



## EASTERN BCP PLANNING COMMITTEE – DATE 22 May 2026

### ADDENDUM SHEET

**Address** Vitality Stadium, Kings Park Drive, Bournemouth, BH7 7AF  
**Application number** P/25/04900/FUL

**Update: add policy CS15 Green Travel Plans**

**Update: Please note two substations are proposed**

One at the car park next to the east stand and one on the north boundary opposite the shop.

**Update: to paragraph 4**

*To amend measurements from newly submitted Masterplan*

- **Extension of North stand** – the extension will facilitate an additional 1200 seats. A serviced concourse with toilets and food/drink provision will be located at ground level. No new windows are proposed. The structure will increase in height from approximately c.9m to c.13m (not including the steel frame) and extend further towards Thistlebarrow Road from c.26m separation distance to c.~~42m~~ 19.9m. The underside of the upper tier will remain open for emergency vehicle access. Floodlighting will be installed beneath the new roof.
- **Extension of the East stand** – the extension will facilitate an additional 1800 seats. The central camera platform and press seating will be relocated upward and backward into the new structure. Some of the seating will be dedicated to away supporters will be seated here and in the south east corner. Ground-level concourses will include toilets, and pitchside wheelchair viewing areas will be provided. A transition space will maintain segregation between home and away fans. No additional windows are proposed. A new large screen will be installed in the north-east corner. The stand height will increase from approximately c.9.3m (not including the steel frame) to c.12m and extend further towards Middleton Gardens by c.~~8m~~ 3.1m. The underside of the upper tier will remain open for emergency vehicle access. Floodlighting will be integrated beneath the roof.

## **Update: updates to the following paragraphs**

*To amend typos*

72. The proposal includes retention of the club shop however this primarily sells AFC Bournemouth merchandise and therefore would not compete with retail uses within district centres or local shopping parades, this can be conditioned. Preapplication advice provided that the fan zone makes good use of local produce and vendors, with stalls available to rent on match days, providing further support to local businesses and this is proposed. Representations from local businesses indicate strong support for the scheme because footfall would increase as a result, the majority of which would likely pass either ~~Old~~ Christchurch Road or Holdenhurst Road benefitting local trade in these centres. As such it is considered that the proposal is compliant with Policy CS9.

87. Overall, the principle of the proposed works will contribute to the economy by way of providing a significant number of jobs, social value, enhancements for local businesses and GVA. The scheme accords with ~~saved policy 7.10, and~~ CS9 and CS31 of the Bournemouth Core Strategy, and Chapter 6 and paragraphs 85, 91 and 92 and 117 of the NPPF and is acceptable in principle subject to other material considerations, as discussed below. The scheme is contrary to saved policy 7.10 in relation to the sense of enclosure experienced by neighbouring residents at Thistlebarrow road and Middleton Gardens whether the benefits of the development outweigh this harm will be discussed in the planning balance.

## **Update: to insert the following paragraphs in the planning balance before paragraph 355**

356. The starting point of decision making is the Development Plan in accordance with S38 (6) of the Planning and Compulsory Purchase Act 2004. Decisions therefore must be decided in accordance with the development plan unless material considerations indicate otherwise.

357. The relevant Development Plan policies are set out in the policy context section of this report.

358. It is acknowledged that the proposal is in conflict with paragraph 91 and 92 of the NPPF as well as the hierarchy of centres and CS9 of the Bournemouth Core Strategy. The sequential approach required by paragraphs 91 and 92 of the NPPF has effectively been satisfied, as no suitable, available or viable alternative sites exist as extensions cannot be reasonably accommodated within the town centre, as the stadium is not located there and the application site benefits from good connectivity. While the site does not fall within a designated district centre or shopping parade, the nature of the proposed uses ensures that the development would not undermine, and is likely to support, the vitality and viability of nearby centres. The proposal is therefore considered compliant with Policy CS9 and the wider spatial strategy of the Bournemouth Core Strategy.
359. It is also acknowledged that the proposal is in partial conflict with CS41, as it does not respect the established residential properties on Thistlebarrow Road and Middleton Gardens.
360. The proposal would also be in partial conflict with saved policy 7.10, as it creates an adverse effect on the amenities of nearby residents and Kings Park by way of visual intrusion. However, the policy provides that the proposal is suitable if the benefits outweigh such harm. As mitigation is secured through the s106 agreement to provide more planting in Kings Park and through conditions requiring a central panel to break up the massing of the south stand the adverse effect on Kings Park is limited. Remaining impacts on Kings Park and the amenities of nearby residents, are outweighed by the significant wider benefits of the scheme. As such there will be no conflict with Policy 7.10.
361. The scheme would be in partial conflict with policy CS31 without mitigation for impact on the parks. As mitigation is secured through the s106 agreement, no conflict with Policy CS31 remains.
362. The scheme would also conflict with CS14 and CS18 in the absence of transport related mitigation including shuttle bus provision, pedestrian crossings, integrated discounted public transport tickets, a commitment to deliver a controlled parking zone and the establishment and continued work with the transport working group.

