

## **Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 17<sup>th</sup> September 2020**

**AC**

---

### **Subject:**

This is a full planning application for the construction of a purpose built crematorium, bereavement suite, areas of hardstanding (car parks/access roads) and landscaped grounds on land at grid ref 412925 436296, Long Lane, Heaton, Bradford.

### **Summary statement:**

The proposal relates to the construction of a crematorium with associated access, car park and landscaping.

The proposed crematorium is to replace the existing facility at Nab Wood which is approaching capacity in terms of available new burial space and the existing abatement technology is outdated and reaching the end of their operating lives. The existing crematorium provides limited capacity for larger funerals and there is insufficient parking for modern day requirements. There are also issues with the site complying with the requirements of the Disability Discrimination Act. To install abatement equipment to this site would necessitate significant extension and structural works to all the buildings. It is considered that Nab Wood could only accommodate an extension either above or below the existing building which could prove to be extremely expensive and disruptive or even impossible to achieve.

A site selection process was undertaken in order to find a suitable site. But due to the requirements of a site location – the crematorium needs to be 200 yards away from the nearest residential property – an urban location was not available and as a result a countryside location was inevitable. The site is located within the Green Belt and this type of development is considered to be inappropriate development within such locations. In order to make it acceptable ‘very special circumstances’ need to be demonstrated that the harm to the Green Belt resulting from the proposal is clearly outweighed by other considerations.

In terms of the very special circumstances these relate mainly to the need for the new crematorium and whether any alternative sites are available. It has been demonstrated that there is a need for a new crematorium to replace an existing outdated facility and that the catchment area it will serve is of an adequate size to make it run on a sound financial basis. It has also been demonstrated that there are no other suitable alternative sites available that would meet the criteria for the crematorium. The site is easily accessible to the majority of the population and will minimise the impact on the quality of life of the local



residents by ensuring that the site can be accessed and used without significant impact on residential amenity or highway safety.

It is therefore considered that 'very special circumstances' have been provided that justify the sites location within the Green Belt. Whilst it is considered to be inappropriate development and will impact on the openness of the Green Belt the harm to the Green Belt resulting from the proposal is clearly outweighed by other considerations.

Subject to the imposition of the recommended conditions it is considered that the proposal is acceptable.

---

Julian Jackson  
Assistant Director (Planning,  
Transportation & Highways)  
Report Contact: Malcolm Joy  
Senior Planning Officer  
Phone: (01274) 434605  
E-mail: [JoyM@bradford.gov.uk](mailto:JoyM@bradford.gov.uk)

**Portfolio:**  
**Regeneration, Planning and Transport**

**Overview & Scrutiny Area:**  
**Regeneration and Economy**

## **1. SUMMARY**

This is a full planning application for the construction of a purpose built crematorium, bereavement suite, areas of hardstanding (car parks/access roads) and landscaped grounds on land at grid ref 412925 436296, Long Lane, Heaton, Bradford.

## **2. BACKGROUND**

Attached at Appendix 1 is the Technical Report of the Assistant Director (Planning, Transportation and Highways). This identifies the material considerations relevant to the application.

## **3. OTHER CONSIDERATIONS**

All considerations material to the determination of this planning application are as set out in Appendix 1.

## **4. FINANCIAL & RESOURCE APPRAISAL**

The presentation of the proposal is subject to normal budgetary constraints.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

No implications.

## **6. LEGAL APPRAISAL**

The determination of the application is within the Council's powers as the Local Planning Authority.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups, in accordance with the duty placed upon Local Authorities by Section 149 of the Equality Act 2010.

The Council is aware that some concerns have been raised in relation to the potential impact of the crematorium on specific faith groups in terms of the processes involved and religious beliefs. However, the application details indicate that the crematorium would be 'multi-faith' and it is not considered that there is any basis to conclude that the development of the proposed crematorium would unfairly

affect people of any particular faith. The matter for consideration in the current application is whether the proposal site is considered to be a suitable site for a new crematorium.

Nonetheless the context of the site, the development scheme proposed and the representations which have been made have been reviewed to identify the potential for the determination of this applicant to disadvantage any individuals or groups of people with characteristics protected under the Equality Act 2010. The outcome of this review is that there are not considered to be any sound reasons to conclude that the proposed development would be likely to have a significantly detrimental impact on children, the elderly, people of a particular ethnicity or religion, or any other groups of people or individuals with protected characteristics and furthermore it is not considered that the proposal would lead to significant adverse impacts on any residents, regardless of their characteristics. Likewise, if planning permission were to be refused, it is not considered that this would unfairly disadvantage any groups or individuals with protected characteristics.

## **7.2 SUSTAINABILITY IMPLICATIONS**

No significant issues raised. The site is considered to be located within a sustainable location.

## **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

New development invariably results in the release of greenhouse gases associated with both construction operations and the activities of the future users of the site. Consideration should be given as to the likely traffic levels associated with this development. Consideration should also be given as to whether the location of the proposed facility is such that sustainable modes of travel by users would be best facilitated and future greenhouse gas emissions associated with the activities of building users are minimised.

It is accepted that the proposed development would result in greenhouse gas emissions. However, it is considered that such emissions are likely to be relatively lower than would be the case for alternative, less sustainable locations.

In order to encourage alternative means of transport Electric Vehicle (EV) charging points are to be provided within the main car park serving the development (planning condition) in accordance with the Council's Low Emissions Strategy.

## **7.4 COMMUNITY SAFETY IMPLICATIONS**

Core Strategy Policy DS5 states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime. Conditions are recommended in relation to matters such as boundary treatment to further enhance the security of the site.

## **7.5 HUMAN RIGHTS ACT**

Article 6 - right to a fair and public hearing. The Council must ensure that it has taken into account the views of all those who have an interest in, or whom may be affected by the proposal.

## **7.6 TRADE UNION**

None.

## **7.7 WARD IMPLICATIONS**

Ward members have been fully consulted on the proposal and it is not considered that there are any significant implications for the Ward itself.

## **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

None.

## **7.9 IMPLICATIONS FOR CORPORATE PARENTING**

None.

## **7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

None.

## **8. NOT FOR PUBLICATION DOCUMENTS**

None.

## **9. OPTIONS**

The Committee can approve the application as per the recommendation contained within Appendix 1, or refuse the application.

If the Committee decide that planning permission should be refused, in which case reasons for refusal will have to be given based upon development plan policies or other material planning considerations.

## **10. RECOMMENDATIONS**

The application is recommended for approval, subject to the conditions included with Appendix 1.

## **11. APPENDICES**

Appendix 1 Technical Report.

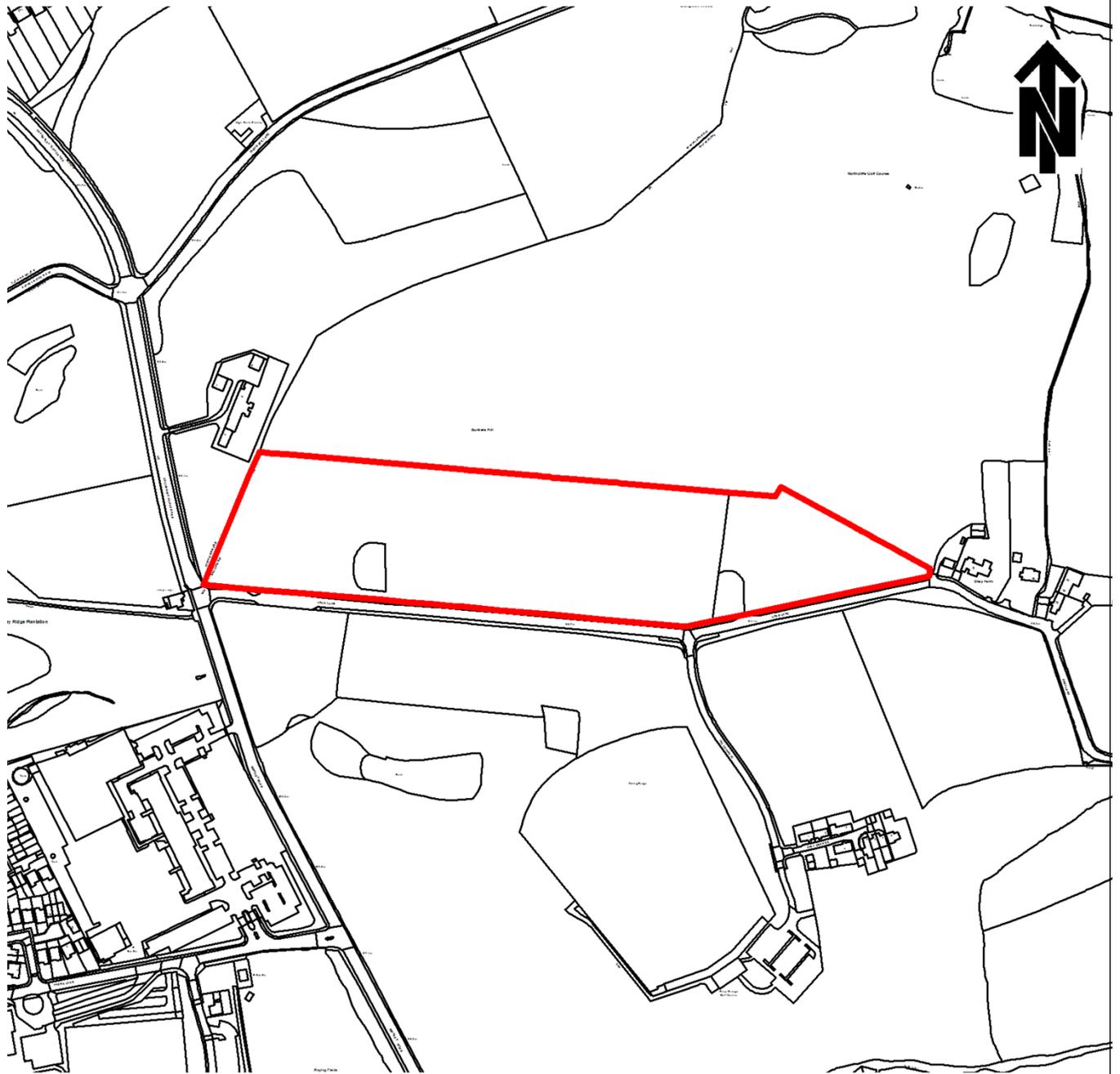
## **12. BACKGROUND DOCUMENTS**

National Planning Policy Framework

Core Strategy

Replacement Unitary Development Plan

20/02000/REG



1:5,000

© Crown copyright and database rights 2020 Ordnance Survey 010001930

**Land at grid ref 412925 436296,  
Long Lane,  
Heaton,  
Bradford**

20<sup>th</sup> August 2020

**Ward: Great Horton**

**Recommendation:**

**THAT MEMBERS RESOLVE THAT PLANNING PERMISSION SHOULD BE GRANTED SUBJECT TO CONDITIONS AS SET OUT IN THIS REPORT.**

**THAT THE APPLICATION IS REFERRED TO THE SECRETARY OF STATE FOR COMMUNITIES AND LOCAL GOVERNMENT UNDER THE PROVISIONS OF THE TOWN AND COUNTRY PLANNING (CONSULTATION) (ENGLAND) DIRECTION 2009.**

