



CENTRAL AREA COMMITTEE MEETING 9-01-24

1.0 PLAN NO: PLANNING REF. NO. 4599/23

LOCATION: PROPOSED REDEVELOPMENT OF DALYMOUNT PARK – PHIBSBORO DUBLIN 7

The proposed Part 8 development (presented to the Central Area Committee in July 2023) was put on public display from 6th Oct 2023 until the 17th November 2023. Plans and particulars of the scheme were available for inspection and on display in the Civic Offices, Wood Quay and Phibsborough Library. The closing date for submissions or observations was 17th November 2023.

It is the intention of the CRES Department to present this Part 8 to the February City Council Meeting. The approval of a Part 8 is a reserved function of the City Council.

OBSERVATIONS

21 third party submissions have been received within the prescribed period. The issues raised are summarised as follows –

General Comments

The overwhelming majority of submissions are positive and welcome the redevelopment of the stadium and include the following comments:

Access, Cycling & Park

- Welcomes new cycle/walk routes away from traffic congestion.
- Welcomes the new stadium to provide adequate disability access.

Sporting & Community

- The New Stadium will provide support to local economy.
- Bohemian FC and League of Ireland will benefit from the modern sporting facilities provided in the proposed redevelopment
- Community will benefit from the new community space as part of development.
- The fantastic work Bohemian Football Club has done around the community is there for all to see, the engagement with local residents and businesses has created a real sense of togetherness.
- Dalymount Park has served its purpose very well for so many years and has created magnificent memories for both home and travelling fans but the stadium has now run its course and is in badly need of redevelopment.
- Hopefully the proposed development can be turned into action in a swift manner so football fans and local residents can look forward to returning to a safe and accessible Dalymount in the near future.

- The redevelopment is hugely important to Bohemian FC who will finally have modern sporting facilities, to the thousands of fans and also to the local community who will benefit from the enhanced public realm, the new connectivity between Connaught St and the North Circular Road and the new much-needed community facilities. We look forward to the redevelopment of this historic site in the heart of Phibsborough and the new life it will bring to the local economy.
- It is clear that BFC's current premises and Dalymount Stadium in its present condition are holding the club back in releasing even greater social impact.
- Very beneficial to the local economy and local community, providing some much needed new facilities and community space to the area
- This redevelopment will bring economic, social and cultural benefits to the area it is important in terms of The League of Ireland - providing modern sporting facilities, Environmental - improving new cycle ways and walkways, Cultural - redevelopment of important historical site
- Extremely excited to hear Dalymount are getting a new stadium at long last, it will bring a massive lift to this area and its being so run down for so long and with the new cycle lanes / canal walk being installed as we speak it has already lifted spirits in the area, this will be huge to the local area and much needed as Bohemians are so well got and to see their sporting facilities' improve along with supporting the local economy, I'm sure it will attract all the local young people and give the whole area a massive lift and even better on such a historic site.

Heritage

- In the redevelopment of Dalymount Park we have a unique opportunity to deliver a future steeped in our past.
- The Grand ole lady of Irish football has a chance again to sparkle and be the cherished centre point of a new breed of Dubliner, open and welcoming to all regards of ability, disability, race, religion or creed, love of the game or not. A community space first and foremost where good is created and lives inspired.

Economic

- The increased capacity will be hugely beneficial to local businesses. This development is long overdue.

Other

- The iconic Dalymount floodlights can be seen in Phibsborough and across the city and are a landmark. It is a shame that the proposed floodlights are lower in height and thus cannot be as widely seen. Can the height of the proposed floodlights be increased to at least match the height of the existing floodlights so that they too can be equally visible?
- Plans look great. The sooner it is done the better.

A small number of concerns were raised with one submission specifically against the proposed development

Concerns Raised

Impact of Floodlights

- Excessive light spill
- The Floodlighting Design Report (FDR) shows extreme light spill into neighbouring houses and gardens. -Brutal illumination levels are unacceptable on human well-being grounds and are a clear breach of environmental guidelines (FDR).
- To minimize light spill and achieve desired illumination levels without excess environmental harm, the solution is to mount all floodlights on the stands.