As these measures are secured by way of s106 and conditions, there is no conflict with CS14 and CS18.

363. When the Development Plan is read as a whole, other relevant policies and relevant parts of the policies referenced above, support the proposal. Accordingly, the scheme is considered compliant with the Development Plan overall.

364. Material considerations, including the significant economic and social benefits of the proposal, also weigh in favour of granting permission.

**Update: Table following paragraph 359 relating to contributions and obligations**

<b>Contribution or obligation</b>	<b>How is this secured?</b>
King's Park Drive / West Car Park Access improvements	As part of Masterplan
Improved cycle parking including secure hub and relocation of Cycle Parking North of West Car Park	As part of Masterplan
Improved pedestrian provision within South Car park	As part of Masterplan
Improved Beryl Bike Super hub	As part of Masterplan
Realigned Footway / cycleway crossing over Kings Park Drive	Works by AFCB within Park
Crossing on King's Park Drive (adjacent to King's Park Road)	Works by AFCB within Park
Crossing on King's Park Drive (adjacent to Ashley Rd link)	Works by AFCB within Park
Gloucester Road (Kings Park to Turning head)	Works by AFCB within Park
Off site pedestrian / cycle improvements, to cover a contribution towards local improvements which could include Crossing of Thistlebarrow / Littledown Avenue / William Road and Crossing of Harewood Avenue / Petersfield Road	S106 £80,000.00
Improve lighting and amend bollards either side of Wessex Way underpass	S106 £50,000.00

Wayfinding along identified Routes between station and stadium (Primary route via Christchurch Road / Gloucester Road, Secondary route via Clarence Park Road and Park	S278 works / Works by AFCB within Park S106
Beryl Bikes - Improvement to off site Parking areas and delivery of new bikes	S106 £50,000
Additional cycle parking on site (if hub 80% full)	Works on site following additional planning application S106
5 x Bus stop improvements at Holdenhurst Road, Littledown Avenue, Christchurch Road and Ashley Road	S106 S278 Works
Improvements to existing services, i.e. additional stopping services at Pokesdown	S106 Revenue Driven
Improve facilities at Pokesdown Rail station, including wayfinding, and access doors	S106 <del>£100,000</del> <u>£110,000</u>
Match Day Parking Controlled Parking Zone (MDCPZ) Implementation - Consultation - Design of CPZ - Signage and lining	S106 £202,000.00
CPZ TRO	S106 £98,000 per annum for <del>4</del> 5 years following completion of south stand
CPZ Enforcement Staff	S106 £75,000.00
Transport Working Group (TWG) of AFCB, BCP, SWR, and Local Bus Operators - Contribution	S106 £50,000.00
Transport Working Group comprised of AFCB, BCP, SWR, and Local Bus Operators - Contribution	S106 £100,000.00
Funding for community infrastructure in King's Park	S106 <del>£232,000.00</del> <u>£232,500.00</u>