**IF THE SECRETARY OF STATE CONFIRMS HE DOES NOT INTEND TO INTERVENE THEN THE ASSISTANT DIRECTOR (PLANNING, TRANSPORTATION AND HIGHWAYS) BE AUTHORISED TO ISSUE THE GRANT OF PLANNING PERMISSION.**

**Application Number:**

20/02000/REF

**Type of Application/Proposal and Address:**

This is a full planning application for the construction of a purpose built crematorium, bereavement suite, areas of hardstanding (car parks/access roads) and landscaped grounds on land at grid ref 412925 436296, Long Lane, Heaton, Bradford.

**Applicant:**

Andy Ross (City of Bradford Metropolitan District Council)

**Agent:**

Mr Ed Flood (Stride Treglown)

**Site Description:**

The site is located to the north of Long Lane and currently open fields with a number of trees mainly scattered along the northern and southern boundaries. Adjoining the northern boundary of the site is a golf course whilst to the south, separated from the site by Long Lane, is another golf course. Adjacent to the north western and eastern corners of the site are 2 small groups of dwellings. Further to the south west of the site is the former Hallmark Cards building, a residential estate and a number of schools are served off Thorn Lane.

**Relevant Site History:**

There is no relevant planning history on the site.

**The National Planning Policy Framework (NPPF):**

The National Planning Policy Framework is a material planning consideration on any development proposal. The Framework highlights the fact that the purpose of the planning system is to contribute to the achievement of sustainable development and that there is a presumption in favour of sustainable development which can deliver:-

- i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;

- ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

However, in this instance the application site is located within the Green Belt and a number of paragraphs are relevant with regards to development within such areas. Paragraph 133 of the National Planning Policy Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, the essential characteristics of Green Belts are their openness and their permanence. Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances and paragraph 144 goes onto state that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 145 states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include, amongst other things, the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

The Framework suggests Local Planning Authorities should approve development proposals that accord with statutory plans without delay.

**The Local Plan for Bradford:**

The Core Strategy for Bradford was adopted on 18 July 2017 though some of the policies contained within the preceding Replacement Unitary Development Plan (RUDP), saved for the purposes of formulating the Local Plan for Bradford, remain applicable until adoption of Allocations and Area Action Plan development plan documents. The site is not allocated for any specific land-use in the RUDP but is located within both the Green Belt and the Buffer Zone for the World Heritage Site at Saltaire. Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

**Replacement Unitary Development Plan Policies:**

GB1 New Building in the Green Belt

**Core Strategy Policies:**

P1 Presumption in Favour of Sustainable Development

SC1 Overall Approach and Key Spatial Priorities

SC9 Making Great Places

EC4 Sustainable Economic Growth

EC5 City, Town, District and Local Centres

TR1 Travel Reduction and Modal Shift

TR2 Parking Policy

TR3 Public Transport, Cycling and Walking  
TR4 Transport and Tourism  
EN2 Biodiversity and Geodiversity  
EN3 Historic Environment  
EN5 Trees and Woodland  
EN7 Flood Risk  
EN8 Environmental Protection  
DS1 Achieving Good Design  
DS2 Working with the Landscape  
DS3 Urban Character  
DS4 Streets and Movement  
DS5 Safe and Inclusive Places

**Parish Council:**

There is no Parish Council in the Heaton Ward.

**Publicity and Number of Representations:**

The application was publicised by press notice, site notice and neighbour notification letters. The expiry date for the publicity exercise was the 7<sup>th</sup> August 2020.

As a result of the publicity exercise 126 representations have been received objecting to the proposal whilst 2 representations have been received in support.

**Summary of Representations Received:**

Principal:

- Crematorium's have many negative impacts on their surroundings in residential areas including fumes, extra traffic and the destruction of yet more green spaces in Bradford
- The site is located within the Green Belt
- Surely in a large city like Bradford there is a more environmentally friendly solution, there must be Brown field land available
- The plot is not big enough
- There are alternative sites which are more suitable
- The crematorium is to provide a service to the residents in Bradford and the Aire Valley. Can a more suitable site not be found in the Aire Valley for the people who will use it?
- The lifetime of these crematoria seems to be about 30 years and a new site will be sort in the future. Why not think long-term and find a larger site either in the Aire Valley or a brown field site with better access?
- A possible alternative solution is to build the crematorium on Old Allen Road between Wilsden and Thornton where an application has been submitted for a multi-faith cemetery with 1000 grave spaces. There are no residential properties near this site
- The facility at Nab Wood is very close and could be enhanced if additional capacity is required
- The risks from old colliery workings is even greater than the desk top survey would suggest – there were two 18th century pits (Shay & Millstone Hill) essentially at the location of the present golf driving-range in Long Lane

Highways:

- There will be a major increase in traffic and pollution, there are 2 schools that are close by and this already has impact on the traffic at school times. The roads are not suitable to accommodate the crematorium, Bingley Road is very busy road and will have an extreme effect on Long Lane
- What are the 'necessary highways improvements' to make the site easily accessible?
- Does Shay Lane figure in these improvements?
- About 15 years ago the Council considered making the section of Shay Lane from Salem Rugby Club up to the entrance of Shay Grange Golf Course 'access only'. Could this be revisited and implemented?
- Long Lane and Shay Lane do not have speed restrictions. This has taken its toll on wildlife with numerous road-kills - deer, foxes, migrating toads/frogs etc. and is a real danger to pedestrians
- Will there be safe pedestrian access from Highgate to the site to encourage people to walk rather than drive?
- Access to the Crematorium by car should be from Cottingley Cliffe Road, as you propose. However, traffic leaving the Crematorium might be routed back to Cottingley Cliffe Road, with a 'no left turn' sign on emerging from the site
- Is the pedestrian access indicated by the smaller of the two circles marked on the plan?
- In normal times Long Lane is a rush hour 'rat run' connecting Bingley Road with Heaton Village, Emm Lane and Manningham Lane. The route is dangerous now and concern is raised in relation to the effects of the greatly increased traffic associated with the planned development
- Planning permission has been approved for the old Hallmark Card building to be converted into 385 residential properties. This development will have its own associated traffic. What possible traffic calming measures could be used to manage so much traffic on a road that is already at a standstill during rush hour?
- Highways improvements will require that crematorium traffic, (and indeed all through traffic), is excluded between Heaton Highgate and the crematorium and also that traffic control measures (traffic lights?) will be required at the junction of Long Lane with Cottingley Cliff Road. Such measures will also be beneficial for walkers and cyclists using this route and will encourage more to do so
- The recent announcement that Shay Lane should become a 'popup' cycle route' is to be welcomed
- The lack of public transport along Cottingley Cliff Road is also an important issue that should be addressed

Visual impact:

- There appears to be no screening planned at the eastern side, therefore opening the view of the site to walkers/traffic heading up Shay Lane/Long Lane
- The plot is too narrow and does not provide sufficient room for screening
- How many years will it take for the trees to become to a height that will be sufficient and provide screening? This can take between 15 to 20 years
- The proposed building does not blend in well with the surrounding environment as the buildings will be on the highest part of the site. The solid stone 'monoliths' in particular are ugly and obtrusive. More attention should be given to tree planting so that the buildings are better screened, especially from the Eastern and Westerly directions

Residential amenity:

- The site is too close to residential homes
- If you are not aware, this site is on top of a hill and is very windy. If ashes are scattered on site, they will blow onto adjacent properties. As a result, the occupiers will have to limit opening windows and allowing children to play in the garden

Conservation:

- This will be detrimental to the area where there are historic listed buildings around Long Lane and it's too close to Heaton Woods – these areas should be preserved

Air quality/Environment:

- The Clean Air Zone aims to improve air quality and the health of people in the district - particularly in the city centre, Shipley and Saltaire where pollution is highest. The proposed Heaton crematorium lies on the boundary of this zone
- This will have greater impact on pollution
- Council has failed to confirm what measures will be in place for any mercury emission leaks and how would they be controlled. What is the measurement of any chimneys that will be in place? The melted amalgam from dental fillings producing dangerous mercury gas
- Council has failed to confirm what measures are in place to control radioactive particles releasing into the air. A recent research suggests more than 90,000 cremations a year could be at risk of distributing radioactive particles, over time such radiation exposure can cause cancer and other health problems
- Not issued any specialist reports based on how you will be controlling radiation and mercury from 10 cremations a day
- Melted amalgam from dental fillings produces dangerous mercury gas from the chimneys of crematoriums, a problem getting worse because more and more people keep their own teeth until they die
- According to government figures 11% of all mercury emissions come from crematoriums, and this is expected to double as more and more people are cremated with their own teeth
- The fumes can have serious negative effects on children's health as well as the residents living nearby who would be exposed to this daily
- Heaton has already been ranked as the 6th most deprived area according to the IMD data in terms of the environment and general living conditions. The addition of this new project will further deteriorate conditions for local residents, not improve the quality of their life

Drainage:

- The eastern part of the proposed site floods regularly. This adversely affects not only Shay Farm but also Heaton Royds. The effects of overspill-floods down Shay Lane are exacerbated by blocked drains caused by the silt and debris generated by cars mounting unprotected grass verges. This has caused damage to Grade II\* listed buildings (The Barn and Heaton Royds Farm)

Wildlife:

- The pollution will destroy the area and its wild life
- Many individuals and walking groups use Shay Lane and Long Lane (with adjacent registered footpaths) because of its natural beauty and wildlife

Other issues raised:

- The amount of traffic a Crematorium produces and its pollution will deter tourists. How does this comply with 'Believe in Bradford' or being a 'City of Culture'?
- What impact will the adjacent Northcliffe Golf Course have on the proposal in relation to stray golf balls being hit into the application site and implications on any liabilities on the golfers
- I wish these officers/decision makers would get out of their office and look into practicalities of the area
- Council should compensate them for the devaluation of their properties and sticking a concrete block on a greenbelt
- Most of the residents in Heaton will not make use of a crematorium due to religious reasons including a lot of the nearest neighbours
- There is already more drug use on the road and police are having to be called to disperse youth gatherings especially on the fairways and long lane. The crematorium will promote more criminal activities and place additional pressures on already strained police services as this will give youths another area to gather in
- A lot of the people that live around the area are Muslims and cremating a body is offensive to the religion. We don't want toxic body fumes to be inhaled and ingested and this will surely affect this neighbourhood
- Why is it that one community objects to this proposal and wins and the council deem it appropriate to impose it on another community?
- We are a community riddled with poverty, poor health and pollution. This proposal will compound pre-existing health disadvantages to an already struggling community

**Consultations:**

Highways – No objection to the principle of the development subject to securing 2 Traffic Regulation Orders to both reduce the speed limit of Long Lane in the vicinity of the site to 30 mph and to prevent on-street parking within the visibility splays of the accesses/egresses onto Long Lane

Lead Local Flood Authority – No objection to the proposal subject to the imposition of appropriate conditions relating to the disposal of foul and surface water drainage, a Maintenance Plan for the foul and surface water schemes and the submission of a temporary drainage strategy

Environment Agency – No comments to make on the proposal as it falls outside their checklist for consultation requirements

Yorkshire Water – No objection to the proposal

Environmental Protection (Air Quality) – No objection to the principle of the development subject to the imposition of a condition relating to the provision of electric vehicle charging points within the car park

Environmental Protection (Nuisance) – No objection to the principle of the development subject to the imposition of appropriate conditions relating to construction hours, the submission of a lighting scheme and associated lighting management plan, and, the measures proposed to prevent unauthorised access to the site when the crematorium is closed

Environmental Protection (Land Contamination) – No objection to the principle of the development subject to the imposition of appropriate conditions relating to the carrying out of further site investigations and remediation where required

Coal Authority – No objection to the principle of the development. The recommendations of the Phase 1: Desk Top Study and Coal Mining Risk Assessment Report are concurred with in that the coal mining legacy potentially poses a risk to the proposed development and that further investigations are required along with possible remedial measures in order to ensure the safety and stability of the proposed development.

Trees Section – No objection in principle to the development but state that the trees covered by the Tree Preservation Orders should be retained and protected during the development. An Arboricultural Implications Assessment and an Arboricultural Method Statement should also be submitted to show how the development would impact on the trees

Forestry Commission – No objection to the proposal

Landscape Design Unit – No objection in principle to the development but would suggest that further Landscape Design works are required to enhance the Western and Eastern Fields, not only to provide some screening elements of the central space but to take the opportunity to improve the biodiversity of the site. Natural boundary planting along the eastern edge of the East Field could also reduce the formal impact of the leylandii hedging associated with golf course boundary, reclaiming some natural character in the Green Belt

Biodiversity Team – No objection to the principle of the development subject to the imposition of a condition requiring the submission of a Landscape and Ecological Management Plan

World Heritage – No objection to the principle of the development but comments are made on specific aspects such as materials, landscaping, and, the impact of the car park

West Yorkshire Police – No objection to the principle of the development but comments on specific aspects of the proposal including boundary treatments/gated access, cycle storage, external lights and CCTV, covered/sheltered walkways between the building, reflection pool, doors and windows, and, intruder alarms

**Summary of Main Issues:**

1. Principle of development
2. Visual amenity
3. Residential amenity
4. Highway safety
5. Drainage
6. Trees
7. Secured by design
8. Contaminated land
9. Biodiversity issues
10. Air Quality
11. Conservation

## 12. Other issues raised

### **Appraisal:**

The proposal relates to the construction of a crematorium with associated access, parking and landscaping. The layout of the site is such that the eastern and western ends of the site will remain open with the development concentrated in the central area of the site. A memorial garden will be located in the southern section of the site with the northern section comprising the parking area. The building will be located to the immediate east of the parking area. The proposed building will be mainly storey in height but will incorporate a tower, with skylights, over the Main Hall catafalque.

### 1. Principle of development

Paragraph 7 of the National Planning Policy Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 goes on to state that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways and these include identifying and co-ordinating the provision of infrastructure (economic objective) and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being (social objective), and, to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy (environmental objective).

Paragraph 11 of the National Planning Policy Framework states that development proposals should be determined in accordance with an up-to-date development plan without delay.

The site is unallocated within the Replacement Unitary Development Plan but is located within the Green Belt. As such policy GB1 of the Replacement Unitary Development Plan, and, paragraphs within the National Planning Policy Framework are relevant.

Paragraph 133 of the National Planning Policy Framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, the essential characteristics of Green Belts are their openness and their permanence. Paragraph 134 states that the Green Belt serves five purposes, these being:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 143 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 144 goes on to state that when considering any planning application, local

planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 145 states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this include, amongst other things, the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

Policy GB1 of the Replacement Unitary Development Plan states that except in very special circumstances, planning permission will not be given within the Green Belt as defined on the Proposals Map for development for purposes other than, amongst other things, cemeteries and other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it.

In relation to the appropriateness of the development in terms of Green Belt policy the proposal would introduce a new building and associated infrastructure onto land that is currently open. In addition, large areas of car parking would be provided that would result in vehicles being stationed on the site for prolonged periods. It would also be visible in views from along the adjoining road (Long Lane) that runs along the site's southern boundary and Bingley Road to the west of the site. The development would therefore fail to preserve the openness of the Green Belt. The Framework advises at Paragraph 133 that openness is an essential characteristic of Green Belts, and the proposal would therefore cause harm in this regard.

Paragraph 134 of the Framework states that Green Belts serve 5 purposes. In this case, the extent of the proposal would clearly result in an encroachment into the open countryside, which would be contrary to one of those purposes. Separately, the proposal is away from the edges of existing settlements, and the majority of the site would be landscaped. Accordingly, it would not significantly narrow the gap between settlements.

As such therefore the proposal would fail to preserve the openness of the Green Belt. However, both local and national policy guidance in relation to Green Belt development state that developments may be acceptable in such locations where 'very special circumstances' exist whereby the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

In looking at the 'very special circumstances' the following matters need to be considered:

Need for the new crematorium: The City of Bradford is served by 3 existing burial and cremation facilities with these being located at Oakworth, Scholemoor and Nab Wood. All 3 facilities are approaching capacity in terms of available new burial space and the existing abatement technology is outdated and reaching the end of their operating lives. The existing provision at Scholemoor and Nab Wood provide limited capacity for larger funerals and there is insufficient parking at both sites for modern day requirements.

There are also issues with the sites complying with the requirements of the Disability Discrimination Act.

The existing cremators at the 3 sites identified above are almost 20 years old and operating 4 years beyond the manufacturers working life. Maintenance of the cremators has exceeded budget in each of the last 3 years due to their age and the cost of replacement parts. There is an increasing likelihood of a total failure to one or more of the cremators with a non-emission compliant replacement costing an estimated £400,000 and likely to take 6-12 months to complete. The existing cremators also fail to comply with DEFRA's current air quality emission requirements as they are not fitted with mercury abatement equipment. As such the Council are required to purchase additional 'credits' under the Crematoria Abatement of Mercury Emissions Organisation scheme. Abatement equipment alone requires almost 150% more internal space than that of the existing cremators creating significant additional cost through the necessary works to alter and extend buildings.

It should be pointed out that crematoria provision elsewhere at Calderdale, Kirklees and Wakefield have already fully abated cremators and Leeds have completed work at Rawdon and Cottingley Hall with work to commence at Lawnswood.

The 3 existing crematoria buildings within the District are all over 110 years old with Scholemoor being built in 1905 as the only purpose built crematorium. All the sites have limited facilities and capacity particularly in relation to the chapels, whilst access to the both Nab Wood and Scholemoor is less than satisfactory.

Scholemoor has had a reduction in the number of cremations over the last 10 years by 20% which is well over double that of the West Yorkshire trend. The site is surrounded by an inadequate highway network with issues of immediate access and egress to the site. It is also based in a predominantly Muslim community who favour burial as the only funeral option, their main burial ground being based within the same cemetery. The cemetery is well used with many people visiting the site for various purposes and this has a significant impact on funeral parties using the crematorium.

Nab Wood has maintained activity levels over the last 10 years, possibly taking funerals from Scholemoor, and carries 44% of the Districts cremations. Contributing factors include the improved road links to Keighley and the increasing problems with access to Scholemoor.

Oakworth has experienced increased crematorium numbers recently however, its rural location and the comparable ease of access to both Nab Wood and Skipton crematoria may limit its potential in terms of activity levels. Some 20% of the Districts cremations are carried out at this crematorium.

To install abatement equipment to these sites would necessitate significant extension and structural works to all the buildings. It is considered that Nab Wood could only accommodate an extension either above or below the existing building which could prove to be extremely expensive and disruptive or even impossible to achieve. Scholemoor is a listed building and although it has the potential to expand, its location is likely to limit any increase in levels of activity. One of the major risks with rebuilding at either site would be the loss of capacity for the period of the project which would likely be for a period of 9-12 months. Closure of either Nab Wood or Scholemoor would

place additional demand upon the other facility making failure of the existing cremators more likely.