Heritage

- This proposal fails to respect architectural heritage of the surrounding area.
- Houses to the South (and North) will now be much more heavily overlooked by ugly industrial structures out of keeping with the architectural heritage of the ACA.

Transport, Parking, Access & Impact on Local Residents

- Curtailed access to property
- Access to the South laneway is essential to the lives of residents. It is needed to drive to work, for hospital visits, for elderly visitors, for tradespeople, for groceries etc. On what basis has a “public laneway” been included in the site boundary? What are the implications of this for residents during the construction phase?
- The inclusion of the South public laneway in the site boundary is questionable. The proposal to open the East end should be abandoned. This will have no material impact on the functioning of the new stadium, avoid harm and improve the lives of residents
- The Transport study states that St Peter’s Road closes at 18.45 on match days. Much of their analysis is based on this. Our Association has never witnessed this and would strongly question whether it happens.
- Clarity and transparency around disruptive non-football activities should be a condition of planning permission.
- Please ensure that there will be sufficient car parking space and that local residents are not impacted
- Shoehorning of a new 8000-person stadium into a densely populated residential area has the potential to increase the noise nuisance. Excessive noise (on match and non-match days) is already a serious issue at Dalymount Park.
- Welcome the improvements around the new link between Connaught Street and the North Circular Road, suggestions that the surface treatment of Dalymount Lane should be included.

Design

- Critical elements of the design appear to owe more to consultation with UEFA (e.g. 8000 capacity, TV lighting specification, VIP areas) than to any principle of sustainable development by which DCC is bound
- Disappointed with the proposals for the entrance to the stadium from St. Peter’s Road. This is an ideal opportunity for placemaking and one in which we feel that the design team has failed to respond too.
- The seats are too far from the edge of the pitch at c.6M in both stands and this has significant negative impact on the atmosphere. These should be moved forward and redesigned.
- The proposal to use a woven mesh screen to the rear of the seating is terrible for atmosphere.

Consultation

- Part 8 application has no right of appeal to An Bord Pleanála
- Lack of prior consultation with nearby residents
- We have not been approached by the Dublin City Council, the developer or Bohemians to open engagements with us (to address concerns to outline the actions and timelines of the project)

Consultees

National Transport Authority: supports the proposed development which will consolidate development at an existing site that is well served by public transport and embedded in an established residential community.

Irish Water: state that the applicant shall comply with the Irish Water's requirements for building close to Irish Water assets, as set out in the IW Code of Practice. This will be agreed with Irish Water prior to the commencement of construction.

Internal DCC Departmental Observations

Standard conditions were set out by a number of internal DCC Departments (including Transport & Environment, Conservation, Archaeology, Drainage, and Parks) to be met in advance and during site works.

POLICY CONTEXT

Zoning & Policy - Dublin City Development Plan 2022 - 2028 Context

The majority of the stadium, and the majority of the subject site, is zoned objective Z9 (Amenity/Open Space Lands/Green Network) within the Dublin City Development Plan 2022-2028 (CDP), with the accompanying land-use objective *'To preserve, provide and improve recreational amenity and open space and green networks.'*

The east part of the stadium, including the east stand and the east end of the subject site is zoned Z4 (Key Urban Villages / Urban Villages) with the objective *'To provide for and improve mixed-services facilities'*. This falls into the Phibsborough Key Urban Village (KUV 8). To the north, south and west of the site the land is zoned Z2, with the objective *'To protect and/or improve the amenities of residential conservation areas.'*

The south east corner of the site was previously the location of a tramway depot, which is recorded on the Dublin City Industrial Heritage Record (18-07-028). The DCIHR notes that the depot was built in 1876 by the North Dublin Street Tramways Company. A number of striking masonry walls related to the structure still survive and form an important part of the industrial heritage of the Phibsborough area.