Contribution for monitoring of BNG	S106 <del>£6,076</del> <u>£6,800</u>
Authority to undertake works on council owned land for BNG purposes	S106
Acquisition of BNG units to make up shortfall in 10% requirement.	S106
Bus shuttle service between Bournemouth station and stadium	S106 Operational Cost
Bus Incentives to maximise usage of existing services The Cherries Mover	S106 Operational Cost
Traffic Management - inc potential closure of Gloucester Road - CSAS marshalls	S106 Operational Cost
Car park management - Pre booking for hospitality / staff only (with potential for staff shuttle to external parking) - High occupancy requirement as part of booking process	S106 AFCB staff cost
Transport Working Group comprised of AFCB, BCP, SWR, and Local Bus Operators	S106 AFCB staff cost
Website updates and Residents page	Condition AFCB staff cost
In stadium communications	Condition AFCB staff cost
Beryl Bike users incentives (Supporters)	S106 Operational Cost
Beryl Bike users incentives (Staff)	S106 Operational Cost
Supporter and Staff Travel Plan	Condition AFCB staff cost

### Update: Amend Condition 2

To allow for new Masterplan to be included and some errors to labelling. To be finalised after committee. The masterplan changes the measurements of separation distances between the proposed development and the neighbours. The other plan labelling does not have a material impact on the scheme.

## **Update: condition 4 as follows**

*As wording is duplicated*

### **4. Remediation Strategy for pollutants**

No part of the development hereby permitted shall be commenced until a remediation strategy / plan, based on the findings of the ACS Contaminated Land Investigation Report (ref. 25-55636, issue 03, revision 00), dated 25<sup>th</sup> February 2026, is submitted to and approved in writing by the Planning Authority. The report shall be prepared by a suitably qualified and competent person and the works thereafter will be carried out in full accordance with the remediation strategy / plan. ~~No development works (other than investigative works) shall commence on-Site until such a time as a detailed remediation scheme for the development site has been submitted to and approved in writing by the Planning Authority.~~

If required, the approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed in writing by the Planning Authority. The Planning Authority shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.

Following completion of remediation works and prior to first occupation, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be submitted to and approved in writing by the Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason(s): To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 187 of the NPPF. To ensure the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate in line with paragraph 187 of the NPPF.

## **Update: amend Condition 5 as follows**

*As different parts of the drainage will be delivered at different points in the build.*

### **5. Surface water management**

No part of the development hereby permitted shall be commenced (excluding works to the shared path) until detailed proposals for the management of surface water (including provision of final and substantiated drainage designs), which strictly accord with the approved flood risk assessment and drainage strategy (115047-CAL-XX-XX-RE-D-

0005, v1.04), have been submitted to and approved in writing by the local planning authority. ~~The surface water scheme must be completed in accordance with the approved details and fully functional, prior to the first use of the corners, new south stand or north and east stand extensions.~~ Infiltration of surface water to the ground shall be included and supported by an assessment of the risks to controlled waters. The scheme will be implemented in an agreed timeline as set out in the approved drainage strategy.

REASON: To prevent the increased risk of flooding and to protect available receiving systems and to ensure the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in accordance with paragraph 187 of the NPPF.

### **Update: amend Condition 6 as follows**

*The groundwater vulnerability is medium-low, and estimated to be over 30m below ground level. The site investigation and geotechnical reports show awareness of the pollution risks and make recommendations to mitigate these. The scheme needs to comply with the risk assessment already submitted.*

#### **6. Piling**

The piling using penetrative method hereby permitted by the LPA shall be carried out in accordance with the Piling Risk Assessment dated January 2026 ~~may not commence until such time as a scheme has been submitted to, and approved in writing by, the LPA.~~

~~The scheme shall be based on the information submitted as part of the application and, where necessary, supported by:~~

- ~~● Foundation Works Risk Assessment~~
- ~~● A conceptual site model~~
- ~~● Specification of the type, number and depth of proposed piles~~
- ~~● Timing/phasing arrangements.~~

~~The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements contained in the scheme, or any details as may subsequently be agreed, in writing, by the LPA.~~

Reason(s) - To ensure that the proposed piling, does not harm groundwater resources in line with paragraph 187 of the NPPF The Environment Agency's approach to groundwater protection.

## **Update: amend Condition 7 as follows**

*Access to reception and around the perimeter is required on non match days to operate freely and there are security around the grounds.*

### **7. Safety measures**

Prior to the first use of Phase A, and following completion of the perimeter fence, whichever is first, all perimeter gates should remain closed around the entirety of the site on both match days ~~and non-match days~~, to allow the above security standards for perimeter fencing and turnstiles, to provide a secure perimeter for the site at all times.

