

Development Management Report	
Committee Date: 17 th June 2024	
Application ID: LA04/2024/0211/F	
Proposal: Redevelopment of the existing stadium by way of demolition of both existing stands and construction of two new spectator stands with reconfiguration of existing standing terracing at goal ends, new turnstiles and associated siteworks including new floodlighting, additional car parking and improved circulation routes to provide an overall capacity for 6000 spectators on site.	Location: Existing Football Stadium The Oval Parkgate Drive Belfast BT4 1EW.
Referral Route: Application for Major development	
Recommendation: Approval subject to conditions	
Applicant Name and Address: Glentoran Social Partnership The Oval Parkgate Drive Belfast BT4 1EW	Agent Name and Address: Hamilton Architects 3 Joy Street Belfast BT2 8LE
Date Valid: 15 th March 2024	
Target Date: 11 th October 2024	
Contact Officer: Ed Baker, Planning Manager (Development Management)	
Executive Summary: <p>The application seeks full planning permission for the redevelopment of the existing stadium by way of demolition of both existing stands and construction of two new spectator stands with reconfiguration of existing standing terracing at goal ends, new turnstiles and associated siteworks including new floodlighting, additional car parking and improved circulation routes to provide an overall capacity for 6,000 spectators on site.</p> <p>There is no increase in capacity in respect of numbers. The existing Main stand has a seating capacity of 2,720 and the existing Railway stand holds 2,070 with the remaining located on the standing terraces on either end of the pitch. The proposed new grandstand will have a capacity of 3,300 and the new north stand will have a capacity of 1,100. The two areas of redeveloped standing terrace to bring total stadium capacity to 6,000.</p> <p>The proposed design is based on two single tier spectator stands on opposing touchlines, the larger grandstand will accommodate all internal accommodation with the smaller north stand accommodating visiting fans. Simple cantilevered roof design to both stands allow both buildings to integrate into the surrounding context without being overpowering. The Oval terracing will be maintained at goal ends and maintains the historic massing of the site.</p> <p>The playing field is proposed to be re-laid above its current level to solve historic drainage and flooding issues. This is being considered under a separate planning application.</p>	

The key issues for consideration of the application are set out below.

- Principle of development at this location
- Design, Placemaking and Impact on Amenity
- Access and transport
- Healthy Communities
- Built Heritage
- Natural heritage
- Climate change
- Flood Risk and Drainage
- Waste-water infrastructure
- Environmental protection
- Waste management
- Employability and Skills
- Pre-application Community Consultation

The Council has received five third-party representations, two of these are objections, two are in support of the scheme and one is neither objection nor support. These are summarised in the main report.

No objections have been received from consultees, subject to conditions.

The proposal is considered compliant with relevant policies and will not adversely impact on amenity of adjacent residents/landowners.

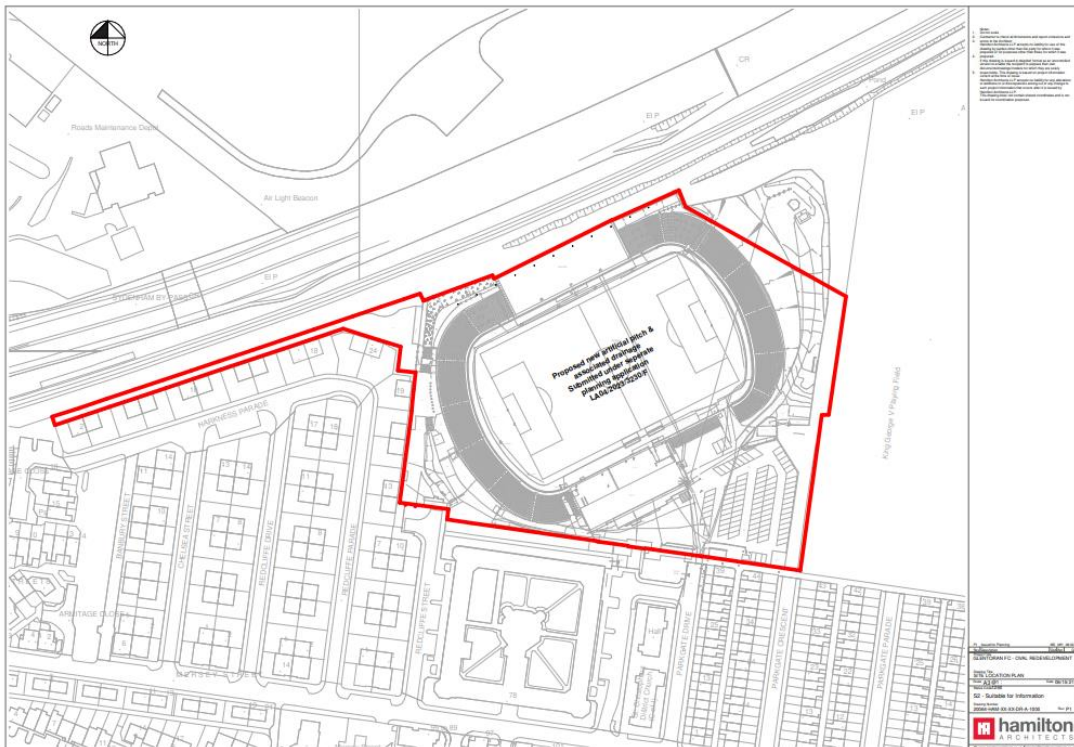
Recommendation

Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions.

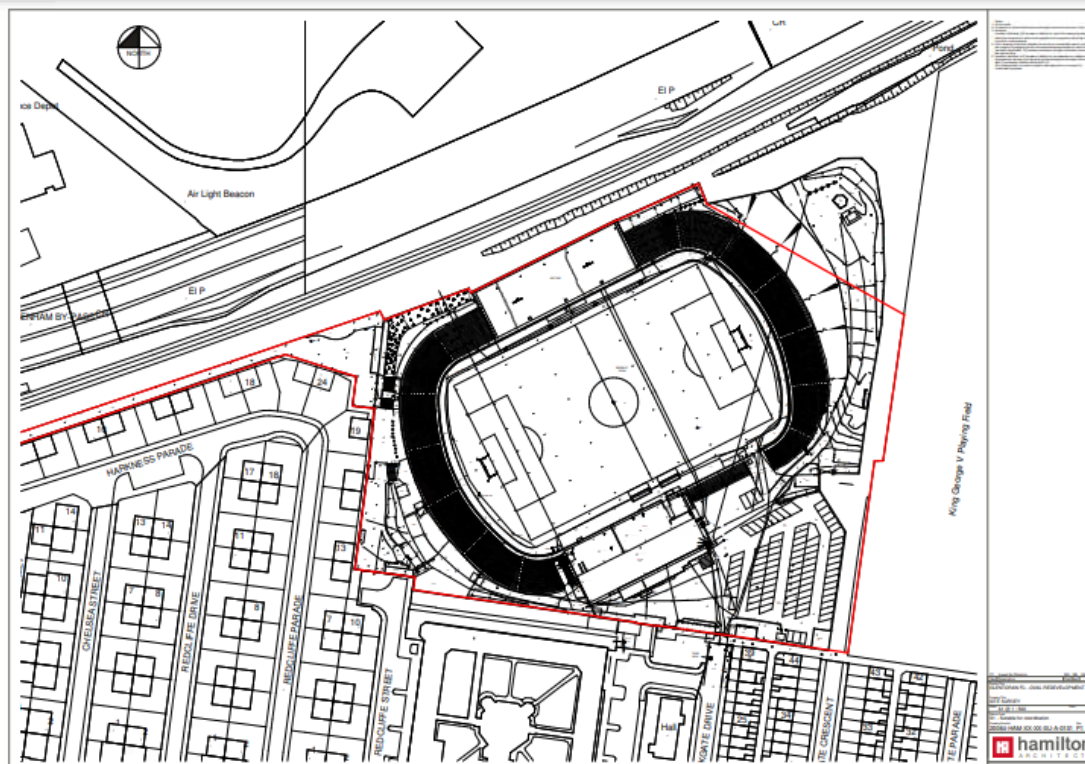
Delegated authority is sought for the Director of Planning and Building Control to finalise the wording of the conditions, and deal with any other issues that arise provided the issues are not substantive.

