



10 October 2023

Dear Councillor

You are invited to attend a meeting of the Environment Committee to be held in The Chamber, Cookstown and by virtual means Burn Road, Cookstown BT80 8DT on Tuesday, 10 October 2023 at 19:00 to transact the business noted below.

A link to join the meeting through the Council's remote meeting platform will follow.

Yours faithfully

Adrian McCreesh
Chief Executive

AGENDA

OPEN BUSINESS

1. Notice of Recording
This meeting will be webcast for live and subsequent broadcast on the Council's You Tube site [Live Broadcast Link](#)
2. Apologies
3. Declarations of Interest
Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.
4. Chair's Business
5. Deputation - Safe Electricity Armagh & Tyrone (SEAT)

Matters for Decision

6. DfI Roads Proposal to Mid Ulster District Council - Traffic Calming, Moneyhaw Road, Drummullan 3 - 6
7. DfI Roads Proposal to Mid Ulster District Council – Disabled Person's Parking Bay, Main Street, Clogher 7 - 10
8. DfI Roads Proposal to Mid Ulster District Council - No Waiting At Any Time Restriction at Granville Industrial Estate, Dungannon 11 - 14

- | | | |
|-----|---|-----------|
| 9. | DfI Roads Proposal to Mid Ulster District Council – Omagh Road and Old Ballygawley Roundabout, Ballygawley 50 mph Speed Limit | 15 - 18 |
| 10. | Consultation on Northern Ireland’s 2030 & 2040 Emissions Reduction Targets and First Three Carbon Budgets | 19 - 108 |
| 11. | Bus Shelters Update | 109 - 126 |

Matters for Information

- | | | |
|----|---|-----------|
| 12 | Minutes of Environment Committee held on 12 September 2023 | 127 - 138 |
| 13 | Consultation on Proposed Amendments to Fire Safety Measures of the Building Regulations | 139 - 178 |
| 14 | Building Control Workload | 179 - 184 |
| 15 | Entertainment Licensing Applications | 185 - 196 |
| 16 | Dual Language Signage Surveys | 197 - 216 |
| 17 | Dual Language Signage Requests | 217 - 242 |
| 18 | Launch of Community RePaint Scheme | 243 - 246 |
| 19 | Sustainability, Biodiversity and Environmental Education Update | 247 - 252 |

Items restricted in accordance with Section 42, Part 1 of Schedule 6 of the Local Government Act (NI) 2014. The public will be asked to withdraw from the meeting at this point.

Matters for Decision

20. Public Toilet Provision
21. Applications for Installation of Memorials on Council Property
22. IST Award – Connecting Pomeroy Work Package 6 – Civil Work Trail Improvements

Matters for Information

23. Confidential Minutes of Environment Committee held on 12 September 2023
24. Rationalisation of Recycling Centres and Grass Cutting Working Group Update
25. Capital Framework – ICT Contracts Update
26. Capital Framework – IST Contracts Update
27. Capital Projects – Scoping Contracts Update

Report on	DfI Roads Proposal to Mid Ulster District Council - Traffic Calming, Moneyhaw Road, Drummullan.
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Terry Scullion, AD Property Services

Is this report restricted for confidential business?	Yes	
If 'Yes', confirm below the exempt information category relied upon	No	X

1.0	Purpose of Report
1.1	To seek the agreement of Members in relation to a proposal from DfI Roads to extent traffic calming measures at Moneyhaw Road, Drummullan.
2.0	Background
2.1	Following a number of representations regarding vehicle speeds, DfI Roads is proposing to extent traffic calming measures at Moneyhaw Road, Drummullan.
3.0	Main Report
3.1	<p>The following outlines the proposal to be brought to the attention of the Environment Committee:</p> <p>PROPOSED EXTENSION OF TRAFFIC CALMING MEASURES FOR MONEYHAW ROAD, DRUMULLAN</p> <p>Correspondence was received from DfI Roads dated 12 September 2023 to extend traffic calming measures at Moneyhaw Road, Drumullan to address local safety concerns.</p> <p>Consultation letter and location map of aforementioned proposal are attached as appendices to this report.</p>
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: None
	Human: Officer time in drafting reports.
	Risk Management: The introduction of the aforementioned proposal at this location will assist in the management of road safety issues.

4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: The introduction of the aforementioned proposal at this location will assist DfI in the discharge of their statutory duty.
	Rural Needs Implications: The rural needs assessment would be conducted by DfI Roads.
5.0	Recommendation(s)
5.1	That the Environment Committee endorses the proposal submitted by DfI Roads.
6.0	Documents Attached & References
6.1	Appendix 1 – Letter and map from DfI Roads dated 12 th September 2023; proposed traffic calming measures at Moneyhaw Road, Drummullan.

Mr Adrian McCreesh
Chief Executive
Mid Ulster Council
Circular Road
Dungannon
Co Tyrone
BT71 6DT

RECEIVED
14 SEP 2023
CHIEF EXECUTIVE

**Western Division
Traffic Management**
County Hall
Drumragh Avenue
Omagh
County Tyrone
BT79 7AF

Telephone: (028) 82254162

Dungannontraffic@infrastructure-ni.gov.uk

12th September 2023

Dear Mr McCreesh

**TRAFFIC CALMING PROPOSALS: TRAFFIC CALMING MEASURES, MONEYHAW
ROAD, DRUMMULLAN**

Following a number of representations regarding vehicle speeds at the above location, DFI Roads are proposing to extend existing Traffic Calming measures to address local safety concerns.

The full extent of this proposal is illustrated on the attached layout drawing. I would appreciate if you could bring this matter to the attention of the relevant councillors for this area.

If you, or any elected representatives have any comments on our proposal please feel free to contact me using the above email address or by contacting me directly on (028) 82254162.

I trust that you will find this information helpful.

Yours sincerely

**Angus Fyffe
Network Development 2**

Joseph
(RC)



Key to Proposed Traffic Calming Features

Proposed Speed Cushions



Existing Part-time 20mph Speed Limit Zone



TITLE
**MONEYHAW RD,
DRUMMULLAN**

PRODUCT
**Proposed Provision of Traffic
Calming Measures**

DATE: September 2023 **Not to scale**

Reproduced from the Ordnance Survey of Northern Ireland map with permission of the Director and Chief Executive. Crown copyright reserved
O.S. Ref: 125025W

Traffic Management
County Hill
Drumagh Avenue
Omagh
BT79 7AF
Telephone: (028) 82254162

DFI Roads
WESTERN DIVISION

Report on	Dfl Roads Proposal to Mid Ulster District Council – Disabled Person’s Parking Bay, Main Street, Clogher.
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Terry Scullion, AD Property Services

Is this report restricted for confidential business? If ‘Yes’, confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To seek the agreement of Members in relation to a proposal from Dfl Roads to introduce a Disabled Person’s Parking Bay at Main street, Clogher.
2.0	Background
2.1	Dfl Roads is proposing to introduce a Disabled Person’s Parking Bay at Main Street, Clogher.
3.0	Main Report
3.1	<p>The following outlines the proposal to be brought to the attention of the Environment Committee:</p> <p>PROPOSED INTRODUCTION OF A DISABLED PERSONS’ PARKING BAY – MAIN STREET, CLOGHER</p> <p>Correspondence was received from Dfl Roads dated 22 August 2023 to introduce a Disabled Person’s Parking Bay at Main Street, Clogher.</p> <p>A consultation letter and a location map of the aforementioned proposal are attached as appendices to this report.</p>
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: None
	Human: Officer time in drafting reports
	Risk Management: The introduction of the aforementioned proposal at these locations will assist in the management of road safety issues.

4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: The introduction of the aforementioned proposal at these locations will assist DfI in the discharge of their statutory duty.
	Rural Needs Implications: The rural needs assessment would be conducted by DfI Roads.
5.0	Recommendation(s)
5.1	That the Environment Committee endorses the proposal submitted by DfI Roads.
6.0	Documents Attached & References
6.1	Appendix 1 – Letter from DFI Roads dated 22 nd August 2023; proposed disabled persons parking bay, Main Street, Clogher.
6.2	Appendix 2– Map from DFI Roads dated 22 nd August 2023; proposed disabled persons parking bay, Main Street, Clogher.



Department for

Infrastructure

An Roinn

Bonneagair

Department for

Infrastructure

www.infrastructure-ni.gov.uk

Roads
Network Development
County Hall
Drumragh Avenue
Omagh

Tel: 028 8225 4085

22 August 2023

Mr Adrian McCreesh
Chief Executive
Mid Ulster District Council
Ballyronan Road
Magherafelt
BT45 6EN

Dear Mr McCreesh

**PROPOSED DISABLED PERSONS' PARKING BAY – MAIN STREET,
CLOGHER**

DfI Roads is proposing to provide a disabled persons' parking bay at Main Street, Clogher, as detailed on the attached map, following a request from a former Councillor on behalf of disabled shoppers/visitors.

Please bring this matter to the attention of your council.

Yours sincerely

Mrs Hazel Burton
Network Development Section

Enc

Proposed disabled parking bay - Main Street, Clogher



22/08/2023, 11:16:49

Report on	Dfl Roads Proposal to Mid Ulster District Council - No waiting at any time restriction at Granville Industrial Estate, Dungannon
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Terry Scullion, AD Property Services

Is this report restricted for confidential business?	Yes	<input type="checkbox"/>
If 'Yes', confirm below the exempt information category relied upon	No	X

1.0	Purpose of Report
1.1	To seek the agreement of Members in relation to a proposal from Dfl Roads to introduce no waiting at any time, loading or unloading at Granville Industrial Estate, Dungannon.
2.0	Background
2.1	Dfl Roads is proposing to introduce two no waiting at any time restrictions at Granville Industrial Estate, Dungannon.
3.0	Main Report
3.1	<p>The following outlines the proposal to be brought to the attention of the Environment Committee:</p> <p>PROPOSED INTRODUCTION OF NO WAITING AT ANY TIME, LOADING AND UNLOADING PERMITTED AT GRANVILLE INDUSTRIAL ESTATE, DUNGANNON</p> <p>Correspondence was received from Dfl Roads dated 14 September 2023 to introduce two stretches of no waiting at any time, loading and unloading permitted at Granville Industrial Estate, Dungannon.</p> <p>Consultation letter and location map of aforementioned proposal are attached as appendices to this report.</p>
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: None
	Human: Officer time in drafting reports

	Risk Management: The introduction of the aforementioned proposal at these locations will assist in the management of road safety issues.
4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: The introduction of the aforementioned proposal at these locations will assist DfI in the discharge of their statutory duty.
	Rural Needs Implications: The rural needs assessment would be conducted by DfI Roads.
5.0	Recommendation(s)
5.1	That the Environment Committee endorses the proposal submitted by DfI Roads.
6.0	Documents Attached & References
6.1	Appendix 1 – Letter from DfI Roads dated 14 September 2023; proposed introduction of no waiting at any time, loading and unloading permitted at Granville Industrial Estate, Dungannon.
6.2	Appendix 1 – Map from DfI Roads dated 14 September 2023; proposed introduction of no waiting at any time, loading and unloading permitted at Granville Industrial Estate, Dungannon.



Department for

Infrastructure

An Roinn

Bonneagair

Department for

Infrastructure

www.infrastructure-ni.gov.uk

County Hall
Drumragh Avenue
Omagh

Tel: 028 8225 4085

14 September 2023

Network Development

Chief Executive
Mid Ulster District Council
Ballyronan
Magherafelt
BT45 6EN

Dear Mr McCreesh

PROPOSED INTRODUCTION OF NO WAITING AT ANY TIME, LOADING AND UNLOADING PERMITTED – GRANVILLE INDUSTRIAL ESTATE, DUNGANNON

DfI Roads is proposing to introduce two stretches of no waiting at any time, loading and unloading permitted at Granville Industrial Estate, Dungannon, as shown on the enclosed map.

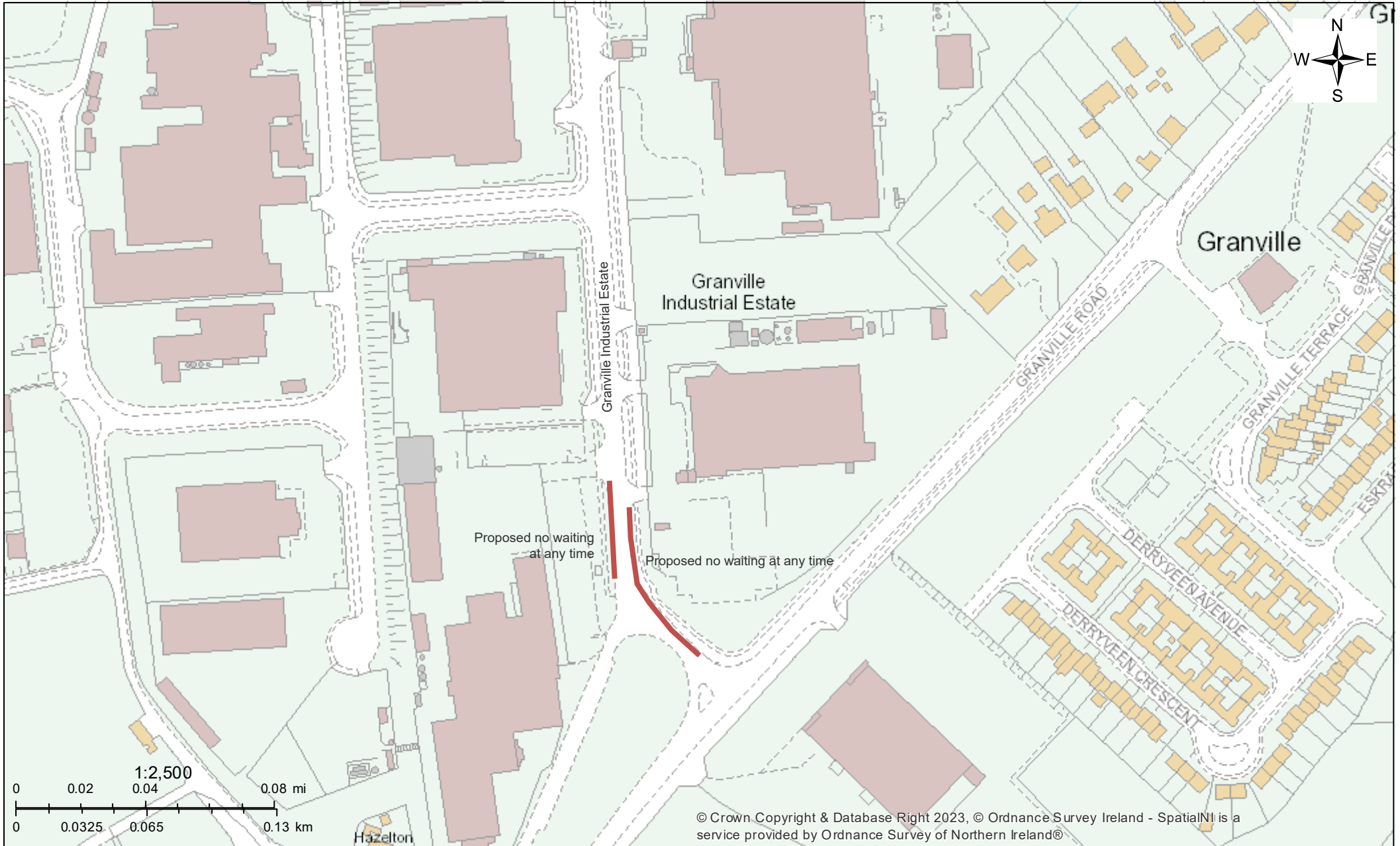
Please bring this matter to the attention of your council.

Yours sincerely

Mrs Hazel Burton
Network Development Section

Enc

Granville Industrial Estate No Waiting At Any Time



24/08/2023, 12:43:24

Report on	DfI Roads Proposal to Mid Ulster District Council – Omagh Road and Old Ballygawley Roundabout, Ballygawley 50 mph Speed Limit
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Terry Scullion, AD Property Services

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To seek the agreement of Members in relation to a proposal from DfI Roads to introduce a 50mph speed limit at Omagh Road and Old Ballygawley Roundabout, Ballygawley.
2.0	Background
2.1	DfI Roads is proposing to introduce a reduced speed limit of 50mph speed limit at Omagh Road and Old Ballygawley Roundabout, Ballygawley.
3.0	Main Report
3.1	<p>The following outlines the proposal to be brought to the attention of the Environment Committee:</p> <p>50 MPH SPEED LIMIT – OMAGH ROAD AND OLD BALLYGAWLEY ROUNDABOUT, BALLYGAWLEY</p> <p>Correspondence was received from DfI Roads dated 26 September 2023 is proposing to reduce the speed limit to 50mph Omagh Road and Old Ballygawley Roundabout, Ballygawley to facilitate traffic calming.</p> <p>Consultation letter and a location map of aforementioned proposal are attached as appendices to this report.</p>
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: None
	Human: Officer time in drafting reports

	Risk Management: The introduction of the aforementioned proposal at these locations will assist in the management of road safety issues.
4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: The introduction of the aforementioned proposal at these locations will assist DfI in the discharge of their statutory duty.
	Rural Needs Implications: The rural needs assessment would be conducted by DfI Roads.
5.0	Recommendation(s)
5.1	That the Environment Committee endorses the proposal submitted by DfI Roads.
6.0	Documents Attached & References
6.1	Appendix 1 – Letter from DfI Roads dated 26 th September 2023; proposed 50mph speed limit at Omagh Road and Old Ballygawley Roundabout, Ballygawley.
6.2	Appendix 2– Map from DfI Roads dated 26 th September 2023; proposed 50mph speed limit at Omagh Road and Old Ballygawley Roundabout, Ballygawley.

Western Division Network Development

Mr Adrian McCreesh
Chief Executive
Mid Ulster District Council
Ballyronan
Magherafelt
BT45 6EN



Department for
Infrastructure

An Roinn

Bonneagair

Department for

Infrastructure

www.infrastructure-ni.gov.uk

DfI Roads
County Hall
Drumragh Avenue
Omagh

Tel: 028 8225 4085

26 September 2023

Dear Mr McCreesh

**50 MPH SPEED LIMIT – OMAGH ROAD AND OLD BALLYGAWLEY
ROUNDBOUT, BALLYGAWLEY**

DfI Roads is proposing to reduce the speed limit to 50mph on Omagh Road and Old Ballygawley Roundabout, Ballygawley, as shown on the attached map.

Please bring this matter to the attention of your council.

Yours sincerely

Mrs Hazel Burton
Network Development Section

Enc

Proposed 50mph - Omagh Road and Ballygawley Roundabout, Ballygawley



© Crown Copyright & Database Right 2023, © Ordnance Survey Ireland - SpatialNI is a service provided by Ordnance Survey of Northern Ireland®, © Ordnance Survey of Northern

13/06/2023, 17:00:28

Report on	Consultation on Northern Ireland's 2030 & 2040 Emissions Reduction Targets and First Three Carbon Budgets
Date of Meeting	10 th October 2023
Reporting Officer	Mark McAdoo, Assistant Director: Environmental Services
Contact Officer	Karl McGowan, Waste & Sustainable Development Manager

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To seek approval for a proposed response to a public consultation on Northern Ireland's 2030 & 2040 Emissions Reduction Targets & First Three Carbon Budgets.
2.0	Background
2.1	The Department of Agriculture, Environment and Rural Affairs (DAERA) on behalf of the Northern Ireland Executive have published a consultation on N Ireland's 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets.
2.2	DAERA is required to prepare regulations on carbon budgets and interim targets guided by advice from the Climate Change Committee (CCC). A carbon budget represents the total amount of emissions that may be emitted during a five-year period, measured in tonnes of carbon dioxide equivalent. The first budgetary period is 2023-2027 and every five years thereafter. The CCC is an independent, statutory body established under the Climate Change Act 2008. Its purpose is to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.
2.3	The consultation seeks feedback on the proposed first three carbon budgets for 2023-2027, 2028-2032 and 2033-2037, as well on the interim targets that should be set for 2030 and 2040 for reductions in greenhouse gases. DAERA is also seeking views through the consultation on the CCC's recommended Path to Net Zero for Northern Ireland and is keen to hear from individuals, businesses, communities, and other organisations from across Northern Ireland.
3.0	Main Report
3.1	The Climate Change Act (Northern Ireland) 2022 received Royal Assent in June 2022. It sets emissions reduction targets that Northern Ireland must comply with

legally, including achieving Net Zero emissions by 2050. Other key requirements of the Act include:

- Producing a system of carbon budgeting;
- The setting of 2030 and 2040 emissions reduction targets;
- Producing five-year Climate Action Plans to set out the policies and proposals that Northern Ireland departments will implement to meet a carbon budget;
- Establishing a Just Transition Commission for Northern Ireland and an office for a Northern Ireland Climate Commissioner;
- Setting regulations in regard to climate change reporting duties by public bodies and a Just Transition Fund for Agriculture; and
- Establishing a system of reporting and statements against targets and carbon budgets.

3.2 The advice from the CCC published in March 2023 recommends that targets consistent with the 2050 Net Zero target would be:

- A 48% emissions reduction by 2030 (2030 target) against the baseline the current target in the Act; and
- A 77% emissions reduction by 2040 (2040 target) against the baseline.

The CCC has recommended these targets on the basis of its Path to a Net Zero for Northern Ireland analysis undertaken to highlight how Northern Ireland might reach the 2050 Net Zero target in the Act. The recommended targets are therefore considered by the CCC to be consistent with the 2050 Net Zero target.

3.3 The CCC, in its advice to Northern Ireland in March 2023, recommended that, in order to keep emissions consistent with the 2050 Net Zero target, the first three carbon budgets should be set as follows:

- The first carbon budget (2023 – 2027) to be set at a level that has a 33% average annual reduction;
- The second carbon budget (2028 – 2032) to be set at a level that has a 48% average annual reduction; and
- The third carbon budget (2033 – 2037) to be set at a level that has a 62% average annual reduction.

3.4 A consultation on the above targets is running for 16 weeks from 21st June to 11th October 2023 and the full document can be accessed using the below link:

<https://www.daera-ni.gov.uk/consultations/carbonbudget>

As part of the consultation process a local government stakeholder consultation event was held at Loughry College on 3rd August which Council officers attended.

3.5 The consultation set outs the following actions required, as a minimum, to achieve the CCC's updated Balanced Pathway for Northern Ireland:

3.6	<ul style="list-style-type: none"> ○ Decarbonising electricity generation whilst meeting rising demand; ○ New car/van sales to be zero-emissions in the first half of the 2030s; ○ All new heating appliances to be zero-carbon by 2033, and by 2030 for properties off the gas grid, with a substantial improvement in the energy efficiency of buildings; ○ A reduction in livestock numbers by almost a third and the widespread adoption of low-carbon farming practices; and ○ Significant increase in peatland restoration and afforestation <p>A proposed consultation response for Mid Ulster District Council, incorporating comments from Sustainable Northern Ireland (SNI), has been prepared and is attached as an appendix. This confirms the Council broadly supports the targets and carbon budgets recommended by the CCC albeit with some concerns expressed in relation to both the agricultural and waste management sectors. The proposed response highlights the rural nature of the Mid Ulster district and the importance of agriculture and the agri-foods industry to our local economy. The proposed response does not support the reduction in livestock numbers but rather the introduction of technological and efficiency improvements, such as the widespread use of feed additives, in order to reduce methane emissions and also promote growth. The response also reiterates the need for support from the NI Executive and the UK Government to support a “just transition” to net zero.</p>
4.0	Other Considerations
4.1	<p>Financial, Human Resources & Risk Implications</p> <p>Financial:</p> <p>The consultation has no financial considerations at this time, however, meeting the proposed targets / carbon budgets will almost certainly result in additional costs to Council in all of its functions through required changes to fleet, building improvements, energy efficiency, land use and renewable energy projects.</p> <p>Human: None</p> <p>Risk Management: None</p>
4.2	<p>Screening & Impact Assessments</p> <p>Equality & Good Relations Implications: None</p> <p>Rural Needs Implications: None</p>

5.0	Recommendation(s)
5.1	Members are asked to consider and approve the proposed consultation response.
6.0	Documents Attached & References
6.1	Carbon Budget Consultation Document
6.2	Proposed MUDC consultation response to Carbon Budgets Consultation

Consultation on:

Northern Ireland's 2030 & 2040
Emissions Reduction Targets &
First Three Carbon Budgets

&

Seeking views on Climate Change
Committee (CCC) Advice Report:
The path to a Net Zero
Northern Ireland



This document is also available on the DAERA website at:
<http://www.daera-ni.gov.uk/consultations/carbonbudget>

On request, we can arrange to provide other formats of the documents above, such as:

- **Paper Copy**
- **Large Print**
- **Braille**
- **Other Languages**

To request an alternative format, please contact us:

Email: GreenGrowthFeedback@daera-ni.gov.uk

Telephone: 028 9056 9708 and talk to one of the Consultation Team.

If you have a hearing difficulty, you can contact the Department via **Text Relay**.

Dial: 18001 028 9052 4528

Post: Climate Change and Green Growth Policy Division
2nd Floor, Klondyke Building
1 Cromac Avenue
Gasworks Business Park
Belfast BT7 2JA

Guidance is provided on the 'Confidentiality' of responses under the Freedom of Information Act 2000, in Annex 2 for your reference. Also, **if you require any further information, please contact a member of the consultation team on 028 9056 9708.**

Contents

Executive Summary	2
1. Introduction & Background	4
1.1 Introduction.....	5
1.2 The Climate Change Act (Northern Ireland) 2022	6
1.3 Requirement to Set and Consult on 2030 and 2040 Emissions Reduction Targets & Carbon Budgets	7
1.4 Seeking Views on CCC Advice Report: The path to a Net Zero Northern Ireland.....	8
1.5 How to Respond.....	8
1.6 Structure of the Document.....	9
2. Northern Ireland’s 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets	10
2.1 Introduction.....	11
2.2 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets.....	11
2.3 Your View: Consultation Questions on Proposed 2030 and 2040 Emissions Reduction Targets and Carbon Budgets	19
3. Summary of CCC Advice Report: The Path to a Net Zero Northern Ireland	23
3.1 Context.....	24
3.2 CCC Recommended Path to a Net Zero Northern Ireland	25
3.3 Sector Implications	28
- Agriculture	31
- Land Use and Land Use Change, including Forestry (LULUCF)	34
- Transport	37
- Buildings.....	41
- Energy	44
- Business & Industrial.....	46
- Waste	49
- Fisheries.....	51
3.4 Your View: Questions on CCC Advice Report: The path to a Net Zero Northern Ireland.....	53
4. Next Steps	58
Annex 1 Glossary of Terms	60
Annex 2 Publication of Responses	64

Executive Summary

In March 2022, the Northern Ireland Assembly passed the Climate Change Act (NI) 2022 (the Act), committing the region to an ambitious target of Net Zero emissions by 2050. With Northern Ireland's climate ambition now set in law, the next step is to determine the path to Net Zero including the pace of our actions and associated milestones.

This means setting 2030 and 2040 emissions reduction targets and five yearly 'carbon budgets'. These carbon budgets are legally-binding limits on the total amount of greenhouse gases that can be emitted in Northern Ireland for a five-year period and provide a useful way to benchmark Northern Ireland's progress in meeting climate goals. The Act places duties on Department of Agriculture, Environment and Rural Affairs (DAERA) and all other Departments. DAERA must prepare and publish a Climate Action Plan to meet a carbon budget and set out how the 2030, 2040 and 2050 emissions reduction targets will be met. Individual departments are required to provide DAERA with policies and proposals within their area of responsibility for inclusion in the Climate Action Plan.

The intention was to consult on the carbon budgets and the first draft Climate Action Plan (2023-2027) together. However, developing the Climate Action Plan is complex and involves detailed modelling, analysis and policy development across government departments. Coupled with an extremely difficult budgetary position and the challenges associated with developing, in the absence of ministers, the new policies and programmes that will be required to meet the carbon reduction targets, it will be later this year before the draft Climate Action Plan is completed.

This is a consultation, therefore, on the carbon budgets and targets.

As the Climate Change Committee¹ (CCC) published its Advice Report: The Path to a Net Zero Northern Ireland, we are in a position to carry out a 16 week consultation exercise on the 2030 and 2040 targets and the first three carbon budgets, thus fulfilling the statutory obligation in the Act.

We want to seek your views on the proposed 2030 and 2040 emissions reduction targets for Northern Ireland; and the proposed carbon budgets for the periods 2023-2027, 2028-2032 and 2033-2037.

¹ The Climate Change Committee is the UK's independent adviser on climate change, and it is responsible for providing expertise and guidance to the UK and devolved governments on emissions targets.

This consultation also presents an opportunity to seek views from the public on the CCC Advice report, and considerations of the CCC sector advice by the departments leading on the sectors. The findings from this exercise will allow officials across departments to use the feedback to inform advice to ministers on what would need to be in a credible Climate Action Plan. It is recognised that the success of new policies and proposals to reduce emissions across sectors will be dependent on significant new capital and resource funding, as well as appropriate staff resources, wide-spread behavioural change and political acceptance.

We wish to use this opportunity to encourage dialogue and facilitate an early and informed discussion on climate action, informed by the CCC advice.

Working with colleagues across all other departments, DAERA will undertake stakeholder engagement to meet with, receive feedback and hear the opinions of a wide range of stakeholders. This will involve an online survey and facilitating a series of workshops and engagement sessions. These will take place both virtually and in person across Northern Ireland.

We encourage you to participate in this important consultation providing feedback on carbon budgets, targets and the CCC advice to inform Northern Ireland's first Climate Action Plan.

SECTION 1

Introduction & Background

1

1.1 Introduction

Climate change is a complicated but hugely important issue. It is recognised as one of the most important crises that the world is facing today and, as such, is a priority for many world leaders. The United Nations (UN) defines climate change as the long-term shifts in temperature and average weather patterns across the world. These shifts can be natural but, since the 1800s, human activities have been the main driver of climate change, primarily due to the burning of fossil fuels (like coal, oil and gas), which produces heat-trapping gases called greenhouse gases.

Across the globe, including in Northern Ireland, efforts are now focused on limiting the rise in temperature to 1.5 degrees to help avoid extreme weather like heatwaves, droughts and storms happening more often and becoming more severe.

Northern Ireland's strong focus on climate action in recent years is evident.

A climate emergency was declared by the Northern Ireland Assembly in February 2020. In October 2021, the Department for Agriculture, Environment and Rural Affairs (DAERA), on behalf of the Northern Ireland Executive, published a draft Green Growth Strategy, setting out Northern Ireland's approach to lower greenhouse gas emissions, improve our environment and create green jobs. Recognising that many climate solutions rely on the government creating new laws and making sure they are applied fairly across our society, in March 2022, the Northern Ireland Assembly passed climate change legislation, called the 'Climate Change Act (Northern Ireland) 2022'.

The rest of this section sets out the key elements of the Act, including the requirement to set and consult on targets and carbon budgets, which is the focus of this consultation.

1.2 The Climate Change Act (Northern Ireland) 2022

In June 2022, the Act received Royal Assent. It sets emissions reduction targets that Northern Ireland must comply with legally, including achieving Net Zero emissions by 2050.

Other key requirements of the Act include:

- Producing a system of carbon budgeting;
- The setting of 2030 and 2040 emissions reduction targets;
- Producing five-year Climate Action Plans to set out the policies and proposals that Northern Ireland departments will implement to meet a carbon budget;
- Establishing a Just Transition Commission for Northern Ireland and an office for a Northern Ireland Climate Commissioner;
- Setting regulations in regard to climate change reporting duties by public bodies and a Just Transition Fund for Agriculture; and
- Establishing a system of reporting and statements against targets and carbon budgets.

DAERA is responsible for leading on the delivery of many of the requirements of the Act. As all government departments are responsible for ensuring that targets can be met, DAERA is working alongside other departments to deliver the reduction in emissions, and other requirements needed to deliver the legislative requirement to achieve Net Zero emissions by 2050.

1.3 Requirement to Set and Consult on 2030 and 2040 Emissions Reduction Targets & Carbon Budgets

The primary objective of this consultation is to consult on the proposed 2030 and 2040 emissions targets for Northern Ireland and proposed carbon budgets for the periods 2023-2027, 2028-2032 and 2033-2037.

The Act includes emissions reduction targets for 2030 and 2040 and a requirement for DAERA to consider whether these targets are consistent with the 2050 Net Zero emissions target and to revise them, if required. The current 2030 target is for emissions² to be reduced by at least 48% against the baseline³, and the current 2040 target is for emissions to be in line with the target for the year 2050.

In addition to meeting the emissions reduction targets, DAERA is required to make new regulations which set a maximum total amount of permitted greenhouse gas emissions in Northern Ireland over five-year budgetary periods. The amount set in a budgetary period is known as the 'carbon budget'⁴. When setting carbon budgets (or setting or amending emissions reduction targets), DAERA is required to seek the advice of the Climate Change Committee (CCC) and take this advice into account before making the associated regulations. The CCC provided this advice on 2 March 2023.

What is a carbon budget?

A carbon budget is the maximum total amount of emissions permitted for a budgetary period. The first budgetary period is 2023-2027 and every five years thereafter.

