1870s, when it was joined on the same side by a new manse for nearby Malone Presbyterian Church (present no.20), a pair of semis - Woolsey Villas (nos.16-18), Melvyn (no.32) and the gate lodges at each end, with nos.12 and 28 following later in the decade. The side avenue of Malone Park Central, linking to what is now Balmoral Road, is also of this time. In the 1880s, nos.6, 14 and 26 were added to the north of the main drive with the remainder of this side largely complete by the early 1900s. To the south the bulk of building was carried out by the firm of R.J. McConnell & Co. in the 1890s, though aside from nos.51 and 53 (added 1901-03) a large swathe to the eastern (Malone Road) end of this side remained undeveloped until the 1920s.

**References – Primary sources**

- 1 'Belfast Telegraph' – 23 March 1876, p.3
- 2 'Northern Whig' – 8 October 1898, p.5; 22 November, p.6;
- 3 'Belfast and Province of Ulster Directory' / 'Belfast and Northern Ireland Directory', (J.A. Henderson, [later Century Newspapers]) – 1903-1995
- 4 PRONI VAL12B/43/P/1, 4, 7 Annual valuation revision books, Windsor ward – 1897-1930
- 5 PRONI VAL12A/7/R/9 Valuers' office notebook, Windsor ward (added area) – 1903
- 6 OS maps, County Series, Antrim sheet 64 – 1903, 1920, 1931, 1938; IG sheet 147-5 – 1957, 1966, 1986
- 7 PRONI VAL12A/7/R/18 Valuers' office notebook, Windsor ward (added area) – 1906
- 8 'Belfast News-Letter' – 7 September 1907, p.4; 15 June 1909, p.8; 4 February 1931, p.1; 21 April 1937, p.1, 1 May 1937, p.9; 28 February 1946, p.1; 31 January 1957, p.2; 4 January 1972, p.2
- 9 'Belfast Weekly Telegraph' – 14 August 1909, p.1
- 10 PRONI VAL12F/3/14/3 Annual valuation revision book, Windsor ED – 1930-35
- 11 'Belfast Telegraph' – 31 October 1942, p.4; 29 September 1954, p.6; 17 February 1962, p.6; 11 October 1973, p.22; 22 December 1982, p.10; 23 June 2020 [online at <https://www.belfasttelegraph.co.uk/life/house-home/belfast-home-designed-by-mater-hospital-architect-goes-on-market-for-17m/39307124.html> ]
- 12 Mid-Ulster Mail – 24 October 1953, p.1

**Secondary sources**

- 13 Larmour, Paul, 'The architectural heritage of Malone and Stranmillis', (Belfast, UAHS, 1991), p.

---

**Criteria for Listing**

NB: In March 2011, revised criteria were published as Annex C of Planning Policy Statement 6. These added extra criteria with the aim of improving clarity in regard to the Department's explanation of historic interest. For records evaluated in advance of this, therefore, not all of these criteria would have been considered. The criteria used prior to 2011 are published on the Department's website under 'listing criteria'.

---

**Architectural Interest**

- A. Style
- B. Proportion

---

**Historical Interest**

- R. Age
- S. Authenticity

C. Ornamentation  
D. Plan Form  
H-. Alterations detracting from building  
I. Quality and survival of Interior  
J. Setting

X. Local Interest  
V. Authorship

**Evaluation**

Two-storey with attic, freestyle, multi-bay detached villa, located on the south-west side of Malone Park, close to the Malone Road in South Belfast. Built in 1903 to designs by Belfast architect William John Fennell. This house exhibits the architectural language of 'Freestyle' with its asymmetric floor plan and projecting bays, varied fenestration to the façades and eclectic detailing that create proportions typical of the style. The materials are also characteristic of the period with a blend of red clay brick, roughcast walls and a Rosemary tiled roof. This is a notable example of the domestic work by the distinguished Belfast architect W J Fennell who was responsible for many residential and public buildings in Belfast. Much of the original turn-of-the-century historic fabric and detailing remains- including the original timber sliding sash and casement windows with decorative leaded lights, and internally, the original timber staircase and oak panelling, which allow the building to convey its architectural significance. These features of interest, which have definite quality and character, display a level of integrity and authenticity. No. 51 Malone Park sits among other listed villas on Malone Park, a tree-lined private avenue with mature landscaping to large private plots. It is of local interest for its design, retention of historic character and is the work of an important Belfast architect.

**Replacements and Alterations**

**If inappropriate, Why?**

**General Comments**

**Monitoring Notes – since Date of Survey**

**Date of Survey**    10/02/2026

This page is intentionally left blank

*This map is provided for location purposes only.*



© Crown Copyright and Database Right 2023 – SpatialNI is a service provided by Ordnance Survey of Northern Ireland© NIMA MOU S&LA577.1 (2023)

## Location Map

**HB Ref:** HB26/18/024

**Address:** 51 Malone Park, Belfast, BT9 6NN

This page is intentionally left blank



**ADVANCE NOTICE OF DELISTING**

Pamela Davison MRICS Estates Manager

Property and Projects Department

Belfast City Council

9-21 Adelaide Street,

Belfast

BT2 8DJ

Historic Environment Division

Causeway Exchange

1-7 Bedford Street

Belfast

BT2 7EG

Direct Tel No: 0289056 9281

Email: [hedlisting.enquiries@communities-ni.gov.uk](mailto:hedlisting.enquiries@communities-ni.gov.uk)

Our Ref: HB26/27/014

Date: 24<sup>th</sup> April 2026

Dear Sir/Madam

**RE: Friar's Bush Graveyard, Stranmillis Road, Belfast, BT9 5AA.**

**DELISTING OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST**

Section 80(3) of the Planning Act (Northern Ireland) 2011 requires the Department of the Environment (NI) to consult with the appropriate District Council before removing any building from the statutory list of buildings of special architectural or historic interest.


The Department is currently considering the delisting of the above-mentioned property/properties and I should welcome the receipt of the views of your Council within 6 weeks of the date of this letter. *If there is no reply to this correspondence within the stated timescale we shall assume that you agree to the delisting of the above building.*

The building has been recommended for delisting because it does not meet the criteria to be a listed building.

Yours faithfully

*Sharleen Fleming*

**SHARLEEN FLEMING**  
Enc: District Council Report

<b>Address</b> Friar's Bush Graveyard Stranmillis Road Belfast BT9 5AA	<b>HB Ref No</b> HB26/27/014	
<b>Extent of Listing</b> Not listed		
<b>Date of Construction</b> 1700 - 1719		
<b>Townland</b> Malone Lower		
<b>Current Building Use</b> Graveyard		
<b>Principal Former Use</b> Graveyard		

<b>Conservation Area</b>	Yes	<b>Survey 1</b>	B1	<b>OS Map No</b>	147/1SE
<b>Industrial Archaeology</b>	No	<b>NIEA Evaluation</b>	Delist	<b>IG Ref</b>	J3360 7230
<b>Vernacular</b>	No	<b>Date of Listing</b>	27/09/1979	<b>IHR No</b>	
<b>Thatched</b>	No	<b>Date of Delisting</b>		<b>SMR No</b>	ANT061:006
<b>Monument</b>	No			<b>HGI Ref</b>	_____
<b>Area of Townscape Character</b>	No				
<b>Local Landscape Policy Area</b>	Yes				
<b>Historic Gardens Inventory</b>	No				
<b>Vacant</b>	No				
<b>Derelict</b>	No				

**Owner Category**

### Building Information

**Exterior Description and Setting**

The graveyard is relatively modest in terms of size, comprising only two acres, but is densely populated with burials. The site takes its name from an old thorn bush which stands in the centre of the graveyard, where mass was performed in secret during strict Irish Penal Laws.

The site is located on the Stranmillis Road, which bounds it to the west, while the Ulster Muesum and Botanic Gardens are to the north and east. Access to the graveyard is through the arched gothic gate lodge.

**Interior Overview**

N/A

---

**Architects**

---

**Historical Information**

Described in the list entry dated 1974 as:

Inscribed small stone Ordnance Survey Map of 1832. Article by C Douglas Deane 'News Letter' 26/2/77. Ulster Architectural Heritage Society 'Queen's University' page 34.

---

**Criteria for Listing**

NB: In March 2011, revised criteria were published as Annex C of Planning Policy Statement 6. These added extra criteria with the aim of improving clarity in regard to the Department's explanation of historic interest. For records evaluated in advance of this, therefore, not all of these criteria would have been considered. The criteria used prior to 2011 are published on the Department's website under 'listing criteria'.

---

**Architectural Interest**

Not listed

---

**Historical Interest**

Not listed

---

**Evaluation**

Described in the list entry dated 1974 as:

Irregular shaped graveyard enclosed by high rubble stone wall and named after 'Ye Friar's Grave'. Extended and enclosed before 1932. Contains many tomb memorials on the enclosing walls and free standing.

The Graveyard was designated as a Scheduled Monument, which is a more appropriate form of protection, on 24th February 2026.

---

**Replacements and Alterations**

None

---

**If inappropriate, Why?**

---

**General Comments**

---

**Monitoring Notes – since Date of Survey**

---

**Date of Survey** 18/12/2025

---

# Agenda Item 4

## PLANNING COMMITTEE – 19 MAY 2026

### APPEALS NOTIFIED

### COUNCIL: BELFAST

ITEM NO 1 PAC REF: 2026/A0006  
PLANNING REF: LA04/2024/1654/F  
APPLICANT: Gerald Mackle  
LOCATION: 432 Falls Road, Belfast, BT12 6EN  
PROPOSAL: Change of use from a 7-bedroom dwelling house (C1) to a 7 bed/ 9 person House of Multiple Occupancy (Sui Generis)

#### PROCEDURE:

ITEM NO 2 PAC REF: 2026/E0004  
PLANNING REF: LA04/2022/0398/CA  
APPLICANT: Zoe Heatherington  
LOCATION: Land at 31 Brookland Street, Malone Lower, Belfast, BT9 7FZ  
PROPOSAL: Alleged unauthorised change of use of 31 Brookland Street, Malone Lower, Belfast, BT9 7FZ, from a dwelling house to short term let accommodation without the benefit of planning permission

#### PROCEDURE:

ITEM NO 3 PAC REF: 2026/E0005  
PLANNING REF: LA04/2025/0121/CA  
APPLICANT: Finbrook Investments Ltd  
LOCATION: Land at Waterfront Plaza Building, 8 Laganbank Road, Belfast  
PROPOSAL: Alleged unauthorised sub-division of an office building with ancillary car-parking to change the use of two floors (basement and lower ground floor) creating a commercial car-park, without the benefit of planning permission

#### PROCEDURE:

ITEM NO 4 PAC REF: 2026/E0007  
PLANNING REF: LA04/2025/0760/CA  
APPLICANT: Matthew Simms  
LOCATION: Land at 5 College Place North, Belfast, BT1 6BE  
PROPOSAL: Alleged unauthorised change of use of 5 College Place North, Belfast, BT1 6BE, from a dwelling house to short term let accommodation, without the benefit of planning permission

PROCEDURE:

ITEM NO 5 PAC REF: 2026/E0008  
PLANNING REF: LA04/2025/0393/CA  
APPLICANT: Roland Stephen Black  
LOCATION: Land at 91 Maryville Street, Malone Lower, Belfast, BT7 1AE  
PROPOSAL: Alleged unauthorised change of use of 91 Maryville Street, Malone Lower, Belfast, BT7 1AE, from a dwelling house to short-term let accommodation, without the benefit of planning permission

PROCEDURE:

ITEM NO 6 PAC REF: 2026/E0014  
PLANNING REF: LA04/2023/1126/CA  
APPLICANT: David Watterson  
LOCATION: Land to the rear of 106 Larkfield Road, Belfast  
PROPOSAL: Alleged unauthorised outbuilding on land to the rear of 106 Larkfield Road, Belfast, without the benefit of planning permission or permitted development rights as detailed in The Planning (General Permitted Development) Order (Northern Ireland) 2015

PROCEDURE:

## APPEAL DECISIONS NOTIFIED

ITEM NO	1	PAC REF:	2025/A0100
PLANNING REF:	LA04/2023/2971/F		
RESULT OF APPEAL:	ALLOWED		
APPLICANT:	James Bradley		
LOCATION:	45 Malone Park, Belfast, BT9 6NL		
PROPOSAL:	Demolition of existing dwelling and erection of a new detached dwelling and associated site works		
ITEM NO	2	PAC REF:	2025/A0101
PLANNING REF:	LA04/2023/2971/F		
RESULT OF APPEAL:	ALLOWED		
APPLICANT:	James Bradley		
LOCATION:	45 Malone Park, Belfast, BT9 6NL		
PROPOSAL:	Demolition of existing dwelling to facilitate erection of a new detached dwelling		
ITEM NO	3	PAC REF:	2026/E0005
PLANNING REF:	LA04/2025/0121/CA		
RESULT OF APPEAL:	WITHDRAWN		
APPLICANT:	Finbrook Investments Ltd		
LOCATION:	Land at Waterfront Plaza Building, 8 Laganbank Road, Belfast		
PROPOSAL:	Alleged unauthorised sub-division of an office building with ancillary car-parking to change the use of two floors (basement and lower ground floor) creating a commercial car-park, without the benefit of planning permission		

ITEM NO 4 PAC REF: 2025/E0027  
PLANNING REF: LA04/2022/0401/CA  
RESULT OF APPEAL: ENFORCEMENT NOTICE QUASHED  
APPLICANT: Shannon Cunningham  
LOCATION: Land at 177 Joanmount Gardens, Oldpark, Belfast, BT14 6NZ  
PROPOSAL: Alleged unauthorised change of use of 177 Joanmount Gardens, Old Park, Belfast, BT14 6NZ from Class C1: Dwelling house to No Class Specified: short term let - The Planning (Use Classes) Order (Northern Ireland) 2015, without the benefit of planning permission

## Planning decisions issued April 2026 - No 128

<u>Application number</u>	<u>Category</u>	<u>Location</u>	<u>Proposal</u>	<u>Decision</u>
LA04/2025/1272/F	MAJ	Harberton North Special School 29a Fortwilliam Park, Belfast, BT15 4AP	Erection of temporary mobile classroom village to facilitate future refurbishment and extension of existing Harberton North Special School, comprising 3 no. 2-storey blocks of temporary classroom accommodation, temporary hard play areas, temporary staff and visitor parking areas, tree removal and landscaping. (Amended Plans)	Permission Granted
LA04/2025/1943/NMC	LOC	12 Inverary Avenue, Belfast, BT4 1RN	Non Material change to application LA04/2022/1384/F -creation of gates and dormer window alterations.	Non Material Change Granted
LA04/2025/2031/F	LOC	6 Old Cavehill Road, Belfast, BT15 5GS	Single storey rear extension. Two new side windows. Replacement roof to existing extension. Conversion of garage into liveable space with new rear bifold doors and associated works.	Permission Granted
LA04/2025/2204/F	LOC	20 Adelaide Street, Belfast, BT2 8GD	Change of use of existing office (Class B1) at 2nd Floor, 20 Adelaide Street, Belfast to Consular Office for the Consulate General of Romania in Edinburgh (sui generis).	Permission Granted
LA04/2026/0399/CLEUD	LOC	Apartment 18, 2A Eglantine Gardens, Belfast, BT9 6EZ	House in Multiple Occupation (HMO)	Permitted Development

LA04/2025/2226/LBC	LOC	Church Of Ireland & Methodist Chaplaincy 18 Elmwood Avenue, Belfast, BT9 6AY	Proposed alterations and refurbishment to the rear return to provide improved communal kitchen and dining facilities. Works include raising the existing single storey return roof and new external finishes and the provision of 2no. external timber storage sheds located adjacent to the existing garage.	Consent Granted
LA04/2026/0019/F	LOC	9 Willowvale Gardens, Belfast, BT11 9JU	Proposed two storey side/rear extension with external steps (amended description)	Permission Granted
LA04/2026/0525/NMC	LOC	59 Wynchurch Avenue, Belfast, BT6 0JP	Non-Material Change to LA04/2025/0534/F - Change of external finish of extension from brick to render	Non Material Change Granted

LA04/2026/0254/WPT	LOC	25 Kings Road, Belfast, BT5 6JG	<p>Front of house in area in middle of driveway -</p> <p>Tree 1 - Dead multi-stemmed oak tree to be removed for safety reasons.</p> <p>Tree 2 - Four lowest limbs removed from large multi-stemmed Hornbeam (not sure of tree species?) over driveway. Very long spangly limb which is a dangerous weight over the driveway and a few more to maintain a healthy shape of crown.</p> <p>Tree 3 - Remove lowest branch from Beech tree over gravel driveway. Long spangly branch over drive looks out of place and unbalanced crown.</p> <p>Back garden -</p> <p>Tree 4 - Make safe 4/5 broken branches on Macrocarpa tree. For safety purposes, branches located over garden and trampoline.</p> <p>Tree 5 - Remove multi-stemmed Brush Cypress tree. Bad condition tree, leaning towards house.</p>	Works to Trees in CA Agreed
LA04/2025/1976/F	LOC	53 KNOCK ROAD BALLYCLOGHAN BELFAST BT5 6LB	2-storey rear extension for lift shaft	Permission Granted
LA04/2025/1983/F	LOC	36 Templemore Avenue, Belfast, BT5 4FT	Change of use from 4 bed dwelling (C1) to 4 bed / 4 person HMO (Suis Generis)	Permission Granted

LA04/2026/0040/DCA	LOC	53 Knock Road, Belfast, BT5 6LB	Removal of external flight of steps by patio doors. Build up patio doors and form new patio door opening adjacent. Demolish wall below existing ground floor window to form access door into lift shaft (1st level). Remove existing window at first floor and partially build up to form second lift door opening (2nd level). Adapt existing window opening to form lift door opening (3rd level).	Consent Granted
LA04/2025/2206/WPT	LOC	80a Sandown Road, Belfast, BT5 6GU	Reduce height of 3 x lime and 1 x beech trees and entrance of house.	Works to Trees in CA Agreed

LA04/2026/0337/WPT	LOC	12b Windsor Park, Belfast, BT9 6FQ	<p>. Tilia x europea (Common Lime) Crown Reduction Complete prune with a crown reduction of approximately 30%, 1x Tilia x europea (Common Lime) at the rear of the property to minimise the potential risk of failure, increase the light exposure and reduce the leaf fall/litter, as discussed during our site visit.</p> <p>. Acer pseudoplatanus (Sycamore) Crown Reduction Complete prune with a crown reduction of approximately 30%, 1x Acer pseudoplatanus (Sycamore) at the rear of the property to minimise the potential risk of failure, increase the light exposure and reduce the leaf fall/litter, as discussed during our site visit.</p> <p>. Betula pendula (Birch) Crown Reduction Complete prune with a crown reduction of approximately 25%, 1x Betula pendula (Birch) at the rear of the property to reduce the potential risk of failure, increase the light exposure and reduce the leaf fall/litter, as discussed during our site visit.</p> <p>. Mixed Species Hedge Reduction Reduce the height of the mixed-</p>	Works to Trees in CA Agreed
LA04/2026/0533/F	LOC	25 Indiana Avenue, Belfast, BT15 5BZ	Change of use of dwelling to House in Multiple Occupancy (7Bedroom)	Application Withdrawn

LA04/2026/0644/F	LOC	16 Eblana Street, Belfast, BT7 1LD	Change of Use from dwelling to House in Multiple Occupation	Application Withdrawn
LA04/2024/1669/F	LOC	Knockbreda Primary School, Wynchurch Road, Belfast, BT6 0JJ	Retrospective: Erection of single storey modular classroom unit. Erection of 2.4m high paladin fencing. Creation of hardstanding areas including footpaths within the site. Re-grading of site levels and additional site works.	Permission Granted
LA04/2025/1287/F	LOC	1-7 Glenmachan Place, Belfast, BT12 6QH	Extension to existing used car display and provision of ancillary parking with erection of new sale kiosk & wash bay.	Permission Granted
LA04/2025/1853/F	LOC	46 Wallasey Park, Belfast, BT14 6PQ	Single storey rear extension, creation of side door and entrance steps. New door and window to front elevation of garage. Alterations to existing side window.	Permission Granted
LA04/2025/2199/A	LOC	Medical Biology Centre, Queen's University Belfast 97 Lisburn Road, Malone Lower, Belfast, BT9 7BL	Erection of a new 5.2m high Totem Sign.	Consent Granted
LA04/2025/0973/F	LOC	Bradbury Place 30-44 Bradbury Place, Belfast, BT7 1RS	Retrospective change of use from student accommodation to short term lets accommodation (limited to July & August each year only)	Permission Granted
LA04/2025/1459/F	LOC	48 Circular Road, Belfast, BT4 2GA	Single storey extension to garage and conversion to living accommodation. Fenestration changes. (Amended plans)	Permission Granted
LA04/2025/1706/F	LOC	61 Donegall Road, Belfast, BT12 5JL	Change of use of 3-bedroom dwelling to short term let accommodation (retrospective)	Permission Refused

LA04/2025/1977/F	LOC	6 Ladas Drive, Belfast, BT6 9FS	Single storey rear extension. Replacing existing rear window with door.	Permission Granted
LA04/2026/0103/F	LOC	2 Cutters Lane, Belfast, BT9 5JG	Garage conversion with internal reconfiguration and fenestration changes.	Permission Granted
LA04/2025/0706/F	LOC	335 Newtownards Road, Belfast, BT4 1AG	Change of use of ground floor retail unit to community use (D1) and conversion of first and second floor to one person / one bedroom apartments (2 no. apartments in total) including elevational changes with two dormers to front and two to rear.	Permission Granted
LA04/2025/1722/F	LOC	381 Holywood Road, Belfast, BT4 2LR	Garage conversion to garden room. Fenestration changes.	Permission Granted
LA04/2025/1169/F	LOC	Apartment 28, Block B, 110 Cromwell Road, Belfast, BT7 1NE	Variation of Condition no. 2 (removal of reference to primary residence and second home use) on planning approval LA04/2024/0392/F (amended description)	Permission Granted
LA04/2025/2225/F	LOC	Church Of Ireland & Methodist Chaplaincy 18 Elmwood Avenue, Belfast, BT9 6AY	Proposed alterations and refurbishment to the rear return to provide improved communal kitchen and dining facilities. Works include raising the existing single storey return roof and new external finishes and the provision of 2no. external timber storage sheds located adjacent to the existing garage.	Permission Granted
LA04/2026/0093/F	LOC	9 Castle Drive, Belfast, BT15 4GD	Single-storey extension to side and front of existing dwelling.	Permission Granted

LA04/2026/0139/A	LOC	14 Dublin Road, Belfast, BT2 7HN	1 PBMSA Illuminated Identification Sign and 1 Self-adhesive Vinyl Signage (Amended Description and Site Boundary)	Consent Granted
LA04/2025/1884/F	LOC	58a Kings Road, Belfast, BT5 6JL	Demolition of metal steps to the rear of the property. Removal of existing low-level planting, grass and an existing tree to make way for new hard landscaping to the front. Removal of front steps to be replaced with new access steps. Proposed single-storey side/rear extension and rear access steps.	Permission Granted
LA04/2026/0159/CLEUD	LOC	Flat 3 2 Surrey Street, Belfast, BT9 7FS	Change of use from rental accommodation to residential.	Permitted Development
LA04/2026/0368/DC	LOC	Land North of Former Corpus Christi College accessed off Michael Davitts GAC Grounds, Via St Mary's Gardens	Discharge Condition No. 2 of planning approval LA04/2023/3483/F- Verification report	Condition Discharged
LA04/2026/0408/MDPA	LOC	1 Hospital Road, Belfast, BT8 8JP	Discharge of Covenant 9 of Section 76 agreement of LA04/2020/2607/F - management and maintenance of play area	Condition Partially Discharged
LA04/2026/0520/MDPA	MAJ	146 Parkgate Avenue, Belfast, BT4 1JF	Discharge Clause 6.2 of the S76 of LA04/2022/0118/F- Details of travel form coordinator.	Condition Discharged
LA04/2026/0653/PAN	MAJ	Lands west of Musgrave Channel Road and south of Ashbank units at Channel Commercial Park, Belfast, BT3 9DJ	Proposed erection of Magnet Recycling Facility with ancillary office space associated car parking, landscaping, site works and access arrangements from Donegall Lane and Musgrave Channel Road	Proposal of Application Notice is Acceptable

LA04/2024/0140/O	LOC	31 Bootle Street Belfast BT13 3GR	Demolition of existing band hall and erection of 4No. one bedroom apartments.	Permission Refused
LA04/2025/2000/A	LOC	Inland Revenue Tax Credit Office, Dorchester House 52-58 Great Victoria Street, Belfast, BT2 7BB	3 No. High, 1 No. mid and 1 No. low level internally illuminated signage (5 No. total)	Consent Granted
LA04/2025/2103/F	LOC	38a Myrtlefield Park, Belfast, BT9 6NF	Two-storey rear extension with new bay window to front elevation. External material finish changes including fenestration alterations	Permission Granted
LA04/2026/0126/NMC	LOC	Nos. 5 & 9-13 Waring Street, Belfast, BT1 2DX	NMC to LA04/2022/1694/F - Infill extension to western elevation to facilitate internal layout changes	Non Material Change Granted
LA04/2023/3182/F	LOC	Site at no.1 Seaview Gardens (adjacent to no.3 Seaview Gardens), Belfast, BT15 3NY	Residential building to accommodate 2 no. apartments	Permission Granted
LA04/2026/0127/LBC	LOC	No's 5 and 9-13 Waring Street, Belfast, BT1 2DX	Demolition of rear return to existing building; internal demolitions; external alterations to facade; and erection of 6 storey extension and covered roof terrace	Consent Granted
LA04/2024/1616/DC	LOC	87 - 91 Botanic Avenue, Belfast, BT7 1JN	Discharge of condition 3 of LA04/2016/0737/F - Bin Storage Arrangement and Waste Management Plan	Condition Discharged
LA04/2025/1754/DCA	LOC	70 North Road, Belfast, BT5 5NJ	Removal of existing windows, door and partial demolition of ground floor walls to kitchen/ dining/ snug and rear hall. Removal of existing window to WC and Kitchen.	Consent Granted
LA04/2025/1885/DCA	LOC	58a Kings Road, Belfast, BT5 6JL	Demolition of steps to front and rear of dwelling and removal of door.	Consent Granted

LA04/2026/0090/F	LOC	54 Knocklofty Park, Belfast, BT4 3ND	Demolition of single storey rear return and replacement with single storey extension. Erection of ancillary outbuilding.	Permission Granted
------------------	-----	--------------------------------------	--	--------------------

LA04/2026/0172/WPT	LOC	4 Malone Park, Belfast, BT9 6NH	<p>Detailed Observations &amp; Recommendations:</p> <p>Tree 1 (T1)          Species: Leyland Cypress (Cupressus × leylandii)          Age Class: Mature          Height: 18 m          Condition: Fair          Observations: The tree exhibits a pronounced lean to the east, with evidence of historic pruning cuts visible at approximately 3 m from ground level, predominantly on the south-east aspect. Multiple unions are forming at around 11 m height, several of which carry excessive loading. Several lateral limbs extend southwards and currently overhang the adjacent public footpath.          Recommendations: Undertake a crown reduction of approximately 3–4 m to alleviate lateral loading and mitigate the risk to the public walkway. Subsequent monitoring should be carried out in line with the recommended inspection frequency.</p> <p>Tree 2 (T2)          Species: Leyland Cypress (Cupressus × leylandii)          Age Class: Semi-mature          Height: 11 m          Condition: Fair          Observations: A codominant stem has</p>	Works to Trees in CA Agreed
--------------------	-----	---------------------------------	--	-----------------------------

LA04/2026/0513/WPT	LOC	40 Osborne Park, Belfast, BT9 6JN	<p>The following work is recommended to the XL Lime tree:</p> <ul style="list-style-type: none"> <li>•Crown reduction by approximately 4 metres, ensuring a balanced and natural shape is maintained throughout.</li> <li>•Carry out selective pruning to appropriate growth points.</li> <li>•Crown-lift the tree to improve clearance, removing lower branches while maintaining the tree's structural integrity.</li> </ul> <p>The tree is located to the rear of the garage and is marked with a blue circle on the site location map.</p>	Works to Trees in CA Agreed
LA04/2025/2056/F	LOC	55 Cedar Grove, Holywood, BT18 9QG	Conversion of garage to a room and replacement of garage door with a window. Patio doors to side elevation.	Permission Granted
LA04/2025/1678/F	LOC	711-713 Lisburn Road, Belfast, BT9 7GU	Part change of use to the first floor from Retail (A1) to cafe (sui generis)	Permission Granted
LA04/2025/1735/F	LOC	26 Rossmore Avenue, Belfast, BT7 3HB	Single storey rear extension. Demolition of rear walls, 2 No. rear/side windows and rear door.	Permission Granted
LA04/2025/2050/F	LOC	218 Upper Lisburn Road, Finaghy, Belfast, BT10 0LB	Two storey rear extension including new windows to first floor side elevations.	Permission Granted
LA04/2026/0147/A	LOC	19 Bedford Street, Belfast, BT2 7EJ	1 Shop sign, 1 Projecting sign	Consent Granted

LA04/2026/0601/WPT	LOC	24 Sans Souci Park, Belfast, BT9 5BZ	Two large multi-stem Sycamore trees to the rear left hand side of the property to have crown reductions by approximately 30%.  The tree locations are shown by a red circle on the site location map.	Works to Trees in CA Agreed
LA04/2025/1868/F	LOC	65 Dunluce Avenue, Belfast, BT9 7AW	Retention of change of use from dwelling to short term let	Permission Refused
LA04/2026/0239/A	LOC	Unit B, 397 Ormeau Road, Belfast, BT7 3GP	2 Fascia shop signs	Consent Granted
LA04/2026/0562/A	LOC	20 Brunswick Street, Belfast, BT2 7GE	Installation of replacement signs to include 4 No. building fascia signs (3 at high level, 1 at low level), 1 No. glazing signage and 1 No. plaque	Consent Granted
LA04/2026/0608/DC	LOC	48 Mount Eden Park, Belfast, BT9 6RB	Acoustic consultants report:- Proposed addition of roof located mechanical Services plant to existing building. Review of proposals in respect of Conditions 2 & 3 of LA04/2024/1200/F	Condition Not Discharged
LA04/2025/0020/DC	LOC	142 Malone Avenue, Belfast, BT9 6ET	Discharge of condition 2 LA04/2017/0046/F- Sample and written specification of materials	Condition Partially Discharged
LA04/2025/1752/F	LOC	29 Kirkliston Park, Belfast, BT5 6EB	Demolition of existing rear single storey return & garage. Two storey extension to rear & single storey extension to rear/side with raised patio to rear.	Permission Granted
LA04/2025/1924/CLOPUD	LOC	St Josephs College, 518-572 Ravenhill Road, Belfast, BT6 0BY	Single storey infill extension to school's toilet provision. Additional works to include new steps, railings, facade alterations, roofing and drainage re-routing.	Permitted Development

LA04/2025/1915/F	LOC	12 Cloverhill Park, Belfast, BT4 2JW	Single storey rear extension and raised patio. Front extension. Conversion of attached garage into liveable space. Creation of window to front elevation and larger replacement windows to the rear and side elevations.	Permission Granted
LA04/2026/0108/F	LOC	65 Circular Road, Belfast, BT4 2GB	Single storey rear extension, covered outdoor area and vehicle access and hardstanding to front.	Permission Granted
LA04/2026/0238/DC	LOC	53 Castlereagh Place, Belfast, BT5 4NN	Discharge Condition 3 of LA04/2023/3007/F. Service Management Plan	Condition Not Discharged
LA04/2026/0420/DC	LOC	146 Parkgate Avenue, Belfast, BT4 1JD	Discharge Condition 13 of LA04/2022/0118/F - Waste Management Plan	Condition Not Discharged
LA04/2026/0444/MDDPA	LOC	Former Belvoir Park Hospital Site, Hospital Road, Belfast, BT8 8JP	Discharge of Clauses 5.1 and 5.2 of the Planning Agreement of LA04/2020/2607/F - Conservation Management and Maintenance Plan	Condition Discharged
LA04/2026/0624/CLEUD	LOC	25 Melrose Street, Belfast, BT9 7DL	Existing House of multiple occupation (HMO)	Permitted Development
LA04/2025/1405/F	LOC	82 Balmoral Avenue, Belfast, BT9 6NY	Demolition of existing outbuildings and construction of two storey extension and construction of detached double garage to rear of existing dwelling.	Permission Granted
LA04/2025/1563/DCA	LOC	82 Balmoral Avenue, Belfast, BT9 6NY	Demolition of existing outbuildings and construction of two storey extension and construction of detached double garage to rear of existing dwelling.	Consent Granted

LA04/2025/1723/F	LOC	Colin Park, 115 Blacks Road, Belfast, BT10 0NF	Provision of 6no. Covered Padel Courts and Covered Adventure Golf facility on the site of existing synthetic grass 7 and 5 -a side football pitches	Permission Granted
LA04/2026/0020/F	LOC	60 Ormonde Park, Belfast, BT10 0LT	Single storey rear and double storey side extension to dwelling	Permission Granted
LA04/2026/0477/DC	LOC	Clarence House 4-10 May Street, Belfast, BT1 4NJ	Discharge of Condition 2 - LA04/2025/1753/LBC A detailed method statement will be provided to demonstrate the repointing of historic brickwork, indent repair of stonework and methods used to carry out these repairs in a safe method so as not to detrimentally impact the character, appearance or interest of the Listed Building.	Condition Discharged
LA04/2025/1471/A	LOC	1-7 Glenmachan Place, Belfast, BT12 6QH	5 No. advertisements, consisting of 2x Digital wall screens, 1x Pylon / totem, 1x Projecting sign, 1x Illuminated Wall Panel	Consent Granted
LA04/2026/0265/NMC	LOC	3 Thorburn Road, Newtownabbey, BT36 7HZ	Non-Material Change to LA04/2021/1545/F. Reduction in height from 2 storey to 1 storey. Garage to side to remain unchanged.	Non Material Change Granted
LA04/2026/0445/MDPA	LOC	1 Hospital Road, Belfast, BT8 8JP	Discharge of obligation 11 of LA04/2020/2607/F planning agreement - the long term management & maintenance the Open Space	Condition Partially Discharged
LA04/2023/3681/MDPA	LOC	8 Nelson Street, Belfast	Discharge of clause No. 3 of S76 for LA04/2021/2893/F	Condition Discharged

LA04/2024/1406/F	LOC	34 Peters Hill, Belfast, BT13 2AA	Change of use from electrical retail unit (class A1) to dance studio (class D2). Alteration to side gable elevation to create new window opening.	Permission Granted
LA04/2025/1781/F	LOC	120 Kilcoole Gardens, Belfast, BT14 8LJ	Single storey rear extension, roofspace conversion and dormer. Alterations to the existing retaining wall/new steps and patio. (Amended Plans & Reduced Scheme)	Permission Granted
LA04/2025/1906/F	LOC	110 Upper Newtownards Road, Belfast, BT4 3EN	Single storey rear extension. Partial demolition of existing rear return.	Permission Granted
LA04/2026/0446/DC	LOC	Glenwood Primary School 4-22 Upper Riga Street, Belfast, BT13 3GW	Discharge of condition 26 - LA04/2022/1206/F -Method Statements for the repointing and cleaning of masonry	Condition Not Discharged
LA04/2026/0320/A	LOC	92-96 Lisburn Road, Malone Lower, Belfast, BT9 6AG	1 Vertical non-digital Totem sign	Consent Granted
LA04/2025/2201/F	LOC	440 Antrim Road, Belfast, BT15 5GB	Single storey rear extension.	Permission Granted
LA04/2026/0217/F	LOC	8 Piney Hills, Belfast, BT9 5NR	Amendment of housetype F plot 7 from the previously approved (LA04/2021/0687/F),to include Minor internal amendments, fenestration amendments to eastern elevation and incorporating the addition of a single storey rear sunroom.	Permission Granted
LA04/2026/0065/F	LOC	437 Beersbridge Road, Belfast, BT5 5DU	Demolition works to rear and single-storey infill extension to existing terrace area and patio to side	Permission Granted

LA04/2026/0211/F	LOC	Mountpottinger Presbyterian Church 45 Castlereagh Street, Belfast, BT5 4NF	internal alterations include: replacement of existing entrance doors, removal of internal lobby doors, provision of internal vestibule glazed screen, removal of pews. External alterations include: cleaning of existing brick/stone facade, removal of existing brick paving and laying resin bond surfacing with drainage channels to perimeter of building; soft landscaping.	Permission Granted
LA04/2026/0210/LBC	LOC	Mountpottinger Presbyterian Church 45 Castlereagh Street, Belfast, BT5 4NF	Internal alterations include replacement of existing entrance doors, removal of internal lobby doors, provision of internal vestibule glazed screen, removal of pews in Main Hall; External alterations include cleaning of existing brick/stone facade, removal of existing brick paving and laying resin bond surfacing with drainage channels to perimeter of building and soft landscaping; 2.3m internally illuminated totem sign.	Consent Granted
LA04/2026/0289/WPT	LOC	19 Barnetts Court, Belfast, BT5 7FL	Reduce the height of 1x Aesculus hippocastanum and 1x Tilia x europea on the property's rear boundary by 50%, to minimise the risk of catastrophic failure and increase light exposure.	Works to TPO Granted

LA04/2026/0552/F	LOC	FinTru House 1 Cromac Avenue, Belfast, BT7 2JAbgfbgfbfbfbhh	Provision of 4nr steel access hatches to the roof. An access hatch will be located behind the parapet on each pitch to facilitate access for maintenance. A lanyard fall arrest system will also be installed.	Permission Granted
LA04/2026/0612/F	LOC	25 Helens Wood, Belfast, BT17 0RY	Loft Conversion with rear dormer	Permission Granted
LA04/2025/1962/F	LOC	9 Lead Hill Park, Belfast, BT6 9RW	Single storey rear and side extension. Removal of existing garage.	Permission Granted
LA04/2025/2051/F	LOC	23 Strandburn Drive, Belfast, BT4 1NA	Upper floor extension to existing rear return (part retrospective)	Permission Granted
LA04/2025/2118/F	LOC	41 Rosetta Road, Belfast, BT6 0LR	Two storey rear extension & attic conversion with rooflights to provide additional office space, with facade alterations and alterations to layout on the ground floor	Permission Granted
LA04/2026/0047/DCA	LOC	38a Myrtlefield Park, Belfast, BT9 6NF	Demolition of existing single storey rear kitchen, and sections of main rear wall including fenestration alterations.	Consent Granted
LA04/2023/4561/F	LOC	Ligoneil Working Mens Club, 186 Ligoneil Road, Belfast, BT14 8DT	Retention of single storey kitchen extension to side of existing premises.	Permission Granted
LA04/2025/2149/F	LOC	75 Kilcoole Park, Belfast, BT14 8LA	Single storey front extension, two storey side extension and single storey rear extension. Raised patio to side. Garden room to rear and relocated vehicular access	Permission Granted
LA04/2025/2188/F	LOC	23 Squires Hill Crescent, Belfast, BT14 8RE	Single storey side extension. Creation of bin store to front of property (Amended Description and Plans).	Permission Granted

LA04/2024/1311/F	LOC	182 Upper Newtownards Road, Belfast, BT4 3ES	First floor rear extension to lawful HMO. Second floor extension to create roof garden associated with private residential apartment + screen wall. Alterations to boundary wall to erect balustrade and associated site works.	Permission Refused
LA04/2025/0111/F	LOC	63 Cherryvalley Park, Belfast, BT5 6PN	Demolition of existing side and rear single storey extensions, with new build single storey extensions to side and rear, and the erection of a garden wall to form walled garden.	Permission Granted
LA04/2025/1080/F	LOC	106 Sydenham Avenue, Belfast, BT4 2DT	Demolition of existing single storey entrance porch, single storey extension to front. First floor extension including replacement roof, fenestration changes. Site works to include new garden store, hard and soft landscaping, relocation of vehicular entrance along Sydenham Avenue and new driveway. (Additional Plans)	Permission Granted
LA04/2025/1399/F	LOC	53 Knock Eden Park, Belfast, BT6 0JG	Single storey side/rear extension, creation of patio and steps to rear. Demolition of garage, existing rear return and partial demolition of rear wall.	Permission Granted
LA04/2025/1715/F	LOC	70 North Road, Belfast, BT5 5NJ	Single storey rear/side extension. Fenestration changes. 1.8m high timber fencing, partially removing hedgerow.	Permission Granted
LA04/2025/2134/F	LOC	3 Gibson Park Gardens, Belfast, BT6 9GN	Single storey rear extension. Creation of rear patio area and new side window. Existing side door replaced by window.	Permission Granted

LA04/2025/0434/F	LOC	20 Shangarry Park Belfast, Belfast, BT14 8JD	Two storey rear extension.	Permission Granted
LA04/2025/1064/F	LOC	281 Newtownards Road, Belfast, BT4 1AG	Change of use from retail (A1) to 2no. residential apartments (C1). 1no. 1-bedroom at ground floor and 1no. 2-bedroom on first & second floor. Alterations and additional site works.	Permission Granted
LA04/2025/1528/RM	LOC	8 Kimberley Drive, Belfast, BT7 3EE	Reserved Matters application for detached dwelling approved under LA04/2024/0390/O.	Permission Granted
LA04/2025/1522/F	LOC	32 Holland Crescent, Belfast, BT5 6EF	Demolition of existing single storey extension to rear and construction of a new two storey and part single storey extension to the rear and side to include raised decking/steps. (Reduced Scheme)	Permission Granted
LA04/2025/1611/F	LOC	Land east of 43 Hillside Crescent, Belfast, BT9 5EN	Erection of a pair of semi detached dwellings with one detached garage and associated car parking and site works (floorplans already in situ; as per permission LA04/2016/0739/F previously granted)	Permission Granted
LA04/2025/1741/F	LOC	30 Dunkeld Gardens, Belfast, BT14 6NT	Demolition of existing single storey extension to rear. Construction of a two storey extension to the rear and side of dwelling.	Permission Granted
LA04/2025/1818/F	LOC	150 Kingsway, Belfast, BT17 9AA	Proposed relocation of bin store approved under planning permission LA04/2017/1784/F and erection of two additional bin stores and a scooter store with associated site works.	Permission Granted

LA04/2025/2053/F	LOC	67 Pommern Parade, Belfast, BT6 9FY	Single storey rear/side extension. New side window and patio area. Demolition of existing garage.	Permission Granted
LA04/2025/2148/F	LOC	15 York Parade, Belfast, BT15 3QZ	Create new vehicle access to property with gates.	Permission Granted
LA04/2025/2184/F	LOC	35 Carolhill Park, Belfast, BT4 2FF	Single storey rear extension.	Permission Granted
LA04/2025/2235/F	LOC	39 Ardenlee Parade, Belfast, BT6 0AL	Single storey rear/side extension. Window to existing western elevation. Partial demolition of existing rear extension.	Permission Granted
LA04/2025/2229/F	LOC	68 Knock Eden Park, Belfast, BT6 0JG	Two storey extension to side and rear and single storey extension to rear. Elevation changes including 2 no. rooflights to the side and rear of the existing roof; garden store to rear boundary; new boundary treatments.	Permission Granted
LA04/2026/0053/DC	LOC	Glenwood Primary School 4-22 Upper Riga Street, Belfast, BT13 3GW	Discharge of conditions 16 & 21 of LA04/2022/1206/F Condition 16 - Noise Risk Assessment and Method Statement (RAMS) Condition 21 - Surface Water Management Plan	Condition Partially Discharged
LA04/2026/0072/F	LOC	Relatives for Justice 1a Norfolk Parade, Belfast, BT11 8DA	Change of use from Doctors' Surgery to Community Advice Centre and Office and a new access door on the SE elevation	Permission Granted
LA04/2026/0098/CLEUD	LOC	225 Ravenhill Avenue, Belfast, BT6 8LF	Change of use from residential property to short term let accommodation	Permitted Development

LA04/2026/0106/CLOPUD	LOC	Site 20m west of 86 Middle Braniel Road BT5 7TU	Replacement water booster station contained within a kiosk and associated site works including parking layby	Permitted Development
LA04/2026/0123/F	LOC	133 Beersbridge Road, Belfast, BT5 4RR	Single storey rear extension	Permission Granted
LA04/2026/0212/A	LOC	Mountpottinger Presbyterian Church 45 Castlereagh Street, Belfast, BT5 4NF	Internally illuminated 2.3m high totem signage	Consent Granted
LA04/2026/0150/A	LOC	57-59 & 61-63 Dublin Road, Belfast, BT2 7HE	Display of 1 no. internally illuminated projecting sign, 1 no. acrylic shop sign, 2 no. wall-mounted plaque and safety manifestations to glazing. (Amended Description).	Consent Granted

LA04/2026/0160/DC	LOC	3-19 Rydalmere Street, Belfast, BT12 6GF	<p>Discharge of condition 26 - LA04/2020/1943/F</p> <ol style="list-style-type: none"> <li>1) 151-23 MSA Technical Note 03-02-2026: Fire Engineer Technical Report on Existing Building(s) concrete structural elements.</li> <li>2) 19269 T&amp;B Demolition Method Statement Addendum: Update to the Approved Demolition Method Statement.</li> <li>3) Madison Lofts Full Planning Condition 26 - LBC Condition 5 Demolition Addendum: Report to support the planning process and the pre-commencement approval of FP Condition 26 and LBC Condition 5.</li> <li>4) Rydalmere Phase 2 Amphora Report [Main Body+Appendices]: Detail report on Phase 2 investigations.</li> <li>5) 2726-RPP-ZZ-ZZ-DR-A-AL-03-01-- Historic Fabric Alteration Plans - Ground Floor: Updated drawing to reflect changes to the extent of demolition/removal.</li> <li>6) 2726-RPP-ZZ-ZZ-DR-A-AL-03-02-- Historic Fabric Alteration Plans - First Floor and Roof: Updated drawing to reflect changes to the extent of demolition/removal.</li> </ol>	Condition Discharged
-------------------	-----	--	--	----------------------