DRAWINGS AND IMAGERY

Site Location Plan:



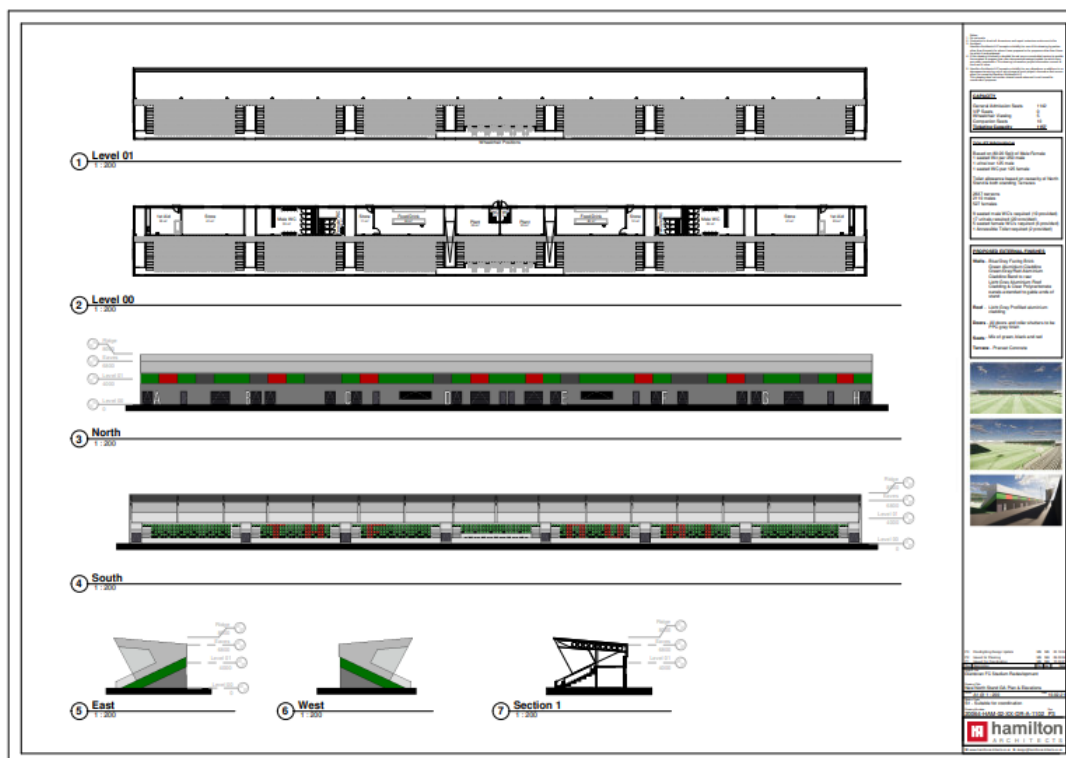
Existing Site Topography:



Proposed site Layout:



Proposed North Stand Plans and Elevations:



Proposed Grandstand Elevations:

1 North
1:200

2 South
1:200

3 East
1:200

4 West
1:200

5 GA Section 1
1:200

Materials and Finishes:

Roof	Asph/Flt
Walls	Brick
Windows	UPVC
Floors	Concrete
Other	See details

Hamilton Architects

Grandstand Floor Plans:

1 Level 00
1:200

2 Level 01
1:200

3 Level 02
1:200

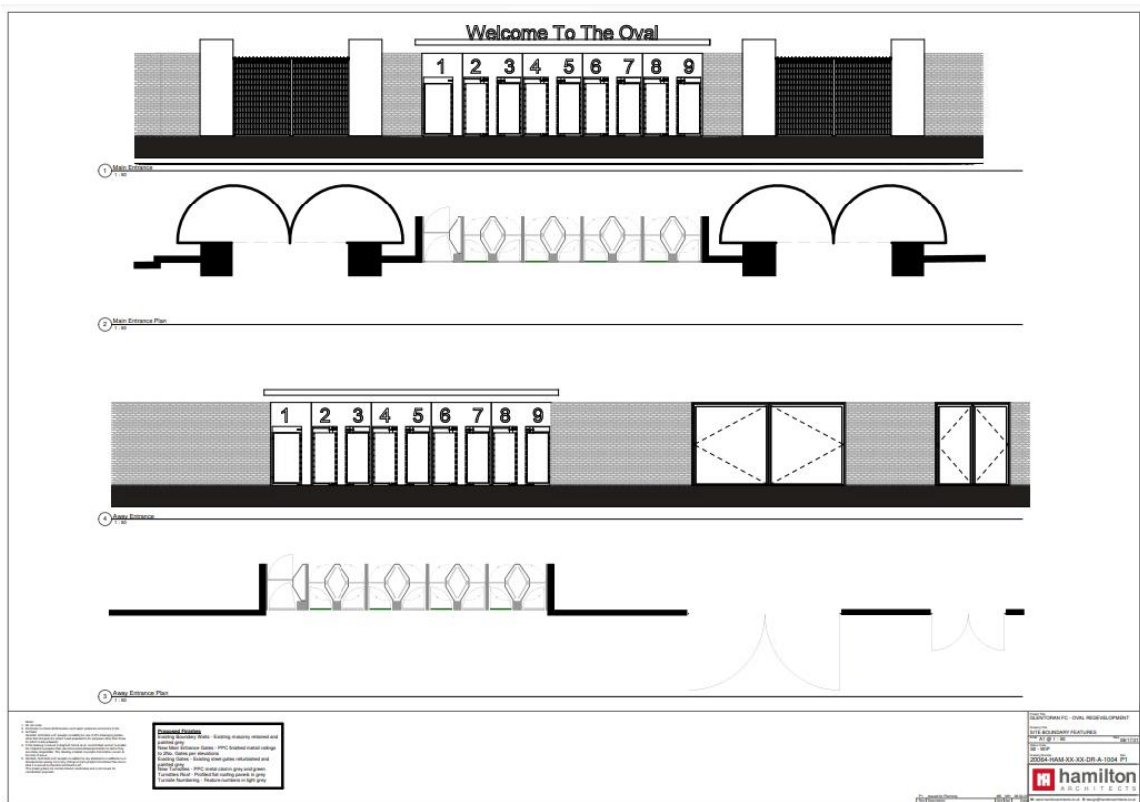
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Roof	Asph/Flt
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Windows	UPVC
Floors	Concrete
Other	See details