~~The gate immediately in front of the club store can be opened outside of Match days to allow access. The two internal gates shall remain closed during such times.~~

Prior to the Premier League 2026/27 football season commencing, and following completion of the perimeter fence, whichever is first, an access control system will be installed within the turnstiles on the perimeter in front of the reception area that involves the scanning of QR codes allowing staff and players access that keeps a digital footprint and a timeline of users with the ability to restrict certain areas for some users.

Turnstiles should meet the LPS 1175 issue 8 B3 Security standards.

Details of such anti climbing measures on the wall between Middleton Gardens and the eastern elevation of the stands and stanchions supporting the stand for this area needs to be submitted to and approved in writing by the Local Planning Authority prior to the use of the new south stand, infilled corners or extensions to north and east stand. The approved measures shall be implemented prior to the use of the new south stand, infilled corners or extensions to north and east stand and maintained thereafter.

A CCTV strategy shall be extended to ensure that the cycle parking facility is within view of the cameras and undercroft areas as well as the wall between Middleton Gardens and any left over areas are covered appropriately. The strategy shall be submitted to and approved in writing by the local Planning Authority prior to Phase C, infilled corners or extensions to north and east stand.

The ticket office doors will be of a minimum-security standard LPS 1175 Issue 8 Security Rating A3+ or equivalent. All windows should meet minimum security standard PAS 24:2022 +A1:2024. The building should be alarmed appropriately.

The glazing to the front of the cycle store will be opaque and ensure the glass used is suitable for south facing.

The bin store will be locked and enclosed on the top using a fireproof mesh to prevent items from being thrown over the top and to reduce the risk of arson.

External furniture such as seating and planters should be of a robust vandal and graffiti resistant design. Planters should be designed to ensure there is no space underneath or within, for the storage of drugs or weapons.

Reason: To ensure that individuals cannot gain unauthorised access before a match, as this could lead to items being concealed within the site, which they could later access to commit crime or disorder, or to compromise the safety of the staff and users of the site and to create safety for the public as per paragraphs 102 and 135 of the NPPF.

**Update: amend Condition 8 as follows**

*As cars in car park will be fewer than at present so idling will not cause any greater issues*

**8 Traffic Management strategy**

Prior to the first use of Phase A, the applicant shall submit a traffic management strategy to include how traffic will be marshalled on site within the car parks and on the highway including the number of stewards and CSAS Officers. ~~The Plan shall include measures to prevent vehicle idling within car parks, including operational procedures, staff responsibilities and the provision of anti-idling signage.~~ The approved Plan shall be implemented for all ~~match and non-match~~ events. The strategy shall be carried out in accordance with agreed details and reviewed on a yearly basis thereafter.

Reason: in the interest of agreed traffic management and to minimise emissions from stationary vehicles and protect local air quality and public health and safety

**Update: amend Condition 10 as follows**

*To reflect updated Travel Plan and realistic delivery*

**10. Travel Plan and Staff Travel Plan**

Prior to the first use of Phase A, the action plan (numbered 1 to 9) and measures including the staff travel plan strategy identified in the approved Travel Plan dated May 2026 must have been commenced ~~carried out in full~~. Thereafter the approved Travel Plan shall be accorded with at all times. The Travel Plan Coordinator shall summarise travel survey results, report on the implementation status of the travel plan measures and performance of the travel plan in relation to the mode shift targets. A copy of this monitoring report will be submitted to BCP Council within one month of completion of each survey. The Travel Plan shall be operational for a full 5 football seasons post completion of all the mitigation works identified. If the proposed fifth year review targets are not achieved, measures and initiatives shall be further developed, and a new travel survey and review undertaken two years later. These measures shall be targeted towards specific modes where the targets are not being met and will be implemented by

the Travel Plan Coordinator and may include: Improvements to cycle parking or Increased promotion of public transport ticket incentives.

Reason: In order to mitigate the impact of the development upon the local highway network and surrounding neighbourhood by promoting sustainable modes of transport.