A small portion of the land (part of the laneway to the site from North Circular Road, adjacent to Kelly's Yard) is within an Architectural Conservation Area (Phibsborough Centre Architectural Conservation Area). The Architectural Conservation Area includes two protected structures which are in proximity to the subject land (Reference No. 1733- 341 North Circular Road and 1744 343 North Circular Road)

There is also a Protected Structure to the west of the subject land (Reference No.1731- Former St. Peter's School).

The site also falls within boundaries of the Phibsborough Local Environmental Improvements Plan.

Dublin City Development Plan 2022 - 2028 Context

Section 5.5.8 Social and Community Infrastructure, **Section 6.5.1** Ireland's Internationally Competitive Capital, **Section 7.5.8** Public Realm, **Section 8.5.4** City Centre and Urban Villages- Access and Functional Needs, **Section 8.5.6** Sustainable modes Active travel-walking and cycling, **Section 9.5.9** Public and External Lighting, **Section 10.5.8** Sport, recreation and play, **Section 11.5.2** Architectural Conservation Areas, **Section 14.7.4** Land-Use Zoning Objective Z4: To provide for and improve mixed-services facilities, **Section 14.7.9** Amenity/Open Space Lands/Green Network – Zone Z9.

Section 5.5.8 states that social and community infrastructure is an essential part of all communities. The Regional Spatial and Economic Strategy (RSES) states that successful places support a wide

range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. Facilities like schools, health centres, childcare facilities, libraries, recreation, sports, cultural facilities and playgrounds can function as a focal points within their neighbourhoods and can provide venues for social activities and events.

QHSN60 **Community Facilities:** To support the development, improvement and provision of a wide range of socially inclusive, multi-functional and diverse community facilities throughout the city where required and to engage with community and corporate stakeholders in the provision of same.

Section 6.5.1 states that Dublin's crucial economic role is recognised in the NPF which states that Dublin is Ireland's globally competitive city of scale and continues to drive much of the growth of the country as a whole, while the RSES describes the city as an international business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. It is of central importance that Dublin's role as the national economic engine is not only protected but also further enhanced during the period of this Development Plan.

CEE2 **Positive Approach to the Economic Impact of Applications:** To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high quality outcomes.

Section 7.5.8 states that the public realm plays an important role in how Dublin's urban centres function; it comprises the spaces that people move through in their daily lives and spaces for recreation, social contact and civic engagement. The quality of the public realm affects how people experience and perceive the city in terms of its attractiveness as a place to live, work and visit as well as influencing a range of health, wellbeing and social factors. The quality of the public realm is, therefore, vital to the liveability and health of the city and to its economic success.

CCUV39 **Permeable, Legible and Connected Public Realm:** To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.

CCUV40 **Public Safety:** To promote the development of a built environment and public spaces which are designed to deter crime and anti-social behaviour and which promote safety, as set out in the 'Your City Your Space' Public Realm Strategy 2012

CCUV44 **New Development:** That development proposals should deliver a high-quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.

Section 8.5.4 states that the importance of the urban villages as the heart and focus for communities is recognised and supported by this plan. Their role in contributing to the 15-minute city is crucial through their ability to provide a hub of services, facilities and amenities for the population within a 15 minute walking catchment. Dublin City Council is committed to improving connectivity to the urban villages,

alongside improvements to the public realm and encouraging more active travel within these communities.

SMT9 Public Realm in New Developments: To encourage and facilitate the co-ordinated delivery of high-quality public realm in tandem with new developments throughout the city in collaboration with private developers and all service/utility providers, through the Development Management process

SMT12 Pedestrians and Public Realm

To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.

Section 8.5.6 Sustainable modes Active travel-walking and cycling states that to make active travel an attractive alternative choice to car-based transport, and to facilitate the 15-minute city concept of creating active, healthy communities with ease of access to amenities and services, certain critical factors are required. These include the provision of a permeable pedestrian and cycling network that allows for multiple direct connections between key destinations such as residential areas, shops, schools, employment centres and public transport links, as well as an attractive and safe pedestrian and cycling environment where high quality facilities are provided supporting their use by all ages and abilities.

SMT16 Walking, Cycling and Active Travel To prioritise the development of safe and connected walking and cycling facilities and prioritise a shift to active travel for people of all ages and abilities, in line with the city's mode share targets.