In Bradford cremation is currently favoured over burial by almost 80% of bereaved families, some 5% more than the national average. Analysis of funeral numbers demonstrates clearly that a significant number of Bradford residents chose to use neighbouring facilities such as Park Wood (Halifax), Fixby (Huddersfield), Dewsbury Moor (Dewsbury), Rawdon (Leeds) and Skipton crematoria. Whilst one of the reasons is simple logistics a further key driver is the quality of the offer in that 3 of the 4 neighbouring crematoria are set within their own expansive parkland style grounds with modern fixtures offering online digital audio, visual facilities for photo or video tributes and online broadcast of funeral services.

In 2004 DEFRA issued Directive PG 5/2 (04) which stated that by 31<sup>st</sup> December 2012, 50% of all cremations in the UK must be treated to ensure the removal of a range of identified toxic elements typically emitted from the main crematorium flue (including mercury, various dioxins, furans and hydrogen chloride). The creation of these toxins result from the cremation of both the cadaver (such as the incineration of metal filings) and as a result of the chemicals present in the materials used to manufacture the coffin. All new crematoria must be fitted with mercury abatement technology to comply with PG 5/2 (12) legislation whether it is a new or replacement facility. This legislation was updated in 2012 and now each facility requires Continuous Emissions Monitoring of all crematoria.

In 2004 the Crematoria Abatement of Mercury Emissions Organisation was set up by the Federation of Burial and Cremation Authorities with the specific purpose to “share the best available independent knowledge on all aspects of abatement with the various cremation authorities, to collate statistical data on the number of cremation authorities abating in the UK and provide this information to DEFRA & SEPA to demonstrate that the 50% level of abatement is being met”. It is estimated that net loss to CBMDC by way of CAMEO payments for the unabated installations at both Nab Wood and Scholemoor crematoria would be £61,950 per annum at the current levy. However, this figure is subject to annual review and projected to increase in the future. If the above sites were abated the estimated income to CBMDC would be £16,225 per annum at the current levy. However, this, like the loss mentioned above, is subject to review annually and projected to increase in the future.

It is concluded that the existing provision within the District is close to capacity and continues to provide facilities that are not appropriate to meet the needs and expectations of the local population. The cremators continue to perform without modern abatement technology resulting in unabated emissions and the threat of fines and closure. With Bradford’s population forecast to grow to 582,900 by 2039 crematoria and burial capacity are recognised as a key infrastructure requirement for a growing city. A new crematorium will present an opportunity to provide a well-considered and integrated site that addresses weaknesses identified in the current operation.

The Federation of Burial and Cremation Authorities (FBCA) advise that a population of around 120,000 is sufficient to provide and manage a crematorium with a reasonable expectation of operating on a sound financial basis. The figure of 120,000 represents current industry guidelines and is therefore the most appropriate basis on which to assess the proposed catchment in this case. The possible catchment area for the proposed crematorium is as follows:

Baildon	15230
Bingley	18510
Bingley Rural	18490
Bolton & Undercliffe	16910
Bradford Moor	21180
Clayton	17090
Eccleshill	19480
Heaton	18090
Idle Thackley	16370
Shipley	15670
Thornton & Allerton	17810
Mannigham	19940
Toller	20310
Wharfedale	11860
Windhill & Wrose	16050
Ilkley	14840
<b>TOTAL</b>	<b>277830</b>

The population is well in excess of the minimum 120,000 recommended by the Federation of Burial and Cremation Authorities (FBCA) to ensure that the crematorium can be run on a sound financial basis.

The length of the service will also increase in that they are proposed to be 45 minutes rather than the current 40 minutes, which along with the increased seating and improved other facilities, will provide a much improved quality of the service.

Alternative locations: The siting of new crematoria is subject to the requirements of the Cremation Act 1902. Section 5 of Chapter 8 of the Act states that; “No crematorium shall be constructed nearer to any dwelling house than two hundred yards [182 metres] except with the consent in writing, of the owner, lessee and occupier of such house, nor within 50 yards of any public highway”. In addition to the statutory requirements, general guidance for the siting of a crematorium is provided by the Crematorium Society of Great Britain which states that “sufficient land is required to provide an appropriate setting for a crematorium, adequate internal access road, car parking and space for the disposal of ashes”. The following criteria are considered essential for the location of a crematorium:

- The size should be 3-5 acres in size;
- It should be close to a main road with access onto the site from a minor road;
- Ideally any site should be reasonably flat although some undulation is helpful for creating a natural landscape;
- Close to the main centres of population to be considered a convenient alternative to existing crematoria; and,
- Well screened with existing landscape features.

In terms of the site search, to achieve the stated criteria, it was concentrated in areas which were most convenient to the majority of the population. Another consideration in the site selection process was to minimise the impact on the quality of life by ensuring

that the site can be accessed and used without significant impact on residential amenity or highway safety.

The countryside around the main centres of population in this part of the District consists almost entirely of Green Belt land. Accordingly, any new crematorium in the District is likely to require a Green Belt location. Within the Replacement Unitary Development Plan there are no allocated sites for new crematoria.

In practice, the restrictions outlined above generally imply that any proposal for a new crematorium will require a countryside location away from existing settlements. The open nature of crematorium developments and the need for a well landscaped setting are very important in achieving a peaceful setting for services and remembrance, making a new crematorium inappropriate within busy urban environments.

During the site selection process 25 individual sites were looked at and assessed against the following:

- Availability – whether there were any insurmountable obstacles to legal title and ownership and whether the site would be likely made available within a reasonable timescale;
- Sustainability – whether the site could accommodate the new facility in terms of planning policy, physical constraints (e.g. topography, flood risk), potential impact on surrounding landscape, heritage assets or conservation areas, and, any environmental or biodiversity constraints; and,
- Viability – against market factors and adjacent land use, prohibitive costs for construction and/or planning requirements, and, delivery factors, i.e. phasing, potential S106/CIL agreements or planning conditions.

Following an initial assessment of the sites the potential list was narrowed down 5 sites, these being:

- Northcliffe Park;
- Land at Stoney Lane;
- Land at Long Lane, Heaton;
- Shetcliffe Lane agricultural land; and,
- Littlemoor Park.

Further assessments were carried out through access considerations and site investigations which resulted in 3 sites being eliminated and the two most suitable sites for crematoria development being Long Lane and Shetcliffe Lane. Long Lane is considered the most for the following reasons:

- A site of sufficient size that it is not comprised by the 200-yard rule;
- Excellent access directly off a main road;
- Benefits from gentle slopes and mature features, which would allow a sensitive and effective landscaping scheme to be created;
- Appropriate size to safeguard the provision of burial, memorial and cremation services for the long term benefit of the city;
- Most suitable in terms of viability; and,
- Avoids any statutory environmental designations.

In conclusion it is considered that a detailed site search has been undertaken that identified the application site for a new crematorium. In this regard, no specific alternative site has been identified that is more suitable.

Viability of other crematoria: The proposed crematorium would not impact on any other crematorium within the wider area as the existing crematoria within the Bradford District are all operated by the Council. This is also the case with crematoria in neighbouring Local Authorities. The nearest privately run crematoria are located in Sheffield, Bury, and, South Lakewood.

Conclusion: In conclusion it is considered that the proposal would constitute inappropriate development in the Green Belt and would reduce its openness. It would also represent an encroachment into the countryside and so would be contrary to one of the 5 purposes that Green Belts serve. The National Planning Policy Framework states that substantial weight should be given to any harm to the Green Belt. Set against this is the clear quantitative and qualitative need for a new crematorium, which attracts considerable weight in favour of the proposal. As set out above, any new crematorium in this area is likely to require a Green Belt location, with similar implications for openness and encroachment into the countryside. The application site is not subject to any significant constraints other than its Green Belt designation as identified in the following sections of this report. It is also well located to serve the needs of the proposed catchment. It has also been identified as being the most suitable location for such a development. Together, these considerations carry substantial weight in favour of the proposal. Overall, it is considered in this case that the benefits of the proposal clearly outweigh the harm that has been identified. Accordingly, it is considered that very special circumstances exist which justify the development.

## 2. Visual amenity

The National Planning Policy Framework states in paragraph 124 that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>46</sup>; and where

crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

Policy DS1 of the Core Strategy states that planning decisions should contribute to achieving good design and high quality places through, amongst other things, taking a holistic, collaborative approach to design putting the quality of the place first, and, taking a comprehensive approach to redevelopment in order to avoid piecemeal development which would compromise wider opportunities and the proper planning of the area.

Policy DS2 of the Core Strategy states that development proposals should take advantage of existing features, integrate development into wider landscape and create new quality spaces. Wherever possible designs should, amongst other things, retain existing landscape and ecological features and integrate them within developments as positive assets, work with the landscape to reduce the environmental impact of the development, and, ensure that new landscape features and open spaces have a clear function, are visually attractive and fit for purpose, and have appropriate management and maintenance arrangements in place.

The application site comprises a long stretch of agricultural land that runs parallel to Long Lane. It is visible from public vantage points along both Long Lane to the south and Bingley Road to the west. To the north is a private golf course and again views into the site are available. There are a number of trees located along the boundaries of the site.

The proposed layout of the development is such that the building and associated parking areas are located within the central area of the site with the eastern and southern section's remaining as open land. Some additional planting will take place along the boundaries and throughout the development site to try and soften the impact. The building itself is single storey in height with a tower located over the catafalque. It comprises 2 interlinked rectangular blocks housing the 3 main parts to the building – the main hall in one block and the crematory and administrative area in the second block. The proposed materials include a mix of brick, smooth faced stone and vertical cladding.

The Landscape Design Unit have suggested that some additional planting could be incorporated within the eastern and western sections of the site to enhance screening of the development and improve the biodiversity value of the site. These comments have been taken on board and additional planting is proposed along the eastern and western boundaries of the site and will incorporate native tree planting.

The design of both the building and the larger site is considered appropriate for the area in which the site is located and it is not therefore considered that it will be significantly detrimental to the visual character and appearance of the locality or wider

streetscene. As such there is no objection to the proposal on visual amenity grounds and the proposal accords with policies DS1 and DS2 of the Core Strategy.

### 3. Residential amenity

Policy DS5 of the Core Strategy states that development proposals should make a positive contribution to people's lives through high quality, inclusive design by, amongst other things, not harming the amenity of existing or prospective users and residents.