² References to specific emissions reductions, in the context of the 2030, 2040 and 2050 Northern Ireland emissions reduction targets and the proposed carbon budgets, mean reductions in the net Northern Ireland emissions account for the target year or carbon budget period. The net Northern Ireland emissions account for a year means the aggregate amount of net emissions of each greenhouse gas in Northern Ireland (which will take into account the emissions of a gas and the removals of a gas through e.g. land use and forestry etc) plus/minus any carbon units debited or credited to the account.

³ The baseline is the aggregate amount of net Northern Ireland emissions of each greenhouse gas in the year specified in relation to that gas (1990 for Carbon dioxide, Methane and Nitrous oxide; 1995 for Hydrofluorocarbons, Perfluorocarbons, Sulphur hexafluoride and Nitrogen trifluoride).

⁴ Sections 23-28 of the Act provide details on the specific requirements around carbon budgets.

1.4 Seeking Views on CCC Advice Report: The path to a Net Zero Northern Ireland

After the Act passed, DAERA sought advice from the CCC on a path to Net Zero. The subsequent CCC's Advice Report: The Path to a Net Zero Northern Ireland was published on 2 March 2023. We are using this opportunity to seek the public's views on the Advice Report which is designed to illustrate the types of actions to achieve the outcomes that policies must drive to achieve decarbonisation at the pace required. Whilst this is not a formal consultation on CCC advice we do want to encourage dialogue and facilitate an early and informed discussion on climate action. To help inform the discussion, the departments leading on the sectors⁵ have set out their considerations, alongside the CCC advice. It is recognised that delivering new policies and proposals to reduce emissions will be dependent on significant capital and resource funding.

The findings from this exercise will inform the Climate Action Plan development and will be used to provide advice to incoming Ministers. The specifics in terms of policies, proposals, actions, and interventions to meet the first carbon budget will be set out in the Climate Action Plan consultation. As per the requirements of the Act, the Climate Action Plan will consider soil quality, air quality and biodiversity, as well as requirements around Just Transition, climate resilience and impact assessments on the policies and proposals.

1.5 How to Respond

You are invited to give your views on the following by completing the online survey and/or attending one of the engagement sessions.

1. First three carbon budgets;
2. 2030 and 2040 targets; and
3. CCC Advice Report.

This consultation will run for a 16-week period from 21 June 2023 to 11 October 2023. We encourage early responses, and responses should be submitted no later than 11.59pm on 11 October 2023 to help ensure they can be fully considered.

⁵ The CCC Advice report provides emission reduction pathways for the sectors specified in the Act. The sectors in the Act are Agriculture, Land Use and Land Use Change, including Forestry (LULUCF), Transport, Buildings, Energy Production and Supply, Business and Industrial Processes, Waste Management and Fisheries.

Online Survey

The online survey is quick and simple to complete. Please supplement your response with any relevant supporting information, evidence and/or analysis.

If you are unable to complete the survey online, please contact the team by email: GreenGrowthFeedback@daera-ni.gov.uk

Engagement sessions/events

There will be a series of stakeholder engagement events during the carbon budget consultation period. These will take place both online and in person across Northern Ireland.

Details are available on the DAERA website:

<http://www.daera-ni.gov.uk/consultations/carbonbudget> and events will be advertised on social media and in local newspapers.

By responding to this consultation you are agreeing that any information gathered may be shared with other NICS departments.

1.6 Structure of the Document

Section 2 sets out, for consultation, the proposals for Northern Ireland's 2030 and 2040 emissions reduction targets and the first three carbon budgets.

Section 3 summarises the CCC's Advice Report: The path to a Net Zero Northern Ireland. It also includes considerations by the departments leading on the sectors on the CCC sector advice.

Section 4 sets out the next steps following completion of this engagement exercise.

Northern Ireland's 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets

2

2.1 Introduction

This section includes the proposals for Northern Ireland's 2030 and 2040 emissions reduction targets, and first three carbon budgets. These are based on advice from the CCC. We are keen to get your views on these targets and carbon budgets. Your feedback will be used to inform the development of carbon budget regulations as required under the Act.

2.2 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets

2.2.1 2030 and 2040 Emissions Reduction Targets

The Act requires DAERA to consider whether the current 2030 and 2040 emissions reduction targets are consistent with meeting the 2050 Net Zero emissions target and to set targets for the years 2030 and 2040 that are in line with the 2050 target. This is required to be completed by June 2024.

The CCC provided advice to DAERA on 2 March 2023⁶ on what it considers to be appropriate emissions reduction targets for 2030 and 2040. Figure 1 sets out this advice.

Figure 1: CCC Advice on the 2030 and 2040 Emissions Reduction Targets

The advice from the CCC published in March 2023 recommends that targets consistent with the 2050 Net Zero target would be:

- A 48% emissions reduction* by 2030 (2030 target) against the baseline** - the current target in the Act; and
- A 77% emissions reduction by 2040 (2040 target) against the baseline

The CCC has recommended these targets on the basis of its Path to a Net Zero for Northern Ireland analysis undertaken to highlight how Northern Ireland might reach the 2050 Net Zero target in the Act. The recommended targets are therefore considered by the CCC to be consistent with the 2050 Net Zero target.

Note: * These targets would be expressed in the same form as the current targets in the Act, i.e. the net Northern Ireland emissions account should be at least 48% lower than the baseline in 2030 and at least 77% lower than the baseline in 2040.

**The baseline is the aggregate amount of net Northern Ireland emissions of each greenhouse gas in the year specified in relation to that gas (1990 for Carbon dioxide, Methane and Nitrous oxide; 1995 for Hydrofluorocarbons, Perfluorocarbons, Sulphur hexafluoride and Nitrogen trifluoride).

⁶ Advice report: The path to a Net Zero Northern Ireland - Climate Change Committee
<https://www.theccc.org.uk/publication/advice-report-the-path-to-a-net-zero-northern-ireland/>

DAERA, under section 54 of the Act, can only make regulations that set or amend targets if certain conditions have been met. One of these conditions is that the target has been recommended by the CCC or that the proposed target is at a level that is not substantially different from what the CCC has recommended.

Section 4 of the Act already requires all Northern Ireland departments to ensure that emissions in 2030 are at least 48% lower than the baseline. The CCC recommended that this target remains.

DAERA is proposing to follow this recommendation and retain the current 2030 emissions reduction target in the Act. If, following this consultation, DAERA accepts the CCC advice and retains the current 2030 emissions reduction target as set by the Northern Ireland Assembly, then it will require a statement to be laid before the Assembly to explain why the current target should remain and does not need to be amended.

DAERA is also proposing to follow the recommendations of the CCC and set the 2040 target in line with that expert advice. This will require regulations to be made which will amend section 3 of the Act to place a requirement on all Northern Ireland departments to ensure that the emissions in 2040 are at least 77% lower than the baseline. While an updated target is not required to be set until June 2024, consulting on the proposed 2040 emissions reduction target provides advance notice for the public and Northern Ireland departments on the target that they are likely to be working towards.

2.2.2 Carbon Budgets

What is a carbon budget?

A carbon budget provides a limit on the maximum total amount of greenhouse gas emissions which should not be exceeded for a defined budgetary period, in order to help meet overall and longer-term emissions reduction commitments. Carbon budgets will, therefore, be set at a Northern Ireland level rather than a sectoral level. However, it is the cumulative impact of reductions in emissions across each sector which will enable a carbon budget to be met. The Act requires that carbon budgets cover a five-year budgetary period. This can be expressed as a total figure, or as an average annual percentage reduction within the relevant five-year period.

All Northern Ireland departments are required under the Act to ensure that a carbon budget is achieved. The delivery vehicle for achieving carbon budgets will be through the development and implementation of Climate Action Plans.

Carbon budget periods

The first Northern Ireland budgetary period is 2023-2027 with subsequent periods covering every five years thereafter. The first three carbon budgets for Northern Ireland (2023-2027, 2028-2032 and 2033-2037) must be set by the end of December 2023 and each subsequent carbon budget must be set a minimum of 12 years in advance of the budgetary period commencing.

DAERA is required to set the carbon budget for the budgetary periods 2023-2027 and 2028-2032 at a level that it is satisfied is consistent with meeting the emissions targets for 2030, 2040 and 2050, and to set the carbon budget for the budgetary period 2033-2037 at a level that it is satisfied is consistent with meeting the emissions targets for 2040 and 2050.

Setting Carbon Budgets

Advice from the CCC

When setting carbon budgets, DAERA is required to seek the advice of the CCC and take this advice into account before making the associated regulations. When providing advice on carbon budgets, the CCC must have regard to:

- United Kingdom and international law or policy relating to climate change;
- Scientific knowledge about climate change; and
- Technology relevant to climate change.

If DAERA decides to make regulations to set carbon budgets that differ from the advice and recommendations of the CCC then, as required by the Act, it must lay a statement in the Assembly setting out the reasons for the difference. Figure 2 sets out the CCC's advice on the first three carbon budgets for Northern Ireland.

Figure 2: CCC Advice on the First Three Carbon Budgets for Northern Ireland

The CCC, in its advice to Northern Ireland in March 2023, recommended that, in order to keep emissions consistent with the 2050 Net Zero target, the first three carbon budgets should be set as follows:

- The first carbon budget to be set at a level that has a 33% average annual reduction*;
- The second carbon budget to be set at a level that has a 48% average annual reduction; and
- The third carbon budget to be set at a level that has a 62% average annual reduction

*Note: these average annual reduction recommendations relate to reductions in the net Northern Ireland emissions account across the period compared to the baseline.

In the advice provided on the recommended carbon budgets for Northern Ireland, the CCC has indicated that its analysis is based on the latest available data (2020). Greenhouse gas emissions in 2020 were, however, affected in some sectors by largely short-term effects from the COVID-19 pandemic. The CCC's advice acknowledged that data for Northern Ireland's emissions in 2021, when published, would give a better indication of the feasibility of the decarbonisation required for meeting its advised first carbon budget and that a slightly less ambitious first carbon budget may be appropriate to account for a slower start in the first two years of the carbon budget period. The CCC has indicated that, as a result of this data, it may be possible that a slightly less ambitious first carbon budget may be appropriate to account for a slower start in the first two years of the carbon budget period. However, decarbonisation rates towards the end of the first carbon budget would need to be in line with the CCC recommended pathway if Northern Ireland is to be on track to meet the 2030 target and the ultimate target of Net Zero emissions by 2050.

Northern Ireland Greenhouse Gas Inventory for 1990-2021 has just been published and DAERA will engage with the CCC to discuss the potential implications of this data in respect of the first carbon budget. Therefore, there is the potential for further advice from the CCC which incorporates a slightly different recommendation in respect of the first carbon budget for Northern Ireland. DAERA will consider such advice, if received, and the intention would remain to set the carbon budgets in line with the most up-to-date advice and recommendations from the CCC. As any potential further advice from the CCC on this matter is unlikely to be received until autumn 2023, we still believe it is appropriate to consult on the carbon budgets and targets now in order to help meet the statutory requirement to set the carbon budgets by the end of 2023.

Relevant advice from other bodies

DAERA is also required to give due regard to the expertise and advice of:

- The Intergovernmental Panel on Climate Change (IPCC); and
- The Republic of Ireland Climate Change Advisory Council (CCAC).

While this does not require DAERA to formally seek the advice of these bodies, it helps to ensure that cross border and global developments and analysis are considered when making decisions regarding the appropriate carbon budgets for Northern Ireland.

DAERA has reviewed key publications issued by both bodies as part of its analysis and development work in relation to the proposed carbon budgets. There are consistent themes in terms of the key advice provided by the CCC, the IPCC and CCAC. The recommendations of the CCC and the CCAC are consistent with IPCC projected emission levels⁷ globally if warming is to be limited to 1.5°C.

The CCAC has provided a range of advice on matters connected with climate change including advice on the first three carbon budgets for Ireland. The first carbon budget programme proposed by the CCAC was approved by Government and adopted by both Houses of the Oireachtas in April 2022. It comprises three successive five-year carbon budgets covering the periods 2021-2025, 2026-2030 and 2031-2035. Ireland has also committed to a 51% reduction in its greenhouse gas emissions by 2030, relative to its 2018 levels.

The CCC and the CCAC have both stressed the importance of immediate action and investment in order to deliver the accelerated reductions which are required to meet the 2030 targets in both jurisdictions and have provided recommendations on the level of reductions required and the type of action needed to deliver these within key sectors. While there are differences in terms of starting points and carbon budget periods in Northern Ireland and Ireland, there is some consistency in terms of the 2030 targets in both jurisdictions and the scale of emissions reductions recommended across the carbon budget periods leading up to the mid-2030s. This is to be expected given that the CCC and the CCAC take account of the latest global analysis, developments and publications when developing and providing advice to the relevant authorities in the UK and Ireland and therefore their analysis and recommendations align with the assessments of the IPCC.

⁷ In its latest AR6 Synthesis Report - Climate Change 2023 (AR6 Synthesis Report: Climate Change 2023 (ipcc.ch)), the IPCC stated that emissions should be decreasing by now and will need to be cut by almost half by 2030, if warming is to be limited to 1.5°C.

2.2.3 Potential impacts of proposed carbon budgets

Section 26 of the Act requires DAERA to take account of other specific factors when setting carbon budgets. The advice received from the CCC provided in March 2023 takes into account a number of these factors. These include requirements around law and policy, scientific knowledge and technology relevant to climate change as well as other factors relating to, for example, energy and agricultural policy. In addition, the completion of impact assessments helps ensure further consideration of the other relevant factors.

Several impact assessments are required in respect of the proposed carbon budgets. Some assessments have been provisionally completed while others are still underway and DAERA is seeking views from consultees which will help to complete these assessments. The current position is as follows:

- A **Regulatory Impact Assessment (RIA)** is in the process of being completed to assess the costs and benefits of the proposed carbon budgets. This assessment will cover certain elements of the requirements in section 26, in particular those concerned with economic and fiscal circumstances.
- As required by the Rural Needs Act (Northern Ireland) 2016, a **Rural Needs Impact Assessment (RNIA)** has been completed which covers elements of the requirements in section 26, such as the impact on rural communities. This assessment indicates that there will potentially be a range of impacts on rural communities from actions to meet the carbon budgets and achieve the targets. Rural communities will share the broad positive impacts that reducing greenhouse gases will deliver and may face different impacts from people in urban areas in relation to actions taken forward in specific sectors. However, the actual impacts can only be determined through assessments carried out on the specific policies taken forward which will be progressed as part of the process of developing a Climate Action Plan.
- An initial screening exercise has been carried out to determine **the equality impacts** of the carbon budgets as required by section 75 of the Northern Ireland Act 1998. This assessment indicates that there will potentially be impacts on the section 75 groups from actions to meet the carbon budgets and achieve the targets. However, the setting of a carbon budget or target does not in itself commit Northern Ireland to specific actions or pathways and the actual impacts can only be determined through assessments carried out on the specific policies taken forward which will be progressed as part of the process of developing Climate Action Plans.

- Section 23 of the Act also requires DAERA to commission a **financial, social, economic and rural impact assessment** on the effects of the carbon budgets. To some degree this overlaps with the requirements of general policy development including the completion of equality screening and the drafting of a RIA and a RNIA. DAERA has also worked with consultants to develop a template to record the potential financial, social, and economic impacts and these assessments will be completed alongside the RIA.

2.2.4 Previous impact assessments to be considered

DAERA has previously received advice specific to Northern Ireland from the CCC on the impacts of the 2050 Net Zero emissions target, (letter 1, letter 2 and letter 3). This advice helps in meeting some of the section 26 requirements, as it identifies the potential costs involved in transitioning to meet challenging emissions reduction targets, including the potential costs of utilising engineered greenhouse gas removals to help meet the 2050 Net Zero emissions target. A Regulatory Impact Assessment was also completed as part of the process of progressing the Act, largely based on this advice from the CCC. It estimated that the potential net costs of meeting Net Zero in Northern Ireland could be in the region of £466 million per annum although the actual costs are difficult to determine as they will depend on the pathways taken and the actions implemented.

Under the Climate Change Act 2008, the UK Government has set three five - yearly carbon budgets that cover the same period as the carbon budgets for Northern Ireland that are being consulted upon. Regulatory impact assessments were produced to accompany the legislation which set these carbon budgets and some of the impacts identified will apply to Northern Ireland on a proportional basis:

- Regulatory Impact Assessment covering UK carbon budget 2023-2027
- Regulatory Impact Assessment covering UK carbon budget 2028-2032
- Regulatory Impact Assessment covering UK carbon budget 2033-2037

There are, therefore, existing high-level assessments which can help to determine the potential impacts of meeting the proposed carbon budgets and work will be undertaken to further assess these impacts. As the carbon budgets do not set out the policies and proposals which will be taken forward to reduce Northern Ireland emissions, any assessment of impacts can only be at a high level with more specific analysis required as part of the development of the corresponding Climate Action Plans.

Whilst the CCC advice recommends potential pathways and actions that could meet carbon budgets and emissions reduction targets, ultimately it will be for the Northern Ireland Executive to decide on which policies, proposals and actions to include in the Climate Action Plan to reduce greenhouse gas emissions. Each Climate Action Plan will be accompanied by the relevant impact assessments and will provide more detail on the expected impacts of the policies and proposals identified.

2.2.5 Consultation requirements in respect of proposed carbon budgets

The Act requires that a 16-week consultation is carried out on the proposed carbon budgets. The Act also requires DAERA to consult with the Just Transition Commission and the Northern Ireland Climate Commissioner in respect of proposed carbon budgets, both of which are required to be established under the Act. As these bodies have yet to be established, pre-consultation on the first three carbon budgets is not possible. Once they are established there will be engagement with these bodies in respect of the actions that are being taken forward to help deliver the carbon budgets.

Section 50 of the Act requires the Executive Office (TEO) to lay regulations in the Assembly to establish a Northern Ireland Climate Commissioner by June 2024. Section 37 of the Act requires DAERA to establish a Just Transition Commission although the Act does not stipulate a timeframe for this. Work is currently being taken forward by TEO and DAERA to establish both independent bodies and proposals will be consulted on. Once established the Northern Ireland Climate Commissioner and the Just Transition Commission will be consulted with when DAERA comes to prepare and set Northern Ireland's fourth carbon budget in 2025.

2.3 Your View: Consultation Questions on Proposed 2030 and 2040 Emissions Reduction Targets and Carbon Budgets

Summary of proposed 2030 and 2040 emissions reduction targets and carbon budgets on which we are seeking your views.

Target / Budget	Statutory deadline (for setting)	Proposal*
2030 target	By 6 June 2024	A 48% emissions reduction by 2030 against the baseline (current Act target).*
2040 target	By 6 June 2024	Set a 77% emissions reduction by 2040 against the baseline.*
Carbon budget 1 2023-2027	By 31 December 2023	Carbon budget to be set at a level that has a 33% average annual reduction compared to baseline.
Carbon budget 2 2028-2032	By 31 December 2023	Carbon budget to be set at a level that has a 48% average annual reduction compared to baseline.
Carbon budget 3 2033-2037	By 31 December 2023	Carbon budget to be set at a level that has a 62% average annual reduction compared to baseline.

*Note that these targets would be expressed in the same form as the current targets in the Act, i.e., the net Northern Ireland emissions account should be at least 48% lower than the baseline in 2030 and at least 77% lower than the baseline in 2040, while for the carbon budgets, the recommended average annual reductions relate to reductions in the net Northern Ireland emissions account across the period compared to the baseline.

You can contribute to this consultation by providing observations and comments in respect of the following questions. Please supplement your response with any relevant supporting information, evidence and/or analysis. You can access the online survey [here](#).

DAERA would welcome your responses to Questions 1-7.

Question 1. The 2030 Target:

Do you agree that DAERA should follow the current advice provided by the CCC and keep the current 2030 emissions reduction target in the Act of an at least 48% reduction in emissions compared to the baseline?

- Yes
- No - please provide your reasons and any suggested alternative (Noting, that if the target is to be changed, that the Act only allows it to be changed to a higher percentage).

Question 2. The 2040 Target:

Do you agree that DAERA should follow the current advice provided by the CCC and set a 2040 emissions reduction target of an at least 77% reduction in emissions compared to the baseline?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 3. First Carbon Budget (2023-2027):

Do you agree that DAERA should follow the current advice provided by the CCC and set the first carbon budget at a level that has a 33% average annual reduction in emissions compared to the baseline?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 4. Second Carbon Budget (2028-2032):

Do you agree that DAERA should follow the current advice provided by the CCC and set the second carbon budget at a level that has a 48% average annual reduction in emissions compared to the baseline?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 5. Third Carbon Budget (2033-2037):

Do you agree that DAERA should follow the current advice provided by the CCC and set the third carbon budget at a level that has a 62% average annual reduction in emissions compared to the baseline?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 6. CCC advice:

Do you agree that DAERA should follow any updated advice and recommendations from the CCC (as a result of the publication of the Northern Ireland 2021 Greenhouse Gas Inventory) when setting the first three carbon budgets?

- Yes
- No - please provide your reasons.

Question 7. Impact assessments

Can you provide any information (relating to the potential financial, economic, social, rural and equality impacts) which will help inform the completion of the relevant impact assessments on the proposed carbon budgets?

Summary of CCC Advice Report: The Path to a Net Zero Northern Ireland

3

3.1 Context

This section summarises the CCC's Advice Report: The path to a Net Zero Northern Ireland, including the near-term implications for sectors.

The consultation is being used as an opportunity to facilitate an early and informed discussion on climate action. To help inform the dialogue, the departments leading on the sectors have set out their considerations, alongside the CCC advice. **Your feedback will be used to inform the development of the specific policies and proposals and other requirements for inclusion in the future Climate Action Plan consultation.**

The CCC's Balanced Pathway for the UK in its Sixth Carbon Budget⁸ (in 2020) recommended an 82% reduction in greenhouse gas emissions by 2050 for Northern Ireland - to be compatible with the UK wide 2050 Net Zero goal. It was viewed as an appropriate contribution to the UK's Net Zero 2050 target, given the size of the farming sector in Northern Ireland and its significant role in supplying the GB market. There was also an earlier report for Northern Ireland published by the CCC in 2019⁹ which set out the Committee's advice on how Northern Ireland could reduce greenhouse gas emissions between 2019 and 2030.

In 2022, the legislated target of Net Zero by 2050 in Northern Ireland went beyond the CCC's Sixth Carbon Budget advice. Subsequently, the CCC set out how Northern Ireland's new legislated Net Zero target could be met in Advice Report: The Path to a Net Zero Northern Ireland. The CCC is clear on the scale of the challenge Northern Ireland faces and the immediate action required to achieve these stretching legal targets.

As set out in the previous section, the report recommends 2030 and 2040 emissions reduction targets and levels for the first three carbon budgets. It also provides examples of the new policies the Northern Ireland Executive should put in place and highlights the actions and outcomes such policies would need to drive to achieve these targets.

The rest of this section summarises the CCC recommended path to Net Zero and the policy changes by sector set out in the Advice Report: The Path to a Net Zero Northern Ireland.

⁸ The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf (theccc.org.uk)

⁹ <https://www.theccc.org.uk/publication/reducing-emissions-in-northern-ireland/>

3.2 CCC Recommended Path to a Net Zero Northern Ireland

3.2.1 Introduction

The CCC advice is unequivocal - a step change in decarbonisation action must begin immediately in Northern Ireland and the pace must greatly exceed what has been delivered to date. Northern Ireland must reduce emissions by around 35% within the next decade, compared to an average of 9% per decade since 1990. The CCC's report sets out how best Northern Ireland can achieve its emissions reduction targets. The CCC advice is modelled based on a series of pathways. This includes an updated Balanced Pathway, supplemented with a 'Stretch Ambition' scenario and two 'Speculative' options. The CCC recognises delivering these will be highly challenging for Northern Ireland. **It is also recognised that it is up to the Northern Ireland Executive, in consultation with stakeholders, to agree on the most appropriate measures for the region.**

These pathways are summarised below.

3.2.2 Updated Balanced Pathway

The CCC updated its 2020 Balanced Pathway, which forms the basis of the recommended path to Net Zero. The updated Balanced Pathway reaches an 83% reduction in Northern Ireland's emissions compared to the baseline by 2050. This updated Balanced Pathway is already very ambitious, with most sectors decarbonising almost completely by 2050. A summary of changes identified under the updated Balanced Pathway are outlined in Figure 3. The advice assumes all these changes would be implemented as a minimum.

Figure 3: The CCC's updated Balanced Pathway for Northern Ireland requires:

- Decarbonising electricity generation whilst meeting rising demand;
- New car and van sales to be zero-emissions in the first half of the 2030s;
- All new heating appliances to be zero-carbon by 2033, and by 2030 for properties off the gas grid, with a substantial improvement in the energy efficiency of buildings;
- A reduction in livestock numbers of almost a third and the widespread adoption of low-carbon farming practices; and
- Significant increase in peatland restoration and afforestation

Source: Advice Report: The Path to a Net Zero Northern Ireland

3.2.3 Closing the Gap to Net Zero: Stretch Ambition & Speculative Options

Once most of the sectors have reached actual zero emissions, there are limited options to close the gap from the updated Balanced Pathway (83%) to Net Zero. Most of the remaining emissions in 2050 in the updated Balanced Pathway come from the agriculture and land use sectors. The CCC advice to bridge the gap therefore highlights the need for higher levels of ambition on land use, as well as engineered removals.

Engineered removals

Engineered greenhouse gas removals is the process of capturing carbon dioxide directly from the atmosphere and storing it. It can be used alongside nature-based solutions such as tree planting. Engineered removals are required to offset the emissions arising from sectors where it is difficult to totally eliminate emissions.

The options proposed under the 'Stretch Ambition' would mean increases in the amount of carbon sequestered in land and engineered greenhouse gas removals. A summary of options under the Stretch Ambition scenario are summarised in Figure 4.

Figure 4: The CCC's Stretch Ambition Pathway for Northern Ireland requires:

- Increasing annual afforestation rates to reach 3,100 hectares by 2035 and 4,100 hectares from 2039 until 2050. The CCC states that this would require land to be made available which would mean reducing cattle and sheep numbers by around 18% by 2030 (as per Balanced Pathway); and
- Inclusion of engineered removals from both solid biomass grown in Northern Ireland and anaerobic digestion of wastes used to produce biomethane, together with CO₂ capture and transportation (e.g. shipping) to storage elsewhere. The CCC highlights the significant investment and infrastructure implications of this option, as there are no storage locations locally. This would mean CO₂ would need to be transported to alternative storage sites as Northern Ireland is not geologically suitable.

Even with these interventions there is still an emissions gap. The Stretch Ambition scenario would achieve a 93% reduction against the baseline by 2050, with 1.8 MtCO₂e of emissions remaining. To address the remaining shortfall, the CCC has added two '**Speculative**' options, as summarised in Figure 5 below.

Figure 5: The CCC's Speculative Options for Northern Ireland requires:

Of a longer list considered, the CCC is currently only able to quantify the emissions reduction potential of two options:

- **Speculative Direct Air Capture with Carbon Capture and Storage (DACCS)** - direct air capture differs from other carbon capture methods because it captures CO₂ from the air rather than at source. The CCC's advice is that this option could be implemented in Northern Ireland, but any captured CO₂ would need to be transported to a storage facility outside of Northern Ireland. This option, therefore, is likely to be difficult to deliver and expected to be expensive. The estimated cost in Northern Ireland could be in the region of £190-£200/tCO₂¹⁰; and
- **Speculative Agriculture** - this option would mean increasing agriculture to the most ambitious (Tailwinds) scenario. Pursuing this option would require almost halving livestock numbers by 2050, significant technology and efficiency improvements in the sector, and major dietary changes across the UK resulting in meat and dairy consumption falling by 47%. The CCC recognises this option would have potentially significant economic and social implications for the agriculture sector and would require reductions in methane emissions beyond the level envisaged in the Act.

The CCC proposes other ideas such as enhanced weathering on croplands and the addition of biochar to agricultural land but are currently unable to quantify the emissions reduction potential of these.

As shown in Figure 6, only the DACCS option is enough on its own to reach Net Zero by 2050. The Speculative Agriculture option would need to be supplemented, potentially with additional removals to reach Net Zero but less than that in its Speculative DACCS option. The CCC's advice on the 2030 and 2040 emissions reduction targets and the first three carbon budgets, set out in Section 2, is, therefore, based on Speculative DACCS¹¹. However, the CCC is clear that this does not constitute a recommendation that DACCS is used at this scale; this is one of several options available to Northern Ireland.

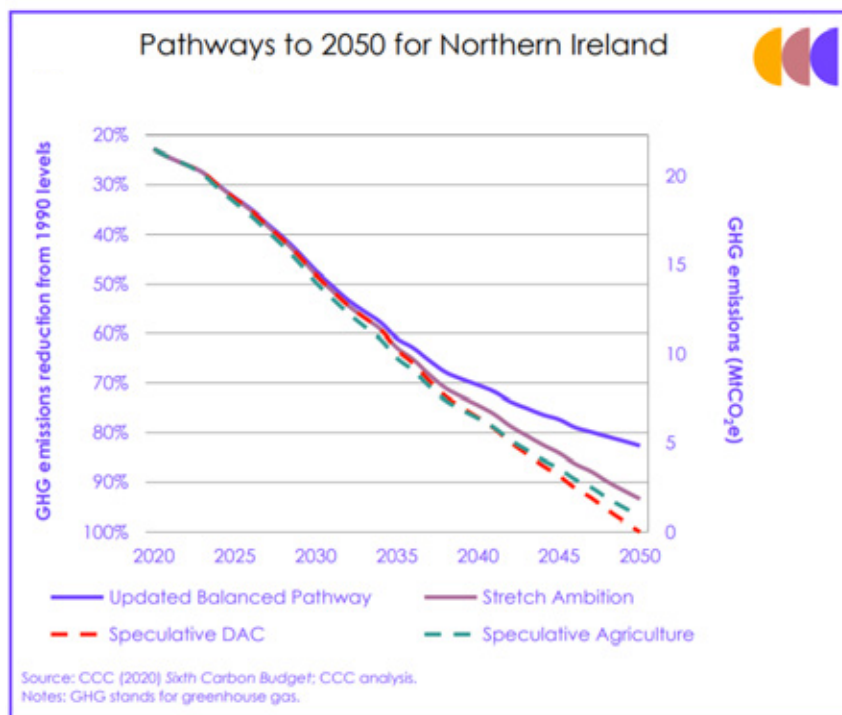
¹⁰ Advice Report: The Path to a Net Zero Northern Ireland

¹¹ This option would require a 41% cut in methane emissions, so is compatible with the Act's requirement that reaching Net Zero in Northern Ireland does not reduce methane emissions by more than 46% on 1990 levels by 2050.

CCC path to net zero

Updated Balanced Pathway	83%
Stretch Ambition	93%
Speculative DACCS	100%

Figure 6: CCC Pathways to 2050 in Northern Ireland



Source: Advice Report: The Path to a Net Zero Northern Ireland

3.3 Sector Implications

3.3.1 Overview

The CCC’s path to Net Zero in Northern Ireland analysis has been developed through detailed sectoral modelling. In its advice, the CCC provided emissions pathways for each of the sectors specified in the Act.

Definition of Sectors in the Greenhouse Gas Inventory

Agriculture - Includes emissions from livestock, agricultural soils, stationary combustion, and off-road machinery. Emissions are affected by the number of livestock, the quantity of fertiliser applied to land, and the intensity of activity.

Land Use and Land Use Change, including Forestry (LULUCF) -

This covers sinks and sources of emissions from land use, land use change and forestry. Sinks remove greenhouse gas emissions from the atmosphere whilst sources emit greenhouse gas. Emissions are affected by deforestation rates and land management.

Transport - Includes road transport, domestic shipping and aviation, and aircraft support vehicles. Road transport is the most significant source, therefore, emissions are affected by vehicle efficiency, distance travelled and number of vehicles. (excludes emissions due to fishing).

Buildings - Public - Includes emissions from fuel combustion in public sector buildings (e.g., public administration, defence, education and health and social work). Emissions are predominantly affected by fuel type; and

Residential - Includes fuel combustion for heating, cooking, garden machinery, gases released from aerosols and inhalers, and emissions released from the breakdown of products such as detergents. Emissions are affected by energy efficiency, heating and hot water demands, and the fuel type for domestic combustion.

Business & Industrial - Includes emissions from stationary combustion in the industrial and commercial sectors, industrial off-road machinery, and refrigeration and air conditioning. Includes all emissions from industry except fuel combustion and therefore includes chemical and metal production, and mineral products (e.g. cement and lime). Emissions are significantly affected by abatement technology.

Energy - Emissions are predominantly from power stations but also coal mining, oil refineries and other fuel production. Emissions are significantly affected by abatement technology at power stations and the type of fuel being produced or combusted.

Waste Management – Emissions include those from waste disposed at landfills, wastewater treatment, and waste incineration. Emissions are affected by regulation of landfills and the proportion of waste that is recycled.