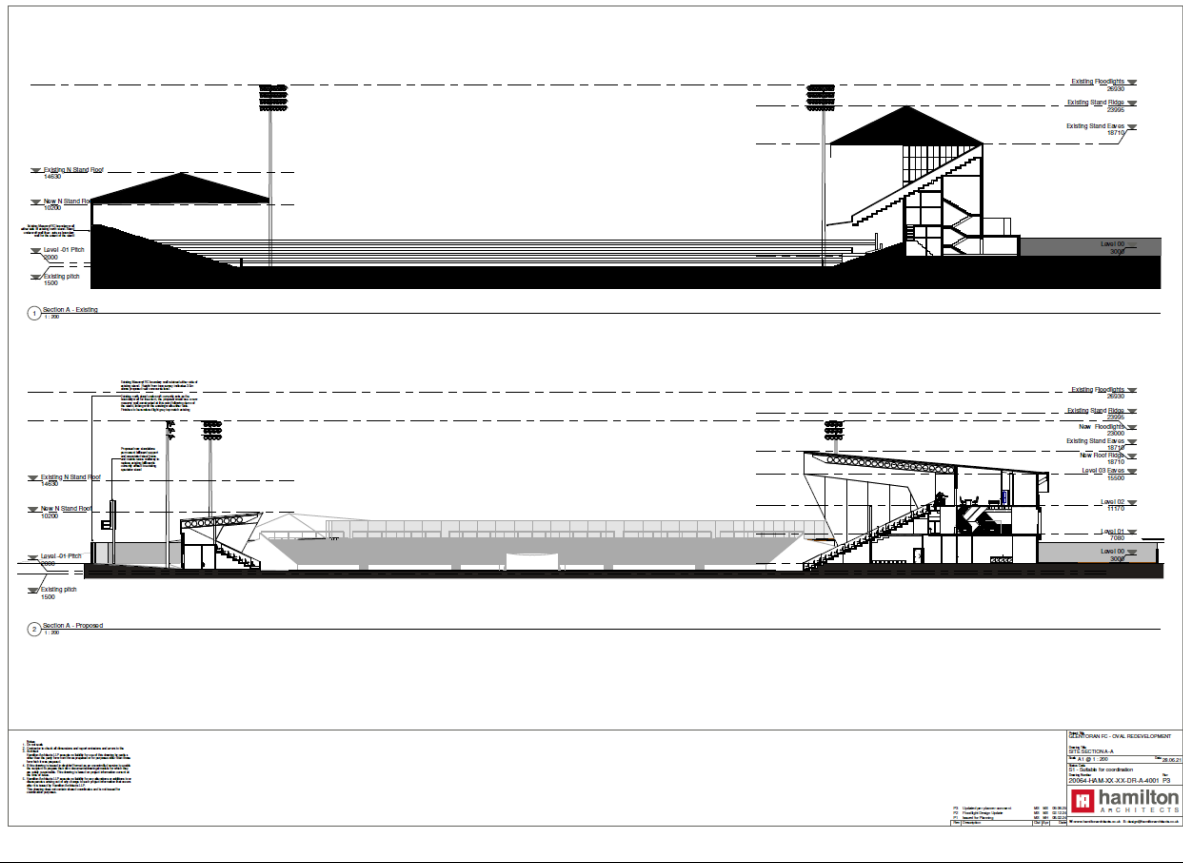
Hamilton Architects

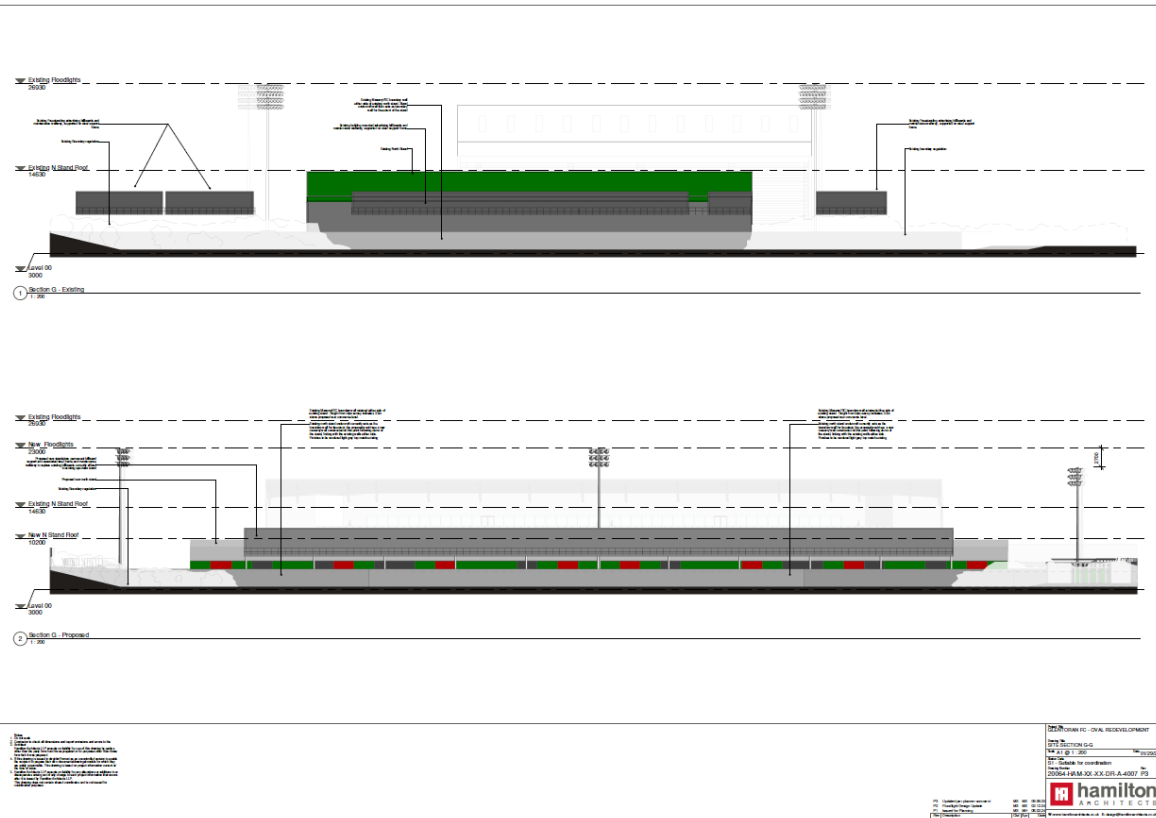
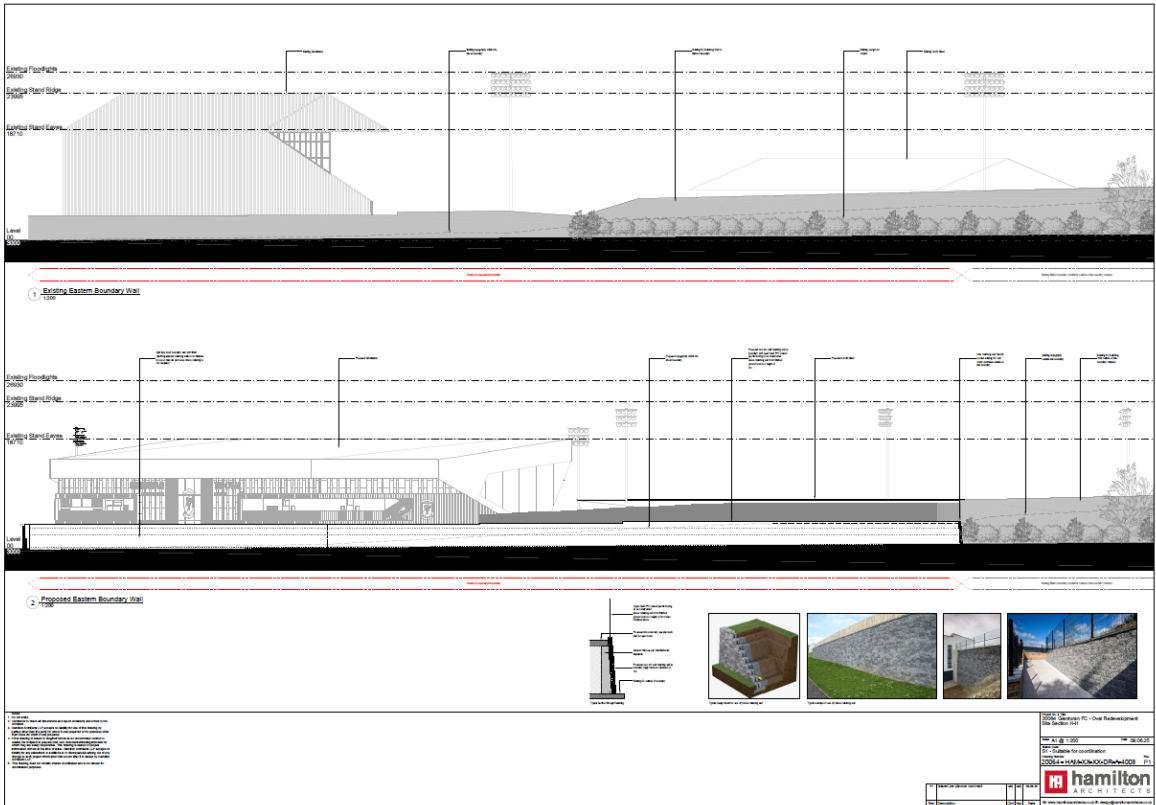
Grandstand Floor Plans:

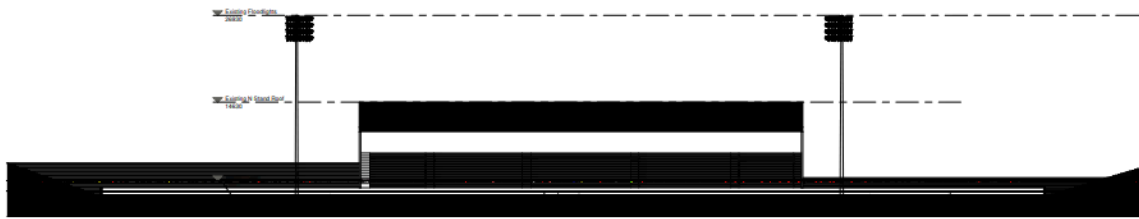
Site Boundary Features:



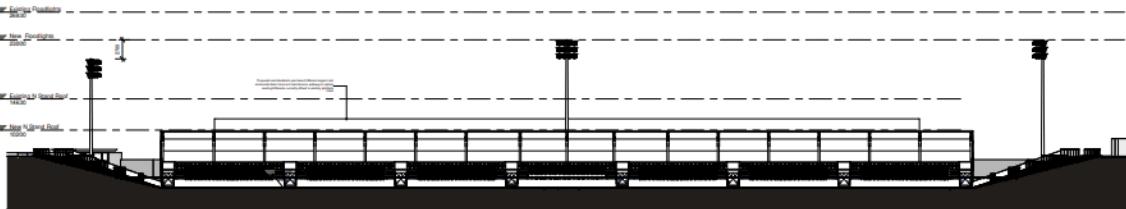
Existing and Proposed Site Sections:







Section A - Existing



Section B - Proposed

1. All work shall be in accordance with the latest edition of the New Zealand Building Code (NZBC) and the New Zealand Building Regulations (NZBR).