LA04/2026/0223/NMC	LOC	Windsor Baptist Church 136-142 Malone Avenue, Belfast, BT9 6ET	Non-Material Change to LA04/2017/0046/F. Reduction in the number of apartments within planning approved Block 2 from 10 apartments to 9 apartments and associated design amendments in relation to same.	Non Material Change Granted
LA04/2026/0275/F	LOC	2 Knocklofty Park, Belfast, BT4 3NA	Two storey extension to rear of dwelling and single storey extension to front and side of dwelling. Porch to front elevation. Minor demolition works to rear to facilitate new window.	Permission Granted
LA04/2026/0508/WPT	LOC	56 Osborne Park, Belfast, BT9	Works to TPO protected trees, Works to trees in a Conservation Area	Works to Trees in CA Agreed
LA04/2026/0537/WPT	LOC	12 Harberton Avenue, Belfast, BT9 6PH	Sycamore tree at the rear of the property in the left corner of the garden to re-pollard to the previous cuts. The tree has been identified by a yellow circle.	Works to Trees in CA Agreed

LA04/2026/0719/PAN	LOC	NIACE Building, 5 Airport Road, Belfast, BT3 9EF	Extension to and internal reconfiguration of the NIACE Building (Use Class B1(c). The development of an additional 6,750 sqm (approx.) gross floorspace to the southwest and northeast of the existing NIACE Building and the internal reconfiguration of 1,100 sqm (approx.) of the existing 3,912 sqm gross floorspace. Demolition of dilapidated buildings to the southwest, access from Airport Road, car parking, associated operational development and enabling works.	Proposal of Application Notice is Acceptable
				<b><u>Total Decisions</u></b>

This page is intentionally left blank

Live Major Applications not previously considered by Committee @ 12.05.26

Number	Application No.	Category	Location	Proposal	Date Valid	Target Date	Status
1	LA04/2023/3799/F	Major	Vacant lands (partial site of the former Wolfhill Flax Spinning Mill) located to the south, of Wolfhill Manor, north of Wolfhill Grove and west of Mill Avenue, Ligoniel Road, Belfast, BT14 8NR	New single storey 10-class based primary school, separate nursery school accommodation and school meals accommodation to facilitate the relocation of St. Vincent De Paul Primary School and Nursery from existing site on Ligoniel Road, Belfast. Proposal includes new pedestrian and vehicular accesses onto Mill Avenue, car parking, covered cycle storage area and hard play areas. Hard and soft landscaping including wildlife walkway, fencing, retaining walls, underground drainage system to include the reinstatement of underground storm sewer and headwall into adjacent DFI River wayleave. Includes temporary contractors compound and all associated site works.	09-Oct-23	06-May-24	Under Consideration
2	LA04/2023/4181/F	Major	Lands comprising the existing Sydenham Wastewater Pumping Station west of Park Avenue, Connswater River and King George V Playing Fields, to the south of the Sydenham By-Pass, east of The Oval football stadium, north and east of Parkgate Gardens and north of Parkgate Crescent, Parkgate Parade and Mersey Street, Belfast	Demolition of existing Wastewater Pumping Station (WwPS) with reinstatement of site as a landscaped area. Construction of a replacement WwPS including associated control building and hardstanding, the raising of site levels, in-channel works, provision of new rising main, other ancillary buildings, the creation of an access road on lands within the King George V Playing Fields to serve the facility, landscaping and other ancillary works. Provision of a temporary working area on lands within the King George V Playing Fields, the creation of a temporary access road from Mersey Street to facilitate construction traffic on lands to the rear of 1-35 Parkgate Gardens, the creation of a temporary footway adjacent to 88 Park Avenue and other ancillary development and landscaping restoration works.	14-Nov-23	11-Jun-24	Under Consideration
Page 55	LA04/2024/0570/F	Major	Stormont Hotel, 587 Upper Newtownards Road, Belfast BT4 3LP	Change of use of an existing hotel, conference centre and offices (sui generis) to a 97-bed care home (Use Class C3(b)) and 1,559sqm diagnostic medical facility (Use Class D1(a)), associated access, car parking, landscaping and open space.	04-Apr-24	31-Oct-24	Under Consideration
4	LA04/2024/0569/O	Major	Stormont Hotel, 587 Upper Newtownards Road BT4 3LP and adjacent properties at Castleview Road (nos. 2, 4, 6, 16, 18, 20, 22, 24, 26, 28 & 30), Summerhill Parade (nos. 18, 20 & 22), and rear of 160 Barnetts Road, Belfast (amended address)	Outline planning permission with all matter reserved for independent living (Use Class C1) units and up to 62no. assisted living units (Use Class C3), associated internal access roads, communal open space, revised access from Castleview Road, associated car parking, servicing, amenity space and landscaping and demolition of dwellings at Castleview Road (nos. 2, 4, 6, 16, 18, 20, 22, 24, 26, 28 & 30) and Summerhill Parade (nos. 18, 20 & 22) (amended description).	04-Apr-24	31-Oct-24	Under Consideration
5	LA04/2024/0910/F	Major	70 Whitewell Road, Newtownabbey, BT36 7ES Site at Hazelwood Integrated College	Redevelopment of Hazelwood Integrated College to include demolition of existing building and development of new school campus, new sports pitch, outdoor play areas, car parking, hard and soft landscaping and retention and refurbishment of the Listed Building (Graymount House) and other associated site works including a temporary mobile village during the construction process.	23-May-24	19-Dec-24	Under Consideration
6	LA04/2024/2024/RM	Major	Royal Ulster Agricultural Society, the Kings Hall, 488-516 Lisburn Road, Belfast, BT9 6GW	41no. retirement living apartments at Plot 6, parking and landscaping in accordance with outline planning permission LA04/2020/0845/O, seeking approval of layout, scale, appearance and landscaping details	18-Dec-24	16-Jul-25	Under Consideration

7	LA04/2025/0012/F	Major	Lands at the Waterworks Park, located off the Cavehill Road; and lands at Alexandra Park, located between Castleton Gardens and Deacon Street; extending along Castleton Gardens and Camberwell Terrace to the road junction approximately 30 metres to the north west of 347 Antrim Road, Belfast, BT15 2HF	<p>Refurbishment and safety work to the Waterworks upper and lower reservoirs, and Alexandra Park Lake reservoir, to be complemented with wider environmental, landscape and connectivity improvements.</p> <p>The reservoir works comprise of a new overflow structure with reinforcement and protection of the return embankment parallel to the by-wash channel at Waterworks Upper reservoir. Repairs to the upstream face of Waterworks Lower reservoir with the addition of wetland planting to reduce the overall capacity of the reservoir. Removal of an existing parapet wall and embankment reinforcement at the Alexandra Park Lake reservoir.</p> <p>Improvements at Waterworks Park comprise the demolition of the existing Waterworks Bothy and replacement with a new building to include public toilets, Changing facilities, multi-purpose community room and kitchenette. Extension to existing Cavehill Road gatehouse building. Entrance improvements, new events space including multipurpose decking; resurfacing of footways; new pedestrian lighting along key routes; a dog park; replacement platforms and viewing area. New 3-on-3 basketball court; replacement surface to existing small sided 3G pitch; and upgrades to existing Queen Mary's playground.</p> <p>Improvements at Alexandra Park include the resurfacing of footways; new pedestrian lighting along key routes; new reinforced grass event space; new lake viewing area; new public toilets and changing places; entrance improvements. 2no existing bridges replaced; new pedestrian entrance; reimagined peace wall; new multi-sport synthetic surface with cover; and upgrades to existing play parks.</p> <p>Streetscape improvements along Camberwell Terrace and Castleton Gardens include resurfacing of footways with new kerbs; resurfaced carriageways and new tactile paving at pedestrian crossings; and all associated works.</p>	20-Dec-24	18-Jul-25	Under Consideration
8	LA04/2024/2134/F	Major	Site of the former Dunmurry Cricket Club, Ashley Park, Dunmurry, Belfast BT17 0QQ, located north of 1-10 Ashley Park and south of 1-20 Areema Grove and Areema Drive, Dunmurry.	Mixed use scheme for new community recreational facilities, including basketball court, parkland and residential development comprising 37no social/affordable housing units with landscaping and associated works.	21-Dec-24	19-Jul-25	Under Consideration
9	LA04/2024/2145/F	Major	Lands at North Foreshore / Giant's Park Dargan Road, Belfast, BT3 9LZ	Creation of a new Adventure Park comprising a community / visitor hub building including café, creche, flexible exhibition / community space, ancillary office space and maintenance yard. Development includes community gardens, bmx track, crazy golf, dog park, walking/running/cycle paths, outdoor amphitheatre, bio diversity zones, and recreational facilities. Associated landscaping and infrastructure (drainage, lighting, car / coach parking, WC block etc).	15-Jan-25	13-Aug-25	Under Consideration
10	LA04/2025/0184/O	Major	38-52 Lisburn Road, Malone Lower, Belfast, BT9 6AA	Seven storey building (39.3m AOD) mixed use development comprising of Use Class B1 (c): Business, Research & Development and Use Class, D1: Community and Cultural Uses, including landscaping, and servicing (Amended Description).	10-Feb-25	08-Sep-25	Under Consideration

11	LA04/2025/0088/F	Major	Lands adjacent and south west of Monagh By-pass, north west of Nos. 17, 19 and 22 Black Ridge Gardens and c.150 metres south east of Nos. 38 to 70 (evens) Black Ridge View (part of the wider Glenmona mixed-use development), Belfast	Proposed mixed use development (in lieu of the previously approved employment zone under LA04/2020/0804/F) comprising a three storey building of 36 no. Category 1 (over 55's) social housing apartments and 7 no. single storey Class B1/B2 Business/Light Industrial Units. Development includes 2 no. access points, car parking, landscaping and all associated site works	17-Feb-25	15-Sep-25	Under Consideration
12	LA04/2025/0974/F	Major	Site to the south of the former Knockbreda High School. Lands bounded by the A55 Upper Knockbreda Road to the south and south-east, Wynchurch Road to the north-east, Knockbreda Primary School to the north and Knockbreda Park to the west.	Development of a new primary school building for Forge Integrated Primary School. including development of a nursery unit, hard and soft play areas, landscaping, car parking, internal drop-off areas and new access arrangements onto the A55 Knockbreda Road via a new signalised junction; demolition of no. 138a Knockbreda Park and associated site works	04-Jun-25	31-Dec-25	Under Consideration
13	LA04/2025/2013/F	Major	Netherleigh House, 1 Massey Avenue, Belfast, BT4 2JP	Change of use of Netherleigh House and existing office block to provide residential and nursing care facilities. Extensions to existing office block including a fourth storey floor, eastern and western gable extension and two front projections from the northern elevation. Erection of 36 no. assisted living apartments over two four storey blocks. Site parking, landscaped amenity areas, woodland trails and all associated site works	18-Nov-25	16-Jun-26	Under Consideration
Page 57	LA04/2025/2018/F	Major	Lands at Donegall Quay, Tomb St. to north of Albert Square, Gamble St. to south of Corporation Sq, Little Patrick St. to east of Nelson St. & under the M3 bridge at Donegall Quay and Corporation St., Belfast, BT1 1AA	Public realm and road improvements including development of urban recreation space below the M3 flyover at Corporation Street / Tomb Street and new public space below the M3 flyover at Donegall Quay.	19-Nov-25	17-Jun-26	Under Consideration
15	LA04/2025/1991/F	Major	Makro, 97 Kingsway, Belfast, BT17 9NS	Subdivision of the existing cash and carry building and the change of use of 4,750 sq,m gross floorspace for use as a Class A1 retail; erection of new loading bay in service yard; minor external alterations to building; reconfiguration of car park.	03-Dec-25	01-Jul-26	Under Consideration
16	LA04/2025/2033/F	Major	The Maynard Sinclair Pavilion Stormont Estate, Belfast, BT4 3TA	Variation of conditions, 3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27 of planning approval LA04/2023/2459/F to allow for phasing of the development.	12-Dec-25	10-Jul-26	Under Consideration
17	LA04/2026/0007/F	Major	Lands at Belfast YMCA, Knightsbridge Park, Stranmillis, Belfast. To the east of Nos. 15; 17; 19; 25; 27; 29; and 35 Knightsbridge Manor. South of Nos. 26 to 34 (evens) Knightsbridge Manor, Nos. 65; 66; and 68 Vauxhall Park, and Nos. 15 and 17 Marylebone Park. West of Nos. 35 and 38 Sharman Drive, and Nos. 39 and 42 Sharman Park, Belfast	Proposed mixed-use development comprising 3G playing pitch with floodlighting; Children's Play Area; Trim Trail; Car Parking; and 24 No. Dwelling Units including a mix of detached, semi-detached and apartment house types. The development also includes site access, internal roads, landscaping and pumping station and all other associated site and access works.	17-Dec-25	15-Jul-26	Under Consideration

18	LA04/2025/2215/F	Major	Halifax Building, 24 Cromac Place, Building, BT7 2JB	Proposed change of use from offices to nursing home comprising 156 no. bedrooms, ancillary scanning unit and all associated accommodation including dining/ café areas, day rooms and lounges, hairdressers, cinema rooms, treatment rooms and internal courtyard. The proposal also includes ancillary offices, landscaping, cycle parking, external alterations and all other site and associated works.	19-Dec-25	17-Jul-26	Under Consideration
19	LA04/2025/2210/O	Major	Lands to the east of Corporation Street, north of Donegall Quay, west and south of Clarendon Dock, south, east and south west of Pilot Street, and south and south east of Corry Road, Belfast (amended address)	Hybrid planning permission is being sought for the following development:  Outline Planning Application (no matters reserved) for Plots A & B to provide 456No. residential units (apartments) and 1,600sqm of ground floor commercial uses including retail (Class A1), Financial and Professional (Class A2), Community and Cultural Uses (Class D1), Assembly and Leisure (Class D2), and café, bar and restaurant uses, landscaping, open space, play equipment, public realm improvements and all associated site and access works including servicing from Corporation Street.  Outline Planning Application (all matters reserved) for Plots C, D, E and F for a mixed-use development comprising residential (apartments and dwellings), a Hotel/Apart Hotel, ground floor commercial uses including retail (Class A1), Financial and Professional (Class A2), Community and Cultural Uses (Class D1), Assembly and Leisure (Class D2), and café, bar and restaurant uses, the change of use (principle only) to the listed Clarendon Building, Furnace House and Pump House (to include cafe and restaurant uses), re-purposing of Clarendon Dock for leisure uses and all associated site, access and infrastructure works.	27-Jan-26	25-Aug-26	Under Consideration
20	LA04/2026/0282/F	Major	29-33 Bedford Street, Belfast, BT2 7EJ	Renewal of application reference LA04/2020/0659/F - Refurbishment of existing four storey terrace including alteration, extension to rear, partial demolition and reinstatement. Part change of use from art galleries to two cafes at ground floor. Retention of offices within existing building at second, third and fourth floor. Erection of new 13 storey aparthotel building to rear and associated works including public realm improvements	13-Feb-26	11-Sep-26	Under Consideration
21	LA04/2026/0291/F	Major	Lands to the north of No. 33 and No. 35 Hampton Park, Galwally, Belfast, BT7 3JP and to the west of Lowry Court, 27 Hampton Park, Galwally, Belfast, BT7 3JY and to the south of 7 and 8 Mornington, Galwally, Belfast, BT7 3JS.	Application to Vary Condition 6 of Z/2007/1401/F (Contamination)	17-Feb-26	15-Sep-26	Under Consideration
22	LA04/2026/0306/F	Major	140 Donegall Street, Belfast, BT1 2FJ	Section 54 of the Planning Act (NI) 2011 for non-compliance with planning conditions 15 and 16 of planning permission LA04/2021/0516/F (relating to junction improvements and provision of disabled parking spaces)	19-Feb-26	17-Sep-26	Under Consideration
23	LA04/2026/0304/MDPA	Major	Lands adjacent to and South East of the River Lagan, West of Olympic Way of Queen's Road, Queen's Island, Belfast, BT2 9EQ	Discharge Clause 8.1.1 of the Section 76 of LA04/2021/2280/F- Public Transport Fund.	03-Mar-26	29-Sep-26	Under Consideration

24	LA04/2026/0393/F	Major	Lands at the Titanic Quarter, between Hamilton Road, Queens Road and Sydenham Road. Immediately NE, E and SE of Belfast Metropolitan College, approximately 150m SE of Titanic Hotel, 8 Queens Road, Belfast, BT3 9DT.	Temporary planning approval for a caravan / campervan / motorhome site, with ancillary facilities including communal recreational spaces, toilets, showers, waste disposal points, food and drink area, site office, waste collection, lights, storage areas and all associated temporary structures and works	06-Mar-26	02-Oct-26	Under Consideration
25	LA04/2026/0496/F	Major	Lands at 3-9 Dalton Street, (bordered by Middlepath Street and Bridge End), Belfast, BT5 4BA	Proposed construction of 325no. apartments, residents' gym and 4no. retail units with associated car parking and landscaping (amendment to previously approved application LA04/2018/2649/F).	19-Mar-26	15-Oct-26	Under Consideration
26	LA04/2026/0515/F	Major	All Saints College Glen Road, Belfast and lands to the rear of Hamill Park and Nos 151 to 165A Glen Road (former Cross & Passion school site).	Proposed construction of a new post-primary school campus on the former Cross & Passion site, with associated landscaping, play areas, new access road, parking and all other associated works. The proposal also includes the demolition of the existing All Saints Glen Road Campus buildings and redevelopment of the site to include new playing fields, changing pavilion and associated parking.	20-Mar-26	16-Oct-26	Under Consideration
Page 59	LA04/2026/0442/F	Major	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 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.	24-Mar-26	20-Oct-26	Under Consideration
28	LA04/2026/0340/F	Major	The Edge, 1 Frederick Street, Belfast, BT1 2LW	Proposed change of use of 144 no. PBMSA units to short term let accommodation outside of term time only.	30-Mar-26	26-Oct-26	Under Consideration
29	LA04/2025/2140/F	Major	Harberton North Special School 29a Fortwilliam Park, Belfast, BT15 4AP	Partial demolition of existing school buildings. Refurbishment of existing building and part single, part two storey extension to front and rear. New parking and drop off areas, play areas and landscaping.	28-Apr-26	24-Nov-26	Under Consideration

This page is intentionally left blank

# Planning Applications Discussed at Committee Between 01 Apr 2019 and 12 May 2026

Decision Description		Totals											
Application Withdrawn		22											
Consent Granted													
Consent Refused													
Permission Granted		2											
Permission Refused													
<b>Total</b>		<b>24</b>											
Application No.	Location	Proposal	Category	Date Valid	Statutory Target Date	Statutory Target Weeks	Current number of Weeks	Committee Date	Weeks between Valid date and Comm date	Weeks Since Committee	Previous New Non-statutory Target Date	New Non-statutory Target Date	Reason decision not issued
LA04/2022/2059/F	Lands south of 56 Highcairn Drive Belfast BT13 3RU Site located at junction between Highcairn Drive and Dunboyne Park Belfast.	Social Housing Development comprising of 12 no. 3p/2b semi-detached dwelling houses with incurtilage parking and associated site works. (amended description and site location plan)	LOC	04-Nov-22	17-Feb-23	15	184	29/06/2023	33	149	31/05/2026	31/05/2026	Awaiting Section 76 Agreement - land ownership issues on the applicant's side. S76 nearing completion
LA04/2023/4543/F	885 Shore Road, Belfast, BT36 7DH	Proposed new changing pavilion, enhancing grounds entrances including turnstiles, ancillary facilities and upgrade to existing car park. Proposed 3G surfacing to existing grass pitch with flood lighting.	LOC	01-Feb-24	16-May-24	15	119	17/06/2025	71	47	Unknown	31.5.26	Information provided by applicant and DAERA: NED reconsulted
LA04/2024/1036/F	Lands to the east of the River Lagan located between Lagan Gateway Phase 1 and Belvoir Park Forest, running adjacent to the west of Belvoir Park Golf Club and approximately 120 metres to the east of Newtownbreda Water Treatment Plant, Galwally Ave, Belfast BT8 7YA.	Lagan Gateway Phase 2 – Proposed greenway connection extending between Lagan Gateway Phase 1 at Annadale Embankment to Belvoir Forest Park. Comprising compacted gravel paths; a new elevated (4-5 meter high) timber boardwalk (approximately 85m long); landscaping works, new cycle stands, bollards, seats and bins; and all associated works	LOC	10-May-24	23-Aug-24	15	105	17/06/2025	57	47	Unknown	Unknown	Further information requested from applicant following request from DAERA NIEA

Page 61

Agenda Item 7

LA04/2025/0535/F	Lands West of Monagh By-Pass South of Upper Springfield Road & 30-34 Upper Springfield Road & West of Aitnamona Crescent & St Theresa's Primary School. North and East of 2-22 Old Brewery Lane, Glanaulin, 137-143a Glen Road & Airfield Heights & St Mary's CBG School Belfast	Variation of conditions 1, 2, 3, 4, 5, 11, 14, 17, 18, 19, 36, 37 and 41 of approval LA04/2023/2390/F and LA04/2020/0804/F to facilitate removal of 31 previously approved dwellings and retaining structure along northern boundary of site adjacent to Upper Springfield Road. Retention of existing sloping ground levels and landscaping at this location.	MAJ	27-May-25	23-Dec-25	30	50	17/06/2025	3	47	31/05/2026	30/06/2026	Awaiting conclusion of S77 agreement (amendment to S76 agreement). DfI Roads require further amendments from applicant for scheme to be acceptable
LA04/2024/1865/O	Land between No 22 Squires View and Nos 57 & 59 Squires Hill Road, Belfast.	3no. detached dwellings part 2 storey part 3 storey (amended plans)	LOC	28-Oct-24	10-Feb-25	15	80	12/08/2025	41	39	31/05/2026	30/06/2026	Late objections received. Additional information received from applicant regarding land stability issue. New objection from Shared Environmental Services being considered. To be reported back to Committee
LA04/2025/1454/F	The Lockhouse 13 River Terrace Belfast BT7 2EN	New community wellbeing centre and cafe extension to existing lockhouse building	LOC	17-Sep-25	31-Dec-25	15	34	09/12/2025	11	22			Permission Granted
LA04/2025/0605/F	341-345 Albertbridge Road, Ballymacarret, Belfast, BT5 4PY	Erection of a four storey building to create 29no. short-term let accommodation units with ancillary roof-mounted solar panels	LOC	09-Apr-25	23-Jul-25	15	57	17/02/2026	44	12	TBC	TBC	Application considered at February 2026 Committee following site visit

LA04/2025/0288/F	Existing taxi passenger terminal and former retail unit located within 35a King Street, Belfast, BT1 1HU.	Retrospective change of use from ground floor taxi passenger terminal, cafe, office and newsagent to a Homeless Centre, Category D1(B). The centre will provide meals, washing and changing facilities and an internal social amenity area for users. The centre will operate Monday, Tuesday, Wednesday and Thursday each week from 4:00 pm up until 10:00 pm (Amended Description)	LOC	11-Mar-25	24-Jun-25	15	61	17/02/2026	49	12	31/05/2026	30/06/2026	Additional information regarding odour abatement requested from applicant; Environmental Health re-consulted
LA04/2022/0809/F Page 63	Lands to the south and west of Woodland Grange to the north of Blacks Gate and to the east of Moor Park Mews Belfast.	Amendments to approved schemes ref. Z/2008/0993/F (erection of 53 No. dwellings) & ref. Z/2013/0120/F (erection of 46 No. dwellings); to reduce overall density from 99 No. dwellings to 92 No. dwellings and associated and ancillary works.	MAJ	21-Apr-22	17-Nov-22	30	212	17/02/2026	199	12	31/05/2026	30/06/2026	Amended road layout (PSD) drawings submitted by applicant following comments from DfI Roads. DfI Roads reconsulted
LA04/2025/0463/F	Decco Ltd 1-5 Redcar Street, Belfast, BT6 9BP	Proposed change of use of Vacant Warehouse to indoor Padel Court Facility to include, Cafe, Changing rooms, Gym, Picklecourts and ancillary site development works	LOC	26-Mar-25	09-Jul-25	15	59	10/03/2026	49	9	N/A	31/05/2026	Delegated authority sought to resolve final response from NIW. Discussions ongoing
LA04/2025/0574/F	Surface level car park at lands to east of Lanyon Place Station Mays Meadow, Belfast, BT1 3NR	Erection of eight storey building comprising seven floors of grade A office accommodation, ground floor retail / business units together with car parking (15 no. spaces), cycle parking and plant areas; and public realm improvements including dedicated drop-off area to front of building	MAJ	17-Apr-25	13-Nov-25	30	56	10/03/2026	46	9	N/A	31/05/2026	Applicant to address issues raised by DfI Roads

LA04/2025/0594/F	163 Ballygomartin Road, Belfast, BT13 3NA	Change of use from 4 bedroom residential property (C1) with to 5 bed HMO with occupancy of 5 (Sui Generis)	LOC	30-Apr-25	13-Aug-25	15	54	10/03/2026	44	9	N/A	To be reconsidered	Deferred for Site Visit. Consulting NIW
LA04/2025/1002/F	24 Rutherglen Street, Belfast, BT13 3LS	Change of use from 4 bed residential dwelling (C1) to 5 bedroom HMO (suis generis) with occupancy for 5 people	LOC	17-Jul-25	30-Oct-25	15	43	10/03/2026	33	9	N/A	To be reconsidered	Deferred for Site Visit. Consulting NIW
LA04/2025/1003/F	81-107 York Street, Belfast, BT15 1AT	Proposed use of 300 No. Student Bedrooms/Studios as Short Term Let Accommodation outside of term time.	LOC	16-Jun-25	29-Sep-25	15	47	10/03/2026	38	9	N/A	31/05/2026	S76 being signed, then to issue
LA04/2023/3795/F	1 Wellington Park Terrace, Belfast, BT9 6DR	Proposed 360 degree rotating car parking bay with new access onto Wellington Park Lane and levels changes. Removal of boundary vegetation and wall to accommodate sliding gate (Amended Proposal)	LOC	13-Jul-23	26-Oct-23	15	148	21/04/2026	144	3	N/A	31/05/2026	Decision notice being drafted for issue
LA04/2023/3656/LBC	1 Wellington Park Terrace, Belfast, BT9 6DR	Proposed 360 rotating car parking bay with new access onto Wellington Park Lane and levels changes. Removal of boundary vegetation and wall to accommodate sliding gate (Amended)	LOC	16-May-24	29-Aug-24	15	104	21/04/2026	100	3	N/A	31/05/2026	Decision notice being drafted for issue
LA04/2024/0852/F	Common Market 16-20 Dunbar Street, Belfast, BT1 2LH	Retention of change of use from warehouse and offices to public house (Linked to adjacent public house) and entertainment venue/events space including street food market for on premises consumption	LOC	03-Jun-24	16-Sep-24	15	101	21/04/2026	98	3	N/A		Decision notice being drafted for issue

LA04/2021/2839/F	29-32 College Gardens Belfast BT9 6BT	Proposed change of use from offices to 17no. 1 bedroom and 2no. 2 bedroom apartments with alterations to rear facade and dormers.	LOC	13-Dec-21	28-Mar-22	15	230	21/04/2026	227	3	N/A		Decision notice being drafted for issue
LA04/2025/1350/F	29 GLENCAIRN STREET EDENDERRY BELFAST BT13 3LT	Change of Use from 3 bed Dwelling (Class C1) to 5-bed, 5-person HMO (sui generis)	LOC	24-Jul-25	06-Nov-25	15	42	21/04/2026	38	3	N/A	31/05/2026	Drafting refusal reasons
LA04/2025/2096/F	Land adjacent to Quay Gate House 15 Scrabo Street Belfast BT5 4D: footpaths and public realm at Scrabo Street Station Street and Middlepath Street.	Variation of Condition 5 of Planning Permission LA04/2019/2387/F relating to Noise Impact Assessment.	MAJ	04-Dec-25	02-Jul-26	30	23	21/04/2026	19	3	N/A		Decision notice being drafted for issue
Page 65 LA04/2025/2113/F	St. Marys Christian Brothers Grammar School St Marys Christian Brothers Grammar School 147a Glen Road, Andersonstown, Belfast, BT11 8NR	The construction of a new Sports Hall, Gymnasium and P.E Facility and footbridge connecting to existing GAA playing field	MAJ	09-Dec-25	07-Jul-26	30	22	21/04/2026	19	3	N/A		Decision notice being drafted for issue
LA04/2025/2138/F	Westbourne Presbyterian Church 149a Newtownards Road Belfast BT4 1AB	A blitz memorial sculpture, made from glass fibre reinforced concrete, set on a concrete plinth within the grounds of Westbourne Presbyterian Church	LOC	03-Feb-26	19-May-26	15	14	21/04/2026	11	3	N/A		Permission Granted

LA04/2024/1646/F	46-50 Gilnahirk Road, Belfast, BT5 7DG	Demolition of existing dwelling (no. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and pedestrian access, cycle parking, construction of retaining wall and associated landscaping	LOC	01-Oct-24	14-Jan-25	15	84	21/04/2026	81	3	N/A	Deferred for Site Visit
LA04/2022/0071/LBC	29-32 College Gardens Belfast BT9 6BT	Proposed change of use from offices to 17no. 1 bedroom and 2no. 2 bedroom apartments with alterations to rear facade and dormers.	LOC	14-Dec-21	29-Mar-22	15	230	21/04/2026	227	3	N/A	Decision notice being drafted for issue



This page is intentionally left blank



<b>Subject:</b>	<b>Notice of Opinion from the Department for Infrastructure:</b> application SPD/2023/0991/F section 54 application to remove condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission LA04/2017/1388/F for a new integrated Public Transport Interchange (the Belfast Transport Hub)
<b>Date:</b>	19 <sup>th</sup> May 2026
<b>Reporting Officer(s):</b>	Kate Bentley, Director of Planning and Building Control
<b>Contact Officer(s):</b>	Ed Baker, Planning Manager (Development Management) Lisa Walshe, Principal Planning Officer

<b>Restricted Reports</b>	
<b>Is this report restricted?</b>	<b>No</b>
<b>If Yes, when will the report become unrestricted?</b>	
<b>After Committee Decision</b> <b>After Council Decision</b> <b>Some time in the future</b> <b>Never</b>	

<b>Call-in</b>	
<b>Is the decision eligible for Call-in?</b>	<b>Yes</b>

<b>1.0</b>	<b>Purpose of Report or Summary of Main Issues</b>
1.1	The Department for Infrastructure (DfI) has issued a Notice of Opinion to the Council, stating its intention to approve a s54 application to remove condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission LA04/2017/1338F. The application relates to the operation of the new integrated Public Transport Interchange (the Belfast Transport Hub – Grand Central Station).
1.2	The Notice of Opinion asks the Council to confirm whether it wishes to appear before and be heard by the Planning Appeals Commission, or a person appointed by the Department for the purposes of a hearing, in relation to the application.

<b>2.0</b>	<b>Recommendation</b>
2.1	That the Council notes the Notice of Opinion and advises DfI that it does <b>not</b> wish to appear before and be heard by the Planning Appeals Commission, or a person appointed by the Department for the purposes of a hearing.
<b>3.0</b>	<b>Main Report</b>
	<b><u>Background</u></b>
3.1	DfI granted planning permission for the Belfast Transport Hub (now known as Grand Central Station) on 29 <sup>th</sup> March 2019 (ref. LA04/2017/1388/F). DfI had called in the application, which had originally been submitted to Belfast City Council, having deemed the proposal to be of regional significance. A copy of the decision notice is provided at <b>Appendix 1</b> .
3.2	Condition 5 of the planning permission states that there shall be no more than 8 daily Belfast to Dublin train services each way into the approved development (16 in total).
3.3	DfI has received an s54 application from NI Transport Holding Company to remove condition 5 of the planning permission so that there are no limits on such train services (SPD/2023/0991/F). Having considered the application, DfI has issued a Notice of Opinion to the Council, dated 27 <sup>th</sup> April 2026, stating its intention to grant planning permission, setting out the proposed conditions. The Notice of Opinion states that DfI must receive any request for an opportunity for the Council to appear before and be heard by the Planning Appeals Commission, or a person appointed by the Department for the purposes of a hearing.
3.4	DfI's letter gives the Council 42 days to respond, i.e. by 8 <sup>th</sup> June 2026. This time period gives opportunity to report this matter to the Committee.
3.5	A copy of the Notice of Opinion is provided at <b>Appendix 2</b> .
3.6	Members should note that approval of the application would create a new standalone planning permission.
	<b><u>Key Issues</u></b>
3.7	The application to remove condition 5 was submitted to DfI on 27 November 2026. It can be viewed on the NI Planning Portal at the link below:  <a href="https://planningregister.planningsystemni.gov.uk/application/680519">https://planningregister.planningsystemni.gov.uk/application/680519</a>
3.8	The full description of the proposal is:  <i>'Application under Section 54 to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub).'</i>
3.9	According to the applicant's Planning Statement, the original condition was imposed by DfI on the advice of the Council's Environmental Health team, because there was insufficient noise modelling information at the time to ascertain the impact of more frequent train services.
3.10	DfI's consideration of the s54 application is set out in its Case Officer Report and Addendum Case Officer report, provided at <b>Appendix 3</b> .

3.11	As set out in the Case Officer Report, having assessed the further noise modelling information submitted with the application, Environmental Health is satisfied that there would be no adverse noise impacts as a consequence of Belfast/Dublin Enterprise services increasing to 32 movements daily, offering no objection to the removal of condition 5.
3.11	Environmental Health further advises that there would be no adverse impact in terms of amenity or impact on air quality.
3.12	DfI is satisfied that there would be no other harmful environmental impact, concurring with the Environmental Statement Addendum in this regard.
3.13	The Case Officer report also refers to the economic benefits of the proposal; the Environmental Statement Addendum referring to significant potential for economic development benefits through the growth of enterprise services for commuting and the growth of local urban economics through enhanced tourism, leisure and shopping opportunities. There would be further benefits in terms of enhanced access to hospitals and medical centres, education and leisure facilities. Any delay or restriction could result in the loss of €165 of EU funding and loss of revenue to Translink over 30 years of circa £157m.
3.14	The Case Officer report refers to the support for the application from the Council, citing the growth in cross-border workers and how there is opportunity to improve growth in cross-border trade of services with improved transport links. The proposal aligns with the all-island rail review 2024 which identified that service frequencies and speeds between Belfast and Dublin are relatively low compared to similar infrastructure in other capital cities. It's the Council's view that improved intercity connectivity is essential to business and communities in Belfast, providing linkages to facilitate trade, investment, tourism and labour mobility.
3.15	A full summary of consultation responses is provided at Appendix 3 of the Case Officer report.
	<b><u>Recommendation</u></b>
3.16	On the basis of Environmental Health's advice on the removal of condition 5, the assessment of the issues as set out in DfI's Case Officer and Addendum Case Officer reports, and the Council's corporate consultation response to the application, it is recommended that the Council notes the Notice of Opinion. Also, that the Council confirms to DfI that it does <b>not</b> wish to appear before and be heard by the Planning Appeals Commission, or a person appointed by the Department for the purposes of a hearing.
3.17	It should be noted that any request to appear before and be heard by the Planning Appeals Commission (or other body) would require a hearing to be convened and would push back the timing of the decision on the application.
<b>6.0</b>	<b>Financial &amp; Resource Implications</b>
6.1	The Council's consideration of the Notice of Opinion has very minor resourcing implications. However, were the Council to request to appear before and be heard by the Planning Appeals Commission (or other body), there would be an impact on resources and costs in terms of preparing a statement of case and attending the hearing.
<b>7.0</b>	<b>Equality or Good Relations Implications / Rural Needs Assessment</b>
7.1	There are no equality or good relations / rural needs implications associated with this report.

<b>8.0</b>	<b>Appendices – Documents Attached</b>
	Appendix 1 – decision notice for planning application LA04/2017/1388/F Appendix 2 – Notice of Opinion from DfI (dated 27 <sup>th</sup> April 2026) Appendix 3 – DfI Case Officer and Addendum Case Officer reports

## APPROVAL OF PLANNING PERMISSION

### Planning Act (Northern Ireland) 2011

Application No: LA04/2017/1388/F

Date of Application: 16th June 2017

Site of Proposed  
Development:

**Lands: To The East Of The Westlink (A12); South Of (Nos.127-9) And Including Grosvenor Road; At Intersection Of Grosvenor Road And Stanley Street; At The Intersection Of Durham Street And Grosvenor Road; At The Intersection Of Fisherwick Place And Howard Street; At Great Victoria Street (between Nos. 1-3 To 27-45); At Glengall Street (between Nos. 3-21); At The Junction Of Hope Street, Bruce Street And Great Victoria Street; At The Junction Of Durham Street, Linfield Road, Sandy Row And Hope Street; At Sandy Row From 2 Hurst Park To 85-87 Sandy Row, Gilpins Site; To North Of Former Whitehall Tobacco Works At Linfield Road, Weavers Court Business Park/ Linfield Industrial Estate, Blythefield Primary School And Charter Youth Club; At Weavers Court Business Park And Railway Track Lands Surrounding Arellian Nursery And Bounded By Utility Street/Bentham Drive/Egnot Gardens/ Felt Street (to North); Prince Andrew Park And Abingdon Drive (to South); Beit Street, Roosevelt Rise, Roosevelt Square & Inverna Close (to west); Donegall Road (to south and east); lands to south of Utility Street, north of railway line and west of Donegall Road; and BMXTrack/Open space at lands to south of Westlink, west of railway line and east of Inverna Close, Belfast.**

Description of Proposal:

**New integrated public transport interchange comprising; station concourse, 26 bus stands, 8 railway platforms, bus maintenance and parking, track and signalling enhancements, bus access bridge, cycle and taxi provision, car parking, new public square, public realm improvements, highway improvements, infrastructure improvements, temporary structures for bus operations during construction and temporary site construction compounds.**



**Applicant:** NITHCO  
**Address:** 22 Great Victoria Street  
Belfast  
BT2 7LX

**Agent:** Juno Planning and Environmental  
**Address:** Ltd  
409 Lisburn Road  
Belfast  
BT9 7EW

Drawing Ref: 01 Rev B, 02-08, 09 Rev B, 10 – 41 Rev A, 42-45, 46 -58 Rev B, 59 - 60 Rev A, 61 Rev B, 62 – 65 Rev A, 66 Rev B, 67 - 74 Rev A, 76, 78 – 81 Rev B, 82 Rev A, 83 – 88 Rev B, 89 Rev A, 90 – 96 Rev B, 97, 98 – 100 Rev B, 101, 102, 103 Rev A, 104 Rev A, 105, 106 – 108 Rev A, 109 -115, 116 Rev A, 117, 118 Rev A, 119 Rev B, 120 Rev B, 121 – 123 Rev A, 124 – 126, 127 – 136 Rev A, 138 - 143

The Department for Infrastructure in pursuance of its powers under the above-mentioned Act hereby

### **GRANTS PLANNING PERMISSION**

for the above-mentioned development in accordance with your application subject to compliance with the following conditions which are imposed for the reasons stated:

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.

2. Within 6 months of full operation of the development, the Station Square and all public realm works shall be fully implemented in accordance with the approved details.

Reason: To ensure the public realm works are carried out.

3. The buildings for a temporary bus wash refuel facility and a temporary staff mess and training facility hereby permitted, shall be removed and the land restored in accordance with the approved details within 5 weeks of the date of occupation of the permanent facilities.

Reason: This type of temporary accommodation is such that its permanent retention



would harm the amenity of the area.

4. Within 6 months of completion of construction works in the Blythefield Park area, the allotments temporarily lost during construction shall be reinstated.

Reason: In the interests of amenity.

5. There shall be no more than 8 daily Belfast to Dublin train services each way into the approved development (16 in total).

Reason: In the interest of residential amenity.

6. No development to the public highway within each construction phase (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) of the development hereby permitted shall be commenced until drawings have been submitted to and approved in writing by the Planning Authority of a detailed design for the road works in accordance with the Design Manual for Roads and Bridges (DMRB), including Road Safety Audit, as generally indicated on the approved drawings.

Reason: To ensure the road works deemed necessary for the development to provide a proper and safe public road and site access are completed.

7. The development hereby permitted, will be undertaken in line with the approved Construction Phase Sustainable Travel Plan. Prior to commencement of construction of each phase of the development (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April 2018), an updated Construction Phase Sustainable Travel Plan shall be submitted to and agreed in writing by the Planning Authority. The Construction Phase Sustainable Travel Plan shall also be reviewed on a 6-monthly basis. The development shall proceed in accordance with the most recently agreed plan.

Reason: To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

8. The development to the public highway on Durham Street hereby permitted shall not be commenced until network modelling and analysis, to include the provision of alternative modes of transport, has been completed, which demonstrates that the resultant impact will not adversely affect the road network through the provision of traffic mitigation measures to be submitted to and agreed in writing with the Planning Authority. The traffic mitigation measures shall be fully implemented before any works to Durham Street are commenced.



**Reason:** To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

9. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.  
The Department hereby determines that the width, position and arrangement of the streets, and the land to be regarded as being comprised in the streets, shall be as indicated on Drawing Nos. 90 (Rev B) through 96 (Rev B) and 130 (Rev A) through 136 (Rev A) and 138 through 140 received by the Department on 02 May 2018.  
The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

**Reason:** To ensure there is a safe and convenient road system within the development and to comply with the provisions of the Private Streets (Northern Ireland) Order 1980.

10. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.  
No other development hereby permitted shall become operational until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing Nos. 90 (Rev B) through 96 (Rev B) and 130 (Rev A) through 136 (Rev A) and 138 through 140 received by the Department on 02 May 2018. The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

**Reason:** To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

11. No part of the development hereby permitted (excluding any temporary facilities) shall become operational until a Travel Plan has been submitted and approved in writing by the Planning Authority in accordance with the approved Travel Plan framework.

**Reason:** To facilitate access to the site by means other than the private car and the servicing of the site in the interests of road safety and traffic progression.

12. The development hereby permitted (excluding any temporary facilities) shall not become fully operational until 200 cycle parking stands are provided and thereafter retained and an Active Travel Centre have been provided at a location within the existing station.

**Reason:** To facilitate access to the site by means other than the private car and the servicing of the site in the interests of road safety and traffic progression.



13. The development hereby permitted (excluding any temporary facilities) shall not become operational until 223 car parking spaces have been provided as detailed in Table 2 of the Environmental Statement, Volume 1, Chapter 15 and as indicated on the approved drawings.

Reason: To ensure the provision of adequate parking facilities in the interests of road safety and the convenience of road users.

14. An Air Quality monitoring survey shall be conducted within the concourse area adjacent to the Grosvenor Road entrance to the station in accordance with the government's Local Air Quality Management Technical Guidance LAQM.TG(16) for the period of one year immediately after opening in order to demonstrate compliance with the hourly mean limit value for NO<sub>2</sub> concentrations. On completion of the air quality monitoring survey, the air quality monitoring results shall be submitted to the Planning Authority for review and the results must be approved in writing. In the event that the monitored NO<sub>2</sub> levels exceeds the 1 hour limit value, the applicant shall submit a mitigation plan to the Planning Authority in order to reduce NO<sub>2</sub> levels below the limit value. This Plan must be agreed in writing with the Planning Authority and implemented as agreed.

Reason: Protection of human health.

15. Prior to commencement of each phase of the construction/demolition process (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April 2018), and in accordance with Appendix A/A3 of Belfast Transport Hub, Environmental Statement, Vol II, dated June 2017, the applicant shall submit a Dust Management Plan in accordance with IAQM guidance to the Planning Authority for review. The Plan must be approved in writing and shall be implemented as agreed.

Reason: Protection of human health.

16. Prior to the operation of any part of the staff canteen or the Enterprise food preparation area kitchen, the odour abatement technology employed to suppress and disperse cooking odours from these areas shall be installed in accordance with the design recommendations contained within Chapter 9 - Air Quality Vol I - Sections 8.5.45-8.5.51 of the Environmental Statement, dated June 2017. The odour abatement technology shall be retained thereafter and the extraction and ventilation system shall be cleaned and maintained in accordance with the manufacturer's instructions.

Reason: In the interests of amenity.



17. Prior to commencement of each phase of construction/demolition activity (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April 2018) and in accordance with the submitted Environmental Statement, dated June 2017, Chapter 9, Mitigation Measures, Section 9.6.6 and Appendix A/A4 of Belfast Transport Hub, Environmental Statement, Vol II, dated June 2017 and FEI documentation, the applicant shall submit a Construction Noise Management Plan (CNMP) to the Planning Authority for review and written approval. Each CNMP shall outline the methods to be employed to minimise any noise and vibration impact in accordance with current guidance and include a detailed programme for the demolition/construction phase, the proposed noise and vibration monitoring methods, noise mitigation methods and community liaison. The Plan shall be implemented as agreed.

Reason: In the interest of residential amenity.

18. Prior to commencement of the relevant construction phase (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April 2018), temporary noise barriers shall be erected at Abingdon Drive and Bentham Drive locations in accordance with the Environmental Statement, dated June 2017, Chapter 9, Section 9.6.2 and Vol III Figures: Figure 14 - Location of temporary noise barriers for construction.

Reason: In the interest of residential amenity.

19. Prior to the commencement of the Main Construction Contract Phase 1-3 (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April 2018), a Verification Report shall be submitted to the Planning Authority for review and approval in writing. The report shall demonstrate that the Rating Level (dB LAr) of sound from all combined plant and equipment associated with the development is 5dB(A) below the typical background sound level (for both daytime and night time) at sound sensitive residential premises as determined through calculation in accordance with assessment methodology outlined in BS4142:2014 - Methods for rating sound and assessing industrial and commercial sound, as specified in the Environmental Statement, dated June 2017, Chapter 9, Mitigation Measures, Section 9.6.11. Once the development becomes operational, the approved Rating Level (dB LAr) from all combined plant and equipment shall be maintained at that level (or lower) thereafter.

Reason: In the interest of residential amenity.

20. Prior to commencement of the development and in accordance with the Environmental Statement, dated June 2017, Section 10.6 Mitigation, (Section 10.6.6), a Contaminated Land Remediation Strategy and Remediation Implementation and Verification Plan (RIVP) shall be submitted to the Planning Authority for review and approval in writing.



The Remediation Strategy must outline the measures to be undertaken to ensure that the identified pollutant linkages are demonstrably broken and no longer pose a potential risk to human health. In particular, the Strategy shall detail the:

- proposed gas protection measures to be installed throughout all buildings of the development in line with BS 8485:2015 as informed by the monitoring results contained within Appendix E6 and additional gas monitoring at specific gas installations as specified in 10.6.16 of Chapter 10 and Appendix E E6.7.
- proposed capping system to be installed within all landscaped areas
- decommissioning of underground tanks and associated pipework in accordance with Pollution Prevention Guidelines (PPG 27)
- method of removal of contaminated soils associated with the historical underground tanks

**Reason:** Protection of human health.

- 21.** No development shall commence until the Planning Authority has received a groundwater and surface water monitoring plan for the development to include:
- specified sampling points,
  - substances to be monitored including petroleum hydrocarbon fractions in solution,
  - detection limits for laboratory analyses,
  - water level monitoring to metres above datum (local or ordnance).
- These works are required to ensure the necessary monitoring is in place to anticipate any potential discharges to the water environment. The monitoring schedule shall include all development works and post development rebound of groundwater levels. The monitoring plan shall be implemented throughout the remediation phase and the results submitted for approval in writing as part of the Verification Report.