Existing residential development is located adjacent to the north western and eastern boundaries of the site both in the form of a small group of dwellings. Whilst the dwellings abut the boundary of the site the layout of the development is such that the separation distances between the dwellings and the main body of the development, including the building and car park, are approximately 120 metres from the west and 240 metres to east. This distance is considered more than adequate to minimise the impact on the residential amenities of the occupiers of this dwellings.

In relation to operating hours there are 3 separate elements to consider, these being the office opening hours, the crematorium grounds, and, the crematorium service times. The Applicant has outlined the expected hours in relation to each element to be as follows:

**Office opening hours:** The office at the Crematorium is open Monday to Friday, 08:30 to 18:00 hours and closed on Saturdays, Sundays and Public Holidays

**Crematorium grounds are open April to August:** The grounds are open between 08:00 to 21:00 hours on Monday to Saturdays, 10:00 to 21:00 hours on Sundays and Public Holidays. Opening times September to March are the same as above, but the grounds close at dusk unless funeral services are taking place.

**Cremation Service Times:** Cremations will take place between 08:00 to 17:00 hours on Mondays to Fridays, 08:00-12:00 on Saturdays, and none on Sundays and Bank Holidays. The cremators could potentially operate until around 19:00 hours due to the length of time required to cremate a body.

Whilst these are the expected operating hours based on the current crematoria there is a degree of flexibility required with these hours in the case of emergencies when cremations will be required outside these hours. These may be religious reasons or a situation the world is currently experiencing through the Covid-19 pandemic. It is not considered that the proposed operating hours will have a detrimental impact on the residential amenities of the occupiers of the neighbouring properties. By not imposing a condition on the permission it allows the flexibility for emergency cremations to take place without the need for any further permissions to be sought from the Local Planning Authority.

Overall it is not considered that the proposal would have a significantly detrimental impact on the residential amenities of the occupiers of the neighbouring residential dwellings subject to the recommended conditions including, amongst others, hours of use. The proposal thereby complies with the requirements of Policy DS5 of the Core Strategy.

#### 4. Highway safety

Paragraph 102 states transport issues should be considered from the earliest stages of development proposals such that, amongst other things, the potential impacts of development on transport networks can be addressed, and, opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 109 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It goes on to state in paragraph 110 that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Policy TR1 of the Core Strategy seeks to reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability whilst policy TR2 seeks to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place.

Both a Transport Assessment and Framework Travel Plan have been submitted in support of the application and both documents have been considered by the Highways Department.

Access to the site will be taken directly off Long Lane with there being 2 proposed new accesses – one to serve the main car park and a second to serve a smaller car park to the rear of the building. The main access will be located approximately 60 metres away from the junction of Long Lane and Bingley Road. Visibility splays of 2.4 metres x 120 metres based on a speed limit of 40 mph are considered to be acceptable for the proposed use. However, the national speed limit applies on Long Lane and this should be reduced to 30mph across the site frontage. A Traffic Regulation Order to prevent any parking within the visibility splays of the two access points would also be required.

The development makes provision for new footpath facilities on Long Lane leading into the site. A new footway will be provided on the north side of Long Lane from Bingley Road to the site access. Also an uncontrolled crossing and drop kerbs will be provided from the south side footway across to the new access for the site.

In terms of sustainability the site is not well served by public transport with the nearest bus stop being some 600 metres away at Nab Wood Drive. It is acknowledged that this type of development has to be located within a relatively remote area because of the restrictions placed on them, such as the requirement to be sites 200 yards away from existing residential development. These sites generally have poor public transport accessibility. The majority of trips to a crematorium are likely to be made by private car or taxi with a high propensity for car sharing. Immediate family members will form part of the funeral cortege with other relatives and friends likely to car share. As such it is considered that accessibility to public transport for the proposed crematorium is not as important as it would be for a residential or industrial development which would have a higher propensity for single car occupancy trips.

The parking and drop off arrangements are considered sufficient to meet the needs of the development. There will be 199 permanent parking spaces together with a potential 101 overspill spaces which include both disabled spaces and coach parking facilities. Cycle parking facilities are also provided. The layout of the access and parking facilities are considered acceptable and will not be detrimental to highway safety.

Overall therefore there is no objection to the proposal on highway grounds subject to the imposition of the recommended conditions. The proposal is therefore considered to comply with the requirements of policies TR1 and TR2 of the Core Strategy.

## 5. Drainage

Paragraph 163 of the National Planning Policy Framework states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 165 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

Policy EN7 of the Core Strategy states that the Council will manage flood risk pro-actively which policy EN8 states that proposals for development will only be acceptable provided there is no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and the important ecological features they support.

With regards to the disposal of surface water it is intended to utilise soakaways whilst with regards to the disposal of foul sewage it is likely that a connection will be made to the main sewer. Both a Foul Drainage Assessment and Flood Risk Assessment have been submitted with the application and have been assessed by the Environment Agency, Yorkshire Water and Lead Local Flood Authority. No objections have been raised to the proposals subject to the imposition of appropriate conditions.

As such therefore, subject to the imposition of the appropriate conditions, there is no objection to the proposal on drainage grounds and it is considered that it satisfies the requirements of policies EN7 and EN8 of the Core Strategy.

## 6. Trees

Policy EN5 of the Core Strategy states that the Council will seek to preserve and enhance the contribution that trees and areas of woodland cover make to the character of the district.

There are a number of trees located along the boundaries of the site and within the site along the field boundaries. Some of these trees are protected by a group Tree Preservation Order located on Long Lane which comprises 3 small groups of trees, 2 of which are located within the application site and front onto Long Lane. One of the groups of trees is located adjacent to the main access pint that serves the larger car park. Tree loss will be kept to a minimum with the loss being restricted to the areas where the proposed vehicular accesses to the site will be created. Some additional tree planting will be incorporated within the layout to provide additional screening to the development as well as breaking up the built form. It will be necessary to protect the existing trees within the site during the construction phase of the development and as such a condition is recommended with regards to the installation of appropriate tree protective fencing that should be retained throughout the construction phase of the development.

There is no objection to the proposal on the grounds of the loss of the trees within the site and with the agreed planting scheme it is considered that the proposal satisfies the requirements of policy EN5 of the Core Strategy.

## 7. Secured by Design

Paragraph 91 of the National Planning Policy Framework states that Planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

Policy DS5 of the Core Strategy states that development proposals should make a positive contribution to people's lives through high quality, inclusive design. In particular, they should, amongst other things, be designed to ensure a safe and secure environment and reduce the opportunities for crime.

West Yorkshire Police have not objected to the principle of the development but have made comments on specific aspects of the development and these are as follows:

Boundary treatments/gated access: In order to retain the natural feel and character of the site fencing is not being used and instead defensive planting would be used around the inner perimeter of the stone wall which would increase the overall perimeter height and create a natural boundary. The landscape plan shows native plants, however there is no mention of the height. In order to provide a secure boundary, the plants should be mature and be to a height of at least 1500mm to provide a suitable boundary around the site to prevent any people from climbing over the wall – *this can be addressed through a condition requiring more specific details of the planting to be undertaken along the boundary.*

The site plan mentions a gated access on the main vehicle entrance and service yard entrance which is positive to see. The gates should be to a minimum height of 1800mm – *no details of the gates have been submitted for consideration and a condition is recommended that requires details to be submitted prior to installation to ensure that they of an appropriate height to provide a safe and secure environment.*

The hedges/shrubs which are used as borders around the parking areas, these should be kept to a height of 1000mm in order to increase natural surveillance across the car park. Any trees that are planted should also be included on the maintenance plan to ensure that the canopies are felled/pruned so that they don't block surveillance across the site or obscure lighting columns – *this is addressed through a Landscape Management Plan has been submitted which relates to the future maintenance of the landscaped areas within the site.*

Cycle storage: Bicycle ground anchors should be located near to the building so that windows in any active rooms can overlook the storage, in addition to CCTV. Suitable standards for ground anchors are to LPS 1175 issue 7.2 (2014) SR1/ SR2 or LPS 1175 Issue 8:2018 A1 SR1 or Sold Secure (Gold, Silver or Bronze), which are fixed into a concrete foundation – *the cycle storage area is located to the immediate west of the main hall and is in a location where it is considered there is adequate natural surveillance. A condition is recommended that seeks the submission of the details of the cycle storage prior to its installation.*

External lights and CCTV: Depending on the opening hours external lighting should be installed to cover the car park, all access doors around the buildings, communal areas (passageways) and footpath routes and cycle storage. Any column lights should include hood protectors to ensure that light points downwards. A lighting plan should be provided to show what level uniformity level of lights are proposed – *a condition is recommended that seeks the submission of the lighting details to show that they neither impact on the nearest residential properties or the wider locality as well as providing an adequate lighting level to provide a safe and secure environment.*

CCTV should be installed that can provide coverage of the same areas noted above, including the inner lobby areas of the crematorium in order to increase security, especially at night when visibility and natural or passing surveillance is reduced. Crematoriums and cemeteries can be locations for crime and ASB problems, so having good CCTV coverage can help to identify any problems or suspects – *the installation of CCTV is outside the control of the planning system and it is up to the Developer as to whether it is installed.*

Covered/sheltered walkways between the building: The ground floor plan shows a passage/sheltered area along the Administration covered link and rear, the Porte cochere where a vehicle can enter and the procession axis and the covered rear aisle. From speaking with Sarah they felt a shaded, open area created a pleasant outdoor location. From a security perspective sheltered, or covered areas, can provide hiding places and areas for youths to congregate where anti-social behaviour problems occur – *it will be the responsibility of the Developer to ensure that any such areas are safe and well maintained such that anti-social behaviour does not occur within these areas.*

Doors and windows: Doors and windows should be installed such that they meet Secured by Design standards – *this is outside the control of the planning system and is*

*the responsibility of the Developer to ensure that he appropriate doors and windows are installed.*

Intruder alarms: It is recommended that an intruder alarm is installed within the building which is ideally monitored so that in the event of any activation, the key holders can be contacted. Suitable standards are to BS EN 50131 (wired alarm system) or BS 6799 (wire free alarm) – *this is outside the control of the planning system and is up to the Developer as to whether an intruder alarm is installed.*

Overall therefore, subject to the imposition of appropriate conditions as highlighted above, there is no objection to the proposal from a security and safety point of view and the proposal is considered to accord with policy DS5 of the Core Strategy.