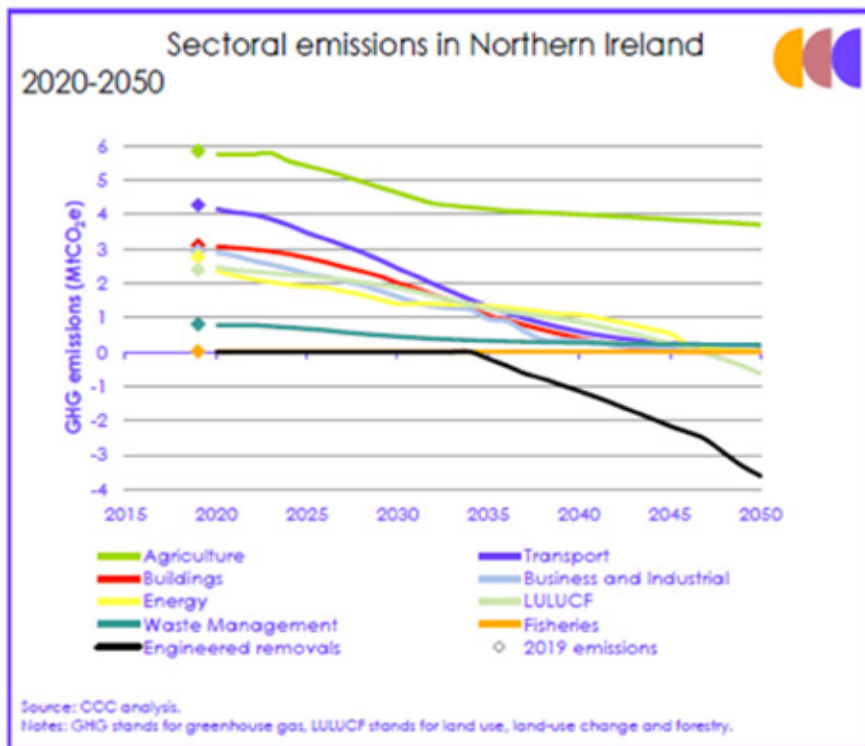
Fisheries - This covers emissions from the fishing sector relating to fishing vessels.

Source: Northern Ireland Greenhouse Gas Statistics 1990-2020

¹² The Greenhouse Gas Inventory measures emissions on a territorial production basis. It counts the emissions and removals which happen within Northern Ireland such as the production and use of heat, electricity and other fuels, as well the livestock and land emissions occurring here. It does not count the emissions from the manufacture of products which are imported for consumption in Northern Ireland (eg the production of steel elsewhere for use in NI or the emissions associated with food imported into Northern Ireland). These are accounted for the inventories of other nations and regions.

Figure 7 shows the CCC sectoral emission pathways from 2020 to 2050. It shows immediate changes must be made across all areas to achieve the Carbon Budget 2023-2027 and subsequent targets. Departments are clear that the success of any new policies and proposals to decarbonise the sectors will be dependent on major new capital and resource funding to plan and deliver the commitments, as well as appropriate staff resources, behavioural change and political acceptance.

Figure 7: CCC’s Sectoral Emission Pathways in Northern Ireland, 2020 to 2050



Source: Advice Report: The Path to a Net Zero Northern Ireland.

A summary of the CCC advice by sector is provided. The summary includes current sector emissions and targets for 2030 and 2050 against the 1990 baseline; CCC advice on the main policy changes and near-term actions required; and the deployment rates¹³ assumed in the analysis. For each sector, there is also a section with observations from the lead department/s on the measures proposed by the CCC.

Agriculture

CCC ADVICE - AGRICULTURE SECTOR PATHWAY

Agriculture Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	5.5	5.9	4.6	3.7
	% change from 1990		+6%	-16%	-33%

CCC Advice: Summary

Summary

- Reductions in methane emissions are given special protections in the new legislation, but major reductions in emissions from agriculture are still necessary.
- In the CCC Pathway emissions reductions are to be achieved by:
 - Improved farm productivity;
 - Widespread adoption of low-carbon farming practices; and
 - Lower livestock numbers with associated agricultural land transitioning to bioenergy cropping and forestry

Near Term Actions in Pathway

- Agriculture emissions need to fall 21% from 2020 to 2030.
- Widespread adoption of new and improved breeding, feeding and management practices to reduce greenhouse gas (methane and nitrous oxide) emissions.
- Reduction in livestock numbers: by 2030, 22% reduction in dairy cattle, 17% reduction in beef cattle and 18% reduction in sheep, pigs and poultry numbers

Assumed CCC Advice Deployment Rates		2030	2040	2050
	Emission reductions from low-carbon agricultural measures (MtCO ₂ e/year)	0.5	0.6	0.5
	Livestock numbers (million)	24	22	21

Lead department on Agriculture: Department of Agriculture, Environment and Rural Affairs (DAERA)

Considerations on CCC Recommended Agriculture Sector Pathway

- DAERA's current consideration of the CCC Pathway for agriculture is within the context of the policies and proposals contained within the Ministerial decisions on Future Agricultural Policy announced in March 2022 aimed at delivering an agricultural industry with improved productivity, improved resilience, improved environmental sustainability and an effective functioning supply chain. Clearly this includes also a focus on reducing carbon.
- The CCC Pathway assumes a significant reduction in livestock numbers and an associated transition to significant bioenergy cropping and increased forestry on agricultural land. The reduction in livestock numbers is based on the assumption that the consumption of livestock products in the UK will fall and that this will lead to an equal reduction in Northern Ireland livestock numbers.
- DAERA is conscious of the nature of the Northern Ireland agricultural sector, with very significant markets for livestock products outside the UK. The Department's assessment, based on the scenario modelling that has been undertaken by ADAS, is that the policies and proposals within the Future Agricultural Policy Programme can deliver in line with the emissions reductions in the CCC advice pathway for the agriculture sector, over 2023-2027.
- The agriculture emission reductions in the first carbon budget will, therefore, be achieved without reductions in the numbers of breeding animals but with a focus on reducing the number of older, non-breeding animals on farm through improvements in animal productivity. Land released as a result of the reduction in numbers of older, non-breeding animals will be available for alternative land use activities.
- In order to support an increase in livestock productivity and reduce greenhouse gas emissions, DAERA is developing a Beef Sustainability Package aimed at farms which finish beef cattle and/or have suckler/beef cows.
- New innovations in nutrition for livestock have the potential to play a key role to reduce greenhouse gas emissions and improve other environmental considerations (nitrogen and phosphorus losses). As a first-step, a new research funding programme is under development by DAERA to challenge the agricultural supply industry to lead collaborative research and innovation in nutrition. Guided by this work, DAERA considers there is potential to increase the uptake of new innovations beyond that assumed in the Pathway.

- As identified in the CCC Pathway, developments in cattle breeding have the potential to sustainably increase the rate of improvements in productivity and directly reduce levels of methane emitted by cattle. A Ruminant Genetics Programme being developed by DAERA in partnership with the agri-food sector will provide genetic and performance data to help farmers identify and breed from the most productive and environmentally sustainable (i.e. those which produce less emissions) animals.
- As recognised in the CCC Pathway, reducing nitrous oxide emissions from inorganic and livestock manures is an important mitigation measure. The Department is planning new applied research and knowledge transfer initiatives, using information gained from the Soil Nutrient Health Scheme to encourage greater uptake of mitigation measures relating to the type and level of inorganic fertiliser applied.
- The ADAS modelled emission mitigation reduction delivered by the policies and proposals amount to over 700 ktCO₂e by 2027 or 12.1% of the agriculture sector emissions in 2020. This is based on modelling assumptions which are stretching and challenging for policy developers, researchers, knowledge transfer and the agriculture industry in Northern Ireland.
- In addition to the above, there is the expectation that over the next number of years there will be a major emphasis on science to reduce agricultural emissions which will have significant impact on greenhouse gas emissions towards 2050.
- This all points to greater scientific evidence helping to inform new direction for agriculture, with a firm focus on just transition, for the second and subsequent carbon budgets.

Land Use, Land Use Change & Forestry (LULUCF)

CCC ADVICE - LULUCF SECTOR PATHWAY

LULUCF Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	2.8	2.4	1.9	-0.6
	% change from 1990		-15%	-34%	-122%

CCC Advice: Summary

Summary

- Reaching Net Zero will require radical action in the land use sector, implementing actions consistent with CCC's steepest emissions pathway for LULUCF (Tailwinds scenario¹⁴).
- Afforestation will need to increase substantially - with afforestation rates to reach 3,100 hectares per year by 2035.
- To increase land use sink capacity, the management of peatland must change fundamentally. By 2030, more than half of peatland in Northern Ireland should be under restoration in addition to that already under sympathetic management.
- Inclusion of engineered removals based on carbon capture and storage from both solid biomass grown in Northern Ireland and anaerobic digestion of grass used to complement livestock slurries. This would mean developing a significant bioenergy crop¹⁵ supply and the use of grass to complement livestock slurries as a feedstock for a large anaerobic digester sector.
- The CCC advice on land use would have direct implications for the agriculture sector. Delivery of these pathways for land is dependent on successful implementation of land release measures in the agriculture sector.

¹⁴ The Tailwinds scenario is the CCC's most ambitious and optimistic scenario.

¹⁵ Examples include short rotation coppice Willow, Miscanthus etc.

Near Term Actions

- Emissions from LULUCF will need to fall 22% from 2020 to 2030.
- Achieving this would require a rapid ramp up of afforestation and peatland restoration rates. Low-yielding trees must be removed from peat soils by 2030, all peatland extraction sites must be restored by 2035.
- Afforestation rates will need to increase rapidly from the 540 hectares in 2021/22, to 2,000 hectares per year by 2030.
- Stretching rates of plantings of bioenergy crops, agroforestry, hedgerow creation and peatland restoration are required.
- Planting of energy crops and short rotation forestry will need to ramp up from zero currently to 3,500 hectares per year by 2030.

Assumed CCC Advice Deployment Rates		2030	2040	2050
	Afforestation rates (ha/year)		2,000	4,100
% of peatland that is degraded		53%	32%	24%

Lead department for LUULCF: Department of Agriculture, Environment and Rural Affairs (DAERA)

Considerations on CCC recommended LULUCF sector pathway

- DAERA's consideration of the CCC Pathway for land use, land use change and forestry is within the context of current policies and strategies relating to forestry and peatlands and the relevant policies and proposals contained within the Ministerial decisions on Future Agricultural Policy announced in March 2022.
- DAERA recognises that increased afforestation will play an important role in sequestering carbon. The Forest Service Strategy for Sustainability and Growth and Forests for Our Future Programme are currently in place, aiming to plant 9,000 hectares of new woodland by 2030. However, the Stretch Ambition within the Pathway means that even greater rates of afforestation are considered necessary by CCC. DAERA is continuing to explore the delivery options to help support a further increase in the rate of afforestation.
- The CCC Pathway contains very significant increases in the rate of hedgerow creation and agroforestry. This information will help inform the development of the Farming with Nature Package element of DAERA's future Agricultural Policy.
- As identified in the CCC Pathway, a dramatic increase in the rate of peatland restoration is required. In line with this, DAERA is developing proposals to put on the road to recovery over 23,000 hectares of peatland habitat by 2027. This area includes some afforested and non-forested peat sites in forestry land which will be programmed for restoration during the 2023-2027 period.
- The CCC Pathway advice includes engineered removals based on carbon capture and storage (CCS) from both solid biomass grown in Northern Ireland and anaerobic digestion of grass used to complement livestock slurries. These recommendations are being considered by DAERA and work on biomethane is ongoing between DAERA and Department for Economy (DfE).
- In relation to bioenergy, forestry and peatland restoration, DAERA recognises the interdependencies between agricultural, land use and land use change and forestry and energy policies and along with Department for Economy (DfE) is currently examining options for the better policy integration to deliver the reductions detailed in the CCC advice.
- Finally, DAERA recognises that there are significant degrees of uncertainty regarding greenhouse gas emissions from land use, land use change and forestry. DAERA will continue to invest in research to inform the development of the Greenhouse Gas Inventory, in a co-ordinated and collaborative approach across the UK and Ireland.

Transport

CCC ADVICE - TRANSPORT SECTOR PATHWAY

Transport Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	3.4	4.3	2.4	0.2
	% change from 1990		+25%	-29%	-95%

Note: Emissions from international aviation and shipping are excluded as they are excluded from the Act.

CCC Advice: Summary

Summary

- The CCC Pathway recommends emissions reductions in the transport sector to be achieved by implementing effective intervention policies to make it more attractive and accessible for people to walk, cycle and use low carbon public transport; reduce the vehicle kilometres travelled; and move to zero-emissions vehicles.
- In terms of vehicles, the CCC Pathway assumes every car and van in Northern Ireland will be zero-emission by 2050, requiring these solutions to meet 100% of vehicle sales in the early 2030s, with major investment required to expand the electric vehicle charging infrastructure.
- The CCC Pathway also assumes rail services will be largely electrified by 2050.

Near Term Actions

- Transport sector emissions would need to fall 43% from 2019 to 2030.
- New electric car sales were 10% in 2021. This implies substantial investment required to expand the electric vehicle charging infrastructure in Northern Ireland, and major scale-up of plug-in vehicles' share of new car sales from the current 10% to 100% within the next decade.
- There must also be an increased proportion of journeys made by walking and cycling to improve public health and air quality alongside reducing greenhouse gas emissions.

- CCC Pathway assumes reduction in vehicle kilometres travelled compared to increases that would occur without intervention.

Assumed CCC Advice Deployment Rates		2030	2040	2050
	% of cars that are battery electric vehicles		34%	87%
% of vans that are battery electric vehicles		39%	87%	100%
% of HGVs that are zero-emission vehicles		4%	67%	97%
% of buses/coaches that are zero-emission vehicles		17%	57%	92%
Distance travelled by car (billion vehicle-km/year)*		16.5	17.3	17.6
Distance travelled by vans (billion vehicle-km/year)*		1.0	1.1	1.2
Distance travelled by HGVs (billion vehicle-km/year)*		0.8	0.9	0.9

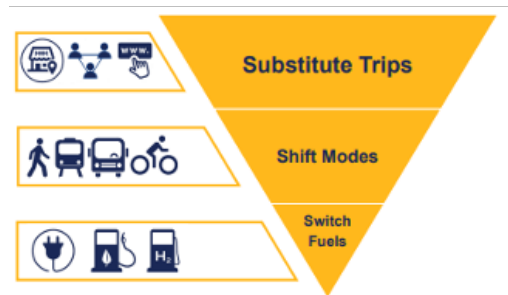
*Note: 'distance travelled' measures for different vehicles are reduced compared to projected 'business as usual' figures which show larger increases

Lead department on transport: Department for Infrastructure (DfI)

Considerations on CCC Recommended Transport Sector Pathway

- A new **Regional Transport Strategy (RTS)** is expected to be published this year (2023), and it will set out the vision and approach to transport delivery and investment going forward. It will build upon ‘Planning for the Future of Transport - Time for Change’ with a new focus on local transport choices and behaviour. This strategy will be the framework for the next three carbon budget periods and the 2030 target.
- Underlying this **RTS**, a new suite of **Transport Plans** will be developed over the next two to three years, in conjunction with the new Local Development Plans which cover all 11 council areas. The new Transport Plans will set out a transformational vision with a strong focus (directed by the RTS) on active travel and public transport connections and their prioritisation.

- Through this **RTS** and suite of **Transport Plans**, the CCC transport mitigation measures will be considered. The carbon reduction approach and targeted policy intervention will be identified through a Transport Hierarchy approach, depending on the location.



- **Substituting Trips & Reducing Journeys** - this means better integration of transport and land use planning in delivery of new Transport Plans and Local Development Plans; maintaining hybrid working policies practices across sectors; supporting digital infrastructure at home/ organisations, and promotion and infrastructure support for car share club schemes.
- **Modal Shift - Active Travel** - DfI has commissioned the development of a Northern Ireland-wide Active Travel Plan that will identify the active travel schemes and routes to be delivered over the next 10-15 years. The delivery plan will be completed this year (2023) and will support the 10% active travel spend budget commitment.
- **Modal Shift - Public Transport Travel** - to support the planned delivery of new public transport priority infrastructure and interventions, DfI and Translink have set up a new Strategic Partnership Board. This Board will be responsible for the planned delivery of enhanced public transport infrastructure and services through the next 5-10 years.

- **Switch Fuels:** to include:
 - Through the assistance of the Zero Emission Vehicle Mandate, phase out new petrol and diesel cars and vans through the ban on the sale of all new petrol and diesel cars by 2030 and replace with electric vehicles;
 - support Translink's ambition to have a 50% reduction in emissions from its bus fleet by 2030 and zero emissions by 2040. The CCC has assumed rail services will be largely electrified by 2050. However, a feasibility study and cost analysis of decarbonising the rail network will need to be undertaken to inform any decisions; and
 - support the pathway for all cars and vans in the public sector fleets to be zero emission fleet by 2035. Also support the delivery of the EV Infrastructure Action Plan. The action plan highlights that the EV infrastructure development is commercially led and progress is needed on critical issues of grid reinforcement and connection fees.

Buildings

CCC ADVICE – BUILDINGS SECTOR PATHWAY

Buildings Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	4.1	3.1	2.0	0.0
	% change from 1990		-25%	-51%	-100%

CCC Advice Summary:

Summary

- The CCC buildings pathway indicates that emission reduction is to be achieved by ensuring all newly constructed homes are zero-carbon as soon as practicable, with no requirement for later retrofit.
- It also recommends substantial improvement in the energy efficiency of the existing building stock.
- The pathway is unlikely to be compatible with further extension to the Northern Ireland gas network.

Near Term Actions

- Building emissions need to fall 33% from 2020 to 2030.
- The CCC Pathway requires a ramp up in improving the energy efficiency of existing residential and public buildings.
- By 2030 for homes off-gas grid and 2033 for homes on gas grid, all new heating appliance installations should be zero-carbon.
- The public sector should lead by example. The advice for UK as a whole is that by 2025, the installation of high-carbon fossil boilers and by 2030 gas boilers to be phased out in public buildings¹⁶.
- Delivering the near-term actions will be dependent on building up local workforce skills and supply chains and will have implications for supporting infrastructure, such as the necessary strengthening of electricity networks.

¹⁶ The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf (theccc.org.uk). Sourced from the 6th Carbon Budget which was more detailed in terms of public buildings.

Assumed CCC Advice Deployment Rates for Key Technologies		2030	2040	2050
	Annual heat pump installations (including hybrids)	33,000	36,500	1,327
Homes connected to district heating networks (annual)	1,582	1,168	850	

Lead departments for buildings: Department for Communities (DfC) & Department for the Economy (DfE)

Considerations on CCC Recommended Buildings Sector Pathway

- This sector includes residential and public sector buildings. Emissions primarily result from fuel combustion for heating.
- There are important linkages between the buildings sector and other sectors such as energy. Policies related to the buildings sector also span several departments. A collaborative approach is being taken to develop measures to reduce carbon emissions.

Residential

- Improving energy efficiency will make our homes warmer and easier to heat, bringing lasting benefits, such as improved health and wellbeing. Benefits will be maximised if interventions are designed to prioritise people facing the greatest disadvantage and this will support the delivery of a Just Transition.
- The draft Housing Supply Strategy and the Northern Ireland Executive's Energy Strategy for Northern Ireland¹⁷ recognise the key role of the construction of new housing to higher standards and the retrofitting of existing homes in helping to reduce overall emissions from residential buildings.
- DfC and DfE are working with other stakeholders to develop a plan to improve energy efficiency and reduce reliance on fossil fuels for home heating. The initial focus will be on a fabric first approach to reduce energy demand in existing homes.

- Government will lead by example in driving market change to develop technical solutions, capacity and skills. Social and affordable homes built using government funding will be expected to exceed standards to deliver zero-carbon homes as soon as practicable ahead of planned phased amendments to building regulations.
- While fuel switching from coal and oil to natural gas for home heating has delivered significant reductions in emissions, a programme to replace fossil fuel heat with renewable energy and/or lower and zero carbon heat will be taken forward. Heat pumps will form an important part of this, but we will also explore heat networks and district heating in appropriate areas. The CCC pathway requires a rapid roll out of heat pump technologies. However, relevant market sectors need time to increase capacity and capability to deliver at the scale set out in the near-term recommendations.

Public buildings

- The Energy Management Strategy and Action Plan commit Northern Ireland central government to a 30% net energy consumption reduction target by 2030 from a 2016/2017 baseline.
- Since 2016/17, central government fuel switching coupled with energy efficiency has led to savings in emissions of 27% and a 12% reduction in overall energy demand.
- Fuel switching is not a sustainable long-term approach, and the public sector will lead by example by phasing out the installation of fossil fuel boilers.

Energy

CCC ADVICE - ENERGY SECTOR PATHWAY

Energy Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	5.3	2.8	1.4	0.0
	% change from 1990		-48%	-73%	-99%

CCC Advice: Summary

Summary

- The electricity system in Northern Ireland is part of a single system and electricity market on the island of Ireland.
- Energy emissions are to be reduced by decarbonising electricity generation in Northern Ireland whilst meeting rising demand. Demand for electricity will grow, perhaps doubling by 2050, given the crucial role of electrification to replace fossil fuels.
- Fossil-fuelled electricity generation to be phased out and replaced with generation largely from renewables, with energy storage and decarbonised back-up solutions.
- Production or imports of hydrogen from low carbon sources will also be important, for use in industry, electricity generation and more widely.

Near Term Actions

- Energy emissions would need to fall 51% from 2020 to 2030.
- Deployment of new renewable electricity generation is required at scale, with appropriate energy storage and decarbonised back-up solutions, subject to ensuring security of supply.
- Move to lower emissions options across sectors will require necessary strengthening of electricity networks.

Assumed CCC Advice Deployment Rates		2030	2040	2050
	Gas demand (Twh/year)		14	8
Electricity emissions intensity (gCO ₂ e/kWh)		150	80	10

Lead department for energy: Department for the Economy (DfE)

Considerations on CCC Recommended Energy Sector Pathway

- The Northern Ireland Executive published the Energy Strategy: “Path to Net Zero Energy”¹⁸ in December 2021, which set a roadmap to achieve net zero energy by 2050 by delivering a secure, affordable and clean energy system for all. The strategy defined a set of targets to increase the amount of installed renewable energy generation, increase the energy efficiency of buildings and industry and to double the size of the low carbon and renewable energy economy by 2030.
- The Act increased the ambition of the Energy Strategy from 70% to 80% of electricity consumption to come from renewable sources by 2030.
- The Energy Strategy roadmap is supported by key policies and enablers. Together, these will help us meet the first carbon budget and contribute to future policies for subsequent carbon budgets.
- DfE is progressing policy development on the deployment of both onshore and offshore renewable electricity generation, energy storage, energy efficiency and the expansion of a smart and flexible electricity grid to meet the future energy landscape.
- DfE is working closely with DfI, relevant Arm’s Length Bodies and other statutory partners to address the challenges which come with the increased deployment of renewable energy and connecting it to the electricity network.
- Mitigation measures to reduce emissions in other sectors such as buildings, transport and business and industrial processes will focus significantly on electrification which will in turn lead to an increased electricity demand.
- The transition from fossil fueled electricity generation to renewable alternatives in the energy sector will involve collaboration and engagement across government, industry, domestic and business energy consumers to deliver a secure, affordable and clean energy system for all.

¹⁸ The Path to Net Zero Energy. Safe. Affordable. Clean. (economy-ni.gov.uk)

Business & Industrial Processes

CCC ADVICE – BUSINESS & INDUSTRIAL PROCESSES SECTOR PATHWAY

Business & Industrial Processes		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs		4.6	2.9	1.6
% change from 1990			-37%	-65%	-98%

CCC Advice: Summary

Summary

- Emission reductions are to be achieved through a combination of resource efficiency, energy efficiency and fuel switching.
- The sector will require strong support to make the required change and ensure that production is not transferred overseas.
- To reach its Net Zero target, Northern Ireland will need to develop infrastructure for engineered greenhouse gas removals.

Near Term Actions

- Emissions will need to fall 46% from 2020 to 2030. Business and industrial processes is one of the sectors with most emissions reduction needed in the next few years.
- Industry will need to reduce fossil fuel use by 45% by 2030.
- To achieve this, businesses must accelerate efforts to use energy and resources more efficiently and switch to low carbon energy, with a focus on electrification of heat.
- It will also be necessary to develop carbon capture policy to identify the best approaches for deployment.

Lead department for business & industrial processes: Department for the Economy (DfE)

Considerations on CCC Recommended Business & Industrial Processes Sector Pathway

- As set out in the Energy Strategy: “Path to Net Zero Energy”¹⁹, emissions in the business & industrial processes sector will be lowered through a series of interventions such as increasing efficiency, electrification, fuel switching and engineered greenhouse gas removals in industry production and buildings supported by relevant and applicable UK wide funding streams.
- In relation to business support, the UK Industrial Decarbonisation Strategy²⁰ is a key driver in this area with direct interventions supported by the Hydrogen business models and Carbon Capture Usage and Storage (CCUS) business models. Other industry focused interventions in development in 2023 include the Industrial Energy Transformation Fund (IETF) Phase 3 consultation and the Local Industrial Decarbonisation Plan (LIDP) study programme.
- In Northern Ireland, support is provided to business through the Invest NI Energy and Resource Efficiency programme which is actively upscaling. Businesses can access a portfolio of support from entry level technical consultancy supporting technical audits, feasibility studies, sustainability reports and a tailored information and advice service. Capital grant support is currently available for resource efficiency with new energy efficiency support due to come online later this year.
- To reach Net Zero, we will need to grow our engineered greenhouse gas removals capability, entailing CO₂ capture with repurposing in other areas and geological sequestration in combination with bioenergy. This means developing anaerobic digestion now in a sustainable affordable way that is compatible with Net Zero. It will also be necessary to develop the infrastructure to transport CO₂.
- This will require encouraging early adoption of zero carbon alternative fuels such as synthetic efuels, wider phased adoption of carbon capture at scale and a reduction in energy usage in our commercial buildings via energy efficiency practices and plant replacement.
- The sector is largely captured by UK wide policies such as Streamlined Energy & Carbon Reporting Scheme (SECR), Energy Saving Opportunity Scheme (ESOS) and Emissions Trading Scheme (ETS). These policies are key mechanisms to deliver emissions reductions for UK as a whole and continued effective working partnerships with the UK Government to ensure the Northern Ireland position is reflected in regulatory arrangements.

¹⁹ The Path to Net Zero Energy. Safe. Affordable. Clean. (economy-ni.gov.uk)

²⁰ Industrial Decarbonisation Strategy (publishing.service.gov.uk)

- On our path to Net Zero we will continue to use our modern gas network as a green molecule delivery system carrying biomethane or hydrogen or a mix of both depending on use, supply and demand.
- Uplifting the energy efficiency standards of new buildings through phased amendments to building regulations and associated guidance, as set out in the buildings sector, will be important.
- In the greenhouse gas inventory, the method of apportioning emissions to stationary combustion in manufacturing and construction requires further analysis, in order to fully understand the relevant sources and develop appropriate methods for monitoring and mitigating these emissions. This work will be co-ordinated by the cross departmental climate action Technical Advisory Group.
- Implementing change in this sector will support the key theme of growing the green economy in the Northern Ireland Energy Strategy, as well as delivering on the sustainability and innovation themes in 10X Economic Vision by focusing on key R&D opportunities and interventions with funded innovation in strategic areas to drive change in this sector. By introducing the advanced technologies, skills, practices and alternative fuels necessary to decarbonise our business and industrial sector, we will contribute to the Energy Strategy target of doubling the size of our low carbon and renewable energy economy to a turnover of more than £2 billion by 2030.

Waste

CCC ADVICE - WASTE SECTOR PATHWAY

Waste Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	2	0.8	0.5	0.2
	% change from 1990		-60%	-77%	-90%

CCC Advice: Summary

Summary

- Emissions reduction to be achieved by targets to reduce waste and increase re-use and recycling rates; introducing restrictions on landfilling of most biodegradable material; and supporting methane capture from landfill sites.
- Sequestration of carbon from the anaerobic digestion of food waste used for biogas can support the restriction of biodegradable waste to landfill, dependant on the necessary infrastructure being in place.

Near Term Actions

- Emissions will need to fall 43% from 2020 to 2030.
- Reducing landfill emissions by proposing options to reduce or eliminate biodegradable waste from entering landfill sites. Biodegradable waste entering landfill sites will produce methane for several decades, therefore, near term action is essential.

Lead department for Waste: Department of Agriculture, Environment and Rural Affairs

Considerations on CCC recommended waste sector pathway

- Emissions in this sector include those released from waste disposed at landfills, wastewater treatment, and waste incineration, and is predominantly affected by regulation of landfills and the proportion of waste that is recycled.
- One of the key drivers is to increase recycling rates to at least 70% by 2030 in line with the Climate Change Act (Northern Ireland) 2022. CCC modelling assumes that this target would include both municipal waste i.e., that collected by or on behalf of local councils and commercial and industrial (C&I) waste.
- In line with the CCC Pathway, DAERA's focus over the next five years is on actions to reduce the amount of waste sent to landfill sites. Proposals to reform recycling from households (including restricting residual waste), the introduction of business recycling and amendments to the Food Waste Regulations will help divert more waste from landfill sites. Reducing waste to landfill will have the biggest impact on the reduction of emissions from the sector within the first carbon budget period.
- Anaerobic Digestion or In-Vessel Composting has the potential to support proposals and take the increased yields of food and garden waste resulting from proposals to reform recycling and strengthening the Food Waste Regulations in Northern Ireland by carbon capture or carbon sequestration.
- Local councils and the wider waste sector play a central role in the provision of waste services in Northern Ireland. DAERA will continue to work with councils and other stakeholders to reduce emissions from waste.
- The department recognises behaviour change has been and will continue to be a key driver in increasing the amount of waste diverted from landfill and in reducing overall emissions from the sector. Through an ongoing programme of behaviour change, DAERA, local councils and the wider waste sector will continue to encourage the waste prevention, reuse and recycling in order to maximise yields and reduce emissions.
- For the waste management sector, there is alignment between the CCC Pathway and DAERA's plans. The department will continue to place emphasis on research, evidence and data/information gathering to inform future policies and proposals.

Fisheries

CCC ADVICE - FISHERIES SECTOR PATHWAY

Fisheries Emissions		1990 (MtCO ₂)	2019 (MtCO ₂)	2030 (MtCO ₂)	2050 (MtCO ₂)
	GHGs	0.02	0.02	0.02	0.00
	% change from 1990		-17%	-7%	-94%

CCC Advice: Summary

Summary

- Emissions from fishing vessels have reduced since 1990. Based on the CCC Balanced Net Zero Pathway for the sector, emissions are expected to return to pre-pandemic levels in 2022, hold relatively flat to 2030, before reducing to close to Net Zero by 2050.
- Fishing vessels are part of the wider Domestic Shipping sector, of which the Department for Transport (UK Government) is responsible.
- Emissions reductions will be through fleet efficiency improvements, electrification and zero-carbon fuels.

Near Term Actions

- CCC has not provided specific near-term actions for the Northern Ireland fisheries sector.
- CCC has provided advice for the UK shipping sector that is relevant to the fisheries sector. This includes developing a clear timeline and roll-out plan to achieve zero-carbon shipping clusters by 2030, and further research into efficiency, zero carbon fuels production and air quality aspects.

Lead department for fisheries: Department of Agriculture, Environment and Rural Affairs

Considerations on CCC recommended fisheries sector pathway

- The policies and strategies developed by Department for Transport extend across the UK and apply to Northern Ireland fishing vessels. This includes the Clean Maritime Plan, the Transport Decarbonisation Plan and the consultation on UK Domestic Maritime Decarbonisation.
- The maritime sector is recognised as being a challenging sector for decarbonisation because of the technological developments that are needed and the whole system changes that must be made to use the technologies safely and reliably.
- The Department for Transport (DfT) has established a new unit, the UK Shipping Office for Reducing Emissions (UK SHORE) which will implement a comprehensive research and development programme, working in partnership with industry, to tackle supply and demand issues with shipbuilding and help build greener vessels.
- DAERA considers that the decarbonisation challenges facing the shipping sector as a whole are particularly relevant to the fisheries sector. DAERA will seek to maximise opportunities through collaboration with UK SHORE.
- Investment in research and development will be required to create the innovative solutions needed to decarbonise the fishing fleet and minimize the adverse effect of fishing on climate change; and prepare for roll-out of electrification and zero carbon fuels across the fishing fleet.

3.4 Your View: Questions on CCC Advice Report: The path to a Net Zero Northern Ireland

You can contribute to the dialogue on climate change by providing responses and comments in respect of the following questions. Please supplement your response with any relevant supporting information, evidence and/or analysis.

Northern Ireland Executive Departments would welcome your responses to Questions 8 – 17.

Stretch Ambition

The options proposed under the ‘**Stretch Ambition**’ would mean increases in the amount of carbon sequestered in land and engineered greenhouse gas removals. The Stretch Ambition scenario would achieve a 93% reduction against the baseline by 2050.

Question 8. Stretch Ambition Scenario to reach 93% reduction by 2050:

Do you think that the Northern Ireland Executive should follow the advice provided by the CCC and choose the Stretch Ambition Scenario?

- Yes
- No - please provide your reasons and any suggested alternative.

Speculative Options

Even with the radical actions under the stretch ambition pathway, there is still an emissions gap to Net Zero. The CCC considered some speculative options including the deployment of direct air capture of CO₂ and a further decrease of livestock numbers. Whilst it is up to the Northern Ireland Executive to decide which speculative options to pursue, the CCC’s advice on the 2030 and 2040 emissions reduction targets and the first three carbon budgets is based on the Speculative DACCS.