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

- 22.** Prior to the operation of the development, the applicant shall provide to the Planning Authority, for approval in writing, a Contaminated Land Verification Report. This report must demonstrate that the remediation measures outlined in the agreed contaminated land Remediation Strategy have been implemented.
- The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for the proposed end-use. It must demonstrate that any identified significant pollutant linkages are effectively broken. The Verification Report should be in accordance with current best practice and guidance as outlined by the Environment Agency.

**Reason:** Protection of human health, to protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.



23. A final Construction Environmental Management Plan for each construction phase (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April 2018) shall be submitted to and agreed in writing with the Planning Authority prior to any works commencing on that phase. This Plan shall reflect all the mitigation, and avoidance measures to be employed as outlined in the Environmental Statement (ES Vol I, June 2017), Outline Construction Environmental Management Plan (ES Vol II, Appendix A1, 13th June 2017), Water Environment (ES Vol II, Appendix H, 9th June 2017), Invasive Species Management Plan (ES Vol II, Appendix A1, 13th June 2017) and all additional submitted information. The approved CEMP shall be adhered to and implemented throughout that phase of construction strictly in accordance with the approved details.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase.

24. If during the development works, new contamination or risks to the water environment are encountered which have not previously been identified, works shall cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing, and subsequently implemented and verified to its satisfaction.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.

25. The development hereby permitted shall not be occupied until the remediation measures as described in the Remediation Strategy and Remediation Options Appraisal Issue 01 (June 2017) have been implemented to the satisfaction of the Planning Authority. The Planning Authority shall be given 2 weeks written notification prior to the commencement of remediation work.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.

26. All fuel storage tanks (and associated infrastructure) shall be fully decommissioned and removed in line with current Pollution Prevention Guidance (PPG2, PPG27) and the quality of surrounding soils and groundwater verified in writing with the Planning Authority.

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



27. No piling work shall commence on each phase until a piling risk assessment for that phase has been submitted in writing and agreed with the Planning Authority. The piling risk assessments shall 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.

28. A suitable buffer of at least 10m shall be maintained between the location of refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil and the Blackstaff River and Pound Burn River which traverse the site.

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

29. No site works of any nature or development shall take place until a programme of archaeological work has been implemented, in accordance with a written scheme and programme prepared by a qualified archaeologist, submitted by the applicant and approved by the Planning Authority. The programme should provide for the identification and evaluation of archaeological remains within the site, for mitigation of the impacts of development, through excavation recording or by preservation of remains, and for preparation of an archaeological report.

Reason: To ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.

30. Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Department for Communities - Historic Environment Division to observe the operations and to monitor the implementation of archaeological requirements.

Reason: To monitor programmed works in order to ensure that identification, evaluation and appropriate recording of any archaeological remains, or any other specific work required by condition, or agreement is satisfactorily completed.

31. No part of the development shall become operational until full details of all proposed tree and shrub planting and a programme of works, have been submitted to and approved by the Planning Authority in writing, and all tree and shrub planting shall be carried out in accordance with those details.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

32. Prior to the commencement of Construction Phases 4-5 (as detailed in the Construction Programme in Section 2 of the FEI 2 Submission dated April



2018), full details of the proposed replacement planting in the Blythefield Park area, including all trackside trees which were removed, shall be submitted and approved by the Planning Authority in writing. The planting in this area shall be carried out during the first available planting season following the completion of works to the adjoining railway lines.

**Reason:** To ensure the provision, establishment and maintenance of a high standard of landscape and to restore habitat.

33. All hard and soft landscape works shall be carried out in general accordance with the appropriate British Standard or other recognised Codes of Practice. With the exception of the planting in the Blythefield Park area, the remaining works shall be carried out during the first available planting season following full operation of the development.

**Reason:** To ensure the provision, establishment and maintenance of a high standard of landscape.

34. If within a period of 5 years from the date of the planting of any tree, shrub, hedge, climber or ornamental grass, the aforementioned is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Planning Authority, seriously damaged or defective, another tree, shrub, hedge climber or ornamental grass of the same species and size as that originally planted shall be planted at the same place.

**Reason:** To ensure the provision, establishment and maintenance of a high standard of landscape.

35. No retained tree shall be cut down, uprooted or destroyed, or have its roots damaged within the root protection area in accordance with best practice guidance as recommended in BS5837: 2012 'Trees in Relation to Design Demolition and Construction' nor shall arboricultural or tree surgery take place or any retained tree be topped or lopped other than in accordance with the approved plans and particulars without the written approval of the Planning Authority. Any arboricultural work or tree surgery approved shall be carried out in accordance with British Standard 3998: 2010 'Tree Work Recommendations'.

**Reason:** To ensure the continuity of amenity afforded by existing trees.

36. If any retained tree is removed, uprooted or destroyed or dies within 3 years from the date of completion of the development, another tree or trees shall be planted at the same place and that / those tree(s) shall be of such size and species and shall be planted at such time as may be specified by the Planning Authority.



Reason: To ensure the continuity of amenity afforded by existing trees.

#### Informatives

1. When making this decision the Department has taken into consideration environmental information within the terms of the Planning (Environmental Impact Assessment) Regulations (Northern Ireland) 2015.
2. Reference to the 'Environmental Statement' relates to the Environmental Statement which was submitted in June 2017 and to the additional information received by the Department in October 2017, May 2018 and August 2018.
3. This approval does not apply to any signs or advertising material which the developer or occupier may wish to erect at the premises. Signs may require separate approval under the Planning (Control of Advertisements) Regulations (NI) 2015. Their size, construction, content and siting should be approved BEFORE any such signs are erected.
4. This permission does not alter or extinguish or otherwise effect any existing or valid right of way crossing, impinging or otherwise pertaining to these lands.
5. This permission does not confer title. It is the responsibility of the developer to ensure that they control all the lands necessary to carry out the proposed development.
6. The applicant is advised that the internal layout of the proposal should make adequate provision for the needs of people with disabilities.
7. The developer is required to enter into a licence agreement with the Department for Infrastructure, Roads for the carrying out of the road works approved, prior to the commencement of any works to the public road network. The licence agreement shall be issued through the Development Control Officer, Network Planning Section, DfI Roads, Eastern Division, Annexe 6, Castle Buildings, Stormont Estate, BT4 3SQ and the developer should allow up to three months for completion of the licence. Accordingly the developer is advised to make an early personal application for the issue of the licence. He should also initiate early discussions for the satisfactory programming of the road works with the Private Streets Engineer, telephone no. 028 90 526276 at Stormont.
8. Notwithstanding the terms and conditions of the Department's approval set out above, you are required under the Street Works (Northern Ireland) Order 1995 to be in possession of a Street Works Licence before any work is commenced which involves making any opening or placing of any apparatus in a street. The Street Works Licence is available on personal application to the Department for Infrastructure Roads Service Section Engineer whose



address is 148-158 Corporation Street, Belfast. BT1 3DH.

9. Under the terms of The Private Streets (Construction) (Amendment) Regulations (Northern Ireland) 2001, design for any Street Lighting schemes will require approval from Roads Service's Network Lighting, (Eastern Division, Annexe 7, Castle Buildings, Stormont Estate, BT4 3SQ ). The Applicant is advised to contact Roads Network Lighting Section at an early stage. The Applicant/Developer is also responsible for the cost of supervision of all street works determined under the Private Streets Order (Northern Ireland) 1980.  
Please advise the agent accordingly.
10. For any element of road works, a detailed Temporary Traffic Management Plan for any required / associated traffic management proposals shall be submitted to and agreed by DfI Roads in writing under Article 7 of The Road Traffic Regulation (NI) Order 1997.
11. It is the responsibility of the Developer to ensure that water does not flow from the site onto the public road (including verge or footway) and that existing road side drainage is preserved and does not allow water from the road to enter the site.
12. Precautions shall be taken to prevent the deposit of mud and other debris on the adjacent road by vehicles travelling to and from the construction site. Any mud, refuse, etc. deposited on the road as a result of the development, must be removed immediately by the operator/contractor.
13. All construction plant and materials should be stored within the curtilage of the site.
14. Separate approval must be received from DfI Roads in respect of detailed standards required for the construction of streets in accordance with The Private Streets (Construction) Regulations (Northern Ireland) 1994 and The Private Streets (Construction) (Amendment) Regulations (Northern Ireland) 2001.
15. The applicant must apply to the Department for the appropriate legislation applicable to the phase or stage of works to be carried out as detailed in the phasing plan. The applicant should contact DfI Roads Network Traffic, Eastern Division, Annexe 7, Castle Buildings, Stormont Estate, BT4 3SQ and the developer should allow up to eighteen months, subject to objections, for completion of the legislative process.
16. The development hereby permitted shall not be adopted until any highway structure or retaining wall or culvert requiring Technical Approval, as specified in the Roads (NI) Order 1993, has been approved and constructed in accordance with BD2 Technical Approval of Highways Structures : Volume 1:



Design Manual for Roads and Bridges.

17. 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. Failure to provide a satisfactory Verification Report will 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.
18. Clean Neighbourhood and Environment (Northern Ireland) Act 2011 - Artificial lighting should be optically controlled and directed in such a manner as to minimise light pollution from glare and spill. Guidance notes for the reduction of obtrusive light may be obtained from the Institution of Lighting Engineers, Lennox House, 9 Lawford Road, Rugby, Warwickshire CV21 2DZ, available at <http://www.britastro.org/dark-skies/pdfs/ile.pdf>.
19. The applicant is advised that they may be required to revisit the requirements under the Environmental Noise Regulations (NI) 2006/END in relation to noise mapping and Local Action Plans.
20. In order to reduce the impact of possible odours and noise generated by any proposed extraction and ventilation system, the applicant should consult relevant industry guidance, such as: 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' published by DEFRA in January 2005. (DEFRA/NETCEN Guidance <http://www.defra.gov.uk/environment/noise/research/kitchenexhaust.pdf>)
21. The Smoking (NI) Order 2006 - The applicant is advised to consult with Belfast City Council's Tobacco Control Officer to ensure that the smoking area design is compliant with the regulations. The applicant is advised to ensure that any designated smoking area is suitably managed and controlled to prevent noise, litter, anti-social behaviour and loss of amenity to nearby premises
22. For guidance on the preparation of the Written Scheme and Programme of Archaeological Work, which should be submitted for approval at least 4 weeks before work is due to begin, contact: Historic Environment Division, Historic Monuments, Causeway Exchange, 1-7 Bedford Street, Belfast, BT2 7EG  
Tel: 02890 823100  
Quote reference: SM11/1 ANT 060:505 and LA04/2017/1388/F
23. Application for the excavation licence, required under the Historic Monuments and Archaeological Objects (NI) Order 1995, should be submitted at least 4 weeks before work is due to begin, by a qualified archaeologist responsible



for the project, to: Historic Environment Division – Historic Monuments Unit, Causeway Exchange, 1-7 Bedford Street, Belfast, BT2 7EG.

24. The applicant should be made aware that all construction or deposition works within tidal reaches of rivers are subject to licensing under the Marine and Coastal Access Act 2009. If any elements of the construction in this proposal involve works to the Lagan, Black staff or Farset rivers within their tidal limits, contact must be made with the Marine Strategy & Licensing Team, DAERA Marine & Fisheries Division, 1st Floor, Klondyke Building, Gasworks Business Park, Cromac Avenue, Belfast BT7 2JA, Tel: 028 90569247 to apply for a Marine Construction Licence.
25. As the aforementioned rivers are hydraulically connected to Belfast Harbour and Belfast Lough any works which may result in chemical contaminants, or increased sediment loading, entering the hydrological system must be detailed. Further consultation may be required with DAERA should such potential occurrences be identified. The applicant should be aware that it is an offence under the Marine and Coastal Access Act 2009 to carry out a licensable marine activity except in accordance with a marine licence granted by the DAERA Marine & Fisheries Division. Conviction of such an offence may incur a fine of up to £50,000 and/or two years imprisonment.
26. The applicant must refer and adhere to all the relevant precepts contained in DAERA Standing Advice on Vehicle Washing.
27. DAERA Water Management Unit notes the intension to divert two existing culverted watercourses. The construction of new culverts should be avoided unless no practicable alternative exists. Water Management Unit recommends that the applicant adheres to the advice detailed in DAERA Standing Advice Note on Culverting.
28. The applicant should refer to DAERA Standing Advice Note on Sustainable Drainage Systems for advice on the use of Sustainable Drainage Systems on contaminated land.
29. DAERA Water Management Unit notes the development includes the installation of an oil interceptor to prevent oil from on-site activities leaving the site. Water Management Unit recommends the installation an oil interceptor to prevent oil from the car park area leaving the site. The applicant should consult Pollution Prevention Guideline (PPG) 03 - Use and design of oil separators in surface water drainage systems, for further advice regarding the installation and maintenance of oil interceptors/separators which can be found at the link given below.  
[http://www.netregs.org.uk/library\\_of\\_topics/pollution\\_prevention\\_guides/all\\_ppgs.aspx](http://www.netregs.org.uk/library_of_topics/pollution_prevention_guides/all_ppgs.aspx)
30. Discharge consent, issued under the Water (Northern Ireland) Order 1999, is required for any discharges to the aquatic environment and may be required



for site drainage during the construction phase of the development. Any proposed discharges not directly related to the construction of the development, such as from septic tanks or wash facilities, will also require separate discharge consent applications. The applicant should refer to DAERA Standing Advice Note on Discharges to the Water Environment.

31. Due to the close proximity of the site to various watercourses, care will need to be taken to ensure that polluting discharges do not occur during the works phase. The applicant should refer and adhere to the precepts contained in DAERA Standing Advice Note on Pollution Prevention Guidelines.
32. Should the development include excavation of any underground structures (tanks) and depending on the geological setting, the potential exists for the water table to be encountered during these works. The applicant should refer to DAERA Standing Advice Note on Abstraction and Impoundment.
33. In accordance with the Water Abstraction and Impoundment (Licensing) Regulations (Northern Ireland) 2006 (as amended), it is a mandatory requirement that upon the abstraction and/or diversion and/or impoundment of water from the natural river channel/lake, coastal or groundwater sources, an abstraction/impoundment licence should be obtained unless the operations specified are Permitted Controlled Activities.
34. The discharge of water from a dewatering operation will require consent to discharge, under the Water (Northern Ireland) Order 1999.
35. The applicant should be informed that it is an offence under the Water (Northern Ireland) Order 1999 to discharge or deposit, whether knowingly or otherwise, any poisonous, noxious or polluting matter so that it enters a waterway or water in any underground strata. Conviction of such an offence may incur a fine of up to £20,000 and / or three months imprisonment. The applicant should ensure that measures are in place to prevent pollution of surface or groundwater as a result of the activities on site, both during construction and thereafter.
36. The applicant should be made aware that it is an offence under section 47 of the Fisheries Act (Northern Ireland) 1966 to cause pollution which is subsequently shown to have a deleterious effect on fish stocks.
37. The purpose of the Conditions 21-22 and 24-26 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.
38. The applicant should ensure that the management of all materials onto and



off this site are suitably authorised through the Waste Management Regulations (NI) 2006 and/or the Water Order (NI) 1999.

39. Regulation Unit within the Northern Ireland Environment Agency (NIEA) recommend that the applicant consult with the Water Management Unit within the NIEA regarding any potential dewatering that may be required during the redevelopment works including the need for discharge consent. Discharged waters should meet appropriate discharge consent Conditions.
40. 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 <https://webarchive.nationalarchives.gov.uk/20140329082415/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>
41. The following measures should be undertaken to minimise threats to breeding birds and maintain the availability of nest sites:
- Removal of any hedgerow vegetation or trees for access purposes and removal or infilling of natural features such as earth banks and ditches should be avoided.
  - Any unavoidable hedgerow or tree removal should be carried out outside of the bird breeding season, which runs from 1st March to 31st August. Where site clearance during this period cannot be avoided, a suitably qualified ornithologist must be appointed to undertake preclearance surveys for nesting sites. If there is a threat under Article 4 Part 2, construction activities must halt.
  - All works should remain within the access and construction footprint as shown on the original drawings.
42. NIEA Natural Environment Division support the mitigation and enhancement measures as detailed within the Breeding Bird Survey (AECOM, September 2015), Section 5.2. These should be implemented, where possible. The applicant should refer and adhere to the precepts contained in DAERA Standing Advice on Pollution Prevention Guidance, Sustainable Drainage Systems, Invasive Alien Species, Discharges to the Water Environment and Culverting. Standing advice notes are available at: <https://www.daera-ni.gov.uk/articles/standing-advice-0>
43. The applicant's attention is drawn to The Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended), under which it is an offence:
- a) Deliberately to capture, injure or kill a wild animal of a European protected species, which includes all species of bat;
  - b) Deliberately to disturb such an animal while it is occupying a structure or place which it uses for shelter or protection;
  - c) Deliberately to 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 to 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 90569605.

44. The applicant's attention is drawn to Article 4 of the Wildlife (Northern Ireland) Order 1985 (as amended) under which it is an offence to intentionally or recklessly:

- kill, injure or take any wild bird; or
- take, damage or destroy the nest of any wild bird while that nest is in use or being built; or
- at any other time take, damage or destroy the nest of any wild bird included in Schedule A1; or
- obstruct or prevent any wild bird from using its nest; or
- take or destroy an egg of any wild bird; or
- disturb any wild bird while it is building a nest or is in, on or near a nest containing eggs or young; or
- disturb dependent young of such a bird.

Any person who knowingly causes or permits to be done an act which is made unlawful by any of these provisions shall also be guilty of an offence. It is therefore advised that any tree, hedge loss or vegetation clearance should be kept to a minimum and removal should not be carried out during the bird breeding season including 1st March to 31st August, unless pre-clearance surveys show an absence of breeding birds.

45. The applicant's attention is drawn to Article 15 of the Wildlife (Northern Ireland) Order 1985 (as amended) under which it is an offence for any person to plant or otherwise cause to grow in the wild any plant which is included in Part II of Schedule 9 of the Order, which includes Japanese knotweed & Himalayan balsam. Any soil, containing Japanese knotweed & Himalayan balsam plant or seed material, which is removed off site, is classified as controlled waste under the Controlled Waste Regulations (Northern Ireland) 2002. The Controlled Waste (Duty of Care) Regulations (Northern Ireland) 2002 places a duty of care on 'anyone who produces, imports, stores, transports, treats, recycles or disposes of waste to take the necessary steps to keep it safe and to prevent it from causing harm, especially to the environment or to human health'. In the case of Japanese knotweed & Himalayan balsam it is the duty of the waste producer to inform the licensed waste carrier and licensed landfill site that the controlled waste material contains Japanese knotweed & Himalayan balsam as part of the waste transfer process.



Please see the following link for Best Practice Guidance:  
<http://invasivespeciesireland.com/toolkit/>

Further advice can be sought from the Wildlife Inspector's Team, Northern Ireland Environment Agency, Klondyke Building, Cromac Avenue, Gasworks Business Park, Belfast BT7 2JA. Tel: 028905 69605

46. DfI Rivers has reviewed "Annex E - Flood Risk Assessment and Drainage Assessment - Approval 3 - 11th October 2017" & "Flood Risk Assessment and Drainage Assessment [for Phase 2 Completed Culvert Diversions] - Approval 2 - 11th October 2017" and, while not being responsible for its preparation, accepts its logic and has no reason to disagree with the conclusions from a flood risk perspective. The responsibility for the accuracy of the report and acceptance of the appropriate flood risk rests with the client and their professional advisors.
47. DfI Rivers note that, under the 1973 Drainage (NI) Order, the applicant has applied for and, in a letter dated 1st September 2017, has been given consent by the Department to carry out the associated watercourse diversionary works and has been given consent to discharge storm-water at a rate of 1051 litres/sec.
48. Developers should acquaint themselves of their statutory obligations in respect of watercourses as prescribed in the Drainage (Northern Ireland) Order 1973, and consult the Rivers Agency of the Department of Agriculture accordingly on any related matters.
49. Any proposals in connection with the development, either temporary or permanent which involve interference with any watercourse at the site:- such as diversion, culverting, bridging; or placing any form of structure in any watercourse, require the written consent of the Rivers Agency. Failure to obtain such consent prior to carrying out such proposals is an offence under the Drainage Order which may lead to prosecution or statutory action as provided for.
50. Any proposals in connection with the development, either temporary or permanent which involve additional discharge of storm water to any watercourse require the written consent of the Rivers Agency. Failure to obtain such consent prior to permitting such discharge is an offence under the Drainage Order which may lead to prosecution or statutory action as provided for.
51. If, during the course of developing the site, the developer uncovers a watercourse not previously evident, they should advise the local Rivers Agency office immediately in order that arrangements may be made for investigation and direction in respect of any necessary measures required to deal with the watercourse.

Dated: 29th March 2019

Authorised Officer 

Application No. LA04/2017/1388/F

LA12





John Walsh  
Chief Executive  
Belfast City Council  
Belfast City Hall  
Belfast  
BT1 5GS  
[WalshJohn@belfastcity.gov.uk](mailto:WalshJohn@belfastcity.gov.uk)

Dear Mr Walsh

**SPD/2023/0991/F**

**Location:** Lands to the east of the Westlink (A12); lands south of (Nos.127-9) and including Grosvenor Road; lands at intersection of Grosvenor Road and Stanley Street; lands at the intersection of Durham Street and Grosvenor Road; lands at the intersection of Fisherwick Place and Howard Street; lands at Great Victoria Street (between Nos. 1-3 to 27-45); lands at Glengall Street (between Nos. 3-21); lands at the junction of Hope Street, Bruce Street and Great Victoria Street; lands at the junction of Durham Street, Linfield Road, Sandy Row and Hope Street; lands at Sandy Row from 2 Hurst Park to 85-87 Sandy Row, Gilpin's Site; lands to north of Former Whitehall Tobacco Works at Linfield Road, Weavers Court Business Park/ Linfield Industrial Estate, Blythefield Primary School and Charter Youth Club; lands at Weavers Court Business Park and Railway track lands surrounding Arellian Nursery and bounded by Utility Street/Bentham Drive/Egmont Gardens/ Felt Street (to north); Prince Andrew Park & Abingdon Drive (to south); Beit Street, Roosevelt Rise, Roosevelt Square & Inverna Close (to west); Donegall Road (to south and east); lands to south of Utility Street, north of railway line and west of Donegall Road; and BMXTrack/Open space at lands to south of Westlink, west of railway line and east of Inverna Close, Belfast.

**Proposal:** Application under section 54 [of the Planning Act (NI) 2011] to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub)

I refer to the above planning application and enclose a copy of the Department's Notice of Opinion in connection with this application.

The Department must receive any request in writing for an opportunity for the Council to appear before and be heard by the Planning Appeals Commission, or a person appointed by the Department for the purposes of a hearing.

Any request must be made within 42 days from the date of this Notice.

Yours sincerely



Principal Planning Officer  
**Regional Planning Policy & Casework**

cc. Kate Bentley, Belfast City Council  
Ed Baker, Belfast City Council

## NOTICE OF OPINION

The Planning (General Development Procedure) Order (Northern Ireland) 2015

Application Ref: SPD/2023/0991/F

Date of Application: 23 November 2023

**Site of Proposed Development:** Lands to the east of the Westlink (A12); lands south of (Nos.127-9) and including Grosvenor Road; lands at intersection of Grosvenor Road and Stanley Street; lands at the intersection of Durham Street and Grosvenor Road; lands at the intersection of Fisherwick Place and Howard Street; lands at Great Victoria Street (between Nos. 1-3 to 27-45); lands at Glengall Street (between Nos. 3-21); lands at the junction of Hope Street, Bruce Street and Great Victoria Street; lands at the junction of Durham Street, Linfield Road, Sandy Row and Hope Street; lands at Sandy Row from 2 Hurst Park to 85-87 Sandy Row, Gilpin's Site; lands to north of Former Whitehall Tobacco Works at Linfield Road, Weavers Court Business Park/ Linfield Industrial Estate, Blythefield Primary School and Charter Youth Club; lands at Weavers Court Business Park and Railway track lands surrounding Arellian Nursery and bounded by Utility Street/Bentham Drive/Egmot Gardens/ Felt Street (to north); Prince Andrew Park & Abingdon Drive (to south); Beit Street, Roosevelt Rise, Roosevelt Square & Inverna Close (to west); Donegall Road (to south and east); lands to south of Utility Street, north of railway line and west of Donegall Road; and BMXTrack/Open space at lands to south of Westlink, west of railway line and east of Inverna Close, Belfast.

**Description of Proposal:** Application under section 54 [of the Planning Act (NI) 2011] to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub)

**Applicant:** NITHCO  
22 Great Victoria Street  
Belfast  
BT2 7LX

**Agent:** Juno Planning and Environmental  
409 Lisburn Road  
Belfast  
BT9 7EW

Drawings Nos of Planning Permission LA04/2017/1388/F: 01 Rev B, 02-08, 09 Rev B, 10-41 Rev A, 42-45, 46-58 Rev B, 59-60 Rev A, 61 Rev B, 62-65 Rev A, 66 Rev B, 67-74 Rev A, 76, 78-81 Rev B, 82 Rev A, 83-88 Rev B, 89 Rev A, 90-96 Rev B, 97, 98-100 Rev B, 101, 102, 103 Rev A, 104 Rev A, 105, 106-108 Rev A, 109-115, 116 Rev A, 117, 118 Rev A, 119 Rev B, 120 Rev B, 121-123 Rev A, 124-126, 127-136 Rev A, 138-143

In pursuance of its powers under Article 21(2) of the above-mentioned Order the

Department for Infrastructure HEREBY GIVES NOTICE that planning permission for the above-mentioned development in accordance with your application SHOULD IN ITS OPINION BE GRANTED subject to compliance with the following conditions which are imposed for the reasons stated:

1. Within 6 months of completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, The Square and all public realm works shall be fully implemented in accordance with the approved details.

Reason: To ensure the public realm works are carried out.

2. The buildings for a temporary bus wash, refuel facility and a temporary staff mess and training facility hereby permitted, shall be removed and the land restored in accordance with the approved details, within 5 weeks of the date of occupation of the permanent facilities.

Reason: In the interests of the amenity of the area.

3. The development hereby permitted, will be undertaken in line with the agreed Construction Phase Sustainable Travel Plan. Prior to commencement of construction of each phase or part of phase of the development (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018), an updated Construction Phase Sustainable Travel Plan shall be submitted to and agreed in writing by the Planning Authority. The Construction Phase Sustainable Travel Plan shall also be reviewed on a 6-monthly basis. The development shall proceed in accordance with the most recently agreed plan.

Reason: To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

4. The traffic mitigation measures approved under SPD/2024/0066/DC shall be fully maintained throughout the construction process.

Reason: To facilitate the convenient movement of all road users and the orderly progress of work in the interests of road safety.

5. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

The Department hereby determines that the width, position and arrangement of the streets, and the land to be regarded as being comprised in the streets, shall be as indicated on Drawing Nos. C0423-ARP-XX-DR-CH-0029 P04, ARP-XX-DR-CH-0030 P04, ARP-XX-DR-CH-0031 P04, ARP-XX-DR-CH-0032 P04, ARP-XX-DR-CH-0033 P04, ARP-XX-DR-CH-0034 P04, ARP-XX-DR-CH-0035 P06, C0423-ARP-XX-DR-CH-0041 P05, C0423-ARP-XX-DR-CH-0042 P05, C0423-ARP-XX-DR-CH-0043 P03, C0423-ARP-XX-DR-CH-0044 P05, C0423-ARP-XX-DR-CH-0046 P03 and C0423-ARP-XX-DR-CH-0047 P03, received by the Department on 12 March 2026.

The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

Reason: To ensure there is a safe and convenient road system within the development and to comply with the provisions of the Private Streets (Northern Ireland) Order 1980.

6. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.

Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, the works necessary for the improvement of a public road shall be completed in accordance with the details outlined blue on Drawing Nos. C0423-ARP-XX-DR-CH-0029 P04, ARP-XX-DR-CH-0030 P04, ARP-XX-DR-CH-0031 P04, ARP-XX-DR-CH-0032 P04, ARP-XX-DR-CH-0033 P04, ARP-XX-DR-CH-0034 P04, ARP-XX-DR-CH-0035 P06, C0423-ARP-XX-DR-CH-0041 P05, C0423-ARP-XX-DR-CH-0042 P05, C0423-ARP-XX-DR-CH-0043 P03, C0423-ARP-XX-DR-CH-0044 P05, C0423-ARP-XX-DR-CH-0046 P03 and C0423-ARP-XX-DR-CH-0047 P03, received by the Department on 12 March 2026.

The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

Reason: To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

7. The development hereby permitted (excluding any temporary facilities) shall operate in accordance with the Travel Plan approved in writing by the Department under SPD/2024/0078/DC or any subsequent Travel Plan submitted and agreed in writing by the Planning Authority.

Reason: To facilitate access to the site by means other than the private car and the servicing of the site in the interests of road safety and traffic progression.

8. Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, 200 cycle parking stands and an Active Travel Centre shall be provided and thereafter retained.

Reason: To facilitate access to the site by means other than the private car and the servicing of the site in the interests of road safety and traffic progression.

9. Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, 223 car parking spaces shall be provided as detailed in Table 2 of the Environmental Statement, Volume 1, Chapter 15. The interim Parking Strategy (received on 12 December 2024 and dated 10 December 2024 under application SPD/2024/0078/DC) shall remain in place until the required parking spaces have been provided.

Reason: To ensure the provision of adequate parking facilities in the interests of road safety and the convenience of road users

10. An Air Quality monitoring survey shall be conducted within the concourse area adjacent to the Grosvenor Road entrance to the station within 3 months of opening in accordance with the government's Local Air Quality Management Technical Guidance LAQM.TG(22) for the period of one year in order to demonstrate compliance with the hourly mean limit value for NO<sub>2</sub> concentrations. On completion of the air quality monitoring survey, the air quality monitoring results shall be submitted to the Planning Authority within one month for review, and the results or a period of further monitoring must be approved in writing with the Planning Authority. Any further monitoring shall be implemented as agreed. In the event that the monitored NO<sub>2</sub> levels exceeds the 1-hour limit value, the applicant shall submit a mitigation plan to the Planning Authority in order to reduce NO<sub>2</sub> levels below the limit value. This Plan must be agreed in writing with the Planning Authority and implemented as agreed.

Reason: Protection of human health

11. Prior to commencement of each phase or part of phase of the construction/demolition process (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018), and in accordance with Appendix A/A3 of Belfast Transport Hub, Environmental Statement, Vol II, dated June 2017, the applicant shall submit a Dust Management Plan in accordance with IAQM guidance to the Planning Authority for review. The Plan must be agreed in writing by the Planning Authority and shall be implemented as agreed.

Reason: Protection of human health

12. The odour abatement technology employed to suppress and disperse cooking odours from the staff canteen and the Enterprise food preparation area kitchen installed in accordance with the design recommendations contained within Chapter 9 - Air Quality Vol I - Sections 8.5.45-8.5.51 of the Environmental Statement, dated June 2017 shall be permanently retained and the extraction and ventilation system shall be cleaned and maintained in accordance with the manufacturer's instructions.

Reason: In the interests of amenity

13. Prior to commencement of each phase or part of phase of construction/demolition activity (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) and in accordance with the submitted Environmental Statement, dated June 2017, Chapter 9, Mitigation Measures, Section 9.6.6 and Appendix A/A4 of Belfast Transport Hub, Environmental Statement, Vol II, dated June 2017 and FEI documentation, the applicant shall submit a Construction Noise Management Plan (CNMP) to the Planning Authority for review and written agreement. Each CNMP should outline the methods to be employed to minimise any noise and vibration impact in accordance with current guidance and include a detailed programme for the demolition/construction phase, the proposed noise and vibration monitoring methods, noise mitigation methods and community liaison. The Plan shall be implemented as agreed.

Reason: In the interest of residential amenity

14. The Rating Level (dB L<sub>A</sub>r) from all combined plant and equipment shall be maintained at the level approved under LA04/2022/0827/DC (or lower).

Reason: In the interest of residential amenity

15. Prior to commencement of any phase or part of phase of the development (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) and in accordance with the Environmental Statement, dated June 2017, Section 10.6 *Mitigation*, (Section 10.6.6), a Contaminated Land Remediation Strategy and Remediation Implementation and Verification Plan (RIVP) shall be submitted to the Planning Authority for review and agreement in writing.

The Remediation Strategy must outline the measures to be undertaken to ensure that the identified pollutant linkages are demonstrably broken and no longer pose a potential risk to human health. In particular, the Strategy shall detail the:

- proposed gas protection measures to be installed throughout all buildings of the development in line with BS 8485:2015 as informed by the monitoring results contained within Appendix E6 and additional gas monitoring at specific gas installations as specified in 10.6.16 of Chapter 10 and Appendix E E6.7.
- proposed capping system to be installed within all landscaped areas
- decommissioning of underground tanks and associated pipework in accordance with Pollution Prevention Guidelines (PPG 27)
- method of removal of contaminated soils associated with the historical underground tanks

Reason: Protection of human health

16. No phase or part of phase of the development (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) shall commence until the Planning Authority has received a groundwater and surface water monitoring plan for the development to include:

- specified sampling points,
- substances to be monitored including petroleum hydrocarbon fractions in solution,
- detection limits for laboratory analyses,
- water level monitoring to metres above datum (local or ordnance).

These works are required to ensure the necessary monitoring is in place to anticipate any potential discharges to the water environment. The monitoring schedule shall include all development works and post development rebound of groundwater levels. The monitoring plan shall be implemented throughout the remediation phase and the results submitted for agreement to the Planning Authority in writing as part of the Verification Report.

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

17. Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, the applicant shall provide to the Planning Authority, for agreement in writing, a Contaminated Land Verification Report. This report must demonstrate that the remediation measures outlined in the agreed contaminated land Remediation Strategy have been implemented.

The Verification Report shall demonstrate that the final identified contaminant linkages have been demonstrably broken during the construction works of Phases 4-6 and ultimately confirm that all remediation works have been completed through the overall development (and therefore that all the identified contaminant linkages have been broken) and that the site is now fit for the proposed end-use. The Verification Report

should be in accordance with current best practice and guidance as outlined by the Environment Agency.

Reason: Protection of human health, to protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.

18. A final Construction Environmental Management Plan (CEMP) for each construction phase or part of phase (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) shall be submitted to and agreed in writing with the Planning Authority prior to any works commencing on that phase or part of phase. This Plan shall reflect all the mitigation, and avoidance measures to be employed as outlined in the Environmental Statement (ES Vol I, June 2017), Outline Construction Environmental Management Plan (ES Vol II, Appendix A1, 13th June 2017), Water Environment (ES Vol II, Appendix H, 9th June 2017), Invasive Species Management Plan (ES Vol II, Appendix A1, 13th June 2017) and all additional submitted information. The agreed CEMP shall be adhered to and implemented throughout that phase or part of phase of construction strictly in accordance with the approved details.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase.

19. If during the development works, new contamination or risks to the water environment are encountered which have not previously been identified, works shall cease and the Planning Authority shall be notified immediately. This new contamination shall be fully investigated in accordance with the Model Procedures for the Management of Land Contamination (CLR11). In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Planning Authority in writing and subsequently implemented and verified to its satisfaction.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.

20. Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, the remediation measures as described in the Remediation Strategy and Remediation Options Appraisal Issue 01 (June 2017) shall be implemented to the satisfaction of the Planning Authority.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.

21. No piling work shall commence on each phase or part of phase (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) until a piling risk assessment for that phase or part of phase has been submitted in writing and agreed with the Planning Authority. The piling risk assessments shall 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".

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

22. A suitable buffer of at least 10m shall be maintained between the location of refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil and the Blackstaff River and Pound Burn River which traverse the site.

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

23. 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 programme of archaeological work approved under SPD/2024/0064/DC. These measures shall be implemented and a final archaeological report shall be submitted to the Planning Authority within 12 months of the completion of archaeological site works, or as otherwise agreed in writing with the Planning Authority.

Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated and the excavation archive is prepared to a suitable standard for deposition.

24. Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Department for Communities – Historic Environment Division to observe the operations and to monitor the implementation of archaeological requirements.

Reason: To monitor programmed works in order to ensure that identification, evaluation and appropriate recording of any archaeological remains, or any other specific work required by condition, or agreement is satisfactorily completed.

25. Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, full details of all proposed tree and shrub planting and a programme of works, shall be submitted to and agreed by the Planning Authority in writing, and all tree and shrub planting shall be carried out in accordance with those details.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

26. The planting in the Blythfield Park area approved under SPD/2024/0085/DC shall be carried out during the first available planting season following the completion of works to the adjoining railway lines.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape and to restore habitat.

27. All hard and soft landscape works shall be carried out in general accordance with the appropriate British Standard or other recognised Codes of Practice. With the exception of the planting in the Blythfield Park area, the remaining works shall be carried out during the first available planting season following full operation of the development.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

28. If within a period of 5 years from the date of the planting of any tree, shrub, hedge, climber or ornamental grass, the aforementioned is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Planning Authority, seriously damaged or defective, another tree, shrub, hedge climber or ornamental grass of the same species and size as that originally planted shall be planted at the same place.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

29. No retained tree shall be cut down, uprooted or destroyed, or have its roots damaged within the root protection area in accordance with best practice guidance as recommended in BS5837: 2012 'Trees in Relation to Design Demolition and Construction' nor shall arboricultural or tree surgery take place or any retained tree be topped or lopped other than in accordance with the approved plans and particulars without the written agreement of the Planning Authority. Any arboricultural work or tree surgery agreed shall be carried out in accordance with British Standard 3998: 2010 'Tree Work Recommendations'.

Reason: To ensure the continuity of amenity afforded by existing trees.

30. If any retained tree is removed, uprooted or destroyed or dies within 3 years from the date of completion of the development, another tree or trees shall be planted at the same place and that / those tree(s) shall be of such size and species and shall be planted at such time as may be specified by the Planning Authority.

Reason: To ensure the continuity of amenity afforded by existing trees.

## **Informatives**

1. In respect of the above conditions, "demobilisation" is considered to be when all permanent construction works are completed and the following conditions are met.

Site Clearance:

- Removal of temporary structures (e.g. site offices, storage containers).
- Clearance of construction debris, unused materials, and waste.

Equipment Removal:

- Removal of all machinery and tools from the site.

Utilities and Services Shutdown:

- Disconnection of temporary power, water, sanitation, and communication services

2. The Further Environmental Information (FEI) 2 Submission dated April 2018 referred to in conditions is that submitted under planning permission LA04/2017/1388/F.
3. This permission relates to those drawings stamped approved under Planning Permission LA04/2017/1388/F.

Dated: 27 April 2026

Signed: \_\_\_\_\_



Authorised Officer

for  
**Regional Planning Policy & Casework Directorate**

This page is intentionally left blank

# **Section 54 Planning Application Development Management Report**

**Ref Number: SPD/2023/0991/F**

**Location:** Lands to the east of the Westlink (A12); lands south of (Nos.127-9) and including Grosvenor Road; lands at intersection of Grosvenor Road and Stanley Street; lands at the intersection of Durham Street and Grosvenor Road; lands at the intersection of Fisherwick Place and Howard Street; lands at Great Victoria Street (between Nos. 1-3 to 27-45); lands at Glengall Street (between Nos. 3-21); lands at the junction of Hope Street, Bruce Street and Great Victoria Street; lands at the junction of Durham Street, Linfield Road, Sandy Row and Hope Street; lands at Sandy Row from 2 Hurst Park to 85-87 Sandy Row, Gilpin's Site; lands to north of Former Whitehall Tobacco Works at Linfield Road, Weavers Court Business Park/ Linfield Industrial Estate, Blythefield Primary School and Charter Youth Club; lands at Weavers Court Business Park and Railway track lands surrounding Arellian Nursery and bounded by Utility Street/Bentham Drive/Egmot Gardens/ Felt Street (to north); Prince Andrew Park & Abingdon Drive (to south); Beit Street, Roosevelt Rise, Roosevelt Square & Inverna Close (to west); Donegall Road (to south and east); lands to south of Utility Street, north of railway line and west of Donegall Road; and BMXTrack/Open space at lands to south of Westlink, west of railway line and east of Inverna Close, Belfast.

**Proposal:** Application under section 54 [of the Planning Act (NI) 2011] to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub)

**Applicant:** Northern Ireland Transport Holding Company

## 1.0 THE PROPOSAL

- 1.1 This is an application under section 54 of the Planning Act (NI) 2011 (the Planning Act) to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission LA04/2017/1388/F for the Belfast transport hub proposal *“New integrated public transport interchange comprising; station concourse, 26 bus stands, 8 railway platforms, bus maintenance and parking, track and signalling enhancements, bus access bridge, cycle and taxi provision, car parking, new public square, public realm improvements, highway improvements, infrastructure improvements, temporary structures for bus operations during construction and temporary site construction compounds”*.

Condition 5 reads:

*“There shall be no more than 8 daily Belfast to Dublin train services each way into the approved development (16 in total).*

*Reason: In the interest of residential amenity.”*

This application was submitted on 27 November 2023. The transport hub subsequently became operational on 8 September 2024 and the *Enterprise* Service commenced its increased frequency on 29 October 2024. Section 55 of the Planning Act permits planning permission to be granted for development carried out before the date of the application, but this application was made before any increased service was commenced and it does not in any event seek any retrospective grant of permission or retention of works. It is therefore an application for prospective permission only although development from the date of the application to present is addressed below.

- 1.2 The applicant is the Northern Ireland Transport Holding Company (NITHCo). The transport hub proposal, although still under construction is open to the public and Translink have commenced an hourly train service between Belfast and Dublin. This was a stated objective in the original application however condition 5 was imposed on the permission as the Environmental Impact

Assessment submitted at that stage had not fully assessed any additional impacts of an hourly service.

## **2.0 SITE AND SURROUNDING AREA**

- 2.1 The application site remains the same as the parent application and comprises the former Europa Bus Centre and former Great Victoria Street Station as well as adjoining land originally used for parking and servicing of buses and a former derelict area of land along Grosvenor Road. The main transport hub building and new rail tracks have now been constructed with work ongoing to complete the surrounding public realm, works to Durham Street, and car parking within the site.
- 2.2 The site is located southwest of the city centre and is bisected north to south by Durham Street and also accessed from Great Victoria Street via the Great Northern Mall. The section of the site to the east of Durham Street contains the former bus and railway station and the larger part of the site to the west of Durham Street contains the existing transport hub site with bus parking. Construction works are ongoing and the former Boyne Bridge has been demolished.
- 2.3 The Linfield Industrial Estate, office accommodation and other community uses lie to the south of the site, the A12 Westlink lies immediately to the west (connected to the site by a newly constructed busway bridge) and the Grosvenor Road bounds the site to the north. Surrounding areas contain a mix of land uses, predominantly industrial, car parking, commercial, education, community and residential uses.
- 2.4 The site also includes the existing rail tracks extending as far as Donegall Road along both sets of tracks and excluding the lands comprising the Blythefield Park, the allotments and Arellian nursery school which are surrounded by rail tracks. The site includes the former BMX track on the west side of the tracks (now cordoned off due to contamination discovered in this area) and a pedestrian bridge (formerly used to access this area from Bentham

Drive), as well as an area of green space and a path leading towards Donegall Road. The site also includes sections of the public road along Durham Street, Great Victoria Street, Hope Street, Glengall Street and Grosvenor Road and excludes the buildings in between and the BT building on the corner of Grosvenor Road and Durham Street.

### **3.0 PLANNING ASSESSMENT**

3.1 A summary of consultee comments, representations and information on the process history of the application and planning history of the site can be found in the appendices. The application falls to be assessed under the relevant policy criteria and all relevant material considerations are considered below. As the proposal involves no alteration to the physical development on the ground, the relevant material considerations relate to the additional trains on the network if the condition were removed. The supporting information states “*The removal of this condition will not have any effect on the construction phase of the consented development or make any change to the structure or physical appearance of the consented buildings and infrastructure*”. Removal of the condition will enable Translink to deliver against an operational target of providing improved connectivity between Belfast and Dublin including greater frequency of services, aligned with the opening of the new station.

#### ***Regional Development Strategy (RDS) 2035 and Strategic Planning Policy Statement (SPPS)***

3.2 The objective of the RDS Regional Guidance (RG) 2 is to deliver a balanced approach to transport infrastructure by improving connectivity, using road space and railways more efficiently and improving access to our cities and towns. RG 7 aims to support urban and rural renaissance by developing under-used land and buildings, ensuring environmental quality is improved and maintained. Strategic Framework Guidance (SFG) 1 seeks to promote urban economic development at key locations throughout the Belfast Metropolitan Urban Area (BMUA) and ensure sufficient land is available for jobs and SFG 3 aims to enhance the role of Belfast City Centre as the regional capital and focus of administration, commerce, specialised services and cultural amenities. SFG 4

seeks to manage the movement of people and goods within the BMUA by managing travel demand and improving public transport. The RDS states that a well maintained, high quality public transport will include innovative route and service options, rail feeder services, integrated transport facilities and orbital urban services. The RDS also states that as one of Northern Ireland's economic drivers, an efficient transport system in Belfast is essential to allow people and goods to move quickly around the city and to commute to and from it. High quality public transport for Belfast is therefore necessary for regional prosperity.

- 3.3 The regional strategic objectives for transportation and land use planning contained within the Strategic Planning Policy Statement (SPPS) are to promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car.
- 3.4 The Department's publication "Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation" has as its first strategic objective "*to improve connectivity within the region*" and its second objective "*to use road and rail space more efficiently*" as part of the high level objective of supporting the growth of the economy. A new Transport Strategy 2035 is also under preparation with the visions to provide a sustainable, safe, accessible and effective transport system which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth. The Department's Eastern Transport Plan 2035 is currently being developed in conjunction with the Council's Local Development Plan. Among its aims are to create an easy accessible, connected, inclusive active travel transport network for sustainable, modern day living and better, accessible options enhancing individual choice for all different modes of transport with an aim to reduce unnecessary use of private car and to promote better health and wellbeing by encouraging active travel and improving air quality. The Regional Strategic Transport Network Transport Plan (RSTNTP) 2015 published in 2005 is also due to be updated and an All-Ireland Rail Review was published in July 2024. The Transport hub was a former

Programme for Government (PfG) flagship project and the development aligns with the current PfG 2024-2027 through the Executive's commitments to improving transport infrastructure for safer travel, connected communities and sustainable economic growth, and to work with the Irish Government to develop the rail networks, including strengthening Belfast to Dublin rail services following publication of the All-Island Strategic Rail Review.

