



April 21st, 2023

Chairman : Alderman J Tinsley

Vice Chairman : Councillor John Palmer

Aldermen : W J Dillon MBE, D Drysdale, O Gawith and A Grehan

Councillors : J Craig, M Gregg, U Mackin, J McCarthy and A Swan

Notice of Meeting

A special meeting of the Planning Committee will be held on **Thursday, 27th April 2023 at 9:30 am**, in the **Council Chamber and Remote Locations** for the transaction of business on the undernoted Agenda.

David Burns
Chief Executive

Agenda

1.0 Apologies

2.0 Declaration of Interests

(i) Conflict of Interest on any matter before the meeting (Members to confirm the specific item)

(ii) Pecuniary and non-pecuniary interest (Member to complete the Disclosure of Interest form)

3.0 Minutes of the Planning Committee Meeting held on 3 April, 2023

📄 *PC 03.04.2023 - Draft Minutes for Adoption.pdf*

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4.0 Report from the Head of Planning and Capital Development

4.1 Schedule of Applications to be Determined:

📄 *Item 1 - Schedule of Applications - Drafted (002).pdf*

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- (i) LA05/2022/0727/F - New two chapel crematorium (two 200 seat ceremony rooms) and associated works to provide landscaping, car parking and access. The proposed new vehicle access of the Ballygowan Road will serve the proposed crematorium and associated infrastructure. The existing access on Ballygowan Road will be retained and will serve existing uses and plots.

📄 *Appendix 1.1 - DM Officer Report - Roselawn.pdf*

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5.0 Any Other Business

PC 03.04.2023

LISBURN & CASTLEREAGH CITY COUNCIL

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Minutes of Planning Committee Meeting held in the Council Chamber and in Remote Locations on Monday, 3 April, 2023 at 11.05 am**PRESENT IN CHAMBER:**

Alderman J Tinsley (Chairman)

Aldermen W J Dillon MBE, D Drysdale, O Gawith and A Grehan

Councillors D J Craig and A Swan

IN ATTENDANCE:Director of Service Transformation
Head of Planning & Capital Development
Principal Planning Officer (RH)
Senior Planning Officer (MB)
Member Services Officers

Mr B Martyn (Cleaver Fulton Rankin) – Legal Advisor

Commencement of Meeting

At the commencement of the meeting, the Chairman, Alderman J Tinsley, welcomed those present to the Planning Committee. He pointed out that, unless the item on the agenda was considered under confidential business, this meeting would be audio recorded. The Head of Planning & Capital Development outlined the evacuation procedures in the case of an emergency.

1. Apologies

It was agreed to accept apologies for non-attendance at the meeting on behalf of the Vice-Chairman, Councillor John Palmer, and Councillors M Gregg, U Mackin and J McCarthy.

At this point, the Member Services Officer read out the names of the Elected Members and Officers in attendance at the meeting.

2. Declarations of Interest

There were no declarations of interest.

3. Minutes of Meeting of Planning Committee held on 6 March, 2023

It agreed that the minutes of the meeting of Committee held on 6 March, 2023 be confirmed and signed.

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4. Report from the Head of Planning & Capital Development

4.1 Schedule of Applications

The Chairman, Alderman J Tinsley, advised that there two local applications on the schedule for consideration at the meeting.

4.1.1 Applications to be Determined

The Legal Advisor, Mr B Martyn, highlighted paragraphs 43-46 of the Protocol for the Operation of the Lisburn & Castlereagh City Council Planning Committee which, he advised, needed to be borne in mind when determinations were being made.

- (i) LA05/2022/0195/F – Proposed Change of Use from Agricultural Outbuildings to Remote Document Storage Facility including New Access to Lisnabreeny Road East at lands 20m South of 20 Lisnabreeny Road, Belfast

Alderman D Drysdale left the meeting during consideration of this item of business (11.40 am).

The Senior Planning Officer (MB) presented the above application as outlined within the circulated report.

The Committee received Mr C O'Callaghan in order to speak in support of the application. A number of Members' queries were addressed.

A number of Members' queries were responded to by Planning Officers.

It was proposed by Councillor D J Craig that the application be deferred for one month to allow for the submission of additional information in respect of the need for a document storage facility in this area and the extent of changes required to be made to the existing building to facilitate such a use. There was no seconder for this proposal.

Vote

Having considered the information provided within the report of the Planning Officer, the Committee agreed, on a vote being taken, to adopt the recommendation to refuse the application, the voting being 5 in favour, 1 against and no abstentions.

It was noted that Alderman D Drysdale, having unexpectedly had to leave the meeting during consideration of the above application, was not present to participate in the vote.

- (ii) LA05/2022/0958/O – Proposed Infill Dwelling and Garage at Site Adjacent to 7 Yewtree Hill Road, Maghaberry

The Principal Planning Officer (RH) presented the above application as outlined within the circulated report.

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- (ii) LA05/2022/0958/O – Proposed Infill Dwelling and Garage at Site Adjacent to 7 Yewtree Hill Road, Maghaberry (Contd)

The Committee received Mr C Cochrane in order to speak in support of the application. A number of Members' queries were addressed.

A number of Members' queries were responded to by Planning Officers.

Vote

Having considered the information provided within the report of the Planning Officer, the Committee agreed unanimously to adopt the recommendation to refuse the application.

Adjournment of Meeting

The Chairman, Alderman J Tinsley, declared the meeting adjourned for a comfort break at this point (12.29 pm).

Resumption of Meeting

The Chairman, Alderman J Tinsley, declared the meeting resumed (12.36 pm).

4.2 Statutory Performance Indicators – February 2023

It was proposed by Alderman O Gawith, seconded by Councillor A Swan and agreed to note information set out in the report in respect of statutory performance indicators for February 2023.

In response to comments regarding a delay in reports being provided on the planning portal, even though a decision on an application may already have been made, the Head of Planning & Capital Development advised that there was a known issue that was being looked at by the Planning Portal Project team.

With difficulties around the public accessing information on the new planning portal, Officers were being required to triage a lot of phone calls. Members were advised that discussions had taken place to streamline administration and free up time for Officers to focus on assessing planning applications.

The Head of Planning & Capital Development reiterated comments made at the previous meeting of the Committee that training in the use of the new planning portal would be provided to Members. This was being arranged in consultation with Human Resources and Members would be provided with details in due course. Training would likely be provided in the new term.

4.3 Appeal Decision – LA05/2019/0118/F

It was proposed by Alderman O Gawith, seconded by Councillor A Swan and agreed to note the information set out the report in respect of the decision of the Planning Appeals Commission regarding the above planning application.

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4.4 Misinterpretation of Information in Support of Planning Applications for Anaerobic Digesters and Agricultural Livestock Houses

Members were provided with a copy of a letter from the Director of Regional Planning Governance & Legislation in respect of an issue identified by the Water Management Unit of the Northern Ireland Environment Agency highlighting that technical information submitted in support of planning applications specific to the spreading of nutrient on land for anaerobic digesters and agricultural livestock houses was misrepresented. It was proposed by Alderman O Gawith, seconded by Councillor A Swan and agreed to note the contents of the letter and the actions by Officers of the service to manage applications both currently in the system and anticipated in the future.

4.5 Planning Fraud Risk – NIAO

It was proposed by Alderman O Gawith, seconded by Councillor A Swan and agreed to note the contents of the Planning Fraud Risk document recently published by the Northern Ireland Audit Office.

At the request of a Member, the Head of Planning & Capital Development agreed that this document would be made available to Members as part of the induction pack provided following the forthcoming Local Government Elections.

4.6 Notification by Telecommunication Operator(s) of Intention to Utilise Permitted Development Rights

It was proposed by Alderman O Gawith, seconded by Councillor A Swan and agreed to note from the report, information regarding notification by telecommunication operators to utilise Permitted Development Rights at a number of locations. The Head of Planning & Capital Development agreed to provide Members with information in relation to whether pole erection at these locations referred to a single pole or a number of poles.

Discussion ensued regarding the erection of poles in unsuitable locations and the unnecessary erection of poles where underground infrastructure was already in place. It was proposed by Councillor A Swan, seconded by Councillor D J Craig and agreed that a letter be sent to the Chief Planner requesting that, as part of the overall improvement to planning, consideration be given to concerns raised by Members in relation to the visual impact of poles, particularly in rural landscapes, and, in urban areas, the opportunity for operators to share equipment or connections for equipment.

4.7 Dfl Letter to Councils – Planning Fees

It was proposed by Alderman O Gawith, seconded by Councillor A Swan and agreed that the contents of a letter from the Dfl detailing a planned uplift in planning fees be noted.

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5. Any Other Business

5.1 Date of Next Meeting Head of Planning & Capital Development

The Head of Planning & Capital Development pointed out that the next meeting of the Committee would be due to be held on 1 May, which was a Bank Holiday, as was the following Monday. That being the case, Members were asked to keep their diaries free for a potential special meeting of the Committee on 24 April, 2023.

Should there not be another meeting before the forthcoming Local Government Elections, Alderman A Grehan thanked Alderman J Tinsley for the manner in which he had chaired the Planning Committee meetings during the past year. She also put on record her thanks to the Vice-Chairman, Councillor John Palmer, and wished him a speedy recovery from his current sickness. A number of other Members joined in thanking both the Chairman and Vice-Chairman for their work over the past year.

Tributes were paid to Alderman W J Dillon and Councillor John Palmer who would not be returning to the Council after the elections. They had served both the Council and their constituents well over many years and Members wished them all the best in the future.

5.2 Update on Blaris Development/Knockmore Link Councillor A Swan

Councillor A Swan having sought an update on the above matter, the Head of Planning & Capital Development stated that he understood the Department was awaiting the applicant providing clarification on information linked to the response by the Council's Environmental Health Service that the Noise Impact Assessment had not taken into account one of the neighbours. Further consultation was required internally with the Environmental Health Service. When information was received, a further update would be provided to Members.

The Council's Local Development Plan was currently with the Department for adoption, but the Head of Planning & Capital Development stated that this was a separate issue to the Blaris Development. He agreed to write to the Department reminding it that it had been in receipt of the Plan for more than 12 weeks.

5.3 Moira Park and Ride Facility Alderman W J Dillon

Alderman W J Dillon stated that there had been two applications submitted in relation to the Moira Park and Ride facility and sought an update on the current position of those. The Head of Planning & Capital Development confirmed that two applications had been received – one from Translink and one from a private developer. Both would be presented to the Committee at the same time and, given that assessment was nearing completion, it was expected this would happen soon after the new Council term commenced.

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5.4 Traffic Issues at Lisburn Health Centre
Chairman, Alderman J Tinsley

The Chairman, Alderman J Tinsley, referred to difficulties being experienced by vehicles leaving the new Lisburn Health Centre, particularly at peak times, and asked that a meeting be facilitated by the Council with DfI Roads and Health Trust representatives in an endeavour to find a resolution. The Head of Planning & Capital Development advised that discussions could be entered into with DfI Roads but, should any upgrade be required to the main public road, a proposal would have to be brought forward by the Trust. Councillor A Swan, as a member of the Local Commissioning Group, stated that this matter had already been raised, but he agreed to raise it again at the next meeting.

Alderman A Grehan asked that, at the meeting referred to above, consideration also be given to difficulties experienced by vehicles exiting Woodland Park onto the main road.

At the conclusion of the meeting, the Chairman, Alderman J Tinsley, thanked Members of the Planning Committee for their support over the year, as well as Council Officers. He also joined in paying tribute to Alderman W J Dillon and the Vice-Chairman, Councillor John Palmer.

There being no further business, the meeting was terminated at 1.24 pm.

Chairman/Mayor



Planning Committee Special

27 April 2023

Report from:

Head of Planning and Capital Development

Item for Decision

TITLE: Item 1 – Schedule of Planning Applications to be Determined

Background and Key Issues:

Background

1. The following application has been made to the Council as the Local Planning Authority for determination.
2. In arriving at a decision (for each application) the Committee should have regard to the guiding principle in the SPPS (paragraph 3.8) that sustainable development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause demonstrable harm to interests of acknowledged importance.
3. Members are also reminded about Part 9 of the Northern Ireland Local Government Code of Conduct and the advice contained therein in respect of the development management process with particular reference to conflicts of interest, lobbying and expressing views for or against proposals in advance of the meeting.

Key Issues

1. The following application is presented in accordance with the current scheme of delegation.
 - (1) LA05/2022/0727/F - A new two chapel crematorium (two 200 seat ceremony rooms) and associated works to provide landscaping, car parking and access. The proposed new vehicle access off the Ballygowan Road will serve the proposed crematorium and associated infrastructure. The existing access on the Ballygowan Road will be retained and will serve existing uses and plots at Roselawn Cemetery 127 Ballygowan Road, Belfast.
Recommendation – Approval
2. It will be decided having regard to paragraphs 42 to 53 of the Protocol of the Operation of the Planning Committee.

Recommendation:

For each application the Members are asked to make a decision having considered the detail of the Planning Officer's report, listen to any third party representations, ask questions of the officers, take legal advice (if required) and engage in a debate of the issues.

Finance and Resource Implications:

Decisions may be subject to:

- (a) Planning Appeal (where the recommendation is to refuse)
- (b) Judicial Review

Applicants have the right to appeal against a decision to refuse planning permission. Where the Council has been deemed to have acted unreasonably the applicant may apply for an award of costs against the Council. This must be made at the time of the appeal. The Protocol for the Operation of the Planning Committee provides options for how appeals should be resourced.

In all decisions there is the right for applicants and third parties to seek leave for Judicial Review. The Council will review on an on-going basis the financial and resource implications of processing applications.

Screening and Impact Assessment

1. Equality and Good Relations

Has an equality and good relations screening been carried out on the proposal/project/policy?

No

If no, please provide explanation/rationale

The policies against which each planning application is considered have been subject to a separate screening and/or assessment for each application. There is no requirement to repeat this for the advice that comes forward in each of the appended reports.

If yes, what was the outcome?:

Option 1 Screen out without mitigation	N/A	Option 2 Screen out with mitigation	N/A	Option 3 Screen in for a full EQIA	N/A
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Rationale for outcome/decision (give a brief explanation of any issues identified including mitigation and/or plans for full EQIA or further consultation)

Insert link to completed Equality and Good Relations report:

2. Rural Needs Impact Assessment:

Has consideration been given to Rural Needs?	No	Has a Rural Needs Impact Assessment (RNIA) template been completed?	No
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If no, please give explanation/rationale for why it was not considered necessary:

The policies against which each planning application is considered have been subject to a separate screening and/or assessment for each application. There is no requirement to repeat this for the advice that comes forward in each of the appended reports.

If yes, give brief summary of the key rural issues identified, any proposed actions to address or mitigate and include the link to the completed RNIA template:

SUBJECT TO PLANNING APPROVAL: No

If Yes, "This is a decision of this Committee only. Members of the Planning Committee are not bound by the decision of this Committee. Members of the Planning Committee shall consider any related planning application in accordance with the applicable legislation and with an open mind, taking into account all relevant matters and leaving out irrelevant consideration".

APPENDICES: APPENDIX 1.1 – LA05/2022/0727/F

HAS IT BEEN SUBJECT TO CALL IN TO DATE? No

If Yes, please insert date:

Lisburn & Castlereagh City Council

Council/Committee	Special Planning Committee
Date of Committee Meeting	27 April 2023
Committee Interest	Major
Application Reference	LA05/2022/0727/F
Date of Application	17 June 2022
District Electoral Area	Castlereagh South
Proposal Description	A new two chapel crematorium (two 200 seat ceremony rooms) and associated works to provide landscaping, car parking and access. The proposed new vehicle access of the Ballygowan Road will serve the proposed crematorium and associated infrastructure. The existing access on the Ballygowan Road will be retained and will serve existing uses and plots.
Location	Roselawn Cemetery, 127 Ballygowan Road, Belfast
Representations	Two
Case Officer	Rachel Taylor
Recommendation	Approval

Summary of Recommendation

1. This application is presented to the Planning Committee with a recommendation to approve as the use of the land for a crematorium and associated infrastructure is proposed in an existing cemetery in the open countryside where there is an existing cremation facility. The need for modern cremation facilities and the necessary supporting infrastructure to meet the needs of it is in accordance with policy PSU 8 of the Planning Strategy for Rural Northern Ireland.
2. The part of the proposal specific to the installation of two cremators is considered to comply with the SPPS and policy WM1 and WM 2 of PPS 11 – Planning and Waste Management in that that detail submitted demonstrates that the proposal is a replacement of an existing facility and whilst additional cremation facilities are proposed these will not cause demonstrable harm to the health and amenity or an unacceptable adverse impact on the environment.