Question 9 (a). The Speculative DACCS Option to reach Net Zero by 2050:

Do you think that the Northern Ireland Executive should choose the Speculative Direct Air Capture with CCS (DACCS) option to reach Net Zero?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 9 (b). The Speculative Agriculture Option

Do you think that the Northern Ireland Executive should choose the Speculative Agriculture option?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 9 (c). Other Speculative Options:

Do you think that the Northern Ireland Executive should consider other speculative options such as (1) enhanced rock weathering and (2) addition of biochar to agricultural land?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 10. Agriculture Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should diverge from the CCC sector advice to deliver the required outcomes for the first carbon budget period and that these can be achieved through the actions outlined in the Agriculture sector summary?

- Yes
- No - please provide your reasons.

Question 11. LULUCF Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the LULUCF sector advice provided by the CCC?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 12 (a). Buildings Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should consider the CCC advice on residential buildings, and develop a plan to improve energy efficiency and reduce reliance on fossil fuels, taking account of the capacity and capability of the low-carbon heating sector in Northern Ireland?

- Yes
- No - please provide your reasons and any suggested alternatives.

Question 12 (b). Buildings Sector Contribution to Net Zero:

Do you think that the Northern Ireland Civil Service (NICS) should lead by example in the government estate and phase out the use of fossil fuel boilers as per the CCC advice?

- Yes
- No - if not, please provide your reasons and any suggested alternatives.

Question 13. Energy Sector Contribution to Net Zero:

Do you think that additional measures (over and above those in the Energy Strategy) should be taken to ensure alignment with the CCC's advice?

- No
- Yes - please provide examples of additional measures.

Question 14. Transport Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the transport sector advice provided by the CCC?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 15. Business and Industrial Processes Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Business and Industrial Processes sector advice provided by the CCC?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 16. Waste Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Waste sector advice provided by the CCC?

- Yes
- No - please provide your reasons and any suggested alternative.

Question 17. Fisheries Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Fisheries sector advice provided by the CCC?

- Yes
- No - please provide your reasons and any suggested alternative.

SECTION 4

Next Steps

4

Regulations setting Carbon Budgets & 2030 and 2040 Emissions Reduction Targets

Following completion of this consultation process, the views of consultees will be considered to help inform decisions on the appropriate emissions reduction targets for 2030 and 2040, and the level of the first three carbon budgets for Northern Ireland. Work will continue to complete the necessary impact assessments and ensure all requirements are adhered to. These targets and carbon budgets must be set through regulations which need to be agreed by the Northern Ireland Executive before being laid in the Assembly for debate and approval.

Developing Northern Ireland's first Climate Action Plan

DAERA is continuing to work with other Northern Ireland departments to draft Northern Ireland's first Climate Action Plan covering the period 2023-2027. The draft Climate Action Plan will be shaped by cross-departmental input on policies and proposals to reduce Northern Ireland's emissions and deliver effective decarbonisation actions across key sectors. It will also consider, amongst others, key issues of Just Transition, behavioural change, science and evidence, innovation, climate resilience, soil quality, air quality and biodiversity. In developing the draft Climate Action Plan, departments will also assess the impacts associated with the proposed policies and proposals. Stakeholders' views on the CCC Advice Report gathered as part of this process will help inform the development of the Climate Action Plan.

It is anticipated that the draft Climate Action Plan 2023-2027 will be issued for consultation as soon as possible after Executive consideration.

Glossary of Terms

We have provided the glossary below for some of the terms that have been used in this consultation document.

Consultees may find it helpful to review this when considering responses to the consultation questions.

Glossary

ADAS	ADAS is a UK provider of independent agricultural and environmental consultancy.						
Baseline	The baseline is the aggregate amount of net Northern Ireland emissions of each greenhouse gas mentioned in the following table in the year specified in relation to that gas.						
	<table border="1"> <thead> <tr> <th>Year</th> <th>Greenhouse Gas</th> </tr> </thead> <tbody> <tr> <td>1990</td> <td>Carbon dioxide, Methane and Nitrous oxide</td> </tr> <tr> <td>1995</td> <td>Hydrofluorocarbons, Perfluorocarbons, Sulphur hexafluoride and Nitrogen trifluoride</td> </tr> </tbody> </table>	Year	Greenhouse Gas	1990	Carbon dioxide, Methane and Nitrous oxide	1995	Hydrofluorocarbons, Perfluorocarbons, Sulphur hexafluoride and Nitrogen trifluoride
Year	Greenhouse Gas						
1990	Carbon dioxide, Methane and Nitrous oxide						
1995	Hydrofluorocarbons, Perfluorocarbons, Sulphur hexafluoride and Nitrogen trifluoride						
Carbon budget	A carbon budget provides a limit on the maximum total greenhouse gas emissions which should not be exceeded for a defined budgetary period, in order to help meet overall and longer-term emission reduction commitments. For Northern Ireland, the periods cover 5 years with the first period being 2023-2027.						
Carbon unit	A carbon unit is a unit of a kind which will be specified in regulations made by DAERA. A carbon unit will represent a reduction in an amount of greenhouse gas emissions, the removal of an amount of greenhouse gas from the atmosphere, or an amount of greenhouse gas emissions allowed under a scheme or arrangement imposing a limit on such emissions.						
CCC	The UK Climate Change Committee - the statutory, independent, climate change expert advisors to the UK government and all UK Devolved Administrations (including Northern Ireland).						
CCAC	The Republic of Ireland Climate Change Advisory Council - an independent advisory body tasked with assessing and advising on how Ireland will the transition to a low carbon, climate resilient and environmentally sustainable economy by 2050.						

Glossary

Climate Action Plan	The Climate Action Plan sets out the proposals and policies, covering the areas of responsibility of each Northern Ireland department, for meeting a carbon budget for a set budgetary period and also has to set out how the 2030, 2040 and 2050 emissions reduction targets will be met.
Greenhouse Gas GHGs	Greenhouse gases, the seven main gases being: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride.
IPCC	The Intergovernmental Panel on Climate Change (IPCC) is the United Nations body for assessing the science related to climate change.
Net emissions	The amount of emissions of a greenhouse gas (or gases) for a period minus the amount of removals of the gas (or gases) for the period. Emissions can be released into our atmosphere from a number of sources such as a result of our industrial activities, using transport, heating our homes and offices, and from our agricultural livestock. Removals of a gas can be through land use, land-use change and forestry and through carbon capture and storage technology.
Net Northern Ireland emissions account	The aggregate amount of net emissions of each greenhouse gas in Northern Ireland plus/minus any carbon units debited or credited.
Net Zero	Net Zero means not adding to the amount of greenhouse gases in the atmosphere. This involves reducing greenhouse gas emissions as much as possible, and balancing out any that remain by removing an equivalent amount.
RIA	A regulatory impact assessment (RIA) is a systemic approach to critically assessing the positive and negative effects of proposed and existing policies and/or regulations (and the alternative options).

Glossary

RNIA	A rural needs impact assessment is a process aimed at helping public authorities understand the positive and negative impacts of proposed policies and/or regulations on people in rural areas.
'The Act'	The Climate Change Act (Northern Ireland) 2022.

The links to the following documents mentioned in this chapter may also be useful in helping to inform your response to the questions posed in this consultation on the 2030 and 2040 emissions reduction targets and carbon budgets:

The Climate Change Act (Northern Ireland) 2022

Advice report: The path to a Net Zero Northern Ireland - Climate Change Committee ([theccc.org.uk](https://www.theccc.org.uk))

AR6 Synthesis Report: Climate Change 2023 ([ipcc.ch](https://www.ipcc.ch))

Advice specific to Northern Ireland from the CCC on the impacts of the 2050 Net Zero target, (letter 1, letter 2 and letter 3).

Publication of Responses

Confidentiality

The Department will publish a summary of responses following completion of the consultation process. Your response, and all other responses to the consultation may be disclosed on request. The Department can refuse to disclose information only in exceptional circumstances. Before you submit your response, please read the paragraphs below on the confidentiality of consultations as these provide guidance on the legal position of any information given by you in response to this consultation. Any confidentiality disclaimer generated by your IT system in e-mail responses will not be treated as such a request.

Data Protection

Section 8 (e) of the Data Protection Act 2018 permits processing of personal data when necessary for an activity that supports or promotes democratic engagement. Information provided by respondents to this consultation exercise will be held and used for the purposes of the administration of this current exercise and subsequently disposed of in accordance with the provisions of the Data Protection Act 2018 and General Data Protection Regulation.

Freedom of Information

The Freedom of Information Act 2000 gives the public a right of access to any information held by a public authority (the Department in this case). This right of access to information includes information provided in response to a consultation. The Department cannot automatically consider as confidential information supplied to it in response to a consultation. However, it does have the responsibility to decide whether any information provided by you in response to this consultation, including information about your identity, should be made public or treated as confidential. This means that information provided by you in response to the consultation is unlikely to be treated as confidential, except in very particular circumstances.

The Lord Chancellor's Code of Practice on the Freedom of Information Act provides that:

- The Department should only accept information from third parties in confidence if it is necessary to obtain that information in connection with the exercise of any of the Department's functions and it would not otherwise be provided;
- The Department should not agree to hold information received from third parties 'in confidence' which is not confidential in nature;
- Acceptance by the Department of confidentiality provisions must be for good reasons, capable of being justified to the Information Commissioner.

For further information about confidentiality of responses, please contact the Information Commissioner's Office: Telephone: 0303 123 1113
Email: ni@ico.org.uk Website: <https://ico.org.uk>



Northern Ireland
Executive



Consultation on Northern Ireland's 2030 and 2040 Emissions Reduction Targets and First Three Carbon Budgets

&

Seeking Views on CCC Advice Report: The path to a Net Zero Northern Ireland

Response Template

June 2023

You can access the consultation document and online survey here <https://www.daera-ni.gov.uk/consultations/carbonbudget>.

We would encourage participation from all interested parties. The primary method for responses is online via **Citizen Space**. The survey is quick and simple to complete. Please supplement your response with any relevant supporting information, evidence and/or analysis.

If you are unable to complete the survey online, you can respond to this consultation by email or post. Please forward the completed Response Template to DAERA using the email or postal address below:

Email: GreenGrowthFeedback@daera-ni.gov.uk

Post:

Carbon Budget Consultation Response
Climate Change and Green Growth Policy Division
2nd Floor, Klondyke Building
1 Cromac Avenue
Gasworks Business Park
Belfast BT7 2JA

Responses to this consultation are invited until 11.59pm on Wednesday 11 Oct 2023. Following consideration of all responses, a full analysis report will be published on DAERA's website.

If you require any further information, please contact a member of the consultation team on **028 9056 9708**.

Thank you for taking part in this consultation.

First, please tell us 'About You', to help us analyse the responses

A. What is your name?

Mark McAdoo

B. What is your email address?

Mark.mcadoo@midulstercouncil.org

C. What is your organisation

Mid Ulster District Council

Questions 1 - 7

You can contribute to this consultation by providing observations and comments in respect of the following questions. Please supplement your response with any relevant supporting information, evidence and/or analysis.

DAERA would welcome your responses to Questions 1-7.

Question 1. The 2030 Target:

Do you agree that DAERA should follow the current advice provided by the CCC and keep the current 2030 emissions reduction target in the Act of an at least 48% reduction in emissions compared to the baseline?

Yes

No - please provide your reasons and any suggested alternative (Noting, that if the target is to be changed, that the Act only allows it to be changed to a higher percentage).

Mid Ulster District Council supports an emissions target of at least 48% in line with the CCC advice. According to the global emission reduction identified in the Intergovernmental Panel on Climate Change (IPCC) Working Group III Report, 'Climate Change 2022: Mitigation of Climate Change', a 1.5 degrees pathway requires CO2 emissions to be reduced by 48% by 2030. It also confirmed that under the current situation, with countries not acting promptly, the world is on a path to global warming of 3.2 degrees, leading to irreversible climate risks.

The CCC analysis presents several scenarios, where the reduction by 2030 without engineered removals allocated to NI is 47%, and with technical and timing changes increases to 48%. It is important, though, to remember that the IPCC Special Report on 1.5 degrees Celsius identifies the importance of non-CO2 climate gases (methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), sulphur dioxide (SO2) and black carbon) in influencing the rate of climate change.

Question 2. The 2040 Target:

Do you agree that DAERA should follow the current advice provided by the CCC and set a 2040 emissions reduction target of an at least 77% reduction in emissions compared to the baseline?

Yes

No - please provide your reasons and any suggested alternative.

Mid Ulster District Council agrees with the current advice provided by the CCC in setting a 2040 emissions reduction target of at least a 77% reduction in emissions compared to the Baseline. This is in line with the advice provided by the CCC.

However Council is concerned that this must be done in a sustainable manner, which acknowledges the critically important role that agriculture and the agri-foods industry plays in our local economy. Efforts should be focussed on reducing agricultural emissions sustainably through technological and biological innovations, as opposed to a focus on achieving a widespread reduction in livestock numbers.

Question 3. First Carbon Budget (2023-2027):

Do you agree that DAERA should follow the current advice provided by the CCC and set the first carbon budget at a level that has a 33% average annual reduction in emissions compared to the baseline?

Yes

No - please provide your reasons and any suggested alternative.

Mid Ulster District Council agrees with the current advice provided by the CCC in setting the first carbon budget at a level that has a 33% average annual reduction in emissions compared to the baseline. As stated in the CCC Advice Report, a slightly less ambitious First Carbon Budget could be appropriate to account for a slower start in the first two years.

The Councils proposed Sustainability Strategy and Climate Action Plan 2023 to 2028 will set the target to be a net zero District by 2050 with an interim target of a 30% reduction (based on a 2019/20 baseline year) in emissions by 2030.

Question 4. Second Carbon Budget (2028-2032):

Do you agree that DAERA should follow the current advice provided by the CCC and set the second carbon budget at a level that has a 48% average annual reduction in emissions compared to the baseline?

Yes

No - please provide your reasons and any suggested alternative.

Question 5. Third Carbon Budget (2033-2037):

Do you agree that DAERA should follow the current advice provided by the CCC and set the third carbon budget at a level that has a 62% average annual reduction in emissions compared to the baseline?

Yes

No - please provide your reasons and any suggested alternative.

Question 6. CCC advice:

Do you agree that DAERA should follow any updated advice and recommendations from the CCC (as a result of the publication of the Northern Ireland 2021 GHG Inventory) when setting the first three carbon budgets?

Yes

No - please provide your reasons.

Question 7. Impact Assessments

Can you provide any information (relating to the potential financial, economic, social, rural and equality impacts) which will help inform the completion of the relevant impact assessments on the proposed carbon budgets?

For NI to meet the targets listed it will require significant changes in relation to housing, transport, electricity generation, agriculture and transport. Mid Ulster District Council would highlight that local authorities in NI have a very limited level of control over these sectors but will commit to make changes to the emissions attributable to its' own operations e.g. fleet, estate, waste management etc.

There are important implications for policy when moving away from a reliance on fossil fuels and carbon-intensive industries. Appropriate interventions will be necessary, and substantial investment in skills is pivotal to help absorb the economic shock. This includes targeted job support from the government; and in the short to medium term, reskilling and upskilling workers, with a focus on workers whose skills are not immediately transferable, to provide them with the necessary tools to find employment in a greener economy and help to guarantee a just transition.

Moving away from car dependency and incentivising the take-up of low-carbon solutions is an important step when considering the impacts of actions to reach net zero. Nationally driven interventions to phase out petrol and diesel car sales by 2030 will help in this process (however Council notes the recent government announcement to delay this date until 2035). There is a risk that most of the remaining carbon budget that can be allocated to car emissions will be used before the ban is in place. Council would welcome additional funding for EV charging infrastructure, but more must be allocated to help people become less dependent on cars. Costs should be calculated considering actions like (a) adopting schemes like Clean Air Zones; (b) investing in active travel alternatives; (c) encouraging people to use more public transport by intensifying services; (d) investing in public transport infrastructure to expand the network, and the recent All-Ireland railway strategy is an example of the huge potential in this area.

Considering that Agriculture has such a large role to play in the reduction of carbon emissions in NI it could be argued that there will be a significant rural impact of the new targets. As Mid Ulster District is predominantly rural and has a thriving farming and agri-foods sector the impacts in our district will be significant and investment needs to be made in assisting the transition to low-carbon farming practices. The Council notes and is supportive of the promising work ongoing locally to create Zero Carbon Co-operatives which aim to use farm wastes to create biogas and biochar and has the potential to contribute greatly to carbon reduction if given the necessary support from government. Funding should also be made available to encourage farmers to change land use from agriculture and grazing to forestry and the restoration of wetlands and peat bogs.

Questions on CCC Advice Report: The path to a Net Zero Northern Ireland

You can contribute to the dialogue on climate change by providing responses and comments in respect of the following questions. Please supplement your response with any relevant supporting information, evidence and/or analysis.

Northern Ireland Executive Departments would welcome your responses to Questions 8 – 17.

Stretch Ambition

The options proposed under the 'Stretch Ambition' would mean increases in the amount of carbon sequestered in land and engineered greenhouse gas removals. The Stretch Ambition scenario would achieve a 93% reduction against the baseline by 2050.

Question 8. Stretch Ambition Scenario to reach 93% reduction by 2050:

Do you agree that the Northern Ireland Executive should follow the advice provided by the CCC and choose the Stretch Ambition Scenario?

Yes

No - please provide your reasons and any suggested alternative.

Considerable behavioural step-change is required if Northern Ireland is to meet its Net Zero targets and obligations, however, such behaviour change will require significant public and private investment in infrastructure. This includes grid capacity, to support some of the transitions, e.g. increased electric vehicle ownership, and decarbonising of heating systems. Funding streams available in the rest of the UK and in the Republic of Ireland must be replicated here. Greater collaboration between local government, businesses and communities will also be required in areas such as district heating systems.

Also essential, will be the strengthening of the electricity networks and implementing renewable sources of energy like wind, solar and geothermal to increase the percentage of emissions reduction, currently advised at 33% from 2020 to 2030 for buildings and 51% for Energy. A requirement of the NI Climate Change Act for energy emission reduction is that 80% of electricity must come from renewables by 2030. The commitment to meet this target can reduce electricity emissions by 75% from where they are today; therefore, there is an opportunity to meet these targets without being rushed into expensive technologies for carbon capture that still have not been proven successful and that could have unintended consequences.

There is a need to invest in more sustainable and better infrastructure that provides communities with more choice and alternatives to private car ownership, thereby reducing car dependency across Northern Ireland. However rural dwellers, who are currently less likely to be able to avail of public transport must not be disproportionately affected. Improved and safer road infrastructure will continue to be part of the solution in any just transition and Mid Ulster District Council still wishes to see an early progression of the A5 Western Transport Corridor to improve road safety and reduce congestion along the length of the proposed route.

Speculative Options

Even with the radical actions under the stretch ambition pathway, there is still an emissions gap to Net Zero. The CCC considered some speculative options including the deployment of direct air capture of CO₂ and a further decrease of livestock numbers. Whilst it is up to the Northern Ireland Executive to decide which speculative options to pursue, the CCC's advice on the 2030 and 2040 emissions reduction targets and the first three carbon budgets is based on the Speculative DACCS.

Question 9 (a). The Speculative DACCS Option to reach Net Zero by 2050:

Do you think that the Northern Ireland Executive should choose the Speculative Direct Air Capture with CCS (DACCS) option to reach Net Zero?

Yes

No - please provide your reasons and any suggested alternative.

The Council does not feel that Speculative Direct Air Capture with Carbon Capture and Storage (DACCS) is a good option for Northern Ireland. The CCC's own report states that any captured CO₂ would need to be transported to a storage facility outside of NI. This option, therefore, is likely to be difficult to deliver and expected to be very expensive (in the region of £190-£200/tCO₂).

Question 9 (b). The Speculative Agriculture Option:

Do you think that the NI Executive should choose the Speculative Agriculture option?

Yes

No - please provide your reasons and any suggested alternative

The Council has strong concerns with the speculative agriculture option when the dietary changes with meat and dairy consumptions falling by 47% are considered. The shift to plant-based diets combined with cultured meat would have a very significant impact on the local agri-foods industry and it is debatable whether the major behavioural shifts in diet required are achievable. Council agrees with the introduction of technological and efficiency improvements, such as the widespread use of feed additives, some to reduce methane emissions and others to promote growth. Other alternatives for reducing methane emissions from also include:

1. Selective breeding for low methane production (Scotland's Rural College's research) could reduce emissions by 17% per generation.
2. Reduction in cow size by 10% could reduce emissions by 8%.
3. Improvement in herd health could reduce total GHG emissions by 10% because of better productivity.

The Council recognises the invaluable contribution of the thousands of farmers and other workers within the Agri-foods sector to Mid Ulster District Council's local economy and natural environment. The targets have potential consequences on food security and food prices particularly in the context of a cost of living crisis. The impact of such targets will be keenly felt by N Ireland's Agri-food industry, the local economy and Mid Ulster residents. The Council further notes NI farmers are part of the solution. Farmers in NI have signed up to tackling emissions with the GHGIP. Milk production in NI has achieved 68% reduction in fuel and electric emissions between 1990 and 2017. Targets are therefore best considered and achieved in conjunction with this sector.

The Council would also highlight its support for the ongoing work of Mid-Ulster companies which have established a collaborative cluster, facilitated by the Centre for Competitiveness, to enable them to eliminate the use of fossil fuels in their businesses. Their proposed innovative "waste-to-watts" approach will address: (i) the adoption of low-carbon farming practices; (ii) the development of low-carbon agri-food products; (iii) decarbonised fuel for transport vehicles; (iv) decarbonised construction products and; (v) the growing challenges of on-farm nutrient management and watercourse preservation. The work of the cluster is supported by funding from the Centre for Advanced Sustainable Energy (CASE) at Queens University Belfast and the UK government's Small Business Research Initiative (SBRI), implemented locally by DAERA.

Question 9 (c). Other Speculative Options:

Do you think that the Northern Ireland Executive should consider other speculative options such as (1) enhanced rock weathering and (2) addition of biochar to agricultural land?

Yes

No - please provide your reasons and any suggested alternative.

The Council supports the consideration of speculative technologies such as Enhanced Rock Weathering and addition of biochar to agricultural land however they still require further research to understand both the short and long terms impacts on the environment.

Question 10. Agriculture Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should diverge from the CCC sector advice to deliver the required outcomes for the first carbon budget period and that these can be achieved through the actions outlined in the Agriculture sector summary?

Yes

No - please provide your reasons.

Agriculture is the largest Green House Gas emitter in Northern Ireland, and in order to reach Net Zero, it is essential to think about ways to reduce also the number of residual emissions that will persist in the next few decades. However, in order to ensure a just transition for the agricultural sector, there should initially be a greater on focus on improving productivity as opposed to reducing livestock numbers.

The entire production system, and not just the direct emissions from the animal itself, must be taken into consideration to develop an adequate mitigation strategy in this sector, and the use of greater scientific evidence to inform a new direction.

Any measures considered should not be to the detriment of the agricultural sector and, in particular, small, family farms which are essential to our rural communities. The measures should be targeted at the larger intensive farms which produce the greatest emissions, and should not disproportionately impact small family farms in comparison to the low level of emissions such farms produce.

It is vital that any measures proposed do not contribute to the loss of family farms which have been part of our landscape for generations and which would have a devastating effect on our rural communities. It is also considered that measures, which will lead to a significant reduction of livestock; are not appropriate as this will only encourage more food miles; creating perverse environmental and climate change impacts. The measures may also impact on other sectors such as agri-food development.

Question 11: LULUCF Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the LULUCF sector advice provided by the CCC?

Yes

No - please provide your reasons

Mid Ulster District Council is supportive of this proposal and agrees with the CCC's recommendations for this sector. In particular, we strongly support the landscape regeneration of woodlands and peatlands in Northern Ireland in the coming years to guarantee adequate carbon sequestration to reach the target of 22% emission reduction by 2030.

Question 12 (a). Buildings Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should consider the CCC advice on residential buildings, and develop a plan to improve energy efficiency and reduce reliance on fossil fuels, taking account of the capacity and capability of the low-carbon heating sector in Northern Ireland?

Yes

No - please provide your reasons.

There is a note to one of the recommendations: "The public sector should lead by example". The advice for the UK as a whole is that by 2025, the installation of high-carbon fossil boilers and by 2030 gas boilers to be phased out in public buildings". NI public sector, local authorities and public bodies in particular, must be adequately supported to embrace this journey; therefore, funding currently available for English and Welsh councils and public bodies, for example, should be available across all UK bodies to facilitate this process and guarantee a just transition to Net Zero. The NI Executive should work in partnership with public bodies to manage and provide these opportunities for a greener and more inclusive economy in our region.

Question 12 (b): Buildings Sector Contribution to Net Zero

Do you think that the Northern Ireland Civil Service (NICS) should lead by example in the government estate and phase out the use of fossil fuel boilers as per the CCC advice?

Yes

No – if not, please provide reasons.

As stated above, the public sector should lead by example so it is essential that the Northern Ireland Civil Service (NICS) does so also.

Question 13. Energy Sector Contribution to Net Zero:

Do you think that additional measures (over and above those in the Energy Strategy) should be taken to ensure alignment with the CCC's advice?

No

Yes – please provide examples of additional measures.

Question 14. Transport Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the transport sector advice provided by the CCC?

Yes

No - please provide your reasons and any suggested alternative.

In order for the ambitious CCC deployment rates for electric vehicles (EVs) there will be a requirement for considerable upgrading of NIE infrastructure. There is a high dependency on cars in the Council area due to its rurality and lack of available public transport. Financial incentives for the purchase of EVs and the installation of charge points will be required to increase EV ownership rates.

In order to reduce reliance on cars, and increase the use of other more sustainable ways of transport (bus, train, cycle, walk, etc.), the NI Executive must commit to investing in greater and better infrastructure and services that can reduce car dependency. There needs to be better integrated public transport services e.g. combining bus/trains with cycling/walking. Alternative sustainable fuel sources such as hydrogen cell, biogas, HVO etc must also continue to be explored.

Question 15. Business and Industrial Processes Sector Contribution to Net Zero:

Do you think that the NI Executive should follow the Business and Industrial Processes sector advice provided by the CCC?

Yes

No - please provide your reasons and any suggested alternative.

Businesses must be supported in their efforts to reduce energy consumption and demand with funding incentives to retrofit by e.g. improving insulation, installation of low carbon heating such as heat pumps, similar to the SEAI (Sustainable Energy Authority Ireland) and SEAI EXEED (Excellence in Energy Efficient Design) scheme. Upskilling of the workforce will be required to encourage behaviour change and this must also be supported.

Question 16. Waste Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Waste sector advice provided by the CCC?

Yes

No - please provide your reasons and any suggested alternative.

The Council has some concerns with regard to the modelling to greenhouse gas emissions/savings to be achieved from the diversion of biodegradable waste from landfill given all landfill operators (including Mid Ulster District Council) have been required, as a condition of their site Pollution Prevention Control (PPC) permits, to capture the methane generated at their sites for flaring and/or energy generation and would question if these existing practices have been accurately taken account of in the modelling work to date.

The Council also has concerns in relation to some of the potential changes to waste collection systems being discussed/proposed as being necessary to meet the 70% recycling target. These include potential changes requiring the further segregation of waste at the kerbside which, in a primarily rural area like Mid-Ulster, would require the deployment of additional collection vehicles and resultant extra vehicle emissions on local roads which will not have been taken into consideration.

Question 17. Fisheries Sector Contribution to Net Zero:

Do you think that the Northern Ireland Executive should follow the Fisheries sector advice provided by the CCC?

Yes

No - please provide your reasons and any suggested alternative.

Data Protection

Information provided by respondents will be held and used for the purposes of the administration of this current exercise and subsequently disposed of in accordance with the provisions of the Data Protection Act 2018 and General Data Protection Regulation.

Report on	Bus Shelters Update
Date of Meeting	10 th October 2023
Reporting Officer	Raymond Lowry- Head of Technical Services
Contact Officer	Johnny McNeill – Capital Development Manager

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To update Members on the current bus shelter status.
2.0	Background
2.1	Council is empowered under the Local Government Miscellaneous Provisions (NI) Order 1985, with the consent of the department to erect and maintain on any road within the district of the council, shelters for the protection from the weather or persons waiting to enter public service vehicles. Bus shelters are erected following local representations. They are provided, particularly for those who have to use public services who may have to stand out in the inclement weather.
2.2.	Following the bus shelter collaborative workshop held in March 2020, the bus shelter process was discussed and agreed at the Council meeting held on the 27 th March 2020. Members are advised in a monthly report of progress made on the various applications that have been lodged with the department.
2.3	Due to the Covid-19 pandemic progress has been delayed with unavailability of staff and priority of workloads within the various departments involved in dealing with the shelter installation. MUDC / DfI Roads have met (through "Microsoft Teams") to discuss a selection of these projects and will continue to carry out similar meetings to progress shelter applications.
2.4	Members to note current Procedural guide approved by Council March 2021. (see appendix 1)

3.0	Main Report
3.1	<p>The following information headings will be covered:</p> <ul style="list-style-type: none"> • New applications received in the past month (see 3.2) • Progress on stages 2-4 application process (see 3.3) • Request for Council to move from stage 5 (see 3.4) • Progress update on stages 6-9 (see 3.5) • Neighbour Notification summary and detailed analysis (see 3.6) • Projects recommended for approval/rejection (3.7) • Projects recommended for withdrawal (see 3.8) • Shelters passed to Property Services for installation (3.9) • Progress update on stages 10-11 (see 3.10) • Update on statutory response times in relation to agreement on time related responses for application (see 3.11) • Other issues (see 3.12)
3.2	<p>New Applications received in the past month – 10Nr new application received in the past month.</p>
	<ul style="list-style-type: none"> • Platers Hill, Coalisland • Mourne Crescent, Coalisland • Reclaim Road, Galbally • Mourne Avenue, Coalisland • Pomeroy Road, Donaghmore • Annagher Road, Coalisland • Main Road, Moygashel • Findermore Road, Clogher • Knockmany Crossroads, Augher • Ballyronan road, Magherafelt
3.3	<p>Progress on stages 2-4 of the application process – see table in Appendix 1.</p>
3.4	<p>Requests for Council to move from stage 5 of the application process – 5Nr applications to move from stage 5.</p>
	<ul style="list-style-type: none"> • Dungannon Road, Cabragh, - 10nr passengers • Ballyronan road, Magherafelt, - 6nr passengers • Moydamlaght Road, Moneyneana, - 8nr passengers • Moore street, Aughnacloy, - 20nr passengers (relocated as agreed at September Environment committee meeting, due to objection) • Lineside, Coalisland, - 20+ nr passengers
3.5	<p>Progress update on stages 6-9 – Update on applications below have been discussed with a view to getting approval:</p>
	<ul style="list-style-type: none"> • NIHE valuation received for St Colmans Pk, Moortown and Derrfubble Road, Benburb, approved by MUDC and sent to NIHE board for final sign off.

	<ul style="list-style-type: none"> • Eglish View, Ballinderry, - DFI Roads currently in negotiation with adjacent landowner to provide Land for new footpath link and Bus shelter provision under Active Travel scheme between Eglish View and Moss Road.
3.6	Summary of Neighbour Notifications- 0Nr Neighbour notification
3.7	Projects recommended for Approval; - 0Nr application is recommended for approval this month.
3.8	Projects recommended for rejection; - 3Nr application is recommended for rejection this month.
	<ul style="list-style-type: none"> • Derrynoyd Road, Draperstown -1nr passenger (minimum 6nr required to progress) • Cloane Road, Draperstown- 1nr passenger (minimum 6nr required to progress) • Thatch Inn, Hillhead Road- No passengers collected here, not an EA stop
3.9	Projects noted below are recommended for withdrawal – 0Nr application is being recommended for withdrawal.
3.10	Members to Note the following shelters as listed below have obtained the necessary approvals and been passed over to Property Services for installation and these are currently being programmed for installation within their current workload. Members seeking information on installation dates etc should direct their queries to Property Services .
	<ul style="list-style-type: none"> • William Street Bellaghy
3.11	Members to Note the following shelters as listed below have obtained the necessary approvals but are still awaiting legal owner consent before install can commence.
	<ul style="list-style-type: none"> • Reenaderry Road, Washingbay – Subject to Landowner agreement • Coagh Road, Stewartstown – Landowner has withdrawn land offer to site Shelter, final confirmation requested from applicant • Eglish View, Ballinderry - Subject to DFI Roads/Landowner approval • St Colmans Park, Moortown – Subject to Legal approval from NIHE • Derryfubble Road, Benburb - Subject to Legal agreement from NIHE • Derryvale, Coalisland – Subject to Landowner approval • Inishrush Village – Subject to Landowner approval
3.12	Progress update on stages 10-11 – 0nr shelters installed since date of last meeting.