### ***Development Plan Context***

- 3.5 Under section 6(4) and section 45 of the Planning Act (NI) 2011, determinations must be made in accordance with the local development plan unless material considerations indicate otherwise. Belfast City Council adopted its **Plan Strategy (PS)**, containing strategic and operational policies for the district on 2 May 2023 in accordance with section 12 of the Planning Act and regulation 24 of the Planning (Local Development Plan) Regulations (Northern Ireland) 2015. The council has yet to adopt its **Local Policies Plan** which will provide zonings and proposals for the district.
- 3.6 In the interim, and in line with the transitional arrangements set out in Paragraph 3 of the Schedule to the 2015 Regulations, the LDP for the council area is thus a combination of the departmental development plan (DDP) and the PS read together. Any conflict between a policy contained in the DDP and those of the PS must be resolved in favour of the PS. Therefore, this application must be determined having regard to the PS, the Belfast Urban Area Plan 2001 as well as the SPPS and draft BMAP. Planning Policy Statements are no longer applicable in this council area.
- 3.7 The following policies in the PS are considered relevant to this proposal:
- *SP3 – Improving health and wellbeing* - states that the council will support development that maximises opportunities to improve health and wellbeing. It also states that improving connectivity between residential and employment areas which are well served by a range of sustainable travel modes, would encourage active lifestyles and reduce air pollution.

- *SP6 - Environmental resilience* - states that the council will support development where it helps to reduce greenhouse gas emissions and is adaptable in a changing climate to build environmental resilience.
- *SP7 – Connectivity* - states that the council will support connectivity to and within the city by sustainable transport modes, such as public transport, walking and cycling. Land for sustainable transport infrastructure projects will be safeguarded and opportunities to protect and enhance existing provision will be maximised.
- *SD2 Settlement Areas* - designates the Weavers Court Train/Bus interchange as a rail station. The PS states that this station is programmed to be replaced with a modernised transport hub during the lifetime of this plan and will serve a regional role, providing strong connectivity to locations outside of Belfast, including Dublin and the Republic of Ireland.
- *CC1 Development Opportunity Sites* - designates the Transport Hub and South Centre Linen Quarter as an area where mixed use development is supported subject to a number of principles.
- *TLC1 - Supporting tourism leisure and cultural development* - states that the council will support tourism leisure, and culture development that contributes to improving the quality, and accessibility of tourism, leisure, and culture facilities and assets to support Belfast's reputation as an attractive tourism destination.
- *ENV1 – Environmental quality* - 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. Development must not result in an unacceptable adverse impact on the environment, including air quality and noise.
- *ENV2 – Mitigating environmental change* states that planning permission will be granted for development that incorporates measures to mitigate environmental change and reduce GHG by promoting sustainable patterns of development.

- 3.8 Under the Belfast Urban Area Plan (BUAP) 2001, the site lies within the city centre boundary but outside the main office area and main shopping area. The site is affected by a proposed strategic highway measure “Boyne Bridge to Westlink Link” as part of the city centre strategy.
- 3.9 The Court of Appeal has judged that the Belfast Metropolitan Area Plan 2015 (BMAP) was adopted unlawfully however the plan remains a material consideration in respect of site-specific policies and proposals. The site lies within Belfast City Centre as designated under the draft Belfast Metropolitan Area Plan (dBMAP) 2015 and within the proposed *Main Office Area*. The PAC report recommended that this designation be removed and the city centre retained as the prime location for office development. The site was also proposed as a *Development Opportunity Site* within dBMAP with a number of key site requirements. The site falls within the proposed *Great Victoria Street Character Area* with the north western part of the site close to the junction of Grosvenor Road and the Westlink identified as a *City Centre Gateway*. The site is also identified as the location for an extended railway station which will facilitate public transport interchange replacing the existing Great Victoria Street Station and the Europa Bus Station as part of the redevelopment opportunities around Great Victoria Street and Grosvenor Road. The south western part of the site around Blythefield Park is designated as a proposed *Local Landscape Policy Area* and identified as existing open space. The site may also be affected by proposals to develop a City Centre ring road which would include modifications to Hope Street and junction improvements with Durham Street. The site also lies within the *Belfast City Centre Fringe Area of Parking Restraint*.
- 3.10 The road protection corridor for the rapid transit scheme [WWAY] ran through the site of the Belfast Transport Hub application as depicted on Plan Amendment No. 1 Clarification Map No. 33 of dBMAP. The PAC report into draft BMAP considered objections to Proposal BT 14/02 WWAY and recommended that the road protection corridor across Zoning CC055 (the Development Opportunity Site designation on the transport hub site) shown on Plan Amendment No. 1 – Map No. 33 be deleted and replaced by two access

points as shown on the plan accompanying an objector's statement of case for objection 3537/3. They also recommended that a further key site requirement be added to Zoning CC055, to read as follows: Provision for a rapid transit route through the site between the proposed access points as identified on a Plan such as would allow a grade separated crossing of the Westlink (A12). As draft BMAP was never formally adopted, the status of this designation remains uncertain and was never amended or finalised subsequent to the PAC recommendations. It is therefore afforded limited weight.

### ***Noise and Vibration***

- 3.11 Noise is a material consideration which can adversely affect health and well-being. The Noise Policy Statement for NI aims to avoid or mitigate significant adverse impacts on health and quality of life through the effective management and control of environmental, neighbour and neighbourhood noise. A noise impact assessment has been carried out to assess the impact of the development without condition 5.
- 3.12 Two scenarios have been presented in the ES Addendum, both incorporating an hourly *Enterprise* service between Belfast and Dublin with 2 services departing before 07:00 and one arriving after 23:00. **Scenario 1** uses existing train stock in the noise model (a maximum of 16 daytime and 2 nighttime movements with the existing stock *De Dietrich* locomotives and 14 movements day time movements with new *Diesel Multiple Units*). The agent has clarified that the 14 *De Dietrich* locomotives are the only trains of this fleet available and given the journey time and increased frequency of services, additional rolling stock is required to provide the extra services in the form of the NIR C3000 (diesel multiple units). It has been assumed that the night-time movements are undertaken by the *De Dietrich* locomotives, which is considered a reasonable worst case.
- 3.13 For **scenario 1**, noise levels during the day are predicted to increase by 0.1dB(A)eq,16hr at Arellian Nursery compared with the consented scheme and by 0.5dB(A)eq,16hr at Beit Street and 0.7dB(A)eq,16hr at Donegall Avenue and 0.1dB(A)eq,16hr at Holiday Inn. The noise impact remains the same or

improves at all other receptors. The agent has clarified that the scheme consented assumed that the *Enterprise* services would travel on the rail line between Belfast Transport Hub (BTH) and Lanyon Place. The move to services terminating at BTH means that the services have been modelled as such. For scenario 1 during nighttime hours, noise impact is predicted to increase by 0.1dB LAeq,8hr at Beit Street with all other receptors unaffected by the additional services. The agent submits that this is due to the small number of additional movements during this period.

3.14 The highest predicted negative impact of the development without condition 5 is 1.8dB at Donegall Avenue, with 0.7dB of that as a result of increasing the Enterprise to an hourly service and a 1.1dB increase from the hub development already approved. Any change under 2.9dB is described in the ES Addendum as negligible. The conclusion reached in the assessment is therefore that the removal of planning condition no.5 would not result in any new likely significant effects.

3.15 **Scenario 2** uses an upgraded train fleet from 2028 onwards. Future rolling stock is unknown at this time, however all new UK rolling stock is required to be compliant with the Department for Transport *National Technical Specification Notice (NTSN) Rolling Stock – Noise requirements*. The ES Addendum states that by procuring rolling stock which meets these requirements, the overall noise levels from Enterprise rail movements will reduce when new rolling stock is introduced, regardless of the actual trains procured. As no significant new noise effects have been identified for either scenario, the ES Addendum concludes that no additional mitigation is required. The applicant has also clarified that any increase in vibration will be negligible. Importantly, this also supports the position that from the introduction of the Enterprise hourly service and indeed at present, there is no additional impact arising from the increased train frequency.

3.16 Environmental Health (EH) requested clarification in relation to a number of points, e.g. related to the new timetable, why the modelling exercise was considered a worst case scenario, the potential for additional idling trains noise

impacts, more explanation on the exceedances and reductions in noise at various receptors, and consideration of potential vibration impacts. Following receipt of that information, EH have commented that clarifications provided in the submission have satisfied the queries raised in their previous consultation response and would advise that based on the information contained within the submission, which determine that no adverse noise impacts will result as a consequence of the Belfast/Dublin Enterprise Service increasing to 32 rail movements daily, EH would offer no objection to the Section 54 application for the removal of Planning Condition 5 from approval LA04/2017/1388/F.

- 3.17 Considering the assessment within the ES Addendum, the additional clarification provided by the applicant and the comments of EH, it is considered that the removal of condition 5 and the operation of an hourly service between the 2 cities will not result in any adverse impacts on the amenity of residential receptors as a result of noise and the proposal is therefore considered compliant with policy ENV1 in the LDP.

### ***Air Quality***

- 3.18 Air quality is a material consideration which can adversely affect health and well-being. The site lies partially located within the *M1/Westlink Air Quality Management Area (AQMA)* which is declared for levels of Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>). The proposal to remove condition 5 has the potential to impact on air quality as a result of additional diesel trains on the network. The ES Addendum presents an air quality impact assessment for the original approved development and the development without condition 5 compared with a baseline future scenario without the development and outlines the likely air quality impacts from moving diesel trains and the increase in volumes of diesel trains. Pollutants relevant to the assessment include particulate matter (PM<sub>10</sub>) and nitrogen dioxide (NO<sub>2</sub>). The ES Addendum states that government guidance suggests the annual mean objective is more relevant than short term impacts when assessing the air quality impacts of moving locomotives.

3.19 With regard to moving diesel trains, an assessment of air quality impacts has been undertaken on 14 human receptors within 30m of the rail network. The sensitive receptors are existing residential receptors, a pre-school and allotments located near to the main rail network. In addition, a nearby school has also been included as a precautionary measure. These receptors have been selected to represent the worst-case exposure and potential impacts from the changes in rail emissions. Overall, the predicted concentrations at all modelled receptors were not predicted to exceed any of the relevant air quality objectives for NO<sub>2</sub> or PM<sub>10</sub> as a result of the change in *Enterprise* services. The highest predicted change in annual mean NO<sub>2</sub> was an increase of 0.6 at the Blythefield allotment from 17.5 µg/m<sup>3</sup> to 18.1µg/m<sup>3</sup> which is described as negligible (the 40µg/m<sup>3</sup> is set as an objective in the *Air Quality Strategy* as an annual mean to protect human health).

3.20 The ES Addendum concludes that all changes in annual mean NO<sub>2</sub> concentrations between the development as approved and the development without condition 5 are predicted to be less than 1µg/m<sup>3</sup>, and less than 75% of the annual mean standard (40µg/m<sup>3</sup>) and that therefore, it is predicted that all receptors will experience negligible impacts due to changes in NO<sub>2</sub> concentrations. The hourly mean NO<sub>2</sub> concentrations at all receptors were also predicted to be well below 200µg/m<sup>3</sup> (the hourly mean objective in the *Air Quality Strategy*). The magnitude of change was considered to be imperceptible, the impact negligible and the overall effect not significant.

3.21 All changes in annual mean PM<sub>10</sub> concentrations are predicted to be less than 0.11µg/m<sup>3</sup>, with overall predicted annual mean PM<sub>10</sub> concentrations of less than 15µg/m<sup>3</sup> at all receptors (the annual mean standard is 40µg/m<sup>3</sup>). Therefore, it is predicted that all receptors will experience negligible impacts due to changes in PM<sub>10</sub> concentrations associated with the removal of planning condition no.5.

3.22 Following consideration of the information submitted, EH requested clarification in relation to the baseline opening year and the 2033 forward projection year, the risk of exceedance of short-term air quality objectives for stationary

locomotives, the derivation of 2033 background data, modelled rail services, the choice of average daily train movements as well as technical details concerning the atmospheric dispersion modelling. Following receipt of further clarification, EH commented that they were able to accept the overall conclusion in Section 6.5.2 of the ES Addendum that the predicted concentrations at all modelled receptors are not predicted to exceed any of the relevant air quality objectives for nitrogen dioxide (NO<sub>2</sub>) or particulate matter (PM<sub>10</sub>) and accordingly, they would not object on ambient air quality grounds to the granting of planning permission for the removal of condition 5.

3.23 The EH response to the clarification provided is summarised below;

- In respect of the assessment for short-term objectives for nitrogen dioxide and sulphur dioxide presented in the original ES, the applicant has clarified that no further assessment is required as the removal of condition 5 does not add any additional platform capacity. An ambient air quality monitoring programme is being developed for Grand Central Station to meet the requirements of planning condition 14, which will ensure that relevant short-term public exposure for nitrogen dioxide is understood and mitigated.
- The applicant has clarified that the air quality modelling has taken into account the alignment of the rail tracks in the vicinity of the Blythfield allotments, primary school, nursery and play area and that engine speeds were modelled at 25% capacity to account for slow moving locomotives approaching/departing the station around this area as idling is not anticipated.
- They have also clarified that the original modelled opening year of 2023 was not going to occur and so the future 2033 year was maintained for consistency with the 2017 ES. 2033 background data is not however presently provided by Defra and so 2030-year Defra background data was utilised for the 2033 scenario. Meteorological data for 2022 from Belfast was used in the 2022 scenario, which was the most recent available at the time of drafting, alongside Defra background data for that year.
- Enterprise trains were previously modelled as travelling from Belfast Central / Lanyon Place via the Belfast Transport Hub to Dublin, but for the future

scenario for 16 trains, *Enterprise* services will terminate at the Belfast Transport Hub and not travel on to Belfast Central/Lanyon Place.

- Local Air Quality Management Technical Guidance (TG22) advises that annual mean objectives should not normally apply to gardens of residential properties or at any other location where public exposure is expected to be short term (such as allotments). A predicted increase in 2033 (2030 background year) nitrogen dioxide annual mean concentrations of +0.5 mgm<sup>-3</sup> at residential receptors R1 and R2, +0.4 mgm<sup>-3</sup> at the Arellian Nursery and +0.1 mgm<sup>-3</sup> at Blythefield Primary School are noted when compared to the 2022 ES scenario.
- All annual mean concentrations for the modelled receptors are predicted to be substantially less than the nitrogen dioxide annual mean objective during 2033 and would similarly be expected to be less than the annual mean objective when extrapolated to a Grand Central Station opening year of 2024.
- Belfast City Council will maintain its monitoring site in the vicinity of the Blythefield allotments and Arellian Nursery over coming years, and may install further monitoring where necessary, in order to assess nitrogen dioxide annual mean concentrations and to fulfil its statutory local air quality management responsibilities in accordance with the provisions of Part III Air Quality of The Environment (Northern Ireland) Order 2002.
- The modelled 2033 scenarios do not take account of the possibility of a future upgraded rail fleet, which the applicant has indicated would have cleaner engines and lower emissions.
- Rail movement data comprises average daily movements, as peak hour movement data was not available. It would have been preferable to employ actual train movement data in order to be reflective of peak periods but it is noted that the modelled hourly mean nitrogen dioxide concentrations are substantially less than the hourly mean objective.
- Particulate matter is not a relevant pollutant for railways (diesel and steam trains). Nevertheless, PM<sub>10</sub> concentrations at modelled receptor locations in the Blythefield area for 2033 are all predicted to be substantially less than the 40 mgm<sup>-3</sup> annual mean objective, with a maximum predicted concentration uplift of +0.1 mgm<sup>-3</sup> associated with the introduction of a 16 two-way

Enterprise service when compared to the 2022 scenario. Consideration of Defra published background data for 2024 would suggest that background concentrations of PM<sub>10</sub> in the Blythefield area would be marginally higher (~+0.3 mgm<sup>-3</sup>) during 2024.

3.24 As no new significant air quality effects are predicted, the ES Addendum states that no additional mitigation is required. Considering the assessment within the ES Addendum, the additional clarification provided by the applicant and the comments of EH, I consider that the removal of condition 5 and the introduction of an hourly service between the 2 cities will not result in any adverse impacts on the amenity of residential receptors as a result of emissions and impact on air quality and the proposal is compliant with policy ENV1 in the LDP. This supports the position that from the introduction of the Enterprise hourly service and indeed at present, there is no additional impact arising from the increased train frequency.

### ***Amenity***

3.25 In concluding that there are no adverse effects on air quality or noise, the corollary is that there will be no adverse effects on amenity as a result of the increased number of train services.

### ***Other Environmental Issues***

3.26 The ES Addendum assesses the topics of ecology and nature conservation, ground conditions, historic environment, townscape and visual impact, the water environment, socio-economic issues, transport, waste, climate change, and major accidents and disasters as well as cumulative effects for the potential for new likely significant effects from those reported within the original ES 2017 and FEIs. The conclusion is that the removal of planning condition no.5 would not result in any new likely significant effects or adverse impacts from those assessed and identified within the original ES 2017 and FEIs submitted under LA04/2017/1388F. I would concur with this assessment.

3.27 The proposal will enhance public transport provision, reducing transport by private car, and therefore increase the connectivity and accessibility of the city.

I therefore also consider the application to be compliant with policies SP 3, 6 & 7 and TLC 1 & ENV 2 of the PS.

### ***Economic Benefits***

3.28 The ES Addendum states that the rail network plays an important enabling role in driving economic growth and that improved public transport is key to increasing labour mobility thus increasing connectivity and therefore the efficiency and competitiveness of business. Public transport is also seen as a catalyst for regeneration through linking urban and rural areas and is important in profiling the region to external investors. The ES Addendum states there will be significant potential economic development benefits through the growth of the *Enterprise* service for commuting and the growth of local urban economies through enhanced tourism, leisure and shopping opportunities. The service will create increased travel opportunities for all members of society providing enhanced access to hospitals and medical centres, education and leisure facilities. Any delay or restriction to the BTH could result in the loss of €165m of EU funding and the loss of revenue to Translink over 30 years of circa £157m.

3.29 The Council are supportive of the proposal citing the growth in cross-border workers and how there is opportunity to improve growth in cross-border trade of services with improved transport links enabling such growth. The proposal aligns with the all-island rail review 2024 which identified that service frequencies and speeds between Belfast and Dublin are relatively low compared to similar infrastructure in other capital cities. In the Council's view improved intercity connectivity is essential to businesses and communities in Belfast, providing linkages to facilitate trade, investment, tourism, and labour mobility.

### ***Operation of Hourly Service since 29 October 2024***

3.30 This application is only for prospective planning permission for an hourly service going forward from the date of any permission. It has been the subject of an EIA process. As part of that process, the opinions of relevant consultees were sought, and indeed had already been obtained before the

commencement of the hourly service. The pertinent consultee in relation to the issues of noise, dust and vibration is the Environmental Health Department. The comments of the EHD were received on 16 October 2024 and gave no indication of any potential impact from the commencement of an hourly service.

- 3.31 The Department does not condone unauthorised development, whether by way of unauthorised construction works or breach of condition by reason of operations carried out, but it does have to consider the appropriate course of action in circumstances where a breach has taken place. It is not an offence to carry out development without planning permission or to fail to comply with any condition subject to which planning permission has been granted. There are a number of issues that are relevant in considering whether formal enforcement action is an appropriate remedy for a breach of planning control. These include matters such as whether the breach of planning control would be clearly contrary to planning policy or unacceptably affect public amenity, the extent of the breach, and the willingness to remedy the breach voluntarily. In determining whether it is necessary to take enforcement action, it is appropriate to consider whether it is expedient. Where a breach is causing significant harm to the environment or amenity, priority should be given to taking action.
- 3.32 There are a range of powers and means available for dealing with a breach of planning control and they can escalate in relation to the type of breach, the harm being caused and the urgency of any need to secure a remedy. One way to seek to remedy a breach of planning control is by way of submission of an application for the development in question. This will be required where there is a desire to retain development already carried out, for example where buildings have been altered or constructed in breach of planning control. Such an application has not been made in this case.
- 3.33 A relevant factor in considering whether to take enforcement action will be whether the development in question may be acceptable in principle. An application for the amendment of condition 5 was with the Department at the time the hourly service commenced and no consultee indicated that the amendment would be unacceptable.

3.34 At the time of that the hourly service was commenced, indeed, the Department, had sufficient information available to it to conclude that the breach, although uncondoned, was unlikely to result in any unacceptable adverse impacts. One of the objectives of enforcement action, to remedy any undesirable effects of unauthorised development including, where necessary, the cessation of unacceptable development would not have been fulfilled by enforcement action in this circumstance.

3.35 As previously noted, this application does not seek to, nor does it grant retrospective permission, and accordingly it does not purport to grant retrospective permission for EIA development. It is not a case in which the applicant has gained an unfair or improper advantage. Proper assessment and consideration of the environmental effects has not been circumvented. Translink is not being permitted to retain any unlawful development on the ground. However, even if this were an application for retrospective development, it is concluded that the criteria for granting such permission as outlined in the Department's published guidance Development Management Practice Note (DMPN) on Unauthorised EIA Development<sup>1</sup>, namely that there are demonstrable exceptional circumstances that justify the grant; that it is clear that the developer has neither gained nor stands to gain any unfair advantage from their breach of planning control; that public, and other stakeholders, are provided equal opportunity to express their views on the application and its Environmental Statement as would be required of any EIA development; and that the Environmental Statement and the EIA is rigorously scoped to ensure its assessment is based on a reasonable estimation of the baseline environment that is likely to have existed on the site prior to the unauthorised EIA development having taking place, would have been met as outlined below.

3.36 This situation has arisen as a result of an anticipated grant of planning permission under s54 of the Planning Act. Translink have submitted that the commitment to support sustainable transport infrastructure and the introduction

---

<sup>1</sup> DMPN 9A, at paragraph 6.5 in particular.

of an improved frequency train service between Belfast and Dublin are Ministerial priorities and the Minister has made public statements linking the hourly service to benefits to the economy, public transport and cross border linkages. They further submit that the proposal also aligns with the Programme for Government and the targets within the Climate Change Act and that the environmental assessments and consultation responses received prior to the commencement of the service, confirmed there is no adverse environmental impact. The public and all statutory consultees were also given the opportunity to form and advance their views before the hourly Belfast to Dublin service commenced, and no adverse environmental impact is indicated or anticipated. None of these submissions are disputed by the Department and other sections of this report attest to these points.

3.37 The situation is that the developer has obtained a planning consent, constructed the development in large part, submitted a planning application to remove a condition, but commenced operations in breach of that planning condition before the planning application to remove the condition was determined. However, the correct environmental assessments were carried out and the relevant consultee indicated they were content in advance of operation of the hourly service. Approval of this proposal will not depart from anything envisaged in those assessments. This is not a case of a developer undertaking development without assessment and subsequently attempting to retrospectively justify that development as having not had or been capable of causing significant environmental effects. Indeed, in the present case the developer has established the baseline date, undertaken the assessments, before proceeding to commence the hourly service without receiving formal notification of permission being granted to remove the condition.

3.38 The ES & s54 Addendum received on 27 March 2024 is based on the original environmental baseline, i.e. the environmental baseline present before the hourly service was implemented. The proposal to remove condition 5 and operate an hourly service was assessed prior to it commencing against the consented scheme approved in March 2019 and the original baseline before the scheme was built.

### ***Planning Conditions on a New Decision Notice***

3.39 This section considers the conditions to be attached to a decision notice if approval for the application is forthcoming. DMPN Note 24 contains guidance on section 54 applications. Section 54 of the 2011 Act is a power that allows for an application to be made for planning permission for the development of land without complying with conditions subject to which a previous planning permission was granted. A section 54 application is submitted to and determined by the planning authority which granted the previous planning permission.

At DPMN 24, para 3.5 – *In considering an application made under section 54, the planning authority which granted the previous planning permission must consider only the “question of the conditions” subject to which planning permission should be granted (section 54(3)).*

This refers to all the conditions and not simply the condition which it is proposed not to be complied with.

At 3.13 – *Under section 54(3)(a) a planning authority has the power to grant planning permission subject to different conditions. The different (fresh) conditions are not limited to those proposed in a section 54 application<sup>2</sup>.*

At 3.18 – *Under section 54(3) a planning authority can grant planning permission with conditions differing from those subject to which a previous permission was granted. However, it must be borne in mind that conditions should only be imposed on a planning permission where they meet the six legal tests for conditions: - necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.*

At 3.19 – *A successful application under section 54 is a new or fresh grant of planning permission<sup>3</sup>. To assist with clarity, when issuing a fresh planning permission granted under section 54, it is advisable that all the conditions of the previous (original) planning permission to which the new planning permission is to be subject should be restated in the new permission, unless they have already been discharged, and not be left to a process of cross referencing with the previous (original) planning permission.*

---

<sup>2</sup> *R v Leicester City Council Ex p. Powergen UK plc* (2000) 80 P. & C.R. 176).

<sup>3</sup> *Powergen UK plc v Leicester City Council* (2001) 81 P. & C.R. 5.

Considering the above guidance, it is unlikely that a condition which restricts the commencement or operation of development could be said to be enforceable or precise in circumstances where the development has already passed those stages.

3.40 There are several conditions on the decision notice granted 29 March 2019 ('Original decision') that required actions to be taken prior to either commencement of the development (or particular phase) or operation of the development. For 5 of these conditions, the actions required to discharge (confirm compliance) with them have not been completed. Additionally, the stage, prior to which the actions were required, has passed, i.e. the development has been operational since 8 September 2024.

3.41 On the presumption that approval is granted for the application, the Department is required to produce a decision notice. Accepted practice (Case law<sup>4</sup> and 3.19 above) is that the conditions that have not been discharged are copied across to the new decision notice. Those conditions need to meet the legal tests<sup>5</sup> and copying across a condition that restricts operation prior to an action, in circumstances where the development is already operational is unlikely to meet those legal tests. However, there is authority<sup>6</sup> to support the amendment of those conditions to require that same action within a subsequent restricted period of time or at a specified time.

3.42 A fresh decision notice would require the rewording of 5 conditions to give effect to the status of the development and the nature of the present consent. These conditions are discussed below in light of the aforementioned legislation, case law and guidance.

---

<sup>4</sup> *R (Reid) v Secretary of State for Transport, Local Government and the Regions* [2002] EWHC 2174.

<sup>5</sup> DPMN 24, 3.18

<sup>6</sup> Planning Act (NI) 2011.

## **Condition 10**

10. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.  
No other development hereby permitted shall become operational until the works necessary for the improvement of a public road have been completed in accordance with the details outlined blue on Drawing Nos. 90 (Rev B) through 96 (Rev B) and 130 (Rev A) through 136 (Rev A) and 138 through 140 received by the Department on 02 May 2018. The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).

**Reason:** To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.

3.43 Condition 10 restricted the operation of the development until such times as specified work for the improvement of a public road was completed. Details of that work are included in the prescribed drawings as referenced in the condition. The specified works were not completed in full prior to operation so the condition cannot be repeated on this permission. The condition could however be reworded to provide for a restricted period of time within which to complete the road works or for the road works to be completed at a particular stage in the construction process. Works to Durham Street are ongoing and are expected to be completed around the end of this year along with all construction works on Phases 4-6. It is therefore considered reasonable to tie the completion of the “works necessary for the improvement of a public road” to the demobilisation of the construction site which will be the last activity (of those listed under Phase 6) before construction workers leave the site. DfI Roads have confirmed they are content with this phrasing and with the timing for delivery of the road works.

3.44 Works to the public road are discussed in the original environmental statement and formed part of the development originally applied for. Should consent be forthcoming for removal of condition 5, it will not negate the requirement to implement these works but will give a longer period for those works to be carried out.

3.45 The reason for this condition was to ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out. Roads officials have confirmed they are content with the interim arrangements for access to the hub building during completion of the road works. These arrangements have been discussed and approved under various related discharge of condition applications (SPD/2024/0066/DC, SPD/2024/0067/DC & SPD/2024/0078/DC).

3.46 The significant benefit envisaged by the road improvements has therefore not been provided during the period since September 2024 and potentially will not be provided for another period of months while construction works are completed. This situation has arisen from the need to transfer rail and bus services to the new hub building before the works to Durham Street are carried out. The works will however still be implemented (albeit later than originally envisaged).

### **Condition 13**

**13. The development hereby permitted (excluding any temporary facilities) shall not become operational until 223 car parking spaces have been provided as detailed in Table 2 of the Environmental Statement, Volume 1, Chapter 15 and as indicated on the approved drawings.**

**Reason: To ensure the provision of adequate parking facilities in the interests of road safety and the convenience of road users.**

3.47 This condition restricted the development becoming operational until the provision of 223 car parking spaces. These car parking spaces were not in place when the development became operational on 8 September 2024 and will not be in place until the construction process is complete. The site layout has been amended by way of a Non-Material Change application<sup>7</sup> (LA04/2024/1890/NMC) but with the overall number of parking spaces remaining unchanged. As with condition 10, condition 13 could be reworded to provide for a restricted period of time within which to provide the car parking spaces or for the spaces to be at a particular stage in the construction process.

---

<sup>7</sup> S.67, Planning Act (NI) 2011

Works within the internal site are expected to be completed around the end of this year along with all construction works on Phases 4-6. It is therefore considered reasonable to tie the provision of the car parking spaces to the demobilisation of the construction site which will be the last activity (of those listed under Phase 6) before construction workers leave the site. DfI Roads have confirmed they are content with this phrasing and with the timing for delivery of the car parking.

3.48 The reason for this condition was to ensure the provision of adequate parking facilities in the interests of road safety and the convenience of road users at the point the development became operational. Its absence from the development is not permanent and Roads officials have confirmed they are content with the interim arrangements for car parking during completion of construction. These arrangements have been discussed and approved under a related discharge of condition application (SPD/2024/0078/DC).

3.49 This matter has arisen from the need to transfer operational rail and bus services to the new hub building before the car parking is provided as part of Phase 6. The works will however still be implemented albeit later than originally envisaged.

## **Condition 22**

**22. Prior to the operation of the development, the applicant shall provide to the Planning Authority, for approval in writing, a Contaminated Land Verification Report. This report must demonstrate that the remediation measures outlined in the agreed contaminated land Remediation Strategy have been implemented.**

**The Verification Report shall demonstrate the successful completion of remediation works and that the site is now fit for the proposed end-use. It must demonstrate that any identified significant pollutant linkages are effectively broken. The Verification Report should be in accordance with current best practice and guidance as outlined by the Environment Agency.**

**Reason: Protection of human health, to protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.**

3.50 This condition required that prior to the operation of the development that a Contaminated Land Verification Report be approved. Separate Contaminated

Land Remediation Strategies and Remediation Implementation and Verification Plans have been submitted under Condition 20 and approved by the Department for the enabling works phase, Phases 1-3 and Phases 4-6. Under condition 22, a Verification Report has been submitted and approved for the enabling works phase and for Phases 1-3. Although the bulk of the remediation work was implemented before the station was operational and has been subsequently verified and approved by the Department, a further Verification Report will still be required for Phase 4-6. It is therefore considered reasonable to tie the submission of the report to the demobilisation of the construction site which will be the last activity (of those listed under Phase 6) before construction workers leave the site. NIEA & EH have confirmed they are content with this phrasing and with the timing for submission of the final Verification Report.

3.51 The purpose of the remediation was to protect human health and designated sites. The applicant would still be required to submit the final Verification Report, and it would still need to be approved. Given that what remains to be verified relates solely to capping of landscaping areas and those areas are not yet constructed, this approach is considered reasonable. EH were content with this phased approach to verification given that there is currently no public access to these landscaping areas. In their response to the Verification Report for Phases 1-3 (SPD/2024/0084/DC), they stated that a future submission is required demonstrating that the final identified contaminant linkages have been demonstrably broken during the construction works of Phases 4-6, and ultimately confirming that all remediation works have been completed through the overall development (and therefore that all the identified contaminant linkages have been broken). NIEA in their response to the Verification Report for Phases 1-3 (SPD/2024/0084/DC) stated that the main remedial works to protect environmental receptors were verified at the end of enabling works stage of the development and that verification works for Phases 1 to 3 mainly concern human health risks.

3.52 The implementation of remediation and subsequent verification relates to an identified significant environmental impact in the environmental statement. This situation has arisen from the need to transfer operational rail and bus services

to the new hub building before the final remediation is carried out as part of Phases 4-6. The terms of the condition require that the Verification Report must demonstrate successful completion of the remediation works and that the site is fit for the proposed end use. In the event that the Report was unable to demonstrate this, the applicant would have to carry out remediation and subsequent verification until such times as it was satisfactory. This requirement is enforceable through the provisions of the Planning Act (NI) 2011. The remediation will be implemented albeit later than originally envisaged.

### **Condition 25**

25. The development hereby permitted shall not be occupied until the remediation measures as described in the Remediation Strategy and Remediation Options Appraisal Issue 01 (June 2017) have been implemented to the satisfaction of the Planning Authority. The Planning Authority shall be given 2 weeks written notification prior to the commencement of remediation work.

Reason: To protect the European Sites in Belfast Lough from adverse impacts during the construction phase and to protect environmental receptors to ensure the site is suitable for use.

3.53 Similar in nature to condition 22, this condition required that prior to the occupation of the development that prescribed remediation measures be implemented. The Planning Authority must be satisfied with these measures. There was no direct submission under this condition for the enabling works phase but there was a submission made by Translink under this condition to cover Phases 1-3. There is significant overlap with condition 22 and the Verification Report required under that condition. It is recommended that this condition is similarly rephrased to require the remediation measures to be fully implemented to the satisfaction of the Planning Authority prior to the completion of the development.

### **Condition 31**

31. No part of the development shall become operational until full details of all proposed tree and shrub planting and a programme of works, have been submitted to and approved by the Planning Authority in writing, and all tree and shrub planting shall be carried out in accordance with those details.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscape.

3.54 This condition required that before any part of the development became operational, specified planting details be approved and subsequently that these works be undertaken. In relation to the first part of the condition, the Plan has recently been submitted to the Department that aligns with the amended layout approved under an application for a non-material change approved by the Council. However several queries have been raised with the agent and remain to be resolved.

3.55 Works within the internal site are expected to be completed around the end of this year along with all construction works on Phases 4-6. It is therefore considered reasonable to tie the provision of the landscaping plan to the demobilisation of the construction site which will be the last activity (of those listed under Phase 6) before construction workers leave the site.

3.56 The provision of the planting is to ensure a high standard of landscape. However, condition 33 separately requires the implementation of the landscaping during the first available planting season following full operation of the development. The delay in submitting a suitable landscaping plan has arisen from the applicant's desire to amend the site layout and is considered acceptable as it will not jeopardise the timetable for implementation. The applicant is still required to submit the landscaping detail, albeit later than originally envisaged.

### **Conclusion on Conditions**

3.57 Conditions attached to planning permissions serve a valuable purpose and are not intended to be optional. It is important that they are respected and that failure to comply with them is enforced rigorously so that their aims are not

circumvented. Conditions are not being set aside but are being redrafted with a different compliance period. 16 other conditions have been subject to minor amendments or amended to reflect the fact that partial discharges have been granted. 4 other conditions (not including condition 5) have been removed as they are no longer required or relevant and 10 remain unchanged (see attached Draft Notice of Opinion).

#### 4.0 CONCLUSION

4.1 After fully assessing the development proposals and the consultation responses, and having regard to the relevant planning policy context, the statutory development plan and all other relevant material considerations, the following conclusions have been reached with regard to the impact of removal of condition 5 which is sought through this section 54 application;

- The reasoned conclusion on the environmental impact assessment is that there will be no significant environmental effects as a result of the proposal (see Appendix 5);
- The proposal accords with the policies with the Belfast Local Development Plan 2035 – Plan Strategy;
- The proposal will not result in any adverse impacts on the amenity of residential receptors as a result of emissions and impact on air quality;
- The proposal will not result in any adverse impacts on the amenity of residential receptors as a result of noise; and
- The proposal is expected to enhance public transport services between Belfast and Dublin and have positive impacts on the local economy.

4.2 It is therefore considered that the proposal should be **approved** subject to the conditions attached to the original planning permission (as amended as discussed above) and the removal of condition 5.

## 5.0 RECOMMENDATION

- 5.1 Article 21 of the Planning (General Development Procedure) Order (Northern Ireland) 2015 empowers the Department, for those applications made to it under Section 54 of the Planning Act (Northern Ireland) 2011, to request that the Planning Appeals Commission or other appointed person hold a public local inquiry for the purposes of considering representations on the application. The alternative is to serve on the applicant and the council, notice of the Department's intention to approve the application.
- 5.2 The key test for the Department in deciding the process route is whether a public local inquiry is necessary to provide a forum for presentation and consideration of issues arising from the representations received and which need to be assessed to allow the Department to determine the application. The original application was subject to a full assessment at the time and has been approved. Representations were received and evidence considered from the relevant consultees at the time. The issues raised through this present application are limited in scope. Representations received in respect of them do not raise any complex or controversial matters. Expert consultees including Environmental Health have reviewed the materials and made comment. The relevant issues have been identified, reviewed and assessed and representations have been adequately considered. In this case it is considered that a public local inquiry is unnecessary and that a Notice of Opinion be issued.
- 5.3 The proposal has been considered having regard to the information submitted in support of the development, all relevant material considerations, other documentation submitted with the application, the relevant planning policies, representations received from third parties and the views of bodies with environmental responsibilities. Having weighed all the considerations it is recommended that the application, on balance, should proceed by way of a Notice of Opinion to **grant planning permission** subject to conditions. A Draft Notice of Opinion is attached.

<b>SECTION 54 APPLICATION</b>	
Application No:	SPD/2023/0991/F
Proposal:	Application under Section 54 to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub)
Location:	As per Title page of DMR
The above application was considered at a development management group meeting:	
DM Group recommendation:	Notice of Opinion to Approve
Group Signatures:	<ol style="list-style-type: none"> <li>1. [REDACTED]</li> <li>2. [REDACTED]</li> <li>3. [REDACTED]</li> </ol> <p>Date: 05/11/2025</p>

## **Appendix 1 – Process History**

The section 54 application was lodged on 27 November 2023 and was accompanied by a Planning Statement, a section 54 Environmental Report and a letter requesting an EIA Screening Opinion.

An extension of time to make an EIA Determination was requested on 22 December 2023. On 13 February 2024, the Department wrote to the applicant stating that the proposal is EIA development and should be accompanied by an Environmental Statement. An Environment Statement was submitted on 27 March 2024 comprising the original ES submitted with the original planning application and an Addendum. The EIA top up fee was received on 18 April 2024.

The application was advertised in the local press on 14/15 May 2024 and neighbours were notified on 16 May 2024.

A request for information to respond to comments made by Environmental Health was made on 16 August 2024 and a further submission was made on 30 August 2024.

## **Appendix 2 – Relevant Planning History**

### **LA04/2021/2856/O**

Lands to east of West Link (A12) and south of Grosvenor Road; Lands at Grosvenor Road and intersection of Grosvenor Road and Durham Street; Lands to the east of Durham Street and north of Glengall Street; Lands at Glengall Street; Lands between Glengall Street and Hope Street including Europa Bus Station Great Victoria Rail Station surface car parks at St Andrew's Square; Translink lands to west of Durham Street south of BT Exchange building and north of Murray's Tobacco Works.

Proposed mixed use regeneration development comprising office (Class B1), residential apartments (including affordable), retail (Class A1), hotel, leisure (Class D2), public realm, active travel uses, cafes, bars and restaurants, and community uses (Class D1), on lands surrounding the new Belfast Transport Hub and over the Transport Hub car park, to the east and west of Durham St and south of Grosvenor Rd.

Permission Granted 01/05/2023

### **LA04/2025/0447/F**

Temporary change of use of the former Europa Bus Station, comprising vacated bus yard area and station building, connecting to the existing Europa Hotel to provide a hospitality use to include retail, food and beverage market, outdoor seating, landscaping, and entertainment space for a period of 5 years.

Former Europa Buscentre 10 Glengall St, Belfast, BT12 5AH

Permission Granted 16/05/2025

## **Appendix 3 – Summary of Consultation Responses**

In processing the application, the following bodies were consulted upon receipt of the application.

### **Environmental Health**

#### *Air Quality*

EH outlined a range of technical and other queries, and areas for clarification within their consultation response. In summary, these relate to:

- The baseline, opening year for Grand Central Station and the 2033 forward projection year;
- The risk of exceedance of short-term air quality objectives for stationary locomotives;
- Part A combustion process located at the nearby Royal Group of Hospitals;
- The derivation of 2033 background data;
- Modelled rail services as detailed within Appendix A Air Quality A.3 Modelled Rail Services;
- The choice of average daily train movements and the assessment of short-term air quality objectives and;
- Technical details concerning the atmospheric dispersion modelling undertaken including model validation, verification and adjustment.

Following receipt of the further clarification, EH responded that they would not object on ambient air quality grounds to the granting of the application under Section 54 to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub).

#### *Noise and Vibration*

EH requested clarification on the following matters summarised below:

- the proposed timetable for future Enterprise services (departure and arrival times of the additional Enterprise trains);
- the departure before 07:00hrs is considered to be a night-time movement;

- how the day-time noise modelling exercise is considered a worst case assessment given that the quieter rolling stock SELs were used as model inputs for the 14 day-time movements;
- Submission of a colourised depiction of the noise model;
- the rationale for comparing the modelled 'Scenario 1' noise levels of 32 movements with the 'Baseline' noise levels and not the 'Consented scheme' levels;
- the potential for idling train noise impacts from the additional Enterprise trains within the hub building and if idling train noise has been incorporated into the noise model;
- a more detailed discussion in order to gain an understanding of the exceedances and reductions in noise as presented in Tables 16 and 17; and
- why there is no consideration of any potential vibration impacts.

Following receipt of the further clarification, EH advised that based on the information contained within the submitted Arup documents, which determine that no adverse noise impacts will result as a consequence of the Belfast/Dublin Enterprise Service increasing to 32 rail movements daily, they would offer no objection to the Section 54 application for the removal of Planning Condition 5 from approval LA04/2017/1388/F.

### **Belfast City Council**

BCC strongly support the application to amend the relevant condition to allow more frequent train services between Belfast and Dublin. As a member of the Dublin Belfast Economic Corridor partnership the Council aims to drive sustainable economic growth and competition through collaborative research and development, a highly skilled workforce and supporting infrastructure.

Critical to the success of the corridor, which is home to nearly a third of the island's population, is the well-connected road and rail networks keeping businesses connected to their staff and customers.

A 2024 study conducted by the Economic and Social Research Institute (ESRI) found that the number of cross-border workers increased from 12,740 in 2011 to between 17,827 and 19,282 in 2021 representing a growth rate of between 40 and 51 percent; nearly 14% of these workers travel by train.

According to Intertrade Ireland's most recent reports, 'Cross-border trade in 2022 was estimated at £10billion, a 15 percent increase from 2021'. Further research conducted by ESRI in 2021 indicated a particular opportunity to improve growth in cross-border trade of services with improved transport links enabling such growth.

Echoing our sentiment, the all-island rail review 2024 identified that service frequencies and speeds between Belfast and Dublin are relatively low compared to similar infrastructure in other capital cities. A key recommendation of the review to both Belfast and Dublin is to increase intercity service frequencies.

In the council's view improved intercity connectivity is essential to businesses and communities in Belfast, providing linkages to facilitate trade, investment, tourism, and labour mobility.

## Appendix 4 – Summary of Third Party Representations

19 letters of objection have been received. Issues raised in the objections have been summarised below and the relevant planning considerations are addressed in the main body of the report;

- Concern whether Translink are building all of the roof building and whether assessments from the initial planning permission need updated before this condition is removed;
- Calls for a public inquiry into this development;
- There has been no public consultation re Blythfield Park which will be severely impacted by noise and fumes. Childrens park and allotments should never have been sacrificed;
- Health and well being and rights of children been ignored;
- Already congestion in the area;
- Planning process is flawed;
- There has been no consultation with the Education Authority / local schools / Children's Commissioner;
- There has been no estimate done for the impact of the number of extra trains;
- Increase in air and noise pollution will make it impossible for those with health problems to use the allotments/playing fields;
- Impact on interface area;
- Condition should be retained for at least 3 years then applicant could produce a community impact report;
- Considerable impact on local community regarding noise, damage to property and pollution;

- Safety - trackbed of the new station is not of sufficient strength to carry the weight of Enterprise trains and platforms are not of sufficient width to safely accommodate passenger volumes, with additional concerns relating to disabled passengers;
- considerable impact on working class residents living near the railway;
- original condition in place to protect neighbours from excessive noise and vibration;
- impact on residential amenity - increased disruption, particularly during early mornings and late evenings, additional noise from passing trains, horns, and vibrations will be intrusive and diminish the enjoyment of homes, affect overall quality of life;
- proposal will attract more commuters to the station, worsening traffic problems and congestion. Parking is limited, and extra demand will place more strain on the infrastructure, leading to even more delays and difficulties for residents; and
- increase in train services will drastically increase noise levels and vibration, causing severe disruption for residents along these routes. Impact on working class residents that have to live with the increased disruption.

3 letters of support have also been received making the following points:

- a frequent, reliable and affordable train service between Belfast and Dublin will enable increased cross border collaboration, improve cross border mobility and enhance economic opportunities.
- the additional trains are all of similar noise and pollution profiles to trains operating local services. It is irrational to permit the operation of additional services within Northern Ireland from Grand Central using low noise DMUs but to forbid additional services to Dundalk, Drogheda and Dublin.

## **Appendix 5 – Reasoned Conclusion**

The proposed development has been applied for under s54 of the Planning Act (NI) 2011 and seeks removal of condition 5 of planning permission LA04/2017/1388/F which was for a new public transport interchange – the Belfast Transport Hub. The applicant proposes development without compliance with Condition 5 which restricts the number of daily Belfast to Dublin Train services to 8 each way and 16 in total.

A Section 54 application does not allow for the amendment of the description of development of the previous (original) permission and if successful results not in the variation of an already existing permission, but the grant of a fresh permission for the same description of development as the original application. The original application, LA04/2017/1388/F was accompanied by an Environmental Statement (ES) which considered the likely significant impacts of the project on the environmental aspects within and around the project (ecology and nature conservation, air quality, noise and vibration, ground conditions, historic environment, townscape and visual impact, the water environment, socio-economic conditions, transport and waste) and included the measures envisaged to mitigate those impacts, where required.