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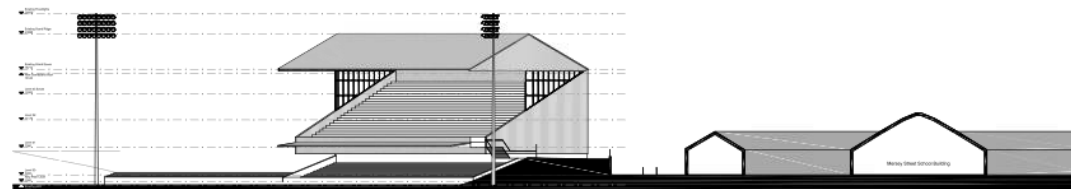
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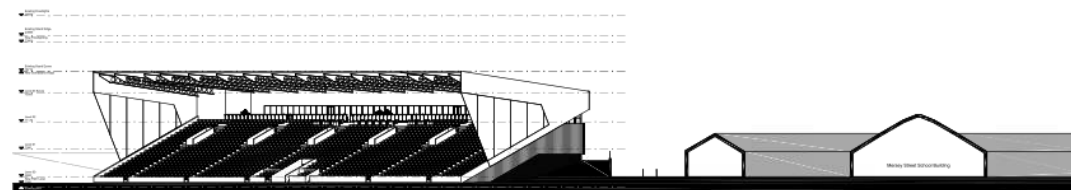
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CLIENT: HAMILTON CITY COUNCIL
PROJECT: HAMILTON CITY COUNCIL
DATE: 11/11/2019
DRAWN BY: J. HAMILTON
CHECKED BY: J. HAMILTON
SCALE: 1:100
PROJECT NO: 2019/01/001
DRAWING NO: 2019/01/001-01



Section C - Existing



Section D - Proposed

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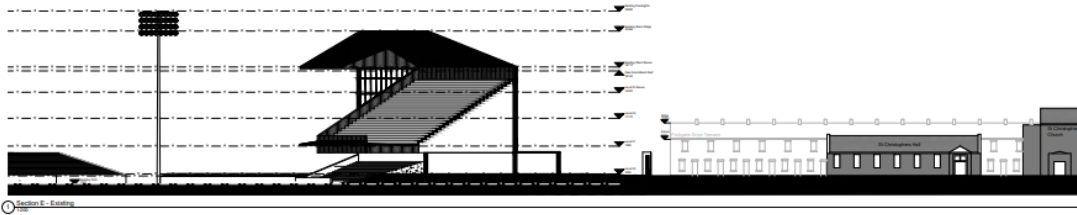
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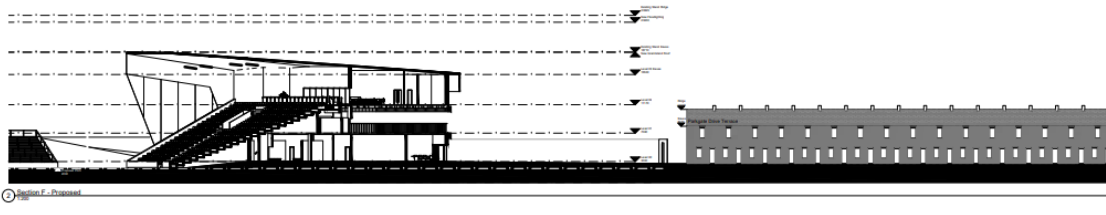
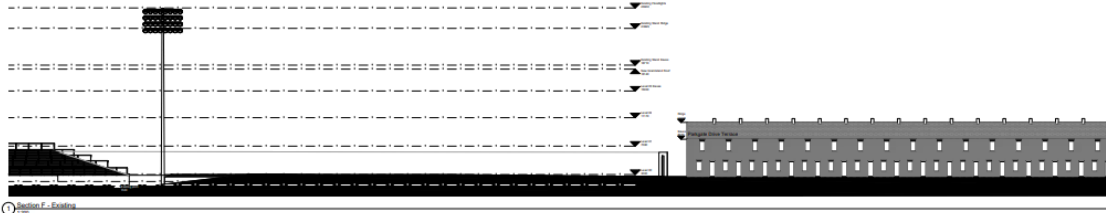
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DATE: 11/11/2019
DRAWN BY: J. HAMILTON
CHECKED BY: J. HAMILTON
SCALE: 1:100
PROJECT NO: 2019/01/001
DRAWING NO: 2019/01/001-02





Notes:
1. All dimensions are in feet and inches.
2. All elevations are to the finished floor.
3. All sections are to be constructed in accordance with the latest edition of the International Building Code (IBC).
4. All materials and finishes are to be of the highest quality.
5. All work is to be completed within the specified time frame.
6. All drawings are to be read in conjunction with the project manual.
7. All drawings are to be read in conjunction with the contract documents.
8. All drawings are to be read in conjunction with the site plan.
9. All drawings are to be read in conjunction with the landscape plan.
10. All drawings are to be read in conjunction with the utility plan.

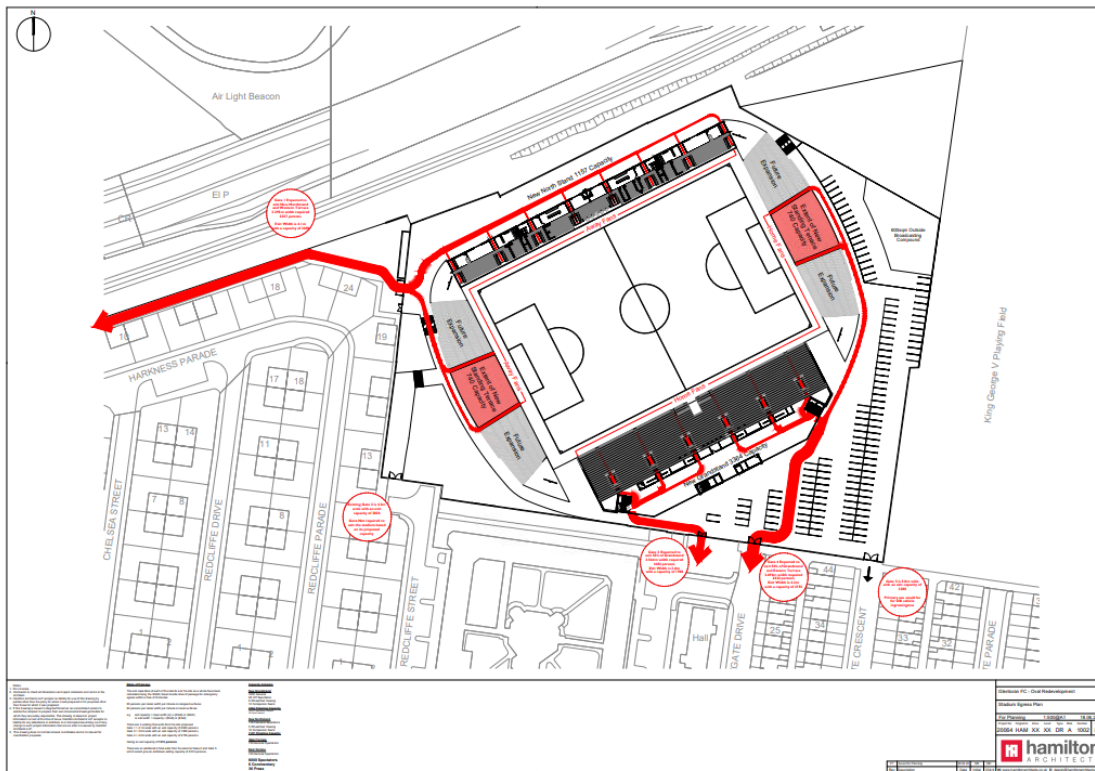
Project Name	Hamilton FC - Club Renovation
Project Number	001
Project Location	1000 Hamilton Road, Hamilton, NJ 08610
Project Date	01/15/2024
Project Status	Submitted for construction
Project Manager	John J. Hamilton
Project Engineer	John J. Hamilton
Project Architect	John J. Hamilton
Project Designer	John J. Hamilton
Project Contractor	John J. Hamilton
Project Subcontractor	John J. Hamilton
Project Supplier	John J. Hamilton
Project Manufacturer	John J. Hamilton
Project Distributor	John J. Hamilton
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Stadium Egress:



Stadium Ingress:



1.0	Characteristics of the Site and Area
1.1	The application is an existing football ground consisting of two covered spectator stands along each touchline with standing terrace at goal ends. The changing facilities and clubhouse are all contained within the main stand. A car park and turnstiles make up the 2.75ha site. The site is bounded by a railway line and bypass on its north side and community playing fields on its east side. Residential development abuts the site on its south and west sides.
1.2	The surrounding area is inner-city and predominantly residential, characterised by two-storey red brick terraced houses.
1.3	Description of Proposed Development The application seeks planning permission for redevelopment of the existing stadium by way of demolition of both existing stands and construction of two new spectator stands with reconfiguration of existing standing terracing at goal ends, new turnstiles and associated siteworks including new floodlighting, additional car parking and improved circulation routes to provide an overall capacity for 6,000 spectators on site.
2.0	PLANNING HISTORY
2.1	The site has no relevant planning history, however, the proposal was subject to Pre-Application Discussion (PAD) with officers and Proposal of Application Notice (PAN): LA04/2021/0960/PAN - Demolition of existing spectator stand to be replaced with 2 new all seater stands totalling 4000 capacity and reconfiguration of existing standing terracing at goal ends providing 2000 person capacity. New turnstiles and site works to include additional car parking and improved circulation routes within the site. LA04/2021/1605/PAD - Demolition of existing spectator stand to be replaced with 2 new all seater stands totalling 4000 capacity and reconfiguration of existing standing terracing at goal ends providing 2000 person capacity. New turnstiles and site works to include additional car parking and improved circulation routes within the site. LA04/2024/2142/F - Replacement of existing natural grass pitch with new synthetic 3G surface and associated drainage. Decision pending.
3.0	PLANNING POLICY
	Development Plan – Plan Strategy <u>Belfast Local Development Plan: Plan Strategy 2035</u>
3.1	Relevant Planning Policies: Policies in the Plan Strategy relevant to the application include the following: <i>Strategic Policies:</i>
3.2	Policy SP1A – managing growth and supporting infrastructure delivery Policy SP2 – sustainable development Policy SP3 – improving health and wellbeing Policy SP5 – positive placemaking Policy SP6 – environmental resilience Policy SP7 – connectivity Policy SD2 – Settlement Areas

	<p><i>Operational Policies:</i></p>
3.3	<p>Policy CI1 – Community Infrastructure Policy DES1 – Principles of urban design Policy DES2 – Masterplanning approach for Major development Policy BH1 – Listed Buildings Policy BH5 – Archaeology Policy TRAN 2 – Creating an Accessible Environment Policy TRAN 3 – Transport Assessment 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) Policy GB1 – Green and Blue Infrastructure Network Policy OS1 – Protection of Open Space Policy OS5 – Intensive Sports Facilities Policy NH1 – Protection of Natural Heritage Resources Policy LC1 - Landscape Policy HC1 – Promoting healthy communities</p> <p><u>Supplementary Planning Guidance</u></p>
3.4	<p>Placemaking and Urban Design Masterplanning approach for Major developments Sustainable Urban Drainage Systems Transportation Planning and Flood Risk Waste Infrastructure</p>
3.5	<p>Development Plan – zoning, designations and proposals maps Belfast Urban Area Plan (2001) BUAP Draft Belfast Metropolitan Area Plan 2015 (v2004) Draft Belfast Metropolitan Area Plan 2015 (v2014)</p>
3.6	<p>Regional Planning Policy Regional Development Strategy 2035 (RDS) Strategic Planning Policy Statement for Northern Ireland (SPPS)</p>
3.7	<p>Other Material Considerations Developer Contribution Framework (2020) <i>Belfast Agenda</i> (Community Plan)</p>

4.0	CONSULTATIONS AND REPRESENTATIONS
	<u>Statutory Consultees</u>
4.1	<p>DFI Roads – No objection, subject to conditions. DFI Rivers – No objection NI Water – No objection DAERA NIEA - No objection subject to conditions Historic Environment Division (HED) – No objection, subject to conditions</p>
	<u>Non-Statutory Consultees</u>
4.2	<p>BCC Plans & Policy team – No objection BCC Environmental Health – No objection, subject to conditions BCC Urban Design – No objection BCC Landscape & Development – No objection BCC Economic Development Unit – No objection Translink – No objection NIE – No objection Belfast City Airport – No objection Shared Environmental Services (SES) – No objection, subject to a conditions RSPB – No objection</p>
	<u>Representations</u>
4.3	<p>The application has been advertised in the press and neighbours notified. Five third party representations have been received, two of these are objections, two are in support of the scheme and one is neither objection nor support. The points raised are summarised below.</p>
4.4	<p>Objections:</p> <ol style="list-style-type: none"> 1. Lack of pre-community notification offered to local residents. 2. Health and Safety concerns, traffic impact upon foundations. 3. Disruption from site traffic during the construction phase, in particular from HGV lorries on children playing in the streets / school children, walking to and from school. Safe and easy access for residents to their property potentially heavy traffic. Safe and easy access at all times for emergency services to gain entry to property to attend to a family member who is disabled and requires medical attention regularly. 4. Potential for excessive noise from heavy HGV traffic, from early morning to late evenings and weekends which will have a huge impact upon residential areas. 5. Storage of building materials and HGV vehicles on site and at access to site during construction phase has in the past attracted antisocial behaviour causing damage to property and cars, causing huge impact upon residential areas. 6. Impact on car parking around the oval when a match is on. 7. Potential impact of microplastics on the natural environment and wildlife, rubber infill impacts on the ecosystem.

4.5	<p>Support:</p> <ul style="list-style-type: none"> 8. This redevelopment is long overdue and will enhance the experience for this local community. 9. Fully support the long overdue upgrade for facilities for the people of East Belfast. 10. The current condition of the existing stadium is unsuitable for families and now we have an opportunity to create a community hub for all to enjoy. A benefit for all ages, male and female. The people deserve modern facilities and an outlet for sport, social and leisure. East Belfast have been waiting an age for this. 11. The positives will be worth the disruption of any redevelopment works.
4.7	The other representation asked if toilets would be provided at the away end of the facility. Both stands have male and female toilets.
4.8	In respect of point 1, the applicant fulfilled their statutory obligation under section 27 of the Planning Act 2011 by carrying out pre-application community consultation. This is expanded on in the main assessment of the report.
4.9	The concerns raised under points 2 – 5 are addressed within the supporting construction environmental management plan (CEMP). Compliance with this will ensure minimal disruption on local residents during the construction phase. This should be secured via a condition.
4.10	In terms of point 6, the proposal will not increase stadium capacity. DfI Roads has offered no objection to the proposal.
4.11	Regarding point 7, the proposal does not involve the replacement of the existing pitch; this is subject to a separate planning application (LA04/2024/2142/F).
5.0	<p>PLANNING ASSESSMENT</p> <p>Development Plan Context</p>
5.1	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.
5.2	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.
5.3	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 until the Local Policies Plan is adopted.