3.13	<p>Progress on response times – Agreed response times within 30 days with statutory agencies.</p> <table border="1" data-bbox="247 295 1348 721"> <thead> <tr> <th data-bbox="247 295 667 407">Statutory Agencies</th> <th data-bbox="667 295 893 407">Number requests sent</th> <th data-bbox="893 295 1120 407">Reply <30 Days</th> <th data-bbox="1120 295 1348 407">Reply >30 Days</th> </tr> </thead> <tbody> <tr> <td data-bbox="247 407 667 488">Translink</td> <td data-bbox="667 407 893 488">0</td> <td data-bbox="893 407 1120 488">0</td> <td data-bbox="1120 407 1348 488">0</td> </tr> <tr> <td data-bbox="247 488 667 568">Education Authority</td> <td data-bbox="667 488 893 568">1</td> <td data-bbox="893 488 1120 568">0</td> <td data-bbox="1120 488 1348 568">1</td> </tr> <tr> <td data-bbox="247 568 667 649">DfI Roads</td> <td data-bbox="667 568 893 649">0</td> <td data-bbox="893 568 1120 649">0</td> <td data-bbox="1120 568 1348 649">0</td> </tr> <tr> <td data-bbox="247 649 667 721">NIHE</td> <td data-bbox="667 649 893 721">0</td> <td data-bbox="893 649 1120 721">0</td> <td data-bbox="1120 649 1348 721">0</td> </tr> </tbody> </table> <p data-bbox="331 795 762 862">Translink, Responses Outstanding 0.</p> <p data-bbox="331 896 1082 963">Education Authority, Responses Outstanding 1. Tirkane Road, Maghera</p> <p data-bbox="331 1030 762 1064">DFI Roads 0.</p> <p data-bbox="331 1097 762 1164">NIHE Responses Outstanding 0.</p> <p data-bbox="129 1220 1474 1344">3.14 Interagency Meeting; Statutory update meeting to be held 17 October 2023, with DFI Roads EA, NIHE and Translink, to discuss new Bus shelter locations, response times and issues as listed below;</p> <p data-bbox="129 1377 1474 1415">3.15 Other issues: None</p>	Statutory Agencies	Number requests sent	Reply <30 Days	Reply >30 Days	Translink	0	0	0	Education Authority	1	0	1	DfI Roads	0	0	0	NIHE	0	0	0
Statutory Agencies	Number requests sent	Reply <30 Days	Reply >30 Days																		
Translink	0	0	0																		
Education Authority	1	0	1																		
DfI Roads	0	0	0																		
NIHE	0	0	0																		

4.0	Other Considerations
4.1	<p data-bbox="231 1541 1474 1657">Financial, Human Resources & Risk Implications</p> <p data-bbox="231 1657 1474 1774">Financial: Within budget for Technical Services and Property services to action provision / installation costs within their budget.</p> <p data-bbox="231 1774 1474 1854">Risk Management: Non-delivery will have adverse impact of users of public transport.</p>
4.2	<p data-bbox="231 1854 1474 1971">Screening & Impact Assessments</p> <p data-bbox="231 1971 1474 2042">Equality & Good Relations Implications: N/a</p>

	Rural Needs Implications: N/a
5.0	Recommendation(s)
5.1	Members to note the content of the report on the progress made on bus shelters within the district.
5.2	<p>Those listed under 3.4 is recommended for approval and to move from stage 5.</p> <ul style="list-style-type: none"> • Dungannon Road, Cabragh,- 10nr passengers • Ballyronan road, Magherafelt, - 6nr passengers • Moydamlaght Road, Moneyneana,- 8nr passengers • Moore street, Aughnacloy, - 20nr passengers (relocation of shelter as agreed at September Environment committee meeting, due to objection on previous site) • Lineside, Coalisland,- 20+ nr passengers <p>Those listed under 3.8 is recommended for rejection and to remove from register.</p> <ul style="list-style-type: none"> • Derrynoyd Road, Draperstown -1nr passenger (minimum 6nr required to progress) • Cloane Road, Draperstown- 1nr passenger (minimum 6nr required to progress) • Thatch Inn, Hillhead Road- Translink confirmed no passengers collected at this stop, not an EA stop.
6.0	Documents Attached & References
6.1	Appendix 1 – March 2021 - Procedural guide
6.2	Appendix 2 – Progress table with comments
6.3	Appendix 3 – Progress Table Summary

Procedural Guide on the Provision of Bus Shelters



1.0 Bus Shelters – Mid Ulster District Council

Council is empowered under the Local Government Miscellaneous Provisions (NI) Order 1985, with the consent of the Department for Infrastructure (DfI) to erect and maintain on any road within the district of the council, shelters for the protection from the weather or persons waiting to enter public service vehicles. Bus shelters are erected following local representations. They are provided, particularly for those who have to use public services who may have to stand out in the inclement weather.

1.1 PROCEDURAL STATEMENT

Council will erect a bus shelter where there is shown to be a need, providing the location does not present a safety or nuisance problem and adequate funding is available. Relocation of bus shelters should only take place as a result of either road alignment or the bus companies relocating their bus stops. All other cases of relocation should be resisted as long as there is an identified need for the shelter. Any relocation as a result of retail business / property owner request will only be considered if an alternative suitable location (distance restrictions will be considered) can be accommodated AND the retail business / property owner covers all associated costs for relocated shelter.

If there is any reported anti-social behaviour over a 12 month period at the location of a new/existing shelter the shelter location will be reviewed by Council with an option to remove the shelter and make good the existing surfaces.

1.2 CRITERIA FOR THE ERECTION OF A BUS SHELTER

1. Usage must be a minimum of 6 passengers over a period of a day and applications will be considered on a first come, first served basis, with Translink NI / Education Authority confirming this information. Less than 6 passengers will only be considered by a Council/DEA approval process.
2. The location must be at a recognised bus stop.
3. Following validation, the Council will canvass, by post, all property addresses within 50m frontage to the bus stop (25m either side) on the erection of the shelter, including the type of shelter.
4. At least 51% of the addresses surveyed must have no objections to the shelter.

NOTE - for the purposes of assessment where 51% (rounded to the nearest whole number) of property addresses that respond indicate that they are not in favour of the erection of a shelter, then the results of the survey will be forwarded to the Environment Committee for information confirming that the shelter will not be approved or erected.)

Appendix 1

5. There should be no Department for Infrastructure Roads objections on traffic grounds.
6. There must be sufficient budgetary provision available to provide the bus shelter.
7. All Survey results that do not meet the essential criteria to be reported to Council for consideration.
8. Once refused a request may not be considered for a further 12 month period from the original decision by Council.
9. Form TS/BSRF/01 to be completed and signed off by Head of Service.
10. Bus Shelter request to be approved by Environment Committee.

1.3 DESIGN OF BUS SHELTER

The Council endeavour to provide good quality, comfortable bus shelters purchased through the Procurement Department. Where appropriate they will endeavour to have bus shelters erected free of charge, other than services by Adshel.

1. All shelters within 30mph speed limits will have shelter in accordance with **Example A**, (as below).
2. All shelters outside 30mph speed limits will have shelter in accordance with **Example B**, (as below).

Council will consider in conservation areas the erection of shelters above this standard, but the cost of such shelters excluding erection and servicing costs shall not exceed £3000.00.



Example A, within 30mph speed limits, Glazed shelter.



Example B, outside 30mph speed limits, painted metal shelter.

1.4 REPLACEMENT OF BUS SHELTERS

Any defective shelters that require replacement as part of their life span to be replaced using location criteria and shelter design Examples A or B as noted above as part of the maintenance of the Council Estate .

1.5 PROVISION OF BUS SHELTERS – PROCESS

Stage 1: Send application form to person requesting Erection of Shelter.

Stage 2: Acknowledge receipt of request (in writing) – standard letter sent.

Stage 3: Carry out preliminary visit to investigate suitability of site.

Stage 4: Contact Translink / SELB / Private approved Coach Companies to confirm viability of erecting bus shelter i.e. recognised "Bus Stop", number and age of children, bus routes etc. 1st organisation to respond with numbers meeting the criteria i.e. 6 or more then proceed to next stage.

Note – shelters only provided at locations where it is confirmed a minimum of six people await / board buses.

Organisational Name	Contact Name	Contact Number	

Stage 5: Report to Environment Committee to seek Council approval/instruction.

Stage 6: Identify landowner e.g. Housing Executive, local farmer, etc. and obtain their written consent for erection of bus shelter and consult with adjoining properties (contact local Councillor and arrange site meeting if necessary). Elected members to be notified by email when letters are to be issued to neighbours for information purposes.

Stage 7: Send letters (with location maps) for approval/comments to DfI (Roads) / Water Service, PSNI, BT and NIE (arrange follow-up site meetings if necessary).

Stage 8: Sign and return DFI (Roads), Article 66, Consent/Schedule at least six days prior to erection of bus shelter.

Stage 9: Erect bus shelter – Example A or Example B (see 1.3).

Stage 10: Send request to GIS officer to have new asset plotted, and add to shelter register which is to be forwarded to Procurement Department, for insurance cover. Information to include erection/ maintenance/ ownership/ risk assessments / inspection regime / legal agreements between Council and the relevant landowners.

Stage 11: Report back to Council.



Date

Our Ref: MUDC/TS/BS/

The Occupier

Address 1

Address 2

Postcode

Dear Sir/Madam,

Re: Application for Provision of Bus Shelter at [Enter Location]

Mid Ulster District Council have received an application to erect a bus shelter at the above location and as noted in attached map (see Appendix 1).

The Council's Procedural Guide on the Provision of Bus Shelters outlines that validated applications are subject to neighbour notification. Those who meet the following criteria are eligible to register their preference on this matter:

- All property addresses within 50m frontage to the bus stop (25m either side) on the erection of the shelter, including the type of shelter

Our records indicate that this address is within 50m criteria and therefore subject to neighbour notification.

If approved Council would install Bus Shelter type **[Enter Bus Shelter Example A or B]** as detailed in Appendix 2.

On completion of this survey Council will provide a determination on this request on the basis of the majority preference as submitted. For approval to be considered, at least 51% (majority) of respondents must be in favour of the proposal.

Please read carefully the statements on the survey form attached. Tick your preferred option in the appropriate box, print your name and address and sign the document. The completed survey form(s) should be returned to this office by either:

- a. returning in Self Addressed Envelope provided, or
- b. emailing to Technicalservices@midulstercouncil.org

Forms received after **[Enter Day and Date]** will not be considered.

Thank you for your time completing this survey.

If you have any queries on the above, please contact (Officer Name) in the Cookstown Office by email at (,,,,,,,) or by telephone on 03000 132 132 Ext: 24400.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Raymond Lowry', enclosed in a thin black rectangular border.

Raymond Lowry
Head of Technical Services

Encs.

Cc DEA Councillors



PROVISION OF BUS SHELTER – SURVEY FORM

1. **I HAVE NO OBJECTIONS** to have a Bus Shelter erected at **[Enter Location]**

2. **I DO NOT WISH** to have a Bus Shelter erected at **[Enter Location]**

If you have ticked this box please give reason for objection

Reason for Objection:

Name: _____
(CAPITALS)

Address: _____

Signature: _____

The Results of this survey will be available to view on the MUDC website www.midulstercouncil.org under Council Meetings but should you wish to receive written correspondence detailing the outcome of the survey please tick this box.

Data Protection

In accordance with Data Protection Legislation, Mid Ulster District Council has a duty to protect any data we hold. The information you provide on this survey form will be used for the purposes of processing your survey and will not be shared to any third party unless law or regulation compels such a disclosure. Information will be retained in accordance with the Council's Retention and Disposal Policy.

Appendix 1

[Insert Map of proposed Bus Shelter location]

Appendix 2

BUS SHELTER TYPE

See below Example A - within 30mph speed limits, glazed shelter.



See below Example B - outside 30mph speed limits, painted metal shelter.



Table 1 – Applications awaiting formal application to be submitted (1nr)				
No	Location	Stage	Status / Comment	Progress status
1	Thatch Inn, Hillhead Road	0	Presented to Translink for comment	Translink confirmed that no passengers are lifted in this location.
Table 2 – New applications received since last Committee (10nr)				
1	Platers Hill, Coalisland	2	Application received	Meeting held on site with applicant on site 13/09/2023. User numbers requested.
2	Mourne Crescent, Coalisland	2	Application received	Meeting held on site with applicant on site 13/09/2023
3	ReclaimRoad, Galbally	2	New application	Site meeting arranged with applicant 30/09/2023
4	Mourne Avenue, Coalisland	2	Application received	Site meeting held with applicant on site 13/09/2023
5	Pomeroy Road, Donaghmore	2	New application	Site meeting arranged with applicant for 29/09/2023
6	Annagher Road, Coalisland	2	New application	Site meeting arranged with applicant for 29/09/2023
7	Main Road, Moygashel	2	New application	Site meeting arranged with applicant for 02/10/2023
8	Findermore road, Clogher	2	New application	Site meeting arranged with applicant for 02/10/2023
9	Knockmany Road, Augher	2	New application	Site meeting arranged with applicant for 02/10/2023
10	Ballyronan Road, Magherafelt	2	New application	Site meeting arranged with a plicant for 06/10/2023
Table 3 – STAGES 2-4, (13nr)				
1	Brough Road, Castledawson	3	Signed Application Form received	Translink 20 nr user numbers, EA do not use this route
2	Tirkane Road, Maghera	3	Signed Application Form received	Site visit held, site identified for shelter. Translink do not use this stop. Awaiting EA response
3	Annaghamore Road, Clonoe	3	Signed Application Form received	DfI Roads to visit site, to assess proposed location 12 nr passenger
4	Cloverhill, Moy	3	Signed Application Form received	Site visit with DfI Roads. No suitable location identified, applicant advised awaiting decision
5	The Mills, Coalisland	4	Signed Application received	DfI Roads visit 29/08/23, issue with current housing development entrance. Sightlines to be adjusted before shelter could be considered.
6	Primrose Hill, Clogher	2	Signed Application received	Site visit to be arranged to determine exact pick-up point with applicant.
7	Cullion Road, Desertmartin	4	Signed Application received	User numbers requested from Translink and EA. Confirmed 6nr from Translink.
8	Moydamlaght Road, Draperstown	4	Signed Application received	Site visit held with applicant, 15/05/2023, 8nr passengers
9	Derrynoyd lane, Draperstown	4	Signed Application received	Site visit held with applicant, 15/05/2023, user numbers 1 number passenger collected Translink, Not an EA stop
10	Cloane Road, Draperstown	4	Signed Application received	Site visit held with applicant, 15/05/2023, user numbers 1 number passenger collected Translink, Not an EA stop
11	Moore Street, Aughnacloy	4	Signed Application received	Site visit 09/06/2023, user numbers requested, response, EA 20nr users. Re location following Sept Env committee meeting
12	Dungannon road, Cabragh	4	Site visit to be confirmed	User numbers confirmed from Translink/EA- 10nr. DfI approved location
13	Lineside, Coalisland	4	Site visit to be confirmed	User numbers confirmed from Translink/EA- 20nr. DfI site visit 03/10/23
Table 4 – STAGES 5-8, (10 NR)				
No	Location	Stage	Status / Comment	Progress status
1	Tullyhogue Village	6	Residents declined original location as will promote anti-social behaviour. Limited options for alternative sites that suit bus pick-ups.	No suitable site currently available within the village
2	Glendavagh Road, Crilly, Aughnacloy - 2016/013	6	Completed Application form received	Awaiting confirmation from applicant to see if proposed shelter is still required in this location. Reminder to be sent.

3	Church Street, Cookstown	6	Site meeting held with applicant, user number requests issued to Translink and EA	Translink 20 nr passengers. EA confirmed 10 nr users. Site estate agent for adjacent vacant site to be consulted on shelter location. Formal Translink application has been lodged for this site
4	Kinrush Road/Battery Road Junction, Moortown	6	Original site limited space, alternative site to be confirmed	Original location deemed not acceptable although alternative location has now been identified and progress to install shelter to programmed
5	Kingsisland Primary School	6	Final confirmation from Primary School required to progress	A Planning application has been lodged to extend the school. (On hold subject to Planning decision)
6	Magheracastle Road / Mountjoy Road, Brocagh	6	Pending withdrawal notification from applicant as proposed site on wrong side of the road for pick-up	Site agreed, requests sent to Translink and EA for number confirmation. Reminders sent to both parties awaiting responses
7	Goland Road/ Armaghughy Road, Ballygawley - 2016/015	6	Site and user numbers confirmed	Translink users confirmed - 10 nr. Location to be agreed with DfI Roads / Translink. Site visit to be arranged
8	Derryfubble Road, Benburb	6	NIHE Site	Site visit held with DfI Roads. Valuation from NIHE received for MUDC approval. 40 nr Passengers
9	Churchtown Road, Lissan	6	Additional Shelter Request.	Confirmed 10 nr passengers
10	Annaghmore Road, Cookstown	6	Signed Application Form	Site meeting held 21/09/2022. Confirmed 12 nr passenger numbers

Table 5 – STAGE 9, (7 NR),

No	Location	Stage	Status / Comment	Progress status
1	Reenaderry Road, Reenaderry	9	Final Landowner agreement	Now assigned to "Property Services" for installation
2	Coagh Road, Stewartstown	9	Landowner has declined to offer land for Bus shelter. Final confirmation required.	Now assigned to "Property Services" for installation
3	William Street/Beatrice Villas, Bellaghy	9	None	Now assigned to "Property Services" for installation
4	Eglis View, Ballinderry	9	Application pending DfI Roads/Landowner meeting	Now assigned to "Property Services" for installation
5	St Colmans Park, Moortown	6	Awaiting legal Consent - NIHE	Now assigned to "Property Services" for installation and legal consents
6	Derryvale, Coalisland	6	Awaiting landowner Consent	Now assigned to "Property Services" for installation and legal consents
7	Innishrush Village	6	Awaiting legal Consent	Now assigned to "Property Services" for installation and legal consents

Table 6 – Stage 10-11 - Bus Shelters Installed (23nr)

No	Location	Stage	Status / Comment	Progress status
1	143 Omagh Road, Ballygawley	10	None	Installed
2	Millview/Dunnamore Road, Dunnamore	10	None	Installed
3	Kildrum Estate, Galbally	10	None	Installed
4	Thornhill Road, Pomeroy	10	None	Installed
5	Killeenan Road/Camlough Road/ Loughdoo Road	10	None	Installed
6	Glebe Court, Castlecaulfield	10	None	Installed

7	Culnady Village	10	None	Installed
8	Stewartstown	10	None	Installed
9	Credit Union, Moygashel	10	None	Installed
10	Cappagh Village	10	None	Installed
11	Whitebridge, Ballygawley	10	None	Installed
12	Annaghnaaboe Road/ Washingbay Road Junction, Clonoe - 2017/006	10	None	Installed
13	Killeen, Lisaclare Road	10	None	Installed
14	Brackaville, Four Seasons Bar, Coalisland	10	None	Installed
15	Drummullan Village	10	None	Installed
16	Main Street, Bellaghy	10	None	Installed
17	Clonoe Crossroads	10	None	Installed
18	119 Millix Road, Ballygawley	10	None	Installed
19	Killeshill- A29 Ballygawley Road	10	None	Installed
20	Hillead, Stewartstown x 2	10	None	Installed
21	Garrison Road, Curran	10	None	Installed
22	The Square, Moy Village	9	None	Installed
23	Lisaclare Road, Killeen	3	None	Installed

Table 7 – Applications to be Withdrawn/ Reviewed (8Nr)

No	Location	Stage	Status / Comment	Progress status
1	Coole Road	Revisit application	New application required, original 2016	Discussion with DfI Roads to be held in light of new agreed process principals. Report at next Council Meeting
2	Main Street, Benburb	6	Review Application	Following recent DEA meeting 06/08/2021, objection status still evident in current position – recommendation – seek statutory comments on the proposed slightly adjusted position. Discussed at Statutory meeting 13/12/2021, DfI Roads to visit to review proposed location w/c 31st January 2022
3	Bellaghy, Overend's layby	6	Withdraw Application	Following recent DEA meeting 11/08/2021 - agreed to withdraw the current application
4	Meenagh Park, Coalisland	6	Withdraw Application	Application withdrawn by applicant
5	Knockloughrim Village	9	Landowner unknown for proposed site. Further investigations underway to determine landowner.	Parks Department have agreed location within their site. Nearest neighbour consultation returned, did meet required criteria to proceed. Approved, passed to Property Services 27/08/2021 for installation. Translink confirmed change of bus route with pick-up moved to the centre of village, discussed at statutory agencies meeting 13/12/2021. New shelter is not to be installed.
6	Jordan Engineering, Benburb	4	Meeting organised with Cllr Burton on site to agree location. Not agreed	Shelter application withdrawn by applicant. Unable to find suitable location for shelter
7	Fardross-Slatmore Road, Clogher	4	Signed Application received	Site meeting held 15/09/2022. Letters sent to Translink and EA for user numbers. EA 4 nr users, Translink do not use this route.
8	Old Dungannon rd, Ballygawley	9	Application rejected by DfI (Roads)	Site visit 23/08/2023, DfI Roads rejected shelter location, due to no forward sightline and adjacent bend

Appendix 3 – Progress Table Summary, October 2023

TABLE	DESCRIPTION	NUMBERS
Table 1.	Applications awaiting formal application to be submitted	1Nr
Table 2.	New applications received from Last Committee Meeting	10Nr
Table 3.	Stages 2-4, <ul style="list-style-type: none"> • Stage 2, Acknowledge receipt of request • Stage 3, Site Visit • Stage 4, Contact Translink/EA for user numbers 	13Nr
Table 4.	Stages 5-8, <ul style="list-style-type: none"> • Stage 5, Report to Committee for approval • Stage 6, Identify landowner and Nearest Neighbour issued • Stage 7, Send letters for approval to DFI etc • Stage 8, Article 66 to be issued to DFI Roads 	10Nr
Table 5.	Stage 9, <ul style="list-style-type: none"> • Awaiting Installation of Bus Shelter 	7Nr
Table 6.	Stages 10/11, Installed shelters <ul style="list-style-type: none"> • Stage10, Send to GIS officer • Stage 11, Report to Council 	23Nr

**Minutes of Meeting of Environment Committee of Mid Ulster District Council
held on Tuesday 12 September 2023 in Council Offices, Circular Road,
Dungannon and by virtual means**

Members Present

Councillor Cuthbertson, Chair

Councillors J Burton, J Buchanan, Cahoon, Kelly,
Groogan, Mallaghan, Martin*, McAleer, McElvogue,
McGuigan, McNamee, Milne*, Quinn* (7.06 pm),
Robinson (7.02 pm), Varsani

**Officers in
Attendance**

Mrs Campbell, Strategic Director of Environment (SD:
Env)
Mrs Donnelly, Council Solicitor
Mr Fox, Building Control Development Officer (BCDO)
Mr Gallogly, Capital Contracts Manager (CCM)
Mr Gillis, Licensing Officer (LO)**
Mr McAdoo, Assistant Director of Environmental Services
(AD: ES)
Mr McNeill, Capital Development Manager (CDM)**
Mr Scullion, Assistant Director of Property Services (AD:
PS)
Miss Thompson, Committee and Member Services
Officer

**Others in
Attendance**

**Agenda Item 31 – Gribbens Bar Entertainment
Licence Application**
Ms Askin - Objector
Mr Currie – Applicant
Mrs Currie – Applicant
Mr McLaughlin – Solicitor, Belfast City Council
Mr McNeill – PSNI***
Mr O’Lone – Objector

* Denotes members and members of the public present in remote attendance

** Denotes Officers present by remote means

*** Denotes others present by remote means

The meeting commenced at 7.00 pm.

1 – Environment Committee (12.09.23)

The Chair, Councillor Cuthbertson welcomed everyone to the meeting and those watching the meeting through the Live Broadcast. Councillor Cuthbertson in introducing the meeting detailed the operational arrangements for transacting the business of the committee in the chamber and by virtual means, by referring to Annex A to this minute.

E165/23 Notice of Recording

Members noted that the meeting would be webcast for live and subsequent broadcast on the Council's You Tube site.

E166/23 Apologies

None.

E167/23 Declarations of Interest

The Chair reminded Members of their responsibility with regard to declarations of interest.

E168/23 Chair's Business

The Chair, Councillor Cuthbertson stated he was aware that Councillor Robinson wanted to raise an issue under Chair's Business but that he had not yet entered the meeting and that when he did this item could be returned to.

Councillor McElvogue referred to Northway mushroom compost factory and that NIEA had recently met with residents and advised that they do not have enough officers to do the smell test and asked if this is something Environmental Health could do.

The Chair, Councillor Cuthbertson advised that Environmental Health is now under the remit of the Development Committee and that the matter should be raised there or alternatively with the Principal Environmental Health Officer.

Matters for Decision

E169/23 Bus Shelters Update

The Capital Development Manager (CDM) presented previously circulated report which provided update on current bus shelter status. The CDM drew particular attention to point 3.6 of report which related to neighbourhood notification for bus

2 – Environment Committee (12.09.23)

shelter at Moore Street, Aughnacloy. The CDM advised that six notification letters were sent out, one was returned in favour within the timeframe and that a solicitor's letter was received from the landlord of five of the six properties. The solicitor's letter was sent claiming they were not aware of the notification as they are a landlord and not a tenant and it was advised that the letter was received after the timeframe. The CDM stated that following the procedural guide this bus shelter would go through to be approved however given the solicitor's letter received he would take guidance on how to move forward. The CDM advised that DfI have been out to inspect the proposed site and that they have found it acceptable. The CDM stated that the solicitor's letter claims that the bus shelter will give rise to issues of noise and anti social behaviour. The CDM stated that at the site visit other options were explored along Moore Street and there would be another suitable site available.

Councillor Robinson entered the meeting at 7.02 pm during presentation of the above report.

The Chair, Councillor Cuthbertson referred to the alternative site and that Moore Street is quite long and asked if there are other stop off points for Translink along the Street.

The CDM advised that there are other stop offs, the one requested is outside the Bureau de Change and that the Education Authority also leave children close to McIlwaine Hall.

The Chair, Councillor Cuthbertson proposed that an alternative site be explored for Moore Street given that there is some explanation as to why the objection received was late and that further report be brought back on this.

Councillor Robinson seconded Councillor Cuthbertson's proposal.

- Resolved** That it be recommended to Council –
- That alternative site be explored for siting of bus shelter at Moore Street, Aughnacloy.
 - That the following application is recommended for rejection and should be removed from the register – Old Dungannon Road, Ballygawley.

Councillor Quinn joined the meeting at 7.06 pm.

Chair's Business - continued

The Chair, Councillor Cuthbertson stated that Councillor Robinson was now in attendance and invited him to raise his issue.

Councillor Robinson stated he had received a number of complaints from residents in relation to the smell coming from Northway Mushrooms. The Councillor stated there is a level of frustration from the residents and asked if there is anything more Council could be doing regarding this matter.

The Chair, Councillor Cuthbertson stated that Councillor McElvogue had raised a similar issue and again highlighted that Environmental Health matters are considered at the Development Committee or that the issue can be raised with officers.

Councillor Robinson referred to dual language signage and that there are a number of requests to change signs in the Augher area. The Councillor referred to the request letters that be sent in and that a number seem to come in on a template format and asked can Councillors lobby residents on the road.

The Chair, Councillor Cuthbertson stated that Councillor Robinson's comments could be raised when the meeting gets to that point on the agenda.

E170/23 Capital Projects – Contract Awards Delegated Authority Request

The Strategic Director of Environment (SD: Env) presented previously circulated report which sought approval to give delegated powers for the award of Capital Contracts for the following projects –

1. Connecting Pomeroy – Civil Trail development (IST Contract)
2. Small Settlements – Castlecaulfield (ICT Contract)
3. Small Settlements – Moy (ICT Contract)

Proposed by Councillor McNamee
Seconded by Councillor Cahoon and

- Resolved** That it be recommended to Council that –
- Pursuant to Section 7(1)(b) of the Local Government Act (NI) 2014, that authority is delegated to P&R or Environment Committee to approve the award of contracts for the following schemes -
 1. Connecting Pomeroy – Civil Trail development (IST Contract)
 2. Small Settlements – Castlecaulfield (ICT Contract)
 3. Small Settlements – Moy (ICT Contract)

4 – Environment Committee (12.09.23)

- A full update report will be brought back to Members in November Committee/Council for Members information.

E171/23 Dfl Roads Proposal to Mid Ulster District Council – Eglish Road, Dungannon 30mph Speed Limit

Members considered previously circulated report which sought agreement in relation to a proposal from Dfl Roads to introduce a 30mph speed limit at Eglish Road, Dungannon.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from Dfl Roads to introduce a 30mph speed limit at Eglish Road, Dungannon.

E172/23 Dfl Roads Proposal to Mid Ulster District Council – Proposed Stopping Up – Killybracken Road and Eglish Road, Dungannon

Members considered previously circulated report which sought agreement in relation to a proposal from Dfl Roads to introduce a ‘stop-up’ on the Killybracken Road, Dungannon and an advisory speed limit on the Eglish Road, Dungannon.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from Dfl Roads to introduce a ‘stop-up’ on the Killybracken Road, Dungannon and an advisory speed limit on the Eglish Road, Dungannon.

E173/23 Dfl Roads Proposal to Mid Ulster District Council - Bracken Way, Bracken Ridge, Bracken Ridge Park and Bracken Ridge Avenue, Newmills 20 mph Speed Limit

Members considered previously circulated report which sought agreement in relation to a proposal from Dfl Roads to introduce a 20mph speed limit at Bracken Way, Bracken Ridge, Bracken Ridge Park and Bracken Ridge Avenue, Newmills.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from DfI Roads to introduce a 20mph speed limit at Bracken Way, Bracken Ridge, Bracken Ridge Park and Bracken Ridge Avenue, Newmills.

E174/23 DfI Roads Proposal to Mid Ulster District Council - Traffic Calming, Bush Road and Cavan Road, The Bush

Members considered previously circulated report which sought agreement in relation to a proposal from DfI Roads to introduce traffic calming measures at Bush Road and Cavan Road, The Bush.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from DfI Roads to introduce traffic calming measures at Bush Road and Cavan Road, The Bush.

E175/23 DfI Roads Proposal to Mid Ulster District Council - Traffic Calming, Moydamlaght Road Moneyneany

Members considered previously circulated report which sought agreement in relation to a proposal from DfI Roads to introduce traffic calming measures at Moydamlaght Road Moneyneany.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from DfI Roads to introduce traffic calming measures at Moydamlaght Road Moneyneany.

E176/23 DfI Roads Proposal to Mid Ulster District Council - Traffic Calming, Mullaghboy Road Bellaghy

Members considered previously circulated report which sought agreement in relation to a proposal from DfI Roads to introduce traffic calming measures at Mullaghboy Road Bellaghy.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from DfI Roads to introduce traffic calming measures at Mullaghboy Road Bellaghy.

E177/23 DfI Roads Proposal to Mid Ulster District Council - Traffic Calming, Bridge Street Castledawson

Members considered previously circulated report which sought agreement in relation to a proposal from DfI Roads to introduce traffic calming measures at Bridge Street, Castledawson.

Proposed by Councillor B McGuigan
Seconded by Councillor Robinson and

Resolved That it be recommended to Council to approve the proposal from DfI Roads to introduce traffic calming measures at Bridge Street, Castledawson.

Matters for Information

E178/23 Minutes of Environment Committee held on 3 July 2023

Members noted minutes of Environment Committee held on 3 July 2023.

E179/23 Environment Directorate Departmental Plan 2023/24

Members considered previously circulated report which outlined the annual Departmental Plan for the Environment Directorate for the period 2023/24.

Councillor McElvogue referred to removal of metal skip from Coalisland Recycling Centre and proposed that this decision be reviewed.

The Strategic Director of Environment (SD: Env) stated that a working group has been set up to look at recycling centres and has met once and will meet again this week. The SD: Env advised that Councillor McGuigan is Chair of the working group.

Councillor McGuigan stated that the working group is there to look at all the issues across the recycling centres. The Councillor stated that when the working group have looked at all the issues a report will be brought to the Environment Committee and felt that until that piece of work is done there was no point in raising issues within a particular recycling centre.

7 – Environment Committee (12.09.23)

The Chair, Councillor Cuthbertson stated he was aware of the issue and asked for the reasoning behind why the skip was removed.

The SD: Env stated that the skip was removed for health and safety reasons. The SD: Env confirmed that the working group is looking at all issues across all sites and that this particular issue is something that the working group will be making a recommendation on going forward.

The Chair, Councillor Cuthbertson stated he thought the working group was set up to look at the future of the site and not individual operational matters.

Councillor Quinn stated that the loss of the metal skip in Coalisland will have a big impact on tonnages coming into the site and asked if this issue can only be dealt with by the working group.

The Chair, Councillor Cuthbertson stated that the SD: Env has advised that the skip was removed for health and safety reasons and it was uncertain whether these can be addressed before the working group bring forward their recommendations. Councillor Cuthbertson stated that the Councillor could ask for an update next month.

E180/23 Extended Producer Responsibility Obligations/Regulations Update

Members noted previously circulated report which provided update on the Extended Producer Responsibility Obligations (Packaging and Packaging Waste) Regulations.

E181/23 Northern Ireland Local Authority Collected Municipal Waste Management (LACMW) Report for January to March 2023

Members noted previously circulated report which provided update on Council's performance in relation to recycling and landfill diversion targets as outlined in the NIEA Northern Ireland Local Authority Waste Management Statistics Report for Quarter 4 of 2022/23 from January to March 2023.

E182/23 School Uniform Reuse Pilot Scheme

Members noted previously circulated report which advised of the commencement of a school uniform reuse pilot scheme.

E183/23 Maghera Walled Garden Green Flag Award

Members noted previously circulated report which highlighted the success for Maghera Walled Garden at the Green Flag Awards.

E184/23 Building Control Workload

Members noted previously circulated report which provided update on the workload analysis for Building Control.

E185/23 Entertainment Licensing Applications

Members noted previously circulated report which provided update on Entertainment Licensing Applications across the Mid Ulster District.