The applicant submitted an addendum to the original ES to accompany the current application. This considers the potential significant impacts on environmental aspects within and around the proposed development that could occur as a result of the non-compliance with condition 5 attached to the original permission. Some of the aspects considered in the original ES will be unaffected by the non-compliance and thus the conclusions drawn on those remain unchanged. An assessment of compliance of the proposed development with the objectives and requirements of the EIA took into account the following reports and supporting information that formed part of the application package:

- ES and Appendices
- ES Non-Technical Summary
- ES FEI I & 2
- Section 54 Application ES Addendum
- Section 54 Application ES Addendum Non Technical Summary

- Planning Statement
- Response to BCC Environmental Health Department's Request for Clarification

The assessment also took into consideration written responses made by the Environmental Health Department Belfast City Council.

The Department has examined the environmental information. The examination involved whether the EIA process identified, described and assessed the direct and indirect effects of the project taking into account both the information supplied by the applicant and the feedback provided by consultation responses. Consultation responses are available in full on the planning portal and are summarised in this Development Management Report (DMR). After the examination undertaken by the Department, the main likely significant effects and mitigation measures (where required) of the proposed development on the environment are as follows:

### **Noise**

The assessment examines the impact of noise and vibration from the additional trains on sensitive receptors in the vicinity of the Belfast Transport Hub application site. The conclusion is that the removal of Planning Condition No.5 would not result in any new likely significant effects and no additional mitigation is therefore required.

### **Air Quality**

The assessment examines the impact of rail emissions from the additional trains on the air quality of sensitive receptors in the vicinity of the Belfast Transport Hub application site. The conclusion is that the removal of Planning Condition No.5 would not result in any new likely significant effects and no additional mitigation is therefore required.

This page is intentionally left blank

## **SPD/2023/0991/F Addendum to Development Management Report (DMR)**

### **The Proposal**

1. This is an Addendum to the DMR for SPD/2023/0991/F which is an application under section 54 to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission LA04/2017/1388/F for the Belfast transport hub proposal “*New integrated public transport interchange comprising; station concourse, 26 bus stands, 8 railway platforms, bus maintenance and parking, track and signalling enhancements, bus access bridge, cycle and taxi provision, car parking, new public square, public realm improvements, highway improvements, infrastructure improvements, temporary structures for bus operations during construction and temporary site construction compounds*”.

### **Conditions referencing Private Streets Determination Drawings (PSDs)**

2. The DMR was grouped on 5 November 2025 and submitted to the Minister on 13 November 2025 with a recommendation to approve. Subsequent to that date, the agent requested the Department delay issue of the Notice of Opinion (NOP) until the revised versions of the PSDs had been agreed by DfI Roads. They advised that Translink’s preference was to hold off issuing the NOP until the queries regarding the status of the road drawings were resolved across parties. That way the planning conditions could reference the up to date PSD drawings rather than outdated versions.
3. The agent and Translink met with Roads colleagues to discuss the PSDs and final copies were provided to DfI Planning & DfI Roads on 12 March 2026. DfI Roads confirmed on 18 March 2026 that:
  - the drawings submitted are acceptable as updated PSDs for the whole Transport Hub project;
  - that they were content that they are referenced in any decision notice on planning application SPD/2023/0991/F; and.
  - these drawings accord with the detailed roads drawings approved under condition 6 under SPD/2024/0067/DC as set out in Juno’s position paper.
4. One of the PSD drawings provided did not correspond to the equivalent drawing approved under Condition 6, however that version has now been resubmitted for a partial discharge under Condition 6 and DfI Roads have indicated they are content. The PSDs provided on 12 March 2026 therefore remain accurate.

5. It is therefore proposed to revise the original conditions 9 & 10 to include reference to these updated PSD drawings. Revised text of these conditions is below:

*The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.*

*The Department hereby determines that the width, position and arrangement of the streets, and the land to be regarded as being comprised in the streets, shall be as indicated on Drawing Nos. C0423-ARP-XX-DR-CH-0029 P04, C0423-ARP-XX-DR-CH-0030 P04, C0423-ARP-XX-DR-CH-0031 P04, C0423-ARP-XX-DR-CH-0032 P04, C0423-ARP-XX-DR-CH-0033 P04, C0423-ARP-XX-DR-CH-0034 P04, C0423-ARP-XX-DR-CH-0035 P06, C0423-ARP-XX-DR-CH-0041 P05, C0423-ARP-XX-DR-CH-0042 P05, C0423-ARP-XX-DR-CH-0043 P03, C0423-ARP-XX-DR-CH-0044 P05, C0423-ARP-XX-DR-CH-0046 P03 and C0423-ARP-XX-DR-CH-0047 P03, received by the Department on 12 March 2026.*

*The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).*

*Reason: To ensure there is a safe and convenient road system within the development and to comply with the provisions of the Private Streets (Northern Ireland) Order 1980.*

*The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992.*

*Prior to the completion of the development and completion of demobilisation of the site within Phase 6 (as detailed in the Construction Programme in Section 2 of the Further Environmental Information (FEI) 2 Submission dated April 2018) or within 12 months of the date of this permission, whichever occurs first, the works necessary for the improvement of a public road shall be completed in accordance with the details outlined blue on Drawing Nos. C0423-ARP-XX-DR-CH-0029 P04, C0423-ARP-XX-DR-CH-0030 P04, C0423-ARP-XX-DR-CH-0031 P04, C0423-ARP-XX-DR-CH-0032 P04, C0423-ARP-XX-DR-CH-0033 P04, C0423-ARP-XX-DR-CH-0034 P04, C0423-ARP-XX-DR-CH-0035 P06, C0423-ARP-XX-DR-CH-0041 P05, C0423-ARP-XX-DR-CH-0042 P05, C0423-ARP-XX-DR-CH-0043 P03, C0423-ARP-XX-DR-CH-0044 P05, C0423-ARP-XX-DR-CH-0046 P03 and C0423-ARP-XX-DR-CH-0047 P03, received by the Department on 12 March 2026.*

*The Department hereby attaches to the determination a requirement under Article 3(4A) of the above Order that such works shall be carried out in accordance with an agreement under Article 3 (4C).*

*Reason: To ensure that the road works considered necessary to provide a proper, safe and convenient means of access to the development are carried out.*

6. Although referenced in conditions, the PSDs do not form part of the section 54 planning application. As such, it is not considered necessary to advertise the receipt of these drawings or to carry out neighbour notification. They have been uploaded to the planning portal under this application for reference only.

#### **Condition on Air Quality Monitoring**

7. Condition 14 on the original planning permission required an air quality monitoring survey to be carried out within the concourse area for a period of one year after opening. After the previous DMR had been grouped, the agent asked for an amendment to condition 14

stating that having installed the equipment and started the monitoring, Translink suggested that it would be beneficial for them to undertake 24 months of monitoring with a check in period with Environmental Health after 12 months. Following discussions with Belfast City Council Environmental Health Department, it has been agreed that the period of monitoring should remain as one year unless the submission highlights a need for further monitoring. The final wording of the condition is proposed as follows:

*An Air Quality monitoring survey shall be conducted within the concourse area adjacent to the Grosvenor Road entrance to the station within 3 months of opening in accordance with the government's Local Air Quality Management Technical Guidance LAQM.TG(22) for the period of one year in order to demonstrate compliance with the hourly mean limit value for NO2 concentrations. On completion of the air quality monitoring survey, the air quality monitoring results shall be submitted to the Planning Authority within one month for review, and the results or a period of further monitoring must be approved in writing with the Planning Authority. Any further monitoring shall be implemented as agreed. In the event that the monitored NO2 levels exceeds the 1-hour limit value, the applicant shall submit a mitigation plan to the Planning Authority in order to reduce NO2 levels below the limit value. This Plan must be agreed in writing with the Planning Authority and implemented as agreed.*

*Reason: Protection of human health*

### **Conditions on Archaeological Mitigation**

8. Condition 29 on the original planning permission required the submission and implementation of a programme of archaeological works. As the agreed archaeological programme of works has been fully implemented on site, Historic Environment Division provided an updated condition (after the previous DMR had been grouped) relating to the final stages of archaeological mitigation, namely the preparation of an archaeological report and excavation analysis. The revised condition reads as follows;

*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 programme of archaeological work approved under SPD/2024/0064/DC. These measures shall be implemented and a final archaeological report shall be submitted to the Planning Authority within 12 months of the completion of archaeological site works, or as otherwise agreed in writing with the Planning Authority.*

*Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated and the excavation archive is prepared to a suitable standard for deposition.*

### **Conclusion**

9. The conclusion of the original DMR remains unchanged. However, it is recommended that the NOP to approve now contains the above amended conditions for the reasons discussed above. A revised draft NOP is attached at Annex 1.

<b>SECTION 54 APPLICATION</b>	
Application No:	SPD/2023/0991/F
Proposal:	Application under Section 54 to remove Condition 5 (restricting the number of daily Belfast to Dublin train services) on planning permission Ref: LA04/2017/1388/F for a New Integrated Public Transport Interchange (the Belfast Transport Hub)
DM Group recommendation:	Notice of Opinion to Approve
Group Signatures:	<ol style="list-style-type: none"> <li>1. [REDACTED]</li> <li>2. [REDACTED]</li> <li>3. [REDACTED]</li> </ol> <p>Date: 02/04/2026</p>



<b>Subject:</b>	NI Assembly Infrastructure Committee call for evidence
<b>Date:</b>	19 <sup>th</sup> May 2026
<b>Reporting Officer(s):</b>	Kate Bentley, Director of Planning and Building Control
<b>Contact Officer(s):</b>	Ed Baker, Planning Manager (Development Management)

<b>Restricted Reports</b>	
<b>Is this report restricted?</b>	<b>No</b>
<p style="margin-left: 40px;"><b>If Yes, when will the report become unrestricted?</b></p> <p style="margin-left: 80px;"> <b>After Committee Decision</b>  <b>After Council Decision</b>  <b>Some time in the future</b>  <b>Never</b> </p>	

<b>Call-in</b>	
<b>Is the decision eligible for Call-in?</b>	<b>Yes</b>

<b>1.0</b>	<b>Purpose of Report or Summary of Main Issues</b>
1.1	The NI Assembly Infrastructure Committee has contacted stakeholders, including Belfast City Council, with a call for evidence in respect of the impact of planning on regionally significant and capital infrastructure projects.
1.2	As part of this exercise, officers recently attended an Infrastructure Committee workshop at which the issues were discussed.
1.3	This report sets out the proposed Council response to the call for evidence.
<b>2.0</b>	<b>Recommendation</b>
2.1	That the Committee agrees that officers should frame a response to the call for evidence as per the issues set out in this report.

<b>3.0</b>	<b>Main Report</b>
	<b><u>Background</u></b>
3.1	<p>The NI Assembly Committee for Infrastructure wrote to the Council on 27<sup>th</sup> April 2026, seeking its views on the following (a copy of the letter is provided at <b>Appendix 1</b>):</p> <ul style="list-style-type: none"> <li>• the effectiveness and timeliness of planning decisions for Regionally Significant Projects</li> <li>• Judicial Reviews of planning decisions on major capital projects</li> <li>• how planning decisions for Regionally Significant projects can be improved</li> </ul>
3.2	<p>As part of this call for evidence, officers attended an Infrastructure Committee workshop on 5<sup>th</sup> May 2026 where the issues were discussed.</p>
3.3	<p>Whilst a response to the call for evidence was requested by 5<sup>th</sup> May, NI Assembly officials have indicated that a submission shortly after the Planning Committee of 19<sup>th</sup> May would be acceptable.</p>
	<b><u>Key Issues</u></b>
3.4	<p>Whilst the Department for Infrastructure (Dfi) is responsible for processing Regionally Significant applications, Belfast City Council has significant experience of handling applications for major infrastructure projects in the city. The impact of the planning process is similar for both, with the key issues set out below.</p>
	<b>Timeliness of planning decisions</b>
3.5	<p>The planning process is only part of overall programmes to deliver regionally significant and major infrastructure projects. Nevertheless, it is a very important element and has the potential to delay or even prevent projects from going ahead.</p>
3.6	<p>One of the core issues is the timeliness of planning decisions. A criticism of the NI planning system is that that decision making can be slow, although this is not applicable in all cases. The average processing times for Major applications over the last four years for the whole of NI is shown below (against a target of 30 weeks):</p> <ul style="list-style-type: none"> <li>• 2021/22 – 49.8 weeks</li> <li>• 2022/23 – 57.8 weeks</li> <li>• 2023/24 – 46.5 weeks</li> <li>• 2024/25 – 39.6 weeks</li> </ul>
3.7	<p>Delays to the planning process can have a very significant impact on delivery, potentially resulting in increased construction costs and missed investment windows, meaning that either the project does not go ahead or it is further delayed, potentially at additional cost (for example, the regionally significant Casement Park redevelopment proposals).</p>
	<i>Statutory consultation process:</i>
3.8	<p>One of the main causes of delay – outside the control of Planning Authorities – is the statutory consultation process. Statutory consultees are measured against their ability to provide a response within 21 days. The latest statistical information for statutory consultee response times for Major applications (for Q2 2025/26) is shown in Table 1, overleaf.</p>

Statutory consultee	% responses within 21 days (whole of NI)	% of responses within 21 days (Belfast)
<b>DfI Roads</b>	67%	44%
<b>DfI Rivers</b>	52%	60%
<b>DfC HED</b>	68%	80%
<b>DAERA</b>	39%	45%
<b>NI Water</b>	95%	100%

Table 1: statutory consultee response times for Major applications, regionally and in Belfast

- 3.9 However, these statistics do not capture the fact that statutory consultees can in some instances take several months to respond to particular consultations and re-consultations.
- 3.10 In addition, many consultation responses simply request further information (which inevitably leads to further delays to the process), as well as objections (such as from NI Water where there is insufficient waste-water infrastructure).
- 3.11 A particular issue is response times from DfI Roads (the most prevalent statutory consultee in terms of consultations sent) and DAERA NIEA.
- 3.12 Both DAERA NIEA and Shared Environmental Services (SES) (a non-statutory consultee that provides specialist advice to Planning Authorities regarding their responsibilities as Competent Authorities under the Habitats Directive) have a very significant backlog of consultations, which is delaying many consultation and re-consultation responses by several months. This means that consideration of environmental impacts of proposals is often subject to very significant delays.
- 3.13 A key challenge for consultees is resourcing (staff budgets and staff retention). With resources stretched, many are struggling to provide timely consultation responses. This not only impacts on planning applications but also the Pre-Application Discussion (PADs) process. PADs are an essential part of frontloading the planning application process, particularly for larger scale projects, and generally leads to better quality applications that take less time to deal with. Consequently, it is very important that consultees have the capacity to effectively engage in the PAD process.
- 3.14 To make the most effective use of their limited resources, it is also vital that consultees are only engaged where they really need to be, i.e. only when their advice is essential for the Planning Authority is to make an appropriate decision. Statutory consultees are required to be consulted in certain specific circumstances prescribed by legislation<sup>1</sup>. This legislation should be reviewed to ensure that the statutory consultation process is fit for purpose. The legislation should also be amended to give Planning Authorities the flexibility of procuring their own specialist advice as an alternative to engaging with the statutory consultee (where appropriate).
- 3.15 If decision times are to be improved, it is imperative to address the problems and delays relating to the consultee process. The council Heads of Planning group has advocated to DfI the establishment of an appropriately resourced strategic consultations team, comprising key statutory consultees and potentially SES, to prioritise consultations on regionally significant and major applications of strategic importance.

<sup>1</sup> The Planning (General Development Procedure) (Amendment) Order (Northern Ireland) 2016

	<p><i>Quality of applications:</i></p>
3.16	<p>Another impediment to timely decision making can be the quality of planning applications, which can cause delays if amendments or additional information are required during the application process. This can be mitigated by several means. Firstly, the provision of an effective and properly resourced Planning Authority PAD service so that issues can be identified early and proposals can be improved before the application is made. Secondly, to ensure that the right information is submitted with applications at the outset. In this regard, the 2024 legislative change that permits Planning Authorities to publish a <i>Planning Application Validation Checklist</i> is very welcome as it enables them to specify minimum information requirements on submission of the application. This is consistent with good practice of frontloading as much of the application process as possible, resulting in better quality applications and faster decision times. It also places less pressure on consultees who are otherwise having to assess applications with insufficient information.</p>
3.17	<p>Thirdly, that issues are identified as early in the application process as possible to give opportunity, time and space for them to be addressed if required. This requires appropriately resourced Planning Authorities to enable them to effectively manage the application process, as well as commitment to fully review applications on submission. This is assisted of course by an effective PAD service which should reduce the likelihood of further issues having to be addressed once the planning application is made. Planning Authority resources should be benchmarked against each other and the Planning Advisory Service (PAS) resourcing guidelines. Best practice should be shared amongst Planning Authorities, particularly by those highest performing councils.</p> <p><i>Planning Performance Agreements</i></p>
3.18	<p>The application process for regionally significant and major infrastructure projects can be further enhanced through use of Planning Performance Agreements (PPAs). PPAs are essentially a project management tool and agreement between the Planning Authority and applicant as to the key issues for the application and how they will be addressed. Importantly, the PPA includes a timeline for the processing and determination of the application, with actions on both sides to facilitate the intended target date for the decision. The PPA can be used to identify the resources that the Planning Authority requires to facilitate the project timeline. Where necessary, the PPA can attract a fee from the applicant (separate from the planning application fee) to cover the cost of the resources that the Planning Authority needs to support the PPA, potentially including any additional staff that may be required. Belfast City Council has used PPAs for a range of strategically important Major applications and major infrastructure projects, to support timely decision making.</p> <p><b>Impact of Judicial Reviews</b></p>
3.19	<p>The NI planning system has a litigious reputation, with a seemingly higher propensity for third party Judicial Reviews of application decisions compared with other jurisdictions. This has contributed to a sometimes risk-averse planning environment in NI with fear of the potential for judicial review. This sometimes results in a “belt and braces” approach to decision making, for example, leading to a tendency to over-consult and over re-consult consultees and the public. Or requiring additional information or amendments to applications “just to be on the safe side”. It is arguable that the spectre of judicial review has a significant impact on the planning system in NI.</p>
3.20	<p>The council Heads of Planning group has raised this issue with the NI Audit Office as part of its review of the Planning Appeals Commission. It is recommended that the impact of judicial reviews on the planning process is examined in detail and appropriate changes made.</p>

## **Planning Appeals Commission**

3.21 It is essential that there is an efficient, effective and appropriately resourced appeals body to support the planning application process in NI. This is to ensure the timely facilitation of hearings for regionally significant applications, planning appeals and Local Development Plan inquiries. It is understood that the NI Audit Office is to report on its review of the Planning Appeals Commission (PAC) soon. The Department for Infrastructure has received £3 million of funding to improve capacity through the appointment of independent inspectors.

### **Other issues**

3.22 The potential for delays to the planning application process increases risk to applicants, developers and investors and can impact on investment decisions. The NI planning system has the propensity for too much jeopardy, which should be eliminated so that the system encourages and supports new projects, rather than deterring them.

3.23 Another area which gives rise to potential delay and risk is the wide scope for DfI to intervene in local decision-making process by councils. This includes the ability for the Department to call-in a planning application or issue a holding direction to the council preventing it from making a decision until further notice, at any point in the process. Furthermore, councils are required to notify DfI before they can make a decision on certain applications. Such interventions by the Department can result in substantial delays, as well as uncertainty for councils and applicants. DfI is currently reviewing its oversight role in these regards, and it is essential that the system is modified so that the potential for Department intervention is limited, proportionate, transparent and timely when it does occur.

3.24 Recent improvements to the system have should be acknowledged. For example, the change to planning legislation that removes the requirement for councils to hold a mandatory Pre-Determination Hearing (PDH) is very welcome. Whereas previously, councils were required under certain circumstances to hold a PDH then further Planning Committee following its original decision; a process which often caused considerable delay and uncertainty for councils and applicants.

3.25 DfI's review of the Planning (Development Management) Regulations (Northern Ireland) 2015 is also welcomed. This includes the potential to reduce the number of applications considered to be of regional significance and processed by the Department. This would result in more strategic applications determined by councils, which is beneficial from a local democratic point of view and has the potential to result in more timely and efficient decision-making.

3.26 The governmental structures in NI are different to GB and the south of Ireland. Belfast City Council is disadvantaged by not having the same remit and powers as equivalent regional city in other jurisdictions. Consideration should be given to further devolving powers from central to local government and for Belfast, this should include the transfer of formal regeneration and transport powers. This should result in a more joined up approach to meeting city objectives, clearer prioritisation as well as greater accountability.

3.27 An increasing challenge for the NI planning system is deficient waste-water infrastructure in many parts of the region. This had led to NI Water routinely objecting to many planning applications, and potential objections from SES on grounds of adverse impacts on protected environmental sites (such as Belfast Lough) under the Habitats Directive. NI Water requires developers to submit a Waste Water Impact Assessment to them to ascertain potential solutions to the lack of waste-water infrastructure. Sometimes the mitigation works can be cost prohibitive and render development proposals unviable. In other instances, a solution is not available and development cannot go ahead. This has the potential to be a significant

barrier to the delivery of regionally significant and major infrastructure projects in NI. There needs to be clear commitment to identifying actions to resolve the Waste Water infrastructure capacity issues across NI.

3.28 Underpinning many of the issue identified in this report is the need for councils to have up-to-date Local Development Plans. The NI planning system is plan-led with decisions required to be made in accordance with the Local Development Plan (LDP) for their area, unless material considerations indicate otherwise. An up-to-date LDP provides certainty for stakeholders and that the right planning decisions are being made based on an up-to-date evidence base. Following devolution of planning powers to councils in 2015, DfI predicted that councils would have their LDPs in place within 3 years. Over 11 years later, no council has their whole LDP fully adopted with only some having completed their first part Plan Strategy. The LDP process requires reform to support the timely adoption of LDPs across the whole of NI.

### **Recommendations**

3.29 The following recommendations are made to the NI Assembly Infrastructure Committee.

1. Consideration to be given to further devolving powers to councils including regeneration and transport powers for Belfast City Council.
2. Review the legislative requirements around when statutory consultees must be engaged to ensure that consultation is proportionate and fit for purpose. Introduce flexibility to permit Planning Authorities (if they so wish) to procure specialist advice in lieu of consultation with the statutory consultee.
3. Legislative change to permit statutory consultees to charge for PAD advice to improve their capacity to support this vital part of the planning process.
4. Establishment of an appropriately resourced central consultations team to prioritise consultations on regionally significant and major applications of strategic importance.
5. Planning Authority resources should be benchmarked against each other and the Planning Advisory Service (PAS) resourcing guidelines to ensure that they are appropriately resourced. Best practice should be shared, particularly by those highest performing councils.
6. Advocate the use of Planning Performance Agreements (PPAs) for regionally significant and major infrastructure projects.
7. That the impact of judicial reviews on the planning process is examined in detail and appropriate changes made.
8. Review of DfI's oversight role to ensure that any Departmental interventions in council decision-making is limited, proportionate, transparent and timely when it does occur. Greater Departmental accountability around its performance in dealing with holding directions and notifications.
9. Commitment to identify actions to resolve the Waste Water infrastructure capacity issues across NI.
10. Reform of the LDP process to support the timely adoption of LDPs across the whole of NI.

<b>6.0</b>	<b>Financial &amp; Resource Implications</b>
6.1	There is significant scope to improve the efficiency and effectiveness of the planning application process for regionally significant and major infrastructure projects. This would in turn save costs and support more effective use of resources by the Council's Planning Service.
<b>7.0</b>	<b>Equality or Good Relations Implications / Rural Needs Assessment</b>
7.1	There are no equality or good relations / rural needs implications associated with this report.
<b>8.0</b>	<b>Appendices – Documents Attached</b>
	Appendix 1 – NI Assembly Infrastructure letter of 27 <sup>th</sup> April 2026 (call for evidence)

This page is intentionally left blank



**Northern Ireland  
Assembly  
Committee for Infrastructure**

27 April 2026

Dear Sir/Madam,

**Review of Planning: Call for Evidence**

The Committee for Infrastructure is carrying out a review into planning decisions for Regionally Significant Projects, including the impact of Judicial Reviews on major capital projects. The Committee would like to:

- Hear your views on the effectiveness and timeliness of planning decisions for Regionally Significant Projects;
- Hear your views on Judicial Reviews of planning decisions on major capital projects;
- Hear your views on how planning decisions for Regionally Significant Projects can be improved.

I would be grateful that you send any response you may have, including a nil response, to me by 5 May 2025.

You are also invited to a stakeholder event to present your views. This will take place on Tuesday 5 May at Parliament Buildings, 4pm-6pm.

Please let me or Committee staff know you can attend.

Yours sincerely,

[Redacted signature]

Michael Potter  
**Clerk, Committee for Infrastructure**

This page is intentionally left blank



<b>Subject:</b>	Planning Committee review of implemented applications 2026
<b>Date:</b>	19 <sup>th</sup> May 2026
<b>Reporting Officer(s):</b>	Kate Bentley, Director of Planning and Building Control
<b>Contact Officer(s):</b>	Ed Baker, Planning Manager (Development Management)

<b>Restricted Reports</b>	
<b>Is this report restricted?</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

<b>Call-in</b>	
<b>Is the decision eligible for Call-in?</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>1.0</b>	<b>Purpose of Report or Summary of Main Issues</b>
1.1	It is a recommendation of both the NI Audit Office and Public Accounts Committee reviews of the NI planning system that councils and their planning committees regularly review a sample of previously determined applications.
1.2	In June 2024, the Committee agreed to undertake an annual review of a sample of implemented schemes that it had granted planning permission for. This report sets out the proposed arrangements for Committee visits to implemented schemes in 2026.
<b>2.0</b>	<b>Recommendation</b>
2.1	That the Committee agrees the arrangements for site visits to implemented schemes in 2026 and suggests any other specific schemes that it would like to visit.
<b>3.0</b>	<b>Main Report</b>
	<b><u>Background</u></b>
3.1	The 2022 NI Audit Office and Public Accounts Committee reviews of the NI planning system both recommend that Councils and their Planning Committees review past decisions to understand their real-world outcomes, impacts on communities and the quality of completed development.
3.2	The NIAO and Public Accounts Committee reports have previously been reported to the Committee, notably at its <a href="#">14 April 2022 meeting</a> . Members have subsequently received periodic updates on the Departmental-led regional planning improvement programme.

3.3	At the 18 <sup>th</sup> June 2024 Committee meeting, Members agreed to undertake an annual review of a sample of implemented schemes that it had granted planning permission for. The associated report can be viewed <a href="#">here</a> (Item 24).
3.4	In August 2025, the Committee visited the implemented Purpose Built Managed Student Accommodation scheme on Nelson Street, Little York Street and Nelson Street (LA04/2021/2893/F).
3.5	In September 2025, the Committee visited the “Loft Lines” apartment development (778 apartments, LA04/2021/2280/F) and Hamilton Dock Hotel (135 bed hotel and 93 bed apartment, LA04/2023/2688/F), adjacent the Titanic Belfast visitors centre on Queens Island.
	<b><u>Proposed new site visits to implemented schemes</u></b>
3.7	It is proposed that the Committee visits the following two implemented schemes on Monday 15 <sup>th</sup> June 2026, for which it granted planning permission: <ul style="list-style-type: none"> <li>• Social housing / mixed use development on Raphael Street and Cromac Street, Gasworks (LA04/2021/1672/O) – approved by the Committee at its 27<sup>th</sup> June 2022 meeting;</li> <li>• Bedford Hotel at 15-16 Donegall Square South and 2-14 Bedford Street (LA04/2024/0126/F) – approved by the Committee at its 18<sup>th</sup> March 2025 meeting.</li> </ul>
3.8	On another date, it is recommended that the Committee re-visits the Loft Lines development, Titanic Quarter so that it can see it in its completed form, including the open space and public realm delivered as part of the scheme, with the potential to visit other completed development/s on that same day.
3.9	The Committee is asked to agree these arrangements and is invited to suggest any other specific implemented schemes that it would like to visit.
<b>4.0</b>	<b>Financial &amp; Resource Implications</b>
4.1	The proposed review of implemented schemes would have a modest impact on time and resources. It is considered extremely good value for money in terms of supporting learning and development, and potential to improve future decision making.
<b>5.0</b>	<b>Equality or Good Relations Implications / Rural Needs Assessment</b>
5.1	There are no equality or good relations / rural needs implications associated with this report.
<b>6.0</b>	<b>Appendices – Documents Attached</b>
	None.



<b>Subject:</b>	Delegation of Local applications with NI Water objections
<b>Date:</b>	19 <sup>th</sup> May 2026
<b>Reporting Officer(s):</b>	Kate Bentley, Director of Planning and Building Control
<b>Contact Officer(s):</b>	Ed Baker, Planning Manager (Development Management) Ciara Reville, Principal Planning Officer (South and West) Lisa Walshe, Principal Planning Officer (North and East)

<b>Restricted Reports</b>	
<b>Is this report restricted?</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>If Yes, when will the report become unrestricted?</b>	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

<b>Call-in</b>	
<b>Is the decision eligible for Call-in?</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>1.0</b>	<b>Purpose of Report or Summary of Main Issues</b>
1.1	Since June 2022, the Planning Committee has periodically considered reports seeking delegated authority for the Director of Planning and Building Control to determine certain Local applications to which NI Water (NIW) has objected.
1.2	The Council continues to receive objections from NIW to some Local applications. The purpose of this report is to seek the Committee's agreement to delegate to officers those Local planning applications to which NIW has objected as set out at <b>Appendix 1</b> .
1.3	For the avoidance of doubt, it is only those applications which would have been delegated to officers under the Scheme of Delegation were it not for the objection from NIW (a statutory consultee) which are proposed to be delegated. Therefore, any of the Local applications listed at <b>Appendix 1</b> which it may later transpire require to be referred to the Committee for other reason/s (other than the NIW objection) will be reported to the Committee to determine.

1.4	Elected Members can also still request that the applications at Appendix 1 are referred to the Committee under paragraph 3.8.1 of the Scheme of Delegation.
<b>2.0</b>	<b>Recommendation</b>
2.1	That the Committee agrees to delegate to the Director of Planning and Building Control those Local planning applications to which NIW has objected set out at <b>Appendix 1</b> .
<b>3.0</b>	<b>Main Report</b>
	<u>Background</u>
3.1	As reported to the Committee Workshop in November 2021, NIW is objecting to a significant number of Local applications on grounds of insufficient waste-water infrastructure capacity.
3.2	As advised at the Committee Workshop, officers have been engaging with NIW to try to resolve those objections in a strategic context. Whilst progress is being made, and NI Water has been considering a threshold for the scale and nature of development above which they would like to be consulted on future planning application, the objections to these Local applications remain.
	<u>Scheme of Delegation</u>
3.3	The Committee will be aware that the Council operates a Scheme of Delegation for Planning which identifies which matters are to be determined by the Committee and which are delegated to officers.
3.4	Paragraph 3.8.5 (f) of the Scheme of Delegation (December 2025) states that planning applications are not delegated where ' <i>There is an objection from a statutory consultee and the recommendation of the Planning Officer is to approve.</i> ' This means that those applications are required to be determined by the Planning Committee.
3.5	The Planning (General Permitted Development) Order (Northern Ireland) 2016 identifies NIW as a statutory consultee ' <i>...where a development proposal is likely to significantly impact upon the availability of suitable water and sewerage infrastructure to service development proposals.</i> '
3.6	This means that where NIW has lodged an objection to a Local application and the officer recommendation is to approve, the application is not delegated and must be determined by the Committee.
3.7	Therefore, the Committee has agreed to delegate Local applications with the NIW objections to the Director of Planning and Building Control, as set out in similar previous reports to the Committee. This has avoided the potential need to report to date 337 individual applications to the Committee. To have reported all those applications to the Committee would have been logistically extremely challenging, costly and would have resulted in further delays for applicants.
	<u>Nature of NI Water objections</u>
3.8	NI Water has lodged objections to Local applications for one or both of the following reasons. <ul style="list-style-type: none"> <li>a) there is insufficient capacity at the local Waste Water Treatment Plant to support the proposed development, <b>and/or</b></li> </ul>

	<p>b) there is insufficient network capacity within existing Combined Storm Overflows to support the development, <b>and/ or</b></p> <p>c) there is insufficient network capacity within the foul sewerage system and a Wastewater Impact Assessment is required.</p>
3.9	In broad terms, NIW is concerned that a lack of infrastructure capacity would give rise to risk of environmental harm including pollution, flooding and adverse impact on existing property. In some cases, NIW is concerned that the application site may be hydrologically linked to Belfast Lough and may harm its water quality.
3.10	However, allowance must be made for existing significant committed development across the city including extant planning permissions. It is highly unlikely that all such development, which includes unimplemented permissions for around 20,000 houses and significant levels of commercial floor space across the city, will come forward at once, if at all. In practical terms it would be unreasonable for the Council to withhold planning permission given the fall-back of the need to connect those developments to existing waste water infrastructure.
3.11	In the case of Waste Water Treatment capacity, NI Water advises that there was an increased capacity from July 2023, albeit this will not be sufficient to address long term waste water treatment plant infrastructure requirements.
	<u>Habitats Regulations Assessment</u>
3.12	Officers have met with Shared Environmental Services (SES). Belfast City Council is the Competent Authority under the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended) for undertaking an Appropriate Assessment where a proposal is likely to have a significant environmental effect on Belfast Lough, an environmentally protected Special Protection Area (SPA), RAMSAR and Special Area of Conservation (SAC). Water quality of the lough is a key consideration. The Habitats Regulations are framed in such a way that it is not only the impacts of individual development proposals that need to be considered, but also “in combination” impacts with other development.
3.13	A precautionary approach applies to Habitats Regulations Assessment (HRA). Competent Authority, the Council may take its own objective view on whether a proposal is likely to have a “significant effect” on water quality of the Lough. However, having regard to the precautionary approach, where NIW object to an application stating concerns about potential environmental pollution, the Planning Service will automatically consult SES and ask them to undertake a HRA Appropriate Assessment Screening to ascertain whether there would be a likely significant impact. This would also trigger statutory consultation with DAERA NIEA.
	<u>Local applications for which delegated authority is sought to determine</u>
3.14	The further Local applications to which NIW has objected and which delegated authority is sought to determine are listed at <b>Appendix 1</b> .
3.15	It should be noted that only those applications which would have been delegated to officers under the Scheme of Delegation were it not for the objection from NIW are proposed to be delegated. Therefore, any of the Local applications listed at <b>Appendix 1</b> which it transpires need to be referred to the Committee for other reason/s under the Scheme of Delegation will be reported to the Committee to determine. Individual Members can also still request

	that the applications at Appendix 1 are referred to the Committee under paragraph 3.8.1 of the Scheme of Delegation.
<b>4.0</b>	<b>Financial &amp; Resource Implications</b>
4.1	The cost, time and resources involved in individually reporting all Local applications to which NI Water has objected to the Planning Committee would be considerable. It would also require several additional sittings of the Committee. The recommended approach set out in this report is considered to be a much more efficient use of resources.
<b>5.0</b>	<b>Equality or Good Relations Implications / Rural Needs Assessment</b>
5.1	No adverse impacts identified.
<b>6.0</b>	<b>Appendices – Documents Attached</b>
	<b>Appendix 1</b> – List of Local applications which are proposed to be delegated to officers to determine.

DRAFT

**Appendix 1 – Local applications with NIW objections  
(May 2026)**

	DEA	REFERENCE	DATE RECEIVED	PROPOSAL	ADDRESS
1	Oldpark	LA04/2026/0699/F	16/04/2026	Clearance of site to facilitate two-storey office and additional industrial storage unit. New parking and turning area, security fencing and gates, landscaping and additional site works.	Lands Adjacent 9-19 Hillview Road, Belfast BT14 7BT
2	Lisnasharragh	LA04/2024/2053/F	02/12/24	Change of Use of Existing Commercial Retail/Distribution Unit to Personal Training/Fitness Centre Facility with no external alterations	3 Ballygowan Road, Down, Belfast, BT5 7LH
3	Botanic	LA04/2025/1911/F	09/11/25	Change of use of existing upper floors from offices (Class B1) to hostel accommodation (Class C1/Sui Generis) providing 136 bedspaces, with associated lounge, kitchen, and ancillary facilities; and formation of a new entrance lobby within one small ground-floor retail unit fronting William Street South. All other ground-floor retail units remain unchanged. Internal alterations only with no increase in building footprint or external envelope. Minor elevation changes to create door entrances. Building lies within the Belfast City Centre Conservation Area.	Mayfair Buildings 5-11 William Street South BT1 4FD, 5-11 Arthur Square Bt1 4AR, Belfast, BT1 4FD
4	Titanic	LA04/2025/0049/F	04/03/2025	Amalgamation of ground floors of No's 74 and 76 and change of use to one 2-bed (Class C1) apartment. Change of use of first and second floors of No74 from office to one 2-bed apartment (Class C1). Change-of-use of first and second floors of No76 to create a 4-bed/4-person	74 & 76 Castlereagh Road, Belfast, BT5 5FP

				Home in Multiple Occupation (HMO). Associated site works.	
5	Castle	LA04/2026/0512/F	14/04/2026	Extension and alterations to the existing supermarket to include a single-storey cantilevered extension to the eastern elevation and a two-storey extension to the southern elevation, external forecourt lighting and additional site works	Spar 739-741 Antrim Road Belfast BT15 5GP
6	Court	LA04/2025/0594/F	05/04/2025	Change of use from 4 bedroom residential property (C1) with to 5 bed HMO with occupancy of 5 (Sui Generis)	163 Ballygomartin Road

## Committee Report

Development Management Report	
<b>Date of Committee:</b> 19 <sup>th</sup> May 2026	
<b>Application ID:</b> LA04/2025/2033/F	
<b>Proposal:</b> Variation of conditions, 3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27 of planning approval LA04/2023/2459/F to allow for phasing of the development.	<b>Location:</b> The Maynard Sinclair Pavilion Stormont Estate, Belfast, BT4 3TA
<b>Referral Route:</b> Section 54 application to vary condition of previous major application.	
<b>Recommendation:</b> Approval subject to conditions	
<b>Applicant Name and Address:</b> Kieran Devlin NICSSA Stormont Estate Upper Newtownards Road Belfast BT4 3TA	<b>Agent Name and Address:</b> Michael Sloan Hamilton Architects 3 Joy Street Belfast
<b>Date Valid:</b> 12 <sup>th</sup> December 2025	
<b>Target Date:</b> 10 July 2026	
<b>Contact Officer:</b> Lisa Walshe, Principal Planning Officer	
<p><b>Executive Summary:</b></p> <p>Planning approval was previously granted for the redevelopment of the NICSSA pavilion complex within the Stormont Estate to create a centre of excellence for sport (Ref: LA04/2023/2459). The development approved comprises of demolition of the existing pavilion building and replacement with a new 2 storey building providing state of the art indoor sports halls, changing accommodation, function/meeting space offering improvements to the existing offering. Day to Day operation of the site will be improved by way of improvements to internal road network via new access/egress arrangements from the existing Stoney Road junction, additional car and cycle parking and new waste/recycling areas.</p> <p>This application seeks planning permission to vary a number of conditions (3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27) to allow for phasing of the development. Phasing of the development is sought in line with funding available for the project. The applicant has advised that <i>'Funding for the project has now been made available to enable the commencement of "Phase 1" of the project and NICSSA are ready to proceed including discharging of relevant pre-commencement conditions.'</i></p> <p>The key issues relevant to consideration of the application are:</p> <ul style="list-style-type: none"> <li>• Principle of the development</li> <li>• The impact of proposed phasing</li> </ul> <p>DFC: HED, DAERA, BCC Environmental Health and BCC Trees offer no objections to the proposed variation subject to amendments to conditions.</p>	

One objection has been received raising concerns regarding parking which is considered in report below.

**Recommendation**

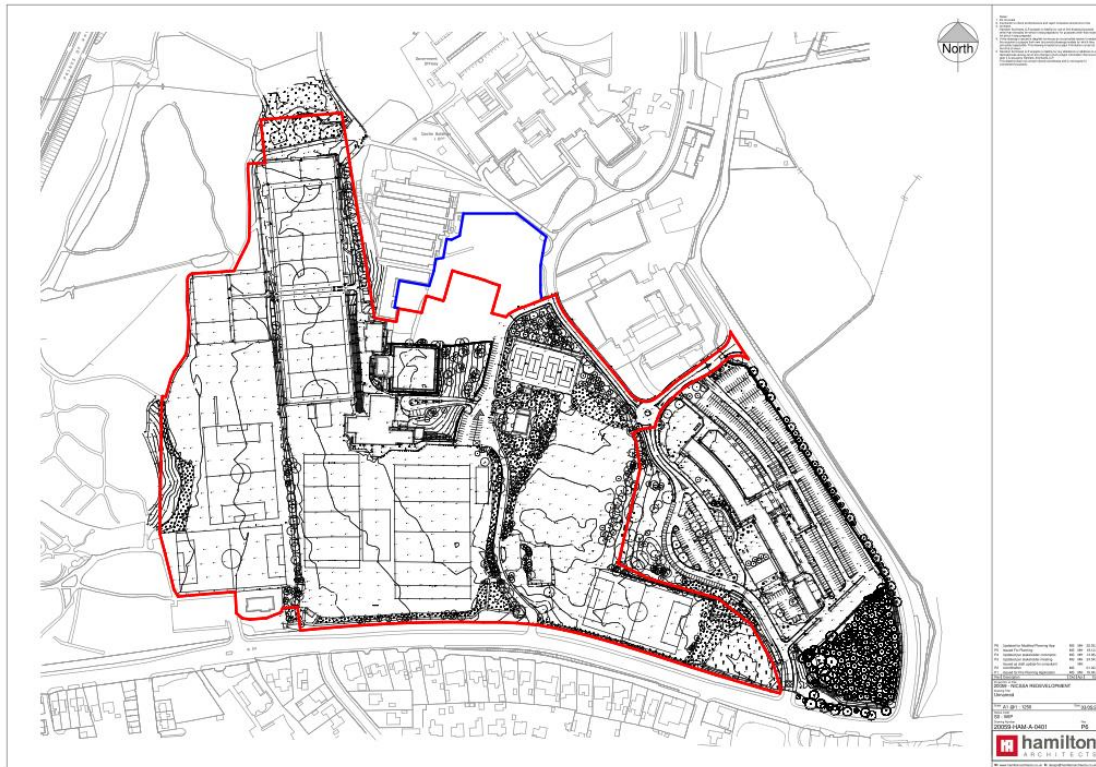
Having had regard to the development plan, relevant planning policies, and consultation responses it is considered that the variation of conditions should be approved.

Delegated authority is sought for the Director of Planning and Building Control to finalise the conditions and deal with any other matters which may arise so long as they are not substantive.