SMT18 The Pedestrian Environment To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

Section 9.5.9 states the provision of high quality, smart and energy efficient public lighting enhances people's experience of the City and their sense of place, safety and security. Artificial light provides valuable benefits to society, including through extending opportunities for sport and recreation, and can be essential to a new development. Light pollution can arise when external lighting is poorly designed and/or managed, leading to inappropriate or unwanted light spillage, sky glow and glare. This can have negative impacts on general amenities and wildlife. Lighting of external areas and of buildings should be designed to minimise the impact on protected species, such as light sensitive bat species in accordance with best practice and industry standards.

SI41 Lighting Standards To provide and maintain high quality and appropriate street/outdoor lighting on public roads, footways, cycleways, public realm throughout the City in accordance with the Council's Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of the latest Public Lighting Standards IS EN13201 and further updates.

SI42 Light Pollution to not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light

spillage or pollution and has due regard to the character, environmental sensitivity and residential amenity of the surrounding area.

Section 10.5.8 states that Dublin City Council will continue to renew and develop sport and recreation facilities throughout the city and support their provision by community and private organisations. In this regard, the very important role that sporting and social clubs play in enhancing the social and recreation life of the city communities is acknowledged. Facilities, and increased participation in sport for all people at all stages in their lifecycle and all abilities, inclusive of girls/women and diverse cultures, are required.

- GI46 **To Improve and Upgrade/ Provide Access to Sports / Recreational Facilities** To improve and upgrade existing sports/recreational facilities in the city and to ensure the availability of and equal access to a range of recreational facilities to the general population of all ages and groups (including women/girls and minority sports) at locations throughout the city, including housing complexes. In areas where a deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.
- GI49 **Protection of Existing and Established Sport and Recreational Facilities** To protect existing and established sport and recreation facilities, including pitches, unless there is clear evidence that there is no long term need for the facility; unless the loss would be replaced by equivalent or better provision in terms of quantity or quality in an accessible and suitable location; or the development is for alternative sports and recreational provision, or required to meet other open space deficiencies, the benefits of which would clearly outweigh the loss of the former or current use.
- GIO52 **Dalymount Park, Tolka Park and St. Patrick's Athletic FC Richmond Park**
To redevelop Dalymount Park, Tolka Park and St. Patrick's Athletic FC Richmond Park soccer stadia providing enhanced sporting, recreational and community amenities and as part of this development plan to celebrate the rich sporting history of these sites.

Section 14.7.4 states that Key Urban Villages and Urban Villages (formerly District Centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport; in line with the concept of the 15-minute city.

Section 14.7.9 states that Z9 lands are multi-functional and central to healthy place-making, providing for amenity open space together with a range of ecosystem services. They include all amenity, open space and park lands, which can be divided into three broad categories of green infrastructure as follows: public open space; private open space; and, sports facilities.

Conservation

Section 11.5.2 states that ACAs are designated in recognition of their special interest or unique historic and architectural character, and important contribution to the heritage of the city. This character is often derived from the cumulative impact of the area's buildings, their setting, landscape and other locally important features which developed gradually over time. An ACA may consist of groupings of buildings and streetscapes and associated open spaces. Chapter 3 of the Architectural Heritage Protection Guidelines for Planning Authorities (2011) provides more detailed guidance in relation to ACAs and the assessment of development proposals within them.

The protected status afforded by inclusion in an ACA only applies to the exterior of structures and features of the streetscape.

BHA7 Architectural Conservation Areas

(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area, and its setting, wherever possible. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA.

(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.

(c) Ensure that any new development or alteration of a building within an ACA, or immediately adjoining an ACA, is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials, and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.

(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.

(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.

(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within ACAs.

All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access, or requires removal to protect other specimens from disease.

Policy BHA12 Industrial, Military and Maritime, Canal-side and Rural Heritage. To promote an awareness of Dublin's industrial, military and maritime, canalside (including lock-keepers' dwellings, locks and graving docks), rail, and rural (vernacular) heritage.