3. Furthermore, it is accepted that a new access can be provided onto a protected route without prejudicing the safety and convenience of road users and that the public road network can accommodate the traffic likely to be generated. Adequate arrangements are provided for parking and servicing and alternative transport modes are encouraged.
4. The proposal is considered to comply with the SPPS and Policy OS1 of PPS 8 – Open Space, Sport and Outdoor Recreation in that the detail demonstrates that the redevelopment of existing cremation facilities will not result in the loss of existing open space and will bring substantial community benefit as a result of bringing modern cremation facilities into Roselawn.
5. The proposal is considered to comply with the SPPS and Policy CTY 13 of PPS 21 – Sustainable Development in the Countryside in that the design of the buildings are considered to be acceptable within this rural context. Whilst they are of contemporary design the visual landscape analysis demonstrates that they have been sited and finished with appropriate materials so as to aid integrate into the surrounding landscape with minimal impact.
6. Furthermore, whilst new landscaping is proposed in areas where views are more prominent, it is considered that the development does not rely primarily on the use of new landscaping for integration and that the landscape has the ability to absorb the proposed development with minimal impact on the overall landscape character.
7. The proposal is considered to comply with the SPPS and Policy CTY 14 of PPS 21 – Sustainable Development in the Countryside in that the assessment demonstrates that the development will not cause a detrimental change to, or further erode the rural character of the area.
8. The proposal is considered to comply with the SPPS and Policy CTY 15 of PPS 21 – Sustainable Development in the Countryside in that the development will not mar the distinction between a settlement and the surrounding countryside nor will it result in urban sprawl.
9. The proposal is considered to comply with the SPPS and Policy CTY 16 of PPS 21 – Sustainable Development in the Countryside in that the detail submitted demonstrates that the proposal will not create or add to a pollution problem.
10. The proposal complies with the SPPS and Policy NH 2 of PPS 2 – Natural Heritage in that the environmental information submitted in support of the application demonstrates that the proposed development will give rise to no significant adverse effects on habitats or species of ecological or nature conservation value, the proposed development is unlikely to result in any cumulative impact upon these features when considered alone or with other developments nearby.
11. The proposal complies with the SPPS and policy NH5 of PPS 2 – Natural Heritage in that the environmental information submitted in support of the

- application demonstrates that the proposed development includes appropriate mitigation and/or compensatory measures to outweigh the impact on priority habitats and priority species.
12. The proposal complies with the SPPS and Policy AMP 1 of PPS 3 – Access, Movement and Parking in that detail submitted with the application demonstrates that an accessible environment will be created through the provision of dropped kerbs at key locations along with tactile paving, pathways providing for unhindered movement to and from buildings; pedestrian priority facilitating the movement of pedestrians within and between land uses along with access to reserved car parking and public transport facilities. Access to the crematorium facilities is also designed to provide suitable levelled access.
 13. The proposal complies with the SPPS and Policy AMP 2 of PPS 3 – Access, Movement and Parking in that the detail submitted with the application demonstrates that the access arrangements will not prejudice road safety or significantly inconvenience the flow of traffic and, for the reasons outlined above does not conflict with Policy AMP 3 – Access to Protected Routes with regard had to the nature and scale of the development; the character of the existing development and the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.
 14. The proposal complies with the SPPS and Policy AMP 3 of PPS 3 – Access, Movement and Parking in that it is considered an exception to policy being a facility of regional significance and whereby it has been demonstrated that access via adjacent minor road is not possible nor is it feasible to upgrade and existing access due to the listed status and issues associated with the established internal road layout and location of memorial trees along established roads.
 15. The proposal complies with the SPPS and Policy AMP 6 of PPS 3 – Access, Movement and Parking in that the provision of a Transport Assessment has allowed for the transport implications of the link road development on the surrounding road network to be evaluated.
 16. With regard to environmental effects associated with transport issues the Environmental Statement demonstrates that the traffic impacts associated with the proposed new access and right turn lane is sufficient to address the impacts of the proposed development on the surrounding road network.
 17. The proposal complies with the SPPS and Policy AMP 7 of PPS 3 – Access, Movement and Parking in that detail demonstrates that adequate provision has been made for car parking and servicing arrangements associated with the operation of the facility.
 18. The proposal complies with the SPPS and Policy AMP 8 of PPS 3 – Access, Movement and Parking in that provision has been made for the needs of cyclists.
 19. The proposal complies with the SPPS and Policy AMP 9 of PPS 3 – Access, Movement and Parking in that a high standard of design layout and landscaping

- accompanies the proposals for car parking with appropriate provision made for security, access and movement of pedestrians and cyclists.
20. The proposed development complies with the SPPS and Policies BH2 and BH 11 of PPS 6 – Planning, Archaeology and the Built Heritage in that the information submitted demonstrates that there are no known archaeological heritage assets mapped within the footprint of the proposed site and that listed buildings are sufficiently removed so as not to be adversely effected by the proposal.
 21. The proposal is considered to comply with the SPPS and the policy tests associated with Policies FLD 2 and FLD 3 of PPS 15 – Planning and Flood Risk in that drainage details indicated that surface water will be drained by traditional gravity to an attenuation pond located to the NW of the site where it will then be discharged to watercourse at western boundary. Foul water will be directed to a new WwTP to east of the site where it will be treated before being discharged via a new outfall sewer.
 22. Based on the detail contained within the environmental statement, the proposed mitigation and advice from Environmental Health, it is considered that the proposed development complies with the SPPS in that it will not present any significant impacts with regard to Noise and Air Quality.
 23. Furthermore, it is accepted that the development complies with the SPPS in that the risks of contamination from both construction and operational phases will be low and as such, no mitigation is necessary.
 24. The proposal complies with the SPPS and policy RE 1 renewable energy in that the ancillary PV panels do not cause unacceptable impact on public safety, human health, or residential amenity; visual amenity and landscape character; biodiversity, nature conservation or built heritage interests; local natural resources, such as air quality or water quality; and public access to the countryside.

Description of Site and Surroundings

Site Context

25. This 18 hectare site is located within Roselawn Cemetery at 127 Ballygowan Road, Belfast.
26. The site is irregular in shape and comprised of most of the north western portion of the cemetery and the existing crematorium and access onto Ballygowan Road.
27. The land within is mainly gently undulating grassed fields which are set aside as future burial plots. The boundary to the northwest is defined by hedging and mature trees at the extremities of the cemetery site; to the south it is partly undefined until it joins and follows the internal access road and then includes

the existing crematorium and access road down to the existing access on the Ballygowan Road; to the east it is defined partly by trees and follows the layout of unfilled grave plots; and to the north the boundary includes the far side of the Ballygowan Road for the proposed roadworks.

Surrounding Context

28. The surrounding lands are mainly rural in character and the land predominantly in agricultural use albeit the site is close to the edge of Metropolitan Castlereagh.
29. As a consequence there is evidence of a build-up of development close to the site which includes two-storey terraced dwellings at Ryan Park some commercial buildings and a number of single dwellings.

Proposed Development

30. The proposed development comprises a new two chapel crematorium (two 200 seat ceremony rooms) and associated works to provide landscaping, car parking and access.
31. A new vehicular access off the Ballygowan Road will serve the proposed crematorium and associated infrastructure. The existing access on the Ballygowan Road will be retained and will continue to serve the existing development.
32. The application is supported with the following documents:
 - Pre-Application Community Consultation Report
 - Environmental Statement
 - Transport Assessment Form
 - Travel Plan Framework
 - Design and Access Statement
 - Supporting Planning Statement
 - Service Management Plan

Relevant Planning History

33. The relevant planning history is as follows:

Application Reference	Proposal	Decision
Y/1994/6006	Extension to Roselawn Cemetery	Approval
Y/2000/0553/F	Proposed 10.4m x 11.5m tea room within existing crematorium buildings to replace existing yard.	Approval
Y/2001/0278/F	Proposed new entrance foyer to existing Crematorium building	Approval

Application Reference	Proposal	Decision
Y/2003/0119/F	Raise the height of existing chimney serving cremators by 2.81m to comply with recent statutory regulations.	Approval
Y/2007/0126/F	Provision of additional cemetery lands for extension to Roselawn Cemetery.	Approval
Y/2008/0021/F	Provision of additional cemetery lands for extension to Roselawn Cemetery	Approval
Y/2013/0280/LBC	Removal of internal blockwork wall to merge two existing adjoining offices into one larger office. General upgrade of all internal finishes to this office, which includes replacing 4 no external timber windows with replacement hardwood timber windows and opening vents etc, all to match existing	Approval
Y/2013/0019/F	Construction of a retention pond and car parking.	Approval
Y/2014/0210/LBC	Removal of internal blockwork wall to merge two existing adjoining office reception and toilet areas into one larger office reception area, with general upgrade of all internal finishes to this new office reception including provision of new wheelchair accessible internal access doorway and reception counter	Approval
LA05/2017/0249/F	Change of use from existing residential accommodation to office accommodation, with internal alterations to ground floor comprising of ground level chimney breast and block work wall to merge existing living room & hallway areas into new office reception area and waiting area with new wheelchair accessible public reception counter, upgrade of sanitary ware in existing bathroom to provide new wheelchair accessible unisex sanitary accommodation, replacement of existing kitchen fittings, and general upgrade of all internal finishes to both floors. External works to regrade brick sett paving to give level access to principal entrance	Approval
LA05/2017/0250/LBC	Change of use from existing residential accommodation to office accommodation, with internal alterations to ground floor	Approval

Application Reference	Proposal	Decision
	comprising removal of ground level chimney breast & blockwork wall to merge existing living room & hallway areas into new office reception area & waiting area with new wheelchair accessible public reception counter, upgrade of sanitary ware in existing bathroom to provide new wheelchair accessible unisex sanitary accommodation, replacement of existing kitchen fittings and general upgrade of all internal finishes to both floors. External landscape works to regrade existing brick sett paving to 1 in 20 gradient and give level access provision to principal entrance	
LA05/2020/0669/LBC	Proposed repainting of existing metal gates and proposed cleaning of existing brickwork wall, pillars and copings to the main entrance	Approval
LA05/2020/0340/PAD	Development of a new two-chapel crematorium (2x200 seat chapels), with associated works to provide landscaping, car parking and access. The proposed new vehicle access off the Ballygowan Road will serve the proposed crematorium and associated infrastructure. The existing access on the Ballygowan Road will be retained and will serve existing uses and plots.	PAD concluded

Consultations

34. The following consultations were carried out:

Consultee	Response
DfI Roads	No objection
LCCC Environmental Health	No objection
NI Water	No objection
Drinking Water Inspectorate	No objection
Natural Heritage	No objection
Water Management Unit and Inland Fisheries	No objection
Regulation Unit	No objection

Industrial Pollution and Radiochemical Inspectorate	No objection
Belfast City Airport	No objection
HED Historic Monuments	No objection
DfI River Agency	No objection
Shared Environmental Services	No objection
NIE	No objection

Representations

35. There were two representations received in relation to the application.
36. The first is a non-committal representation which recommended that the speed limit of the road be reduced to 40mph.
37. In the second the objector expressed concern in relation to the new entrance as the existing junction is already dangerous and an additional entrance will exacerbate this.

Planning Policy Context

Relevant Policy and Guidance Documents

38. The relevant planning policy context which relates to the application is as follows:
 - Regional Development Strategy 2035
 - Belfast Urban Area Plan 2001
 - Draft Belfast Metropolitan Area Plan 2015 (BMAP 2015)
 - Strategic Planning Policy for Northern Ireland (SPPS): Planning for Sustainable Development
 - Planning Policy Statement 2 (PPS 2) : Natural Heritage
 - Planning Policy Statement 3 (PPS 3): Access, Movement and Parking
 - Planning Policy Statement 6 (PPS 6): Planning, Archaeology and the Built Heritage
 - Planning Policy Statement 8 (PPS 8): Open Space, Sport and Outdoor recreation
 - Planning Policy Statement 11 (PPS 11): Planning and Waste Management
 - Planning Policy Statement 13 (PPS 13): Transportation and Land Use
 - Planning Policy Statement 15 (PPS 15): Planning and Flood Risk
 - Planning Policy Statement 18 (PPS 18): Renewable Energy
 - Planning Policy Statement 21 (PPS 21): Sustainable Development in the Countryside.
 - Planning Strategy for Rural Northern Ireland
39. The relevant guidance is:

- Building on Tradition - A Sustainable Design Guide for the Northern Ireland Countryside
- Parking Standards
- Development Control Advice Note 15 - Vehicular Access Standards

Environmental Impact Assessment (EIA)

40. A request for a formal determination on whether this application was to be accompanied by an Environmental Statement was made under application reference LA05/2021/0431/DETEIA.
41. The application was determined to be EIA development with the development falling within category 11 (b) of Schedule 2, of the Planning Environmental Impact Assessment (NI) Regulations 2017.
42. An environmental statement is submitted in support of the application. The statement deals with the likely significant environmental effects that the proposal may give rise to and the significance of any effects on:
 - Air Quality
 - Cultural Heritage and Archaeology
 - Biodiversity
 - Landscape and Visual
 - Noise and Vibration
 - Water Environment
 - Geology, Land and Soils
 - Traffic and Transport
 - Population and Human Health
 - Waste
 - Material Assets
 - Major Accidents and Disasters
 - Climate
 - Cumulative Effects and Interactions
43. These matters are addressed in the respective planning policy sections and set out in the main body of this report below.

Pre-Community Consultation

44. The application exceeds the threshold for major developments as set out in the Planning (Development Management) Regulations (Northern Ireland) 2015 in that the site is more than two-hectares in size.
45. A Pre-Application Community Consultation report [dated June 2022] was submitted in support of the application and provides a record of the consultation that had taken place to inform interested parties of the details of the proposed development.

46. The PACC process was held virtually with a dedicated website used to provide opportunity for consultation with the local community. This website replicated, as closely as possible, the level of information and engagement normally available at a public exhibition event.
47. The consultation material was available online from 9 August 2021 to 25 October 2021. The method used enabled broad participation across both mobile and desktop devices.
48. The content of the website included illustrative plans and designs of the proposed development, key dates for the consultation, indicative visualisations and an online feedback facility and questionnaire.
49. Two online consultation sessions were carried out via Zoom on 22 September 2021 (2-3pm) and 20 October 2021 (7-8pm). This included the project team presenting the proposed development followed by a Q&A session. This format allowed the public to engage with the project team and ask questions, similar to an in-person consultation event.
50. A dedicated email address was available for those wishing to make comment or seek more information on the proposed development.
51. A public advert notice providing details of the consultation website, online consultation session and how to access hard copies of the questionnaire was published in the Belfast Telegraph, Newsletter and Irish News on 15 September 2021.
52. An information leaflet was distributed to properties in a 1.6 kilometre radius surrounding the site.
53. The format of the report is in accordance with the Practice Note published by DfI Planning Group and contains the relevant information required. It advises that all feedback received during the consultation period has been recorded and considered as part of the evolution of the design of the proposed scheme.
54. The following issues were raised through the PACC process:
 - Management
 - Capacity
 - Catering Facilities
 - Emotions of Visitors
 - Aesthetic
 - Ballygowan Road and entrance points
 - Timings
 - Car parking
 - Condition of the surrounding grounds
 - Burial Space
 - Environmental Issues
 - New Junction
 - Room Size
 - Room Décor

55. It is reported that the majority of respondents support the proposed development and the concerns raised during the PACC process and which were within the scope of the application description were addressed as part of the final design process before the application was submitted.
56. It is noted that only two representations are received one of which is in objection to the proposal. The issues raised in this correspondence are reflected in the PACC. The issues of road safety and traffic impact are addressed later in the report.

Local Development Plan

57. Section 6(4) of the Planning Act (Northern Ireland) 2011 requires that in making a determination on Planning applications regard must be had to the requirements of the local development plan and that the determination of applications must be in accordance with the plan unless material considerations indicate otherwise.
58. On 18 May 2017, the Court of Appeal ruled that the purportedly adopted Belfast Metropolitan Area Plan 2015 had in its entirety not been lawfully adopted.
59. As a consequence of this decision, the Belfast Urban Area Plan 2001 remains the statutory development plan for the area and the site is located outside the settlement limit for Castlereagh in a Greenbelt and an Area of High Scenic Value.
60. The Belfast Metropolitan Area Plan (Draft) 2015 and its policy considerations remain a material consideration in the assessment of applications.
61. Within draft BMAP 2015 the site also lies within the countryside within an Area of High Scenic Value (AoHSV), a Local landscape Policy Area (LLPA), in close proximity to an archaeological monument and off a protected route (Ballygowan Road).
62. Policy COU 7 Areas of High Scenic Value states that:

'Planning permission will not be granted to development proposals that would adversely affect the quality, character and features of interest in Areas of High scenic Value. Proposals for mineral working and waste disposal will not be acceptable.

A Landscape Analysis must accompany development proposals in these areas to indicate the likely effects of the proposal on the landscape.'

63. Policy ENV 3 as set out in Part 3, Volume 1 of draft BMAP relates to Local Landscape Policy Areas [LLPAs]. This policy states that

In designated Local Landscape Policy Areas [LLPAs], planning permission will not be granted for development that would be liable to adversely affect those features, or combination of features, that contribute to environmental quality, integrity or character.

Where riverbanks are included within LLPAs, planning permission will only be granted where access is provided to the river corridor as part of the development proposals.

Where proposals are within and/or adjoining a designated LLPA, a landscape buffer may be required to protect the environmental quality of the LLPA.

64. The LLPA identified is CSY03 - Crossnacreevy/Ryan Park. Part 4 Volume 5 of draft BMAP 2015 states that:

' a Local Landscape Policy Area is designated as identified on Map No. 6a – Crossnacreevy/Ryan Park Local Landscapae Policy Areas showing the full extent of the LLPA affecting the settlement of Crossnacreevy.

Those features or combination of features, that contribute to the environmental quality, integrity or character of this area are listed below:

- 1 – area of local amenity importance – Roselawn Cemetery and its associated landscape contributes to the siting of the settlement and includes significant vegetation and watercourses, making it an important local nature area.*
- 2 – Locally significant buildings and their surroundings – Chapel and Crematorium*
- 3 – Archaeological site and its surroundings – A rath'*

65. In respect of draft BMAP, page 16 states that

Planning Policy Statements (PPSs) set out the policies of the Department on particular aspects of land use planning and apply to the whole of Northern Ireland. Their contents have informed the Plan preparation and the Plan Proposals. They are material to decisions on individual planning applications (and appeals) within the Plan Area.

In addition to the existing and emerging suite of PPSs, the Department is undertaking a comprehensive consolidation and review of planning policy in order to produce a single strategic planning policy statement (SPPS) which will reflect a new approach to the preparation of regional planning policy. The preparation of the SPPS will result in a more strategic, simpler and shorter statement of planning policy in time for the transfer of planning powers to Councils. Good practice guides and supplementary planning guidance may also be issued to illustrate how concepts contained in PPSs can best be implemented.

66. In respect of legally challenged BMAP and for completeness, the site remains outside of the settlement limit in the countryside with the LLPA designation. The reference however to restriction on waste disposal was subsequently removed after the Public Inquiry.

Regional Policy Context

67. The Regional Development Strategy 2035 provides an overarching strategic planning framework to facilitate and guide the public and private sectors. It does not redefine other Departments' strategies but complements them with a spatial perspective.
68. Policy RG6 - Strengthen community cohesion aims to develop integrated services and facilities. This will enable people to meet and undertake shared activities whilst ensuring there are no barriers, perceived or physical, to access these places.
69. The Strategic Planning Policy Statement (SPPS) published in September 2015 states that
until the Council adopts the Plan Strategy for its new Local Development Plan there will be a transitional period in operation.
70. The local development plan is at Stage 1, and there is no Stage 2 draft. No weight can be given to the emerging plan.
71. During this period, planning policy within existing retained documents and guidance will apply. Any conflict between the SPPS and policy retained under transitional arrangements must be resolved in favour of the provisions of the SPPS.
72. Paragraph 1.2 of the SPPS states that
where the SPPS is silent or less prescriptive on a particular planning policy matter than retained policies this should not be judged to lessen the weight to be afforded by the retained policy.
73. Paragraph 3.8 of the SPPS states
that the guiding principle for planning authorities in determining planning applications is that sustainable development should be permitted, having regard to the development plan and all other material considerations, unless the proposed development will cause demonstrable harm to interests of acknowledged importance.
74. In practice this means that development which accords with an up-to-date development plan should be approved and proposed development that conflicts with an up-to-date development plan should be refused, unless other material considerations indicate otherwise. As the statutory plan and draft BMAP are silent on the regional policy issue, no determining weight can be given to those documents.
75. Paragraph 4.12 of the SPPS states

that other amenity considerations arising from development, that may have potential health and well-being implications, include design considerations, impacts relating to visual intrusion, general nuisance, loss of light and overshadowing.

76. It also advises that adverse environmental impacts associated with development can also include sewerage, drainage, waste management and water quality. The above mentioned considerations are not exhaustive and the planning authority is considered to be best placed to identify and consider, in consultation with stakeholders, all relevant environment and amenity considerations for their areas.