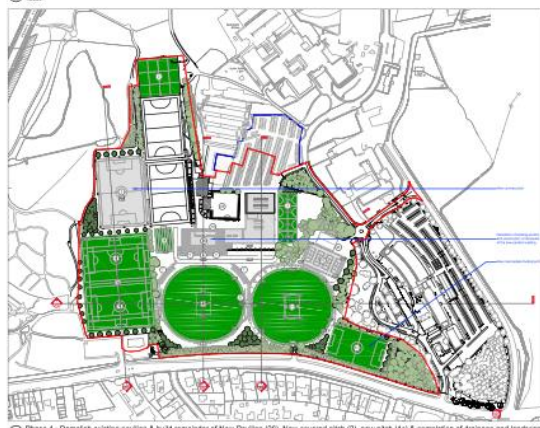
# Case Officer Report

## 1.0 Drawings

### Site Location Plan



### Masterplan Phasing Strategy



Legend

- 100 - 100% Built-up Area
- 101 - 100% Built-up Area (Phase 1)
- 102 - 100% Built-up Area (Phase 2)
- 103 - 100% Built-up Area (Phase 3)
- 104 - 100% Built-up Area (Phase 4)
- 105 - 100% Built-up Area (Phase 5)
- 106 - 100% Built-up Area (Phase 6)
- 107 - 100% Built-up Area (Phase 7)
- 108 - 100% Built-up Area (Phase 8)
- 109 - 100% Built-up Area (Phase 9)
- 110 - 100% Built-up Area (Phase 10)
- 111 - 100% Built-up Area (Phase 11)
- 112 - 100% Built-up Area (Phase 12)
- 113 - 100% Built-up Area (Phase 13)
- 114 - 100% Built-up Area (Phase 14)
- 115 - 100% Built-up Area (Phase 15)
- 116 - 100% Built-up Area (Phase 16)
- 117 - 100% Built-up Area (Phase 17)
- 118 - 100% Built-up Area (Phase 18)
- 119 - 100% Built-up Area (Phase 19)
- 120 - 100% Built-up Area (Phase 20)
- 121 - 100% Built-up Area (Phase 21)
- 122 - 100% Built-up Area (Phase 22)
- 123 - 100% Built-up Area (Phase 23)
- 124 - 100% Built-up Area (Phase 24)
- 125 - 100% Built-up Area (Phase 25)
- 126 - 100% Built-up Area (Phase 26)
- 127 - 100% Built-up Area (Phase 27)
- 128 - 100% Built-up Area (Phase 28)
- 129 - 100% Built-up Area (Phase 29)
- 130 - 100% Built-up Area (Phase 30)
- 131 - 100% Built-up Area (Phase 31)
- 132 - 100% Built-up Area (Phase 32)
- 133 - 100% Built-up Area (Phase 33)
- 134 - 100% Built-up Area (Phase 34)
- 135 - 100% Built-up Area (Phase 35)
- 136 - 100% Built-up Area (Phase 36)
- 137 - 100% Built-up Area (Phase 37)
- 138 - 100% Built-up Area (Phase 38)
- 139 - 100% Built-up Area (Phase 39)
- 140 - 100% Built-up Area (Phase 40)
- 141 - 100% Built-up Area (Phase 41)
- 142 - 100% Built-up Area (Phase 42)
- 143 - 100% Built-up Area (Phase 43)
- 144 - 100% Built-up Area (Phase 44)
- 145 - 100% Built-up Area (Phase 45)
- 146 - 100% Built-up Area (Phase 46)
- 147 - 100% Built-up Area (Phase 47)
- 148 - 100% Built-up Area (Phase 48)
- 149 - 100% Built-up Area (Phase 49)
- 150 - 100% Built-up Area (Phase 50)

Hamilton Architects

# Phasing of Pavilion Building

## South Elevations



## North Elevations



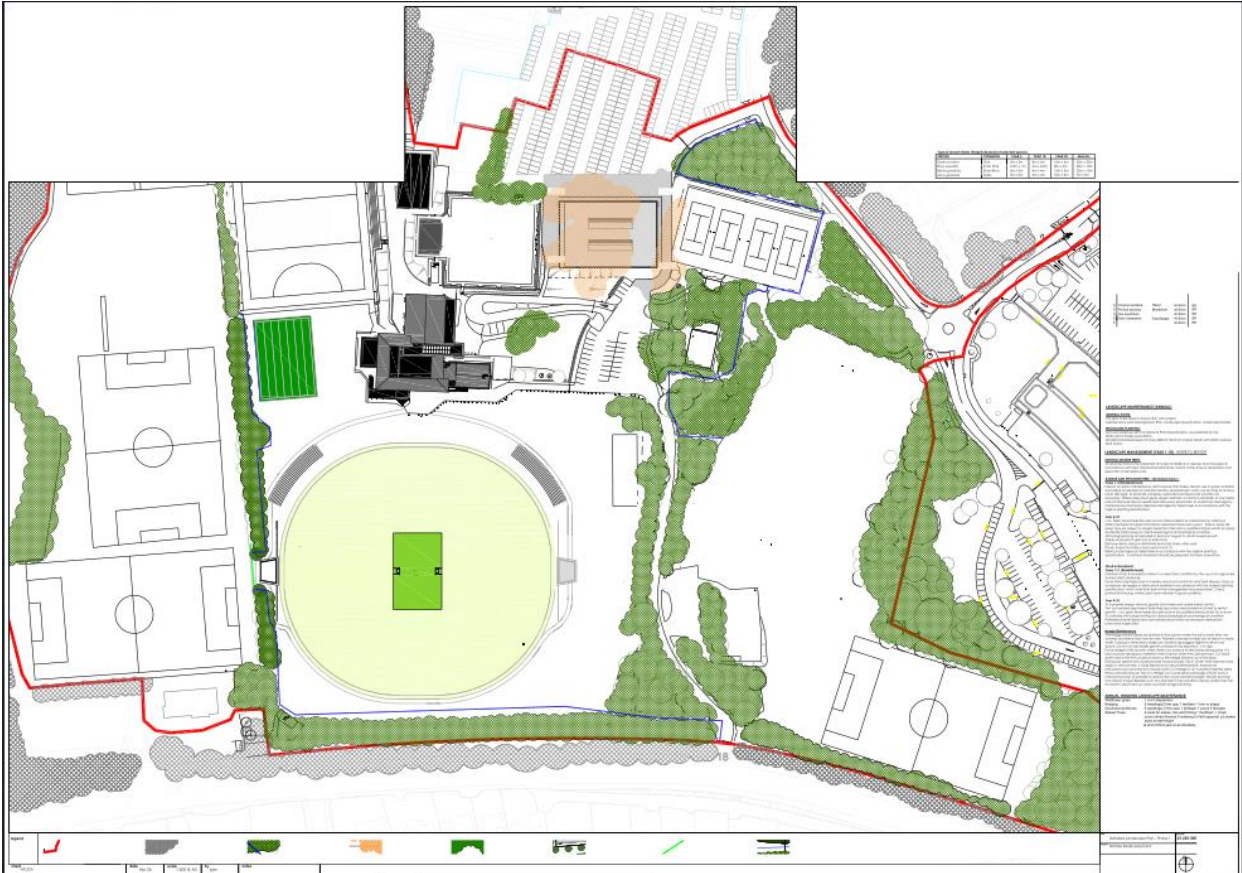
## East Elevations



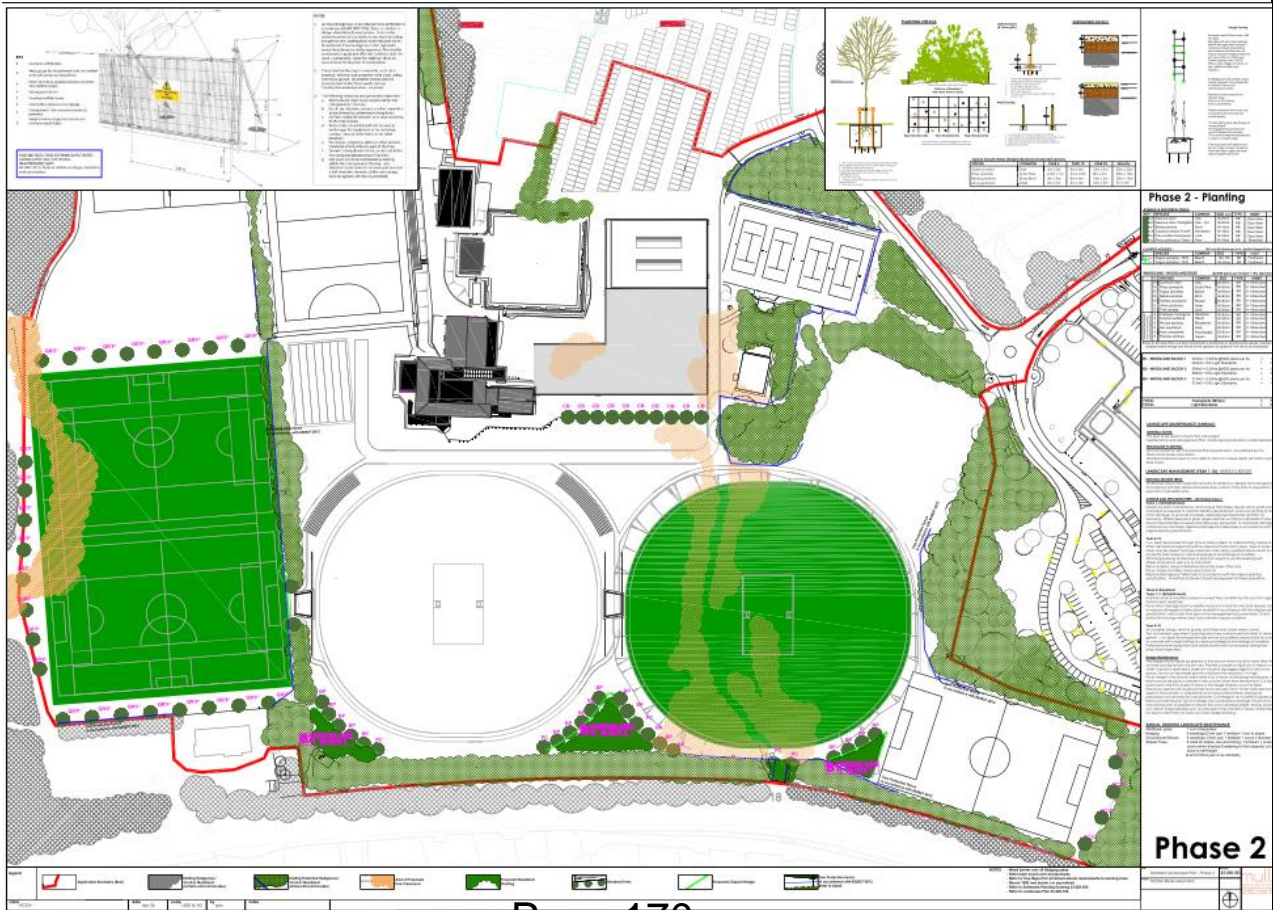
## West Elevations



# Landscape Phasing Phase 1



# Phase 2



# Phase 2



Characteristics of the Site and Area	
2.0	<b>Description of Proposed Development</b>
2.1	The application seeks planning permission for the variation of conditions 3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27 of planning approval LA04/2023/2459/F to allow for phasing of the development. Details of each of the conditions and requested changes by the applicant are set out below.
2.2	<p><u>Condition 3 of Approval LA04/2023/2459/F states:</u>  Notwithstanding the submitted details, no development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence on site unless a detailed soft landscaping scheme has been submitted to and approved in writing by the Council. The scheme shall include all trees, hedgerows and other planting which are to be retained; a planting specification to include [species, size, position and method of planting of all new trees and shrubs]; and a programme of implementation. The soft landscaping scheme shall be carried out in accordance with the approved details.  Reason: In the interests of the character and appearance of the area. Approval is required upfront because the soft landscaping is critical to the acceptability of the proposal.</p>
2.3	<p>The applicant requests to vary the wording of Condition 3 to: <b>(changes in bold)</b>  <i>Notwithstanding the submitted details, no development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence on site unless a detailed soft landscaping scheme has been submitted to and approved in writing by the council. The scheme shall include all trees, hedgerows and other planting which are to be retained, a planting specification to include (species, size, position and method of planting of all new trees and shrubs) and a programme of implementation. The soft landscaping scheme <b>for each phase</b> shall be detailed relevant to the content of each phase and carried out in accordance with the approved detail.</i></p>
2.4	<p><u>Condition 6 of Approval LA04/2023/2459/F states:</u>  No development shall commence on site unless a detailed methodology for the protection of the listed gates and piers to the rear entrance at Stoney Road during the construction phase has been submitted to and approved in writing by the Council. The development shall not be carried out unless in accordance with the approved details.  Reason: In the interests of the special architectural and historic qualities of the Listed Building.</p>
2.5	<p>The applicant requests to vary the wording of Condition 6 to: <b>(changes in bold):</b>  <i>No development shall commence on site unless a detailed methodology for the protection of the listed gates and piers to the rear entrance at Stoney Road during <b>each</b> construction phase has been submitted and approved in writing by the council. The development shall not be carried out unless in accordance with the approved details.</i></p>
2.6	<p><u>Condition 7 of Approval LA04/2023/2459/F states:</u>  No site works of any nature or development shall take place until a programme of archaeological work (POW) has been prepared by a qualified archaeologist, submitted to and approved in writing by the Council.  The POW shall provide for:</p> <ul style="list-style-type: none"> <li>• The identification and evaluation of archaeological remains within the site;</li> <li>• Mitigation of the impacts of development through licensed excavation recording or by preservation of remains in-situ;</li> </ul>

	<ul style="list-style-type: none"> <li>• Post-excavation analysis sufficient to prepare an archaeological report, to publication standard if necessary; and</li> <li>• Preparation of the digital, documentary and material archive for</li> <li>• deposition.</li> </ul> <p>Reason: to ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.</p>
2.7	<p>The applicant requests to vary the wording of Condition 7 to: <b>(changes in bold)</b>:  <i>No site works of any nature or development shall take place until a <b>phased</b> programme of archaeological work (POW) has been <b>prepared to account for the relevant nature of each phase of the development</b> by a qualified archaeologist, submitted and approved in writing by the council.</i>  <i>The POW shall provide for:</i></p> <ul style="list-style-type: none"> <li>• <i>The identification and evaluation of archaeological remains within the site;</i></li> <li>• <i>Mitigation of the impacts of development through licensed excavation recording or by preservation of remains in situ</i></li> <li>• <i>Post excavation analysis sufficient to prepare an archaeological report to publication standard if necessary;</i>  <i>and</i></li> <li>• <i>Preparation of the digital, documentary and material archive for</i></li> <li>• <i>Deposition</i></li> </ul>
2.8	<p><u>Condition 8 of Approval LA04/2023/2459/F states:</u>  No site works of any nature or development shall take place other than in accordance with the programme of archaeological work approved under condition 7.  Reason: To ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.</p>
2.9	<p>The applicant requests to vary the wording of Condition 8 to: <b>(changes in bold)</b>:  <i>No site works of any nature or development shall take place other than in accordance with the <b>phased</b> programme of archaeological work approved under condition 7.</i></p>
2.10	<p><u>Condition 9 of Approval LA04/2023/2459/F states:</u>  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 programme of archaeological work approved under condition 7. These measures shall be implemented and a final archaeological report shall be submitted and agreed in writing by the Council within 12 months of the completion of archaeological site works, or as otherwise agreed in writing with the Council.  Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated and the excavation archive is prepared to a suitable standard for deposition.</p>
2.11	<p>The applicant requests to vary the wording of Condition 9 to: <b>(changes in bold)</b>:  <i>A phased 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 <b>phased</b> programme of archaeological work approved under condition 7. These measures shall be implemented and a final archaeological report shall be submitted and agreed in writing by the council within 12 months of completion of archaeological site works <b>applicable to each phase</b>, or as otherwise agreed in writing with the council.</i></p>
2.12	<p><u>Condition 12 of LA04/2023/2459/F states:</u>  No development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) until an updated Quantitative Risk Assessment has been submitted to and approved in writing by the Council. This updated Quantitative</p>

	<p>Risk Assessment shall specifically consider the asbestos in shallow soils identified at BH6 within the MCL Consulting Ltd report entitled 'Project Number: P3035, Generic Quantitative Risk Assessment, Stormont Sports Pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023'.</p> <p>The updated Quantitative Risk Assessment shall follow current Environment Agency and CIRIA guidance and British Standards and include:</p> <ul style="list-style-type: none"> <li>- Additional site investigation in line with BS 10175:2011+A2:2017.</li> <li>- A satisfactory assessment of the risks (including an updated Conceptual Site Model), conducted in line with current Environment Agency guidance. Risks associated with ground gases shall be assessed under the methodology outlined in BS 8485:2015+A1:2019.</li> </ul> <p>The development shall not be carried out unless in accordance with the approved details.</p> <p>Reason: To ensure that any contamination within the site is appropriately dealt with, in the interests of human health.</p>
2.13	<p>The applicant requests to vary the wording of Condition 12 to: (<b>changes in bold</b>):  <i>No <b>works of the phased</b> development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) <b>in the area directly on and adjacent to BH6 identified within the MCL Consulting Ltd report entitled 'Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023.'</b> until an updated QRA has been submitted to and approved in writing by the Council. This updated Quantitative Risk Assessment shall specifically consider the asbestos in shallow soils identified at BH6.</i>  <i>The updated Quantitative Risk Assessment shall follow current Environment Agency and CIRA guidance and British Standards and include:</i></p> <ul style="list-style-type: none"> <li>- <i>Additional site investigation in line with BS 10175:2011 + A2:2017</i></li> <li>- <i>A satisfactory assessment of the risks (including an updated conceptual site model), conducted in line with current Environment Agency guidance. Risks associated with ground gases shall be assessed under the methodology outlined in BS 8485:2015+A1:2019.</i></li> </ul> <p><i>The development shall not be carried out unless in accordance with the approved details.</i></p>
2.14	<p><u>Condition 13 of LA04/2023/2459/F states:</u>  No development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) unless an updated Remediation Strategy has been submitted to and approved in writing by the Council. The Remediation Strategy shall consider the MCL Consulting Ltd report entitled 'Project Number: P3035, Generic Quantitative Risk Assessment, Stormont Sports Pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023' and the updated Quantitative Risk Assessment. The updated Remediation Strategy shall follow current Environment Agency and CIRIA guidance and British Standards and 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.</p>
2.15	<p>The applicant requests to vary the wording of Condition 13 to: (<b>changes in bold</b>):  <i>No <b>works of the phased</b> development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) <b>in the area directly on and</b></i></p>

	<p><i>adjacent to BH6 identified within the MCL Consulting Ltd report entitled ‘Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023’ until an updated Remediation Strategy has been submitted to and approved in writing by the Council. The Remediation Strategy shall consider the ‘MCL Consulting Ltd report entitled ‘Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023’ and the updated Quantitative Risk Assessment. The updated Remediation Strategy shall follow current Environmental Agency and CIRIA guidance and British Standards and 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 works applicable to this phase of development shall not be carried out unless in accordance with the approved Remediation Strategy.</i></p>
2.16	<p><u>Condition 14 of LA04/2023/2459/F states:</u>  Prior to 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.</p>
2.17	<p>The applicant requests to vary the wording of Condition 14 to <b>(changes in bold)</b>:  <i>Prior to operation of <b>any section of the phased</b> development <b>directly affected by Conditions 12 &amp; 13 of this approval</b>, 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 associated with this phase no longer poses a potential risk to human health.</i></p>
2.18	<p><u>Condition 24 of LA04/2023/2459/F states:</u>  Within one year of its occupation, evidence that the pavilion building has been constructed to at least BREEAM Excellent standard, or equivalent, shall be submitted in writing to the Council.  Reason: To ensure that the development mitigates and adapts to climate change</p>
2.19	<p>The applicant requests to vary the wording of Condition 24 to: <b>(changes in bold)</b>:  <i>Within one year of <b>each phased</b> occupation evidence that <b>each phase of the pavilion building</b> has been constructed to at least BREEAM Excellent standard, or equivalent, shall be submitted in writing to the council.</i></p>
2.20	<p><u>Condition 25 of LA04/2023/2459/F states:</u>  The SuDS measures shall be implemented as specified in the application and the building shall not be occupied nor the upgraded/new playing pitches/facilities operational until written verification and evidence of such has been submitted to and approved in writing by the Council.  Reason: In order that the development provides sustainable drainage.</p>
2.21	<p>The applicant requests to vary the wording of Condition 25 to: <b>(changes in bold)</b>:</p>

<p>2.22</p> <p>2.23</p>	<p><i>The SuDS measures shall be implemented as specified in <b>line with the development phasing and each phase of the building itself</b> shall not be occupied nor the upgraded/new playing pitches/facilities operational until written verification and evidence of such has been submitted to and approved in writing by the Council.</i></p> <p><u>Condition 27 of LA04/2023/2459/F states:</u> Notwithstanding the submitted details, 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 as well as the control of pollution sources. 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 protect ecology and safeguard the amenities of the area. Approval is required upfront because construction works have the potential to harm the amenities of the area</p> <p>The applicant requests to vary the wording of Condition 27 to: (<b>changes in bold</b>): <i>Notwithstanding the submitted details, no <b>phase of</b> 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 <b>applicable to each phase</b>. The Final Environmental Construction Management Plan shall include measures to control noise, dust, vibration and other nuisance during the demolition/construction phase as well as the control of pollution sources. No development shall commence on site (including demolition, site clearance and site preparation) unless in accordance with the approved Final Environmental Construction Management Plan.</i></p>
<p><b>3.0</b></p> <p>3.1</p>	<p><b>Description of Site</b></p> <p>The site is located off the Upper Newtownards Road, in the east of the city and is part of the wider Stormont Castle and Parliament Buildings estate. The site is currently occupied by the Northern Ireland Civil Service Sports Association (NICSSA) who operate the existing pavilion and manage the existing open space facilities. The site sits adjacent to the listed Dundonald House, a government owned office building immediately east of the site.</p>
<p><b>Planning Assessment of Policy and other Material Considerations</b></p>	
<p><b>4.0</b></p> <p>4.1</p>	<p><b>Planning History</b></p> <p>LA04/2023/2459/F – Redevelopment of the NICSSA pavilion complex within the Stormont Estate creating a centre of excellence for sport. The development will comprise of demolition of the existing pavilion building and replacement with new 2 storey building providing state of the art indoor sports halls, changing accommodation, function/meeting space offering improvements to the existing offering. Day to Day operation of the site will be improved by way of improvements to internal road network via new access/egress arrangements from the existing Stoney Road junction, additional car and cycle parking and new waste/recycling areas, lands within the Stormont Estate to include The Maynard Sinclair Pavilion and Dundonald House, Belfast, County Down, BT4 3TA &amp; BT4 3SU. Permission granted 02.07.24.</p> <p>LA04/2021/0976/PAN - Proposed redevelopment of the NICSSA Pavilion Sports Complex within the Stormont Estate creating a centre of excellence for sport. The development will comprise of partial demolition of the existing building and</p>

	<p>replacement with new 2 storey extensions providing state of the art indoor sports halls, changing accommodation, function/meeting space and improvements to the internal layout.</p> <p>Wider site works will include the demolition and site clearance of the Dundonald House site to facilitate the extension and development of new international standard outdoor multi multisports playing, training, and ancillary facilities. Day -to -day operation of the site will be improved by way of improvements to the internal road network via new access/egress arrangements from the existing Stoney Road Junction, additional car &amp; cycle parking, and new waste/recycling areas. PAN acceptable 11 May 2021.</p>
<b>5.0</b>	<b>Policy Framework</b>
5.1	<b>Belfast Urban Area Plan 2001</b>
5.2	<p><b>Draft Belfast Metropolitan Area Plan 2015 (v2004 and v2014)</b></p> <p>Following the recent Court of Appeal decision on BMAP, the extant development plan is now the BUAP. DBMAP (both v2004 and v2014 versions) is a material consideration. The weight to be afforded to dBMAP is a matter of judgement for the decision maker. Given its advanced stage in the Development Plan process, it is considered that dBMAP (v2014) carries significant weight.</p>
5.3	<p><b>Belfast Local Development Plan Draft Plan Strategy</b></p> <p>The Belfast Local Development Plan Draft Plan Strategy 2035 will guide future planning application decision making to support the sustainable spatial growth of the city up to 2035. The draft Plan Strategy has been subject to examination by the Planning Appeals Commission and the Council has been provided with a copy of their Report, together with a Direction from DfI in relation to additional required steps before it can be considered adopted. Paragraph 1.10 of the SPPS states that a transitional period will operate until such times as a Council's Plan Strategy has been adopted. Accordingly, whilst the Draft Plan Strategy is now a material consideration it has limited weight until it is adopted and during the transitional period planning authorities will apply existing policy together with the SPPS.</p>
5.4	<b>Strategic Planning Policy Statement for Northern Ireland (SPPS)</b>
5.5	<p><b>Operation Policies Policy BH1 Belfast Local Development Plan Draft Plan Strategy</b></p> <p>Policy DES 1 – Principles of urban design  BH1 – Listed Buildings  BH4 - Works to grounds affecting built heritage  BH5 - Archaeology  ENV1 - Environmental Quality  ENV2 - Mitigating Environmental Change  ENV5 – Sustainable urban drainage systems (SuDS)  TRE1 - Trees</p>
<b>6.0</b>	<p><b>Statutory Consultees Responses</b></p> <ul style="list-style-type: none"> <li>• <b>DFC, Historic Environment Division</b> – Content with the variation of conditions 6, 7, 8 and 9</li> <li>• <b>DAERA, NIEA</b> – Content with the variation of condition 27</li> </ul>

<p><b>6.1</b></p>	<p><b>Non Statutory Consultees Responses</b></p> <ul style="list-style-type: none"> <li>• <b>Environmental Health</b> – No objection to the variation of conditions 12, 13 and 14.</li> <li>• <b>BCC Trees</b> – No objection to the variation of condition 3.</li> </ul>
<p><b>7.0</b></p> <p>7.1</p> <p>7.2</p> <p>7.3</p> <p>7.4</p> <p>7.5</p> <p>7.6</p> <p>7.7</p>	<p><b>Representations</b></p> <p>The application was advertised on the 19<sup>th</sup> December 2025 and neighbours notified on the 19<sup>th</sup> December 2025.</p> <p>1 objection was received. The issues raised are summarised below.</p> <p>Concern regarding proposed pedestrian entrance – on days with large sporting events the service road opposite is used for parking which causes difficulty for residents. If there is no vehicle entrance spectators will park on the service road and will be more inclined to use the pedestrian gate as easy access.</p> <p>Case officer response: the principle of development has been established through the previous approval on the site (LA04/2023/2459/F). Similar concerns were raised and considered during the previous application and at that time DFI Roads was consulted and raised no objection to the proposal subject to conditions. Those conditions are not proposed to be varied as part of this application and no amendments are proposed to the layout/pedestrian access.</p> <p>The following paragraph extracted from the Committee Report for LA04/2023/2459/F highlights the traffic management measures proposed by the applicant to manage traffic for major events.</p> <p><i>For major events the applicant has advised that NICSSA will provide clear instructions to spectators of the bus routes and stops as well the Dundonald park &amp; ride to encourage greater use of public transport. The applicant has highlighted that for previous major events public transport and coaches have been utilised reducing the need for additional carparking and they have been able to accommodate the private coaches along the Prince of Wales drive within the Stormont Estate to park the buses. All this is undertaken in liaison with Stormont Estate Management Unit. NICSSA also highlight that most major events happen primarily over the weekends and in the evenings i.e. off peak times when the car parks at Stormont are generally not in use.</i></p> <p>Notwithstanding the above, the pedestrian access provides permeability to the site from the Upper Newtownards Road which is a key transport route to and from the site and well served by the Glider. Ease of access to the site from the Upper Newtownards Road is important in terms of movement of pedestrian traffic using public transport to and from the site.</p>
<p><b>8.0</b></p> <p>8.1</p> <p>8.2</p>	<p><b>Assessment</b></p> <p><b>Principle of development</b></p> <p>The principle of development has already been established through the previous approval LA04/2023/2459/F. It is considered that the proposal is in compliance with the SPPS in that the proposed development will not cause demonstrable harm to interests of acknowledged importance which are considered below.</p> <p>The applicant in a statement accompanying the application has stated that an '<i>outline phasing strategy was approved as part of the above planning approval, this</i></p>

	<p><i>application seeks to amend that phasing strategy in line with project funding. Funding for the project has now been made available to enable the commencement of "Phase 1" of the project and NICSSA are ready to proceed including discharging of relevant pre-commencement conditions.'</i></p>
8.3	<p><b>Impact of proposed phasing</b> The proposed phasing of works seeks to deliver the development in 4 phases which are set out below:-</p>
8.4	<p><b><u>Phase 1</u></b> Phase 1 is proposed to include: (building/pitch numbers shown in blue (brackets) relate to reference on the associated drawings)</p> <ul style="list-style-type: none"> <li>• The new indoor Sports Hall only section of the new pavilion (26) (The existing pavilion building will remain operational during this phase)</li> <li>• New cycle racks (17)</li> <li>• New Cricket Practice Nets (28)</li> <li>• 2no. New 500 seater cricket spectator stands (7)</li> <li>• 2no. New permanent cricket sight screens with media box and scoreboards (8)</li> <li>• All associated drainage relevant to this phase</li> <li>• All associate landscaping relevant to this phase</li> </ul>
8.5	<p><b><u>Phase 2</u></b> Phase 2 is proposed to include:-</p> <ul style="list-style-type: none"> <li>• Section of the proposed new pavilion (26) (The existing pavilion building will remain operational during this phase)</li> <li>• New artificial pitch (1a), (1b) (1g)</li> <li>• Secondary Cricket Green (11)</li> <li>• All associated drainage relevant to this phase</li> <li>• All associate Landscaping relevant to this phase</li> </ul>
8.6	<p><b><u>Phase 3</u></b> Phase 3 is proposed to include:-</p> <ul style="list-style-type: none"> <li>• Artificial Playball pitches (3)</li> <li>• New covered tennis courts (15)</li> <li>• New ground store (24)</li> <li>• Existing Hockey pitches resurfacing (22)</li> <li>• New spectator area to existing Hockey pitch (23)</li> <li>• All associated drainage relevant to this phase</li> <li>• All associate Landscaping relevant to this phase</li> </ul>
8.7	<p><b><u>Phase 4</u></b></p> <ul style="list-style-type: none"> <li>• Demolition of existing Pavilion building</li> <li>• Construction of remainder of new pavilion (26)</li> <li>• New covered artificial pitch (2)</li> <li>• New natural grass pitch (1c)</li> <li>• All associated drainage relevant to this phase</li> <li>• All associate Landscaping relevant to this phase</li> </ul>
8.8	<p>The proposed development has been divided into four phases of development with the existing facility remaining operational throughout the lifespan of the development. A phased approach to the approved development is proposed to align the delivery of upgraded facilities with the availability of funding ensuring the project remains financially sustainable and deliverable. Phasing will enable priority elements of the approved development to be brought forward at the earliest opportunity whilst allowing subsequent phases to progress in line with funding streams. The phasing</p>

	<p>approach enables the applicant to deliver and ensures that each phase can operate effectively whilst supporting long-term viability of the overall scheme. The phasing approach is considered acceptable in principle.</p>
8.9	<p>As part of the phasing approach the proposed pavilion building will be developed in 4 phases incrementally improving the facilities on site during the lifespan of the development. Timing for the phases will be dependent on funding and the applicant has indicated that funding has been secured for Phase 1 as set out in paragraph 9.2 above. Phasing of the pavilion will result in the existing pavilion building remaining in place until Phase 4 and new elements constructed in a phased manner. Drawings have been provided demonstrating the interim elevations for each phase of the pavilion, the finish of which is in keeping with the overall palette of materials previously approved which is considered acceptable and in accordance with Policy DES 1.</p>
8.10	<p><b>Amendments to conditions</b> The application seeks planning permission for the variation of conditions 3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27 of planning approval LA04/2023/2459/F. Each of the conditions are considered below.</p>
8.11	<p><u>Condition 3</u> Condition 3 of planning approval LA04/2023/2459/F requires the submission and agreement in writing by the Council of a landscaping plan prior to commencement. The phasing proposes the submission of a landscaping plan for each phase of development. BCC Trees has considered the amendment wording and offer no objections. The proposed amendments are considered in accordance with Policy TRE1 [Trees] of the Plan Strategy.</p>
8.12	<p><u>Condition 6</u> Condition 6 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of a detailed methodology for the protection of the listed gates and piers to the rear entrance at Stoney Road during the construction phase prior to commencement. The phasing proposes the submission of a detailed methodology for the protection of the listed gates and piers to the rear entrance at Stoney Road during each construction phase. DFC HED has considered the amendments and advise that they are content with the proposal for a variation to Condition 6 and acknowledge a methodology for the protection of the listed gates and piers shall be submitted at appropriate stages of the overall development as outlined in the Proposed Phasing Strategy &amp; Alterations to Planning Conditions document. The proposed amendments are considered in accordance with Policies BH1 [Listed Buildings] and BH4 [Works to grounds affecting built heritage] of the Plan Strategy.</p>
8.13	<p><u>Condition 7</u> Condition 7 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of a programme of archaeological work (POW) prior to any site works taking place. The phasing proposes the submission of programme of archaeological work (POW) for each phase of development. DFC HED has considered the amendments and advise they are content with a phased approach to archaeological mitigation. The proposed amendments are considered in accordance with Policy BH5 [Archaeology] of the Plan Strategy.</p>
8.14	<p><u>Condition 8</u> Condition 8 of planning approval LA04/2023/2459/F requires that no site works take place other than in accordance with an approved programme of archaeological work (POW). The phasing proposes that no site works take place other than approved in accordance with the phased programme of archaeological work (POW). DFC HED has considered the amendments and advise they are content with a phased approach</p>

	to archaeological mitigation. The proposed amendments are considered in accordance with Policy BH5 [Archaeology] of the Plan Strategy.
8.15	<p><u>Condition 9</u></p> <p>Condition 9 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of a final archaeological report within 12 months of the completion of archaeological works. The phasing proposes the submission and approval by the Council of a final archaeological report within 12 months of the completion of each phase of archaeological works. DFC HED has considered the amendments and advise they are content with a phased approach to archaeological mitigation. The proposed amendments are considered in accordance with Policy BH5 [Archaeology] of the Plan Strategy.</p>
8.16	<p><u>Condition 12</u></p> <p>Condition 12 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of an updated Quantitative Risk Assessment prior to commencement of development. The phasing proposes no works to the phased development in a specific area (directly on and adjacent to BH6 (borehole6) identified within the MCL Consulting Ltd report entitled 'Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023) until the submission and approval by the Council of an updated Quantitative Risk Assessment. Environmental Health was consulted and raise no objections subject to changes to the wording of the condition. The proposed amendments are considered in accordance with Policy ENV1 [Environmental Quality] of the Plan Strategy.</p>
8.17	<p><u>Condition 13</u></p> <p>Condition 13 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of an updated Remediation Strategy prior to commencement of development. The phasing proposes no works to the phased development in a specific area (directly on and adjacent to BH6 (borehole6) identified within the MCL Consulting Ltd report entitled 'Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023) until the submission and approval by the Council of an updated Remediation Strategy. Environmental Health was consulted and raise no objections subject to changes to the wording of the condition. The proposed amendments are considered in accordance with Policy ENV1 [Environmental Quality] of the Plan Strategy.</p>
8.18	<p><u>Condition 14</u></p> <p>Condition 14 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of a Verification Report prior to operation of the development. The phasing proposes no works to any section of the phased development directly affected by Conditions 12 and 13 until the submission and approval by the Council of an verification report prior to operation. Environmental Health was consulted and raise no objections subject to changes to the wording of the condition. The proposed amendments are considered in accordance with Policy ENV1 [Environmental Quality] of the Plan Strategy.</p>
8.19	<p><u>Condition 24</u></p> <p>Condition 24 of planning approval LA04/2023/2459/F requires the submission of evidence demonstrating that the pavilion building has been constructed to at least BREEAM Excellent standard or equivalent within one year of its occupation. The phasing proposes that evidence that each phase of the pavilion building has been constructed to at least BREEAM Excellent standard or equivalent shall be submitted to the Council within one year of each phase of occupation. Officers consider that the</p>

<p>8.20</p> <p>8.21</p> <p>8.22</p> <p>8.23</p>	<p>proposed phasing approach will not compromise the ability of the scheme to deliver a high-quality building standard and will enable sustainability objectives of the scheme are achieved through a phased approach whilst maintaining a high-quality building standard. The proposed amendments are considered in accordance with Policy ENV2 [Mitigating environmental change] of the Plan Strategy.</p> <p><b>Condition 25</b> Condition 25 of planning approval LA04/2023/2459/F requires that the SuDS measures shall be implemented and the building shall not be occupied nor the upgraded/new playing pitches/facilities operational until written verification and evidence of such has been submitted to and approved in writing by the Council. The phasing proposes that the SuDS measures shall be implemented in line with the development phasing and each phase of the building shall not be occupied nor the upgraded/new playing pitches/facilities operational until written verification and evidence of such has been submitted to and approved in writing by the Council. Officers consider that proposed phasing approach will achieve the sustainability objectives of the provision of SuDS measures across the site. The proposed amendments are considered in accordance with Policy ENV5 [Sustainable drainage systems (SuDS)] of the Plan Strategy.</p> <p><b>Condition 27</b> Condition 27 of planning approval LA04/2023/2459/F requires the submission and approval by the Council of a Final Environmental Construction Management Plan (CEMP) prior to commencement of development. The phasing proposes the submission and approval by the Council of a Final Environmental Construction Management Plan (CEMP) for each phase of the development prior to commencement of development. DAERA, NIEA Water Management Unit was consulted and raise no objections to the proposed phasing approach. The proposed amendments are considered in accordance with Policy ENV1 [Environmental Quality] of the Plan Strategy.</p> <p><b>Conclusion</b> The phased approach to the re-development of the NICSSA complex within the Stormont Estate creating a centre of excellence for sport has been assessed by officers and consultees and no objections arise from the proposal. The phasing approach to the development will ensure that it is delivered in line with funding whilst ensuring that the environmental and sustainability objectives are secured for each phase of the development and for the entire scheme. The development is compliant with relevant planning policy set out in the LDP plan Strategy. Having regard for the policy context and the considerations above, the proposed variation of conditions is considered acceptable.</p> <p><b>Pre-application Community Consultation</b> Given that this application is for the variation of conditions to a previously approved major application, the applicant can rely on the pre-application community consultation that was submitted alongside application LA04/2023/2459/F.</p>
<p>9.0</p> <p>9.1</p>	<p><b>Summary of Recommendation:</b></p> <p>Having regard to BCC LDP Plan Strategy and other material considerations, the proposal is considered acceptable and approval of planning permission is recommended. This will create a standalone permission and as such all conditions from planning approval LA04/2023/2459/F must be replicated on any decision notice, albeit with conditions 3, 6, 7, 8, 9, 12, 13, 14, 24, 25 and 27 amended.</p>

9.2	Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions subject to no new substantive planning issues being raised by consultees and third parties
11.0	<p><b>DRAFT Conditions</b> (Officer amendments in <b>red</b>. Applicant's amendments in <b>bold</b>):</p> <ol style="list-style-type: none"> <li>1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission. Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</li> <li>2. All trees and planting within the site shall be retained unless shown on the approved drawings as being removed. Any existing or new trees or planting 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 (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 visual amenity.</li> <li>3. Notwithstanding the submitted details, no development (other than site clearance, site preparation, demolition and the formation of foundations and trenches) shall commence on site unless a detailed soft landscaping scheme <b>for each phase</b> has been submitted to and approved in writing by the council. The scheme shall include all trees, hedgerows and other planting which are to be retained, a planting specification to include (species, size, position and method of planting of all new trees and shrubs) and a programme of implementation. The soft landscaping scheme <b>for each phase</b> shall be detailed relevant to the content of each phase and carried out in accordance with the approved detail. Reason: In the interests of the character and appearance of the area. Approval is required upfront because the soft landscaping is critical to the acceptability of the proposal.</li> <li>4. All hard and soft landscaping works shall be carried out in accordance with the approved details. The 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>5. The development shall be carried out, managed and maintained in accordance with the Landscape Management and Maintenance Plan (September 2023) unless otherwise agreed in writing by the Council. Reason: In the interests of amenity and the character and appearance of the area.</li> <li>6. No development shall commence on site unless a detailed methodology for the protection of the listed gates and piers to the rear entrance at Stoney Road during <b>each</b> construction phase has been submitted and approved in writing by the council. The development shall not be carried out unless in accordance with the approved details.</li> </ol>

	<p>Reason: In the interests of the special architectural and historic qualities of the Listed Building.</p> <p>7. No site works of any nature or development shall take place until a <b>phased</b> programme of archaeological work (POW) has been <b>prepared to account for the relevant nature of each phase of the development</b> by a qualified archaeologist, submitted and approved in writing by the council.  The POW shall provide for:</p> <ul style="list-style-type: none"> <li>• The identification and evaluation of archaeological remains within the site;</li> <li>• Mitigation of the impacts of development through licensed excavation recording or by preservation of remains in situ</li> <li>• Post excavation analysis sufficient to prepare an archaeological report to publication standard if necessary; and</li> <li>• Preparation of the digital, documentary and material archive for</li> <li>• Deposition</li> </ul> <p>Reason: to ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.</p> <p>8. No site works of any nature or development shall take place other than in accordance with the <b>phased</b> programme of archaeological work approved under condition 7.  Reason: To ensure that archaeological remains within the application site are properly identified, and protected or appropriately recorded.</p> <p>9. A phased 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 <b>phased</b> programme of archaeological work approved under condition 7. These measures shall be implemented and a final archaeological report shall be submitted and agreed in writing by the council within 12 months of completion of archaeological site works <b>applicable to each phase</b>, or as otherwise agreed in writing with the council.  Reason: To ensure that the results of archaeological works are appropriately analysed and disseminated and the excavation archive is prepared to a suitable standard for deposition.</p> <p>10. No works of any nature or development shall be carried out within the existing fenced area around the scheduled monument. No erection of huts or other structures, no storage of building materials, no dumping of spoil or topsoil or rubbish, no bonfires, nor any use, turning or parking of plant or machinery shall take place within the fenced area. The fence shall not be removed until the site works and development have been completed.  Reason: To prevent damage or disturbance of archaeological remains within the application site.</p> <p>11. In the event that any centralised combustion sources (boilers, CHP, biomass or generators) are proposed and there is a risk of impact at relevant receptor locations as per the criteria detailed within the Environmental Protection UK and Institute of Air Quality Management, Land-use Planning &amp; Development Control: Planning For Air Quality (January 2017), prior to their installation, an updated Air Quality Impact Assessment shall be submitted to and approved in writing by Council. The assessment shall include details of the combustion plant to be installed, to include emission rates and flue termination heights of the proposed combustion systems and must demonstrate that there will be no exceedances of the Air Quality Strategy objectives at relevant human receptor locations, associated with operation of the proposed combustion plant and with the overall development. No such centralised</p>
--	--

combustion sources shall be installed unless in accordance with the approved details.

Reason: To ensure that ambient air pollution related to the site is appropriately dealt with, in the interests of human health.

12. (NEW EH Condition)- No **works of the phased** development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) **in the area directly on and adjacent to BH6 identified within the MCL Consulting Ltd report entitled 'Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023.'** until an updated QRA has been submitted to and approved in writing by the Council. This updated Quantitative Risk Assessment shall specifically consider the asbestos in shallow soils identified at BH6, **linked to development in Phase 3 as per the Hamilton Architects 20059 NICSSA Redevelopment Masterplan Phasing Strategy. Dated 01.09.23. Drawing No. 20059-HAM-XX-XX-DR-A-1008.PO2.** The updated Quantitative Risk Assessment shall follow current Environment Agency and CIRIA guidance and British Standards and include:

- Additional site investigation in line with BS 10175:2011 + A2:2017
- A satisfactory assessment of the risks (including an updated conceptual site model), conducted in line with current Environment Agency guidance. Risks associated with ground gases shall be assessed under the methodology outlined in BS 8485:2015+A1:2019. The development shall not be carried out unless in accordance with the approved details.

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

13. (NEW EH Condition) - No **works of the phased** development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) **in the area directly on and adjacent to BH6, linked to development in Phase 3 as per the Hamilton Architects 20059 NICSSA Redevelopment Masterplan Phasing Strategy. Dated 01.09.23. Drawing No. 20059-HAM-XX-XX-DR-A-1008. PO2. and identified within the MCL Consulting Ltd report entitled 'Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023'** until an updated Remediation Strategy has been submitted to and approved in writing by the Council. The Remediation Strategy shall consider the 'MCL Consulting Ltd report entitled 'Project Number P3035, Generic Quantitative Risk Assessment, Stormont Sports pavilion Redevelopment, Upper Newtownards Road, Belfast, Client: NICSSA, Issued: September 2023' and the updated Quantitative Risk Assessment. The updated Remediation Strategy shall follow current Environmental Agency and CIRIA guidance and British Standards and 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 works applicable to this phase of** 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.

14. (NEW EH Condition) - Prior to operation of **any section of the phased** development **directly affected by Conditions 12 & 13 of this approval**, 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 associated with this phase 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.

15. If during the carrying out of the development, new contamination is encountered that has not previously been identified, all related development works shall cease, and the Council shall be notified immediately in writing. Unless otherwise first agreed in writing by the Council, no further related development works shall proceed until this new contamination has been fully investigated in accordance with current Environment Agency and CIRIA guidance and British Standards.

In the event of new contamination or risks being identified, a Remediation Strategy shall be submitted to and agreed in writing by the Council. The Remediation Strategy shall be implemented and subsequently a Verification Report shall be submitted to and agreed in writing by the Council prior to the development being operated. The Verification Report shall be completed by competent persons and demonstrate the successful completion of the remediation works and that the site is now fit for end-use. The Verification Report shall be in accordance with current Environment Agency and CIRIA guidance and British standards.

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

16. No development activity, including ground preparation or vegetation clearance, shall take place until a protection zone(s), clearly marked with posts joined with hazard warning tape, has been provided around each badger sett entrance associated with the main and annex sett complex at a radius of 25 metres (As shown on Figure II: Map showing sett structures and 25m buffers, Badger Survey and Mitigation Plan, MCL Consulting Ltd, February 2024). No works, vegetation clearance, disturbance by machinery, dumping or storage of materials shall take place within the protection zone(s) without the consent of the Council unless an appropriate Wildlife Licence has been obtained from NIEA. The protection zone(s) shall be retained and maintained until all construction activity has been completed on site.

Reason: To protect badgers and their setts on the site.

17. Prior to works commencing on site, all existing trees shown on Drawing No. 41B Landscape Design Plan (published to the NIPP 29/04/2024) as being retained shall be protected by appropriate fencing in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations. No retained tree shall be cut down, uprooted or destroyed, or have its roots damaged within the crown spread nor shall arboricultural work or tree surgery take place on any retained tree other than in accordance with the approved plans and particulars, without the written approval of the Council. The protective fencing shall remain in situ throughout the construction phase.

Reason: To protect the biodiversity value of the site, including protected species.

18. Throughout the construction phase, a clearly defined buffer of at least 10 metres must be maintained between the location of machinery refuelling, storage of oil/fuel, concrete mixing and washing areas, storage of machinery/material/spoil, etc. and the watercourse adjacent to the eastern edge of the red line boundary.

Reason: To ensure the project will not have an adverse effect on the integrity of any protected European site.

19. The drainage of all 3G artificial synthetic pitches must be constructed in accordance with the design measures detailed in the Infill Management & Pitch Maintenance Plan (Hamilton Architects, published 25/03/2024) to retain microplastics / rubber granulate within the pitch area. Site drainage must conform with the proposed measures throughout operation of the 3G pitches, unless otherwise agreed in writing by the Council.

Reason: To ensure the project will not have an adverse effect on the integrity of any European site.

20. The development hereby permitted shall not be occupied until the hard surfaced parking areas have been constructed within the site in accordance with the approved plans. These areas shall not be used at any time for any purpose other than for parking and movement of vehicles in connection with the approved development.

Reason: To ensure that adequate provision has been made for parking and traffic circulation within the site.

21. Prior to occupation of the pavilion building details of the covered cycle facilities shall be submitted to and approved in writing by the Council. The development shall not be occupied until the secure and covered cycle parking facilities have been provided on the site in accordance with the approved details. The development shall be carried out in accordance with the approved details which shall be permanently retained on the site.

Reason: To ensure acceptable cycle parking on the site and to encourage alternative modes of transport to the private car.

22. The development hereby permitted shall operate at all times in accordance with the approved Travel Plan.

Reason: To encourage the use of alternative modes of transport to the private car in accordance with the Transportation Principles.

23. The development shall not be occupied until all redundant vehicular accesses have been permanently closed off.

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

24. Within one year of **each phased** occupation. Evidence that **each phase of** the pavilion building has been constructed to at least BREEAM Excellent standard, or equivalent, shall be submitted in writing to the council.

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

25. The SuDS measures shall be implemented as specified in **line with the development phasing and each phase of the building itself** shall not be occupied nor the upgraded/new playing pitches/facilities operational until written verification and evidence of such has been submitted to and approved in writing by the Council.

Reason: In order that the development provides sustainable drainage.

26. Only natural fully biodegradable infill material shall be used in the construction of the 3G artificial pitches/playing surfaces in accordance with the 3G Infill Management & Maintenance Plan uploaded to the Planning Portal on 25th March 2024.

Reason: To ensure the project will not have an adverse effect on adjoining watercourses.