## 8. Contaminated land

Paragraph 178 of the National Planning Policy Framework states that decisions should ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
- b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Paragraph 179 states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Policy EN8 of the Core Strategy states that proposals which are likely to cause pollution or are likely to result in exposure to sources of pollution (including noise, odour and light pollution) or risks to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity.

A Phase 1 Desk Study Report has been submitted in support of the application. The report indicates that historically the site was “undeveloped from as early as around 1852 until the present day”. The report identified that “two mine entries within proximity to the eastern and western site boundaries” and “areas of recorded infilled ground within approximately 250 metres of the site associated with former quarries and gravel pits” which may represent a risk to the site in the form of ground gas production/migration.

The report concludes by recommending that a “program of Ground Investigation (intrusive investigation) works are completed for this site” which include an “appropriate laboratory soil contamination analysis on samples of made ground to determine risks to human health” together with the “installation of series of combined ground gas & groundwater monitoring wells, followed by a programme of periodic data collection visits (6 no. visits over a period of 3 months)”.

The Desk Study Report has been assessed by the Environmental Health Department who concur with the recommendations contained within in and have no objection to the proposal in relation to ground conditions subject to the imposition of appropriate conditions.

As stated above the Desk Study Report identified that there are two mine entries within proximity to the eastern and western site boundaries. The Coal Authority initially objected to the proposal on the grounds that the site is located within the defined Development High Risk Area and that a Coal Mining Risk Assessment would be required to support the application. The Desk Study Report was subsequently updated to include a Coal Mining Risk Assessment which identified that the two recorded mine entries within the site are likely to be bell pits rather than mine shafts and indicates that these features pose a potential risk to the ground stability at the site. The Report goes on to recommend that further investigations are undertaken to determine the extent of the zone of influence of the mine entries. The Coal Authority are pleased that the layout of the development indicates that no buildings are proposed near to the shafts although the main access road into the road along with the internal footpaths could potentially extend into the zone of influence of one of the shafts.

The Coal Authority welcomes the recommendations contained within the Report for the undertaking of further intrusive site investigations and that these are appropriately conditioned.

Subject to the imposition of appropriate conditions with regards to, amongst other things, the carrying out of further site investigation works and appropriate remediation there is no objection to the proposal in relation to ground conditions and the proposal therefore satisfies the requirements of policy EN8 of the Core Strategy.

#### 9. Biodiversity issues

Policy EN2 of the Core Strategy states that development proposals that may have an adverse impact on important habitats and species outside Designated Sites need to be assessed against the impact it will have on habitats and species as well as the extent to which appropriate measures to mitigate any potentially harmful impacts can be identified and carried out.

An Ecological Appraisal Report has been submitted in support of the application and this has been assessed by the Biodiversity Officer. The Appraisal was generally supported by the Biodiversity Officer.

The Ecological Appraisal has identified a number of trees on site which have a risk of bats roosts. In addition, 2 trees have been identified as having potential for hibernating bats. The Biodiversity Officer queried whether these trees would be retained as part of the landscaping scheme and the Applicant has confirmed that the trees will be retained and provided with a 5 metre buffer zone. The Ecological Appraisal also recommends that further survey work be undertaken prior to the development commencing. This should include, for trees with moderate bat potential, at least 2 dusk (or dawn) bat activity surveys, and for trees with high bat potential, this should increase to 3 surveys.

In order to improve the ecological value of the site the Biodiversity Officer is suggesting that a Landscape and Ecological Management Plan should be submitted will incorporate all requirements for mitigation and management as set out in the ecological

appraisal or described within the landscape masterplan. It should clearly show how the habitats on site will be restored, created or managed, details of species and provenance to be used and locations of integrated wildlife features. The management and monitoring requirement will be detailed for the first 5 years but it will also describe how both management and monitoring will be continued for the lifetime of the development. An appropriate condition is therefore recommended to secure the submission of this document.

As such therefore, subject to the imposition of appropriate conditions, there is no objection to the proposal in relation to biodiversity and the proposal therefore satisfies the requirements of policy EN2 of the Core Strategy.

#### 10. Air quality

Paragraph 175 of the National Planning Policy Framework states that when determining planning applications, Local Planning Authorities should ensure that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Policy EN8 of the Core Strategy states that "in liaison with partner organisations, the Council will take a proactive approach to maintaining and improving air quality within the District in line with National Air Quality Standards, the European Union limit values and the principles of best practice. Through a range of actions, it will seek to secure a reduction in emissions from sources which contribute to poor air quality".

An Air Quality Impact Assessment has been submitted with the application which considers the likely air quality impacts of a cremator operating in this location if operating within statutory emission limits. The report makes a number of assumptions, these being:

1. The site will be equipped with a single 650 kW gas-fired cremator with a single stack (point source) located on the roof of the proposed crematory building. Overall therefore it is not considered that the proposal will significantly impact on the air quality in the locality and it satisfies the requirements of policy EN8 of the Core Strategy.
2. The cremation process will take place continuously i.e. 24 hours a day 7 days per week. In practice the operating hours will be considerably less than this meaning that the air quality impact assessment is based on a worst case scenario.
3. The cremator selected for the site will meet the emission limit values and operating provisions stated in Defra's Process Guidance Note PG5/2(12).
4. The maximum NO<sub>x</sub> emission rate for the cremator would be 0.668 g/s and hourly background NO<sub>x</sub> concentrations have been set at double national estimates (these worst case assumptions will have resulted in an overestimation of NO<sub>x</sub> impacts).

Modelling using this worst case scenario indicates that there would be no exceedance of Local Air Quality Management (LAQM) health based air quality objectives for nitrogen dioxide (NO<sub>2</sub>) and particulate (PM) as a result of placing a cremator in this location.

Crematoria are regulated under the provisions of the Environmental Permitting (England and Wales) Regulations 2016 and require an environmental permit to operate. The permit contains legally enforceable conditions designed to minimise emissions to air. Within permits there are emission limits for pollutants such as particulates and carbon monoxide. The regulator must use statutory guidance when assessing permit application and writing permits. Statutory guidance details best available techniques for minimising emissions to atmosphere,

Emissions from crematoria are monitored using continuous emissions monitoring equipment and annual monitoring undertaken by independent pollution monitoring companies. In addition, the regulator undertakes compliance visits to all permitted processes in line with national guidance. In the case of crematoria, the Local Authority is the regulator.

A number of objections have been received relating to the emissions likely to be generated by the crematorium such as mercury emission leaks, controlling radioactive particles releasing into the air, and, melted amalgam from dental fillings. Through an assessment of the information submitted, the controls over the emissions through appropriate legislation, and, the undertaking of compliance visits, it is not considered that the operations of the proposed crematorium will have a detrimental impact on the air quality within the vicinity of the site.

In addition to the operations of the proposed crematorium it is also important to consider the impact of the traffic generated by the crematorium on the air quality. The Environmental Health Officer has stated that the traffic emissions predicted in relation to the operation of the crematorium are below those which require a detailed air quality impact assessment to be undertaken but it is considered that a number of emission mitigation measures are required in line with the adopted WYLES and Bradford LES planning guidance. These include the provision of electric vehicle charging points within the car park serving the crematorium with the normal requirement being approximately 10% of all parking spaces being equipped with electric vehicle charging capability. However, it needs to be borne in mind that most funeral services will require significantly less parking capacity and dwell times on the site will be relatively short (around 1 hour per vehicle). This offers limited opportunity to charge an electric vehicle unless rapid charging facilities are provided. The cost of providing rapid chargers at a crematorium location is likely to be excessive and would outweigh the overall benefit. Given the dwell time constraints it is recommended that all staff should have access to an EV charging point (if required) and that limited additional provision should be made for fast top up charging by members of the public. An appropriate condition is therefore recommended that requires a scheme for the provision of electric vehicle charging points to be submitted for approval.

Considering the scale, nature and location of this particular development any dust emissions arising from the development are unlikely to have a significant widespread impact on immediate neighbours and therefore it is not considered that a dust risk assessment and dust management plan should be submitted.

Overall therefore it is not considered that the proposal will significantly impact on the air quality in the locality and it satisfies the requirements of policy EN8 of the Core Strategy.

## 11. Conservation

Paragraph 184 of the National Planning Policy Framework states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Paragraph 189 states that in determining planning applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 190 goes on to state that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Policy EN3 of the Core Strategy states that the Council will preserve, protect and enhance the character, appearance and historic value and significance of the Districts designated and undesignated heritage assets and their settings.

The application proposals have been assessed in relation to the relevant statutory duties, including the Planning (Listed Buildings and Conservation Areas) Act (1990), the National Planning Policy Framework and Replacement Unitary Development Policies. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are relevant to the determination of the application. Insofar as material the statutory provisions provide: Section 66(1) provides: "In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority, or as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

Section 16 (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that, in considering whether to grant listed building consent for any works, the local planning authority shall have regard to the desirability of preserving the building or its setting or any special architectural features or historic interest which it possesses. Section 66 of the same Act states that, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting.

In heritage terms there are 2 issues to consider, firstly the impact the proposal would have on the Saltaire World Heritage Site and secondly the impact on the listed buildings adjacent to the eastern boundary of the site.

The site is located on land in the south west corner of the Buffer Zone of the Saltaire World Heritage Site. The Management Plan for the World Heritage Site aims to try to retain the rural setting of the Site as far as possible. The Saltaire World Heritage Officer (SWHO) has raised a number of concerns in relation to the proposal and these are as follows:

1. The tall light well and the use of reflective materials and how visible this might appear in distant views.
2. If the materials of the proposed construction are of a light colour then this might be visible and stand out in distant views.
3. Car parking and lighting, bright coloured cars and reflective materials of metal and glass in distant views.
4. Landscaping – it is possible that existing trees and proposed landscaping might be able to deal with the above concerns, however, the site will need to be assessed for both summer and winter.