E186/23 Dual Language Signage Surveys

Members noted previously circulated report to advise on the result of surveys undertaken on all applicable residents on the streets/roads in response to Dual Language Signage Nameplate requests.

E187/23 Dual Language Signage Requests

Members noted previously circulated report which advised of requests for Dual Language Signage from residents on the streets/roads in question.

Councillor Robinson stated that a number of roads in his area have been requested to be changed to Irish over the native language of English and asked what the process is for making a request as a number being received appear to be submitted on a template format. The Councillor asked if it is a case that Councillors can lobby residents along roads to submit requests and that as he is relatively new to the Committee he was unsure of the process and requested that it be explained.

The Chair, Councillor Cuthbertson stated that he had raised this issue in the past in relation to templates as he felt there does seem to be a concerted campaign to get people to request dual language signage which adds time and expense to officers. Councillor Cuthbertson stated that as there are a number of new Councillors on the Committee an explanation of the process may be beneficial.

Councillor Robinson stated that this issue is something he is asked about regularly and he is unsure of the process.

The Assistant Director of Property Services (AD: PS) stated that there is a policy in place regarding dual language signage and that when a request is received officers then evidence the requestor through the Electoral Register and this is the way of verifying that they are a legitimate resident. The AD: PS stated he was happy to include the policy within next month's report.

Councillor Robinson asked if everyone has to respond to a survey.

The AD: PS advised that when a request is made and verified then all residents of that street or road are notified of request and asked to respond. The AD: PS stated that in line with the policy a dual language sign will be erected where 51% or more of the replies returned are in favour and this is reflected in the other survey report before Members tonight.

Councillor Robinson referred to the issue of templates.

The AD: PS stated he can address the issue in a future report but highlighted that it is the residents who make a request.

Councillor McAleer asked that the policy be emailed to the members of the Environment Committee to familiarise themselves with.

Councillor McNamee proposed that the policy be emailed to all Members.

Councillor Quinn stated he was content that the policy be emailed and challenged Councillor Robinson on his comment regarding Irish being introduced over a native language and that he was sure the Councillor was aware that Irish has been spoken here for thousands of years. The Councillor referred to lobbying and stated that the officer has clarified that it is up to the individual to submit a request and that if verified everyone on the street/road is then polled.

Councillor McAleer seconded Councillor McNamee's proposal.

Resolved That it be recommended to Council to email Council policy on Dual Language Signage to all Members.

Live broadcast ended at 7.22 pm.

Local Government (NI) Act 2014 - Confidential Business

Proposed by Councillor McAleer

Seconded by Councillor Robinson and

10 – Environment Committee (12.09.23)

Resolved In accordance with Section 42, Part 1 of Schedule 6 of the Local Government Act (NI) 2014 that Members of the public be asked to withdraw from the meeting whilst Members consider items E188/23 to E206/23.

Matters for Decision

- E188/23 Proposed enhancement scheme at Cottagequinn Cemetery
- E189/23 Extension to contracts for processing of dry recyclables
- E190/23 Off Street Car Parking: Quarter 1 2023/2024 Update and Future Parking Provision
- E191/23 Service Level Agreement - Structural Engineering Services
- E192/23 Vehicle Emissions Reduction: HVO (Hydrotreated Vegetable Oil) Fuel Trial
- E193/23 Building Maintenance Framework Tender Report
- E194/23 Maghera Regeneration Project – Wetlands Park and Walled Garden Enhancements ICT Award
- E195/23 Gribben’s Bar Entertainment Licence Application

Matters for Information

- E196/23 Environment Committee Confidential Minutes of Meeting held on 3 July 2023
- E197/23 Coolhill Cemetery Improvement Works
- E198/23 Capital Framework – ICT Contracts Update
- E199/23 Capital Framework – IST Contracts Update
- E200/23 IST Award – Connecting Pomeroy
- E201/23 IST Award – Small Settlements – Moneymore EI Improvements
- E202/23 Capital Projects – Scoping Contracts Update
- E203/23 Off-Street Car Parking Update 2022-2023
- E204/23 Energy Management Update – Display Energy Certificates (DEC’s)
- E205/23 Electric Vehicle Charging Points Update
- E206/23 Capital Programme Update Quarter1 23-24

E207/23 Duration of Meeting

The meeting was called for 7.00 pm and ended at 23.04 pm.

CHAIR _____

DATE _____

Annex A – Introductory Remarks from the Chairperson

Good evening and welcome to the Council's [Policy & Resources/Environment/Development] Committee in the Chamber, [Dungannon/Magherafelt] and virtually.

I specifically welcome the public watching us through the Live Broadcast. The Live Broadcast will run for the period of our Open Business but will end just before we move into Confidential Business. I let you know before this happens.

Just some housekeeping before we commence. Can I remind you:-

- If you have joined the meeting remotely please keep your audio on mute unless invited to speak and then turn it off when finished speaking
- Keep your video on at all times, unless you have bandwidth or internet connection issues, where you are advised to try turning your video off
- If you wish to speak please raise your hand in the meeting or on screen and keep raised until observed by an Officer or myself
- Should we need to take a vote this evening I will ask each member to confirm whether they are for or against the proposal or abstaining
- When invited to speak please introduce yourself by name to the meeting
- For any member attending remotely, if you declare an interest in an item, please turn off your video and keep your audio on mute for the duration of the item
- If referring to a specific report please reference the report, page or slide being referred to
- Lastly, I remind the public and press that taking photographs of proceedings or using any means to enable anyone not present to see or hear proceedings, or making a simultaneous oral report of the proceedings are not permitted

Thank you and we will now move to the first item on the agenda.

Report on	Consultation on Proposed Amendments to Fire Safety Measures of the Building Regulations
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	PJ Fox, Building Control Development Manager

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To advise Members on the Consultation by the Department of Finance, inviting a response on the proposed amendments to the fire safety measures of the Building Regulations under Part A (Interpretation and general) & Part E (Fire Safety) guidance of the Building Regulations
2.0	Background
2.1	The Department of Finance (the Department) has policy responsibility for maintaining the Building Regulations. The Building Regulations apply to new buildings and to buildings being altered, extended or subject to a material change of use and are made principally to secure the health, safety, welfare, and convenience of people in or about buildings; further the conservation of fuel and power; further the protection and enhancement of the environment and promotion of sustainable development.
2.2	Intended work that is subject to the provisions of the Building Regulations (Northern Ireland) 2012 (as amended) must be notified to the District Council. The Building Regulations are enforced by building control departments in each District Council through the existing mechanisms and sanctions provided through the Building Regulations (Northern Ireland) Order 1979 (as amended).
2.3	Following the Grenfell Tower fire tragedy in 2017 there have been calls to increase fire safety in domestic buildings (principally blocks of flats) to reduce risk to life. There is evidence that the construction industry has become more risk averse since the Grenfell Tower fire. However, there is a risk that over time this risk aversion will fade, and the industry may revert to being less cautious at an increased risk to public safety, therefore the Department are compelled to act. The Grenfell tragedy and Phase 1 report to the Public Inquiry highlighted the potential benefits of some of the items proposed in policy changes such as sprinkler usage, wayfinding signage, evacuation alert systems, smoke ventilation systems and premises information boxes to improve resident safety. Sprinklers

<p>2.4</p> <p>2.5</p>	<p>and smoke ventilation systems in particular have been proven to be very effective fire protective measures for saving lives in residential type buildings.</p> <p>These proposed amendments will result in changes to the following parts of the Building Regulations:</p> <ul style="list-style-type: none"> • Part A (Interpretation and General) of the Building Regulations defines certain terms used in the regulations and establishes processes which relate to the application of the regulations. • Part E (Fire Safety) of the Building Regulations sets out requirements for ensuring adequate means of escape, adequate limitation of internal fire spread to linings and internal structure, adequate limitation on external fire spread and adequate facilities and access for the Fire and Rescue Service. <p>The proposed policy changes are to improve life safety for residents/occupiers of a various range of building types (primarily dwellings and principally blocks of flats) and provide greater firefighter security in tackling fires and effecting rescue operations. The intended effect is to reduce the consequences of fire through saving lives and preventing injuries.</p>
<p>3.0</p>	<p>Main Report</p>
<p>3.1</p> <p>3.2</p> <p>3.3</p>	<p>Correspondence has been received from the Department of Finance regarding consultation seeking the views of the Council in relation to proposals for amendment of fire safety measures under Part A (Interpretation and general) and Part E (Fire Safety) of the Building Regulations.</p> <p>.Part A amendments primarily relate to the following:</p> <ul style="list-style-type: none"> • A building due to a material change of use and becomes a ‘relevant building’ as defined in the Fire and Rescue Service (NI) Order 2006 (i.e., predominantly all non-domestic buildings) or a building containing one or more flats with a storey more than 11m above ground level will be subject to <i>New Regulation 37A – Provision of fire safety information</i>. • A material change of use of a building to a building on the prescribed list of buildings under <i>New Regulation 37B – Provision of suitable automatic fire suppression systems (i.e., sprinklers)</i>, such as flats or purpose-built student accommodation with a storey more than 11m above ground level or residential care home, nursing home, children’s home and family resident centre will be subject to this New Regulation. <p>Part E amendments and revisions will include the following:</p> <ul style="list-style-type: none"> • <i>New Regulation 37A – Provision of fire safety information</i> applicable to new buildings as defined in the Fire and Rescue Service (NI) Order 2006 (i.e.,

	<p>predominantly all non-domestic buildings) or a building containing one or more flats with a storey more than 11m above ground level.</p> <ul style="list-style-type: none"> • <i>New Regulation 37B – Provision of suitable automatic fire suppression systems</i> applicable to flats or purpose-built student accommodation with a storey more than 11m above ground level or residential care home, nursing home, children’s home and family resident centre will be subject to this New Regulation. <p>3.4 A Transition period of 6 months is proposed to allow industry to adjust to New Regulation 37B.</p> <p>3.5 Technical Booklet E guidance document proposed to have the following amendments/ revisions:</p> <ul style="list-style-type: none"> • Details on what fire safety information should be provided, when it should be available and who is responsible for providing this information under New Regulation 37A. • Prescriptive list of new buildings that will be applicable to New Regulation 37B such as flats or purpose-built student accommodation with a storey more than 11m above ground level or residential care home, nursing home, children’s home and family resident centre will be subject to suitable automatic fire suppression systems (i.e., sprinklers) • Smoke alarms proposed in all habitable rooms in a dwelling (or extended/ altered dwelling) in lieu of principal habitable room under current guidance with the view that this should benefit all occupants but particularly those who may be elderly/ vulnerable/ asleep and tend to react slower. • Clarification on smoke ventilation systems (Natural and mechanical) and requirements to common escape routes (i.e., lobbies, corridors, and stairways) of buildings containing flats. • Firefighting shaft required to Places of Assembly buildings over 7.5m high with a storey over 900m². Current guidance already has this in place for Shops, Factories and Storage Buildings. • Firefighting shaft to be within 60m of fire main (45m if building is not sprinklered), with wet fire main required in buildings over 50m high. Before the requirement was 60m high • Fire main to be able to reach within 45m of all points within a dwelling or flat for a building not fitted with a fire main. • Flats over 18m will require an emergency evacuation alert system with sounders in each flat – not linked to the flat fire alarm system. • Wayfinding signage to be present in all buildings over 11m high containing a flat to assist attending firefighters identifying floors and individual flats.
--	--

<p>3.6</p>	<ul style="list-style-type: none"> • Secure/ Premise Information Box will be required in buildings over 11m high containing a flat to assist attending firefighters. The information should include a single page building plan identifying key fire fighting equipment and contact details of person in charge. <p>There are three questions on the consultation we have agreed in principle to, but have not agreed or had no view on the proposed way of implementation:</p> <ul style="list-style-type: none"> • Question E3 – We have the view that the person carrying out the works should not be fully responsible for the provision of Fire Safety Information. The person with overall responsibility for design and construction would be more appropriate. • Question E6 – We have no view on the proposal that sprinklers would be installed in buildings with flats over 11m as recent research indicates that fatal flat fires are more likely in flats no higher than 2nd floor level. • Question TBE4 – We have the view that it may be considered onerous that an automatic fire alarm system will be required for any extension & alteration to a dwelling. Perhaps further clarification and guidance on this matter would be beneficial as so this requirement could be more targeted. (i.e., guidance as it stands would appear to result in an automatic fire alarm system being required in a dwelling when carrying out a minor alteration such as removing a wall or a minor extension to a dwelling).
<p>3.7</p>	<p>Generally, the proposed amendments to Part A and Part E and associated Technical Booklet E guidance to enhance fire safety measures in a range of buildings taking into consideration the Grenfell fire tragedy and the associated Phase 1 report recommendations are welcome.</p>
<p>3.8</p>	<p>There is a need to ensure that not only do people feel safe in their homes and places of work or entertainment but that they actually are as safe as possible from the risk of fire. The proposed amendments should reduce the risk of fire, and where a fire does occur, ensure there are measures in place to restrict the growth of fire and smoke to enable the occupants to escape safely and fire fighters to deal with fire safely and effectively.</p>
<p>3.9</p>	<p>The changes implement similar changes introduced in other jurisdictions particularly England through their equivalent Part B and Approved Document B (ADB) of their building regulations.</p>
<p>3.10</p>	<p>Building Control Northern Ireland (BCNI) is a voluntary umbrella grouping of the Building Control Departments of the 11 local councils. The Lead Building Control Manager within each Council is a member of BCNI. The proposed amendments have been reviewed and discussed within BCNI and have broadly been</p>

3.11	<p>welcomed. BCNI have forwarded a separate consultee response to the Department of Finance with these findings - which are similar to our response.</p> <p>Due to tight turnaround timeframes the Consultation Document Response on the proposal for these amendments of the Building Regulations has been issued and included in section 6.1.</p>
4.0	Other Considerations
4.1	<p>Financial, Human Resources & Risk Implications</p> <p>Financial: Within Current Resources</p> <p>Human: Depending on the outcome of consultation, it may be necessary to support officer experience with training in should changes to the regulations be implemented in the future.</p> <p>Risk Management: None</p>
4.2	<p>Screening & Impact Assessments</p> <p>Equality & Good Relations Implications: None</p> <p>Rural Needs Implications: None</p>
5.0	Recommendation(s)
5.1	Members are requested to note the content of this report.
6.0	Documents Attached & References
6.1	Appendix 1: MUDC Consultation Response to Department of Finance



Building (Amendment) Regulations (Northern Ireland) 2023

Consultation Response Form

July 2023

(closing date for receipt of responses is Monday 25 September 2023)

Building (Amendment) Regulations (Northern Ireland) 2023 - Consultation

Overview

Fire safety measures in buildings established through the local Building Regulations contribute significantly to maintaining life safety standards for occupants/residents and firefighters alike, not to mention the contribution they make in terms of property protection.

The proposed consultation contains amendments to uplift fire safety protection measures in a range of buildings. They are mainly focused on residential buildings and in particular domestic multi-residential buildings, to provide assurance and additional safety measures to residents. Some amendments are aimed at assisting the Fire and Rescue Service to ensure they can provide an effective operational response. The intended effect of the proposals is to reduce the consequences of fire through saving lives and preventing injuries.

Why your views matter

The Grenfell tragedy and subsequent Phase 1 report to the Public Inquiry highlighted the potential benefits of some of the items proposed in this consultation - sprinkler usage, wayfinding signage, evacuation alert sounder systems, smoke ventilation systems and secure information boxes to improve resident safety. Sprinklers in particular have been proven to be very effective fire protective measures for saving lives in residential type buildings.

The Department is seeking your views on these matters and the other amendments as proposed to the local Building Regulations through this consultation. Your views will help to inform the development of final policy proposals.

It is not compulsory to answer all of the questions, so you can take part in the consultation even if you do not have views on all of the above issues. The answers you give will inform the development of final policy proposals and legislation, so we would encourage you to take this opportunity to have your say.

Privacy Notice

The Data Protection Act 2018 states that, as a government department, DoF may process personal data as necessary for the effective performance of a task carried out in the public interest. i.e. a consultation. In addition to the statutory requirement in the Building Order to consult on building regulations matters there is an expectation of appropriate public consultation on substantive changes to the Building Regulations.

Your personal data is being collected as an essential part of the consultation process, so that we can contact you regarding your response and for statistical purposes. We may also use it to contact you about related matters.

Your data will be kept for two years, after which all data will be deleted. To find out how we handle your personal data, please see our [privacy policy](#). When submitting this response you agree to our privacy policy.

All the information you provide will be treated in strict confidence and will not be used to identify you personally. The analysis will be carried out on an anonymous basis under the guidelines of the GDPR.

Where consent has been provided consultation responses will be published on the Department of Finance website, no personal data will be published.

Information will not be passed on to anyone else and will only be used for the purposes of this consultation/survey or if necessary to fulfil legal or regulatory requirements.

Completion of the Response Form

The Department will consider all responses to this consultation received on or before the closing date for receipt of responses which is **25 September 2023**.

Submissions made after this date will not be considered.

We would strongly encourage you to respond to the consultation by completing the survey on the Citizen Space platform, which can be accessed [here](#).

If using this form to respond to the consultation please send it by email to:

info.bru@finance-ni.gov.uk or it may be posted to:

Karen McKernon
Consultation Co-ordinator
Department of Finance
Building Standards Branch
Floor 6
Goodwood House
44-58 May Street
BELFAST BT1 4NN

Please refer to the package of Consultation Documents which outline fully the proposed amendments at –

<https://www.finance-ni.gov.uk/consultations>

For ease of use, questions relating to each aspect of the consultation are referenced by a letter relating to the Part of the Building Regulations that the aspect is considering, for example A1 and A2 are questions on Part A: Interpretation and general; E1, E2 etc. are questions on Part E: Fire safety and TBE1, TBE2 etc. are questions on Technical Booklet E: Fire safety.

Click on the box (or insert an “x”) beside “Yes”, “No” or “No view” as appropriate. It is not essential to give an answer to every question. The last question is completely open to enable consultees to make suggestions or observations on relevant issues that are not addressed by answering the preceding questions.

Please make any comments you might have in the box provided. If you disagree with any of the proposals the Department would be interested to know why you disagree.

Contents		Page
Respondent details		6
Part A	Interpretation and general Questions A1- A2	8
Part E	Fire safety Questions E1 – E8	10
Technical Booklet E	Fire safety Questions TBE1 – TBE12	17
Impact Assessment	Question IA1	27
General Comments	Question G1	28
Next Steps		28

Respondent Details

In order for your response to be considered valid, you must provide the following information:

Name	Anne-Marie Campbell – Strategic Director of Environment
Organisation (if any)	Mid Ulster District Council
Email	Anne-Marie.Campbell@midulstercouncil.org

Are you responding as an individual?

Or are you representing the views of an organisation?

These are the views of Mid Ulster District Council on this consultation.

Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to be published.

If you ask for your response to be confidential, we will still take account of your views in our analysis but we will not publish your response, quote anything that you have said or list your name. If you ask for your response to be regarded as confidential and not to be published, you will be asked to explain to us why you regard the information you have provided as confidential.

To find out how we handle your personal data, please see your privacy policy ([Department of Finance Privacy Notice | Department of Finance \(finance-ni.gov.uk\)](#)). When submitting this response you agree to our privacy policy.

The Department of Finance would like your permission to publish your consultation response. Please indicate if you wish your response to be treated as confidential.

Yes No

If you wish your response to be treated as confidential, please provide your justification for doing so.

We may wish to contact you again in the future, but we require your permission to do so. Are you content for the Department of Finance to contact you again in relation to this consultation exercise?

Yes No

PART A, INTERPRETATION AND GENERAL: QUESTIONS

Part A of the Building Regulations (Northern Ireland) 2012 (as amended) (the Building Regulations) defines certain terms used in the regulations and establishes processes which relate to the application of the regulations.

(Refer to Section 4 of the Consultation proposals document)

It is proposed to amend Part A of the Building Regulations and in particular regulation 8 (Application to material change of use) so that when a building becomes a 'relevant premises' (as defined under the Fire and Rescue Services (NI) Order 2006) after a material change of use, that building will be subject to the new requirement of regulation 37A. The same requirement will apply to a building containing one or more flats with a storey more than 11m above ground level that is created as a result of a change of use.

Similarly it is proposed to amend Part A of the Building Regulations and in particular regulation 8 (Application to material change of use) so that when a building on the prescribed list i.e. becomes a building containing flats or a building for purpose built student accommodation with a storey more than 11m above ground level or a residential care home, nursing home, children's home, family resident centre due to a material change of use, then that building will be subject to the new requirement of regulation 37B.

The amended Table to Regulation 8 (Application to material change of use) will demonstrate for the existing Cases where the new requirements in regulations 37A and 37B will apply.

A1. *Do you agree with the proposal to require a building which becomes a 'relevant premises' (as defined in the Fire and Rescue Services (NI) Order 2006) or a building containing one or more flats with a storey more than 11m above ground level, due to a material change of use, to be subject to the requirements of new regulation 37A?*

Yes No No view

The Provision of Fire Safety Information is considered prudent. This piece of legislation will help to maintain the Golden Thread of relevant fire safety information relating to active and passive fire safety measures incorporated in a building during construction and throughout the building's lifespan. This information is vital to those people with fire safety responsibilities and to assist statutory bodies in fire and rescue situations.

We would however point out that Table 8 of the Regulation does not reference Regulation 37a for buildings over 11m containing flats. The note 3A & 3B may cause

confusion in its layout and exclusion of cases ii & iv if they change to a `relevant premises`

With regards to Reg 37A (a) & (2)(a) we would comment that relevant definitions as defined in the Fire and Rescue Services (NI) Order 2006 should be incorporated within the new update to TBE as an appendix. Article 50, 52 of this Order contains a further reference to Articles 25-30 to get the concise definition, which ranges from agent, contractor, applicant, CDM coordinator etc.

Comments (if any):

A2. Do you agree with the proposal to require a building which becomes a building on the prescribed list of buildings in regulation 37B due to a material change of use, to be subject to the requirement of new regulation 37B?

Yes No No view

Comments (if any):

Mid Ulster District Council (MUDC) considers that Regulation 37B Automatic fire suppression is a step forward in fire safety which helps provide greater harmony with other UK jurisdictions and will further protect those within these new residencies.

Research and fire statistics acknowledges the role sprinkler systems play in reducing the risk to life. Relying on passive protection and constructional detailing with a material change of use can be in the majority of cases be perplexing and difficult to achieve. An associated benefit will also be the protection of property and the impact of fire on the environment.

The prescribed list as outlined in 37B would lessen the risk to life of occupants in these buildings, providing a greater level of life safety.

We also comment that greater clarity is required to avoid ambiguity regarding Part A, Table 8. Whilst we appreciate that Table 8 should be read in conjunction with the regulation, Table 8 of the Regulation does not reference Regulation 37b. This could cause confusion within the industry especially with designers at the concept stage of a project.

PART E, FIRE SAFETY: QUESTIONS

Part E of the Building Regulations sets out requirements in buildings for ensuring adequate means of escape, adequate limitation for internal fire spread to linings and internal structure, adequate limitation on external fire spread and adequate facilities and access for the Fire and Rescue Service.

(Refer to Section 5 of the Consultation Proposals document).

It is proposed to introduce a new Regulation 37A ‘Provision of fire safety information’ to require that adequate ‘as built’ fire safety information is made available to the person responsible for fire safety duties in a building after completion of a project when a building is handed over for ownership/occupation.

The information will be of benefit to the owner/occupier in operating and maintaining the building for fire safety purposes and is seen as a necessary link between fire safety measures installed as part of the design and as-built phase and the occupied phase in the lifecycle of a building.

With this information, owners/occupiers should be able to understand and implement the fire safety strategy of the building; maintain any fire safety system provided and carry out an effective fire risk assessment of the building.

E1. *Do you agree that as built ‘fire safety information’ should be required to be given under Building Regulations to those responsible for fire safety duties in a building not later than the date of completion of the work, or the date of occupation of the building or extension whichever is the earlier?*

Yes **No** **No view**

Comments (if any):

MUDC agree that this information should be provided not later than the date of completion of works and specifically fire safety measures. Previous discussions have highlighted that buildings should not be occupied until Building Regulations completion i.e., all works associated with building regulations compliance are complete.

This allows the opportunity to disseminate all 'as built information' on active and passive fire safety measures including assurance that any cause and effect associated with active / commissioned systems is fully understood. An adequate period of time is required post completion prior to occupation to collate this information and hand over to the person responsible for fire safety matters to ensure it is understandable, accurate and represents 'as built' construction and not simply a tick box exercise.

It is proposed to apply the new regulation to ‘relevant premises’ as defined under the Fire and Rescue Services NI Order 2006 (FRSNIO) and to buildings containing one or more flats with a storey more than 11m above ground level. ‘Relevant premises’ under the FRSNIO are predominantly all non-domestic buildings.

This requirement was introduced to Building Regulations in England and Wales in 2006 and a similar requirement for fire safety design summaries was introduced in Scotland in 2013. Introducing here will bring NI into line with the existing requirement in other regions.

E2. Do you agree with the scope of buildings (‘relevant premises’ as defined under the FRSNIO and buildings containing one or more flats with a storey more than 11m above ground level) for the new regulation to apply to?

Yes No No view

Comments (if any):

As this now provides greater harmonisation with other UK jurisdictions, we would have no adverse comment in this regard. All relevant research and firefighting statistical information support the 11m threshold.

A re wording of 37A (1) is required i.e. “*This regulation only applies when building work or a **relevant** change of use creates...*” infers the regulation only applies when the work or change of use ‘creates’ an in-scope premises.

Whilst the term ‘building work’ within building regulations is defined to include extensions, alterations etc relating it to applying only in the situation of creating the building is confusing and incorrect. We understand the intent is to apply this to building work which also extends or alters a building not just in the situation of where it is created. A re-wording of this should be considered.

The Building (Amendment) Regulations (Northern Ireland) 2022;
Part A Regulation 8 defines a **Material** change of use.... whereas English terminology **Relevant** is used throughout.

The regulation is worded in a similar way as equivalent regulation 38 for England and Wales which was introduced there in 2006. Responsibility for compliance with this new requirement will fall upon ‘the person carrying out the work’.

E3. *Do you agree with the use of the term ‘person carrying out the work’ in the regulation or do you think a more specific individual should be cited in the regulation and hence responsible for providing this information?*

Yes **No X** No view

Comments (if any):

It would be MUDC’s opinion that provision of such information is clearly the responsibility of the person fulfilling duties associated with a role carrying overall responsibility for the design/construction phase. This person should be responsible for ensuring the organising / preparation of this information through all the relevant parties involved in the design and construction phase.

We are unaware of any challenges or issues brought about with regard to this wording as used in England and Wales since Reg 38 was introduced. Regulation 12 in the NI Building Regulations refers to ‘Builder’, whilst the builder may have some of the information and knowledge to help formulate a package of relevant information a duty needs to be placed on a person with fire safety responsibilities. The Hackett Report highlighted the lack of transparency within the industry regarding fire safety and the lack of ownership/responsibility for fire safety from conception to completion of the works.

It is proposed to introduce a new prescriptive regulation 37B which will require the provision of suitable automatic fire suppression systems (e.g. sprinklers) in certain types of buildings.

Sprinkler systems installed in residential type buildings can reduce the risk to life and significantly reduce the degree of property damage caused by fire. Evidence has shown that automatic fire sprinklers protect residents from fire, they limit fire spread protecting means of escape for residents, and also protect Firefighters who attend such fires.

E4. Do you agree that a new prescriptive regulation requiring the provision of suitable automatic fire suppression systems in certain types of buildings should be introduced under regulation 37B?

Yes No No view

Comments (if any)

MUDC welcomes the requirement for automatic suppression systems in apartment buildings, in PBSA over 11m in height and in care homes. The mandatory nature of this requirement ensures these systems must be incorporated in these buildings and cannot be designed out.

The prescribed list as outlined in 37B will provide a greater level of life safety in these buildings and greater harmony with other UK jurisdictions.

Further consideration of more prescriptive regulations will bring clarity to requirements for critical life safety systems and construction details.

However, fatalities and injuries statistics appear to occur in existing stock of residential buildings. Research and statistical fire information acknowledges the current role sprinkler systems play in reducing the risk to life for residents and firefighters. Statistical information provided by Wales Fire Service 2020/21 seen the greatest number of fatalities since 2011 (21) compared to N. Ireland which had 8 fatalities in the same period up from 3 the previous year.

The new regulation will apply to a prescriptive list of buildings only, including buildings containing one or more flats with a storey more than 11m above ground level; purpose-built student accommodation type buildings with a storey more than 11m above ground level; all residential care homes, nursing homes, children's homes and family resident centres irrespective of storey height.

In relation to adding to this list, there may be a wider piece of work in future to consider a broader range of buildings with a sleeping risk for automatic fire suppression provision e.g. hotels. There may also be some higher risk Purpose Group 5 buildings (Assembly and recreation) which may merit consideration on the list.

E5. Do you agree with the scope of buildings as proposed for now under new regulation 37B?

Yes No No view

Comments (if any):

MUDC would agree with the current proposals as set out in the new Regulation 37B and understand the resources and time required to update any guidance or create new functional/prescriptive requirements.

We would request that this matter is reviewed further to consider how the scope of this regulation should be widened to create maximum benefit. Additional buildings within purpose group 1 and 2 which contain a sleeping risk would be obvious areas to focus on initially.

A threshold storey height of 11m has been chosen to align with the same requirement in England for buildings containing one or more flats. This height is also consistent with the joint call in March 2019 from the Royal Institute of Chartered Surveyors (RICS), Royal Institute of British Architects (RIBA) and the Chartered Institute of Building (CIOB) on government to require the installation of sprinklers in all new and converted residential buildings, student accommodation and care home buildings more than 11m in height.

Lower trigger heights apply elsewhere in Scotland and Wales and also capture a wider number of building types.

E6. *Do you agree with the height threshold of 11m for buildings containing one or more flats and purpose-built student accommodation as proposed under new regulation 37B?*

Yes No **No view X**

If you disagree, state the height threshold you think it should be and your reasons why.

Comments (if any):

It is acknowledged this height is the UK trigger for application of requirements relating to automatic suppression and in this regard, we have neither information to back up the chosen trigger height or to contest it.

Statistics highlight that between 1 Jan 2017 to 31 Dec 2022 there were 6 fire related fatalities in apartments out of a total of 39 and none of these fatalities occurred above the second floor. 33 of the fatalities occurred in lower rise residential occupancies and at lower levels. However, these statistics do not take into consideration the impact a fire may have and the potential for a high fire fatality loss in buildings at height.

MUDC suggest a further review in relation to extending the scope of this regulation to other buildings containing a sleeping risk taking into consideration fires fatality and casualty statistics. Any increase in scope should be targeting those more at risk.

We understand that Building Control Northern Ireland (BCNI) have previously provided information to the Finance Committee through testimony and in written correspondence dated 22nd February 2021 which outlined areas for improvement. One of those areas was in relation to sprinkler provision in timber externally and internally framed buildings of any height. We understand this letter has been passed to the Department.

It is proposed to apply new requirement 37B to all (irrespective of height) care homes, nursing homes, children’s homes and family resident centres as defined by the ‘Health & Personal Social Services (Quality, Improvement & Regulation) (Northern Ireland) Order 2003’. These terms will be grouped under the definition for ‘residential care premises’.

E7. *Do you agree with the definition of residential care premises being adopted in building regulations for the application of new regulation 37B?*

Yes No No view

Comments (if any):

MUDC would be of the opinion there is a higher risk of injury or death in these premises due to the nature/ level of vulnerability and dependency of occupants and the difficulties associated in undertaking an evacuation in a fire situation. In this regard regulation 37B as a mandatory requirement for installation of AWFS is welcomed.

Regulation 32 (3) definition of Residential Care Premises is clear and unambiguous.

Introducing a prescriptive requirement for the installation of automatic fire suppression systems (e.g. sprinklers) in certain types of buildings here for the first time is likely to require a period of time of adjustment for the industry. It is proposed to have a transitional period of 6 months between the requirement being made and it coming into operation.

E8. *Do you agree with a transitional period of 6 months?*

Yes No view

If you disagree, state how long the transitional period should be and your reasons why.

Comments (if any):

Any transitional period allows an opportunity for ample training of Building Control Officers and industry professionals ensuring further enhancement of competencies regarding design and installation of automatic suppression systems.

TECHNICAL BOOKLET E, FIRE SAFETY (TBE); QUESTIONS

Part E of the Building Regulations sets out fire safety requirements in relation to buildings.

(Refer to Section 6 of the Consultation Proposals document and consultation version Technical Booklet E).

Alongside the technical requirement changes to Part E legislation, a number of changes to Technical Booklet E (TBE) are proposed. The Department is issuing a consultation version of a TBE indicating the proposed changes as part of this consultation (see paragraph 3.3 of document C2 'Consultation proposals'). The amended TBE will provide guidance on demonstrating compliance with the new Part E requirements 37A and 37B. It will also contain revisions to Section 2 to amend provisions for fire alarms in dwellings and smoke ventilation from the common escape routes of medium/high-rise buildings containing flats. Revisions to Section 6 will include amended and new provisions for firefighter safety for Facilities and Access for the Fire and Rescue Service.

The new guidance to regulation 37A in Part E will be placed in a new Section 7 'Fire safety information' of TBE.