5.4	<p><u>Operational Policies</u></p> <p>The Plan Strategy contains a range of operational policies relevant to consideration of the application. These have been listed above at para 3.1.</p> <p><u>Proposals Maps</u></p>
5.5	<p>Until such time as the Local Policies Plan is adopted, the Council must have regard to the land-use zonings, designations and proposals maps in the Belfast Urban Area Plan 2001, 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.</p>
5.6	<p>Belfast Urban Area Plan 2001 – the site is zoned as Open Space.</p>
5.7	<p>Belfast Metropolitan Area Plan 2015 (v2004) – the site is zoned as an area of existing open space and is within a Local Landscape Policy Area and settlement limits.</p>
5.8	<p>Belfast Metropolitan Area Plan 2015 (v2014) – the site is zoned as an area of existing open space and is within a Local Landscape Policy Area and settlement limits.</p> <p><u>Environmental Impact Assessment</u></p>
5.9	<p>The proposed development falls within Category 10(b) of Schedule 2 of the Planning (Environment Impact Assessment) Regulations (NI) 2017 and therefore the Council is required under Regulation 12(1) to make a determination as to whether the proposal is EIA development. The Planning Service has determined that the proposal is unlikely to have any significant environmental effects in the context of the regulations and is not EIA development. Therefore, the application does not require to be accompanied by an Environmental Statement.</p> <p>Main Issues</p>
5.10	<p>The main issues relevant to consideration of the application are set out below.</p> <ul style="list-style-type: none"> • Principle of development at this location • Design, Placemaking and Impact on Amenity • Access and transport • Healthy Communities • Built Heritage • Natural heritage • Climate change • Flood Risk and Drainage • Waste-water infrastructure • Environmental protection • Waste management • Employability and Skills • Pre-application Community Consultation

	<p><u>Principle of development at this location</u></p>
5.11	<p>Policy CI1 (Community Infrastructure) and Policy OS5 (Intensive sports facilities) support the improvement of existing facilities subject to no unacceptable impact on residential amenity or natural/built heritage and satisfactory arrangements for / no impact on access, car parking, drainage and waste disposal. Therefore, there is policy support for improvement of existing facilities, subject to detailed consideration of the issues.</p>
5.12	<p>The proposal is acceptable having regard to Policy OS1 and Policy OS5 of the Plan Strategy in that the sports facility is within the settlement limits and the proposal relates to the redevelopment of an existing open space and an intensive sports facility. It is considered that the proposal is deemed to have no adverse impact on the sporting potential of the facility. There is no loss of open space, rather an alteration / enhancement of its existing facilities. A small area of the site will be changed to facilitate improved parking facilities, however, it is not considered that this will adversely impact the function or setting of the open space and Local Landscape Policy Area. The principle of development is therefore considered acceptable.</p> <p><u>Design, Placemaking and Impact on Amenity</u></p>
5.13	<p>The proposal has been assessed against the SPPS, Creating Places and Policies SP5, DES1, and DES2, of the LDP: Plan Strategy (PS). Policies SP5 and DES1 promote good placemaking, high quality design and the importance of proposals responding positively to local context addressing matters such as scale, height, massing, proportions, rhythm, and materials avoiding any negative impact at street level. Policy DES2 advocates adopting a holistic approach to site layout that is mindful of adjacent development.</p>
5.14	<p>Policy DES1 states that planning permission will be granted for new development that is of a high quality, sustainable design that makes a positive contribution to placemaking and goes onto list 11 criteria, (a) to (k).</p> <p><i>Existing design</i></p>
5.15	<p>The existing grandstand to the southern side of the pitch is 2 tiered with part standing part seated to the lower tier and seated to the upper tier. This also contains the majority of the stadium accommodation on two storeys consisting of players and coaching rooms on ground floor with offices and function space on first floor. The steel framed structure is clad in facing brick and corrugated metal cladding with a pitched roof. The height is approximately 20m. The smaller North stand is opposite the grandstand and consists largely of the original concrete standing terrace with a simple pitched roof over the length of the touchline and seating installed on the terrace. Materials match those of the grandstand. The height is approximately 9m. The original concrete stepped standing terrace remains in place wrapping around the grass pitch in its oval shape, with a mix of grassed and gravel earth banking to its periphery.</p> <p><i>Proposed form, scale and massing</i></p>
5.16	<p>The existing structures are to be demolished and replaced with a new grandstand with a height of approximately 15m. from the original ground level and a new north stand with a height of approximately 5m. The new structures are to cover the footprints of the original buildings. The design of both consists of a simple cantilevered roof profile. This is a significant reduction in the height of the stadium.</p>

5.17	However, the length and depth of both stands represents an increase. The footprint of the grandstand is 34m x 95m, which compared to the original is an increase of 14m x 45m. The north stand has a footprint of 115m x 11m; which is an increase of 55m in the length but a decrease in width by 13m.
5.18	The impact of these changes to the north stand to amenity is minimal due its location and height reduction. The nearest houses are 19 Redcliffe Parade and 24 Harkness Parade which are 28m and 36m distance respectively from the stand. The rear of these houses have no windows whilst a high brick wall also aligns the full extent of rear property lines and separates the houses from the stadium to the east, which also limits any negative impact. It is acknowledged that this will be closer to these properties when compared to the existing north stand which is approximately 60m from these houses. However, the spectator capacity will be less at 1,100 compared to the 2,070 of the original north stand, which will further limit its impact.
5.19	The closest residential property to the new grandstand is a block of single storey apartments at 78 Mersey Street and 39 Parkgate Drive and 44 Parkgate Crescent. The grandstand will be minimally closer to the Mersey Street apartments but any impact from this will be mitigated by the reduction in height. The extra length of the new grandstand will extend beyond the side gables of 39 Parkgate Drive and 44 Parkgate Crescent but will be at a distance of 37m and 46m respectively which will ensure there is no negative impacts greater than that from the existing stand.
5.20	The proposal is considered to satisfy the relevant criteria in Policies DES1, DES2, and OS5 of the Plan Strategy in respect of the impact of the siting scale, massing and overlooking on residential amenity. <i>Materials</i>
5.21	The building will feature contrasting shades of the club's official colours through brickwork, render, metal cladding and coloured aluminium glazing/panelling. This is considered appropriate for a football stadium and thus satisfies the relevant criteria in Policies DES1. <i>Layout</i>
5.22	The stadium will be built in its current orientation to maintain the characteristic oval design and maintain the current ingress/egress routes to and from the site. The main access is via Parkgate Drive to the south of the site and is used for all vehicular traffic to and from the stadium. There are 5 existing exit routes around the stadium which will be retained within the new design. There will be 4 to the southern boundary leading to Parkgate Drive, Redcliffe Street and Parkgate Crescent with the 5th to the northwest, leading to Armitage Close & Dee Street bridge via what is currently a caged walkway. Spectators will continue to enter the site via the current points albeit through new digital turnstiles along the south boundary and upon entering from the northwest. Utilising the established layout will ensure minimal impact on the amenity of nearby residents and the road network. This is considered to comply with Policy DES1 and Policy DES2.

	<i>Vehicular access and car parking</i>
5.23	Vehicular access will remain via Parkgate Drive with the inclusion of upgraded access routes within the site. The pedestrian cage at the at the northwest entrance is to be removed to allow this to also be utilised as an emergency vehicle entry point. Ancillary space around the stadium will accommodate upgraded parking provision, and accessibility to all sections of the ground. DfL Roads has been consulted and is content with regards to all parking and access arrangements. Policies TRAN 8 and 10 are considered to be satisfied.
	<i>Topography</i>
5.24	The proposed site layout will follow that of the existing stadium and has been designed to retain the natural topography of the site and reduce any cut/fill requirements with the exception of the eastern side of the site. Levels here will be raised by several metres in places to even out the ground to facilitate secure team and officials parking and a broadcast compound. These will be secured by a 4m retaining wall from the original ground level at the adjacent King George V Playing Field.
	<i>Boundary Treatments</i>
5.25	The existing boundary wall is to be retained along the northern, west and south sides. The northwest boundary that faces onto the railway line and Sydenham Bypass will be defined by a new open mesh PPC coated sports fencing to be constructed along the r boundary from finished ground level to a height of 3m. The access points will upgraded with new gates and turnstiles.
5.26	A new dry bond retaining wall constructed along the eastern site boundary. The height of this varies with level changes with maximum height of 4m above neighbouring King George V Playing fields. Open mesh PPC coated sports fencing to be constructed above retaining wall from finished ground level to a height of 3m. The retaining wall is to transition into a traditional rendered masonry wall along the main car park area. This will be 3m in height. As this separates the site from the adjoining public playing fields there will be no impacts on residential amenity in respect of dominance / overshadowing. The boundary treatments are considered to comply with Policy DES1 and DES2 of the PS.
	<i>Sense of Place</i>
5.27	The concept draws heavily on the positive aspects of the historic oval character and appearance of the existing stadium and surrounding area and will act as a focal point for the local community. The design is therefore considered to comply with criterion a. and b. of Policy DES1 as it responds positively to the local context and character and reinforces a sense of place.
5.28	The Council's Urban Design Officer was consulted and raises no objection in respect of the relationship between the proposal and neighbouring buildings.
	<i>Floodlighting</i>
5.29	Floodlighting will be upgraded to meet the requirements of UEFA category 3 stadia. Environmental Health has been consulted and is content that the floodlighting as proposed will not result in any negative light spill. This is complaint with the relevant criteria in Policy DES1 and Policy OS5 of the LDP.