The SWHO points out that it is encouraging that most mature trees on the boundaries of the site are to be retained for screening in the landscape but states that the design, materials, scale, form, details and landscaping of the proposed development should be an appropriate quality. In terms of the building itself it would appear to be generally low in scale (apart from the taller light well which is approximately 15 metres in height). However, the tall elements, materials, car parking and lighting might mean that the development is visible and might affect the rural setting of the buffer zone particularly in winter. Section 189 of the National Planning Policy Framework states that the significance of the heritage asset and the contribution made by its setting need to be taken into account. Any new development will need to make a positive contribution to the character and distinctiveness of the area. Any damage to the World Heritage Site should be wholly exceptional. Any harm will need to be outweighed by public benefit.

In order to overcome the concerns and mitigate the impact of the development on the World Heritage Site Buffer Zone it is recommended that:

1. Tree planting on the north boundary where possible.
2. Darker/non reflective materials to be used on the 15 metre lantern top section to reduce impact on distant views.
3. Impacts of car parking and lighting to be assessed especially during winter and mitigated with appropriate landscaping.
4. Consider use of natural local vernacular stone materials in design of building and landscaping to assimilate into the landscape setting.
5. Ensure the Travel Plan is robust to encourage sustainable and active travel in the wider area.

In response to these mitigation measures the bulk of them are controllable through the imposition of conditions on a planning permission. With regards to tree planting on the northern boundary this is not possible as it would require a 10-15 metre wide strip of land that would allow the trees sufficient space to establish themselves. This would mean a redesign of the layout and would result in the development moving nearer the adjacent residential development. Some tree planting is interspersed throughout the development and this should help break up the views from the World Heritage Site.

To the east of the site are a number of Grade II Listed Buildings but these are separated from the site by other unlisted buildings. The layout of the development is such that the siting of the proposed crematorium and associated car park is a significant distance away such that it is not considered that the setting of these listed buildings will be adversely affected.

Subject to the imposition of appropriate conditions to mitigate the concerns raised by the SWHO it is not considered that the proposal would have a significant impact on either the Saltaire World Heritage Site or the adjacent listed buildings, and as such, would accord with Policy EN3 of the Core Strategy and the National Planning Policy Framework.

## 12. Other issues raised

A number of other issues have been raised during the publicity exercise that have not been addressed in the earlier sections of this report. These issues, together with the response, are as follows:

The amount of traffic a Crematorium produces and its pollution will deter tourists. How does this comply with 'Believe in Bradford' or being a 'City of Culture' – *the site is not considered to be a tourist attraction with no such facilities in the immediate or wider area. The proposal will comprise a replacement crematorium with the existing facility in Nab Wood closing. In terms of air quality, a full assessment has been made and no issues are raised by the Environmental Health Department*

What impact will the adjacent Northcliffe Golf Course have on the proposal in relation to stray golf balls being hit into the application site and implications on any liabilities on the golfers – *If this does become an issue netting could be installed along the joint boundary to stop stray golf balls from entering the site*

I wish these officers/decision makers would get out of their office and look into practicalities of the area – *Officers dealing with or commenting on the planning application undertake site visits as well as assessing the supporting information submitted with the application. They are fully aware of local circumstances*

Council should compensate them for the devaluation of their properties and sticking a concrete block on a greenbelt – *the devaluation of properties is not a material planning consideration*

Most of the residents in Heaton will not make use of a crematorium due to religious reasons including a lot of the nearest neighbours – *the proposed crematorium will not just serve the needs of the local residents in Heaton but will serve a much wider catchment area including Wards such as Baildon, Bingley, Clayton, Shipley, Wharfedale, Ilkley, Windhill and Rose, Thornton and Allerton, and, Bradford Moor. Anybody could use the facility even if they live outside the identified catchment area*

There is already more drug use on the road and police are having to be called to disperse youth gatherings especially on the fairways and Long Lane. The crematorium will promote more criminal activities and place additional pressures on already strained police services as this will give youths another area to gather in – *it is not considered that the proposal will provide or criminal activities. Should the site be developed it is*

*likely there will be a reduction in anti-social behaviour and crime because of the increased activity in the area*

A lot of the people that live around the area are Muslims and cremating a body is offensive to the religion. We don't want toxic Body fumes to be inhaled and ingested and this will surely affect this neighbourhood – *no toxic body fumes will be emitted from the site. As explained in the Air Quality section of the report there are rigorous controls in place that the crematorium will need to comply with particularly in relation to emissions*

Why is it that one community object to this proposal and wins and the Council deem it appropriate to impose it on another community – *the Council is not imposing the crematorium on a community. A lengthy site selection process has been gone through in relation to identifying the site and one of the aims of that process was to minimise the potential impact on the local community. The site is relatively remote with only a small number of residential properties adjacent to it. It is a sufficient distance away from the main built up area to minimise the impact on the local community*

We are a community riddled with poverty, poor health and pollution. This proposal will compound pre-existing health disadvantages to an already struggling community – *an Air Quality Assessment has been submitted with the application which has considered the impact of the proposal in terms of the potential emissions from the crematorium and the increased traffic visiting the site and no objection has been made by the Environmental Health Department as it is considered there are rigorous controls in place that the crematorium will need to comply with particularly in relation to emissions*

**Community Safety Implications:**

There are no other community safety implications other than those referred to in the main body of the report.

**Equality Act 2010, Section 149:**

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups, in accordance with the duty placed upon Local Authorities by Section 149 of the Equality Act 2010.

The Council is aware that some concerns have been raised in relation to the potential impact of the crematorium on specific faith groups in terms of the processes involved and religious beliefs. However, the application details indicate that the crematorium would be 'multi-faith' and it is not considered that there is any basis to conclude that the development of the proposed crematorium would unfairly affect people of any particular faith. The matter for consideration in the current application is whether the proposal site is considered to be a suitable site for a new crematorium.

Nonetheless the context of the site, the development scheme proposed and the representations which have been made have been reviewed to identify the potential for the determination of this applicant to disadvantage any individuals or groups of people with characteristics protected under the Equality Act 2010. The outcome of this review is that there are not considered to be any sound reasons to conclude that the proposed development would be likely to have a significantly detrimental impact on children, the elderly, people of a particular ethnicity or religion, or any other groups of people or individuals with protected characteristics and furthermore it is not considered that the

proposal would lead to significant adverse impacts on any residents, regardless of their characteristics. Likewise, if planning permission were to be refused, it is not considered that this would unfairly disadvantage any groups or individuals with protected characteristics.

**Reason for Granting Planning Permission:**

The proposed development represents inappropriate development in the Green Belt, which is by definition harmful to the Green Belt, and should not be approved except in very special circumstances. Substantial weight has been given to the harm the proposed development would cause to the Green Belt by reason of its inappropriateness, the loss of openness which would be consequential from the development and the development's conflict with the purposes of allocating land as Green Belt.

However, it is considered that the harm the development would cause to the Green Belt and the harm the development would cause to the character of the landscape is clearly outweighed by other considerations, in respect of the provision of new crematorium to replace existing facilities that are approaching capacity in terms of available new burial space and the existing abatement technology is outdated and reaching the end of its operating lives. The existing provision at Scholemoor and Nab Wood provide limited capacity for larger funerals and there is insufficient parking at both sites for modern day requirements. There are also issues with the sites complying with the requirements of the Disability Discrimination Act.

Therefore, it is considered that very special circumstances have been demonstrated to warrant the grant of planning permission for this development in the Green Belt.

It is considered that, subject to the conditions recommended in the report, the development will not result in unacceptable impacts upon the environment, highway safety, historic environment or residential amenity of the occupiers of the neighbouring residential dwellings.

The proposal is considered to accord with saved policy GB1 of the Replacement Unitary Development Plan, and, policies P1, SC1, SC9, EC4, EC5, TR1, TR2, TR3, TR4, EN2, EN3, EN5, EN7, EN8, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford and the relevant national planning policies set out in the National Planning Policy Framework.

**Conditions of Approval:**

1. Time limit

The development to which this notice relates must be begun not later than the expiration of three years beginning with the date of this notice.

Reason: To accord with the requirements of Section 91 of the Town and Country Planning Act, 1990 (as amended).

2. Approved plans

The development hereby approved shall only be carried out in accordance with the following plans:

Drawing Number 103011-PEL-HGN-01-DR-D-00001 Rev P01 showing the Proposed Site Access Arrangement and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-00-DR-A-XXXX-00001 Rev PL.01 showing the Site Location Plan and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-00-DR-A-XXXX-00002 Rev PL.01 showing the Proposed Site Block Plan and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-00-DR-A-XXXX-01001 Rev PL.01 showing the Ground Floor Plan and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-02-DR-A-XXXX-01002 Rev PL.01 showing the Roof Plan and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-A-XXXX-02001 Rev PL.01 showing the Elevations – Sheet 1 and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-A-XXXX-02003 Rev PL.01 showing the Elevations – Sheet 3 and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-A-XXXX-02004 Rev PL.01 showing the Strip Elevations and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-A-XXXX-03001 Rev PL.01 showing the Sections – Sheet 01 and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-A-XXXX-03002 Rev PL.01 showing the Sections – Sheet 02 and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-A-XXXX-03003 Rev PL.01 showing the Sections – Sheet 03 and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 152594-STL-HC-XX-DR-L-XXXX-09002 Rev PL.03 showing the Landscape Masterplan and received by the Local Planning Authority on the 26th August 2020;

Drawing Number 152594-STL-HC-XX-DR-L-XXXX-09401 Rev PL.01 showing the Tree Pit Details and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number 52594-STL-HC-XX-DR-A-XXXX-02002 Rev PL.01 showing the Elevations – Sheet 02 and received by the Local Planning Authority on the 2nd June 2020;

Drawing Number NOV-XX-EX-DR-E-9604 Rev P02 showing the Proposed External Services Layout and received by the Local Planning Authority on the 2nd June 2020;

Unnumbered Drawing showing the Wider Context Landscape Proposals and received by the Local Planning Authority on the 24th August 2020;

Drawing Number 01 showing the Landscape Proposal and received by the Local Planning Authority on the 24th August 2020; and,

Drawing Number 152594-STL-HC-XX-DR-L-XXXX-09010 Rev PL.02 showing the Tree Retention & Removal Plan and received by the Local Planning Authority on the 24th August 2020.