The guidance gives 'essential information' for simple buildings and more detailed 'Additional information for complex buildings'. The amount and degree of information required will depend on the individual circumstances of the building concerned.

TBE1. *Do you agree with the proposed guidance in Section 7 of the consultation version TBE for 'fire safety information'?*

Yes No No view

Comments (if any):

It is not clear when the application of guidance provided in paragraph 7.6 with respect to complex buildings is relevant. Is it the assumption that a building falling outside the parameter of TBE is deemed a complex building, or is this dependant on size and number of storeys?

The guidance in Section 7 should be beneficial in general for industry professionals.

The new guidance to regulation 37B in Part E will be placed in a new Section 8 'Sprinklers' of TBE. It is aimed at providing guidance for sprinklers as one way to satisfy the automatic fire suppression system requirement of regulation 37B.

The guidance gives general information on sprinklers; makes reference to design standard BS 9251 "*Fire sprinkler systems for domestic and residential occupancies. Code of practice*" for residential buildings and BS EN 12845 '*Fixed firefighting systems. Automatic sprinkler systems. Design, installation and maintenance*' for non-residential buildings.

Guidance for water supplies and pumps for non-residential sprinkler systems designed and installed to BS EN 12845 is also provided.

TBE2. *Do you agree with the proposed guidance regarding sprinklers given in Section 8 of the consultation version of TBE?*

Yes No No view

Comments (if any):

MUDC concurs with the proposed guidance and the reference to the relevant standards for detailed design and installation requirements providing greater harmony with other UK jurisdictions. We would note however in relation to the references that sprinklers should be extended to common areas only where they are not deemed sterile, BS EN 12845 and BS 9251 both call for sprinklers to be provided in all parts of the premises, so applying the exemption in TBE makes those sprinkler systems non-compliant with these standards.

In addition, more guidance should be provided to designers and Building Control on the acceptability of the alternative established fire suppression systems referred to in paragraph 8.4.

The Department intends to revise the contents of Section 2 of TBE as a whole, as part of the next phase of changes to Part E and TBE. However, as part of this package of changes now, it is proposed to uplift the current requirement in TBE for fire alarm provision in dwellings.

Currently TBE requires a fire alarm system of Grade D Category LD2 to BS 5839-6 with smoke alarm or alarms in the principal habitable room and a heat alarm in each kitchen. This is currently more onerous than ADB1 in England and Wales, in line with the Technical Handbook in Scotland but less onerous than the standard set in Technical Guidance Document B in Republic of Ireland.

It is proposed to require smoke alarms in every habitable room in a new build dwelling or a dwelling created as a result of a material change of use. (Smoke alarms in circulation routes and heat alarms in kitchens will also still be required).

The proposal should benefit all occupants but particularly those who may be elderly/vulnerable/asleep and tend to react slower. Where available time for evacuation is critical, earlier warning and increased audibility levels of the alarm throughout the dwelling should enhance occupant safety.

Habitable room will be defined in TBE as “*any room in a dwelling other than a kitchen, utility room, bathroom, shower room, dressing room or WC*”.

TBE3. *Do you agree with the revised provisions for installation of smoke alarms in all habitable rooms as part of automatic fire detection in new dwellings?*

Yes No No view

Please provide any evidence in support to your answer.

Comments (if any):

MUDC agrees with the provision of fire detection in all habitable rooms. This is similar to guidance brought into Republic of Ireland a few years ago due to an increase in fire incidents as a result of portable devices being charged and used more frequently in bedrooms.

This proposal imposes a higher standard of fire detection in Northern Ireland, above and beyond any UK guidance and current British standards.

The dramatic fall in fire related fatalities in the late 1970s across the UK was largely attributed to the widespread use of smoke alarms around that time. Following the introduction of requirements within Building Regulations in the 1990s there has been limited change to the coverage required whilst the cost has continued to fall, and the benefits have continued to be evidenced in terms of fire fatality rates.

In relation to the level of fire alarm system required in an existing dwelling when it is subject to an extension and/or alteration, with the exception of a roofspace conversion to habitable accommodation in a dwellinghouse, TBE does not specify the level of provision.

The coverage of fire alarm system required when an extension and/or alteration occurs will depend on the starting fire alarm provision in the dwelling prior to the extension and/or alteration. Under existing provisions in TBE, it is unlikely for instance that an existing system would have the appropriate level of detection to alarm a new habitable roofspace storey. However, an existing system may be adequate to provide appropriate level of detection to an extension and/or alteration which creates a new habitable room on the same storey. This will of course change if the proposal to alarm all habitable rooms in a dwelling is adopted.

The intention of the new guidance in TBE is to bring clarification to the issue of fire alarm provision when a dwelling is extended and/or altered.

TBE4. *Do you agree with the new guidance in relation to fire alarm provision in dwellings subject to an extension and/or alteration work?*

Yes **No X** No view

Comments (if any):

With regard to an extension or alteration we would consider this very onerous.

There appears to be no evidence to support the need to fully upgrade an existing dwelling with full coverage as suggested for an extension or alteration.

The new guidance suggests that no detection is required when a new habitable room has a final exit at ground floor. We would be of the opinion that detection should be required to warn occupants of a fire in a room with a final exit created by an extension. Occupants of that room may be unaware of a fire in the adjoining part of the dwelling and therefore will not receive any alert to evacuate the dwelling in the event of a fire. If this room is a bedroom and the occupants are sleeping, they may be overcome by smoke & toxic gases before being able to make their escape.

It should be noted no guidance regarding the standards required for alterations is provided as per the heading. An interpretation could be this is a standard for a situation where a new room is created by alterations however no standard is provided otherwise for alterations or for the situation of retrofit which currently causes much confusion.

In paragraph 2.24B reference is made to smoke alarms being installed in accordance with paragraph 2.23. Consider replacing with 'automatic fire detection' as per the requirements of 2.23 which includes smoke and heat alarms.

Also proposed as part of this package of changes to Section 2 of TBE is to clarify the smoke ventilation requirements in the common escape routes (lobbies/corridors/stairways) of buildings containing flats.

The new provisions will provide for external wall smoke vents or smoke shafts as a means to achieve natural smoke ventilation from common escape routes in blocks of flats and make reference to BS EN 12101-6 '*Smoke and heat control systems – Part 6. Specification for pressure differential systems*' as the document to use for the designing of mechanical smoke control systems that use pressure differentials.

BS EN 12101-2 :2017 '*Smoke and heat control systems. Natural smoke and heat exhaust ventilators*' will also be cited as the standard for natural smoke ventilators.

TBE5. *Do you agree with the amended guidance regarding smoke ventilation from the common escape routes in buildings containing one or more flats as inserted in TBE?*

Yes No No view

Comments (if any):

In principle MUDC welcome this first draft attempt at incorporating smoke ventilation for common escape routes into TBE. We would however have concerns regarding the ambiguity of wording, content clarity and lack of diagrams to provide greater clarity thus avoiding confusion to already established guidance for those within the fire industry.

Small buildings with no storey more than 11m above ground level, with a single stair

It would be advisable diagrams are lifted from BS5588:1/9991 to ensure correct approach for fire professionals. Para 2.34D Small building up to 11m does not reference increasing the travel distance to 7.5m through the introduction of an AOV as noted within the figure 14 or as per Fig 8 – note1(BS9991). This oversight should be corrected or if proposed omission an explanation as to why a deviation from previous and current guidance is being considered.

Further guidance should be considered regarding the operation of manual vents as per BS5588:1-para 37.4 *Recommendations for means of opening of windows and vents for smoke control of common areas.*

We would be unclear of the wording and rationale regarding- "the smoke control strategy given in (a) should not be used in an open plan flat layout design". Further clarity would be required as this statement appears to deviate from guidance in BS5588/9991.

We would request greater clarity regarding para 2.34D (b) noting the maximum travel distance in the **communal areas** should be 4.5m. There is much confusion currently with this same wording in BS9991 and there is no clarity as to where this common

area travel distance restriction needs to be applied or indeed the reasons for it. As previous, diagrams would be beneficial in explaining this requirement.

It appears industry specialists have a greater awareness regard positioning of AOV however Para 2.34D(b) whilst directly lifted of BS5588 still causes some confusion within industry. To negate any confusion the reference to 'at the top of the stair' should be replaced with '**over the stair**'.

Buildings with a storey more than 11m above ground level and served by a single stair
Reference is made to para 4.44 ventilation ducting via para 2.34(G) (b) ii) it is unclear how this relates to vents into smoke shafts for smoke control.

Proposed paragraph 2.34(G) (b) (iv) (aa) in TBE i.e., "*.... where the fire is located, **along with** at the top of the smoke....*" should be reworded as it is unclear. Alternatively lift wording from BS9991 which is more concise. BS 9991 wording is as follows: -

"Where the vents discharge into a smoke shaft, the vents on the fire floor, at the top of the smoke shaft and on the stairway should all be configured to open simultaneously upon automatic activation of the system in the common corridor or lobby. The vents from the corridors or lobbies on all other storeys should be configured to remain closed".

In relation to the recommendations regarding the operation of vents into a smoke shaft at 2.34 (G) (b) (iv) there is no indication if a manual override should be provided or is not permitted. Whereas alternative standards indicate, "*stand-alone manual override facilities should be provided that allow the fire and rescue service to have direct control of the smoke control and normal ventilation systems within the building*".

2.34H recommends that a smoke vent should be provided to the top storey of the stair. This should be 'over the stair' to ensure this is not interpreted as vertical vent at the top landing which may be more susceptible to wind direction. It is not clear if this is a recommendation for both situations of lobby venting (shaft or wall mounted vents).

The operating procedure discussed at 2.34J is not related by reference to either of the options for lobby ventilation (shaft or wall mounted vents). The operating protocol is at variance with the operating protocol for the shaft scenario which requires three vents to open, and this is dealt with in detail at 2.34 (G) (b). It is therefore assumed this is related to the lobby venting arrangement associated with 2.34 (G) (a). To avoid confusion this should be clarified. If a general point is to be made regarding AOV's being activated by smoke detectors this could be separated out.

Multiple stair buildings

The smoke ventilation for multiple stair buildings is indicated at 2.34 K as being the same as single stair buildings with the exception that vents to the exterior may be activated manually. Both BS5588 Part 1 and BS9991 have arrangements where external vents are required as AOV's. In BS5588 Part1 this would be within lobbies or corridors where a dead end exists and in BS9991 this would be in all situations

within lobbies or corridors. It is not clear why this is replacing the ventilation arrangements in BS5588 Part 1.

Smoke control of common escape routes by mechanical ventilation

Whilst BS5588 Part 1 does provide guidance and recommendations on the situations where pressurization can be used and how this impacts design there is no mention in guidance regarding the use of mechanical smoke extraction. More commentary about the use of smoke extraction would be beneficial.

General

- It is difficult to fully understand the recommendations without diagrams. BS9991 regarding smoke control is currently under review however is more up to date with current smoke control guidance in line with SCA guidance. Consideration should be given to lifting diagrams directly out of BS5588/BS9991 as the fire industry professional are familiar with these without the need for any manipulation or tweaks which will only cause further confusion.
- It would avoid confusion by referencing these recommendations for smoke ventilation in TBE against BS 55588 Part 1 diagrams for clarity and also make clear which recommendations in BS5588 Part 1 these new paragraphs in TBE are replacing. It will not be clear to designers or Building Control how much of the smoke control recommendations in BS5588 Part 1 still apply or should be applied.
- There are no recommendations regarding balcony or deck approach and therefore an assumption is made that the arrangements in BS5588 Part 1 is still relevant.
- We would draw the Department's attention to The Smoke Control Association guidance document – 'Guidance on smoke control to common escape routes in apartment buildings. This document provides a critical analysis of recommendations contained in both ADB and BS9991 which some of the recommendations proposed for TBE are based.
- There is no reference to BS EN 12101 Part 2 in Appendix C to establish the benchmark for this requirement.

While it is recognised that phase 3 of the process to further revise TBE is still to come, it is vital that smoke ventilation is addressed to the latest standard with no room for any confusion or ambiguity.

A series of changes are proposed for Section 6 'Facilities and Access for the Fire and Rescue Service' of TBE. The changes and new provisions are aimed at assisting firefighters in their daily operations of firefighting and search and rescue.

It is proposed to require Purpose Group 5 (PG5) buildings (Assembly and Recreation) which have a storey 900m² or more in area at a height of 7.5m or more above fire and rescue service access level to have a firefighting shaft. All buildings irrespective of Purpose Group with a storey more than 18m above fire and rescue service access level require a firefighting shaft. PG 4, 6 and 7a buildings with a

storey 900m² or more in area at a height of 7.5m or more above fire and rescue service access level already require a firefighting shaft.

A firefighting shaft is a protected enclosure containing a firefighting stair and firefighting lobby. If a lift is provided, this may or may not be a firefighting lift. These features are provided to assist attending firefighters in their operational duties.

TBE6. *Do you agree with the proposed change in guidance to require all Purpose Group 5 buildings which have a storey 900m² or more in area at a height of 7.5m or more above fire and rescue service access level to have firefighting shaft provision?*

Yes No No view

Comments (if any):

MUDC agree to what is proposed. Research has shown that Purpose group 5 buildings can be of higher risk. We would support this change as it has the potential to provide greater safety for fire service operations, whilst also harmonising guidance with BS9999 and ADB.

To address safe penetration distances for firefighters, it is proposed to amend the design provisions for locating firefighting shafts and protected stairways. The amended guidance will require every part of each storey in a building more than 18m above fire and rescue service vehicle access level (or 7.5m where applicable), to be no more than 60m from a fire main in a firefighting shaft. In addition the guidance will require where sprinklers are not provided, the distance from any part of a storey should be no more than 45m from a fire main in a protected stair/shaft.

Distances are to be measured suitable for laying a fire hose.

TBE7. *Do you agree with the amended guidance so that the maximum distance from any point on a storey to a fire main in a firefighting shaft is 60m and in addition, where sprinklers are not fitted, the distance should be a maximum of 45m to a fire main outlet in a protected shaft (not necessarily a firefighting shaft)?*

Yes No No view

Comments (if any):

In general, we would be in agreement with the proposal. Research has proven this can have a direct impact on the health and safety of firefighters. It is also harmonising guidance with current standards contained within BS9999 and ADB. Table 6.1 is proposed removed rather than amended, further clarity and rationale would be of benefit as noted below.

Paragraph 6.3A deals with hose distances to firefighting shafts (FFS) for storeys over 18m and 7.5m. This deals with FFS's required under paragraphs 6.3 (a) and (b) but with deletions there does not appear to be any requirement in relation to maximum hose distances **for basements** which require a FFS by paragraph 6.3 (c) and (d).

6.3A also states that protected stairways should be located within hose laying distances. No explanation or rationale has been provided as to why protected stairways have been included in addition to FFS's.

It would appear from the changes that additional FFS's are not required beyond 2000m² as per the current TBE. No commentary is provided on this within the consultation document however the new guidance on FFS provision will see the number dictated by hose laying distances alone. In relation to this, paragraph 6.3B (b) recommends a limit to hose lengths to 45m where no sprinklers are installed. In the text this hose length limitation is related to protected shafts with a fire main. The proposed document also states this does not imply that the protected shaft needs to be a firefighting shaft.

Given that a protected shaft does not typically contain a fire main nor is it provided with the same level of protection or facilities as a FFS (passive fire resistance, firefighting lobbies, ventilation etc) it is not clear how relating hose laying distance to a protected shaft with a fire main installed for buildings that are not sprinklered is achieving an increased level of safety to fire fighters. The additional requirement for un-sprinklered buildings of 45m hose laying lengths is achieved by fire mains being provided in a protected shaft.

As previously indicated, diagrams are much needed and beneficial to negate further confusion. Diagrams and Tables such as those in ADB Diagram **15.1, 15.2, 15.5** along with a crossover of BS999 **Table 17** would limit any ambiguity.

From research into required flow of water through a dry fire main, it is proposed to amend the design provisions in TBE to restrict the use of a dry fire main to a storey height of 50m above fire service vehicle access.

The proposed change in guidance from the existing 60m storey height to 50m will ensure a building with a storey over 50m above fire service vehicle access level should be provided with a wet fire main. All other buildings where fire mains are provided can fit a wet or dry fire mains.

TBE8. *Do you agree with the amended guidance to set a storey height limit of 50m above fire service vehicle access level for provision of a dry fire mains?*

Yes No No view

Comments (if any):

We agree with the proposal in principle although it is unlikely to impact MUDC as it currently does not have buildings of such height. Research has demonstrated the difficulties incurred with flow rate via a 60m dry riser. The change will also harmonise guidance with more up to date guidance in BS9999 and ADB.

From research into buildings not fitted with a fire main, it is proposed to amend the design provisions in TBE in order that the effective hose penetration distance from the fire and rescue service vehicle (pump appliance) is 45m to reach all points within each individual dwelling (for blocks of flats) and dwellinghouses. This will replace the existing guidance of 45m to reach the individual dwelling entrance door.

TBE9. *Do you agree with the amended guidance so that a pump appliance can gain access, so that the effective hose penetration distance can reach to within 45m of all points within a dwellinghouse/flat? (for buildings not fitted with a fire main)*

Yes No No view

Comments (if any):

MUDC would be supportive of the proposals. As noted previously research has demonstrated the difficulties incurred with flow rates for effective firefighting. The change also harmonises guidance with more up to date guidance in ADB.

Although rare, there may be occasions when the Fire and Rescue Service require to evacuate the fire floor and in extreme cases, other floors or the entire building during an incident in a building containing flats. Currently under such circumstances, the Incident Commander instructs firefighters to knock on the doors of the flats and advise the occupants to vacate the building when it is safe to do so.

The proposal is to require an emergency evacuation alert system for buildings containing flats (Purpose Group 1a buildings) with a storey more than 18m above ground level. The system will have a sounder in each of the flats but will not be linked to the smoke and heat detection/alarm system within the individual flat. The system should provide the fire and rescue service with an option to initiate a change in evacuation strategy via an alarm.

A new Standard for such a system has been published by BSI – BS 8629: 2019 ‘Code of Practice for the design, installation, commissioning and maintenance of evacuation alert systems for use by Fire and Rescue Services in buildings containing flats’ which is proposed to be referenced in the guidance.

TBE10. *Do you agree with requiring an emergency evacuation alert system to be installed in buildings containing flats with a storey more than 18m above ground level?*

Yes No No view

Please advise if you think this threshold is not appropriate and why.

Comments (if any):

MUDC would be of the opinion this system controlled by the Fire Service will help to initiate an evacuation and alert residents where necessary. This will enhance the safety of fire fighters and residents.

This system will have greater benefit if occupants are aware of the facility and the actions required when an evacuation has been initiated. Further consideration should be given to the provision of such a facility in buildings below 18m.

There have been instances where firefighters have faced problems identifying floors and individual dwellings during an incident where the wayfinding signage perhaps could have been clearer.

It is proposed to implement a recommendation from the Grenfell Public Inquiry that wayfinding signage be present in all high-rise residential buildings. This proposal will go further than the Inquiry's recommendation and introduce a requirement for it in all Purpose Group 1a multi-occupied residential buildings with a storey more than 11 m above ground level.

Wayfinding signage is relatively straightforward and inexpensive to introduce and will support Fire and Rescue Service operations and make an important contribution to building safety.

TBE11. *Do you agree with the new requirement for wayfinding signage in buildings containing flats with a storey more than 11m above ground level?*

Yes No No view

Please advise if you think this threshold is not appropriate and why?

Comments (if any):

MUDC would be supportive of wayfinding signage for fire and rescue personnel in taller buildings. The signage is a simplistic solution at very minimal cost that can assist firefighting operations and enhance their health and safety.

In relation to the trigger height for the scope of this regulation we consider that any selection of building height will be arbitrary. Given the purpose of this requirement is to help firefighters quickly establish what floor they are on in smoke filled situations this is likely to be more of an issue in taller buildings. The height of 11m will typically include building over 4 storeys which would seem generally appropriate.

Secure Information Boxes (or Premises Information Boxes) are a recognised method through which building owners / managers and occupiers can provide information to the attending Fire and Rescue Service. Currently, there is no statutory requirement to have them installed in multi-occupied domestic residential premises, their use is voluntary.

When they are installed, there are benefits for the Fire and Rescue Service in terms of their response to incidents as the boxes provide fire-fighters with readily accessible information about the building. The information may include floor plans with the location of key firefighting equipment; a single page building plan with the location of key firefighting equipment and contact details for the person in charge of the building.

TBE12. *Do you agree with the new requirement for a secure information box in buildings containing flats with a storey more than 11m above ground level?*

Yes No No view

Please advise if you think this threshold is not appropriate and why?

Comments (if any):

MUDC would be supportive of the proposal and have no adverse comment, however, we would suggest the NIFRS response should be given thorough consideration on this matter.

IMPACT ASSESSMENT

The Department has published a Consultation Regulatory Impact Assessment (RIA) as part of the consultation documents and welcomes further evidence to inform a final stage RIA.

(Refer to Consultation Regulatory Impact Assessment – Document C4)

IA1. *Do you agree with the assumptions, costs and impacts set out in the consultation stage RIA?*

Yes No No view

Comments (if any):

Whilst it is difficult to ascertain with certainty to what affect the details provided in the RIA would have within Mid Ulster District Council, the proposed changes will result in a cost impact on Building Control Departments firstly to adequately train staff and secondly the additional assessment time required to confirm compliance both at plan assessment and site inspection stages.

GENERAL COMMENTS

The Department encourages consultees to respond on any aspects of the proposals, therefore the last question is completely open to enable consultees to make suggestions or observations on relevant issues that are not addressed by answering the preceding questions.

G1. *Please set out any additional comments you have below.*

Comments (if any):

A suggestion would be that the scope of all changes be clearly noted in an introduction page going forward for ease of reference and clarity as set out in all updates of ADB and other UK guidance.

Electronic versions of all Technical Guidance documents to have a hyperlink to the definitions where the word appears. This again would be most helpful and expedient; examples of these links can be found in electronic copies of Approved Documents.

We would further recommend the Department carry out a full review and update to Technical Booklet E within a set time frame.

NEXT STEPS

The consultation will close on 25 September 2023. Responses to this consultation will be analysed and the Department response will follow.

Report on	Building Control Workload
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	P J Fox, Building Control Development Manager

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report		
1.1	To provide Members with an update on the workload analysis for Building Control across Mid-Ulster District Council.		
2.0	Background		
2.1	<p>Building Control applications are received in three different forms:-</p> <p>a Full Applications - submitted with detailed working drawings.</p> <p>b Building Notices - minor work not usually requiring detailed plans, e.g. provision of insulation to roof space, etc.</p> <p>c Regularisation Applications – where work has been carried out without an approval, an application must be submitted for retrospective approval.</p>		
3.0	Main Report		
3.1	Workload Analysis	September 2023	Accumulative 2023/24
	Total number of Applications	195	895
	Full plans applications received.	64	301
	Building Notices applications received	107	505
	Regularisation applications received.	24	89
	Estimated value of works submitted	£11,983,000	£65,456,870
	867	3,632	

	Number of inspections carried out by Building Control Officers		
	Commencements	232	1,063
	Domestic Dwellings	61	322
	Domestic alterations and Extensions	154	631
	Non-Domestic work	17	110
	Completions	200	726
	Domestic Dwellings	73	239
	Domestic alterations and Extensions	118	453
	Non-Domestic work	9	34
	Property Certificates Received	224	994
3.2	It should be noted from the Workload Analysis in 3.1, that the full range of applications are being received and administered in accordance with our procedures criteria.		
3.3	However, there is a reduction of approximately 20% in new applications received for the same period in 2022 although a change in the Building Regulations in June 2022 had inflated application numbers last year for this period. Inspections however have increased 20% for same period last year.		
4.0	Other Considerations		
4.1	Financial, Human Resources & Risk Implications		
	Financial: Within Current Resources		
	Human: Within Current Resources		
	Risk Management: None		

4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: None
	Rural Needs Implications: None
5.0	Recommendation(s)
5.1	Members are requested to note the content of this report.
6.0	Documents Attached & References
6.1	Appendix 1 – List of significant applications received by the Building Control Service

Significant Developments Report October 2023 Environment Committee

Applicant	Location of Development	Details of Development	Estimated value of development
Rubblemaster	48 Coalisland Road, Dungannon.	Change if use to a staff canteen. B.C. fee - £3,040	£509,406
Western Building Systems	4 Westland Road, Cookstown.	Erection of modular building for clinic use (Floor area 143m2) B.C. fee - £2,690	£450,000

Report on	Entertainment Licensing Applications
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Colm Currie, Senior Building Control Officer

Is this report restricted for confidential business?	Yes	
If 'Yes', confirm below the exempt information category relied upon	No	X

1.0	Purpose of Report
1.1	To update Members on Entertainment Licensing applications across Mid Ulster District Council.
2.0	Background
2.1	The Council has responsibility for licensing places of entertainment in accordance with The Local Government (Miscellaneous Provisions) (NI) Order 1985. Entertainment Licensing applications are received on a continued basis across the District. Statutory consultations are carried out with PSNI and NIFRS for each Entertainment Licence application (grant or renewal) submitted.
3.0	Main Report
3.1	<p>As previously agreed a list of applications received (see Appendix 1) and for all grant/renewal of Entertainment Licences in Mid Ulster District Council which are attached (see Appendix 2). The number of applications received on a monthly basis will vary depending on the date of expiry of the current licence.</p> <p>Each application is accompanied by the following documentation:</p> <p>1 A current Fire Risk Assessment detailing the following:</p> <ul style="list-style-type: none"> (a) means of escape from premises (b) management responsibilities for day to day safety aspects (c) details of review on an annual basis <p>The fire risk assessment submitted is audited by the inspecting officer.</p> <p>2 Electrical certification is required for the following:</p> <ul style="list-style-type: none"> (a) General electrical installation (b) Emergency lighting system (c) Fire alarm system

	<p>3 Details of current public liability insurance for premises</p> <p>4 Copy of public advertisement in local press</p>
3.2	Following the application for the Grant/Renewal of an Entertainment Licence being submitted and validated, an inspection is carried out to ensure that the premises are in compliance with all relevant guidance and legislation.
3.3	<p>Areas which would be inspected are as follows:</p> <ol style="list-style-type: none"> 1. Means of escape from the venue i.e. Final Exit Doors and Easy Opening Devices are satisfactory and escape routes are free from obstruction etc. 2. All floor, wall, and ceiling coverings are in compliance and in good condition 3. All firefighting equipment are correctly positioned and serviced as required 4. The general condition of the premises is satisfactory 5. All management documentation is in place
3.4	Entertainment licensing applications have continued to be processed where possible including statutory consultations with external Bodies as required by legislation.
3.5	Licences have been issued where inspections had been completed and all points requiring attention have been addressed.
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: Within Current Resources
	Human: Within Current Resources
	Risk Management: Within Current Resources
4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: None
	Rural Needs Implications: None

5.0	Recommendation(s)
5.1	Members are requested to note the content of this report.
6.0	Documents Attached & References
6.1	Appendix 1 – Schedule of applications received for the Grant/Renewal of Entertainment Licences for September
6.2	Appendix 2 – Schedule of Entertainment Licence applications which have been granted/renewed for September.

Appendix 1–Schedule of applications received for the Grant/Renewal/Variation of Entertainment Licences September 2023

Name of Applicant	Name of Premises	Address of Premises	Type of Licence	Days and Hours proposed	Max Number of Patrons
P Quinn	The Battery Bar	201 Battery Road Cookstown	Annual	Monday To Saturday From 11.00 To 00.00 Sunday From 12:30 To 00.00	270
C Lawn	Lavery's Bar	2 Ardboe Road Moortown	Annual	Monday To Thursday From 12.00 To 23.00 Friday and Saturday From 12.00 To 00.00 Sunday From 12.00 To 23.00	110
Tobin Ltd	Greenvale Hotel	57 Drum Road Cookstown	Annual	Monday To Sunday From 09.00 To 01.00	525

Name of Applicant	Name of Premises	Address of Premises	Type of Licence	Days and Hours proposed	Max Number of Patrons
Shooters Amusement Centre Ltd	Shooters Amusement Centre	5 Thomas Street Dungannon	Annual	Monday To Sunday From 09.00 To 00.00	30
E O'Neill	Coalisland Parochial Centre	12 Stewartstown Road, Coalisland	14 Unspecified Days	Monday To Sunday From 19.30 To 01.30	600
A Sleeth	Integrated College Dungannon	21 Gortmerron Link Road, Dungannon	14 Unspecified Dates	Monday To Sunday From 08.00 To 01.00	522
E McGovern	Tirgan Community Recreation & Social Club	201 Battery Road Cookstown	Annual	Monday To Sunday From 10.00 To 01.00	300

Office Use
From: 26/08/23
To 26/08/23

Appendix 2 – Schedule of Entertainment Licence applications which have been Granted/Renewed in September 2023

Name of Applicant	Name of Premises	Address of Premises	Type Of Licence	Days and Hours Granted
Rev E O'Neill	St Mary's Hall	West Street, Stewartstown	Any 14 Unspecified Days	Monday To Sunday From 10.00 To 01.00
Mid Ulster District Council	Hill of O'Neill and Ranfurly House	26 Market Square, Dungannon	Annual	Monday To Sunday From 08.00 To 02.00
Mid Ulster District Council	Hill of O'Neill and Ranfurly House, Towers and Good Weather Space	26 Market Square, Dungannon	Annual Outdoor Licence	Monday To Sunday From 08.00 To 02.00
A McCall	St Joseph's Grammar School	58 Castlecaulfield Road, Dungannon	Any 14 Unspecified Days	Monday To Sunday From 09.00 To 23.00
C Eastwood	Pot Black Snooker Club	2b Burn Road, Cookstown	Annual	Monday To Sunday From 10.00 To 02.00

Name of Applicant	Name of Premises	Address of Premises	Type Of Licence	Days and Hours Granted
S Hughes	Fall's Bar	6a Reenaderry Road, Coalisland	Annual	Monday To Thursday From 11.30 To 00.30 Friday To Saturday From 11.30 To 01.00 Sunday From 12.00 To 23.00
T McMullin	Royal British Legion Club	67 Kilrea Road, Upperlands	Annual	Monday To Saturday From 11.00 To 23.00 Sunday From 11.00 To 22:00
M O'Connor	Brackaville Owen Roes GFC	Brackaville Road, Coalisland	One Off Event Outdoor Licence	Friday 15 September 18.00 to 23.00 Saturday 16 September 16.00 to 23.00

Name of Applicant	Name of Premises	Address of Premises	Type Of Licence	Days and Hours Granted
M Diamond	The Old Thatch Inn	116 Hillhead Road, Castledawson	Annual	Monday To Thursday From 12.00 To 23.00 Friday To Saturday From 12.00 To 01.00 Sunday From 12.00 To 23.00
S McKeague	The Elk	38-40 Hillhead Road, Toomebridge	Annual	Monday To Saturday From 11.30 To 02.00 Sunday From 12.00 To 01.00

Name of Applicant	Name of Premises	Address of Premises	Type Of Licence	Days and Hours Granted
S McKeague	The Elk - Outdoor	38-40 Hillhead Road, Toomebridge	Annual	<p>Monday To Saturday From 11.30 To 23.00</p> <p>Sunday From 12.30 To 23.00</p> <p>The following additional conditions has been applied:-</p> <p>1 All amplified or live music played within the external beer garden area must not exceed a sound power level of 70 dB at 1 metre</p> <p>2 Should a reasonable complaint be received then the licensee shall produce an acoustic report to review the limits and consider lower noise levels as stated within condition 1 above.</p>

Name of Applicant	Name of Premises	Address of Premises	Type Of Licence	Days and Hours Granted
				<p>3 The limit set within condition 1 above can be lowered by the council at any time or the licence revoked should officers find noise to be clearly audible within nearby residential properties.</p>
N & J Currie	Gribben's Bar	45 Tullyallen Road, Dungannon	Annual	<p>Monday To Saturday From 11.00 To 23.00</p> <p>Sunday From 11.00 To 22.00</p>

Report on	Dual Language Signage Surveys
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Colm Currie, Senior Building Control Officer

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report						
1.1	To advise Members on the result of surveys undertaken on all applicable residents on the streets/roads in response to Dual Language Signage Nameplate requests.						
2.0	Background						
2.1	In accordance with the Local Government (Miscellaneous Provisions) NI Order 1995 – Article 11 the Council is tasked with the responsibility to erect dual language signs or second nameplates, adjacent to the nameplate in English.						
2.2	The Policy for Dual Language Nameplate Signage – Section 6.0 (See Appendix 1) as adopted forms the basis for considering requests expressing the name in a language other than English, to both existing and new streets.						
2.3	In accordance with the Policy as adopted, all occupiers as listed on the Electoral Register residing on the street/road as noted below were canvassed, by post seeking their views on the request to erect dual-language street nameplates in the Irish Language as requested in each case.						
3.0	Main Report						
3.1	The Building Control Service within the Environment Directorate issued occupiers of the undernoted street, correspondence seeking their views on the request to erect a dual-language street nameplate.						
3.2	Completed surveys were received by the return date and the outcome is as follows: <table border="1" data-bbox="274 1928 1313 2040"> <tr> <td>Name of Street</td> <td>Termon Road, Pomeroy</td> </tr> <tr> <td>Language Requested</td> <td>Irish</td> </tr> <tr> <td>Date Request Validated</td> <td>12/06/2023</td> </tr> </table>	Name of Street	Termon Road, Pomeroy	Language Requested	Irish	Date Request Validated	12/06/2023
Name of Street	Termon Road, Pomeroy						
Language Requested	Irish						
Date Request Validated	12/06/2023						

Survey Request Reported to Environment Committee	03/07/2023
Surveys Issued	16/08/2023
Surveys returned by	13/09/2023
Survey Letters Issued	25
Survey Letters Returned	8
Replies in Favour	7
Replies not in Favour	0
Invalid	1
Valid Returns	7
Percentage in Favour	100%

In accordance with the Dual Language Signage Nameplates Policy, where more than 51% of the completed replies returned by occupiers indicate that they are in favor of the erection of a dual language street nameplate, it is confirmed that the dual language nameplates at Termon Road, Pomeroy will be erected.