Policy BHA16 Industrial Heritage - to have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans and the assessment of planning applications. To review the DCHIR in accordance with Ministerial Recommendations arising from the National Inventory of Architectural Heritage (NIAH) survey of Dublin City.

Objective 30 of Phibsborough LEIP

Key Objective / Action: Help celebrate the sporting heritage of Dalymount Park. This unique attribute shall be explored and developed as part of any plans to develop this site, with consideration given to the provision of a soccer museum/ public information space.

The proposal is deemed to be consistent with the policies and objectives outlined in the Dublin City Development Plan 2022-2028 and the Phibsborough LEIP.

PLANNING ASSESSMENT RESPONSE

The Planning Authority welcomes the redevelopment of Dalymount Park and considers the proposed development to be consistent with the Dublin City Council Development Plan 2022-2028

A number of submissions raise concerns regarding parking and traffic issues which were noted. The Planning Authority notes that the redeveloped stadium will benefit the community via the proposed community facility and will also enhance the public domain through the plaza and pedestrian link through the heart of Phibsborough.

CONCLUSION

The Planning Department supports the proposed development and should proceed with the following recommendations:

- Floodlights installed should be asymmetrical down-light type, fitted with spill-lighting control louvres and should not operate between 23.00hrs and 10:00hrs unless in exceptional circumstances to be agreed in advance with the planning authority.
- Details of the main stadium signage to be agreed with the planning authority prior to installation

Appropriate Assessment (AA)

Under Article 6 (3) of the EU Habitats Directive and Regulation 30 of SI NO.94/1997 "European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site must be subject to an Appropriate Assessment. This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000 (as amended).

An Appropriate Assessment Screening Report prepared by ash Ecology & Environmental Ltd accompanies the current proposal and concludes that there would be no significant negative effects on any Natura 2000 site as a result of the proposed development. As a result, a Stage 2 Appropriate Assessment would therefore not be required.

Environmental Impact Assessment (EIA)

The applicant has submitted an EIAR Screening Report (Prepared by McCutcheon Halley). The report concludes that the proposed redevelopment of Dalymount Park does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it.

Having regard to the nature, scale and location of the proposed development and to the criteria set out at Schedule 7 of the Planning and Development Regulations, 2001, as amended the planning authority does not consider that the development would give rise to significant environmental impacts, by itself or cumulatively with other projects, and therefore it would not require to be subject to Environmental Impact Assessment.

The Planning Authority confirms the following -

- a. The proposed development does not materially contravene the current Dublin City Development Plan.
- b. There is no requirement for an Appropriate Assessment (AA) to be carried out.
- c. That the proposed development does not require the production of an Environmental Impact Assessment Report (E.I.A.R).

- d. Part 8 applies as the proposed Part 8 development falls within works outlined under Article 80 (1) of the Planning and Development Regulations, ' Any other development the estimated cost of which exceeds €126,000, except the laying underground of sewers, mains, pipes or other apparatus.'

CONSULTATION

The Project Team undertook an extensive programme of consultation throughout the design development process to ensure a collaborative approach to the design. This included a community steering group who met regularly and were consulted throughout the process.

Furthermore a community information event was organised in April 2023 to which the local community were invited. These included an invitation to all Elected Representatives from Central Area, local residents and local businesses. Detailed consultation took place with the relevant DCC internal departments.

The general response to the scheme was overwhelmingly positive and the principle interventions proposed were welcomed. Separately a number of presentations and update reports have been given at Area Committee outlining the developing proposals. These will continue during the detailed design stage.

DCC have engaged proactively throughout the design and planning process for the Redevelopment of Dalymount Park. All workshops were well attended and the views and needs of those in attendance have been incorporated where possible and appropriate.

CONCLUSION

This proposal meets the objectives laid out in the DCC Development Plan as well as the other relevant corporate policy documents. Having considered all the observations, this proposal addresses any concerns raised. It is our intention to bring this Part 8 to the City Council for approval.