77. Paragraph 6.321 states that:

'When decision-taking important considerations will include: the types of waste to be deposited or treated and the proposed method of disposal; impacts on human health and the environment (including environmental pollution); roads/transport considerations (particularly where facilities depend on large transfer of materials, often generating a substantial volume of traffic); whether alternative transport modes, in particular, rail and water, have been considered; visual impacts on the landscape or townscape; impacts on nature conservation or archaeological / built heritage interests; impacts of the proposal on flooding at the site and whether it will cause or exacerbate flooding elsewhere; the permanent loss of the best and most versatile agricultural land; practical restoration and aftercare arrangements.

Many waste management facilities by reason of their size, nature or location have the potential to cause significant damage to the environment in terms of visual intrusion, habitat or heritage destruction and pollution. In assessing all proposals for waste management facilities the planning authority will be guided by the precautionary approach that where there are significant risks of damage to the environment its protection will generally be paramount, unless there are imperative reasons of overriding public interest.'

78. Paragraph 6.65 states that

the aim of the SPPS with regard to the countryside is to manage development in a manner which strikes a balance between protection of the environment from inappropriate development, while supporting and sustaining rural communities consistent with the RDS.

79. Paragraph 6.70 also states that

all development in the countryside must integrate into its setting, respect the character, and be appropriately designed.

80. Paragraph 6.78 of the SPPS states that

Supplementary planning guidance contained within 'Building on Tradition': A Sustainable Design Guide for the Northern Ireland Countryside' must be taken into account in assessing all development proposals in the countryside.

81. Paragraph 6.205 states that;

There will be a policy presumption against the loss of open space to competing land uses in Local Development Plans (LDPs) irrespective of its physical condition and appearance. Any exception to this general approach should only be appropriate where it is demonstrated that redevelopment would bring substantial community benefit that outweighs the loss of the open space; or where it is demonstrated that the loss of open space will have no significant detrimental impact.

Sustainable Development in the Countryside

82. PPS 21 – Sustainable Development in the Countryside sets out the planning policies for development in the countryside

83. Policy CTY1 – Development in the Countryside states that

There are a range of other types of non-residential development that may be acceptable in principle in the countryside, e.g. certain utilities or telecommunications development. Proposals for such development will continue to be considered in accordance with existing published planning policies.

84. It also states

Other types of development will only be permitted where there are overriding reasons why that development is essential and could not be located in a settlement, or it is otherwise allocated for development in a development plan.

All proposals for development in the countryside must be sited and designed to integrate sympathetically with their surroundings and to meet other planning and environmental considerations including those for drainage, access and road safety. Access arrangements must be in accordance with the Department's published guidance.

85. In relation to Non-Residential Development, the policy also states that

Planning permission will be granted for non-residential development in the countryside in the following cases:

- *farm diversification proposals in accordance with Policy CTY 11;*
- *agricultural and forestry development in accordance with Policy CTY 12;*
- *the reuse of an existing building in accordance with Policy CTY 4;*
- *tourism development in accordance with the TOU Policies of PSRNI;*
- *industry and business uses in accordance with PPS 4 (currently under review); minerals development in accordance with the MIN Policies of PSRNI;*
- *outdoor sport and recreational uses in accordance with PPS 8;*
- *renewable energy projects in accordance with PPS 18; or*
- *a necessary community facility to serve the local rural population.*

There are a range of other types of non-residential development that may be acceptable in principle in the countryside, e.g. certain utilities or telecommunications development. Proposals for such development will continue to be considered in accordance with existing published planning policies.

Integration and Design of Buildings

86. Policy CTY 13 - Integration and Design of Buildings in the Countryside states

that planning permission will be granted for a building in the countryside where it can be visually integrated into the surrounding landscape and it is of an appropriate design.

87. The policy states that

a new building will be unacceptable where:

- (a) it is a prominent feature in the landscape; or*
- (b) the site lacks long established natural boundaries or is unable to provide a suitable degree of enclosure for the building to integrate into the landscape; or*
- (c) it relies primarily on the use of new landscaping for integration; or*
- (d) ancillary works do not integrate with their surroundings; or*
- (e) the design of the building is inappropriate for the site and its locality; or*
- (f) it fails to blend with the landform, existing trees, buildings, slopes and other natural features which provide a backdrop; or*
- (g) in the case of a proposed dwelling on a farm (see Policy CTY 10) it is not visually linked or sited to cluster with an established group of buildings on a farm.*

Rural Character

88. Policy CTY 14 - Rural Character states that

planning permission will be granted for a building in the countryside where it does not cause a detrimental change to, or further erode the rural character of an area.

89. This policy context refers to a single dwelling in the countryside and it states that a new building will be unacceptable where

- (a) it is unduly prominent in the landscape; or*
- (b) it results in a suburban style build-up of development when viewed with existing and approved buildings; or*
- (c) it does not respect the traditional pattern of settlement exhibited in that area; or*
- (d) it creates or adds to a ribbon of development (see Policy CTY 8); or*

- (e) *the impact of ancillary works (with the exception of necessary visibility splays) would damage rural character.*

The Setting of Settlements

90. Policy CTY 15 – the setting of settlements states that:

Planning permission will be refused for development that mars the distinction between a settlement and the surrounding countryside or that otherwise results in urban sprawl.

Development Relying on Non-Mains Sewerage

91. Policy CTY 16 states that:

Planning permission will only be granted for development relying on non-mains sewerage, where the applicant can demonstrate that this will not create or add to a pollution problem. Applicants will be required to submit sufficient information on the means of sewerage to allow a proper assessment of such proposals to be made. In those areas identified as having a pollution risk development relying on non-mains sewerage will only be permitted in exceptional circumstances.

A Planning Strategy for Rural Northern Ireland

92. The need for cemeteries has been considered recently by the Planning Appeals Commission to be infrastructure (see appeal reference 2018/A0203). This is a proposal for an additional cremation facilities and two chapels on land which has a previous planning permission for a cemetery on land in the open countryside.
93. It is considered by the applicant to be necessary infrastructure for the disposal of human remains and policy PSU8 of PSRNI states:

that the need for new infrastructure including extensions to existing facilities will be balanced against the objective to conserve the environment and protect amenity.

The amplification text for PSU8 states that in dealing with specific proposals the decision maker will wish to be satisfied that there is an overriding regional or local requirement for the development and that a thorough exploration of alternative sites has been carried out.

The amplification text goes on to list a number of criteria that will be of importance to the consideration of applications under PSU8: • need for the facility; • impact on the environment – in particular the visual and ecological impacts; • impact on existing communities; • impact on the natural or man-made heritage; • existence of alternative sites or routes; and • provision to mitigate adverse effects.

Planning and Waste Management

94. Insofar as this proposal relates to the cremation of human remain it also falls to be assessed against the requirements of this policy statement.
95. Policy WM 1 Environmental Impact of a Waste Management Facility Proposals states that:

For the development of a waste management facility will be subject to a thorough examination of environmental effects and will only be permitted where it can be demonstrated that all of the following criteria are met:

- *the proposal will not cause demonstrable harm to human health or result in an unacceptable adverse impact on the environment;*
 - *the proposal is designed to be compatible with the character of the surrounding area and adjacent land uses;*
 - *the visual impact of the waste management facility, including the final landform of landfilling or land raising operations, is acceptable in the landscape and the development will not have an unacceptable visual impact on any area designated for its landscape quality;*
 - *the access to the site and the nature and frequency of associated traffic movements will not prejudice the safety and convenience of road users or constitute a nuisance to neighbouring residents by virtue of noise, dirt and dust;*
 - *the public road network can satisfactorily accommodate, or can be upgraded to accommodate, the traffic generated;*
 - *adequate arrangements shall be provided within the site for the parking, servicing and circulation of vehicles;*
 - *wherever practicable the use of alternative transport modes, in particular, rail and water, has been considered;*
 - *the development will not have an unacceptable adverse impact on nature conservation or archaeological/built heritage interests.*
 - *the types of waste to be deposited or treated and the proposed method of disposal or treatment will not pose a serious environmental risk to air, water or soil resources that cannot be prevented or appropriately controlled by mitigating measures;*
 - *the proposed site is not at risk from flooding and the proposal will not cause or exacerbate flooding elsewhere;*
 - *the proposal avoids (as far as is practicable) the permanent loss of the best and most versatile agricultural land;*
 - *In the case of landfilling the proposal includes suitable, detailed and practical restoration and aftercare proposals for the site.*
96. Policy WM 2 Waste Collection and Treatment Facilities states that:

Proposals for the development of a waste collection or treatment facility will be permitted where:

- (a) *there is a need for the facility as established through the WMS and the relevant WMP, except in the case of Waste Water Treatment Works (WWTWs) where the need must be demonstrated to the Department's satisfaction; and*

- (b) *the proposed facility is the BPEO; and*
- (c) *the proposed facility complies with one or more of the following locational criteria:*
- *it is located within an industrial or port area of a character appropriate to the development; or*
 - *it is suitably located within an active or worked out hard rock quarry or on the site of an existing or former waste management facility including a landfill site; or*
 - *it brings previously developed, derelict or contaminated land back into productive use or makes use of existing or redundant buildings; or*
 - *in the case of a civic amenity and similar neighbourhood facilities the site is conveniently located in terms of access to service a neighbourhood or settlement whilst avoiding unacceptable adverse impact on the character, environmental quality and amenities of the local area; or*
 - *where the proposal is in the countryside, it involves the reuse of existing buildings or is on land within or adjacent to existing building groups. Alternatively where it is demonstrated that new buildings/plant are needed these must have an acceptable visual and environmental impact; and*
- (d) *the following criteria are also met:*
- *in the case of a regional scale waste collection or treatment facility, its location relates closely to and benefits from easy access to key transport corridors and, where practicable makes use of the alternative transport modes of rail and water;*
 - *proposals involving the sorting and processing of waste, are carried out within a purpose built or appropriately modified existing building, unless it can be demonstrated that part or all of the proposed operation can only be carried out in the open;*
 - *the built development associated with the proposed methods of handling, storage, treatment and processing of waste is appropriate to the nature and hazards of the waste(s) concerned;*
 - *proposals for the incineration of waste and other thermal processes, shall incorporate measures to maximise energy recovery both in the form of heat and electricity, taking account of prevailing technology, economics and characteristics of the waste stream involved; and*
 - *it will not result in an unacceptable adverse environmental impact that cannot be prevented or appropriately controlled by mitigating measures (see Policy WM 1).*

Open Space, Sport and Outdoor Recreation

97. Insofar as this proposal involves in part the development of land in an existing cemetery PPS 8 – Open Space, Sport and Outdoor Recreation sets out the planning policies for the protection of open space.

98. Annex A provides definitions of open space and one of those are (viii) cemeteries and churchyards.
99. The policy recognises that open space is essential in any community for both amenity and recreation purposes and often contributes positively to the character, attractiveness and vitality of our cities, towns and villages.
100. Paragraph 3.1 of PPS 8 states that the main objectives of this Planning Policy Statement are:
- *to safeguard existing open space and sites identified for future such provision;*
 - *to ensure that areas of open space are provided as an integral part of new residential development and that appropriate arrangements are made for their management and maintenance in perpetuity;*
 - *to facilitate appropriate outdoor recreational activities in the countryside;*
 - *to ensure that new open space areas and sporting facilities are convenient and accessible for all sections of society, particularly children, the elderly and those with disabilities;*
 - *to achieve high standards of siting, design and landscaping for all new open space areas and sporting facilities; and*
 - *to ensure that the provision of new open space areas and sporting facilities is in keeping with the principles of environmental conservation and helps sustain and enhance biodiversity.*

Protection of Open Space

101. Policy OS1 – Protection of Open Space states that

The Department will not permit development that would result in the loss of existing open space or land zoned for the provision of open space. The presumption against the loss of existing open space will apply irrespective of its physical condition and appearance.

An exception will be permitted where it is clearly shown that redevelopment will bring substantial community benefits that decisively outweigh the loss of the open space.

An exception will also be permitted where it is demonstrated that the loss of open space will have no significant detrimental impact on the amenity, character or biodiversity of an area and where either of the following circumstances occur:

- (i) *in the case of an area of open space of 2 hectares or less, alternative provision is made by the developer which is at least as accessible to current users and at least equivalent in terms of size, usefulness, attractiveness, safety and quality; or*
- (ii) *in the case of playing fields and sports pitches within settlement limits, it is demonstrated by the developer that the retention and enhancement of the facility can only be achieved by the development of a small part of the existing space - limited to a maximum of 10% of the overall area - and this*

will have no adverse effect on the sporting potential of the facility. This exception will be exercised only once.

Natural Heritage

102. PPS 2 - Natural Heritage makes provision for ensuring that development does not harm or have a negative impact on any natural heritage or conservation.

103. Paragraph 3.1 of PPS 2 states

The objectives of this Planning Policy Statement are:

- *to seek to further the conservation, enhancement and restoration of the abundance, quality, diversity and distinctiveness of the region's natural heritage;*
- *to further sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, economic and environmental development;*
- *to assist in meeting international (including European), national and local responsibilities and obligations in the protection and enhancement of the natural heritage;*
- *to contribute to rural renewal and urban regeneration by ensuring developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment;*
- *to protect and enhance biodiversity, geodiversity and the environment; and*
- *to take actions to reduce our carbon footprint and facilitate adaptation to climate change.*

Species Protected by Law

104. With regard to European Protected species, Policy NH 2 states that

Planning permission will only be granted for a development proposal that is not likely to harm a European protected species. In exceptional circumstances a development proposal that is likely to harm these species may only be permitted where:-

- *there are no alternative solutions; and*
- *it is required for imperative reasons of overriding public interest; and*
- *there is no detriment to the maintenance of the population of the species at a favourable conservation status; and*
- *compensatory measures are agreed and fully secured.*

105. With regard to National Protected Species, Policy NH 2 states

Planning permission will only be granted for a development proposal that is not likely to harm any other statutorily protected species and which can be adequately mitigated or compensated against.

Development proposals are required to be sensitive to all protected species, and sited and designed to protect them, their habitats and prevent deterioration and destruction of their breeding sites or resting places. Seasonal factors will also be taken into account.

Habitats, Species or Features of Natural Heritage Importance

106. Policy NH5 states that:

Planning permission will only be granted for a development proposal which is not likely to result in the unacceptable adverse impact on, or damage to known:

- *priority habitats;*
- *priority species;*
- *active peatland;*
- *ancient and long-established woodland;*
- *features of earth science conservation importance;*
- *features of the landscape which are of major importance for wild flora and fauna;*
- *rare or threatened native species;*
- *wetlands (includes river corridors); or*
- *other natural heritage features worthy of protection.*

A development proposal which is likely to result in an unacceptable adverse impact on, or damage to, habitats, species or features may only be permitted where the benefits of the proposed development outweigh the value of the habitat, species or feature. In such cases, appropriate mitigation and/or compensatory measures will be required.

Access, Movement and Parking

107. PPS 3 – Access, Movement and Parking sets out the policies for vehicular access and pedestrian access, transport assessments, the protection of transport routes and parking. It forms an important element in the integration of transport and land use planning and it embodies the Government's commitment to the provision of a modern, safe, sustainable transport system.

108. Paragraph 3.1 of PPS 3 states that

The main objectives of this Statement are to:

- *promote road safety, in particular, for pedestrians, cyclists and other vulnerable road users;*
- *restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes;*
- *make efficient use of road space within the context of promoting modal shift to more sustainable forms of transport;*
- *ensure that new development offers a realistic choice of access by walking, cycling and public transport, recognising that this may be less achievable in some rural areas;*

- *ensure the needs of people with disabilities and others whose mobility is impaired, are taken into account in relation to accessibility to buildings and parking provision;*
- *promote the provision of adequate facilities for cyclists in new development; promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion; and*
- *protect routes required for new transport schemes including disused transport routes with potential for future reuse.*

Creating an Accessible Environment

109. Policy AMP 1 – Creating an Accessible Environment states that

The Department's aim is to create a more accessible environment for everyone. Accordingly developers should take account of the specific needs of people with disabilities and others whose mobility is impaired in the design of new development. Where appropriate, the external layout of development will be required to incorporate all or some of the following:

- *facilities to aid accessibility e.g. provision of dropped kerbs and tactile paving etc, together with the removal of any unnecessary obstructions;*
- *convenient movement along pathways and an unhindered approach to buildings;*
- *pedestrian priority to facilitate pedestrian movement within and between land uses; and*
- *ease of access to reserved car parking, public transport facilities and taxi ranks.*

The development of a new building open to the public, or to be used for employment or education purposes, will only be permitted where it is designed to provide suitable access for all, whether as customers, visitors or employees. In such cases the Department will operate a presumption in favour of a level approach from the boundary of the site to the building entrance and the use of steps, ramps or mechanical aids will only be permitted where it is demonstrated that these are necessary.

The Department will also seek to ensure that access to existing buildings and their surroundings is improved as opportunities arise through alterations, extensions and changes of use.

The Department may require the submission of an Access Statement to accompany development proposals.

Access to Public Roads

110. Policy AMP 2 - Access to Public Roads states that

planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access, onto a public road where:

- a) *such access will not prejudice road safety or significantly inconvenience the flow of traffic; and*
- b) *the proposal does not conflict with Policy AMP 3 Access to Protected Routes.*

111. The policy also states that

The acceptability of access arrangements, including the number of access points onto the public road, will be assessed against the Departments published guidance. Consideration will also be given to the following factors:

- *the nature and scale of the development;*
- *the character of existing development;*
- *the contribution of the proposal to the creation of a quality environment, including the potential for urban / village regeneration and environmental improvement;*
- *the location and number of existing accesses; and*
- *the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.*

112. Policy AMP 3 – Access to Protected Routes states;

The Council will restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes as follows:

Motorways and High Standard Dual Carriageways – All locations

Planning permission will not be granted for development proposals involving direct access. An exception may be considered in the case of motorway service areas.

Other Dual Carriageways, Ring Roads, Through-Passes and By Passes – All locations

Planning permission will only be granted for a development proposal involving direct access or the intensification of the use of an existing access in exceptional circumstances or where the proposal is of regional significance.

Other Protected Routes – Outside Settlement Limits

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access in the following cases:

- (a) *A Replacement Dwelling – where a building to be replaced would meet the criteria for development within a Green Belt or Countryside Policy Area and there is an existing vehicular access onto the Protected Route.*

- (b) *A Farm Dwelling – where a farm dwelling, including a farm retirement dwelling, would meet the criteria for development within a Green Belt or Countryside Policy Area and access cannot reasonably be obtained from an adjacent minor road.*
- (c) *A Dwelling Serving an Established Commercial or Industrial Enterprise – where a dwelling would meet the criteria for development within a Green Belt or Countryside Policy Area and access cannot reasonably be obtained from an adjacent minor road.*
- (d) *Other Categories of Development – approval may be justified in particular cases for other developments which would meet the criteria for development within a Green Belt or Countryside Policy Area where access cannot reasonably be obtained from an adjacent minor road.*

Other Protected Routes – Within Settlement Limits

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access:

- (a) *where access cannot reasonably be taken from an adjacent minor road; or*
- (b) *in the case of proposals involving residential development, it is demonstrated to the Department's satisfaction that the nature and level of access onto the Protected Route will significantly assist in the creation of a quality environment without compromising standards of road safety or resulting in an unacceptable proliferation of access points. The distinction between the various categories of Protected Routes is illustrated on the Protected Routes map.*

Access, Movement and Parking Clarification of Policy AMP 3: Access to Protected Routes

113. This document provides clarification to Policy AMP 3: Access to Protected Routes of PPS 3 'Access, Movement and Parking', published in February 2005, and must be read in conjunction with the policies contained within this PPS.

