

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 That way the planning conditions could reference the up to date PSD drawings rather than outdated versions.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.

SECTION 54 APPLICATION

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:

1. [REDACTED]
2. [REDACTED]
3. [REDACTED]

Date: 02/04/2026