CONCEPT

The proposed development is being led by the Sports & Recreation Section (CRES). Following the completion of extensive surveys and inspections, consultation and the examination of best practice exemplar projects, the proposal is for the redevelopment of Dalymount Park is, to create a new stadium with an increased capacity of c.8000, as well as a new 500m2 community facility.

The proposal consists of a new four-sided stadium which features a natural pitch, oriented in a north-south direction to meet best practice in stadia design. The two proposed main stands are proposed to be located to the east and west of the site, with a capacity of c.3000 seats each, and two terraces to the north and south of the site with a capacity of c.1000 each.

The proposal will recreate the iconic feature of the existing floodlights, which illuminate the sky on match nights, indicating the presence of the stadium hidden within the urban fabric of Phibsborough. The new stadium will also celebrate the history of the site, and create a facility for Bohemian Football Club that will remain as the spiritual home of Irish Football, and within the community that they actively support. The proposal also includes a new pedestrian street connecting North Circular Road and Connaught Street, which will, on completion, create a new public shared space for the entrances to the East stand.

Entry to the stadium is via turnstiles located to allow access to each stand. The main entry points to the stadium complex are at St Peters Road accessing West+North stands, and the new pedestrian street connecting Connaught Street, Phibsborough Road and the North Circular Road, providing entry to the East and South Stands.

The stadium is designed to allow for level access from the public areas to the concourses which link to the access points to the stands. WC's and concessions are located under the stands, with direct access off the main concourses.

A new external concourse is provided outside the West stand, while the East stand is positioned so as to offer as much area as possible for the public realm area of the new street.

To activate the new boulevard and attract movement on non-match days, the east stand features new concessions facing public realm areas, a fully independent community facility building with a gym and multipurpose room. A club shop/office space is also proposed along the new boulevard.

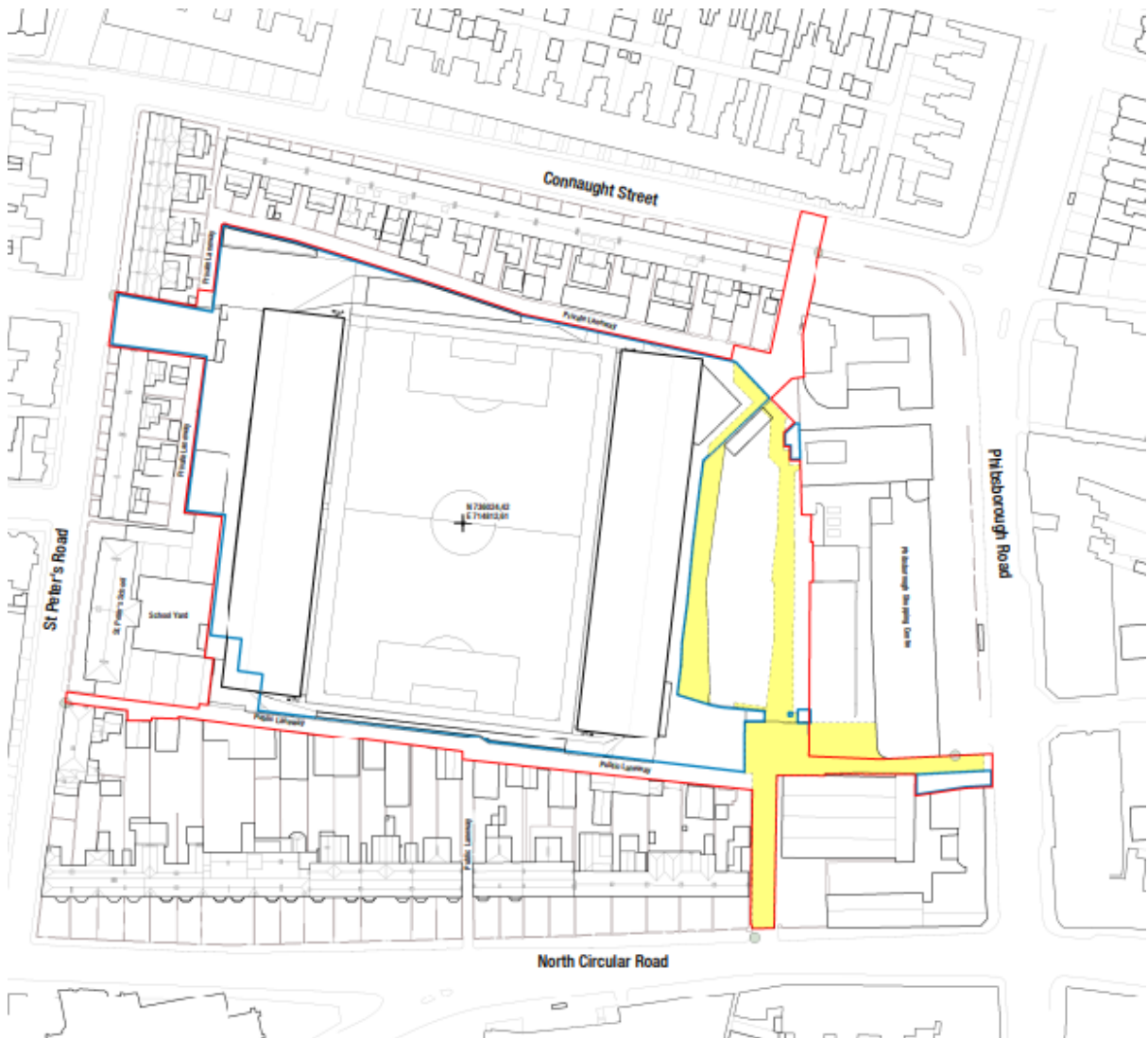
The west stand is dedicated to stadium operations, including the player facilities located below ground, and a bar on the first floor that can be used on non-match days by club members.