114. The policy as clarified states:

The Department will restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes as follows:

Motorways and High Standard Dual Carriageways – All locations

Planning permission will not be granted for development proposals involving direct access. An exception may be considered in the case of motorway service areas.

Other Dual Carriageways, Ring Roads, Through-Passes and ByPasses – All locations

Planning permission will only be granted for a development proposal involving direct access or the intensification of the use of an existing access in exceptional circumstances or where the proposal is of regional significance.

Other Protected Routes – Outside Settlement Limits

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access in the following cases:

- (a) A Replacement Dwelling – where a building to be replaced would meet the criteria for development within a Green Belt or Countryside Policy Area and there is an existing vehicular access onto the Protected Route.*
- (b) A Farm Dwelling – where a farm dwelling, including a farm retirement dwelling, would meet the criteria for development within a Green Belt or Countryside Policy Area and access cannot reasonably be obtained from an adjacent minor road.*
- (c) A Dwelling Serving an Established Commercial or Industrial Enterprise – where a dwelling would meet the criteria for development within a Green Belt or Countryside Policy Area and access cannot reasonably be obtained from an adjacent minor road.*
- (d) Other Categories of Development – approval may be justified in particular cases for other developments which would meet the criteria for development within a Green Belt or Countryside Policy Area where access cannot reasonably be obtained from an adjacent minor road.*

Other Protected Routes – Within Settlement Limits

Planning permission will only be granted for a development proposal involving direct access, or the intensification of the use of an existing access:

- (a) where access cannot reasonably be taken from an adjacent minor road; or*
- (b) in the case of proposals involving residential development, it is demonstrated to the Department's satisfaction that the nature and level of access onto the Protected Route will significantly assist in the creation of a quality environment without compromising standards of road safety or resulting in an unacceptable proliferation of access points.*

The distinction between the various categories of Protected Routes is illustrated on the Protected Routes map.

115. The policy provisions set out in Annex 1 of PPS 21 [Consequential Revision) will take precedence over the policy provisions of Policy AMP 3 – Access to Protected Routes of PPS 3 insofar as they relate to proposals seeking access to the category of roads highlighted as 'Other Protected Routes – Outside of Settlement Limits.

116. Annex 1 – Consequential amendment to Policy AMP 3 of PPS 3 – Access Movement and Parking states

Planning permission will only be granted for a development proposal involving access onto this category of Protected Route in the following cases:

- (a) *A Replacement Dwelling – where the building to be replaced would meet the criteria set out in Policy CTY 3 of PPS 21 and there is an existing vehicular access onto the Protected Route.*
- (b) *A Farm Dwelling – where a farm dwelling would meet the criteria set out in Policy CTY 10 of PPS 21 and access cannot reasonably be obtained from an adjacent minor road. Where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route.*
- (c) *A Dwelling Serving an Established Commercial or Industrial Enterprise – where a dwelling would meet the criteria for development set out in Policy CTY 7 of PPS 21 and access cannot reasonably be obtained from an adjacent minor road. Where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route.*
- (d) *Other Categories of Development – approval may be justified in particular cases for other developments which would meet the criteria for development in the countryside and access cannot reasonably be obtained from an adjacent minor road. Where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route. Access arrangements must be in accordance with the Department's published guidance.*

117. It advises that the remainder of Policy AMP 3 as set out in the October 2006 Clarification, including the justification and amplification, remains unaltered.

Transport Assessment

118. Policy AMP 6 Transport Assessment states that:

In order to evaluate the transport implications of a development proposal the Department will, where appropriate, require developers to submit a Transport Assessment.

Car Parking and Servicing Arrangements

119. Policy AMP 7 - Car Parking and Servicing Arrangements states that

Development proposals will be required to provide adequate provision for car parking and appropriate servicing arrangements. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to the Department's published standards or any reduction provided for in an area of parking restraint designated in a development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.

Beyond areas of parking restraint identified in a development plan, a reduced level of car parking provision may be acceptable in the following circumstances:

- *where, through a Transport Assessment, it forms part of a package of measures to promote alternative transport modes; or*
- *where the development is in a highly accessible location well served by public transport; or*
- *where the development would benefit from spare capacity available in nearby public car parks or adjacent on street car parking; or*
- *where shared car parking is a viable option; or*
- *where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid rural regeneration, facilitate a better quality of development or the beneficial re-use of an existing building.*

Proposals involving car parking in excess of the Department's published standards or which exceed a reduction provided for in a development plan will only be permitted in exceptional circumstances.

In assessing car parking provision the Department will require that a proportion of the spaces to be provided are reserved for people with disabilities in accordance with best practice. Where a reduced level of car parking provision is applied or accepted, this will not normally apply to the number of reserved spaces to be provided.

Cycle provision

120. Policy AMP 8 - Cycle Provision states that:

Planning permission will only be granted for development providing jobs, shopping, leisure and services, including educational and community uses where the needs of cyclists are taken into account. Where appropriate provision of the following may be required:

- (a) *safe and convenient cycle access;*
- (b) *safe, convenient and secure cycle parking having regard to the Department's published standards; and*
- (c) *safe and convenient cycle links to existing or programmed cycle networks where they adjoin the development site.*

In addition major employment generating development will be required to make appropriate provision for shower and changing facilities.

Design of Car Parking

121. Policy AMP 9 Design of Car Parking states:

The Department will expect a high standard of design, layout and landscaping to accompany all proposals for car parking. Planning permission will only be granted for a proposal where all the following criteria are met:

- (a) *it respects the character of the local townscape / landscape;*
- (b) *it will not adversely affect visual amenity; and*
- (c) *provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site.*

Development Control Advice Note 15 – Vehicular Access Standards

122. Development Control Advice Note 15 – Vehicular Access Standards states at paragraph 1.1 that;

The Department’s Planning Policy Statement 3 “Development Control: Roads Considerations” (PPS3) refers to the Department’s standards for vehicular accesses. This Development Control Advice Note (DCAN) sets out and explains those standards.

Parking Standards

123. The Parking Standards document sets out the parking standards that the Department will have regard to in assessing proposals for new development.

124. Paragraph 3 of the document states that the

The principle objective of the parking standards is to ensure that, in assessing development proposals, appropriate consideration is given to the accommodation of vehicles attracted to the site within the context of wider government policy aimed at promoting modal shift to more sustainable forms of transport.

125. The precise amount of car parking will be determined according to the specific characteristics of the development and its location having regard to these standards or any reduction provided for in an area of parking restraint designated in a development plan. Proposals should not prejudice road safety or significantly inconvenience the flow of traffic.

126. The appropriate standards for assessing this application are set out in the table below:

No Specific Class 'Sui Generis'	Churches and Church Halls	1 space per 3 seats	Churches shall have a minimum of 1 coach space	Minimum of 10 per unit
	Indoor / outdoor stadia including rugby, football, soccer, gaelic football, skating etc.	1 space per 3 staff 1 space per 3 players / competitors 1 space per 3 spectators	1 coach space per 500 spectators	Minimum of 10 per unit or 1 per 50 seats, whichever is the greater
	Soccer, Hockey, Rugby, Cricket etc Pitches	1 space per 3 players	1 coach space per 4 pitches	Minimum of 2 per pitch
	Sports / Leisure Centres	1 space per 3 staff 1 space per 3 players 1 space per 3 spectators		Minimum of 10 per unit

Archaeology and Built Heritage

127. PPS 6 – Planning Archaeology and Built Heritage makes provision for the protection of our archaeology and built heritage.

The Protection of Archaeological Remains of Local Importance and their Settings

128. Policy BH 2 - The Protection of Archaeological Remains of Local Importance and their Settings states

Development proposals which would adversely affect archaeological sites or monuments which are of local importance or their settings will only be permitted where the Department considers the importance of the proposed development or other material considerations outweigh the value of the remains in question.

Development affecting the Setting of a Listed Building

129. Policy BH 11 - Development affecting the Setting of a Listed Building states that:

The Department will not normally permit development which would adversely affect the setting of a listed building. Development proposals will normally only be considered appropriate where all the following criteria are met:

- (a) the detailed design respects the listed building in terms of scale, height, massing and alignment;*
- (b) the works proposed make use of traditional or sympathetic building materials and techniques which respect those found on the building; and*
- (c) the nature of the use proposed respects the character of the setting of the building.*

Planning and Flooding Risk

130. PPS 15 – Planning and Flood Risk sets out policy to minimise and manage flood risk to people, property and the environment. The susceptibility of all land to flooding is a material consideration in the determination of planning applications.

131. Policy FLD 1 - Development in Fluvial (River) and Coastal Flood Plains states that

Development will not be permitted within the 1 in 100 year fluvial flood plain (AEP7 of 1%) or the 1 in 200 year coastal flood plain (AEP of 0.5%) unless the applicant can demonstrate that the proposal constitutes an exception to the policy.

132. Policy FLD 2 – Protection of Flood Defence and Drainage Infrastructure states that

*the planning authority will not permit development that would impede the **operational effectiveness of flood defence and drainage infrastructure or hinder access to enable their maintenance.***

133. Policy FLD 3 Development and Surface Water (Pluvial) Flood Risk Outside Flood Plains states that:

A Drainage Assessment will be required for all development proposals that exceed any of the following thresholds:

- *A residential development comprising of 10 or more dwelling units*
- *A development site in excess of 1 hectare*
- *A change of use involving new buildings and / or hardsurfacing exceeding 1000 square metres in area.*

A Drainage Assessment will also be required for any development proposal, except for minor development, where:

- *The proposed development is located in an area where there is evidence of a history of surface water flooding.*
- *Surface water run-off from the development may adversely impact upon other development or features of importance to nature conservation, archaeology or the built heritage.*

Such development will be permitted where it is demonstrated through the Drainage Assessment that adequate measures will be put in place so as to effectively mitigate the flood risk to the proposed development and from the development elsewhere.

Where a Drainage Assessment is not required but there is potential for surface water flooding as indicated by the surface water layer of the Strategic Flood Map, it is the developer's responsibility to assess the flood risk and drainage impact and to mitigate the risk to the development and any impacts beyond the site.

Where the proposed development is also located within a fluvial or coastal plan, then Policy FLD 1 will take precedence.

Renewable Energy Development

134. Whilst this is not a proposal for renewable energy development solar PV panels are incorporated into the design of the buildings.
135. PPS 18 – Renewable Energy sets out the Department's planning policy for development that generates energy from renewable resources and that requires the submission of a planning application.
136. Policy RE 1 - Renewable Energy Development states that:

Development that generates energy from renewable resources will be permitted provided the proposal, and any associated buildings and infrastructure, will not result in an unacceptable adverse impact on:

- (a) *public safety, human health, or residential amenity;*
- (b) *visual amenity and landscape character;*
- (c) *biodiversity, nature conservation or built heritage interests;*

- (d) *local natural resources, such as air quality or water quality; and*
- (e) *public access to the countryside.*

Proposals will be expected to be located at, or as close as possible to, the source of the resource needed for that particular technology, unless, in the case of a Combined Heat and Power scheme or a biomass heating scheme, it can be demonstrated that the benefits of the scheme outweigh the need for transportation and an end user is identified.

Where any project is likely to result in unavoidable damage during its installation, operation or decommissioning, the application will need to indicate how this will be minimised and mitigated, including details of any proposed compensatory measures, such as a habitat management plan or the creation of a new habitat. This matter will need to be agreed before planning permission is granted.

The wider environmental, economic and social benefits of all proposals for renewable energy projects are material considerations that will be given significant weight in determining whether planning permission should be granted.

The publication Best Practice Guidance to Planning Policy Statement 18 'Renewable Energy' will be taken into account in assessing proposals.

Assessment

137. Within the context of the planning policy tests outlined above, the following assessment is made relative to this particular application.

Sustainable Development in the Countryside

138. Within the relevant local development plans listed above the site is consistently outside of the settlement limits and within the countryside.
139. The Design and Access Statement confirms that the existing crematorium will be decommissioned and the planning applicant suggests that a negative planning condition be used as part of any planning approval for the new two chapel crematorium not become operational until the existing crematorium has been decommissioned
140. The reason for this is that the cumulative impacts of the crematorium and the existing one remaining operational have not been explored as part of the assessment of the environmental impacts.
141. The new crematorium is to provide a space to modern standards for funeral services and the main focus of the proposed facility is to provide space for more dignified services for bereaved families.
142. The designed capacity of the existing facility was around 700 cremations per annum but the actual number of service is now closer to 3900 per annum. The

applicant confirms the current building is working at overcapacity and that this demonstrates the need for a new larger facility with two cremators and associated infrastructure.

143. Increased demand has led to reduced service times and the new two chapel approach would allow for staggered service times, longer services and increased capacity for attendees. In turn this will reduce the need to retain land for burial provision.
144. It is considered that this application falls within the range of other types of non-residential development that may be acceptable in principle in the countryside as necessary infrastructure.
145. This is an extension and replacement of existing infrastructure at Roselawn Cemetery and the applicant has provided a rationale for the scale of proposal as described in the preceding paragraphs.
146. It is stated in the amplification text for PSU8 of the PSRNI that in dealing with specific proposals the decision maker will wish to be satisfied that there is an overriding regional or local requirement for the development and that a thorough exploration of alternative sites has been carried out.
147. It is accepted that Roselawn remains the only operational cremation facility and that it is used by families from across most Council areas in Northern for the disposal of remains. There is a local requirement for the development and it is likely to reduce the need for burial provision as cremation rates for the Northern Ireland have been historically low. There is no need for an exploration of alternative sites as this is part displacement of an existing facility and an extension to the provision of existing infrastructure. This part of policy PSU 8 is met.
148. The remainder of the policy states that the requirement for the infrastructure must be balanced against the objective to conserve the environment and protect amenity. This is addressed in the following sections of the reports and against the policies in PPS11,2, 3, 6, 8, 15 and 18

Planning and Waste Management

149. The proposed development involves the provision of two new cremators. Cremation is a process that uses intense heat to turn human remains by incineration into ash, flue gas and heat.
150. As a consequence this part of the proposal and the amenity and environmental consequences that arise from the operation of the facility are considered against the requirements of the policies in PPS 11.

Environmental Impact of a Waste Management Facility

151. Policy WM1 requires a thorough examination of the environmental effect of the operation of waste facilities and the main ES Chapter 15 entitled Population

and Human Health has been considered along with Chapters 7 Air Quality & climate, Chapter 11 Noise and Vibration, Chapter 14 Traffic, Chapter 13 Soils and Geology, Chapter 12 Water Environment and Chapter 19 Climate.

152. In terms of Air Quality, Chapter 7 assesses potential dust impacts based on receptor sensitivity and distance with the nearest receptors at Ryan Park being closest.
153. The finding of the assessment are that the sensitivity of the area can be considered high for dust soiling impacts and low for human health impacts from PM10 releases from all activities on account of the distance from the activity source to the receptors, and the existing low background concentration particles (<mg/m³).
154. In terms of Noise and Vibration, the nearest noise sensitive receptors were identified within Chapter 11 of the ES and found that no residual effects are expected on human health with regards noise and vibration for the construction and operation phase.
155. In terms of the water environment, this is considered later in the report however at Chapter 12 details the assessments undertaken for the Water Environment and the minimal impact that such a proposal would have on the water quality, hydro-morphology, fisheries and spillage risk perspective.
156. The chapter concludes that it is unlikely that the development would cause any deterioration in the Enlar River. Any impacts arising from poor water quality from sedimentation and accidental oil spillage would be mitigated by practices outlined in the outline Construction Environment Management Plan (oCEMP).
157. In terms of Soil and Geology, Chapter 13 of the ES details the implementation of soil mitigation measures set out to limit and minimise the impacts of air, soil, surface and groundwater, and the effects on the environment and human health. The report highlights no significant effects are found in this regard.
158. Traffic and Transport details are considered within Chapter 14 of the ES which are considered in further detail later in the report. In summary, negligible impacts on the key junction are identified by the traffic and transport consultant.
159. Chapter 19 on climate contains relevant assessments and from which the applicant concludes that the effect of emissions of the development on the global climate are considered as minor adverse resulting low significance in terms of residual effects.
160. Advice from the Councils Environment Health Unit in relation to impact to human health received on 28 September 22 confirmed that the cremation of human remains is regulated through the IPPC regime and that the new premises will require a permit before operations commence.
161. They further highlight that a suitable abatement system is required to ensure all activities comply with the emission limits and provisions of the permit, incorporating best available techniques.