27. Notwithstanding the submitted details, no **phase of** 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 **applicable to each phase**. The Final Environmental

	<p>Construction Management Plan shall include measures to control noise, dust, vibration and other nuisance during the demolition/construction phase as well as the control of pollution sources. No development shall commence on site (including demolition, site clearance and site preparation) unless in accordance with the approved Final Environmental Construction Management Plan.</p> <p><b>Informatives</b> This decision relates to the following approved numbers: 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19</p> <p>The following drawing numbers approved under application LA04/2023/2459/F are also applicable to this proposal :- 06A, 13B, 19A, 20B, 21, 22A, 23, 24, 25, 29, 31, 32B, 33B, 35, 36, 39B, 42A.</p>
--	---

## Development Management Officer Report

### Committee Application

Summary	
<b>Application ID:</b> LA04/2026/0393/F	<b>Committee Meeting Date:</b> 19 <sup>th</sup> May 2026
<b>Proposal:</b> Temporary planning approval for a caravan / campervan / motorhome site, with ancillary facilities including communal recreational spaces, toilets, showers, waste disposal points, food and drink area, site office, waste collection, lights, storage areas and all associated temporary structures and works	<b>Location:</b> Lands at the Titanic Quarter, between Hamilton Road, Queens Road and Sydenham Road. Immediately NE, E and SE of Belfast Metropolitan College, approximately 150m SE of Titanic Hotel, 8 Queens Road, Belfast, BT3 9DT.
<b>Referral Route:</b> Section 3.8.5(a) of the scheme of Delegation – Application has been made by the Council.	
<b>Recommendation:</b>	Approval subject to conditions
<b>Applicant Name and Address:</b>  Belfast City Council Property & Projects Department  9-21 Adelaide Street  Belfast  BT2 8DJ	<b>Agent Name and Address:</b>  Sinead McAvoy  TSA Planning  20 May Street  Belfast
<b>Date Valid:</b> 6 <sup>th</sup> March 2026	
<b>Target Date:</b> 16 <sup>th</sup> October 2026	
<b>Contact Officer:</b> Lisa Walshe, Principal Planning Officer (Development Management)	
<p><b>Executive Summary:</b></p> <p>The site is located at a vacant area of hardstanding within Titanic Quarter, bounded by Queen’s Road, Hamilton Road and Sydenham Road. The site measures 4.8ha and is located within close proximity of the Titanic Museum and Hotel, H&amp;W cranes, and the Odyssey Arena. The temporary campsite will be used to help accommodate some of the expected 800,000 visitors for Fleadh Cheoil na hÉireann which Belfast is set to host during August 2026 and 2027.</p> <p>DFI Roads and Environmental Health were consulted in relation to the proposal. DFI Roads have responded and raised no objection. Environmental Health requested the submission of a Preliminary Risk Assessment in their consultation response dated 10<sup>th</sup> April 2026. This information has been submitted and a delegated authority is requested to finalise a response.</p> <p>The application has been neighbour notified and advertised in local press. No representations have been received.</p>	

**Recommendation**

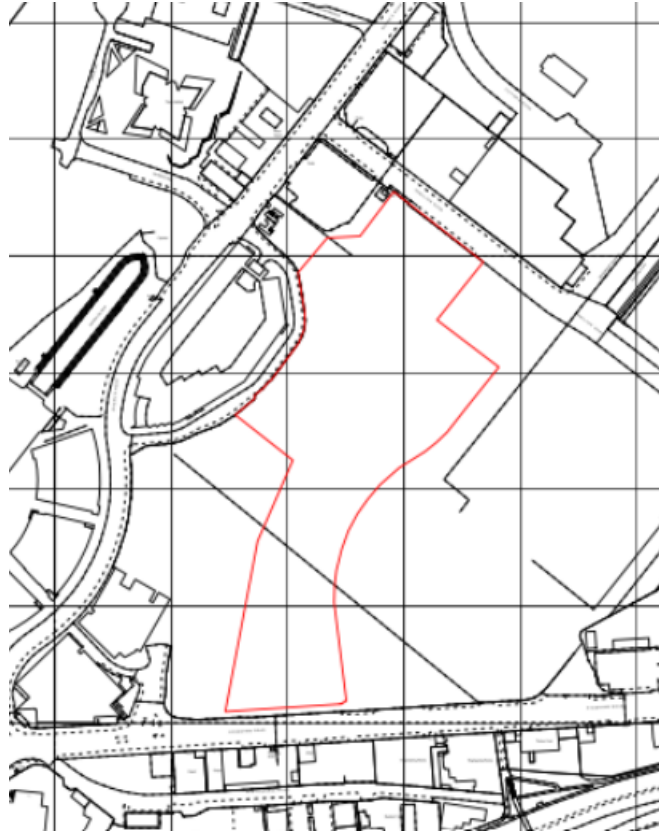
Having regard to the development plan, planning history on the site, and other material considerations, the proposal is considered acceptable.

It is recommended that planning permission is granted, and it is requested that delegated authority be given to the Director of Planning and Building Control to resolve a final response from Environmental Health and finalise the wording of conditions and deal with any matters which may arise they are not substantive.

## Case Officer Report

### Site Location Plan and approved layout

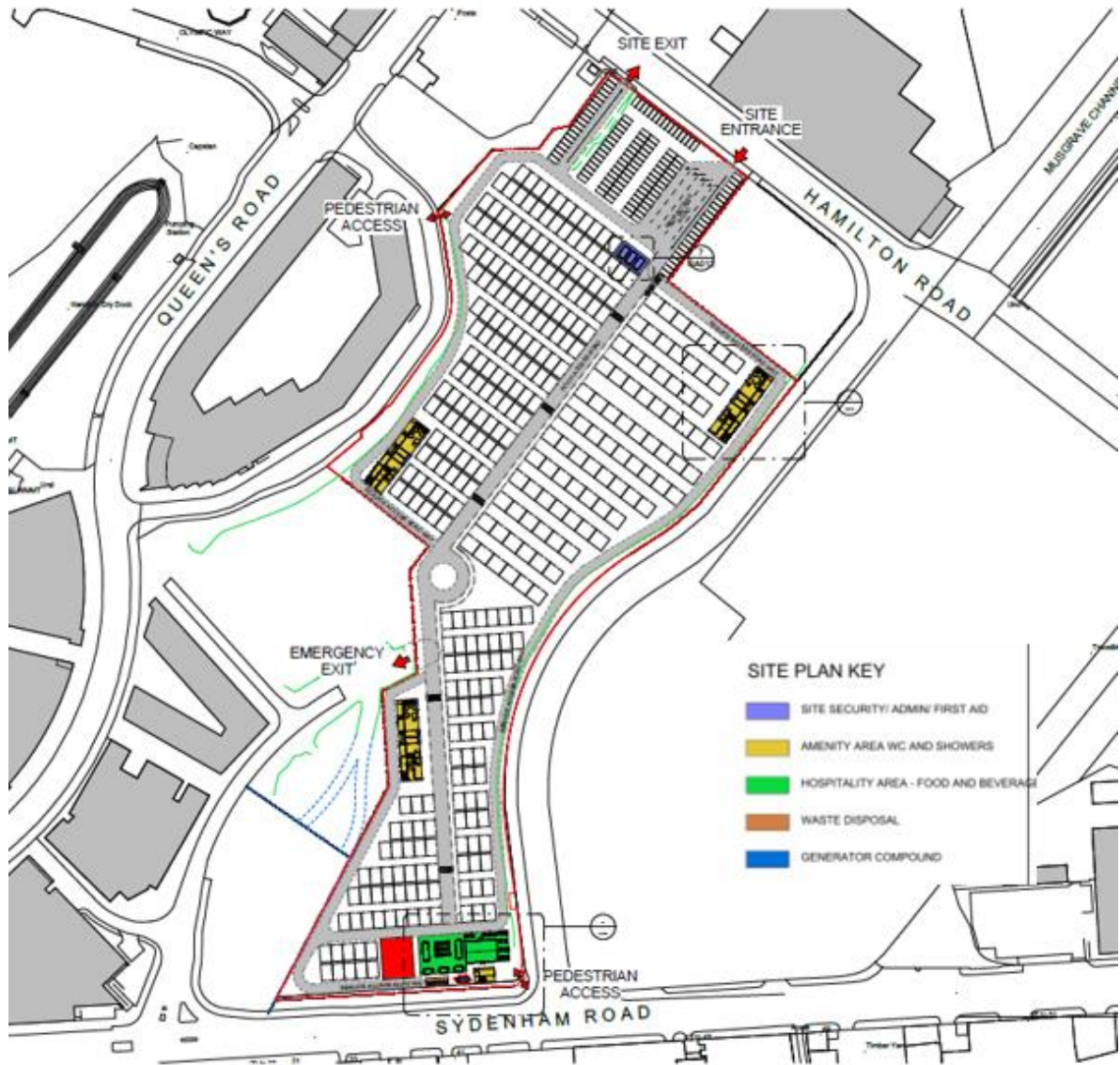
#### Site location Plan



#### Aerial view of site



Layout of site



**1.0 Description of Proposed Development**

- 1.1 Temporary planning approval for a caravan / campervan / motorhome site, with ancillary facilities including communal recreational spaces, toilets, showers, waste disposal points, food and drink area, site office, waste collection, lights, storage areas and all associated temporary structures and works
- 1.2 The land will provide 349 pitches, 124 parking spaces, 55no. WCs and 20 showers. A Social Hub will be located on the northwest of the site consisting of a food and drinks area, containers, seating area and marquee bar area. The northern section of the site will facilitate an effluent tank, silenced generators and waste disposal/ recycling area.

<b>2.0</b>	<b>Description of Site</b>
2.1	The site is located at a vacant area of hardstanding within Titanic Quarter, bounded by Queen’s Road, Hamilton Road and Sydenham Road. The site measures 4.8ha and is located within close proximity of the Titanic Museum and Hotel, H&W cranes, and the Odyssey Arena.
2.2	The site is un-zoned “white land” in the Belfast Urban Area Plan 2001 and both versions of the Belfast Metropolitan Area Plan (2004 and 2014).
<b>3.0</b>	<b>Planning History of the application site</b>
3.1	None relevant to this proposal.
<b>4.0</b>	<b>Policy Context</b>
4.1	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.
4.2	<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 remain part of the statutory local development plan until the Local Policies Plan is adopted.</p> <p><b>Operational policies</b> – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed below:</p> <p>TLC1 Supporting tourism, leisure and cultural development  ENV2 Mitigating Environmental Change  ENV3 Adapting to Environmental Change  ENV5 Sustainable Drainage System  TRAN1 Active travel - walking and cycling.  TRAN2 Creating an accessible environment  TRAN8 Car Parking and Servicing Arrangements</p> <p><b>Proposals Maps</b> – 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), HMO Subject Plan 2015 and other relevant area plans. The weight to be afforded to these proposals maps is a matter for the decision maker. Whilst the Belfast Urban Area Plan 2001 remains the statutory plan insofar as the proposals maps (“Departmental Development Plan), it is considered that significant weight should be given to the proposals map in draft BMAP 2015 (v2014) given its</p>

	<p>advanced stage in the development process, save for retail policies that relate to Sprucefield which remain contentious.</p> <p><u>Regional planning policy</u>  Regional Development Strategy 2035 (RDS)  Strategic Planning Policy Statement for Northern Ireland 2015 (SPPS)</p>
<b>5.0</b>	<p><b>Statutory Consultees</b>  DFI Roads – no objection</p>
<b>6.0</b>	<p><b>Non-Statutory Consultees</b>  BCC Environmental Health – preliminary risk assessment and further information relating to noise required. Information outstanding from applicant.</p>
<b>7.0</b>	<p><b>Representations</b>  The application was neighbour notified and advertised in the local press. No representations were received.</p>
<b>8.0</b>	<p><b>ASSESSMENT</b></p>
8.1	<p>The key issues for the assessment of the application are:</p> <ul style="list-style-type: none"> <li>- Tourism.</li> <li>- Impact on the character and amenity of the area.</li> <li>- Transport, Access and Parking.</li> </ul>
8.2	<p><u>Principle of development</u></p> <p>Belfast is due to host Fleadh Cheoil na hÉireann, the world’s largest celebration of Irish music and culture in August 2026 and August 2027. The festival is expected to bring a minimum of 800,000 visitors to the city. The proposal seeks permission for temporary approval of a caravan, campervan and motorhome site at Titanic Quarter to help accommodate the high level of visitors. The temporary use is acceptable in principle subject to material considerations below.</p>
8.3	<p><u>Tourism, Leisure and Cultural Development</u></p> <p>Policy TLC1 of the LDP states that the Council will be supportive of tourism leisure and cultural development which contributes to a) extending the offer across the daytime and night time for a broad range of visitors; and b) improving the quality, and accessibility of tourism, leisure and culture facilities and assets to support Belfast’s reputation as an attractive tourism destination.</p>
8.4	<p>As the world’s largest celebration of Irish music and culture, Fleadh Cheoil na hÉireann will significantly boost the economy of the city. The proposed temporary campsite would comply with Policy TLC1 in that it supports the offer across the daytime and nighttime economy, including its own social hub with food and drink facilities. In providing accommodation for motorhomes and caravans for people both taking part in the festival and attending it, the proposal will directly improve the accessibility to tourism and support Belfast’s reputation as an attractive tourist destination.</p>
8.5	<p><u>Transport, Access and Parking</u></p> <p>The dedicated vehicular site access will be located on Hamilton Road to the northeast of the site. No new junction works are required to facilitate this access. Ramped pedestrian</p>

	<p>access is located at Bell's Theorem Crescent northwest of the site and Hamilton Road to the southeast of the site. This access point provides easy access to adjacent bus stops and Titanic Quarter train station. In addition to bus stops, train and glider services, the Supporting Statement notes that there will be a dedicated shuffle bus in operations to provide special services between key venues across the city and the application site. The proposal would comply with Policy TRAN2.</p>
8.6	<p>Pedestrian access from the site at Bells Theorem Crescent links into existing footpaths around the site and leads to the Queens Road and links directly to the Maritime Mile. Pedestrian and cycle link routes to Belfast City Centre from the site are easy and accessible, supporting active travel from the site in line with Policy TRAN1 Active travel - walking and cycling.</p>
8.7	<p>DFI Roads were consulted in relation to the proposal and have offered no objections.</p> <p><u>Impact on Character and amenity of the area</u></p>
8.8	<p>The proposal would not have a negative impact on the character or amenity of the surrounding area as the facilities on site are temporary in nature. The existing site is derelict parcel of land with no developments bounding the site which would be directly impacted by the development. The proposal would not have any greater detrimental impact on the visual amenity of the area than the existing site characteristics. There will be no adverse impact by way of loss of privacy, daylight or dominance to any of the neighbouring properties.</p>
8.9	<p>The Supporting Statement notes that the closest receptor in regard to residential amenity would be the bedrooms of Titanic Hotel. A Noise Impact Assessment was carried out which considered potential noise from the generators, and outdoor tables of the bar area. The assessment concluded that the proposal would not have an adverse impact on residential amenity due to noise. Environmental Health requested further information and the layout was amended to address concerns.</p>
8.10	<p><b><u>Consultations</u></b></p> <p>DFI Roads have no objection to the proposed development.</p> <p>Environmental Health were consulted and have requested the following information which remains outstanding:</p> <p><u>Contaminated Land</u></p> <ul style="list-style-type: none"> <li>- A Preliminary Risk Assessment</li> </ul> <p><u>Noise</u></p> <ul style="list-style-type: none"> <li>- Patron numbers and patron management plan for hospitality area</li> <li>- Details of amplified sound/ non-amplified sound</li> <li>- Generator compound details</li> </ul>
8.11	<p><b><u>Pre-application Community Consultation</u></b></p> <p>The application was preceded by a Proposal of Application Notice (PAN) which set out the applicant's proposals for pre-application community consultation.</p>
8.12	

<p>8.13</p> <p>8.14</p> <p>8.15</p> <p>8.16</p> <p>8.17</p> <p>8.18</p>	<p>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.</p> <p>The applicant actively sought the views of the public and stakeholders with regards to this development by utilising the following methods of engagement:</p> <ul style="list-style-type: none"> <li>• Distribution of an information leaflet containing information on the upcoming Public Consultation event and website link, the location of the site description of the proposal and contact details for the design team;</li> <li>• Press advertisement in the Irish News, Belfast Telegraph and News Letter which identified the proposals, provided information on the Public Consultation Event and website link and full contact details of the design team;</li> <li>• In Person Consultation Event to allow interested members of the public to learn more about the proposal and discuss any queries with the design team;</li> <li>• A virtual consultation website was hosted which allowed visitors to submit feedback.</li> <li>• Notification to elected representatives with details of the in-person drop in event.</li> </ul> <p>There were 3 attendees at the consultation event and 1 comment card was completed and returned; 4 respondents emailed the design team directly; and of the 31 views on the website 15 people provided feedback. 8 people said they supported the application but didn't leave additional comments.</p> <p>The feedback from the public included desire for permanent campsites for motorhomes in Belfast, supportive of proposal as visitors will boost local economy, proposal should not encroach on the Titanic Museum, security should be stepped up, extra public transport services should be put on, drug use on site, ban on laundry services within site, plentiful and high quality shower and WCs should be provided, support dog owners and provide secure base close to walking routes, reasonable pricing required, increased congestion, create noise and refuse pollution, proposed use is not appropriate for this location and would have a detrimental impact on the tourist attractions at TQ.</p> <p>The PACC included a project summery report from the online survey website which concluded that 69.2% are supportive with 30.8% not supportive of the proposal.</p> <p>These comments were reviewed and considered within the PACC report, detailing how the feedback was gathered, analysed, assessed and considered.</p> <p>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 Act to consult the community in advance of submitting an application.</p>
<p><b>9.0</b></p> <p>9.1</p> <p>9.2</p>	<p><b>Recommendation</b></p> <p>Having regard to the development plan, planning history on the site, and other material considerations, the proposal is considered acceptable.</p> <p>It is recommended that planning permission is granted, and it is requested that delegated authority be given to the Director of Planning and Building Control to resolve a final response from Environmental Health and finalise the wording of conditions and deal with any matters which may arise they are not substantive.</p>
<p><b>10.0</b></p>	<p><b>Draft Condition</b></p>

10.1	<p>The development hereby permitted shall be for a temporary period of 18 months from the date of approval. The caravan/camping/motorhome use of the site shall only be operational for the purposes of hosting the Fleadh Cheoil na hÉireann festival and for no longer than 6 weeks in the 18 months and for no other event or purpose throughout the year. The site shall be cleared and re-instated to its former condition upon expiry of the temporary permission.</p> <p>Reason: To provide temporary visitor accommodation for the duration of the City of Belfast hosting of the Fleadh Cheoil na hÉireann in 2026 and 2027.</p>
12.0	Representations from elected members: N/A

This page is intentionally left blank

ADDENDUM REPORT	
<b>Application ID:</b> LA04/2024/1646/F	<b>Committee Date:</b> 19 <sup>th</sup> May 2026
<b>Proposal:</b> Demolition of existing dwelling (no. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and pedestrian access, cycle parking, construction of retaining wall and associated landscaping	<b>Location:</b> 46-50 Gilnahirk Road, Belfast BT5 7DG
<b>Referral Route:</b> Section 3.8.1 of the scheme of Delegation. An elected Member of the Council (Cllr Long and Cllr Bower) has requested for the application to be referred to the Planning Committee.	
<b>Recommendation:</b> Approval subject to Conditions	
<b>Applicant Name and Address:</b> Maxol Oil Ltd 48 Trench Road Mallusk Newtownabbey	<b>Agent Name and Address:</b> Clarman Partnership Ltd Unit 1, 33 Dungannon Road, Coalisland Dungannon
<b>Background:</b> <p>This application was deferred at the Planning Committee on Tuesday 21<sup>st</sup> April 2026 to allow members of the Committee the opportunity to visit the site. The site visit is due to take place on Thursday 14<sup>th</sup> May 2026.</p> <p>Since the application was deferred an additional two representations were received from the nearby neighbours.</p> <p>The main concerns raised include:</p> <ol style="list-style-type: none"> <li>1. Increase in traffic and deliveries</li> <li>2. Road safety, and no Health and Safety Assessment has not been submitted relating to this</li> <li>3. Noise and light pollution</li> <li>4. A Retail Impact Assessment (RIA) has not been submitted</li> </ol> <p>A number of these concerns have been raised previously and have been addressed within the main body of the original Committee report.</p> <p>With regards to traffic and road safety concerns, DfI Roads raised no objections previously. Due to the additional representations received DfI Roads were re-consulted. DfI Roads confirmed that there are no concerns from their perspective and their original response stands.</p>	

In considering the need for an RIA, Policy RET2 of the Plan Strategy indicates that an RIA is required for proposals that have a floorspace of 1,000sqm gross or above and is therefore not necessary for the proposal. RET2 requires that proposals for retail and other main town centre uses, outside of centres, demonstrate that they comply with the sequential test and are accompanied by an appropriate impact and needs assessment.

A sequential test was submitted for consideration and the assessment of this is detailed in para 8.8 of the appended report. The assessment states “that the modest scale and nature of the additional floor space means that it could only serve a local need, and so, will not have an adverse impact on the city, or any other designated centres.”. It is considered this is an appropriate assessment especially given the scale and nature of the proposal and that the requirement for an impact assessment is intended for new retail development and not for the extension of existing convenience shops that are local in nature serving a localised catchment population.

Taking account of the adjacent shops and given the nature of the proposal it is considered that the existing established retailing at this location serves a local function and localised catchment area in line with the definition of a local shop as set out in the glossary of the plan strategy (page 299) as *‘individual retail outlets or small groupings of local businesses that are generally located on roads and in residential areas that connect with City Corridors’*.

On balance, it is considered that the majority of trade will be drawn from unprotected locations and as such the scale of impact on protected centres including King’s Square Local Centre is not likely to be significant. It is also considered that the proposal, when assessed individually and cumulatively with other extant retail permissions within the catchment, would not adversely affect the vitality and viability of protected centres within its catchment area. The proposed extension of the existing retail shop is considered acceptable at this location and complies with RET2 of the Plan Strategy.

The proposal complies with RET2 of the Plan Strategy.

### **Recommendation**

Having regard to the development plan and other material considerations, the proposal is considered acceptable. 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 any other issues that arise provided that they are not substantive.

## Development Management Officer Report

<b>Summary</b>	
<b>Committee Meeting Date:</b> 21 <sup>st</sup> April 2026	
<b>Application ID:</b> LA04/2024/1646/F	
<b>Proposal:</b>  Demolition of existing dwelling (no. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and pedestrian access, cycle parking, construction of retaining wall and associated landscaping	<b>Location:</b>  46-50 Gilnahirk Road, Belfast BT5 7DG
<b>Referral Route:</b> Request from Cllr C Bower and Cllr Long	
<b>Recommendation:</b>	Approval subject to conditions
<b>Applicant Name and Address:</b>  Maxol Oil Ltd 48 Trench Road Mallusk Newtownabbey	<b>Agent Name and Address:</b>  Clarman Partnership Ltd Unit 1, 33 Dungannon Road, Coalisland Dungannon
<b>Executive Summary:</b>  This application seeks full permission for the demolition of an existing dwelling (No. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and pedestrian access, cycle parking, construction of retaining wall and associated landscaping  The application site is located at Nos. 46 – 50 Gilnahirk Road. The site comprises of an existing petrol filling station with forecourt and parking to the front and detached retail shop to the rear at Nos 46-48 Gilnahirk Road. The site also includes a detached single storey dwelling immediately adjacent to the filling station at No. 50 Gilnahirk Road. There is parking to the northern side of the forecourt and directly along the front of the retail shop. The site is undefined to the front of Nos. 46-48 where the PFS is accessed, with wooden fencing defining the remainder of the boundary. No. 50 to the front displays a wall, with mature hedging along all other boundaries.  The key issues to be considered in the assessment of this application are: <ul style="list-style-type: none"> <li>- Principle of the proposed use</li> <li>- Proposed demolition of dwelling</li> <li>- Design</li> <li>- Impact on amenity</li> <li>- Impact on Built Heritage</li> <li>- Climate change</li> </ul>	

- Health Impacts
- Access and transportation
- Natural heritage
- Environmental protection
- Wastewater infrastructure
- Trees and landscaping

Statutory consultees have raised no objection, subject to conditions. The application has been neighbour notified and advertised in the local press. 22 representations were received in total which are considered in the assessment below. This includes a petition signed by 38 people, a number of whom also made representations.

Having regard to the development plan and other material considerations, the proposal is acceptable. It is recommended that planning permission is approved. Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions, and deal with any other issues that arise, provided that they are not substantive.

# Case Officer Report

## 1.0 Drawings

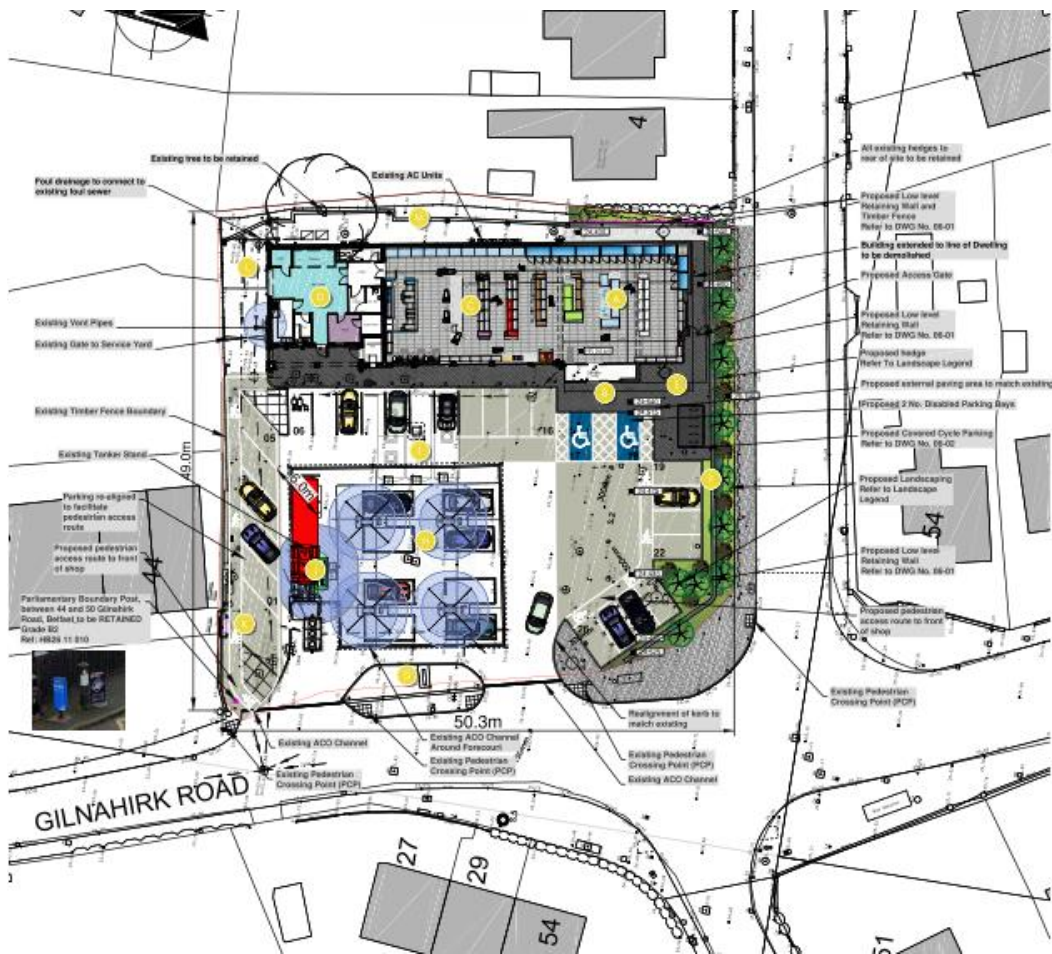
### Site Location Plan



Aerial image with site boundary



## Proposed site plan



## Proposed Plans and Elevations



CGI image



**2.0 Characteristics of the Site and Area**

2.1 The application site is located at Nos. 46 – 50 Gilnahirk Road. The site comprises of an existing petrol filling station with forecourt and parking to the front and detached retail shop to the rear at Nos 46-48 Gilnahirk Road. The site also includes a detached single storey dwelling immediately adjacent to the filling station at No. 50 Gilnahirk Road. There is parking to the northern side of the forecourt and directly along the front of the retail shop. The site is undefined to the front of Nos. 46-48 where the PFS is accessed, with wooden fencing defining the rest. No 50 to the front displays a wall, with mature hedging along all other boundaries.

2.2 The site lies within a mixed-use area comprising commercial and residential uses. The area is characterised by a mix of semi-detached and detached dwellings mainly and a row of shops and commercial premises immediately adjacent and to the north of Nos 46-48.

2.3 The site is in the vicinity of a listed Parliamentary Boundary Post (HB 26/11/010), a cast-iron administrative marker post of 1918 marking the outer extent of the administrative jurisdiction of Belfast Corporation (Belfast City Council).

2.4 Under the Belfast Urban Area Plan (BUAP) the site is unzoned within the settlement development limit. In Draft Belfast Metropolitan Area 2015 (dBMAP) the site is included in Castlereagh and is also unzoned land within the settlement development limits.

**3.0 Description of Proposed Development**

3.1 Demolition of existing dwelling (no. 50 Gilnahirk Road) to facilitate proposed extension and alterations to existing petrol filling station including extension of retail floor space, extension and realignment of carpark to provide 9 no. additional car parking spaces and

3.2	<p>pedestrian access, cycle parking, construction of retaining wall and associated landscaping</p> <p>The proposal seeks to extend the existing Spar shop and Petrol Filling Station forecourt and site to include the lands currently occupied by No. 50 Gilnahirk Road. The canopy and fuel pumps will remain in the same location and the access is unchanged. The shop is to be extended by 163sqm to the south of the site. It is also proposed to provide additional car parking and circulation space on the forecourt. A new pedestrian access from Kingsway Avenue was originally proposed but removed following community feedback. 26 car parking spaces will be provided.</p>
4.0	<p><b>Planning Policy</b></p>
4.1	<p><b>Development Plan – local development plan</b></p>
4.2	<p><u>Belfast Local Development Plan, Plan Strategy 2035</u></p> <p>Policy SP1A – managing growth and supporting infrastructure delivery  Policy SP2 – Sustainable development  Policy SP3 – Improving health and wellbeing</p> <p>Policy DES1 – Principles of urban design</p> <p>Policy BH1 – Listed Buildings</p> <p>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)</p> <p>Policy HC1 – Promoting healthy communities  Policy GB1 – Green and blue infrastructure network  Policy TRE1 – Trees  Policy NH1 – Protection of natural heritage resources</p> <p>Policy TRAN1 – Active Travel – Walking and Cycling  Policy TRAN2 – Creating an accessible environment  Policy TRAN3 – Transport Assessment  Policy TRAN6 – Access to public roads  Policy TRAN8 – Car parking and servicing arrangements</p>
4.3	<p><u>Supplementary Planning Guidance</u>  Retail and Main Town Centre Uses  Sustainable Urban Drainage Systems  Transportation</p>
5.0	<p><b>Planning Assessment of Policy and Other Material Considerations</b></p>
5.1	<p><b>Development Plan – operational policies</b>  Belfast Local Development Plan, Plan Strategy 2035</p>
5.2	<p><b>Development Plan – zoning, designations and proposals maps</b>  Belfast Urban Area Plan (2001) BUAP  Draft Belfast Metropolitan Area Plan 2015 (v2004)</p>

	Draft Belfast Metropolitan Area Plan 2015 (v2014)
5.3	<p><b>Regional Planning Policy</b> Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)</p>
5.4	<p><b>Relevant planning history</b> The most relevant planning history relates to No. 48 and is summarised below.</p> <ul style="list-style-type: none"> <li>- Y/2006/0132/F – 46 - 48 Gilnahirk Road – Demolition of existing filling station and shop and rebuild to provide new filling station and supermarket/retail outlet – Permission granted 3rd April 2007.</li> </ul> <p>The proposal does not fall under the category of Major development, and therefore Pre-Application Community Consultation (PACC) was not a statutory requirement, however a Proposal of Application Notice (LA04/2022/1940/PAN) was submitted to set out the applicant’s proposals for the consultation. A voluntary consultation exercise was carried out and a Pre-Application Community Consultation (PACC) report was submitted with the planning application. The report advised that 18 people provided written feedback. These included 16 objections, 2 supporters and 1 non-committal response. A number of amendments were made to the proposal as a result of feedback.</p>
5.4	<p><b>Consultations and Representations</b></p> <p><b>Statutory Consultees</b> DAERA Natural Environment Division – No objection DAERA Regulation Unit – No objection subject to conditions DAERA Water Management Unit – No objection NI Water – No objection DfI Roads Service – No objection subject to conditions DfC HED – No objection subject to conditions DfI Rivers Agency – No objection</p> <p><b>Non Statutory Consultees</b> BCC Environmental Health – No objection subject to conditions</p>
6.0	<p><b>Representations</b> The application has been neighbour notified and advertised in the local press. 22 representations were received in total which are considered in the assessment below. This includes a petition signed by 38 people, a number of whom also made representations.</p>
6.1	<p>The issues raised are as follows:</p> <ul style="list-style-type: none"> <li>- Parking</li> <li>- Increased traffic</li> <li>- Road safety including amending current speed limits</li> <li>- Noise pollution</li> <li>- Light pollution</li> <li>- Impact on air quality from delivery lorries and traffic</li> <li>- Loss of privacy</li> <li>- Erosion of local character of the area</li> <li>- Retail units nearby, no requirement for expansion</li> <li>- Too much competition for existing retail units</li> <li>- Neon signage</li> <li>- Loss of mature hedge on Kingsway Ave</li> <li>- Will lower house prices</li> </ul>

	<ul style="list-style-type: none"> <li>- Public safety</li> <li>- Risk of contamination</li> <li>- Impact on natural heritage such as bats and badgers</li> <li>- Info submitted inaccurate and misleading</li> <li>- Demolition of residential dwelling</li> <li>- Extension out of keeping with Spar 'core values'</li> <li>- Loss of view</li> </ul> <p>6.2 The relevant planning issues are considered within the main assessment below. However, a number of the issues raised are not planning considerations and outside the remit of planning legislation and guidance such as current speed limits, residential property prices for the area, or the “values” of the business operating on the site. Officers are satisfied that the submitted technical information has been compiled professionally and accurately.</p> <p>6.3 <b>PLANNING ASSESSMENT</b></p> <p><b>Development Plan Context</b></p> <p>6.4 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>6.5 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>6.6 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.</p> <p><b>Operational policies</b> – the Plan Strategy contains a range of operational policies relevant to consideration of the application. The main policies for consideration in this case are Policies</p> <p><b>Proposals Maps</b> – 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. The relevant zonings/designations are set out below.</p> <p><b>Belfast Urban Area Plan 2001</b> - The site is unzoned land located within the settlement development limit in the BUAP.</p>
--	--

	<p><b>Belfast Metropolitan Area Plan 2015 (2004 and 2014) - In both versions of DBMAP</b> the site, located with the former Castlereagh Council Area is unzoned land within the settlement development limits.</p>
7.0	<p><b>Key issues</b></p>
7.1	<p>The key issues to be considered in the assessment of this application are:</p> <ul style="list-style-type: none"> <li>- Principle of the proposed use</li> <li>- Proposed demolition of dwelling</li> <li>- Design</li> <li>- Impact on amenity</li> <li>- Impact on Built Heritage</li> <li>- Climate change</li> <li>- Health Impacts</li> <li>- Access and transportation</li> <li>- Natural heritage</li> <li>- Environmental protection</li> <li>- Wastewater infrastructure</li> <li>- Trees and landscaping</li> </ul>
8.0	<p><b>Principle of development/ Proposed demolition of dwelling</b></p>
8.1	<p>The application site is on unzoned land within the development limits as designated in the BUAP and Draft BMAP. The proposal is not located within any designated centre/area. The immediate context is a mix of residential and commercial uses. The use has clearly been established on the existing PFS site and the proposal seeks to provide a small extension to the retail shop with reconfiguration of parking and circulation areas extending into the adjacent site at No. 50 Gilnahirk Road. The existing retail shop is limited to a local convenience and service role for the immediate area.</p>
8.2	<p>The proposal involves the demolition of the existing dwelling at No. 50 to facilitate the development. The existing building is not listed, nor within a Conservation Area or Area of Townscape Character and therefore not afforded protection. Whilst the proposal will result in the loss of a dwelling, it is considered to comply with Policy HOU3 in that its redevelopment is considered complementary to surrounding residential uses and will not result in any adverse effects on existing residential amenity as set out in the assessment below. Notwithstanding, demolition of the existing dwelling at No. 50 Gilnahirk Road is permitted development and would not require consent. In support of the demolition a detailed Demolition Justification Report was submitted and stated that as much of the fabric of the existing PFS would be kept however the demolition of No. 50 was unavoidable for the proposed scheme to allow for the:</p> <ul style="list-style-type: none"> <li>• Provision of extra retail space to be able to provide consumers with a greater range of products</li> <li>• Provision of cycle stand with 10. no cycle parking spaces, to facilitate and encourage locally, more sustainable means of travel.</li> <li>• Provision of additional disabled parking bay to meet inclusivity standards</li> <li>• Provision of 2.3m clear access route for pedestrians to access and exit shop safely</li> <li>• Provision of designated pedestrian walkways for pedestrians accessing the shop from pavement.</li> <li>• Provision of 9 no. additional car parking spaces for customers</li> </ul>
8.3	<p>The applicant has advised that it is intended that the blockwork from the dwelling will be crushed and used as fill for the extension for the site. The demolition of the existing dwelling is considered acceptable, having regard to Policy ENV2.</p>

8.4	The canopy and fuel pumps will remain in the same location and the access is unchanged. The retail store will extend to a net area of 336 sqm (495 sqm gross), which equates to an extension of 163 sqm (entrance lobby of 12 sqm and 151 sqm of retail floorspace). It is also proposed to provide additional car parking and circulation space on the forecourt.
8.5	Policy RET 1 sets out the established centre hierarchy, focused on Belfast City Centre Primary Retail Core and the wider City Centre, district and local centres. Policy RET 2 requires proposals for main town centre uses outside existing centres to demonstrate that there is not a sequentially preferable site in, or on the edge of the centre and a retail impact assessment is required for proposals over 1,000 sqm. This proposal is not over 1000 sqm. The Petrol filling station is a suis generis use in the Planning (Use Classes) Order (Northern Ireland) 2015 and, in policy terms, is a main town centre use.
8.6	The Applicant has undertaken a sequential test assessment, appended to a supporting Retail and Planning Statement. A 5-minute catchment area set out in the sequential test included one designated centre i.e. King's Square District Centre (as designated in draft BMAP) and indicates that no sites are available within King's Square to accommodate the development largely due to insufficient vacancy/occupancy and site size. Notwithstanding this, the Sequential Assessment indicates that <i>'There is no prospect of a 151 sq m retail extension at the proposal site having any adverse impact on the vitality and viability of Kings Square'</i> and <i>'the proposal will continue to provide a complementary offer to the shops in the immediate area. The role and function of these shops will not change, they will still meet local everyday needs of the Cherryvalley residents'</i> . It is also argued that the catchment is constrained by other Petrol Stations to the west / southwest, and there are no protected centres even within a larger 8 drivetime catchment area. The catchment does not extend to Connswater. Dundonald is just outside the catchment but has also been reviewed and no suitable sites were identified.
8.7	The assessment also states that the modest scale and nature of the additional floor space means that it could only serve a local need, and so, will not have an adverse impact on the city, or any other designated centres. The creation of additional employment for local people will ensure further support for the economy and communities. There will also be a number of construction jobs created, further boosting the economy.
8.8	Officers have assessed the supporting information and undertaken a review of available sites and, taking account of the existing established use on site, which is material to this assessment, are satisfied that there are no sequentially preferable sites in, or in the edge of centres within the catchment area having regard to criteria of suitability, availability and viability. On balance, it is considered that the majority of trade will be drawn from unprotected locations and as such the scale of impact on protected centres is not likely to be significant. It is also considered that the proposal, when assessed individually and cumulatively with other extant retail permissions within the catchment, would not adversely affect the vitality and viability of protected centres within its catchment area. The proposed extension of the existing retail shop is considered acceptable at this location and complies with RET2 of the Plan Strategy.
8.9	The area as stated previously is a mix of residential and commercial uses, with education facilities nearby also. The use is existing at present and the proposed extension is considered an acceptable use at this location.

8.10	<b>Design</b>
8.11	The existing site accesses are off Gilnahirk Road with an access and egress to the site that will remain in the same location, however realigned to allow for a new pedestrian crossing point increasing accessibility to the site. Parking provisions have been created within the site with a total of 26 spaces including 23 standard spaces, 2 disabled spaces, and one parent and child space. The petrol forecourt, canopy and totem sign are to remain as existing as well as all existing site infrastructure such as drainage, Air, Vacuum and water facilities etc.
8.12	The applicant has advised that the existing retail store was built approximately 17 years ago and requires modernisation to bring it in line with modern standards, providing greater circulation space in store. The proposed extension is to the south of the site and the redesign of the existing building proposes a double height entrance, two parapet roofs and a pitched roof which the Design and Access Statement describes will unify with the existing dwellings in the area.
8.13	The external materials proposed are Kingspan roofing to the extension and grey tiles to the pitched roof; with a white render finish to the walls and features of cedar timber cladding and granite stone. The entrance foyer is proposed as dark grey cladding. These are considered to be in keeping with and acceptable for the site and surrounding area and will not have an adverse impact on the character and appearance of the area. Any new signage shall be applied for under a separate application to display advertisements.
8.14	<b>Impact on neighbouring amenity</b>
8.15	Representations were received from nearby residents which detailed noise from the resultant development, increase in traffic and lack of parking, proposed lighting including neon signage, loss of privacy and erosion of local character of the area as points of concern, amongst others.
8.16	The proposed elevations show no fenestration that would lead to overlooking on to neighbouring private amenity or habitable rooms.
8.17	A Noise Impact Assessment (NIA) as well as External Lighting reports were submitted in support of the application and forwarded to BCC Environmental Health for comments. The NIA submitted indicates that operating hours are to remain as existing however BCC EHO suggested a Condition be attached should Approval be granted to restrict those to the times in place already and also restricting times for deliveries. BCC EHO described how the proposed development is situated adjacent to a residential area, potentially exposing residents to commercial noise arising from the development. However, the noise sources which potentially may have given concern, i.e. plant, equipment and deliveries will not change as part of the development. An increase in parking provision is proposed, however EHO is content that no adverse noise impact will be expected as a result.
8.18	Details of external lighting were submitted for consideration also and BCC EHO responded with no objection subject to the inclusion of a condition stating that the design and installation of the lighting scheme shall not exceed the vertical illuminance (Lux) limits as stipulated in the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01/20:2021, at the windows of the nearest residential habitable rooms. BCC Environmental Health therefore are content that no adverse impact should arise from the proposed development. The proposal is therefore

	acceptable in terms of Policy ENV1, in that it protects communities from materially harmful development.
8.19	<b>Impact on Built Heritage</b>
8.20	The site is in the vicinity of a listed boundary post. HED Historic Buildings are content with the proposed works but note that no reference to the listed asset is made in the documents submitted. Given this they have suggested the inclusion of a condition should approval be granted ensuring a method statement shall be submitted and agreed in writing prior to the commencement of any works, thus ensuring the protection of the listed boundary post for the duration of the works. The proposal therefore complies with Policy BH1 of the Plan Strategy in that the nature of the development respects the setting of the listed post.
8.21	<b>Climate change</b>
8.22	Policy ENV2 states that planning permission will be granted for development that incorporates measures to mitigate environmental change and reduce greenhouse gases by promoting sustainable patterns of development. Policy ENV3 states that planning permission will be granted for development that incorporates measures to adapt to environmental change.
8.23	Various measures are proposed to comply with ENV2 and ENV3 however, for example solar energy will be captured by new PV panels; a heat recovery system will be installed; and old equipment will be replaced such as the existing refrigeration units, with new low energy chillers. Most notably the existing main structure is to be reused, not demolished and redeveloped. As detailed within the Demolition Justification Statement the age and condition of No 50 means that the materials will be unlikely suitable to be reused, however where possible they will be recycled with blockwork reused as the fill for the base of the extension. The proposal is considered to comply with policies ENV2 and 3.
8.24	Policy ENV5 states that all built development shall include, where appropriate, SuDs measures to manage surface water effectively on site. It is proposed to reduce surface water run-off and to ensure flooding is not increased elsewhere. by providing a geo-cellular storage tank providing 7.56m <sup>3</sup> of water storage capacity, to achieve a 1 in 100-year storm event capacity. In providing an attenuation tank, the proposal reduces storm discharge, by holding excess water and slowly discharging it back into the sewage system. Additionally, the proposal makes use of permeable paving for the proposed raised paving areas, at the front of the shop. In doing so, permeable paving allows water to infiltrate from the surface, through the gaps and joints in the paving, and into the soil. The proposal meets the requirements of policy ENV5 of the Plan Strategy.
8.25	<b>Health impacts</b>
8.26	Policy HC1 seeks to ensure that all new developments maximise opportunities to promote healthy and active lifestyles. New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles. This will include supporting active travel options, improving accessibility to local service centres, reducing the use of private car travel, adequate provision of public open space, leisure and recreation facilities, high quality design and promoting balanced communities and sustainable neighbourhoods. The site is highly accessible and will provide local services supporting community infrastructure that will help contribute to the health and wellbeing of the community over a long-term basis. The proposal is considered to satisfy the requirements of Policy HC1.