**Update: amend Condition 14 as follows**

*As the operational management plan will be agreed via the Safety Advisory Group and is confidential. The LPA can attend and input instead of this document needing to be submitted and agreed.*

**14 Operational management plan**

~~An operational management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first operational use of Phase B and/or C. The management plan shall demonstrate where stewards will be positioned and what they role would entail, it should outline a protocol for routine daily security checks of planting areas and should consider uncontrolled movement and crushing as well as contingency plans that deal with large crowds outside the entrances and how dispersal will be managed once inside the grounds along with how admission to the ground can be counted.~~

~~A segregation strategy shall also be submitted to and approved in writing by the Local Planning Authority prior to the use of the new south stand, infilled corners or extensions to north and east stand.~~

A representative from BCP Council Planning Department shall be invited to the SAAG meeting that discusses the operational management plan prior to the first operational use of Phase B and/or C. The meeting will discuss confidential management of the site and its users, uncontrolled movement and crushing, large crowds and dispersal, along with a segregation strategy.

Reason: to ensure the operational management is satisfactory ready for the increased capacity and to ensure it aligns with the planning permission.

**Update: amend condition 21 external furniture as follows:**

*Improve wording*

21: External furniture

Prior to operational use of Phase B and/or C, or to commencement of landscaping works, whichever comes first, details of all external furniture including Hostile Vehicle Mitigation and public art shall be submitted to and approved in writing by the Local Planning Authority prior to their installation. Some additional planting should be included in amongst these designs. The furniture will contain a variety of elements to

~~contribute to the overall public realm around the stadium ensure a variety of innovative design is used and block utilitarian appearances are reduced.~~

## **Update: Remove conditions 23, 24 and 25 and amalgamate with LEMP condition 26**

*Be more concise*

### **23 Bird boxes**

~~The location map of 3 bird boxes as mentioned in section 8 of 'Ecological Impact Assessment Vitality Stadium' by LC Ecological Services Ltd shall be submitted to and approved in writing by the LPA prior to operational use of Phase B and/or C and once locations agreed they must be implemented in full prior to operational use of Phase B and/or C and maintained thereafter.~~

~~Reason: compliance with National Planning Policy Framework (2024) 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and policy CS30 "enriches biodiversity and wildlife habitat"~~

### **24 Ecological Mitigation**

~~Mitigation including external lighting as given in section 7 of 'Ecological Impact Assessment Vitality Stadium' by LC Ecological Services Ltd, to include mitigation for impacts on hedgehogs and that excavations will be checked for wildlife before they are filled in, shall be submitted to and approved in writing by the LPA prior to operational use of Phase B and/or C. Prior to operational use of Phase B and/or C the mitigation shall be implemented in full and maintained.~~

~~Reason: compliance with National Planning Policy Framework (2024) 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and CS41 "conserve and improve landscape and townscape, biodiversity and habitats."~~

### **25 Bat boxes**

~~At least 3 bat boxes must be installed on retained mature trees. A location map of these must be supplied prior to operational use of Phase B and/or C and once locations agreed must be implemented in full prior to operational use of Phase B and/or C and maintained thereafter.~~

~~Reason: compliance with National Planning Policy Framework (2024) 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and policy CS30 "enriches biodiversity and wildlife habitat"~~

## 8. Significant LEMP

Prior to the operational use of new south stand, or north and east stand extensions that creates additional capacity, and prior to completion of the shared path and any landscaping taking place, whichever comes first, a Landscape and Ecology Management Plan (“LEMP”) must be submitted to and approved in writing by the local planning authority. The LEMP shall accord with the Biodiversity Gain Plan approved for the purposes of the development and the approved HMMP required in accordance with the conditions forming part of this permission (“the agreed HMMP”) together with all biodiversity related plans and documents required to be approved in the other conditions forming part of this permission [and the recommendations contained in the approved Ecological Impact Assessment]. The LEMP shall in particular include:

1. details of all ecological matters (including species enhancements to include at least 3 bat boxes, and 3 bird boxes) and landscaping associated with the development not otherwise identified in the agreed HMMP including identification of what is to be retained as well as all proposed creation and enhancement and mitigation as shown in section 7 of ‘Ecological Impact Assessment Vitality Stadium’ by LC Ecological Services Ltd;
2. details of all proposed works relating to such ecological matters and landscaping together with any relating to on-site habitat not otherwise identified in the agreed HMMP ~~[including any proposed hard landscaping and all boundary treatments];~~
3. a timetable for the provision of all such ecological matters, landscaping and works; and
4. details and arrangements as to future on-going retention, management and maintenance of all such ecological matters, landscaping and works ~~[including provision for the replacement of any plant or tree found damaged, removed, dead or dying].~~

The approved LEMP shall at all times be accorded with and the identified ecological matters, landscaping and works at all times retained, managed and maintained in accordance with the approved LEMP.