162. They advise that pollutants that are emitted via the chimney require sufficient dispersion and dilution in the atmosphere to ensure that they ground at concentrations that are deemed harmless.
163. They also advise that the chimney height should be calculated at a suitable height for the release of abated gases during normal operation using HMIP Technical Guidance Note (Dispersion) D1 (or similar through agreement with the Regulator).
164. The stack height so obtained is adjusted to take into account local meteorological data, local topography, nearby emissions and the influence of plant structure. Details of the chimney height calculation should be submitted with the subsequent permit/licencing applications.
165. They offer no objection and on the basis of the operation being regulated by the permit as a parallel control and no adverse environmental impact being detailed that would require further assessment by them at this stage. There is no reason to disagree with this advice.
166. Chapter 6 of the ES deals with the disposal of waste materials. It confirms that material receptor sensitivity is determined as very high as a worst case since little information is available at this stage of the proposed development and specific recycled content targets needing to be set.
167. The potential impacts of the proposed development with regards to waste and resources include:
 - Reduction in resources required for construction available in the relevant markets (key construction materials e.g., concrete, asphalt, steel, aggregates);
 - Effects that on-site generated materials e.g., soils, waste arisings have on the existing and future landfill void capacity, during construction; and
 - Effects that on-site generated waste arising's have on the existing landfill void capacity during operation.
168. Chapter 6 also states that no individual construction material type is equal to or greater than 1% by weight of the national baseline consumption. Therefore, the magnitude of impact is Negligible. Receptor sensitivity is very High, The overall effect is Slight and significant effects are not anticipated.
169. The Proposed Development design is currently being progressed to optimise the requirements for cut and fill and where possible this will be minimised to reduce the import and export of materials and waste. Cut is expected to be 13,726m³, fill 18,497m³ with an overall deficit of 4,771m³.
170. Detail indicates that it is anticipated that all excavated material would be reused within the Proposed Development and excavated material would not be consigned to landfill.
171. The quantity of waste estimated to be hazardous waste is not yet known. At this time 1% of construction is estimated to be hazardous waste (6 tonnes). Hazardous waste landfill capacity in the UK (England only) has been

- determined as being approximately 15.6 million m³. Hazardous construction waste generated by the Proposed Development is unlikely to reduce landfill void capacity by >0.1% of this capacity (15,571m³). Therefore, the magnitude of impact is Negligible. Receptor sensitivity is very high, the overall effect is Slight and not significant.
172. Landfill capacity in Northern Ireland has been determined as being approximately four million tonnes. Construction waste generated by the Proposed Development will reduce landfill void capacity in the non-hazardous waste expansive Study Area by <1% (0.03%). Therefore, the magnitude of impact is Negligible. Receptor sensitivity is very high, the overall effect is Slight and not significant.
 173. During the operational phase the exact quantity and nature of material resources required for operation of the crematorium are not yet available.
 174. However this mainly relates to the residual materials that arise from the cremation process. Ash is normally collected and returned to the family and either interned, dispersed or kept in a safe place.
 175. It is also not possible to set a baseline for all materials. However, because of the relatively small scale of the development in the national context it is anticipated that these quantities will represent only a very small proportion of the overall national demand for materials (<1%).
 176. It is therefore considered unlikely that the operation of the Proposed Development will result in a significant reduction in the availability of materials within the market.
 177. Operational waste arisings have been estimated at about two tonnes a week (11m³, ten number 1100 litre bins a week, based on a mixed municipal waste conversion factor of 0.21 tonnes per m³, (WRAP,2014)). This is 121 tonnes per year.
 178. Landfill capacity in Northern Ireland has been determined as being approximately 4 million m³. Annual operational waste (excluding cremators) generated by the Proposed Development will reduce landfill void capacity in the non-hazardous waste expansive study area by <1% (0.000001%).
 179. Therefore, the magnitude of impact is Negligible. Receptor sensitivity is very high, the overall effect is Slight and not significant.
 180. Cremated remains/ashes are removed from the cremator and conveyed to a treatment area in a special container, any metals are removed. The cremated remains/ashes are placed into separate containers for dispersal or collection in accordance with the applicant for cremation's instructions.
 181. Cremated remains/ashes are not considered a waste and will have no effect on local or regional landfill capacity.
 182. Metals found in the cremated remains/ashes are considered a waste. The Institute of Cemetery and Crematorium Management (ICCM) provides a

- scheme for the recycling of metal following cremation (ICCM, 2004). Metals from the Proposed Development operation are therefore anticipated to be recycled in the same manner, and as such, wastes are unlikely to have an effect on landfill capacity.
183. Quantities are expected to be relatively small, if recycling is not possible the waste will have a negligible effect (<1% reduction) on landfill capacity. Spent reagent containing mercury from the flue gas abatement plant will be collected in drums and sealed for offsite treatment. The existing crematorium produced approximately four tonnes of spent reagent which is classified as waste and transported to a waste processing facility in England.
 184. Therefore, spent reagent waste will have no effect on local or regional landfill capacity. Any resulting waste from the waste processing facility sent to landfill is unlikely to reduce landfill void capacity by >0.1% of this capacity (15,571m³).
 185. The magnitude of impact is considered to be Negligible. Receptor sensitivity is very high, the overall effect is Slight and not significant. As stated in the Crematoria Recommended Practices and Procedures published by The Federation of Burial and Cremation Authorities (FBCA, 2004) "all other flue residues will be buried within the crematorium grounds as they may contain small particles of human remains". Therefore, other flue residues will have no effect on local or regional landfill capacity.
 186. There is no reason to disagree with the findings of the Environmental in respect of how waste arising from the cremation process is dealt with and the requirement of policies WM1 is met in this respect.
 187. In relation to compatibility with surrounding and adjacent land uses, the impact of the proposal on the character of the rural area is considered later in the report within the context of Policy CTY 14 - Rural Character.
 188. That said, it is considered that the erection of a secondary crematorium and associated works within the already established crematorium site is both compatible and appropriate to the character of the area. The existing crematorium is to be decommissioned but as it is a listed building it will remain part of the built fabric and character of the site.
 189. With regard to visual impact considerations, Chapter 10 of the ES - Landscape and Visual separates out the visual impacts into the construction and operational phases. The ES provides detail of the vegetation removal required to facilitate the development including detail of scrub and tree lined hedgerow clearance, primarily to the west of the site.
 190. Approximately 5.71 hectares of grassland and associated scattered scrub and 0.13 km of hedgerow will require removal to facilitate the proposed development.
 191. Approximately 0.31 hectares of amenity grassland will also be lost to development. Grassland loss in the main development area is permanent, however loss of hedgerows and / or scrub can be reversible in the medium to

- long-term, depending on the provision of replacement through landscape planting.
192. During the operational phase the likely effects were identified as the impact on visual amenity of the development and the cumulative effects of the development when combined with other planned and proposed developments of similar type and scale upon the landscape and visual resource of the study area.
 193. The Landscape Visual Impact Assessment [LVIA] identified that the Proposed Development is situated in an existing field structure with mature hedgerows dividing the Site.
 194. Existing woodland to the west of the site, and hedgerow vegetation to the south and west will be retained. Existing hedgerows will be reinstated following construction of the entrance road along the northern and eastern boundaries.
 195. The partial removal of tree lined internal hedgerows through the centre of the Site will have a moderate adverse effect on the landscape character prior to any mitigation. The nature of the effect on the skyline depends upon the viewing location and angle.
 196. However, from viewpoints on the Ballygowan Road and the Upper Braniel Road the taller elements of the buildings and the chimney stack (10m in height) will break the skyline, but not from higher elevations or from distant views to the west or east, resulting in a slight adverse effect on the landscape.
 197. It is stated in the report that the proposed development will result in a perceivable change to the landscape character locally, but the effects are contained by the gently rolling topographical features and existing hedgerows and woodland copses.
 198. It is further stated in the report that the proposed development will have an effect on the local landscape, but over the broader area only a slight adverse effect on the overall Castlereagh Plateau character area, prior to landscape mitigation.
 199. Detail within Chapter 10 advises that the main landscape effects of the Proposed Development will be associated with the direct effect of the introduction of the Crematorium and associated infrastructure and car parking. Indirect effects arise from associated activities of traffic, car parking, lighting and the general level of movement and activity in a previous rural landscape.
 200. It is anticipated by the applicant that the development will alter the landscape character within the core study area. However, due to limited visibility as identified in the visual assessment and due to the ability of the existing landscape to absorb development the effect on the overall landscape character area (Castlereagh Plateau) is limited.
 201. Chapter 10 also advises that as the local landscape is heavily influenced by the existing Roselawn Cemetery and by the existing street lighting on the Ballygowan Road it has a degree of robustness to potential changes.

202. That said, it should also be noted the Proposed Development is directly adjoining the existing cemetery and will be a continuation of the existing character and therefore in keeping with the sensitive nature of this locally important landscape setting.
203. The magnitude of landscape change is considered Low, however due to the introduction of the buildings into the rural landscape the resulting significance prior to mitigation is moderate and adverse.
204. The finding of the LVIA are considered and accepted to be robust. Roselawn is well known as a cemetery and a place of cremation. The overall impact on the wider landscape is minimal in the context of the established use. This part of policy WM 1 is met.
205. In relation the WM1 policy tests associated with traffic movement, road network parking provision and alternative transport modes, are considered later in the report within the context of Access, Movement and Parking considerations.
206. In summary, the principle of a new access and right turn lane is considered to be acceptable. In addition, the parking provision and facilities available to encourage the use of alternative modes of transport are acceptable.
207. Nature conservation and/or archaeological built heritage considerations, are considered in detail later in the report within the context of PPS 2 and PPS 6 considerations. In summary, the detail submitted with the application demonstrates that the proposal subject to mitigation will not have an adverse impact on nature conservation or archaeological/built heritage interests.
208. In terms of methods of treatment and environmental rises to air, water or soil, Chapters 7 - Air Quality and Chapter 11 - Noise and Vibration have been considered in conjunction with consultee advice received from NIEA Drinking Water Inspectorate, Water Management Unit Regulation Unit and Inland Fisheries.
209. Chapter 7 confirms that all local Ramsar sites, SPAs and SACs are further than 50m from the construction works in the Main Development Area associated with the Proposed Development, therefore an assessment of demolition and construction dust on ecological receptors has been screened out.
210. It confirms that there are some highly sensitive receptors located on the border of the red line boundary in Ryan Park, representative of other houses and business units on the east side, although any potentially dust generating activities will be carried out 150m away from these receptors. There are also two non-residential properties over 100m west that could be sensitive to dust deposition.
211. It explains that the Site will be accessed from a new site access off the A23 Ballygowan Road, with a few residential receptors within 50m of that road and within 500m of the Site entrance, Ryan Park to the south is near the junction with Manse Road and Upper Braniel Road to the north.

212. The sensitivity of the area can be considered “high” for dust soiling impacts and “low” for human health impacts from PM10 releases from all activities, on account of the distance from the activity source to the receptors, and the existing low background concentration particulates (<24 µg/m³).
213. Chapter 7 states that the assessment has identified a “medium to low risk” of impact from construction activities, therefore the IAQM “medium risk” mitigation measures should be applied to reduce dust and particulates enough to avoid significant impacts. In the 2023 with construction scenario, the calculated annual mean concentrations for NO₂ are below the annual mean air quality objective value (40µg/m³) at all relevant receptors. The predicted concentrations range from 7.0µg/m³ to 13.3µg/m³. Annual mean NO₂ concentrations in 2023 are predicted to be below 60µg/m³ at all receptors. This indicates that short-term NO₂ objective value would also be achieved at all locations in the 2023 with construction scenario.
214. During the operational phase, the 2024 with-development scenario, the calculated annual mean concentrations for NO₂ remain below the annual mean air quality objective value (40µg/m³) at all relevant receptors. The predicted concentrations range from 6.8µg/m³ to 12.8µg/m³. Annual mean NO₂ concentrations in 2024 are predicted to remain below 60µg/m³ at all receptors. This indicates that the short-term NO₂ objective value would continue to be achieved at all locations in the opening year (2024) with-development.
215. The ES concludes the effects at all receptors are negligible, as all changes are below 5% of the objective and overall concentrations are less than 75% of the objective. The 99.79th percentile NO₂ process contributions from the crematorium are less than 10% of the short term mean objective of 200µg/m³ at all receptor, with a maximum concentration of 4.1µg/m³ at R7.
216. Advice is provided to indicate that the relevant best practice mitigation measures will be in place during any decommissioning and demolition works, and the surrounding environment and receptors at the time of decommissioning will be identified through due process and documented in a Demolition Environmental Management Plan.
217. The predicted air quality effects of eventual decommissioning and demolition of the proposed development are considered to be comparable to, or less than, those assessed for construction activities and are therefore not significant.
218. Chapter 11 - Noise and Vibration explains that construction noise impacts associated with the initial ground works are likely to generate the highest noise levels during the works.
219. The construction and fitting out of the new buildings, plus associated landscaping is likely to result in lower noise levels. Noise levels for equipment used for earthworks such as excavators and loaders are listed in BS 5228-1 and are in the range 71-80 dB LAeq,T at a distance of 10m. Assuming the average of these levels and taking distance attenuation into account the worst-case noise levels at each of the receptors and the magnitude of the impact. Calculated construction noise levels are below the LOAEL and not significant.

220. Chapter 11 also explains that the transmission of ground-borne vibration is highly dependent on the nature of the intervening ground between the source and receivers and the activities being undertaken.
221. The nearest noise sensitive receptors to the Site are at more than 100m distance. It is therefore considered vibration due to construction activities in terms of both human annoyance and building structures will be below the LOAEL.
222. In terms of operational phase Mechanical Plant Associated with the Development was assessed based on the BS4142 methodology and the baseline levels.
223. The calculated resultant noise level at the nearest noise sensitive receptors assuming silencers are fitted is 25dBA. Even allowing for a +10dB rating level for any acoustic characteristics as per the BS 4142 assessment methodology the resultant noise level would be below the LOAEL for both daytime and night-time periods.
224. Baseline and operational phase traffic flows have been determined for the development. The calculated changes in road traffic noise levels are Negligible.
225. NIEA Drinking Water Inspectorate have also reviewed the application and are content with the proposals, subject to the applicant adhering to the appropriate standing advice, and any relevant statutory permissions being obtained.
226. NIEA Water Management Unit and Inland Fisheries were consulted in relation to the application and confirmed that they are content subject to conditions relating to the provision of a full final Construction and Environmental Management Plan (CEMP) being submitted prior to commencement for sign off by NIEA.
227. Water Management Unit noted the plan to discharge to a private treatment system. It confirmed that this site has been granted a Consent to discharge under the terms of the Water (NI) Order 1999.
228. NIEA Regulation unit were requested to provide comments in relation to the application package and Environmental Statement and they acknowledged that a Preliminary Risk Assessment (PRA) and Site Investigation report have been provided in support of this planning application. The PRA sets out the site history and environmental site situation. No unacceptable risks are identified from the development for environmental receptors.
229. It concluded that Regulation Unit Land and Groundwater Team have no objections to the development provided conditions and informatives are placed on any planning decision concerning the management of land contamination
230. A Preliminary Risk Assessment (PRA) and Site Investigation report have been provided as part of the Environmental Statement in support of the planning application. The PRA sets out the site history and environmental site situation. The site is occupied at the existing crematorium and adjacent greenfield land.

231. The only potential contamination sources identified are the graves and pressurised liquid petroleum gas tanks present on site. AECOM concludes that there is a low risk of impacts to the environment from these potential sources, and NIEA Land and Groundwater team concur with this assessment.
232. The Site Investigation report provided includes soil and groundwater sampling information from the proposed development area. No evidence of ground contamination has been detected in the samples analysed. No unacceptable risks are identified from the development for environmental receptors.
233. Risks from flooding are considered later in the report within the context of PPS 15 – Planning and Flood Risk. In summary, no risks are identified.
234. It is acknowledged that the proposal does involve the loss of rural lands. That said, this land is already contained within the crematorium site and is not used specifically for agriculture. This application does not involve development outside of the existing envelope of the crematorium suite.
235. This application does not involve landfilling however as mentioned there will be a decommissioning plan for after crematorium reaches their natural lifespan.
236. For the reasons outlined above, the proposed development is considered to comply with the key policy tests associated with Policy WM1 in that the detail demonstrates that the proposal will not cause demonstrable harm to human health or result in an unacceptable adverse impact on the environment.

Waste Collection and Treatment Facilities

237. In the context of policy WM 2 the need for the proposed development is outlined in Chapter 3 of the Environmental Statement. It explains that that as Northern Ireland's population continues to grow, existing facilities for burials and crematorium experience increases and providing space becomes more challenging across the entire province. The view is expressed that within some Council graveyards burial capacity has been reached and as such, there is a need to extend and/or find new space/facilities.
238. The City of Belfast Crematorium (COBC) opened in 1961. It remains the only operational crematorium in Northern Ireland (NI). COBC is located at the Roselawn Cemetery and Crematorium site, Ballygowan Road, Crossnacreevy, Belfast.
239. It is located within the administrative boundary of Lisburn and Castlereagh City Council (LCCC) but is owned and operated by Belfast City Council (BCC). This unique position is due to administrative boundary changes since the facility was first opened.
240. Currently there are eight crematoriums in operation across the entire island of Ireland, four within the Dublin District, with the other four located in Belfast, Cavan, Cork and Clare. As the only crematorium currently operating in Northern Ireland, this facility essentially provides cremation services to the entire population.

241. As previously described at the time of construction, COBC was anticipated to undertake approximately 700 cremations per year. A similar sized private facility in Great Britain would typically undertake approximately 1,500 cremations per year. COBC currently facilitates approximately 3,000 cremations a year - twice the GB equivalent for a facility of this size.
242. Even with this higher rate of cremations, COBC does not fulfil or serve the entire need or demand for the service, which is on a steady upward trajectory. COBC is becoming increasingly oversubscribed, this reduces the times in which services may last and families have with their loved ones.
243. Currently cremations are scheduled for 30-minute intervals (longer services can be held subject to further costs) meaning that up to 12 cremations a day can take place, however, with these short intervals overcrowding is inevitable, and meeting of another funeral cortege is in some cases inevitable, which understandably can be upsetting for grieving families.
244. The demand projections show that there is likely to be future demand within NI to sustain a number of crematoriums by 2025.
245. Chapter 3 of the ES contained an assessment of design options and an alternative site assessment which concluded in this proposal as a result of land options, existing site infrastructure, access points and requirements.
246. In relation to Best Practical Environmental Option considerations, paragraph 6.323 of the SPPS states that following publication of the revised Waste Management Strategy 'Delivering Resource Efficiency' Best Practicable Environmental Option (BPEO) is no longer a material consideration in the planning process.
247. With regards to policy tests associated with locational criteria, this facility is located on the site of an existing waste management facility, i.e. the existing crematorium.
248. It is also located within the countryside and as detailed above is adjacent to an existing building group it is not possible to reuse existing buildings due to the bespoke nature of the crematorium requirements and the listing of the original buildings.
249. The visual impact of the proposed development has been fully considered under the relevant sections and is considered acceptable.
250. Being the only crematorium in Northern Ireland, this is a regional scale facility and one that is located along a key transport corridor in the form of a protected route, providing the necessary upgraded new access to serve the facility.
251. It is considered that the processing of waste is being carried out within purpose built building as explained later in the report within the context of design.
252. The built development (as detailed below) and the methods associated with the cremation is considered appropriate for the nature of the waste.

253. Detail submitted with the application demonstrates that the proposal incorporates measures to maximise energy recovery in that the source of heat for the buildings shall be a combination of heat reclaim from the cremators and gas fired boilers. There are also PV panels proposed on the rear of the roof.
254. As explained above within the context of the assessment of policy WM1 above it is demonstrated that the proposal will not result in an unacceptable adverse environmental impact that cannot be appropriately controlled by mitigating measures.

Open Space, Sport and Outdoor Recreation

255. As explained earlier in the report, cemeteries and churchyards are contained within annex A of PPS 8 under the definition of open space. This proposal involves the loss of an area set aside for cemetery provision.

Protection of Open Space

256. The loss of open space can be considered as an exception where it is clearly shown that redevelopment will bring substantial community benefits that decisively outweigh the loss of the open space.
257. The case presented in relation to need and the fact that this is the only crematorium currently operating in Northern Ireland demonstrates that the proposed development will provide substantial community benefit to enable it to be considered as an exception to Policy OS1.
258. Turning then to the balance of the policy tests associated with PPS 21, the following assessment is made.