	<u>Access and transport</u>
5.30	Whilst spectator capacity is not changing from the current situation, the proposal involves increasing the size of the car park to include a parking area for team buses and officials.
5.31	The site is a highly accessible location within the city having direct access to the road network and public transport and is in between two railway halts (Sydenham and Titanic). The Newtownards Road is close by which is serviced by the Glider. The supporting Travel Plan identifies several cycle routes linking the site to the wider cycle path network whilst 20No. cycle stands are to be provided within the stadium grounds.
5.32	The stadium is a significant travel generating use and a Travel Plan has been submitted as required by Policy TRAN 4. DfI Roads has advised that the proposed Travel Plan is acceptable.
5.33	Regarding on-site parking, the proposal includes 8 disabled parking spaces within the car park. There will be a total of 122 spaces, which is an increase of 36 spaces from the existing 86 spaces.
5.34	DfI Roads have no objection to the parking and travel arrangement for the proposed development, subject to conditions. The proposal is considered acceptable having regard to Policies TRAN1, TRAN2, TRAN4, and TRAN6.
	<u>Healthy Communities</u>
5.35	The proposal is considered to comply with Policy HC1 in that it promotes healthy communities through active travel and good placemaking.
	<u>Built Heritage</u>
5.36	A scheduled WWII Pill Box (DOW 004:017) is located in close proximity to the site. This is a monument of regional importance and is scheduled for protection under the Historic Monuments and Archaeological Objects (NI) Order 1995. Historic Environment Division (Historic Monuments) has assessed the proposal and is content that it will not have an increased impact on the setting of the Scheduled Monument.
5.37	However, while the scheduled pill box is outside the red line application site, HED (Historic Monuments) would seek to ensure that no deliberate or inadvertent disturbance occur within the scheduled area during construction works and has recommended two conditions: one for protective fencing to be erected near the monument to protect it during the construction phase; and the other to afford HED access to it to check for compliance. These are necessary precautions given the close proximity of the application site to the monument and considered reasonable.
5.38	<p>The application site impacts upon a number of listed buildings which are of special architectural or historic interest and protected by Section 80 of the Planning Act (NI) 2011. The listed buildings below are deemed to be impacted by this application:</p> <ul style="list-style-type: none"> • Mersey Street Primary School; • 78 Mersey Street (now in use as residential apartments); and • St Christopher's Church of Ireland, Mersey Street.

5.40	<p>HED (Historic Buildings) has assessed the proposal against policies within the Strategic Planning Policy Statement for Northern Ireland (SPPS) para(s) 6.12 (setting) and Policy BH1 (Listed Buildings) of the Plan Strategy, advising that it is content that the proposal will not have any negative impact on these buildings. Officers consider that the proposal accords with these policies.</p> <p><u>Natural heritage</u></p>
5.41	<p>The application site is in close proximity to the Connswater river which is hydrologically linked to Inner Belfast Lough Area of Special Scientific interest (ASSI), Belfast Lough Special Protection Area (SPA) and Ramsar Site.</p>
5.42	<p>DAERA NIEA, Natural Environment Division (NED) and Shared Environmental Services have considered the impacts of the proposal on designated sites and other natural heritage interests and, on the basis of the information provided, has no concerns subject to conditions.</p>
5.43	<p>It is considered that the proposal is in compliance with Policy NH1.</p> <p><u>Climate change</u></p>
5.44	<p>Policies ENV2, and ENV3 relate to environmental resilience and associated impacts.</p>
5.45	<p>Policy ENV2 states that proposals should, where feasible, seek to avoid demolition and should consider how existing buildings or their main structures could be reused. The main grandstand on the South side of the pitch was constructed in 1953 and the smaller stand dates back to 2000. The applicant states that the existing facilities have surpassed the end of the practical life span and are not fit for purpose to meet the standards of modern stadia, they lack the requirements for functionality and accessibility and as such are proposed to be demolished and replaced with fit for purpose facilities. It is not considered practical nor cost effective to re-use the existing structures, having regard to Policy ENV2.</p>
5.46	<p>Policy ENV2 states that planning permission will be granted for development that incorporates, where feasible, measures to mitigate environmental change and reduce greenhouse gases by promoting sustainable patterns of development.</p>
5.47	<p>The applicant states that the building will be designed to BREEAM Excellent standard (or equivalent). BREEAM considers a large number of factors including Heating, Materials, Transport, Pollution and many more to achieve the prescribed credit rating and is continually assessed at all stages and is a globally recognised standard. The essence of this design is to remove continual maintenance, integrate sustainable measures such as PV power panels, sustainable heating and good insulated airtight construction all serving to consolidate and reduce running and life cycle costs.</p>
5.48	<p>A condition is recommended to require the development to be constructed to BREEAM Excellent standard, or comparable, in compliance with Policies ENV2, EN3 and DES2.</p>
5.49	<p>The existing grass bank to the southwest of the site will be retained. This along with the pitch will act as a natural soakaway and minimise flood risk. This is considered to be in compliance with Policy ENV5.</p>

	<u>Flood Risk and Drainage</u>
5.50	Flood Maps (NI) indicates that the site lies outside the 1 in 100 year climate change fluvial or 1 in 200 year climate change coastal flood plain. As such a Flood Risk Assessment is not required. A Drainage Assessment has been submitted and DfI Rivers upon consultation has advised that they have no reason to disagree with its conclusions. The proposal is considered compliant with Policy ENV4 of the PS.
	<u>Waste-water infrastructure</u>
5.51	NI Water has also been consulted and they advised there is a public foul sewer within 20m of the proposed development boundary which can adequately service these proposals. This is compliant with Policy SP1a which requires that necessary infrastructure is in place to support new development.
	<u>Environmental protection</u>
5.52	Policy ENV1 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. The proposed development has been assessed by Environmental Health in terms of noise, air pollution, general amenity, ambient air quality, contaminated land, and other considerations including light pollution from the proposed floodlights. Environmental Health has confirmed that it has no objections, subject to conditions. The proposal is therefore considered to comply with the relevant parts of Policy ENV1 and also OS5 in respect of the impact of the proposed floodlights.
	<u>Waste management</u>
5.53	No waste management plan was submitted in support of the proposal as the capacity will not be changed from the existing. There will be a storage area in the undercroft of the grandstand for bins.
	<u>Employability and Skills</u>
5.54	The applicant has provided a skills assessment which has been considered by the Council's Economic Development Unit. It is understood that the proposal is reliant on public funding (to be secured through the DfC "NI Football Fund") and would require social value clauses as part of the funding programme. Therefore, the Economic Development Unit advises that an Employability and Skills Developer Contribution is not required in this case.
	<u>Pre-application Community Consultation</u>
5.55	The application was preceded by a Proposal of Application Notice (PAN) which set out the applicant's proposals for pre-application community consultation.
5.56	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.
5.57	The applicant actively sought the views of the public and stakeholders with regards to this development by utilising the following methods of engagement:

	<ul style="list-style-type: none"> • To allow the public to engage in the project, the applicant published a notice in the press on 16 April 2021, approximately 5 weeks prior opening dedicated telephone lines as an alternative to the public event (suspended due to Covid 19 restrictions). These telephone lines were open from 17th-21st May 2021 to allow the public to book a phone session with the design team. Phone sessions were held on 21st and 22nd May 2021; • A Brochure outlining the proposal and methods of consultation were mail dropped to 5,720 Residential and Business addresses within the BT4 postcode in the proximity of the site; • A dedicated website was set up and included all details and documents of the project submitted with the PAN and outlined all the consultation methods available including comments through the website. Website was live from 15th May until the 12-week consultation period ended; • The PAN was provided to a list of community interests in the area via email on 14th April 2021; • All elected members within the Electoral Area received a copy of the PAN on 14th April 2021. An invitation to attend an online information presentation of the proposals was also extended and individual political parties were presented to on 12 & 14 May 2021.
5.58	In addition, a meeting was facilitated with Parkgate Community Association during the week commencing 7 th June 2021.
5.59	<p>The PACC report states that the majority of feedback to the public consultation was relatively supportive, although a few specific issues were raised:</p> <ul style="list-style-type: none"> • The need to improve on-site parking and reduce the amount of on street car parking during matchdays; • The need to reduce anti-social behaviour in the surrounding area associated with matchdays; • Concerns on where turnstile/egress gates are positioned in relation to neighbouring residents dwellings; • Belfast City Airport queries relating to safeguarding of aerodromes with the stadium being within the flightpath of the City Airport main runway, queries related mainly to construction works and floodlighting towers in terms of height and light restrictions as well as limited possibilities of attracting birds to the site
5.60	A video meeting with Belfast City Airport representatives took place on 11th August 2021 at 2pm with members from Hamilton Architects and the club to discuss/alleviate any concerns raised around the proximity to the City Airport.
5.61	<p>In response to the feedback, the proposal was modified as follows.</p> <ul style="list-style-type: none"> • Consideration of a comprehensive matchday management plan for spectators arriving to site to minimize the impact on local residents, this will include continuing and building upon the off-site drop off locations currently utilized by the club and forms part of the Transport Assessment included with the planning submission. • An agreement as part of the management plan to help address concerns relating to anti-social behaviour surrounding the stadium on matchdays through continued community engagement and improved facilities on site.