Reason: to ensure there is adequate protection for the existing habitats and provide suitable external amenity space for future occupiers and to ensure 10% Biodiversity Net Gain can be provided in accordance with the Biodiversity Gain Hierarchy as per paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and the Environment Act 2021.

**Update: Remove conditions 30, 31, 32 and 33 and replace with the following**

*To be more concise*

## Prior to large non-football related non-match events

### 30. No non-match day events until full completion

~~Prior to the operational use of phase F, delivery of the full capacity c. 20,000 seats, no non-match day events involving amplified sound shall take place.~~

~~Reason: to protect against light pollution and preserve residential amenity.~~

### 31 Non-Match Event Assessment

~~Prior to the first non-match day event, a proportionate assessment of traffic movements and associated air quality impacts arising from non-match events shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall consider arrival and departure traffic profiles, traffic distribution and any differences from match day operations previously assessed in the Savills *Air Quality Assessment*, Doc ref: 708720\_Vitality\_Stadium\_AQA\_v3.docx, dated: 20/03/2026.~~

~~Reason: To ensure that air quality impacts arising from non-match events are adequately assessed and appropriately mitigated.~~

### 32 Event specific noise impact assessment

~~For each non-match outdoor event involving amplified sound, an event-specific Noise Impact Assessment (NIA) shall be prepared by the approved acoustic consultant and submitted to the Local Planning Authority for approval no later than 28 days prior to the event taking place.~~

~~The assessment shall include an assessment of music noise, including specific low frequency noise assessment having regard to tonal and bass content characteristics and include a sound propagation assessment to demonstrate that the proposed PA system design, specification, layout and operational parameters for the event will ensure compliance with the following noise limits at a distance of 1 metre from the façade of the nearest noise-sensitive residential properties:~~

- ~~a) A music noise level of no greater than 75 dB LAeq,15min;~~
- ~~b) Low-frequency noise levels shall not exceed 70 dB (linear) in the 63 Hz and 125 Hz octave bands.~~

~~All approved mitigation measures shall be fully implemented for the duration of each relevant event, and noise levels shall be controlled in accordance with the approved Noise Impact Assessment at all times.~~

~~No non-match day event involving amplified sound shall take place unless a Noise Management Plan (NMP) for that event has been submitted to and approved in writing by the Local Planning Authority.~~

~~The NMP shall be submitted no later than 28 days prior to the event~~

~~The event shall thereafter be carried out strictly in accordance with the approved Noise Management Plan.~~

~~Reason: to protect against light pollution and preserve residential amenity~~

### ~~**33 Non-match day events**~~

~~No more than three separate outdoor non-match day events involving amplified sound shall take place at the stadium in any calendar year.~~

~~Such events shall not take place in consecutive calendar weeks, nor shall they take place in any calendar week immediately preceding or following an amplified music event held at Kings Park.~~

~~All such events shall be programmed having regard to, and aligned with, the scheduled events programme for Kings Park to avoid the occurrence of amplified outdoor events on successive weeks within the local area.~~

~~Reason: to protect against light pollution and preserve residential amenity.~~

### 30. Large non-football related events

For the purposes of this condition, a large non-football related event is defined as a music concert/non-football sporting event that requires a specific Event Management Plan in line with licence conditions.

Prior to the operational use of phase F, delivery of the full capacity c. 20,000 seats, no events requiring a Specific Event Management Plan as per licence restrictions shall take place.

Large non-football related events shall not play amplified music other than between the hours of 1000hours and 2230hours.