Opportunities for monitoring and community engagement

The Dalymount Stadium redevelopment project offers the opportunity to enhance football activities in the context of Phibsborough and Dublin. The project is a further chapter in the story of the site; the legacy of the venue as the "home of Irish Football".

The project will increase enjoyment for fans, players and officials using the stadium. The highlights will be improved facilities, larger concourses, better views of the pitch from all seated and standing areas, and safer routes in and out of the stadium.

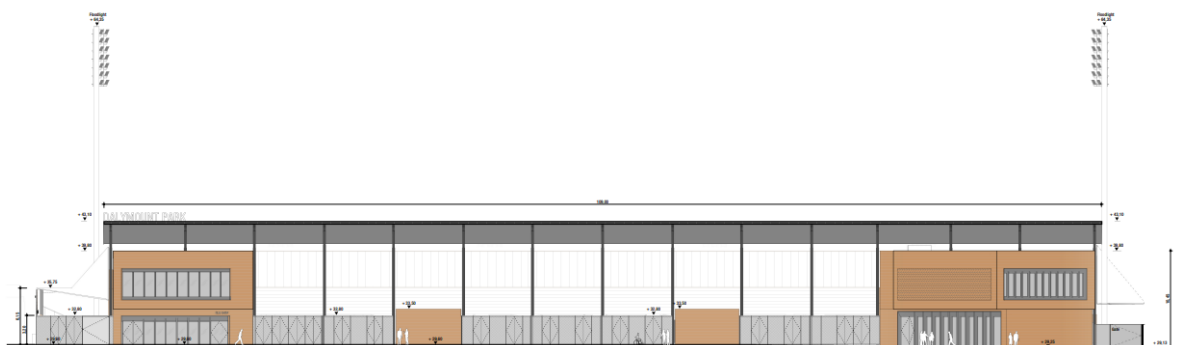
The project will allow for community engagement, in particular with the outreach programmes organised by Bohemians Football club, as well as the provision of new facilities for local residents to utilise.



Site Location



Existing Site Condition



Section showing Proposed East Stand



Artists Impression- Proposed Ariel View



Artists Impression- Proposed East Stand & Plaza



Artist Impression – Proposed Stadium Bowl



Artist Impression – Proposed West Stand



General Ground floor plan, showing concourses, and spectator facilities under stands, Community centre building located in top right corner.