Integration and Design of Buildings

259. As explained above, a number of buildings are proposed to be constructed in addition to the existing listed crematorium.
260. The main chapel and crematory roof are dual pitch with parapet walls capped with a thin polyester powder coated (PPC) aluminium flashing. A flat ceiling with acoustic baffling with timber detailing is proposed to the main chapel ceilings with long linear roof light.
261. The design of the proposed chapel with a spine corridor and two separate ceremony rooms with independent entrances, waiting spaces and exists for each, alongside staggered service times. Should the number of attendees at a service increase above 160 persons, access to the mezzanine floor will be provided (height 4 metre above finished floor level).
262. Proposed roof finish for the main chapel and admin pitched roof will be a PVC membrane roof finish. Rooflights are provided to the crematory to provide some natural light to the internal spaces.
263. The front of house accommodation to the crematory will have a lower ceiling. The flue for the Cremators is 10 metres high from finished floor level.

264. The two 200-seat Chapels are located on the southern and northern end of the building. The main chapels will have a regular pitched roof.
265. The use of glazing will connect the courtyard to the main chapel so that the internal garden space will provide a more focused panoramic view of the courtyard with the main chapel room.
266. The proposed chimney will be 10 metres high and 350mm in diameter. The flue stacks contained within the chimney will connect to internal plant (2 no. double cremators) to be constructed in Cremator Room of the new facility, situated within the middle of the building between each of the chapels. The stack base will rise through the building and will protrude from the top of the cremator room roof area with total height of 10 metres above ground level.
267. The service yard is positioned to the east of the Proposed Development and is an access controlled area approximately 750 square metres in size which will store and contain equipment and chemicals associated with the facility, bins and staff car parking spaces.
268. A new site entrance and right-hand turning lane from the Ballygowan Road will be constructed including new gates, security fencing, CCTV and other security measures including external lighting will be installed, for health, safety and security purposes.
269. A small section of the existing vegetated bund (approximately 235 metres) will be removed to allow the access road through to the Site from Ballygowan Road.
270. Internal roadways will be hard surfaced with drainage systems to manage surface water runoff and pollution risk.
271. There is direct Disability Discrimination Act (DDA) compliant access from the carparks to the entrance hall and waiting areas of the building.
272. There will also be a gate between the old crematorium facility and the new Proposed Development, access will be controlled to prevent any traffic misuse of the road through the cemetery.
273. On site parking will comprise two 100 space car parks with twenty spaces for staff parking split between front and rear of the building; and 10% accessible parking provision; up to 22 car parking spaces with electric vehicle charging bays are provided, three of which are disabled car parking spaces and bicycle parking will be provided.
274. In terms of ancillary works, mainly the new access and parking provision, these are necessary for the development of the overall site and are ground level, working with the changes in levels to the site naturally
275. The nature and scale of the building is considered acceptable within the context of the existing site. The LVIA carried out as part of the ES is described in detail earlier within the report with regards visual impact.

276. The building is considered to be of an appropriate contemporary design and scale to enable them to integrate into the countryside location without being prominent in the landscape. The building is largely single storey in height, albeit there will be some public views.
277. All of the proposed development is located in the existing envelope of the site where there is a backdrop of existing vegetation and trees from certain public views.
278. The design of new buildings is considered to be appropriate to the site and its locality.
279. Landscape mitigation is proposed and the Landscape Masterplan is focused on blending into the existing surrounding landscape setting and providing an interior arrangement of the landscape to relate to the new crematorium building and future users. The landscape proposals are based around a series of woodland planting zones that offer varying levels of screening, biodiversity enhancement, structure, and enclosure.
280. The mitigation of the Proposed Development will provide substantial screening. The change of the landscape character will be permanent and local but external viewpoints will be nestled into the landscape and not result in any permanent loss to the overall Castlereagh Plateau Landscape Character Area which will continue to be of medium value.
281. As planting matures hedgerows will have achieved heights of 1.5 metres and the woodland planting will be up to 8m in height. The Proposed Development will be screened or partially screened depending on the angle of view. The screen planting will appear as a continuation of the adjacent woodland and blend into the existing landscape resulting in slight and neutral visual effects due to the increased woodland and potential glimpses of the building in the rural environment.
282. Overall, the building, once mitigated is not considered to be a prominent feature in the landscape, notwithstanding there will be some transient views as discussed.
283. There are considerable natural boundaries to be retained and substantial mitigation proposed in the way of planting which in turn provide a suitable degree of enclosure to integrate into the landscape. This in turn helps soften the ancillary works discussed which use the existing topography to blend in.
284. It is considered that the proposal will blend with the landform, existing trees, buildings, slopes and other natural features which provide a backdrop.
285. For the reasons outlined above the design of the buildings are considered to appropriate and capable of being visually integrated into the surrounding landscape and as such, the policy tests associated with CTY 13 are considered to be met in full.

Rural Character

286. For the reasons outlined above, and taking into account the established use, topography and existing landform and boundaries, the new building associated with the proposed development will not be unduly prominent in the landscape.
287. For the reasons outlined above, the proposal will not cause a detrimental change to, or further erode the rural character of the area and as such, the policy tests associated with CTY 14 are considered to be met in full.

The Setting of Settlements

288. The proposal development borders Ryan Park which is within the settlement limit.
289. As the proposal is within an existing established crematorium site, it is not considered that the additional buildings in the site would mar the distinction between the settlement limit and the open countryside because of the distance of set back of the road and the level of mitigation proposed in terms of landscaping in between.

Development Relying on Non-Mains Sewerage

290. Foul water from the welfare facilities within the new Crematorium Building will be discharged into traditional gravity pipework ultimately connected to a new Wastewater Treatment Plant (WwTP) located to the east of the site.
291. Treated effluent from the WwTP will then discharge by gravity into a new outfall sewer where flows are carried to the south and east to a new foul pumping station which lifts discharged flow to another section of gravity outfall sewer located adjacent to the existing Roselawn Crematorium Building where it is carried to the east and ultimately discharges into the existing eastern watercourse within the existing Roselawn Cemetery and Crematorium site.
292. Fuller drainage details are contained within the relevant section under PPS 15. All relevant consultees are content that the approval of the proposal; will not lead to a pollution problem.
293. The environmental health unit of the Council are consulted and have no objection. There is no reason to disagree with this advice and the proposal is therefore considered to meet the requirements of policy CTY16.

Natural Heritage

294. Chapter 9 of the Environmental Statement [Volume 1] provides an Ecological Impact Assessment [EclA] of the potential impacts of the proposed development on the ecological environment.
295. Paragraph 9.2.1 of Chapter 9 provides detail on the scope of the Assessment and Study Area. It is acknowledged in the assessment that a Zone of Influence [Zol] is likely to extend beyond the boundary of the proposed development

where there are hydrological links extending beyond the site boundaries and that a Zol will vary for different ecological features [habitats and flora and fauna species and their habitats].

296. Paragraph 9.2.5 advises that a desk study was carried out to identify sites with designations for nature conservation, protected habitats and species, Protected Habitats and Species and invasive species.
297. Paragraph 9.2.6 also advises that the desktop study also identified any site with international nature conservation designations within 15 km of the site such as Special Protection Areas [SPAs], Special Conservation Areas [SCAs], Ramsar sites and sites with national nature consideration designations within 2km of the site such as ASSIs and National Nature Reserves.
298. At paragraph 9.2.9, reference is made to a Phase 1 Habitat survey having been conducted in accordance with standard survey methods. This survey involved categorising the different habitat types and features within the site.
299. A Schedule of Ecological Surveys conducted include the following
 - Phase 1 Habitat [including invasive species],
 - Badger;
 - Otter
 - Bat – preliminary roost assessment
 - Bat Activity
 - Smooth Newt
 - Breeding Birds
300. Paragraph 9.4.1 of the Environmental Statement indicates that there are nine European/International Sites within 15 kilometres of the proposed development.
301. Whilst none of the sites fall within the site, it is acknowledged that the site is linked hydrologically to the majority of these European/International Sites.
302. The statement indicates at paragraph 9.4.4 that there are five SLNCI within 2 kilometres of the proposed development all of which are designated for habitats. Whilst none of the SLNCI habitats fall within the application site, the closet SLNCI [Hillfoot Glen] is approximately 0.8 kilometres from the site.
303. At paragraph 9.4.6 reference is made to there being three parcels of long established woodland within 2km of the proposed development. The dominant habitats are captured in Table 9.7 of the Statement.

Phase 1 Habitat Survey

304. Paragraphs 9.4.17 – 9.4.47 provides detail of habitats surveyed as part of the overall site survey. The habitats range from woodland to areas of scrub land, grasslands, areas of standing and running water and hedgerows.

305. Paragraphs 9.6.5 – 9.6.16 deals with mitigation proposed to alleviate impact of construction and operations on identified habitats. The assessment acknowledges that a range of habitats will be permanently lost to facilitate the proposed development. That said, habitat loss will be kept to a minimum with tree protection zones installed surrounding retained trees.
306. The statement notes that the majority of hedgerows will be retained with small lengths removed to facilitate the new access road and car park.
307. Habitat replacement is incorporated within the landscape design to include planting of trees, shrubs and new hedgerows for screening the proposed access along the car park and around the new crematorium.
308. In addition to planting, a new pond is proposed at the northwest corner of the site.
309. The water courses bounding the western and southern site boundaries along with ponds 1 – 4 have been identified as NI Priority habitats. These features require appropriate safeguarding during construction and operation phases in accordance with oCEMP.

Badger

310. A badger survey was conducted within the site and extended to 30 metres beyond, where potential habitats are present.
311. Paragraph 9.4.48 of the Statement indicates that evidence of badger activity was noted within the site. Four setts, comprising one main, one annex and two outliers were identified close to the main development area. Evidence of badger was located primarily to the west of the site within grassland fields and boundary hedgerows.
312. Paragraphs 9.5.26 – 9.5.30 deals with the construction phase impacts on badgers. The assessment acknowledges that the proposed development will result in the loss of badger commuting and foraging habitats within the main development area. In addition, one outlier sett also requires removal to facilitate the development.
313. Paragraph 9.5.72 acknowledges that the proposed development will result in the loss of badger habitat and result in fragmentation of badger habitat and pathways between foraging grounds and setts.
314. Three badger setts will be retained, the main badger set which is approximately 25 metres from the development footprint.
315. Paragraphs 9.6.17 – 9.6.24 deals with the operational impacts on badgers. Advice is provided that during operation, all other setts will be safeguarded particularly the main badger sett which will be concealed from the surrounding access road by planting of thorny species to deter any access by humans.

316. It is recommended that pre-construction badger surveys be carried out no sooner than one month prior to works commencing, to determine if any sets have become newly established.
317. Reference is made at paragraph 9.6.23 to the use of additional artificial lighting during both the construction and operation and that this has potential to deter badgers from the retained habitat.
318. Advice is provided that lighting design will ensure that no light spill in excess of 1 lux on semi-natural habitats, particularly in proximity to retained badger setts unless necessary for health and safety and security reasons.
319. To alleviate a range of general likely significant effects to badgers, the following mitigation is proposed:
- A Badger Management Plan will be devised by the appointed Contractor to include the mitigation presented within this Section. This Plan will ensure all sett locations are known to the relevant personnel (with cognisance to the preferred confidentiality) and drawings of sett locations and protection zones will be produced.
 - All works will be largely restricted to daylight hours, where working schedules permit, so as to cause as little disturbance as possible to badger.
 - The use of artificial lighting during the construction period will be limited and lighting will be kept to essential locations only, with the position and direction of lighting being designed to minimise intrusion and disturbance to river corridors and their nature conservation value. Use of full cut-off lanterns are proposed to minimise light spillage onto adjacent areas.
 - Drainage and attenuation ducts will restrict badger entry, and any excavation/ trench which is liable to entrap wildlife will be covered, fenced off at the end of the day or have a means of escape for any animal which may fall in (e.g., mammal ladder or ramps).
 - Water sources which may be used by badger will be safeguarded (pollution guidance must be adhered to).

Otter

320. Paragraph 9.2.17 of the Environment Statement explains that an otter survey was conducted along all water courses within the site and suitable habitats were also searched for evidence of otter.
321. Paragraph 9.4.55 of the Statement indicates that there was no evidence of otter identified within the site. The view is expressed that the watercourses within the site are largely unsuitable for otter breeding/resting places and the banks were devoid of large rocks and boulders.
322. Paragraphs 9.5.31 – 9.5.33 deals with the construction phase impacts on otters. Suitable stream habitat for otter commuting and foraging is identified within the site with larger ponds offering additional foraging interests.

323. Paragraphs 9.6.25 – 9.6.26 deal with impacts during operation. Impacts identified comprise negative impacts to their habitat. That said, the oCEMP will safeguard rivers and ponds from pollution and by default, safeguard otters from negative effects of pollution.

Bat – preliminary roost assessment

324. A preliminary roost assessment was conducted on all buildings and trees that may be affected by the proposed development. The assessment was carried out during daylight hours and close-focusing binoculars were used to identify, from the ground, any suitable access features in buildings and potential roost features in trees that may be used by roosting bats.
325. Paragraph 9.4.58 of the Environmental Statement confirms that buildings and structures within the site comprise the existing crematorium, toilet facilities and various outbuildings. Of the four buildings assessed, one is classed as moderate, one as low and two as negligible for roosting bats.
326. Trees scattered through the site formed part of the preliminary roost assessment. Three were assessed as having moderate bat roosting potential. Six located within scrub and hedgerow corridors have been assessed as having low bat roosting suitability.

Bat Activity

327. Paragraph 9.2.21 of the Environmental Statement explains that a bat activity surveys were carried out using transect method with the site walked in June, July, August and September 2021. Activity surveys commenced at sunset and continued for approximately two hours after sunset.
328. Results associated with active surveys are set out at paragraphs 9.4.62- 9.4.68 of the Environmental Statement.
329. Bat activity was noted to be highest in June and declined as the season progressed. The results advise that bats were consistently recorded along hedgerows which bats appeared to be using for foraging and as commuting route to the wider landscape.
330. Paragraphs 9.5.41 – 9.5.51 deals with potential impacts to bats during construction phases. Without mitigation, impacts to foraging and commuting bats will include loss of grass land and small sections of hedgerow, disruption and disturbance to bat activity by artificial lighting and impacts associated with water pollution.
331. Paragraphs 9.6.27 – 9.6.29 deals with impacts during operation with the view expressed that new planting will likely continue to provide wildlife corridors and foraging features thereby minimising the impact of habitat severance and loss to the local bat population.
332. To alleviate a range of general likely significant effects to bats, the following mitigation are proposed:

- Lighting will be minimised in terms of number of lights and the power of the lights (lux level). Using powerful lighting on wildlife corridors can, for some species, effectively sever connectivity.
- Linear features (e.g., hedgerows, trees), bat roosts (any retained trees with bat roosting suitability) and area planted as greenspace will not be subject to light spill greater than 1 lux.
- Directional lighting, facing and located away from the surrounding vegetation is proposed. This avoidance is particularly relevant to woodland habitat.
- Lighting will be turned off when not in use except to meet the minimum requirements for Health and Safety and Security.

Smooth Newt

333. Paragraph 9.2.23 of the Environmental Statement indicates that a smooth newt survey was carried out within potential breeding habitat. A combination of egg searching, netting and torchlight techniques were used. The survey was completed under licence.
334. Four areas of standing water with smooth newt potential were surveyed on 03 June 2021. Smooth newts were identified in Pond 1 – a kidney shaped pond constructed.
335. Paragraphs 9.5.83 – 9.5.86 deals with construction impacts to smooth newts with mitigation of such impacts addressed at paragraphs 9.6.30 – 9.6.36.
336. The proposed mitigation will focus on safeguarding smooth newt and their breeding habitat from damage and / or disturbance, avoiding impacts to breeding smooth newt, minimising the impacts disturbance of terrestrial smooth newt during construction, and creating newt-friendly habitats for the operational stage.

Breeding Birds

337. Paragraph 9.2.24 of the Environmental Statement indicates that bird surveys were carried out with transects placed throughout the site walked on two separate occasions and all birds visually observed/recorded.
338. Breeding bird surveys were carried out on 09 and 23 July 2021. No bird nests were recording during the survey.
339. Paragraphs 9.5.52 – 9.5.56 deals with construction impacts to breeding birds with mitigation of such impacts addressed at paragraphs 9.6.37 – 9.6.41.
340. The statement advises at paragraph 9.4.40 that in addition to landscaping, a range of 40 bird boxes will be provided as further compensation and enhancement on site.
341. With regard to advice received from the statutory consultees in relation to Natural Heritage matters, Shared Environmental Services confirmed that the planning application was considered on behalf of the Council in light of the

assessment requirements of Regulation 43 (1) of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as amended). There is no evidence to suggest that the assessment carried out on the Councils behalf is not acceptable.

342. Having considered the nature, scale, timing, duration and location of the project Shared Environmental Services concluded that the proposal will not have an adverse effect on the site integrity of any European site hydrologically connected to the proposal site subject to condition of suitable buffers along the watercourse being retained.
343. WMU in a response received on 08 November 2022 confirmed that they had considered the impacts of the proposal on the surface water environment and on the basis of the information provided is content with the proposal subject to a condition in respect of the submission of a detailed CEMP.

Mitigation measures

344. Section 9.6 of the Environmental Statement outlines the mitigation measures that will be employed by the contractor and/or site operators during consultation and operation phases.
345. In a response received on 08 November 2022, NED sought clarification as to whether the piling was required at the construction phase. In a response uploaded to the Portal on 26 November 2022 confirmed that piling is not required for the development and as such, no further mitigation measures are considered necessary.
346. Advice received from NED on 07 December 2022 confirmed that it had 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.
347. The advice acknowledged that the application site is hydrologically connected with Inner Belfast Lough Area of Special Scientific Interest, (ASSI), Belfast Lough RAMSAR site and Belfast Lough Special Protection Area (SPA) designated sites.
348. It also acknowledged that the site contains badgers, smooth newt, and breeding birds which are protected by the Wildlife (Northern Ireland) Order 1985 (as amended) and that the site is used by bats and likely to be used by otter, which are European protected species under the Habitat Regulations.
349. It is also recognised that the site has hedgerows, parkland, watercourses and ponds, which are Northern Ireland Priority Habitat (NIPH).
350. NIEA, Natural Environment Division (NED) has 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.