No more than three separate large non-football related events involving amplified sound shall take place at the stadium in any calendar year. Such events shall not take place in consecutive calendar weeks, nor shall they take place in any calendar week immediately preceding or following an amplified music event held at Kings Park. All such events shall be programmed having regard to, and aligned with, the scheduled events programme for Kings Park to avoid the occurrence of amplified outdoor events on successive weeks within the local area.

Prior to the first event requiring a Specific Event Management Plan as per licence restrictions, a proportionate assessment of traffic movements and associated air quality impacts arising from non-match events shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall consider arrival and departure traffic

profiles, traffic distribution and any differences from match day operations previously assessed in the Savills Air Quality Assessment, Doc ref: 708720\_Vitality\_Stadium\_AQA\_v3.docx, dated: 20/03/2026.

For each large non-football related ~~non-match outdoor~~ event, requiring a Specific Event Management Plan as per licence restrictions an event-specific Noise Impact Assessment (NIA) shall be prepared by the approved acoustic consultant and submitted to the Local Planning Authority for approval no later than 28 days prior to the event taking place.

The assessment shall include an assessment of music noise, including specific low frequency noise assessment having regard to tonal and bass content characteristics and include a sound propagation assessment to demonstrate that the proposed PA system design, specification, layout and operational parameters for the event will ensure compliance with the following noise limits at a distance of 1 metre from the façade of the nearest noise-sensitive residential properties:

- b) A music noise level of no greater than 75 dB LAeq,15min;
- b) Low-frequency noise levels shall not exceed 70 dB (linear) in the 63 Hz and 125 Hz octave bands.

All approved mitigation measures shall be fully implemented for the duration of each relevant event, and noise levels shall be controlled in accordance with the approved Noise Impact Assessment at all times.

No large non-football related ~~non-match day~~ event involving amplified sound shall take place unless a Noise Management Plan (NMP) for that event has been submitted to and approved in writing by the Local Planning Authority.

The NMP shall be submitted no later than 28 days prior to the event

The event shall thereafter be carried out strictly in accordance with the approved Noise Management Plan.

Reason: to protect against light pollution and preserve residential amenity and to ensure that air quality impacts arising from non-match events are adequately assessed and appropriately mitigated.

**Update: Remove conditions 34 and 35 and replace with the following:**

#### **34 Event-Day Air Quality Monitoring**

In the event that parking restrictions as set out in the TRO related to the S106 for this permission, are not implemented by 2031, ~~Following to the first operational use of Phase C,~~ temporary air quality monitoring shall be undertaken during match days and

non-match events using sensor-based monitoring equipment capable of providing near-real-time measurements of relevant air pollutants at relevant receptor locations. The number, specification and location of monitors and the proposed seasonal timing and duration of monitoring shall be submitted to and approved in writing by the Local Planning Authority prior to deployment and will be confined to within the red line site boundary. Monitoring results shall be submitted to the Local Planning Authority following each monitoring period. Where monitoring indicates an unacceptable air quality impact, mitigation measures shall be submitted and implemented prior to subsequent events and thereafter maintained.

In the event that where the air quality mitigation measures relied upon within the 'Do Something' scenario assessed in the Savills *Air Quality Assessment*, Doc ref: 708720\_Vitality\_Stadium\_AQA\_v3.docx, dated: 20/03/2026 are not met in practice, the operator shall undertake a review of air quality impacts and submit additional mitigation measures to the Local Planning Authority for approval. Approved measures shall be implemented prior to subsequent events and thereafter maintained.

Reason: To ensure that air quality impacts remain acceptable where operational travel behaviour assumptions are not achieved.

### **Update: Remove conditions 37**

*As the PA system will not change as a result of the proposal.*

#### **31. Noise of PA**

~~No use of the PA system shall commence until full details of the public address (PA) system have been submitted to and approved in writing by the Local Planning Authority.~~

~~The details shall include the specification, design, siting, orientation, output capacity, directional characteristics and layout of all PA speakers and associated equipment.~~

~~The PA system shall thereafter be installed and operated strictly in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.~~

~~Prior to the first use of the PA system during the phased redevelopment of the stadium, and for any period where the development has not been fully completed, a scheme of interim noise mitigation shall be submitted to and approved in writing by the Local Planning Authority.~~