8.27	<b>Access and transportation</b>
8.28	The main concern raised within representations is with regards to increase in traffic and existing parking issues. A Transport Assessment Form was submitted as part of the application. The two existing vehicular entrances from Gilnahirk Road are to be used for access and egress. Car parking for 26 cars is proposed within the site as well as a cycle stand for 10 bicycles, encouraging sustainable modes of transport. DfI Roads Service has considered the proposed development and raise no objection subject to conditions. The scale of development and transport implications of the proposal were assessed by DFI Roads and considered to be acceptable.
8.29	The proposal is considered acceptable having regard to Policies TRAN1, TRAN2, TRAN6, and TRAN 8. Transportation considerations in the SPPS are set out at pages 106-110 and Policy requirements essentially repeat the provisions of the Plan Strategy and accordingly no conflict arises.
8.30	<b>Natural Heritage</b>
8.31	Policy NH1 relates to the protection of natural heritage resources. A Bat Roost Potential Survey Report and Preliminary Ecological Assessment were submitted as part of the application. DAERA NED are content the proposed development is unlikely to significantly impact protected or priority species or habitats. The Bat Roost Potential Survey has indicated that no bat roost features were located during the survey, therefore NED is content that the building is unlikely to currently support roosting bats. They have advised however if roosting bats are found during works, all works must stop and advice sought from DAERA Wildlife Team.
8.32	<b>Environmental Protection</b>
8.33	Supporting information has been presented with regard to the potential for contaminated land. Following clarification on a number of points raised by BCC EHO relating to borehole sample locations and historical data, BCC EHO have recommended a condition to be included should unforeseen contamination be discovered as part of the development works, development will cease and the Council notified. DAERA Regulation Unit responded with similar comments adding a condition should be included relating to the submission of a Verification Report should remediation works be required. BCC EHO raised no concern with respect to the potential for Air pollution.
8.34	<b>Wastewater infrastructure</b>
8.35	Policy SP1A requires that necessary infrastructure is in place to support new development. NI Water responded stating there is available capacity at the Wastewater Treatment Works (WWTW) and raise no objection to the proposed development.
8.36	DAERA: Water Management Unit (WMU) raised no objection to the proposal but did highlight details within the Updated Drainage Assessment uploaded to the Planning Portal on 31st Oct 2024 which states that clean surface water from the extension will be disposed of to a watercourse. DAERA WMU highlighted a surface water system discharging to a waterway can result in a flush of suspended solids and pollutants into the receiving waterway. The Applicant therefore must gain Discharge consent, issued under the Water (Northern Ireland) Order 1999.
8.37	A copy of the Schedule 6 Consent to Discharge was submitted and reviewed alongside the Updated Drainage Assessment by DfI Rivers Agency as part of the assessment and

<p>8.38</p> <p>8.39</p>	<p>they offered no concerns relating to flood risk. The proposal complies with Policy ENV4 of the Plan Strategy</p> <p><b>Trees and landscaping</b></p> <p>The proposal shows the construction of a retaining wall and safety railing, to the southern boundary, as a means of addressing the rising site levels along Kingsway Avenue. This will only be visible when on the site itself and behind proposed replacement hedging adjacent to Kingsway Avenue. Whilst there are limited opportunities for landscaping within the site, a landscaping plan has been submitted, which sets out the landscape approach to show how existing and proposed landscaping features will be monitored to promote landscaping within the site which offers amenity value. The proposed landscape proposal are considered acceptable.</p>
<p><b>9.0</b></p>	<p><b>Recommendation:</b></p> <p>Having regard to the development plan and other material considerations, the proposal is considered acceptable. 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 conditions, and deal with any other matters that arise prior to issuing the decision, provided that they are not substantive.</p>
	<p><b>Draft Conditions:</b></p> <p>1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</p> <p>Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p> <p>2. Prior to commencement of development, a Method Statement for the protection of the adjacent listed Parliamentary boundary post for the duration of the works shall be submitted and approved in writing by the Council. The works shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the building under Section 80 of The Planning Act (NI) 2011.</p> <p>3. The development hereby permitted shall not be occupied until hard surfaced areas have been constructed within the site in accordance with the approved plan. This area shall not be used at any time for any purpose other than for parking and movement of vehicles in connection with the approved development.</p> <p>Reason: To ensure that adequate provision has been made for parking and traffic circulation within the site.</p> <p>4. The development hereby approved shall not be occupied until secure and covered cycle parking facilities have been provided on the site. These facilities shall be permanently retained on the site.</p> <p>Reason: To ensure acceptable cycle parking on the site and to encourage alternative modes of transport to the private car.</p>

5. All redundant accesses from the site to the public road shall be permanently closed off and the footpath reinstated to the satisfaction of the Council.

Reason: In order to minimise the number of access points on to the public road in the interests of road safety and the convenience of road users.

6. The development hereby permitted shall not be commenced until any retaining wall requiring Technical Approval, as specified in the Roads (NI) Order 1993, has been approved and constructed in accordance with CG 300 Technical Approval of Highways Structures : Volume 1: Design Manual for Roads and Bridges.

Reason: To ensure that the structure is designed and constructed in accordance with CG 300 Technical Approval of Highways Structures: Volume 1: Design Manual for Roads and Bridges.

7. If during the carrying out of the development, new contamination is encountered that has not previously been identified, all related development works shall cease, and the Council shall be notified immediately in writing. No further related development works shall proceed until this new contamination has been fully investigated in accordance with current Environment Agency and CIRIA guidance and British Standards. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at <https://www.gov.uk/guidance/landcontamination-how-to-manage-the-risks>. In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Council in writing, and subsequently implemented and verified to its satisfaction.

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.

8. After completing the remediation works under Condition 7; and prior to occupation of the development, a verification report shall be submitted in writing and agreed with 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/landcontamination-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: in the interests of human health and protection of environmental receptors to ensure the site is suitable for use.

9. The design and installation of the artificial lighting scheme associated with the hereby permitted development shall not exceed the vertical illuminance (Lux) limits for Environmental Zone E3 as stipulated in the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01/20:2021, at the windows of the nearest residential habitable rooms.

Reason: In the interest of residential amenity.

10. Opening hours for the petrol station and associated retail unit shall be restricted to between 08:00 and 23:00 Hours.

Reason: In the interest of residential amenity.

11. Site deliveries shall be restricted to between 08:00 and 20:00 Hours.

Reason: In the interest of residential amenity.

12. All hard and/or soft landscaping works shall be carried out in accordance with the approved details. The 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.

13. The gross retail floor space of the retail store hereby approved shall not exceed 495 square metres.

Reason: To safeguard the vitality and viability of the City Centre and other Centres within the catchment.

14. The net retail floor space of the retail store hereby approved shall not exceed 336 square metres.

Reason: To safeguard the vitality and viability of the City Centre and other Centres within the catchment.

15. There shall be no sub-division of the retail store hereby approved into separate retail units.

Reason: To safeguard the vitality and viability of the City Centre and other Centres within the catchment.

16. Notwithstanding the Planning (Use Classes) Order (Northern Ireland) 2015 or Planning (General Permitted Development) Order (Northern Ireland) 2015, of the net retail floor space of the retail unit hereby approved, no less than **[X square metres]** shall be used for the sale and display of the items listed below and for no other purpose, including any other purpose in Class A1:

- (a) food, non-alcoholic beverages, alcoholic drink;
- (b) tobacco, newspapers, magazines, confectionery;
- (c) stationery and paper goods;
- (d) toilet requisites and cosmetics;
- (e) household cleaning materials; and
- (f) other retail goods as may be first determined in writing by the Council as generally falling within the category of 'convenience goods'.

Reason: To limit the range of goods to be sold, in the interests of safeguarding the vitality and viability of the City Centre and other Centres within the catchment.

## Development Management Officer Report Committee Application

Summary	
<b>Application Ref:</b> LA04/2025/1661/F	<b>Committee Meeting Date:</b> 19 <sup>th</sup> May 2026
<b>Proposal:</b> Installation of a new floating pontoon to replace the existing wooden jetty.	<b>Location:</b> River bank approximately 150m north east of Shaws Bridge Car Park, Belfast, BT9 5YN
<b>Referral Route:</b> The application is made on lands to which the Council has an estate (as per the Scheme of Delegation paragraph 3.8.5 (d))	
<b>Recommendation:</b> Approval subject to condition and subject to consultation response from HED	
<b>Applicant Name and Address:</b> Mark Scott DfI Rivers Eastern Regional Office Ravarnet House Altona Road Lisburn BT275QB	<b>Agent Name and Address:</b> Rory McGeown Construction and Procurement Delivery Clare House 303 Airport Rd West Belfast BT3 9ED
<b>Recommendation</b>	Approval
<b>Date Valid:</b> 27/10/2025	
<b>Target Date:</b> 09/02/2026	
<b>Contact Officer:</b> Ciara Reville (Principal Planning Officer)	
<b>Executive Summary:</b>	
<p>The application seeks planning permission for the installation of a new floating pontoon, which would replace an existing fixed bankside wooden jetty in the same location along the riverbank of the river Lagan. The existing wooden jetty has been closed for use due to its condition. The works take the form of a modular floating pontoon system secured by 2 no. steel locating piles, connected to the shore via a hinged access gangway and walkway with handrails. Localised works are also proposed to install concrete plinths at existing ground level on the bank.</p> <p>The site is located within Clement Wilson Park a designated Site of Local Conservation Importance (BT084/13). This is an area of parkland and walking trails within the wider designated Lagan Valley Regional Park (COU9) and Lagan Valley Area of Outstanding Natural Beauty (AONB 1) owned by Belfast City Council. The river Lagan runs through this parkland with a number of Community Greenways accessible nearby. The site is accessed from the Malone Road.</p> <p>The Key Issues relevant to consideration of the application are:</p> <ul style="list-style-type: none"> <li>- Principle of Development</li> <li>- Impact on amenity</li> <li>- Impact on the character and appearance of the area</li> <li>- Other considerations</li> </ul> <p>There are no objections from Northern Ireland Environment Agency (NIEA) or Department for Infrastructure (DfI) Rivers. Consultation response from Department for Communities (DfC)</p>	

Historic Environment Division (HED) is currently outstanding, and no third representations have been received.

**Recommendation**

Having regard to the development plan and other material considerations, the proposal is acceptable.

It is recommended that planning permission is approved. Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions and deal with any other issues that arise, including any issues from the outstanding HED consultation response, provided that they are not substantive.

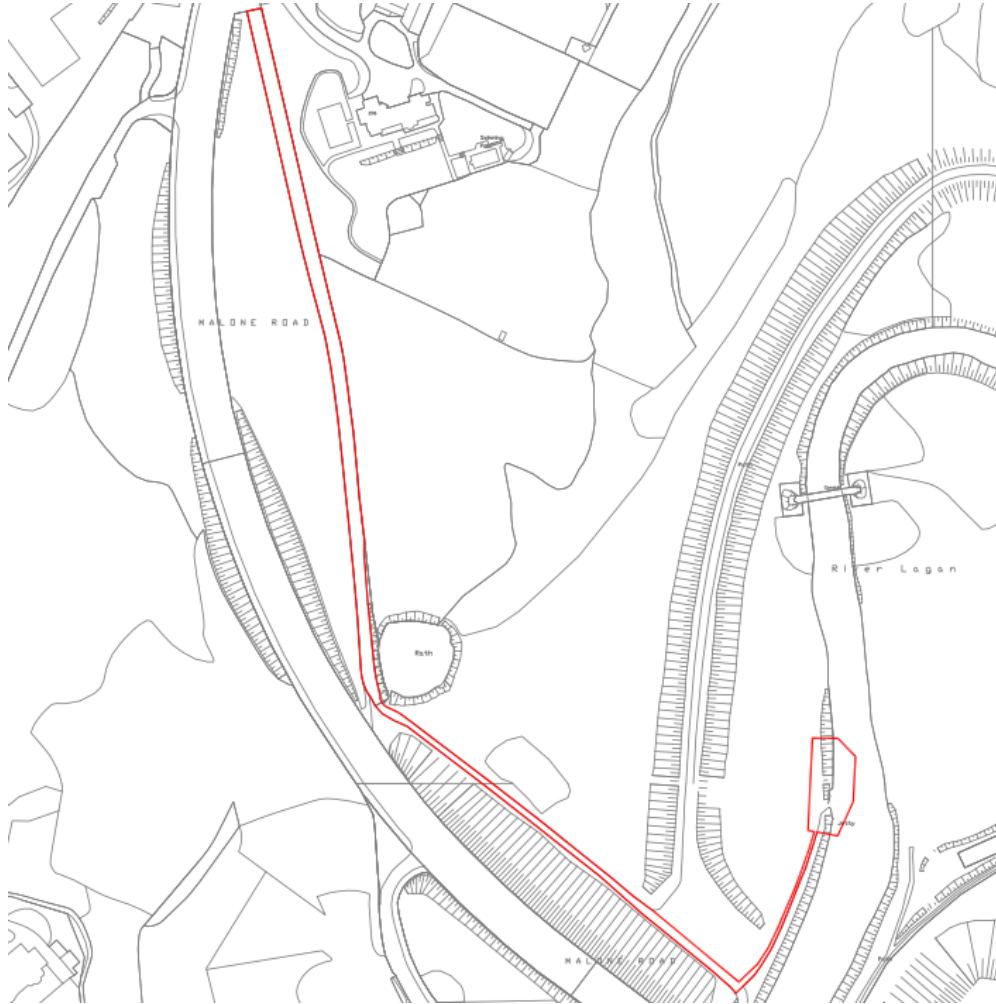
**Officer Report**

**1.0**

**Drawings**

**1.1**

**Site Location Plan**





<b>2.0</b>	<b>Characteristics of the Site and Area</b>
2.1	The site is located within Clement Wilson Park, a designated Site of Local Conservation Importance (BT084/13). This is an area of parkland and walking trails within the wider designated Lagan Valley Regional Park (COU9) and Lagan Valley Area of Outstanding Natural Beauty (AONB 1) owned by Belfast City Council. The river Lagan runs through this parkland with a number of Community Greenways accessible nearby. The site is accessed from the Malone Road.
<b>3.0</b>	<b>Description of Proposal</b>
3.1	The application seeks planning permission for the installation of a new floating pontoon, which would replace an existing fixed bankside wooden jetty in the same location along the riverbank of the river Lagan. The existing wooden jetty has been closed for use due to its condition. The works take the form of a modular floating pontoon system secured by 2 no. steel locating piles, connected to the shore via a hinged access gangway and walkway with handrails. Localised works are also proposed to install concrete plinths at existing ground level on the bank.
<b>4.0</b>	<b>Planning Policy and Other Material Considerations</b>
4.1	<b>Development Plan – Plan Strategy</b> Belfast Local Development Plan, Plan Strategy 2035
4.2	Policies in the Plan Strategy relevant to the application include the following: <ul style="list-style-type: none"> <li>- Policy ENV4 – Flood Risk</li> <li>- Policy GB1 – Green and Blue Infrastructure network</li> <li>- Policy HC1 – Promoting Healthy Communities</li> <li>- Policy CI1 – Community Infrastructure</li> <li>- Policy DC1 – All Countryside Development – general policy principles</li> <li>- Policy DCI3 – Other Proposed Development in the Countryside</li> <li>- Policy OS1 – Protection of Open Space</li> </ul>
4.4	<ul style="list-style-type: none"> <li>- Policy OS4 – New Open Space Outside Settlements</li> <li>- Policy OS6 – Facilities Ancillary to Water Sports</li> <li>- Policy LC1A – AONB's</li> <li>- Policy LC2 – Lagan Valley Regional Park (LVRP)</li> </ul>
4.5	<b>Supplementary Planning Guidance: Planning &amp; Flood Risk</b>
4.6	<b>Development Plan – zoning, designations and proposals maps</b> Belfast Urban Area Plan (2001) BUAP Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)
4.7	<b>Regional Planning Policy</b> Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS) Edition 2
4.8	<b>Relevant Planning History</b>  There is no planning history relevant to the proposal site.
<b>5.0</b>	<b>Consultations and Representations</b>
5.1	<b>Statutory Consultations</b> NIEA Water Management Unit & Natural Environment Division – No objections. DfI Rivers – No objections.

5.2	DfC HED – Consultation response awaited. No representations were received.
<b>6.0</b>	<b>PLANNING ASSESSMENT</b>
6.1	<b>Development Plan Context</b>
6.1.1	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.
6.1.2	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.
6.1.3	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 (“Departmental Development Plan”) until the Local Policies Plan is adopted.
6.1.4	<b>Operational policies</b> – the Plan Strategy contains a range of operational policies relevant to consideration of the application, which are set out above under paragraph 4.2.
6.1.5	<b>Proposals Maps</b> – 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 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.
6.1.6	<b>Belfast Urban Area Plan 2001</b> - The site is located within the settlement development limit in the BUAP and is not zoned for any use.
6.1.7	<b>Belfast Metropolitan Area Plan 2015 (2004)</b> - The site is located within the settlement development limit in the BUAP and is not zoned for any use.
6.1.8	<b>Belfast Metropolitan Area Plan 2015 (v2014)</b> - The site is located within the settlement development limit in the BUAP and is not zoned for any use.
6.2	<p><b>Key Issues</b></p> <p>The key issues to be considered as part of this assessment are the following:</p> <ul style="list-style-type: none"> <li>• Principle of Development</li> <li>• Impact on amenity</li> <li>• Impact on the character and appearance of the area</li> <li>• Flood Risk</li> <li>• Impact on Natural Heritage</li> </ul>

6.3	<p><b>Principle of Development</b></p> <p>The principle of recreational development/facilities ancillary to water sports has already been established as there is an existing wooden jetty for access to the water and as such is deemed acceptable at this location. The proposal retains the use as facilities ancillary to water sports as an access point to the waterway and supports policy position to promote healthy and active lifestyles and the provision of community infrastructure in the form of leisure facilities. The floating pontoon will allow for year-round access to the river due to its nature as not fixed but floating, promoting increased accessibility for users. The principle of the development is acceptable subject to further considerations below.</p>
6.4	<p><b>Impact on Amenity</b></p> <p>The proposed gangway measures approximately 12m in length from the edge of the riverbank to where it connects to 2 steel locating piles, with the floating pontoon measuring approximately 12m in length located in the water. The gangway measures approximately 1.2m in height. The pontoon floats in the water and is largely in line with the riverbank and floats at a height of approximately 2.5m. There are no properties located in the near vicinity of the application site. There is a Grade 2 Listed Boundary Marker, Historic Buildings Reference (HB26/17/127) located approximately 20m southwest of the application site. Subject to HED consultation response, it is not envisaged the proposal would have an adverse effect on the Listed Boundary Post. Any issue that may arise from consultation response will be addressed prior to grant of planning permission, with delegated authority sought for this. There are no amenity concerns regarding the proposal.</p>
6.5	<p><b>Impact on the Character and Appearance of the Area</b></p> <p>The proposal is incidental to an existing use within an area of open space. The pontoon is considered appropriate for access to water sports use in the waterway. The design of the pontoon will result in limited visual impacts. Much of the proposal will be located within the waterway. Public views would largely be limited to near distance views from the walkway within the park and due to the scale of the proposal in terms of height, it is not considered the proposal would result in detrimental visual impacts and the character of the open space would be preserved.</p>
6.6	<p><b>Flood Risk</b></p> <p>The proposal site lies within a flood risk area and under Policy ENV4, an exception to development within a flood plain may be granted. Exception to Policy, U3 – Water compatible development such as for boat mooring, navigation and water based recreational use, which for operational reasons has to be located within the flood plain is applicable for this proposal. A flood risk assessment has been submitted and the assessment confirms the proposal will not increase flood risk elsewhere and no other significant sources of flooding affect the proposed development. DfI Rivers offer no objection to these findings and subsequently offer no objection to the proposal.</p>
6.7	<p><b>Impact on Natural Heritage</b></p> <p>Northern Ireland Environment Agency was consulted due to the location within a waterway. Water Management Unit (WMU) offer no objection to the proposal and refer the applicant to standing advice on Pollution Prevention Guidance. Natural Environment Division (NED) have considered a Construction Environmental Management Plan, Construction Method Statement &amp; Ecological reports relating to protected species and offer no objection to the proposal.</p>

8.0	Recommendation
8.1	Having regard to the development plan and other material considerations, the proposal is considered acceptable. It is recommended that planning permission is granted, subject to condition.
8.2	It is recommended that planning permission is approved. Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of conditions and deal with any other issues that arise, including any issues from the outstanding HED consultation response, provided that they are not substantive.
<p><b>DRAFT CONDITIONS:</b></p> <ol style="list-style-type: none"> <li data-bbox="204 663 1441 723">1. The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.</li> </ol> <p data-bbox="252 763 1286 792">Reason: As required by Section 61 of the Planning Act (Northern Ireland) 2011.</p>	

## Development Management Officer Report Committee Application

Summary	
<b>Application ID:</b> LA04/2025/2090/F	<b>Committee Meeting Date:</b> 19 <sup>th</sup> May 2026
<b>Proposal:</b> Creation of hardstanding and widening of vehicular access to front of dwelling. (Retrospective)	<b>Location:</b> 38 Hillhead Avenue, Belfast, BT11 9GD
<b>Referral Route:</b> Paragraph 3.8.1 of the Scheme of Delegation (request for referral of application to Committee from an Elected Member)	
<b>Recommendation:</b>	Approval subject to conditions
<b>Applicant Name and Address:</b> Eamonn Orchin 38 Hillhead Avenue Belfast BT11 9GD	<b>Agent Name and Address:</b> Eamonn Orchin 38 Hillhead Avenue Belfast BT11 9GD
<p><b>Executive Summary:</b></p> <p>This application seeks full planning permission for the widening of the existing driveway and the creation of hardstanding area at 38 Hillhead Avenue. Part of the works have been undertaken already (as described in the main report).</p> <p>The proposal involves the removal of part of an existing boundary wall and railing to the front of the site to allow for the widening of driveway for vehicular access and parking. The area to the front of the property formerly consisted of a concrete area and a grassed garden area. The hardstanding concrete area and most of the grass area was then laid over in impermeable asphalt with an area of permeable paving to the front of the dwelling. The proposal as amended is to replace part of the tarmac area with a permeable surface finish (perma-resin).</p> <p>Seven representations have been made on the application by the occupier of the neighbouring property at No. 40 Hillhead Avenue, who objects to the application. The issues raised are addressed in the main report. DfI Roads have been consulted and offers no objection to the proposal subject to conditions.</p> <p>Having regard to the policy context, the proposal is considered acceptable and planning permission is recommended for approval.</p> <p>Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions and deal with any other issues that arise provided that they are not substantive.</p>	

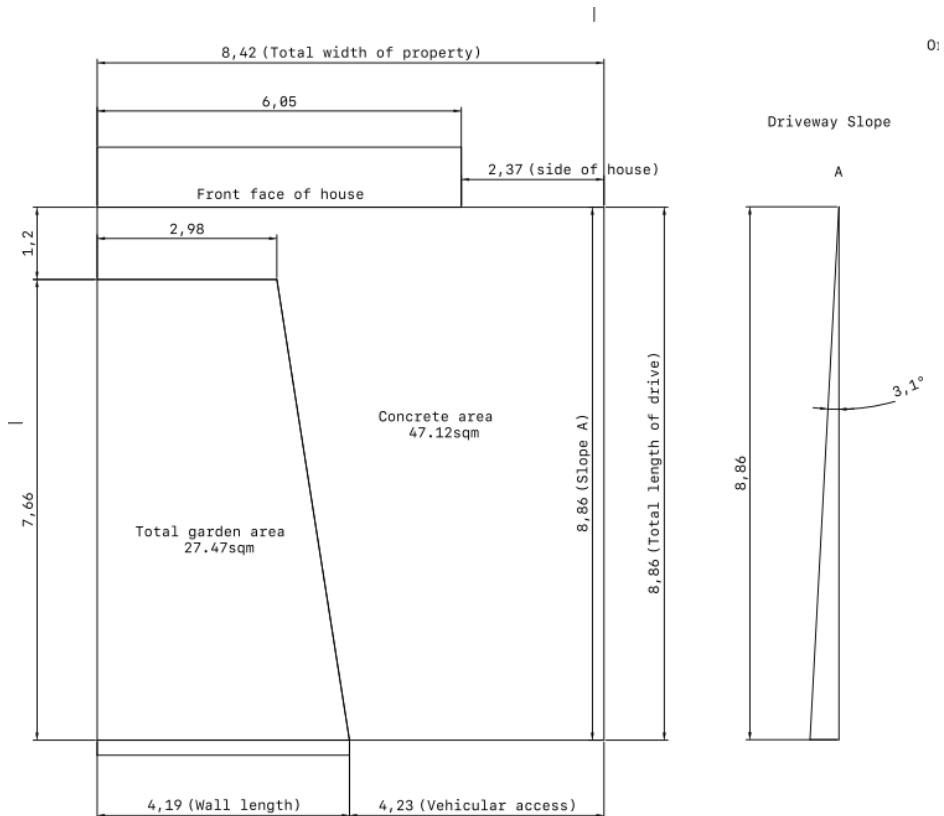
# Officer Report

## 1.0 PLANS AND IMAGERY

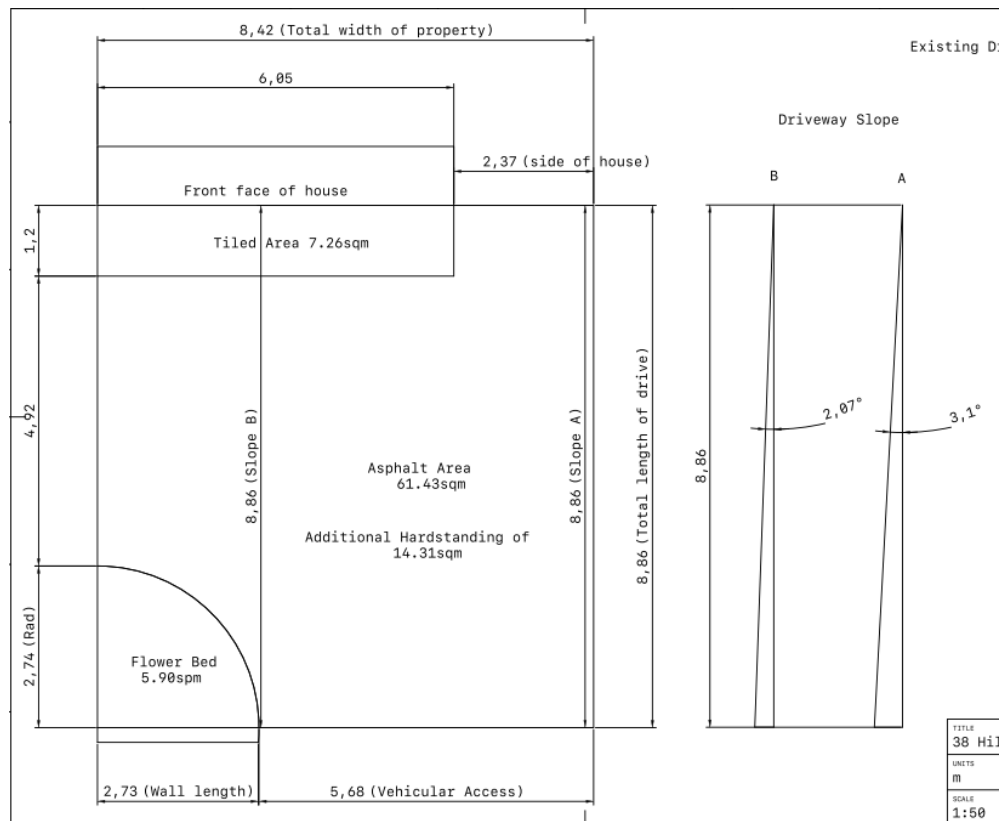
### Site location plan:



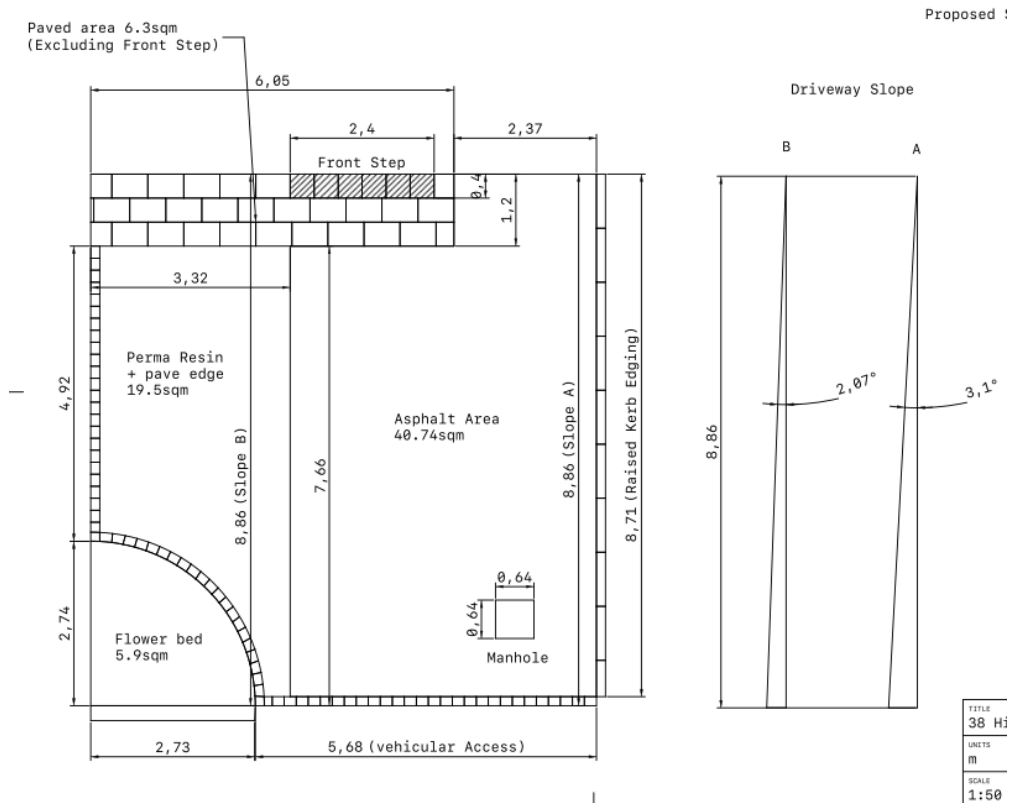
### Existing (Original) Driveway Plan:



### Current Driveway Plan (as constructed):



### Proposed Driveway Plan:



1.1

Site photos





<b>2.0</b>	<b>Characteristics of the Site and Area</b>
2.1	The application relates to No. 38 Hillhead Avenue, which comprises a semi-detached, 2-storey dwelling finished in red brick with a detached garage to the rear. There is hardstanding for car parking to the front of the property with a small flower bed and a larger area of private amenity/garden space to the rear.
2.2	The prevailing character of the area is semi-detached houses that are finished in brick with small front gardens and areas of hardstanding, some of which have been amended to accommodate additional car parking space for the dwellings. There is a mix of boundary finishes within the street scene, in the form of render wall, timber fence and hedging.
<b>3.0</b>	<b>Description of Proposal</b>
3.1	The application seeks full planning permission for the widening of the existing driveway and the creation of hardstanding area.
3.2	<p>Part of the proposed works have been undertaken already by way of the following:</p> <ul style="list-style-type: none"> <li>• The driveway access and egress point has been widened from approximately 4.2m wide to 5.7m wide (approximately 1.4m of boundary wall has been removed, which remains at the same height)</li> <li>• The front garden/grass area has been removed and replaced with asphalt with a flower bed area adjacent to the public road and boundary wall.</li> <li>• Asphalt has been over laid onto a former area of concrete.</li> <li>• A paved area has been laid to front of the house and around the front door step with brick paving to surround of the driveway.</li> </ul>



<b>5.0</b>	<b>Consultations and Representations</b>
5.1	<p><b>Statutory Consultations</b> DfI Roads – No objection subject to condition.</p> <p><b>Representations</b></p>
5.2	A total of 7 representations have been made by the neighbour at No. 40 Hillhead Avenue who objects to the application. The issues raised are addressed further in the report.
<b>6.0</b>	<b>PLANNING ASSESSMENT</b>
6.1	<b>Development Plan Context</b>
6.2	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.
6.3	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.
6.4	The Development Plan is the Belfast Local Development Plan, which replaces the Belfast Urban Area Plan 2001 as the statutory plan for the city. The Belfast LDP is in two parts: Part 1 is the Plan Strategy, which was adopted on 02 May 2023. Part 2 is the Local Policies Plan, which will provide the zonings and proposals map for Belfast and has yet to be published.
6.5	<p><b>Operational policies</b> – the Plan Strategy contains a range of operational policies relevant to consideration of the application. These are listed below:</p> <ul style="list-style-type: none"> <li>• DES1 – Design</li> <li>• RD2 – Residential Extensions &amp; Alterations</li> <li>• ENV1 – Environmental quality</li> <li>• ENV2 and ENV3 – Mitigating and Adapting to Environmental Change</li> <li>• ENV5 – Sustainable Drainage Systems (SuDS)</li> <li>• TRAN6 – Access to public roads</li> </ul>
6.6	<p><b>Proposals Maps</b> – 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, other than policies that relate to Sprucefield, which remain contentious.</p>

	<p><b>Referral route</b></p>
6.7	<p>The application is referred to the Committee at the request of Councillor Collins who refers to the representations from the neighbour, including concerns about drainage and surface-water run-off.</p>
	<p><b>MAIN ASSESSMENT</b></p>
	<p><b>Key Issues</b></p>
6.8	<p>The key issues relevant to consideration of the application are:</p> <ul style="list-style-type: none"> <li>• Design and impact on the character of the area</li> <li>• Impact on neighbouring amenity</li> <li>• Road Safety &amp; Car Parking</li> <li>• Sustainable drainage systems (SuDS)</li> </ul>
	<p><b>Design and impact on the character of the area</b></p>
6.9	<p>Policy DES1 states that planning permission will be granted for new development that is of high quality, sustainable design that makes a positive contribution to placemaking by responding positively to local context and character.</p>
6.10	<p>Policy RD2 states that planning permission will be granted for extensions or alterations to an existing residential property where the scale, massing, design and external materials of the proposal are appropriate to the built form and appearance of the existing property and will not detract from the character of an established residential area.</p>
6.11	<p>The total area of the open space at the front of the property measures approximately 8.42m wide and 8.86m in length from the front to the public footpath. The proposed driveway alterations take the form of replacing the existing hard surface of concrete with a layer of asphalt measuring 40.74sqm. The use of asphalt for the covering of a driveway is considered an acceptable and appropriate material finish which would not detract from the character of the established residential area.</p>
6.12	<p>There is an area of proposed paving along the front elevation of the property which measures approximately 6.3sqm. The area of paving is considered an acceptable material finish appropriate to the use of the site and does not detract from the character of the area.</p>
6.13	<p>There is a proposed permeable area (perma-resin) measuring approximately 19.5sqm. This finish is considered acceptable and would not detract from the character of the wider area. There is also a brick paver edge to part of the surround of the front driveway which measures approximately 1.19sqm. Within the wider area the hard surfacing of residential properties is varied in form and can consist of a mix including asphalt, concrete, brick paving, stone. Perma-resin is a material whilst not predominant in use is an accepted material finish for use in a residential driveway. (Refer to table as per paragraph 3.2 above)</p>

6.14	<p>Although paragraph 4.3.46 of the SPG states that the use of an entire garden area to provide car parking will not be acceptable, in this instance, the property benefits from an area of private amenity space to the rear and private amenity would not be affected. A flower bed area would be retained at the front of the property. Part of the boundary wall remains and provides a definition between the public realm and private property along with the brick paving along the access to the site adjoining the public footpath. There is existing precedence in the area and wider city for similar widening of driveways and creation of hardstanding and it is accepted that the provision of additional car parking spaces within the curtilage of a dwelling may decrease the requirement for on street-parking. On balance there is a mix of material finishes being used and, SuDS measure which will be discussed below, are included as part of the overall proposal.</p>
6.15	<p>The proposal is considered to comply with Policies DES1 (design) and RD2 (residential extensions and alterations), and relevant provisions of the SPPS.</p>
	<p><b>Impact on Neighbouring Amenity</b></p>
6.16	<p>Policy DES1 states that planning permission will be granted for new development that is of high quality, sustainable design that makes a positive contribution to placemaking by responding positively to local context and character, ensuring no undue effect on the amenity of neighbouring properties or public spaces by minimising the impact of overshadowing and loss of daylight; and ensuring that on-site vehicle parking provision and movement, does not have a negative impact at street level.</p>
6.17	<p>It is apparent from the site inspection that although the asphalt has been laid over the existing concrete, the material surface finish has not been raised to a level whereby it would cause a detrimental impact on neighbour amenity. A typical asphalt installation is approximately 50mm and this would appear consistent when viewed in light of the height of the doorstep, which is consistent with the previous doorstep height. The topography of the site naturally slopes towards the public footpath and road, with the public road level also sloping naturally downwards in a north-easterly direction. Due to the natural topography of the area and given that there was a former existing area of hardstanding, there has been natural water run off to an extent from this property, as would be the situation in the wider area.</p>
6.18	<p>The works as carried out created a larger area of hardstanding than was originally there. Formerly the hardstanding to the front of the property was impermeable concrete, an area of approximately 47sqm with a permeable garden area of approximately 27sqm. The works as carried out created a total area of impermeable hardstanding of approximately 61.2sqm, except for the 6.3sqm area of permeable paving, the 1.19sqm area of brick pave edging and a flower bed measuring approximately 5.9sqm totalling 13.39sqm of permeable area; a reduction in permeable area of approximately 14.08sqm.</p>

6.19	<p>One of the concerns raised by the objector is drainage and surface run-off onto the road and their property. The works as carried out do not include sufficient SuDS measures or drainage for additional run-off from the increased area of hardstanding. As set out in Table 1, amendments have been made which propose as an asphalt area of approximately 40.74sqm, a permeable area of approximately 19.5sqm, a paved area of approximately 6.3sqm, permeable brick paving edging of approximately 1.19sqm and a flower bed of approximately 5.9sqm. The total impermeable area is approximately 41.7sqm, representing a reduction of approximately 5.42sqm of total impermeable hard surface from the existing (original) surface covering. Total permeable area is approximately 32.89sqm which represents an increase in permeable surface finish from the previous existing situation by approximately 5.42sqm.</p>
6.20	<p>The works as proposed are therefore represent a net gain in permeable space to the front of the property from what was formerly. The inclusion of Perma-Resin is accepted as a permeable material finish and in line with paragraphs 4.3.47 of the SPG which states that any loss of permeable ground must be mitigated. In terms of impact to amenity, there would be no increase in water run off-from former existing situation as the total permeable area has increased by way of the amended proposal. Additionally, there is storm drain on the public highway which surface water already drains into .The proposal represents a net decrease in impermeable surface finish to the site and is therefore considered acceptable, as betterment from the former existing situation.</p>
6.21	<p>It is considered that there would be no other adverse impacts on amenity.</p>
6.22	<p>The proposal is considered to comply with Policies RD2 (residential extensions and alterations), ENV2 (mitigating environmental change), ENV3 (adapting to environmental change), and ENV5 (sustainable drainage systems (SuDS), and relevant provisions of the SPPS.</p>
<p><b>Road Safety &amp; Car Parking</b></p>	
6.23	<p>Policy TRAN6 states that planning permission will be granted for a development proposal involving intensification of the use of an existing access, onto a public road where such access will not prejudice road safety or significantly inconvenience the flow of road users.</p>
s6.24	<p>The widening of the driveway allows for the parking of additional cars within the curtilage of the dwelling. The previous hardstanding could have accommodated up to 2 cars and the proposed hardstanding would potentially allow for the parking of 3 cars safely. The driveway is an existing access and egress point onto a public highway, crossing a public footpath. Dfl Roads are the relevant statutory authority for issues of road safety when it comes to any development proposal. Dfl Roads have been consulted and do not raise any issue with regards to road safety and offer no objection to the widening of the driveway or the creation of hardstanding, subject to conditions.</p>

6.25	<p>In line with DfI Creating Places &amp; Parking Standards a semi-detached house should have 1 in-curtilage space provided and requires provision for 2.25 car parking spaces which can include on-street parking. This proposal would increase off-street provision and would result in the potential for less on-street parking/parking on the footpath. According to Parking Standards the standard space requirements for a car is 2.4m x 4.8m. There is sufficient space on site to allow for the safe parking and manoeuvring of three cars. Car parking is considered conducive and ancillary to the use of the dwelling and the hard standing as proposed does not pose a road safety issue.</p>
6.26	<p>In terms of the proposed widening of the access, regard is also had to Class B of Part 3 (Minor Operations) of the Planning (General Permitted Development) Order (Northern Ireland) 2015, which permits the alteration of an access onto an unclassified road, where that access is required in connection with development permitted by any class (other than Class A of Part 3).</p>
6.27	<p>The proposal complies with TRAN6 (access to public roads) and relevant provisions of the SPPS.</p>
<p><b>Sustainable Drainage Systems (SuDS)</b></p>	
6.28	<p>Policy ENV2 states that planning permission will be granted for development that incorporates measures to mitigate environment change and reduce GHG by promoting sustainable patterns of development. Policy ENV3 states that planning permission will be granted for development that incorporates measures to adapt to environmental change including promoting and including SuDS measures. Policy ENV5 states that all built development should include where appropriate SuDS measures to manage surface water effectively on site to reduce surface water run-off and ensure flooding is not increased elsewhere.</p>
6.29	<p>The introduction of increased permeable areas compared to the existing (original) situation has been described earlier in the report. The proposal includes an open flowerbed area, permeable paving and permeable resin surface finish covering an approximate area of 31.7sqm as described in Table 1. The provision of these SuDS measures results in a net gain of permeable ground covering and therefore is considered compliant with the above policies.</p>
6.30	<p>The proposal complies with Policies ENV2 (mitigation environment change), ENV3 (adapting to environmental change) and ENV5 (sustainable drainage systems (SuDS)), and relevant provisions of the SPPS.</p>
<p><b>Representations</b></p>	
6.31	<p>A total of 7 representations have been made by the neighbour at No. 40 Hillhead Avenue who objects to the application.</p>
6.32	<p>The following areas of concern have already been addressed in the report:</p> <ul style="list-style-type: none"> <li>• Surface water drainage and flooding non-compliance due to steep and slanted gradient/slope</li> </ul>

	<ul style="list-style-type: none"> <li>• Highway and pedestrian safety risks</li> <li>• Harm to residential amenity and street character</li> </ul>
6.33	<p>The other points of objection are addressed as follows.</p> <p><i>Unauthorised works:</i></p>
6.34	<p>The application seeks part retrospective planning permission for some of the works already undertaken. However, this has no bearing on the assessment of the application which should be considered as if the works have not already taken place.</p> <p><i>Previous widening of driveway:</i></p>
6.35	<p>Any works previously carried out without the benefit of planning permission is a matter for the Council's planning enforcement processes. Regardless, this application deals with what is now being proposed.</p> <p><i>Enforcement issues:</i></p>
6.36	<p>The issue of planning enforcement is a separate consideration.</p> <p><i>Fails building regulations:</i></p>
6.37	<p>Building regulations are not a planning consideration; it is for the applicant to ensure all works are carried out in compliance with any relevant building control requirements. In relation to drainage and gradients this has been addressed as detailed in the above assessment.</p> <p><i>Dfl Roads intervention to footpath:</i></p>
6.38	<p>Works to the footpath do not fall under the remit of this planning application, which only relates to proposals within the red line of the site location plan. Works to the public footpath are a matter for Dfl Road.</p> <p><i>Brick paver edging to driveway entrance:</i></p>
6.39	<p>These features are level with the ground covering within the site and where they adjoin the public footpath. Dfl Roads have not raised any concerns in this regard. The typical asphalt installation is a depth of 50mm. It is not considered that their installation is of detriment compared to the previous situation. There was an existing sloping driveway due to the topographical nature of the site and wider area and it remains a sloping site.</p>

	<i>Longitudinal fall and crossfall slant:</i>
6.40	The driveway slope naturally runs towards the road. The area of asphalt where the garden area was previously and where the new area of perma-bound resin is to be placed, has a lesser slope. Officers are satisfied from having visited the site that the driveway slope runs towards the road and is not slanted any more towards neighbouring property than what would have been previously existing as the public road and topography of the land runs downward towards No.40 Hillhead Avenue.
	<i>Representation of issues relating to Dfl Roads consultation response:</i>
6.41	The objector copied correspondence to Dfl Roads to the Council, including rebuttal of Dfl Road's response. This rebuttal has been formally considered by Dfl Roads as part of the application process, and it remains of the opinion that the proposal is acceptable. The issues raised have been addressed as part of the assessment above.
	<i>Cars parking in an unsafe a manner:</i>
6.42	The proposed extended hardstanding provides sufficient space for three cars. If a car is parked in an unsafe manner or causing an obstruction outside the site, it is a matter for PSNI and/or Dfl.
	<i>Issue with classification of what is new development:</i>
6.43	The proposal for the Council relates to the area to the front of the house as indicated on the submitted plans.
	<i>Issue relating to overlay of perma-resin and quarry dust base:</i>
6.44	There is no evidence that the proposal would give rise to unacceptable impacts in this regard.
	<i>Issue of side-driveway not included on plans:</i>
6.45	A small area of approximately 3 sqm at the back of the drive and next to the side gable of the house does not form part of the proposals and therefore is not required to be assessed. Regardless, there would still be a net reduction of impermeable surfacing within the site.
	<i>Planning policy and permitted development:</i>
6.46	Paragraph 4.3.46 of the SPG has been addressed in the assessment above.

<p>6.47</p> <p>6.48</p> <p>6.49</p> <p>6.50</p> <p>6.51</p>	<p><i>Environmental Issues:</i></p> <p>There is no evidence to suggest that use of the driveway for domestic purposes would give rise to issues of pollution. It should be noted that all driveways and all cars may well have and contain deposits such as detergents, oil and dust and it falls outside the remit of planning control. Any issue or evidence of pollution risk should be directed to the relevant authority.</p> <p><i>Moss &amp; Algae growth:</i></p> <p>The growth of moss and algae on the neighbour's property due to surface water run-off is not a planning consideration.</p> <p><i>Other matters:</i></p> <p>Other submissions were made to the council, however, these were not in the form of public representation and having been noted, there were no further material planning considerations raised than from that already considered.</p> <p>A number of site photos and videos of site conditions were submitted and reviewed. These have been considered and officers are content that water run-off from the site was previously existing due to the topography of the land. There is a drain on the public highway for which DfI Roads is responsible for and which surface water can drain into. The proposal reduces non-permeable areas and the inclusion of SuDS measures as previously described.</p> <p>Having considered all relevant concerns noted in the representations, officers are satisfied that the proposal complies with planning policy and that there are no material considerations that indicate that planning permission should be refused.</p>
<p>7.0</p> <p>7.1</p> <p>7.2</p>	<p><b>Recommendation</b></p> <p>Having regard to the development plan and other material considerations, the proposal is considered acceptable. 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 conditions and deal with any other matters which may arise.</p>

**DRAFT CONDITIONS:**

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.

2. The hardstanding hereby permitted shall include permeable surfacing as shown on approved drawing no. 05C uploaded to the NI Planning Portal on the 28th April 2026 and as per the approved specification (Perma-bound resin) and shall remain as such at all times.

Reason: To ensure sustainable drainage of the site in accordance with SuDS principles

3. The approved hardstanding area shall not be used for any purpose other than for parking and movement of vehicles in connection with the approved development.

Reason: To ensure that adequate provision has been made for parking and traffic circulation within the site.

This page is intentionally left blank

By virtue of paragraph(s) 5 of Part 1 of Schedule 6  
of the Local Government Act (Northern Ireland) 2014.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 5 of Part 1 of Schedule 6  
of the Local Government Act (Northern Ireland) 2014.

Document is Restricted

This page is intentionally left blank