351. Based on a review of the information provided and advice received from statutory consultees, it is accepted that the proposed development will not give rise to significant adverse effects on habitats or species of ecological or nature conservation value nor will the proposed development result in any cumulative impact upon these features and that the requirements of policies NH 2 and NH 5 are met for the reasons outlined above and subject to the mitigation measures specified being implemented

Access, Movement and Parking

352. Section 6.9 of the Non-Technical summary provides detail on traffic and transport impacts associated with the construction and operation phases of the proposed development.
353. During construction, it is estimated that there will be a maximum of 100 staff on site each day. A car occupancy of 1.5 has been used to account for some site management movements which will require individual travel. When applied to peak employment period, it is calculated that there will be 67 staff vehicles arriving and departing.
354. Peak HGV arrivals are expected to be during the first two months of construction. During these months, it is expected that an average of six, eight wheel rigid tippers will arrive and depart the site each day. An additional six HGV trips will be required to deal with other deliveries.
355. During the operational phase, all staff and visitor trips will access via a new two way access off Ballygowan Road, approximately 920 metres north of the existing access. This access will be accompanied by a right turn lane on Ballygowan Road and will operate as left turn only. This access will lead to new parking areas. There will also be an internal link that will connect the new crematorium to the existing site. This will be gated closed and will only be opened by staff on occasions where visitors will make use of the existing cemetery area.
356. It is proposed that the new crematorium will be capable of providing for an additional three services daily – an increase of 17.6%. If daily trips are also increase by 17.6%, it results in 86 additional daily arrivals and departures.
357. Servicing of the site is not expected to have an impact on the surrounding road network with most deliveries being made monthly.
358. Historic traffic surveys recorded there to be a peak of 1336 vehicles each day at the existing site access and an existing 972 vehicles each day accessing the crematorium. It is considered that 972 vehicles will be removed from the existing access leaving an existing two-way access flow of approximately 364 vehicles.
359. The view is expressed that the magnitude of effect is negligible on all links and junctions apart from Upper Braniel Road/Ballygowan Road junction which is

- minor – due to this junction being identified as a sensitive receptor as a result of being an accident black spot.
360. Chapter 14 of the Environmental Statement considers traffic and transportation impacts of the proposed development. Baseline Environmental conditions and constraints are outlined at section 14.4 of the statement.
361. Paragraph 14.4.2 identifies the roads that are most likely to be impacted by the proposal as follows:
- A23 Ballygowan Road – This is an A-Class Road and is also detailed as a protected route within Planning Policy Statement 3: Access, movement and parking (PPS3).
 - Upper Braniel Road- This is a C-Class Road subject to a National Speed Limit; and
 - Manse Road- This is a C-Class Road subject to a National Speed Limit.
362. No traffic calming measures are in place along these roads. With regard to junctions, the following junctions are within the study area
- Ballygowan Road Gyratory Junction (made up of the following priority junctions);
 - (a) Ballygowan Road / Manse Road – 3 arm priority junction;
 - (b) Upper Braniel Road / Ballygowan Road – 4 arm priority junction; and
 - (c) Ballygowan Road Internal Junction – 3 arm priority junction.
363. A transport assessment submitted in support of the application assesses the travel characteristics of the site; influencing travel to the development; and appraising and mitigating impacts.
364. Section 3.8.2 of the Transport Assessment indicates that the new vehicular access to the site will be via a new two-way access off Ballygowan Road with 10 metre radii and 6 metres x 120 metres sightlines.
365. To provide for a safe access, it is proposed to extend the single lane duelling [coming from Belfast on the A28 at the Manse Road junction] to provide an improved carriageway alignment.
366. The design does not allow for right turners egressing the cemetery. Right turners can turn left and then turn right at the A23 Ballygowan Road/Manse Road/Upper Braniel Road junction.
367. In relation to Appraising and Mitigating the Impact, section 4 involves an assessment of the traffic impacts and devises approaches to minimise or deal with the impacts.
368. An analysis of traffic collision confirms that the fatal collisions on the Ballygowan Road and the traffic collisions recorded at Upper Braniel Road/Ballygowan Road were due to driver error.

369. With regard to parking and internal layout, the Transport Assessment confirms that parking numbers required for staff have been provided in accordance with Parking Standards.
370. Detail submitted with the assessment also confirms that 20 disabled spaces will be provided.
371. The Transport Assessment indicates that those attending the function room associated with the existing crematorium will drive and park in the existing crematorium car park after the service. These visitors will likely leave the facility via the existing access.
372. As mentioned above, the new access is onto a Protected Route. A key objective of Policy AMP 3 of PPS 3 is to restrict the number of new accesses and to control the level of use of existing accesses onto Protected Routes.
373. A Technical Note 1 is prepared in support of the application to demonstrate how the proposed new access onto a protected route is acceptable.
374. The proposed development would fall under the definition of an 'other Category of Development' whereby approval may be justified for other developments which would meet the criteria for development in the countryside and access cannot reasonably be obtained from an adjacent minor road.
375. That said, where this cannot be achieved proposals will be required to make use of an existing vehicular access onto the Protected Route as stipulated in the consequential amendment to PPS 21.
376. In this case, the applicant team demonstrate that a review was taken of the minor road at Lisnabreeny Road East to the rear of the cemetery as an alternative access.
377. The Technical Note 1 states that the horizontal and vertical geometry of the minor roads is substandard and would require significant engineering works to provide a safe route to a facility as delicate as a crematorium. The view is also expressed that Lisnabreeny Road east is unclassified and does not provide for ease of access to a facility which is being used by hearses for funerals. For these reasons, this minor road was deemed unacceptable.
378. Given that the walls at the existing access are listed the view expressed is that the access would need updated to meet current design standards and a right turn lane on the Ballygowan Road would be required to accommodate the increase in traffic. The view is also expressed that the internal route is one way with memorial trees planted along the internal road network and as such, traffic routes to the proposed site would be convoluted and difficult to upgrade due to sensitivities associated with memorial trees.
379. Policy AMP 3 allows for permission to be granted for a development proposal involving direct access onto a protected route where the proposal is of regional significance.

380. As this is currently the only operational crematorium in Northern Ireland, the development is therefore considered to be of regional significance for the purpose of assessment against the criteria of AMP 3. .
381. With regard to Policy AMP 1 – Creating an Accessible Environment, the detail submitted with the application demonstrates that an accessible environment will be created through the provision of dropped kerbs at key locations along with tactile paving, pathways providing for unhindered movement to and from buildings; pedestrian priority facilitating the movement of pedestrians within and between land uses along with access to reserved car parking and public transport facilities. Access to the crematorium facilities is also designed to provide suitable levelled access.
382. In relation to Policy AMP 2 – Access to Public Roads, the detail submitted with the application demonstrates that the access arrangements will not prejudice road safety or significantly inconvenience the flow of traffic and, for the reasons outlined above does not conflict with Policy AMP 3 – Access to Protected Routes with regard had to the nature and scale of the development; the character of the existing development and the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.
383. A Transport Assessment is submitted in accordance with policy AMP 6 – Transport Assessment. Consistent with policy, the Transport Assessment reflects the scale of the development and the extent of the transport implications of the proposal.
384. As explained above, 220 car parking spaces are provided in total [20 staff and 20 disabled]. Forty two spaces for bicycle will be provided along with approximately 22 EVC points will also be provided. The site also benefits from access to 4 bus stops within 400 metres of the proposed vehicular access. Belfast City Council also operate a free bus service between Roselawn and the City Centre for those over 50 who live within the council’s electoral area.
385. Detail submitted with the application demonstrates that adequate provision for car parking and appropriate servicing arrangements is provided consistent with Policy AMP 7 – Car Parking and Servicing Arrangements.
386. Consistent with Policy AMP 8 – Cycle Provision the Transport Assessment indicates that forty two spaces will be provided for cycle parking. These cycle storage areas are located within the central planted area to the front of ceremony room 1 with another storage area shown adjacent to the hearse/limo waiting area adjacent to ceremony room 2.
387. Cycle parking is also provided within an identified staff parking area with staff welfare and changing facilities along with washrooms including a changing places facilities also provide within the new facility.
388. Detail submitted with the application demonstrates a high standard of design, layout and landscaping associated with the dedicated car parking areas. This includes tree lined routes to create a woodland setting, landscaped courtyards

which will be visible from the ceremony rooms, accessible walkways, and seating opportunities on approach to the building, all with appropriate planting in order to enhance the public realm.

389. In addition, access roads and footpaths are designed to ensure an effective flow of vehicles and pedestrians based on the expected numbers of visitors and staff consistent with Policy AMP 9 – Design of Car Parking.

Archaeology and Built Heritage

390. Section 6.3 of the Non-Technical Summary provides detail of Cultural Heritage and Archaeology considerations. Paragraph 6.3.2 makes reference to the proposed location of the new crematorium and adjacent fields have been subject to testing with all uncovered archaeological remains fully excavated.
391. The view is expressed that the fields are now archaeologically sterile and that associated drainage works will be located within the fields and also along the previously disturbed existing road network and hard surfaces.
392. Paragraph 6.3.4 makes reference to the following three heritage assets located within the red line boundary of regional significance and medium importance.
- Crematorium
 - Gate Lodge and Gate Screen
 - Toilet Block and porters Lounge
393. It is noted that these assets will into be physically impacted by the proposed development but that there is the potential for changes to setting through visual and noise intrusion.
394. The view is expressed at paragraph 6.3.5 that these three assets are located within the original parts of the crematorium and are surrounded by well-established vegetation and form part of the designed landscape. The surrounding grounds of Roselawn cemetery are the setting for the three listed buildings and the proposed development represents a continuation which will not impact the ability to understand or diminished the importance of the planned landscape.
395. Within a 1 kilometre study area, four designated heritage assets are considered to be of regional importance or medium value along with seven undesignated assets which are considered locally important and of low value.
396. Mitigation and Enhancement measures associated with both the construction and operational phases are identified at paragraphs 8.6.1 – 8.6.6. The assessment concludes that fields associated with the proposed development have been previously subject to archaeological testing and resolution and that any archaeological remains which were present have been fully excavated.
397. As such, the proposed development will not physically impact upon previously unknown archaeological remains and no archaeological mitigation is required during the construction phase.

398. The view is expressed at paragraph 8.6.3 that the proposed development will have an impact upon the settings of designated heritage assets during Construction.
399. Consideration of visual intrusion and noise impacts are addressed in ES Chapter 10 (Landscape and Visual Effects), ES Chapter 11 (Noise and Vibration) and ES Chapter 14 (Traffic) while embedded mitigation measures are included within the scheme design.
400. During the construction phase procedures would be adopted, as described in the oCEMP, to reduce the impact of noise, dust, and vibration during construction.
401. The following mitigation measures are proposed to avoid/ reduce adverse impacts on designated assets during development and include
- The access road around the western, southern, and eastern sides of the new crematorium will be tree-lined with further planting along the north boundary and within the adjacent car park will contribute towards landscape screening of the Proposed Development Site.
 - Groundworks associated with the laying of drainage adjacent to the listed buildings will be confined to out of hours as far as practicable.
402. Advice from Historic Environment Division received on 26 August 2022 confirms that it has considered the effects of the proposal on the listed buildings HB25/07/002 A-C, Roselawn Cemetery Crematorium Gate Lodge/Gate Screen and associated buildings and on the basis of the information provided, has no comment to make as the proposal is considered to be far enough away from the listed buildings and that their setting will remain unaffected.
403. With regard to Historic Monuments, advice confirms that they are content that the proposal is satisfactory to SPPS and PPS 6 archaeological policy requirements and it is accepted that no mitigation is required in this instance.
404. Based on a review of the detail submitted and advice provided the consultee, it is considered that the proposal will not would adversely affect archaeological sites or monuments which are of local importance or their settings in accordance with policy BH 2 nor will it adversely affect the setting of the identified listed buildings in accordance with policy BH 11.

Flooding and Drainage

405. A Drainage Assessment including an Indicative Drainage Plan is presented within Appendix 12A Volume II of the Environmental Statement.
406. It is proposed that surface water runoff will be drained by traditional gravity pipework ultimately connected to an attenuation pond located to the north-west within the Site, which will discharge to a watercourse located at the western boundary at a rate equivalent to the one in one year 'greenfield' runoff rate of 17.2l/s.

407. It is further proposed that foul water from welfare facilities within the new Crematorium Building will be discharged into traditional gravity pipework ultimately connected to a new Wastewater Treatment Plant (WwTP) located to the east of the Site. Treated effluent from the WwTP will then discharge by gravity into a new outfall sewer where flows are carried to the south and east to a new foul pumping station which lifts discharged flow to another section of gravity outfall sewer located adjacent to the existing Roselawn Crematorium Building where it is carried to the east and ultimately discharges into the existing eastern watercourse within the existing Roselawn Cemetery and Crematorium site.
408. There will be zero trade process water discharges from the Site and as such a trade effluent consent is not required.
409. The Proposed Development will require mains water connection (to supply water for the process and domestic use).
410. As there are no public foul sewers available it is proposed to treat foul effluent from the new building on site using a proprietary sewage treatment plant. It is proposed that the treatment plant is located at an unobtrusive location at the south-east of the new building as indicated on the drainage plans. The Site investigation which has been carried out has indicated that ground conditions are not suitable for soakaways and as consequence it is necessary to discharge foul effluent from the new building to a watercourse. Two potential receiving watercourses for on-site treated foul effluent were identified.
411. Rivers Agency were consulted with regards the drainage details and provided the following comments.
412. Rivers Agency confirms that there are no watercourses which are designated under the terms of the Drainage (Northern Ireland) Order 1973 within this site. The site may be affected by undesignated watercourses of which we have no record.
413. Regarding FLD2 - Protection of Flood Defence and Drainage Infrastructure, Rivers Agency comments that this was not applicable to this site. The commentary did state that the site may be affected by undesignated watercourses of which we have no record. In the event of an undesignated watercourse being discovered, Policy FLD 2 will apply.
414. With regards FLD3 - Development and Surface Water - DfI Rivers PAMU has reviewed the Drainage Assessment by AECOM, dated Jan 2022 and while not being responsible for the preparation of this Drainage Assessment accepts its logic and has no reason to disagree with its conclusions.
415. Comments went on to state that it should be brought to the attention of the applicant that the responsibility for the accuracy of this Drainage Assessment and implementation of the proposed flood risk and drainage measures rests with the developer and their professional advisors.
416. NI water have been consulted and offer no objection.

417. NIEA Drinking Water Inspectorate have also reviewed the application and are content with the proposals, subject to the applicant adhering to the appropriate standing advice, and any relevant statutory permissions being obtained.
418. NIEA Water Management Unit and Inland Fisheries were consulted in relation to the application and confirmed that they are content subject to conditions relating to the provision of a full final Construction and Environmental Management Plan (CEMP) being submitted prior to commencement for sign off by NIEA.
419. Water Management Unit noted the plan to discharge to a private treatment system. It confirmed that this site has been granted a Consent to discharge under the terms of the Water (NI) Order 1999.
420. The advice of the relevant consultees has been considered and the proposal is in accordance with policies FLD 2 and FLD 3 of PPS 15.

Renewable Energy

421. The proposed development includes PV panels on a portion of the roof of the new building.
422. There are no buildings or other infrastructure with the panels to indicate that the proposal is a standalone renewable energy project. The works are considered to be ancillary to the main proposal.
423. The inclusion of solar PV panels on the rear aspect will not result in an unacceptable adverse impact on public safety, human health, or residential amenity; visual amenity and landscape character; biodiversity, nature conservation or built heritage interests; local natural resources, such as air quality or water quality; and public access to the countryside.
424. As this part of the proposed development is considered to be a minor ancillary part of the overall scheme the requirement of policy RE 1 of PPS 18 is met.

Other Material Considerations

Belfast City Airport

425. A consultation was undertaken with Belfast City Airport who confirmed that the site falls within the Belfast City Airport (BCA) Obstacle Limitation Surfaces (OLS), in the Outer Horizontal Surface, and, if maximum height is less than or equal to the existing structure, Belfast City Airport have no objection.

Material Assets

426. Chapter 17 of the ES sets out that during the construction phase there will be some temporary minor disruption to existing material assets such as the installation of the planned substation and the laying of water and gas mains. These disruptions will be short term and temporary in nature. In terms of

- significance, there will be a low sensitivity associated with these material assets. The magnitude of impact will be minor as there are some measurable change in utilities required. As a result, for this material asset change the significance of impact without mitigation will be Neutral / Slight Adverse.
427. The construction of the Proposed Development is expected to take place over a period of 16 months. There will be ground preparation works, establishment of Site facilities, materials storage and the erection of plant and building. The assessment submitted determined that the LLPAs CSY 03 and CSY 04 (located to the south-east of the Proposed Development) will not be impacted during construction activities. Planning policy land use zonings have a medium sensitivity due to their regional importance as planning designated areas for future usage with a developer interest (i.e. localised planning applications, land-use planning policy designations contained within the Castlereagh Area). The magnitude of impact on the land use characteristics of the Castlereagh Escarpment during construction is Negligible resulting in Neutral / Slight significance of impact.
428. It also states that there will be no direct or indirect impact to residential land uses during the construction period. There are no private residential land uses due for demolition or due to be vested as a result of the Proposed Development. Residential land use has a high sensitivity as they are areas of active residential land use (i.e., Active property, agricultural land, private land associated with active property, community lands and woodlands). The magnitude of impact during construction is No Change (no impact) resulting in a Neutral significance of impact.
429. There are no areas of community land within the Proposed Development area or within 100m. Community land has a high sensitivity due to its beneficial importance in the wider area. The magnitude of impact during construction is unchanged (no impact) resulting in a Neutral significance of impact.
430. The sensitivity of the area for industry and business development land can be defined as low as they are no areas zoned immediately on or adjacent to the Proposed Development. The magnitude of impact during construction is unchanged (no impact) resulting in a Neutral significance of impact.
431. The magnitude of impact will be moderate as there will be disruption or cessation of agricultural activities. The resultant significance of impact for agricultural land during construction is Moderate / Large Adverse. This is reduced to Slight Adverse as the agricultural land is currently owned by Belfast City Council and therefore will not be lost to the community.
432. During construction, there will be no direct or indirect impact on surrounding planning applications submitted or received within 100m of the Proposed Development within the last five years. Planning applications identified within this assessment have a low sensitivity due to their localised importance with the exception of the Proposed battery storage planning application located over 250m away. The magnitude of impact during construction is minor resulting in a Neutral / Slight Adverse significance of impact.