Reason: For the avoidance of doubt as to the terms under which this planning permission has been granted since amended plans have been received.

### 3. Travel Plan

Within 6 months of the first occupation of the building, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall promote sustainable travel options for future occupants of the development and include measures and incentives to reduce their reliance upon the private car. The Travel Plan as approved shall be implemented within 3 months of its approval in writing. The Travel Plan will be reviewed, monitored and amended as necessary on an annual basis to achieve the aims and targets of the Plan.

Reason: In the interests of promoting sustainable travel and to accord with policy TR1 of the Local Plan for Bradford.

### 4. Means of access

Before any part of the development is brought into use, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site in accordance with the approved plan and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

### 5. Visibility splays

Before any part of the development is brought into use, the visibility splays shown on the approved plans shall be laid out and there shall be no obstruction to visibility exceeding 900mm in height within the splays so formed above the road level of the adjacent highway.

Reason: To ensure that visibility is maintained at all times in the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

### 6. Car parking provision

Before any part of the development is brought into use, the proposed car parking spaces shall be laid out, hard surfaced, sealed, marked out into bays and drained within the curtilage of the site in accordance with the approved plan and to a specification to be submitted to and approved in writing by the Local Planning Authority. The car park so approved shall be kept available for use while ever the development is in use.

Reason: In the interests of highway safety and to accord with Policies DS4 and TR2 of the Local Plan for Bradford.

### 7. Vehicle service area

Before any part of the development is brought into use, the vehicle service areas for loading/unloading, including the turning and manoeuvring space, hereby approved shall be laid out, hard surfaced, sealed and drained within the site, in accordance with details shown on the approved plans. They shall be retained for that purpose whilst ever the development is in use.

Reason: In the interests of highway safety and to accord with Policies DS4 and TR2 of the Local Plan for Bradford.

8. No mud on highway

The developer shall prevent any mud, dirt or debris being carried on to the adjoining highway as a result of the site construction works. Details of such preventive measures shall be submitted to and approved in writing by the Local Planning Authority before development commences and the measures so approved shall be implemented and remain in place for the duration of construction works on the site.

Reason: In the interests of highway safety and to accord with policies DS4 and DS5 of the Local Plan for Bradford.

9. Wheel washing facilities

Before any development commences on site, full details of arrangements for wheel cleaning of construction vehicles and equipment, including the location of such a facility in relation to the highway and arrangements for disposal of contaminated surface water shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be installed, maintained in good operational condition and used for wheel cleaning whilst ever construction or delivery vehicles are leaving the site.

Reason: To prevent mud being taken on to the public highway in the interests of highway safety and to accord with policies DS4 and DS5 of the Local Plan for Bradford.

10. Construction Plan

Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) hours of construction work, including any works of demolition;
- iii) hours of delivery of materials;
- iv) location of site management offices and/or sales office;
- v) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- vi) car parking areas for construction workers, sales staff and customers;
- vii) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- viii) temporary warning and direction signing on the approaches to the site

The construction plan details as approved shall be implemented before the development hereby permitted is begun and shall be kept in place, operated and adhered to at all times until the development is completed. In addition, no vehicles involved in the construction of the development shall enter or leave the site of the development except via the temporary road access comprised within the approved construction plan.

Reason: To ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with policies TR1, TR3, DS4, and, DS5 of the Local Plan for Bradford.

11. Off-site highway works

Prior to the development being brought into use, the off-site highway works shown on drawing number 152594-STL-HC-XX-DR-L-XXXX-09002 Rev PL.03 indicating the off-site highway works shall be implemented in full.

Reason: In order to ensure that a safe access is maintained and to mitigate vehicular movements in the interest of highway safety and to accord with Policies TR2 and DS4 of the Local Plan for Bradford and the National Planning Policy Framework.

12. Materials

Before development above damp proof course commences on site, arrangements shall be made with the Local Planning Authority for the inspection of all external facing and roofing materials to be used in the development hereby permitted. The samples shall then be approved in writing by the Local Planning Authority and the development constructed in accordance with the approved details.

Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with policy DS1 of the Local Plan for Bradford.

13. Implementation of tree protection fencing

The development shall not begin, nor shall there be any demolition, site preparation or ground works, nor shall any materials or machinery be brought on to the site, nor any works carried out to any trees that are to be retained on the site until the tree protection fencing and other tree protection measures have been installed in the locations and in strict accordance with the specifications and details shown on the submitted Arboricultural Impact Assessment and associated drawings.

No ground works, development or demolition shall begin until the Local Planning Authority has inspected and given its written confirmation that the agreed tree protection measures have been installed in accordance with those details. The agreed tree protection measures shall be retained whilst ground works, development or demolition is taking place on the site.

Reason: To ensure that trees are adequately protected prior to development activity beginning on the site in the interests of amenity and to accord with Policy EN5 of the Local Plan for Bradford.

14. Scheme for foul and surface water drainage

The development shall not begin until details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be designed in accordance with the principles outlined in the Flood Risk Assessment, Doc ref. 20-115, dated 7/4/2020. The foul water drainage scheme shall be designed in accordance with the Foul Drainage Assessment, Doc No. L2268, dated MAY 2020. The scheme so approved shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies DS5, EN7 and EN8 of the Local Plan for Bradford.

(Reason for pre-commencement condition: It is necessary to secure agreement of effective drainage measures before commencement, in the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies DS5, EN7 and EN8 of the Local Plan for Bradford).

15. Maintenance Plan for the foul and surface water drainage schemes

The development shall not begin until a Maintenance Plan for the foul and surface water drainage schemes has been submitted to and approved in writing by the Lead Local Flood Authority. Once built, the drainage schemes shall be maintained thereafter, in accordance with the approved Plan.

Reason: In the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies DS5, EN7 and EN8 of the Local Plan for Bradford.

(Reason for pre-commencement condition: It is necessary to secure agreement of the maintenance provisions for the drainage system, before commencement, in the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies DS5, EN7 and EN8 of the Local Plan for Bradford).

16. Temporary drainage strategy

The development should not begin until a temporary drainage strategy outlining the drainage arrangements for different construction phases of the project has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only proceed in strict accordance with the approved temporary drainage strategy.

Reason: To ensure an appropriate drainage strategy for the construction phases of the approved development, and the prevention of surface water and sediment run-off into adjacent watercourses, and to accord with policies EN7 and EN8 of the Local Plan for Bradford.

17. Electric Vehicle Charging Points

Prior to the opening date of the crematorium a scheme detailing the type and location of EV charging facilities shall be submitted to and approved in writing by the Local Planning Authority. Buildings on the site shall not be brought into use until the agreed number of operational charging points have been installed and are fully operational. Charging points installed shall be clearly marked with their purpose and retained in a safe operational state thereafter.

Reason: To facilitate the uptake of low emission vehicles by staff and visitors and to reduce the emission impact of traffic arising from the development in line with the council's Low Emission Strategy and National Planning Policy Framework (NPPF).

18. Lighting scheme and lighting management plan

Before development commences on site, details of the type and position of all proposed external lighting fixtures to the buildings and external areas (including measures for

ensuring that light does not shine directly on the highway or is visible to highway users) shall first be submitted to and approved in writing by the Local Planning Authority. The lights so approved shall be installed in accordance with the approved details and maintained thereafter to prevent the light sources adversely affecting the safety of users of adjoining highways.

Reason: To avoid drivers being dazzled or distracted in the interests of highway safety and to accord with policies DS1 and DS2 of the Local Plan for Bradford.

#### 19. Gates details

Prior to their installation, details of the proposed gates across the access points shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to accord with policy DS1 of the Local Plan for Bradford.

#### 20. Cycle storage details

Prior to the occupation of any part of the development hereby permitted, details of the proposed cycle stands and their method of and timetable for their installation shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in full accordance with the approved details.

Reason: To provide a safe and secure environment for the storage of cycles and to accord with policy DS5 of the Local Plan for Bradford.

#### 21. Planting details along boundary

Development above damp proof course level of the proposed building shall not begin until a detailed scheme showing the proposed planting along the southern (Long Lane) boundary of the site has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to accord Policies EN5, DS2 and DS3 of the Local Plan for Bradford.

#### 22. Site Investigation Implementation

Prior to development commencing the Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme. A written report, including a remedial options appraisal scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

#### 23. Remediation strategy

Prior to construction of the development, a detailed remediation strategy, which removes unacceptable risks to all identified receptors from contamination, shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

24. Remediation verification

A remediation verification report, including where necessary quality control of imported soil materials and clean cover systems, prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each phase of the development (if phased) or prior to the completion of the development.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

25. Unexpected contamination

If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme also agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

26. Materials importation

A methodology for quality control of any material brought to the site for use in filling, level raising, landscaping and garden soils shall be submitted to, and approved in writing by the Local Planning Authority prior to materials being brought to site.

Reason: To ensure that all materials brought to the site are acceptable, to ensure that contamination/pollution is not brought into the development site and to comply with policy EN8 of the Local Plan for Bradford.

27. Landscape and Ecological Management Plan

Development above damp proof course level of the proposed building shall not begin until a Landscape and Ecological Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to accord Policies EN5, DS2 and DS3 of the Local Plan for Bradford.

INFORMATIVES:

1) The applicant should have regard to:

- YALPAG (formerly YAHPAC) 'Technical Guidance for Developers, Landowners and Consultants. Development on Land Affected by Contamination'
- YALPAG 'Verification Requirements for Cover Systems' if remediation or quality control of imported soil materials is required, and
- YALPAG (2016) guidance on 'Verification Requirements for Gas Protection Systems' if gas protection is necessary.

Current editions of these documents are available on the Bradford MDC website  
<https://www.bradford.gov.uk/planning-and-building-control/planning-applications/planning-application-forms/>

2) The local waiting restrictions and reduction of the speed limit along Long Lane to be approved and implemented in accordance with condition 11 will require the making of a Traffic Regulation Order. You are advised to contact John Rowley of the Councils Highways Department to discuss the procedure for making the Traffic Regulation Order.