~~The scheme shall detail how noise from the PA system will be controlled during the interim period between partial implementation and full completion of the redevelopment~~

~~Upon full completion of the redevelopment and following a representative match-day event, a Post-Installation Noise Verification Report shall be submitted to and approved in writing by the Local Planning Authority.~~

~~The report shall be prepared by a suitably qualified and competent acoustic consultant and shall confirm, through attended noise measurements, that noise, including bass content arising from the operation of the PA system during match days does not exceed existing baseline PA noise levels at the façades of the nearest noise-sensitive residential receptors.~~

~~Where the verification demonstrates non-compliance, a scheme of remedial measures shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented prior to any further use of the PA system.~~

~~The PA system shall thereafter be operated in accordance with the verified noise levels unless otherwise agreed in writing by the Local Planning Authority.~~

#### **Update: Remove condition 40**

*Remove condition 40 – this is not needed as to create air quality impacts over and above what is proposed, would require new assessments and most likely a planning permission would be needed.*

#### ~~40. Air Quality Reassessment~~

~~In the event that any changes are made to the permitted development, match/event management arrangements or operational traffic management proposals that may reasonably be expected to alter air quality impacts, an updated Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of those changes. Any approved measures shall be implemented prior to subsequent events and thereafter maintained.~~

~~Reason: To ensure the development does not give rise to unacceptable air quality impacts, in accordance with the National Planning Policy Framework and local plan policy on pollution control.~~

#### **Update: Remove condition 41 and compile with condition 30 relating to large non-football events**

*To be more concise*

#### **41 Operational hours of events**

~~No event shall take place other than between the hours of 10:00 and 22:30. The duration of any amplified music or amplified entertainment associated with an event shall not exceed four hours in total.~~

~~Reason: to protect against light pollution and preserve residential amenity~~

## **Update: Remove condition 42**

*As deliveries to and from the stadium will not change as a result of the proposal.*

### **32. Deliveries**

~~No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the 08.00hrs nor after 18.00hrs Monday to Saturday, or at all on Sundays and Public Holidays.~~

~~Reason: to protect against light pollution and preserve residential amenity.~~

## **Update: Amend condition 49**

*To remove when floodlights get switched off as this is controlled by the Premier League and is often up to 1 hour after an event but can be more on exception.*

### **33. Lighting**

~~The floodlights hereby approved shall be restricted to be switched off between the hours of 2300 hours and 0700hours.~~

The external lighting as detailed in the Musco report (Design no: 246948E, dated 20<sup>th</sup> January 2026) shall be designed and installed so as to meet the criteria for Environmental Zone E3 as defined by the Institute of Lighting professionals 'Guidance Notes for the reduction of obtrusive light' 2020. The approved scheme shall be implemented in full before the development is first brought into use and shall be maintained in effective working order at all times thereafter.

Reason: to protect against light pollution and preserve residential amenity.

## **Update: Remove conditions 53 and amalgamate with condition 5: surface water management**

*To be more concise*

### **34. No infiltration drainage**

~~No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the LPA. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.~~

~~Reason(s) - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the NPPF.~~

### **Update: add the following conditions**

1. Details of substations and emergency generators shall be submitted to and approved in writing by the local planning authority prior to their commencement.

Reason: to ensure visual amenity is protected.

2. Details of a lighting scheme for the south car park shall be submitted to and approved in writing by the local planning authority prior to the operational use of phase C.

Reason: to ensure safety of users

3. Details of drop off and pick up points shall be submitted to and approved in writing by the local planning authority prior to the operational use of phase C.

Reason: to ensure drop off and pick up complies with highway safety

4. Details of solar photovoltaic array shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the roof of any stand (with the exception of the West Stand).

Reason: to ensure uplift in energy efficiency and no conflicts with ecology

### **Update: additional consultee responses and Travel Plan**

Please note consultee responses from Active Travel England and Highways, neither object to the scheme and their comments have been taken into consideration.

Further, updates to the Travel Plan have been made and are also on the record under Version 5.

### **Update: additional representations**

More representations have been received, none raising issues that have not already been raised. The total received are as follows: 59 Objections, 130 Support and 10 Comments.