5.62	<ul style="list-style-type: none"> • A review of the proposed spectator capacity in relation to existing egress gates around the perimeter of the site has resulted in a reduction in the amount of egress routes required on general matchdays to safely exit fans from the ground while minimizing the impact on neighbouring streets. <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 Planning Act (NI) 2011 to consult the community in advance of submitting an application.</p>
6.0	<p>Recommendation</p>
6.1	<p>Having regard to the Development Plan and material considerations, it is recommended that planning permission is granted subject to conditions.</p>
6.2	<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 the issues are not substantive.</p>
7.0	<p>DRAFT CONDITIONS</p> <p>1. The development hereby permitted must be begun within five 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. The development hereby approved shall not be operated unless provision has been made for foul and surface water drainage in accordance with the approved plans and Drainage Strategy drawing, published on the public Planning Portal on 15/03/2024 and Drainage Assessment (Rev 02), published on the public Planning Portal on 22/08/2024.</p> <p>Reason: To ensure appropriate foul and surface water drainage of the site and to ensure the project will not have an adverse effect on the integrity of any European site.</p> <p>3. The development hereby approved shall not be occupied unless covered bicycle storage has been provided in accordance with the approved plans. The covered bicycle storage shall be retained in accordance with the approved plans at all times.</p> <p>Reason: To ensure adequate provision and availability of cycle parking and encourage sustainable modes of transport.</p> <p>4. The development hereby approved shall not be occupied or operated until the parking and turning areas have been provided in accordance with the approved plans. Such areas shall not be used for any purpose other than the parking and turning of vehicles and such areas shall remain free of obstruction for such use at all times.</p> <p>Reason: To ensure adequate car parking within the site.</p> <p>5. The development hereby approved shall not be occupied or operated unless in accordance with the approved Travel Plan, published to the public Planning Portal on 15 March 2024</p>

Reason: To promote sustainable travel patterns and off-set the demand for vehicular movements and/or parking.

6. No site works of any nature or development shall take place until protective fencing has been erected to protect the scheduled monument WWII Pill Box (DOW 004:017) that is in close proximity to the northeast boundary of the site in accordance with details that shall have first been submitted to and approved in writing by the Council. No works of any nature or development shall be carried out within the fenced area. 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.

7. Access shall be afforded to the site at all reasonable times to any archaeologist nominated by the Council in consultation with the Department for Communities' Historic Environment Division to observe the operations and to monitor the implementation of archaeological requirements.

Reason: 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.

8. The floodlighting hereby approved shall not operate outside the hours of 0800 to 2200.

Reason: In the interests of residential amenity.

9. Prior to the operation of the development, an Artificial Obtrusive Light Verification report shall be submitted to and approved in writing by the Council. The report shall demonstrate that the lighting scheme has been installed and shall verify that all artificial floodlighting connected with the development has been measured or determined not to exceed the Ev Lux levels (presented in table 'Existing Baseline Lighting Installation vs Proposed Lighting' contained within the Hamilton Architects letter dated 12th March 2025) at light sensitive receptors. The lighting shall not exceed these levels at any time.

Reason: In the interests of residential amenity.

10. The development shall not be operated or occupied unless details of the means of ventilation and extraction shown on the approved plans for the dispersal of cooking smells/fumes, including details of its method of construction, odour control measures and noise levels, have been submitted to and approved in writing by the Council. The details cannot include new external chimneys or flues unless already shown on the approved plans. The approved scheme shall be installed before the use hereby permitted commences on site and shall be retained as such at all times.

Reason: To safeguard the amenity of adjoining properties and the general locality.

11. The ventilation and extraction system shall be installed in accordance with the approved plans and documentation before the use hereby permitted commences on site and shall thereafter be retained as such at all times.

Reason: To safeguard the amenity of adjoining properties and the general locality.

12. The turnstiles shall open at least 1 hour 30 minutes before the start of all games taking place at the ground. The turnstile opening times shall also be noted on all tickets associated with that particular event.

Reason: To safeguard the living conditions and amenity of residents in nearby properties.

13. Bars within the stadium shall open no earlier than 1 hour 30 minutes before kick-off and shall close no later than 1 hour 30 minutes after all games.

Reason: To safeguard the living conditions and amenity of residents in nearby properties.

14. The Public Address System shall not be tested until 1 hour prior to kick-off with no broadcasting after the game unless there is a need for an urgent safety message.

Reason: To safeguard the living conditions and amenity of residents in nearby properties.

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

Reason: To 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.

16. No development shall commence on site (other than site clearance, enabling works or works to fulfil this condition) until a Quantitative Risk Assessment has been submitted to and approved in writing by the Council. The Quantitative Risk Assessment shall consider the Pentland Macdonald Ltd report entitled 'Preliminary Contamination Risk Assessment, The Oval (Glentoran FC), Parkgate Drive, Belfast, for Hamilton Architects' (dated January 2022 and referenced PM21-1154). The Quantitative Risk Assessment shall follow best practice and include:

A detailed site investigation in line with BS 10175:2011+A2:2017 (or any standard that reproduces or replaces this standard). Any ground gas investigations shall be conducted in line with BS 8576:2013 and BS 8485:2015+A1:2019 (or any standard that reproduces or replaces this standard).

A satisfactory assessment of the risks (including a Revised Conceptual Site Model), conducted in line with current Environment Agency guidance. In

addition, risks associated with ground gases shall be assessed under the methodology outlined in BS8485:2015+A1:2019 and CIRIA C665 (or any standard that reproduces or replaces this standard).

Based on the outcome of this risk assessment, a Remediation Strategy may be required. If necessary, the Remediation Strategy 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.

17. In the event that a Remediation Strategy is required, 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.

18. If during the carrying out of the development, new contamination is encountered that has not previously been identified, all related works shall cease immediately, and the Council shall be notified immediately in writing. No further development shall proceed until this new contamination has been fully investigated in accordance with current industry recognised best practice. In the event of unacceptable human health risks being identified, a Remediation Strategy and subsequent Verification Report shall be submitted to and agreed in writing by the Council, prior to the development being occupied or operated. The Verification Report shall be completed by competent persons in accordance with best practice and must demonstrate that the remediation measures have been implemented and that the site is now fit for end-use.

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

19. If during the development works, new contamination or risks are encountered which have not previously been identified, works should cease and the Council shall be notified immediately in writing. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at: <https://www.gov.uk/guidance/land-contamination-how-to-manage-the-risks> In the event of unacceptable risks being identified, a remediation strategy shall be submitted to and approved in writing by the Council.

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

20. After completing any remediation works under condition 19, and prior to operation of the development, a verification report shall be submitted to and approved in writing by 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/land-contamination-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: Protection of environmental receptors to ensure the site is suitable for use.

21. The development hereby approved shall be constructed to BREEAM Excellent rating (or comparable) and written evidence of such shall be submitted to the Council within 2 years of the date of occupation of the development.

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

DRAFT INFORMATIVES

1. Please make sure that you carry out the development in accordance with the approved plans and any planning conditions listed above. Failure to do so will mean that the proposal is unauthorised and liable for investigation by the Council's Planning Enforcement team. If you would like advice about how to comply with the planning permission, you are advised to contact the Planning Service at Belfast City Council at planning@belfastcity.gov.uk.
2. This planning permission includes conditions which require further details to be submitted to and approved by the Council. Please read the conditions carefully so that you know when this information needs to be provided and approved. It could take a minimum of 8 weeks for the Council to approve the details, assuming that they are satisfactory, and sometimes longer depending on the complexity of the condition. You should allow for this when planning the timeline of your project.
3. The grant of planning permission does not dispense with the need to obtain licenses, authorisations may have been identified by consultees in their response to the application and can be accessed on the Northern Ireland Planning Portal website. The responses from consultees may also include other general advice for the benefit of the applicant or developer. consents or permissions under other legislation or protocols.