433. In relation to the operational phase the existing utilities associated with the Site have a low sensitivity as material assets. The magnitude of impact will be minor as there is some measurable change in utilities required as part of the Proposed Development. As a result, the significance of impact without mitigation will be Neutral / Slight.
434. Planning policy land use zonings have a medium sensitivity due to their regional importance as planning designated areas as outlined in Chapter 17 Table 17.2, areas designated for future usage with a developer interest (i.e., localised planning applications, land-use planning policy designations contained within the Castlereagh Area). The magnitude of impact on the land use characteristics of the Castlereagh Escarpment during operation is Negligible resulting in Neutral / Slight Adverse significance of impact.
435. There will be no direct or indirect impact to residential land uses during the operational phase. There are no private residential estates or residential zoned area which are impacted by the Proposed Development.
436. Residential land use has a high sensitivity as they are areas of active residential land use (i.e., Active property, agricultural land, private land associated with active property, community lands and woodlands). The magnitude of impact during operation is No Change (no impact) resulting in a Neutral significance of impact.
437. There are no areas of community land within the Proposed Development area or zoned within 100m. Community land has a high sensitivity due to its beneficial importance in the wider area. The magnitude of impact during operation is unchanged (no impact) resulting in a Neutral significance of impact. The sensitivity of the area for industry and business development land can be defined as low as they are no areas zoned immediately on or adjacent to the Proposed Development. The magnitude of impact during operation is unchanged (no impact) resulting in a Neutral significance of impact.
438. The magnitude of impact will be moderate as there will be a loss of resource (unimproved grassland) as a result of the Proposed Development. The resultant significance of impact for agricultural land during operation is Moderate / Large Adverse. This is reduced to Slight Adverse as the agricultural land is currently owned by Belfast City Council and therefore will not be lost to the community.
439. During operation, there will be no direct or indirect impact on surrounding planning applications submitted or received within 100m of the Proposed Development within the last five years.
440. In relation to the decommissioning phase, full details of the decommissioning works would be presented in a Decommissioning Plan (including a Decommissioning Environmental Management Plan) to be produced and agreed with DAERA as part of the Environmental Permitting and site surrender process for the facility at the end of the design life.
441. Effects arising from the process of decommissioning of the Proposed Development are considered to be of a similar nature and duration to those

arising from the construction process resulting in a Neutral / Slight Adverse significance of impact for both Material Assets and Land Use.

Climate Change

442. Section 6.14 of the Non-technical Summary provides a summary of Climate considerations with Chapter 19 of the Environmental Statement providing an assessment of the potential impacts on climate and the vulnerability of the development to climate change.
443. No significant vulnerability impacts have been identified for the construction phase of the work.
444. During operation phase, the Non-Technical summary indicates that the gross Green House Gases [GHGs] estimated to be emitted from the operations associated with the proposed development is calculated to be 6271 tCO₂e over the course of the 30 year period.
445. The majority of emissions are process emissions with operation emissions minor adverse. The climate change resilience [CCR] review considers the resilience of the proposed development to climate change. This is by its nature a consideration of cumulative effects and no further mitigation is required.

Major Accidents and Disasters

446. Section 6.13 of the Non-Technical summary provides detail on major accidents and disasters during the construction and operational phases.
447. At paragraph 6.13.1 a fire and/or explosion is identified as a credible Major Accident and Disaster due to the presence of highly flammable natural gas and LPG which is used in the cremation process. Loss of containment of these materials could occur through accidental damage or the failure of pipework and storage vessels.
448. The major risk of accident and disaster is identified as low as the proposed development is designed, constructed and managed by an experienced operator in accordance with regulation and good practice associated with controlling potential hazards.
449. Whilst the following two potential scenarios are identified as follows
 - Major fire caused by release of natural gas or LPG
 - A failure of the emission abatement system
450. The statement recognises at paragraph 18.7.12 that multiple levels of protection are built into the design of the abatement system to prevent releases of pollutants which could cause harm to people nearby and the immediate environment.

Cumulative Effects

451. The assessment of cumulative effects at Chapter 20 has considered a number of other developments with the Proposed Development and the likelihood of significant cumulative effects to arise from the other identified developments together with the Proposed Development.
452. Through the consideration of the information available (at the time of assessment) it is concluded at Chapter 20 that there is no likelihood of any significant residual cumulative effects of the planning applications.
453. The assessment of combined effects has not identified any significant combined effects where the combination of effects would result in a different rating of effect to that already predicted in the individual technical assessments.

Consideration of Representations

454. With regard to concern expressed in relation to the creation of a new access, the detail submitted with the application demonstrates that a new entrance can be provided to meet necessary standards and to ensure that its use will not prejudice road safety or inconvenience the flow of traffic.
455. The provision of a right turn lane will also assist with the movement of traffic into the site.
456. Whilst the existing entrance will still be utilised, it is envisaged that it will be used only by those visiting the cemetery or using the facilities in the old building.

Conclusions

457. This application is presented to the Planning Committee with a recommendation to approve as the use of the land for a crematorium and associated infrastructure is proposed in an existing cemetery in the open countryside where there is an existing cremation facility. The need for modern cremation facilities and the necessary supporting infrastructure to meet the needs of in accordance with policy PSU 8 of the Planning Strategy for Rural Northern Ireland. itis
458. The part of the proposal specific to the installation of two cremators is considered to comply with the SPPS and policy WM1 and WM 2 of PPS 11 – Planning and Waste Management in that that detail submitted demonstrates that the proposal is a replacement of an existing facility and whilst additional cremation facilities are proposed these will not cause demonstrable harm to the health and amenity or an unacceptable adverse impact on the environment.
459. Furthermore, it is accepted that a new access can be provided onto a protected route without prejudicing the safety and convenience of road users and that the public road network can accommodate the traffic likely to be generated.

Adequate arrangements are provided for parking and servicing and alternative transport modes are encouraged.

460. The proposal is considered to comply with the SPPS and Policy OS1 of PPS 8 – Open Space, Sport and Outdoor Recreation in that the detail demonstrates that the redevelopment of existing cremation facilities will not result in the loss of existing open space and will bring substantial community benefit as a result of bringing modern cremation facilities into Roselawn.
461. The proposal is considered to comply with the SPPS and Policy CTY 13 of PPS 21 – Sustainable Development in the Countryside in that the design of the buildings are considered to be acceptable within this rural context. Whilst they are of contemporary design the visual landscape analysis demonstrates that they have been sited and finished with appropriate materials so as to aid integrate into the surrounding landscape with minimal impact.
462. Furthermore, whilst new landscaping is proposed in areas where views are more prominent, it is considered that the development does not rely primarily on the use of new landscaping for integration and that the landscape has the ability to absorb the proposed development with minimal impact on the overall landscape character.
463. The proposal is considered to comply with the SPPS and Policy CTY 14 of PPS 21 – Sustainable Development in the Countryside in that the assessment demonstrates that the development will not cause a detrimental change to, or further erode the rural character of the area.
464. The proposal is considered to comply with the SPPS and Policy CTY 15 of PPS 21 – Sustainable Development in the Countryside in that the development will not mar the distinction between a settlement and the surrounding countryside nor will it result in urban sprawl.
465. The proposal is considered to comply with the SPPS and Policy CTY 16 of PPS 21 – Sustainable Development in the Countryside in that the detail submitted demonstrates that the proposal will not create or add to a pollution problem.
466. The proposal complies with the SPPS and Policy NH 2 of PPS 2 – Natural Heritage in that the environmental information submitted in support of the application demonstrates that the proposed development will give rise to no significant adverse effects on habitats or species of ecological or nature conservation value, the proposed development is unlikely to result in any cumulative impact upon these features when considered alone or with other developments nearby.
467. The proposal complies with the SPPS and policy NH5 of PPS 2 – Natural Heritage in that the environmental information submitted in support of the application demonstrates that the proposed development in that appropriate mitigation and/or compensatory measures have been proposed to outweigh the impact on priority habitats and priority species.

468. The proposal complies with the SPPS and Policy AMP 1 of PPS 3 – Access, Movement and Parking in that detail submitted with the application demonstrates that an accessible environment will be created through the provision of dropped kerbs at key locations along with tactile paving, pathways providing for unhindered movement to and from buildings; pedestrian priority facilitating the movement of pedestrians within and between land uses along with access to reserved car parking and public transport facilities. Access to the crematorium facilities is also designed to provide suitable levelled access.
469. The proposal complies with the SPPS and Policy AMP 2 of PPS 3 – Access, Movement and Parking in that the detail submitted with the application demonstrates that the access arrangements will not prejudice road safety or significantly inconvenience the flow of traffic and, for the reasons outlined above does not conflict with Policy AMP 3 – Access to Protected Routes with regard had to the nature and scale of the development; the character of the existing development and the standard of the existing road network together with the speed and volume of traffic using the adjacent public road and any expected increase.
470. The proposal complies with the SPPS and Policy AMP 3 of PPS 3 – Access, Movement and Parking in that it is considered an exception to policy being a facility of regional significance and whereby it has been demonstrated that access via adjacent minor road is not possible nor is it feasible to upgrade and existing access due to the listed status and issues associated with the established internal road layout and location of memorial trees along established roads.
471. The proposal complies with the SPPS and Policy AMP 6 of PPS 3 – Access, Movement and Parking in that the provision of a Transport Assessment has allowed for the transport implications of the link road development on the surrounding road network to be evaluated.
472. With regard to environmental effects associated with transport issues the Environmental Statement demonstrates that the traffic impacts associated with the proposed new access and right turn lane is sufficient to address the impacts of the proposed development on the surrounding road network.
473. The proposal complies with the SPPS and Policy AMP 7 of PPS 3 – Access, Movement and Parking in that detail demonstrates that adequate provision has been made for car parking and servicing arrangements associated with the operation of the facility.
474. The proposal complies with the SPPS and Policy AMP 8 of PPS 3 – Access, Movement and Parking in that provision has been made for the needs of cyclists.
475. The proposal complies with the SPPS and Policy AMP 9 of PPS 3 – Access, Movement and Parking in that a high standard of design layout and landscaping accompanies the proposals for car parking with appropriate provision made for security, access and movement of pedestrians and cyclists.

476. The proposed development complies with the SPPS and Policies BH2 and BH 11 of PPS 6 – Planning, Archaeology and the Built Heritage in that the information submitted demonstrates that there are no known archaeological heritage assets mapped within the footprint of the proposed site and that listed buildings are sufficiently removed so as not to be adversely effected by the proposal.
477. The proposal is considered to comply with the SPPS and the policy tests associated with Policies FLD 2 and FLD 3 of PPS 15 – Planning and Flood Risk in that drainage details indicated that surface water will be drained by traditional gravity to an attenuation pond located to the NW of the site where it will then be discharged to watercourse at western boundary. Foul water will be directed to a new WwTP to east of the site where it will be treated before being discharged via a new outfall sewer.
478. Based on the detail contained within the environmental statement, the proposed mitigation and advice from Environmental Health, it is considered that the proposed development complies with the SPPS in that it will not present any significant impacts with regard to Noise and Air Quality.
479. Furthermore, it is accepted that the development complies with the SPPS in that the risks of contamination from both construction and operational phases will be low and as such, no mitigation is necessary.
480. The proposal complies with the SPPS and policy RE 1 renewable energy in that the ancillary PV panels do not cause unacceptable impact on public safety, human health, or residential amenity; visual amenity and landscape character; biodiversity, nature conservation or built heritage interests; local natural resources, such as air quality or water quality; and public access to the countryside.

Recommendation

481. It is recommended that planning permission is approved.

Conditions

482. The following conditions are recommended:

1. As required by section 61 of the Planning Act (Northern Ireland) 2011, the development hereby permitted shall be begun before the expiration of 5 years from the date of this permission.

Reason: Time limit

2. The new two chapel crematorium as detailed shall not become operational until the existing crematorium identified on drawing [insert number] has been decommissioned. Details of the works required to decommission the crematorium shall be submitted to and agreed in writing within 28 days of building works commencing on the new crematorium and chapels. The building shall not be used for the cremation of human or other remains thereafter.

Reason: to minimise the cumulative environmental impacts associated with multiple facilities operating.

3. Final details of artificial lighting shall be submitted to and approved in writing by the Council before the facility hereby approved becomes operation. The artificial lighting to the development must minimise obtrusive light and conform to the requirements of the light intrusion levels within the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone – E2 (Rural) contained within Table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2011.

Reason: To protect the amenity of neighbouring dwellings with respect to obtrusive light

4. 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. This new contamination shall be fully investigated in accordance with the Land Contamination: Risk Management (LCRM) guidance available at <https://www.gov.uk/guidance/landcontamination-how-to-manage-the-risks>. In the event of unacceptable risks being identified, a remediation strategy shall be agreed with the Council in writing, and subsequently implemented and verified to its satisfaction

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

5. After completing the remediation works under Condition [insert number]; and prior to the development hereby approved becoming operational, a verification report shall be submitted in writing and agreed with Council.

This report should be completed by competent persons in accordance with the Land Contamination: Risk Management (LCRM) guidance available at <https://www.gov.uk/guidance/landcontamination-how-to-manage-the-risks>.

The verification report should also 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.

6. A landscape management and maintenance plan, including long term design objectives, management responsibilities and maintenance schedules for the monument shall be submitted to and approved by the Council prior to the commencement of the development.

Reason: To ensure that features of historical significance are identified and, where appropriate, protected and integrated in a suitable manner into the overall design and layout of the development.

7. All hard and soft landscape works shall be carried out in accordance with Drawing [insert drawing number] published to the Planning Register on [insert date]. The works shall be carried out no later than the first available planting season after occupation of that phase of the development.

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

8. If within a period of 5 years from the date of the planting of any tree, shrub or hedge, that tree, shrub or hedge is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Council, seriously damaged or defective, another tree, shrub or hedge of the same species and size as that originally planted shall be planted at the same place, unless the Council gives its written consent to any variation.

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

9. No retained tree as identified on drawing [insert number] published to the planning register on [insert date] shall be cut down, uprooted or destroyed or have its roots damaged nor shall arboriculture work or tree surgery take place on any retained tree without the written consent of the Council. Any retained tree that is removed, uprooted or destroyed shall be replaced within the next planting season by another tree or trees in the same location of a species and size as specified by the Council.

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

10. No development activity, including ground preparation or vegetation clearance, shall take place until a final Construction and Environmental Management Plan (fCEMP) has been submitted to and approved in writing by the Planning Authority. The approved CEMP shall be implemented in accordance with the approved details and all works on site shall conform to the approved CEMP, unless otherwise agreed in writing by the Council. The CEMP shall include the following:

- a. Construction methodology and timings of works, including the specification that no piling works will be required at the site.
- b. Pollution Prevention Plan; including suitable buffers between the location of all construction works, storage of excavated spoil and construction materials, any refuelling, storage of oil/fuel, concrete mixing and washing areas and any watercourses, surface drains and ponds present on or adjacent to the site;

- c. Site Drainage Management Plan; including Sustainable Drainage Systems (SuDS), foul water disposal and silt management measures;
- d. Water Quality Monitoring Plan;
- e. Environmental Emergency Plan;
- f. Mitigation measures for protected and priority species, including preconstruction surveys, protective zones during construction, badger mitigation plans, timing of vegetation clearance with regard to birds and smooth newt breeding seasons, lighting, and any other measures recommended in Appendix 9 of the Environmental Statement (ES), dated May 2021, and as outlined in the Outline CEMP in Appendix 5 of the ES.
- g. Protection of Northern Ireland priority habitat at the site, such as the parkland, hedgerows, ponds and watercourses;
- h. Details of the appointment of an Ecological Clerk of Works (ECoW) and their roles and responsibilities.

Reason: To protect Northern Ireland priority habitats and species, to ensure implementation of mitigation measures identified within the Environmental Statement and to prevent likely significant effects on the Inner Belfast Lough Area of Special Scientific Interest, (ASSI), Belfast Lough RAMSAR site and Belfast Lough Special Protection Area (SPA) designated sites and to ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.

- 11. No piling or blasting activity shall take place within 100m of the badger setts, as shown in Figure 9.4 of the Environmental Statement Volume III, dated May 2022, without the consent of the Department.

Reason: To protect badgers and their setts

- 12. No development activity, including ground preparation or vegetation clearance, shall take place until protection zones, clearly marked with posts joined with hazard warning tape, has been provided around each badger sett entrance at a radius of 25 metres (as shown in Figure 9.4 in the Environmental Statement Volume III, dated May 2022) No works, vegetation clearance, disturbance by machinery, dumping or storage of materials shall take place within the protection zones without the consent of the Planning Authority and an appropriate Wildlife Licence has been obtained from NIEA. The protection zones shall be retained and maintained until all construction activity has been completed on site.

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

- 13. No development activity, including ground preparation or vegetation clearance, shall take place until a protection zone, clearly marked with posts joined with hazard warning tape, has been provided around the smooth newt breeding pond, labelled as Pond 1 in Figure 9.6 in the Environmental Statement Volume III, at a radius of 20 metres from the edge of the pond. No works, vegetation clearance, disturbance by machinery, dumping or storage of materials shall take place within this

protection zone without the consent of the Council. The protection zone shall be retained and maintained throughout the construction phase.

Reason: To protect newts and their place of refuge.

14. No part of the development hereby permitted shall become operational until a full set of detailed engineering drawings showing the access together with alterations to the Ballygowan Road, generally in accordance with Drawing No 19 dated 17 June 2022, and Departures from Standard, Relaxations and Road Restraints Risk Assessment Process (RRRAP) to the Design Manual for Roads and Bridges have been submitted to and approved by the Council.

Reason: To ensure that the roadworks considered necessary to mitigate the traffic impact of the development are carried out and ensure there is a satisfactory means of access in the interests of road safety and convenience of road users.

15. No part of the development hereby permitted shall become operational until a Road Safety Audit has been completed in accordance with GG 119 of the Design Manual for Roads and Bridges to the satisfaction of the Department for Infrastructure.

Reason: To ensure that the roadworks considered necessary to mitigate the traffic impact of the development are carried out and ensure there is a satisfactory means of access in the interests of road safety and convenience of road users.

16. No part of the development hereby permitted shall become operational until drawings necessary to enable a determination to be made in accordance with Article 3 of the Private Streets (Northern Ireland) Order 1980 have been submitted to and approved by Lisburn and Castlereagh City Council (LCCC) Planning.

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.

17. The Private Streets (Northern Ireland) Order 1980 as amended by the Private Streets (Amendment) (Northern Ireland) Order 1992. No other development hereby permitted, shall become operational, until the road improvements to the Ballygowan Road have been completed in accordance with details submitted to and approved by LCCC. DfI Roads may attach to any 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.

18. The vehicular access, including visibility splays, forward sight distance at the Ballygowan Road shall be provided and fully operational in accordance with the design approved by LCCC Planning prior to the operation of any other works or other development hereby permitted.

Reason: To ensure there is a satisfactory means of access in the interests of road safety and the convenience of road users.

19. The area within the visibility splays and any forward sight line shall be cleared to provide a level surface no higher than 250 mm above the level of the adjoining carriageway before the development hereby permitted becomes operational and such splays shall be retained and kept clear thereafter.

Reason: To ensure there is a satisfactory means of access in the interest of road safety and the convenience of road users.

20. No business or other operation in or from any building hereby permitted shall commence until hard surfaced areas have been constructed and permanently marked in accordance with the approved drawing No(s) 04, 27 & 28 bearing date stamp 17 Jun 2022 to provide adequate facilities for parking, servicing and circulating within the site. No part of these hard surfaced areas shall be used for any purpose at any time other than for the parking and movement of vehicles.

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

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

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

22. Full details of the decommissioning works for the new crematorium and chapels should be presented in a Decommissioning Plan (including a Decommissioning Environmental Management Plan) should be prepared and agreed with the Council for the facility at the end of its design life.

Reason: to minimise the environmental impact associated with operating this type of facility.

Site Location Plan – LA05/2022/0727/F