Name of Street	Tumphher Road, Coalisland
Language Requested	Irish
Date Request Validated	06/06/2023
Survey Request Reported to Environment Committee	03/07/2023
Surveys Issued	16/08/2023
Surveys returned by	13/09/2023
Survey Letters Issued	29
Survey Letters Returned	17
Replies in Favour	17
Replies not in Favour	0
Invalid	0
Valid Returns	17
Percentage in Favour	100%

In accordance with the Dual Language Signage Nameplates Policy, where more than 51% of the completed replies returned by occupiers indicate that they are in favor of the erection of a dual language street nameplate, it is confirmed that the dual language nameplates at Tumphher Road, Coalisland will be erected.

Name of Street	Gortnagola Road, Dungannon
Language Requested	Irish
Date Request Validated	12/06/2023
Survey Request Reported to Environment Committee	03/07/2023

	<table border="1"> <tr> <td>Surveys Issued</td> <td>16/08/2023</td> </tr> <tr> <td>Surveys returned by</td> <td>13/09/2023</td> </tr> <tr> <td>Survey Letters Issued</td> <td>68</td> </tr> <tr> <td>Survey Letters Returned</td> <td>49</td> </tr> <tr> <td>Replies in Favour</td> <td>13</td> </tr> <tr> <td>Replies not in Favour</td> <td>36</td> </tr> <tr> <td>Invalid</td> <td>0</td> </tr> <tr> <td>Valid Returns</td> <td>49</td> </tr> <tr> <td>Percentage in Favour</td> <td>27%</td> </tr> </table> <p>In accordance with the Dual Language Signage Nameplates Policy, where more than 51% of the completed replies returned by occupiers indicate that they are in favor of the erection of a dual language street nameplate, it is confirmed that the dual language nameplates at Gortnagola Road, Dungannon will not be erected.</p>	Surveys Issued	16/08/2023	Surveys returned by	13/09/2023	Survey Letters Issued	68	Survey Letters Returned	49	Replies in Favour	13	Replies not in Favour	36	Invalid	0	Valid Returns	49	Percentage in Favour	27%
Surveys Issued	16/08/2023																		
Surveys returned by	13/09/2023																		
Survey Letters Issued	68																		
Survey Letters Returned	49																		
Replies in Favour	13																		
Replies not in Favour	36																		
Invalid	0																		
Valid Returns	49																		
Percentage in Favour	27%																		
4.0	Other Considerations																		
4.1	Financial, Human Resources & Risk Implications																		
	Financial: Within Current Resources																		
	Human: Within Current Resources																		
	Risk Management: None																		
4.2	Screening & Impact Assessments																		
	Equality & Good Relations Implications: None																		
	Rural Needs Implications: None																		
5.0	Recommendation(s)																		
5.1	That Members note the result of the survey for application of Dual Language Nameplates in Irish for the street as detailed below.																		
5.2	Where more than 51 % of occupiers that respond indicated that they were in favour of the erection of a dual language signage, nameplates will be erected. <ul style="list-style-type: none"> 1. Termon Road, Pomeroy 2. Tumpher Road, Coalisland <p>Where more than 51 % of occupiers of the street as noted below did not respond to indicate that they were in favour of the erection of a dual-language street nameplate, then the dual language nameplate will not be erected.</p> <ul style="list-style-type: none"> 1. Gortnagola Road, Dungannon 																		

6.0	Documents Attached & References
6.1	Appendix 1 - Policy for Dual Language Nameplate Signage
6.2	Appendix 2 - Dual Language Nameplate Translation for each Street/Road.



Policy on Dual Language Nameplate Signage

Document Control			
Policy Owner	Director of Public Health & Infrastructure		
Policy Author	Director of Public Health & Infrastructure		
Version	Version 1		
Consultation	Senior Management Team	Yes / No	
	Trade Unions	Yes / No	
Equality Screened by	Principal Building Control Officer	Date	27/04/21
Equality Impact Assessment	N/A	Date	
Good Relations	N/A		
Approved By	Environment Committee	Date	11/05/21
Adopted By	Council	Date	27/05/21
Review Date		By Whom	
Circulation	Councillors, Staff		
Document Linkages			

CONTENTS PAGE

Paragraph	Description	Page Number
1.0	Introduction	
2.0	Policy Aim & Objectives	
3.0	Policy Scope	
4.0	Linkage to Corporate Plan	
5.0	Dual Language Signage Nameplates	
6.0	Roles & Responsibilities	
7.0	Impact Assessment <ul style="list-style-type: none"> • Equality Screening & Impact • Staff & Financial Resources 	
8.0	Support & Advice	
9.0	Communication	
10.0	Monitoring & Review Arrangements	

Appendices	Description	Page Number
A	Article 11 of the Local Government (Miscellaneous Provisions) (NI) Order 1995	
B	Dual Language Signage Nameplates: <i>Procedure</i>	
C	Name Plate Layout	
D	Accessibility Statement	
E	Sample of correspondence	

1.0 **Introduction**

1.1 Mid Ulster District Council resolved that a policy and associated procedures be developed to guide the Council in accordance with the provisions of Article 11 of the Local Government (Miscellaneous Provisions) (Northern Ireland) Order 1995 (“the 1995 Order”), referenced in Appendix A to this policy, on;

- (i) Erection of dual language Street signage

2.0 **Policy Aim & Objectives**

2.1 **Policy Aim:** To ensure that requests for the erection of dual language nameplate signage for existing streets are delivered in a fair, equitable and consistent manner.

2.2 **Policy Objectives:**

- To facilitate Mid Ulster District Council in meeting its statutory obligations with regard to local government Street Signage requirements.
- To lay out and facilitate a process whereby residents may request that their street be named in any other language other than English.
- To facilitate a process that considers requests from residents to have their street sign displayed in their chosen language as well as in English.

3.0 **Policy Scope and Legislative Framework**

3.1 This policy relates specifically to the naming of the erection of nameplates expressing the name of the street in a language other than English. The statutory basis for this policy is contained within Article 11 of the 1995 Order.

3.2 This legislation empowers Council to authorise the naming of streets within its respective District. It also provides the Council with a discretionary power to erect dual language street signs or second nameplates in a language other than English via Section 1a and 1b. A copy of the relevant statute is included in Appendix A.

3.3 For purposes of this Policy, the following interpretation/ definitions apply as set out within the 1995 Order:

- Nameplate - defined as a means of 'signifying a name in writing'
- Street - defined as 'any road, square, court, alley, passage or lane'.

4.0 Linkage to Corporate Plan

4.1 Referring to Mid Ulster District Council's Corporate Plan 2015-2019, this policy contributes toward the delivery of Corporate Theme 1 *Delivering for Our People*.

5.0 Dual Language Signage Nameplates

5.1 The Council will apply this policy when considering applications for dual language signage expressing the name of the street in a language other than English, to both existing and new streets.

5.2 The 1995 Order gives the Council a discretionary power to erect dual language signs or second nameplates, adjacent to the nameplate in English. In exercising this discretionary power, the Council must have regard to any views on the matter expressed by the occupiers of premises in that street.

5.3 Criteria - General

The Council in making arrangements and providing opportunities for dual language signage within street naming shall;

1. Have regard to any views on the matter expressed by occupiers of the street.
2. For the purposes of the policy, surveys will be issued to all occupiers (the age of 18 or over) of each dwelling where any person resides in a dwelling, including a house, flat, maisonette or house in multiple occupancy and which is numbered directly off the adjoining street, hereafter referred to as 'property'. Only the views of the occupiers aged 18 or over for each property that is occupied and listed on the Electoral Register at the date of survey will be considered.
3. In relation to properties, the 'occupier' will include the owner and family members or tenants as listed on the current Electoral / Rates Register as residing at that address or tenants in actual possession of the premises, but not employees within such premises at the date of the survey.

4. The naming of the street in a language other than English does not authorise or require its use as, or part of, the address of any person or the description of the land for the purpose of any statutory provision; e.g., Building Control applications.
- 5.4 The provision of dual language Street Names will normally only be considered in the following circumstances:
- In the case of existing streets, where the Council has been petitioned and/or consulted with the occupiers of premises in that street and other persons it deems appropriate, in accordance with these arrangements.
- 5.5 Where an applicant does not have English as their first language, information in relation to this policy can be provided in an alternative language. Applications can be accepted in alternative languages if required by the applicant. Please see Appendix D for details.
- 5.6 Applications for Dual Language Signage will be processed in accordance with the Procedure as outlined in Appendix B

6.0 Roles and Responsibilities

- 6.1 **Director of Public Health and Infrastructure:** shall have responsibility for implementation of this policy by Mid Ulster District Council, through the Building Control Service.
- 6.2 **Building Control Service:** shall be responsible for implementing arrangements to administer requests to have an existing name of a Street erected in a language other than English;

7.0 IMPACT ASSESSMENTS

7.1 Equality Screening & Impact

- 7.1.1 This policy has been subject to equality screening in accordance with the Council's equality scheme screening process. It has been 'screened out' for an Equality Impact Assessment.

7.2 Rural Needs Impact

- 7.2.1 This policy has been subjected to a rural needs impact assessment and thus can demonstrate regard to rural needs when delivering this public service.

7.3 Staff & Financial Resources

7.3.1 No issues have been identified which will impact on the delivery of Council business as a result of this policy being implemented.

8.0 Support and Advice

8.1 Advice and guidance on the implementation of this should be sought from the Head of Building Control

9.0 Communication

9.1 The Building Control Service within the Public Health & Infrastructure Department of Council is responsible for the communication, delivery and adherence to this policy

10.0 Monitoring and Review Arrangements

10.1 Implementation of this policy will be routinely monitored and a formal review undertaken 4 years from its effective commencement date.

Appendix A
Article 11, Local Government (Miscellaneous Provisions) (Northern Ireland) Order 1995

Street names and numbering of buildings

Powers of councils in relation to street names and numbering of buildings

11.—(1) A council may erect at or near each end, corner or entrance of any street in its district a nameplate showing the name of the street; and a nameplate erected under this paragraph—

- (a) shall express the name of the street in English; and
- (b) may express that name in any other language

(2) A council may, immediately adjacent to a nameplate erected under paragraph (1) which expresses the name of a street in English only, erect a second nameplate expressing the name of the street in a language other than English.

(3) Neither this Article nor anything done by a council thereunder authorises or requires the use of the name of a street expressed in a language other than English as, or as part of—

- (a) the address of any person; or
- (b) the description of any land; for

the purposes of any statutory provision.

(4) In deciding whether and, if so, how to exercise its powers under paragraph (1)(b) or (2) in relation to any street, a council shall have regard to any views on the matter expressed by the occupiers of premises in that street.

(5) Any person who—

- (a) obscures, pulls down or defaces any nameplate erected under paragraph (1) or (2);
- (b) erects in any street any nameplate showing as the name of the street a name different from that in any nameplate erected in the street under paragraph (1) or (2); or
- (c) erects in any street any nameplate purporting to show the name of the street, without the authorisation of the council for the district in which the street is situated,

shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 2 on the standard scale.

(6) Where a council has exercised its powers under paragraph (1) in relation to any street, the occupier of each house or other building in that street shall ensure that that house or building is at all times marked with such number as the council may approve for the purposes of this Article.

(7) Where a person fails to comply with paragraph (6) the council may serve on him a notice requiring him to comply with that paragraph within 7 days from the date of service of the notice.

(8) A person who fails to comply with a notice served on him under paragraph (7) shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 2 on the standard scale.

(9) Where a person fails to comply with a notice served on him under paragraph (7) in respect of any house or other building, the council may itself do anything which he has failed to do and may recover from that person summarily as a civil debt any expenses thereby reasonably incurred by it.

(10) In this Article—
“nameplate” includes any means of signifying a name in writing; “street” includes any road, square, court, alley, passage or lane.

(11) The power of a council to erect a nameplate under paragraph (1) or (2) includes power—

- (a) to erect it on any building or in such other manner as the council thinks fit; and
- (b) to cause it to be erected by any person authorised in that behalf by the council.

(12) The following statutory provisions shall cease to have effect, namely—

- (a) sections 64 and 65 of the Towns Improvement Clauses Act 1847^{F6};
- (b) in section 38 of the Towns Improvement (Ireland) Act 1854^{F7} the words “naming the streets and numbering the houses and also so much thereof as relates to”;
- (c) section 21 of the Public Health Acts Amendment Act 1907^{F8};
- (d) section 19 of the Public Health and Local Government (Miscellaneous Provisions) Act (Northern Ireland) 1949^{F9}; and
- (e) so much of any local Act as relates to the naming of streets or the numbering of houses or buildings

Appendix B

Dual Language Signage Nameplates: *Procedure*

In deciding whether it should exercise its discretionary powers in relation to erection of dual language nameplates under Article 11 of the 1995 Order, the Council shall only do so after having regard to the views of occupiers of premises which has its frontage immediately adjoining that street.

The procedure for seeking and assessing the views of occupiers and criteria to be applied in deciding whether to erect a dual language nameplate in a language other than English is;

1. A valid letter, signed by an occupier of the street must be made to Council to enable this matter to be considered. Requests should be made to the Building Control Service within the Public Health and Infrastructure Department. A letter of request shall be valid if; it is from an occupier who appears on the Electoral Register as maintained by the Electoral Office for NI; the applicant's address is referenced on the letter and; the individual's name is clearly stated and the letter has been signed by the petitioner (who must be an occupier of premises on the street). A letter may be received by email but it must be attached as a file and signed. The Council shall not accept a request made within the body of an email.
2. The Environment Committee will receive notification of submitted requests by way of valid letters as referenced at 1, above. A letter will be deemed to be valid where it is submitted by a minimum of one householder on that street. The Environment Committee will be informed of requests which have been validated and are proceeding to survey.
3. Following validation, the Council will canvass, by post, each occupier within a household as listed on the Electoral Register; seeking their views on the request to erect a dual-language street nameplate. Each household will receive a letter accompanied by survey forms based on the number of occupiers listed on the Electoral Register. The requisite number of survey forms for individuals registered at that address will be forwarded to each household (See Appendix E)
4. The occupiers will be advised of the date by which completed surveys must be returned. Incomplete or illegible survey returns will not be counted. Completed surveys which has been signed and name printed as required, must be returned in the self- addressed envelopes provided for that purpose. Only replies received by the specified date shall be considered.
5. For purposes of assessment where 51 % (rounded to nearest whole number) of occupiers that respond indicate that they are in favour of the erection of a dual language street nameplate, then the results of the survey will be forwarded to the Environment Committee for information confirming that the dual language nameplate will be erected

6. For purposes of assessment where 51 % (rounded to nearest whole number) of occupiers that respond indicate that they are not in favour of the erection of a dual-language street nameplate, then the results of the survey will be forwarded to the Environment Committee for information confirming that the dual language nameplate will not be approved or erected
7. In specific circumstances a report may be brought to the Environment Committee to determine an application where there are particular issues requiring the Members consideration
8. If the request is refused by those households surveyed, further requests will not be considered until the expiry of 12 months from the date at which the Environment Committee refuses it.
9. Where a request for Irish Language signage, the Irish Language Section within Department of Culture and Arts and/or an approved translator will provide the translation of the street name. Any other language shall be obtained from an approved translation service the cost of which will be notified to the Environment Committee when receiving the report on the outcome of the survey. The second language will not be used to express the name of the street for statutory purposes.
10. The layout, font and size of lettering of the second language shall be in accordance with that as shown in Appendix C.
11. Following the Council's decision with regards to the request on Dual Language Signage for a particular street/road, the outcome will be published on the Council Website. Where requested, written confirmation of the decision will be forwarded to relevant households.
12. Where agreed, a new dual language nameplate will be erected at the start and finish of the street or road in question and at such points along it as required e.g. at other road junctions, in accordance with any operational requirements as determined by the Property Services Team.

Appendix C Name Plate Layout

AGREED: 11th September 2018 Environment Committee
23rd September 2018 Full Council

Mono-Lingual New Road / Street Signage

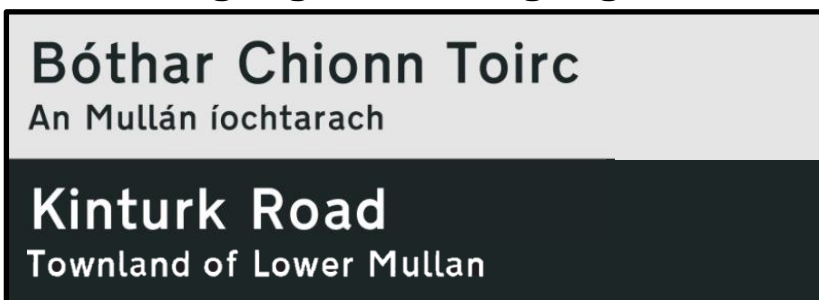


Example signage

Specification

- Name Plate Dimensions: 200mm x length to suit road name
- Background Colour: White
- Font & Colour: Transport Medium; Black
- Road Name font size: Upper case; 70mm Lower case; 50mm
- Townland font size: Upper case; 30mm Lower case; 22mm
- Text Justification: Left hand

Dual Language Street Signage



Example signage

Specification

- Name Plate Dimensions: 460mm x length to suit road name
- Background Colour: Dark Grey Value; C:77 M:63 Y:64 K:69
Light Grey Value; C:0 M:0 Y:0 K:10
- Font Type: Transport Medium
- Font Colour: Dark Grey Value; C:77 M:63 Y:64 K:69
Standard White
- Road Name font size: Upper case; 63mm Lower case; 50mm
- Townland font size: Upper case; 40mm Lower case; 30mm
- Text Justification: Left hand

Appendix D- Accessibility Statement

The information included in this policy can be made available in alternative formats, such as audio, braille, easy read or large print and may be provided in alternative languages, upon request. Please contact Mid Ulster District Council's Corporate Policy & Equality Officer on 03000 132 132 Ex 24612 or via ann.mcaleer@midulstercouncil.org



Cumhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Appendix E

18 February 2019

Our Ref:- «Ref»

The Occupier
50 Ballyronan Road
Townparks of Magherafelt
Magherafelt
BT45 6EN

Ref: Application for Dual Language signs at Name of Street/Development

Dear Sir/Madam

Mid Ulster District Council have received an application to erect street nameplates in ??? in addition to the current name for the street as indicated above.

The Council's Policy on Street Naming & Dual Language Signage outlines that individuals who meet the following criteria are eligible to register their preference on this matter:

A person who resides on the street in question and appears on the Electoral Register as maintained by the Electoral Office for Northern Ireland.

Our records would indicate that you meet the above criteria.

In accordance with these arrangements I would be grateful if you would complete the attached survey form and indicate your preference in this matter. The completed survey form should be returned to these offices in the addressed envelope provided by **Tuesday 19 March 2019**. Survey forms received after this date will not be considered.

On completion of this survey Council will provide a determination on this request on the basis of the majority preference as submitted. For approval to be considered, at least 51% of respondents must be in favour of the proposal (i.e. street nameplates being erected in ???, in addition to English for Name of Street/Development).

If you have any queries on the above please contact Willie Wilkinson in the Magherafelt Office by either:

Tel: 03000 132 132 (Ext 22208)

Email: wilfie.wilkinson@midulstercouncil.org

Yours faithfully

W Wilkinson
Head of Building Control

Enc

Cookstown Office
300 Bally
COURTDALE
BT82 8DT

Dungannon Office
5, First St Road
Dungannon
BT17 6LJ

Magherafelt Office
Ballyronan Road
Magherafelt
BT45 6EN

Telephone 03000 132 132
wilfie@midulstercouncil.org
www.midulstercouncil.org

19 February 2019

Our Ref:- MUDL0078

The Occupier (1)
50 Ballyronan Road
Townparks of Magherafelt
Magherafelt
BT45 6EN

Ref: Application for Dual Language signs at Name of Street/Development

Dear Sir/Madam

Please read the following statements below carefully. Tick your preferred option in the appropriate box, print your name and address and sign the document. Then return this letter which has your reply in the addressed envelope provided by 19 March 2019.

Thank you for your time completing this survey.

Yours faithfully



W Wilkinson

Head of Building Control

Options

1. I WISH to have a Dual Language nameplate erected at Name of Street/Development, the additional language being ???

2. I DO NOT WISH to have a Dual Language nameplate erected at Name of Street/Development, the additional language being ???

Print Name: _____

Address: _____

Signature: _____

The results of this survey will be available to view on www.midulstercoucil.org but should you wish to receive written correspondence detailing the outcome of the survey please tick this box.

Appendix 2 – Dual Language Nameplate Translation for each Street/Road

	Current Name	Irish Translation
Road	Termon Road, Pomeroy	Bóthar an Tearmainn
Townland	Cavanakeeran	Cabhán an Chaorthainn

	Current Name	Irish Translation
Road	Tumpher Road, Dungannon	Bóthar an Tiomchair
Townland	Tumpher Lisnastrane	An Tiomchar Lios na Srian

Report on	Dual Language Signage Requests
Date of Meeting	10 th October 2023
Reporting Officer	Terry Scullion, AD Property Services
Contact Officer	Colm Currie, Senior Building Control Officer

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To advise Members of requests for Dual Language Signage from residents on the streets/roads in question.
2.0	Background
2.1	In accordance with the Local Government (Miscellaneous Provisions) NI Order 1995 – Article 11 the Council is tasked with the responsibility to erect dual language signs or second nameplates, adjacent to the nameplate in English.
2.2	The Policy for Dual Language Nameplate Signage as adopted forms the basis for considering requests expressing the name in a language other than English, to both existing and new streets.
2.3	In accordance with the Policy as adopted, the Environment Committee will be informed of requests which have been validated and are proceeding to survey.
3.0	Main Report
3.1	The Building Control Service within the Environment Directorate have received valid letters signed by the occupiers of the streets below requesting signage to be erected in a second language being "Irish" in each case adjacent to the nameplate in English as follows: - <ul style="list-style-type: none"> 1. Drumullan Manor, Drummullan 2. Crosspatrick Road, Drumullan 3. Altnaveagh Road, Augher 4. Lisnawery Road, Augher 5. Lismore Road, Ballygawley 6. Springtown Road, Augher 7. Lakeview, Augher 8. Cranlome Road, Ballygawley & Galbally 9. Annaloughan Road, Augher
3.2	The occupiers signing the requests in these cases have been confirmed as residents of their particular street which has been evidenced by their listing on the

3.3	<p>current Electoral Register as required in accordance with the Policy as adopted, see letters of request attached in Appendix 2-10</p> <p>It should also be noted that the Electoral Office are only permitting access to members of the public including Officers of the Council for 60 minutes per visit. In addition, the time required to gain the necessary information has increased considerably due to the number of individuals that have been recently added to the Electoral Register.</p>
4.0	Other Considerations
4.1	Financial, Human Resources & Risk Implications
	Financial: Within Current Resources
	Human: Within Current Resources
	Risk Management: None
4.2	Screening & Impact Assessments
	Equality & Good Relations Implications: None
	Rural Needs Implications: None
5.0	Recommendation(s)
5.1	That Members note the content of this report.
6.0	Documents Attached & References
6.1	Appendix 1 – Policy on Dual Language Nameplate Signage
6.2	Appendix 2 - Letter received from a resident of Drumullan Manor, Drummullan
6.3	Appendix 3 - Letter received from a resident of Crosspatrick Road, Drumullan
6.4	Appendix 4 - Letter received from a resident of Altnaveagh Road, Augher
6.5	Appendix 5 - Letter received from a resident of Lisnawery Road, Augher
6.6	Appendix 6 - Letter received from a resident of Lismore Road, Ballygawley
6.7	Appendix 7 - Letter received from a resident of Springtown Road, Augher
6.8	Appendix 8 - Letter received from a resident of Lakeview, Augher
6.9	Appendix 9 - Letter received from a resident of Cranlome Road, Ballygawley & Galbally
6.10	Appendix 10 - Letter received from a resident of Annaloughan Road, Augher

Policy on Dual Language Nameplate Signage

Document Control			
Policy Owner	Director of Public Health & Infrastructure		
Policy Author	Director of Public Health & Infrastructure		
Version	Version 1		
Consultation	Senior Management Team	Yes / No	
	Trade Unions	Yes / No	
Equality Screened by	Principal Building Control Officer	Date	27/04/21
Equality Impact Assessment	N/A	Date	
Good Relations	N/A		
Approved By	Environment Committee	Date	11/05/21
Adopted By	Council	Date	27/05/21
Review Date		By Whom	
Circulation	Councillors, Staff		
Document Linkages			

CONTENTS PAGE

Paragraph	Description	Page Number
1.0	Introduction	
2.0	Policy Aim & Objectives	
3.0	Policy Scope	
4.0	Linkage to Corporate Plan	
5.0	Dual Language Signage Nameplates	
6.0	Roles & Responsibilities	
7.0	Impact Assessment <ul style="list-style-type: none"> • Equality Screening & Impact • Staff & Financial Resources 	
8.0	Support & Advice	
9.0	Communication	
10.0	Monitoring & Review Arrangements	

Appendices	Description	Page Number
A	Article 11 of the Local Government (Miscellaneous Provisions) (NI) Order 1995	
B	Dual Language Signage Nameplates: <i>Procedure</i>	
C	Name Plate Layout	
D	Accessibility Statement	
E	Sample of correspondence	

1.0 **Introduction**

1.1 Mid Ulster District Council resolved that a policy and associated procedures be developed to guide the Council in accordance with the provisions of Article 11 of the Local Government (Miscellaneous Provisions) (Northern Ireland) Order 1995 (“the 1995 Order”), referenced in Appendix A to this policy, on;

- (i) Erection of dual language Street signage

2.0 **Policy Aim & Objectives**

2.1 **Policy Aim:** To ensure that requests for the erection of dual language nameplate signage for existing streets are delivered in a fair, equitable and consistent manner.

2.2 **Policy Objectives:**

- To facilitate Mid Ulster District Council in meeting its statutory obligations with regard to local government Street Signage requirements.
- To lay out and facilitate a process whereby residents may request that their street be named in any other language other than English.
- To facilitate a process that considers requests from residents to have their street sign displayed in their chosen language as well as in English.

3.0 **Policy Scope and Legislative Framework**

3.1 This policy relates specifically to the naming of the erection of nameplates expressing the name of the street in a language other than English. The statutory basis for this policy is contained within Article 11 of the 1995 Order.

3.2 This legislation empowers Council to authorise the naming of streets within its respective District. It also provides the Council with a discretionary power to erect dual language street signs or second nameplates in a language other than English via Section 1a and 1b. A copy of the relevant statute is included in Appendix A.

3.3 For purposes of this Policy, the following interpretation/ definitions apply as set out within the 1995 Order:

- Nameplate - defined as a means of 'signifying a name in writing'
- Street - defined as 'any road, square, court, alley, passage or lane'.

4.0 Linkage to Corporate Plan

4.1 Referring to Mid Ulster District Council's Corporate Plan 2015-2019, this policy contributes toward the delivery of Corporate Theme 1 *Delivering for Our People*.

5.0 Dual Language Signage Nameplates

5.1 The Council will apply this policy when considering applications for dual language signage expressing the name of the street in a language other than English, to both existing and new streets.

5.2 The 1995 Order gives the Council a discretionary power to erect dual language signs or second nameplates, adjacent to the nameplate in English. In exercising this discretionary power, the Council must have regard to any views on the matter expressed by the occupiers of premises in that street.

5.3 Criteria - General

The Council in making arrangements and providing opportunities for dual language signage within street naming shall;

1. Have regard to any views on the matter expressed by occupiers of the street.
2. For the purposes of the policy, surveys will be issued to all occupiers (the age of 18 or over) of each dwelling where any person resides in a dwelling, including a house, flat, maisonette or house in multiple occupancy and which is numbered directly off the adjoining street, hereafter referred to as 'property'. Only the views of the occupiers aged 18 or over for each property that is occupied and listed on the Electoral Register at the date of survey will be considered.
3. In relation to properties, the 'occupier' will include the owner and family members or tenants as listed on the current Electoral / Rates Register as residing at that address or tenants in actual possession of the premises, but not employees within such premises at the date of the survey.

4. The naming of the street in a language other than English does not authorise or require its use as, or part of, the address of any person or the description of the land for the purpose of any statutory provision; e.g., Building Control applications.
- 5.4 The provision of dual language Street Names will normally only be considered in the following circumstances:
- In the case of existing streets, where the Council has been petitioned and/or consulted with the occupiers of premises in that street and other persons it deems appropriate, in accordance with these arrangements.
- 5.5 Where an applicant does not have English as their first language, information in relation to this policy can be provided in an alternative language. Applications can be accepted in alternative languages if required by the applicant. Please see Appendix D for details.
- 5.6 Applications for Dual Language Signage will be processed in accordance with the Procedure as outlined in Appendix B

6.0 Roles and Responsibilities

- 6.1 **Director of Public Health and Infrastructure:** shall have responsibility for implementation of this policy by Mid Ulster District Council, through the Building Control Service.
- 6.2 **Building Control Service:** shall be responsible for implementing arrangements to administer requests to have an existing name of a Street erected in a language other than English;

7.0 IMPACT ASSESSMENTS

7.1 Equality Screening & Impact

- 7.1.1 This policy has been subject to equality screening in accordance with the Council's equality scheme screening process. It has been 'screened out' for an Equality Impact Assessment.

7.2 Rural Needs Impact

- 7.2.1 This policy has been subjected to a rural needs impact assessment and thus can demonstrate regard to rural needs when delivering this public service.

7.3 Staff & Financial Resources

7.3.1 No issues have been identified which will impact on the delivery of Council business as a result of this policy being implemented.

8.0 Support and Advice

8.1 Advice and guidance on the implementation of this should be sought from the Head of Building Control

9.0 Communication

9.1 The Building Control Service within the Public Health & Infrastructure Department of Council is responsible for the communication, delivery and adherence to this policy

10.0 Monitoring and Review Arrangements

10.1 Implementation of this policy will be routinely monitored and a formal review undertaken 4 years from its effective commencement date.

Appendix A
Article 11, Local Government (Miscellaneous Provisions) (Northern Ireland) Order 1995

Street names and numbering of buildings

Powers of councils in relation to street names and numbering of buildings

11.—(1) A council may erect at or near each end, corner or entrance of any street in its district a nameplate showing the name of the street; and a nameplate erected under this paragraph—

- (a) shall express the name of the street in English; and
- (b) may express that name in any other language

(2) A council may, immediately adjacent to a nameplate erected under paragraph (1) which expresses the name of a street in English only, erect a second nameplate expressing the name of the street in a language other than English.

(3) Neither this Article nor anything done by a council thereunder authorises or requires the use of the name of a street expressed in a language other than English as, or as part of—

- (a) the address of any person; or
- (b) the description of any land; for

the purposes of any statutory provision.

(4) In deciding whether and, if so, how to exercise its powers under paragraph (1)(b) or (2) in relation to any street, a council shall have regard to any views on the matter expressed by the occupiers of premises in that street.

(5) Any person who—

- (a) obscures, pulls down or defaces any nameplate erected under paragraph (1) or (2);
- (b) erects in any street any nameplate showing as the name of the street a name different from that in any nameplate erected in the street under paragraph (1) or (2); or
- (c) erects in any street any nameplate purporting to show the name of the street, without the authorisation of the council for the district in which the street is situated,

shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 2 on the standard scale.

(6) Where a council has exercised its powers under paragraph (1) in relation to any street, the occupier of each house or other building in that street shall ensure that that house or building is at all times marked with such number as the council may approve for the purposes of this Article.

(7) Where a person fails to comply with paragraph (6) the council may serve on him a notice requiring him to comply with that paragraph within 7 days from the date of service of the notice.

(8) A person who fails to comply with a notice served on him under paragraph (7) shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 2 on the standard scale.

(9) Where a person fails to comply with a notice served on him under paragraph (7) in respect of any house or other building, the council may itself do anything which he has failed to do and may recover from that person summarily as a civil debt any expenses thereby reasonably incurred by it.

(10) In this Article—
“nameplate” includes any means of signifying a name in writing; “street” includes any road, square, court, alley, passage or lane.

(11) The power of a council to erect a nameplate under paragraph (1) or (2) includes power—

- (a) to erect it on any building or in such other manner as the council thinks fit; and
- (b) to cause it to be erected by any person authorised in that behalf by the council.

(12) The following statutory provisions shall cease to have effect, namely—

- (a) sections 64 and 65 of the Towns Improvement Clauses Act 1847^{F6};
- (b) in section 38 of the Towns Improvement (Ireland) Act 1854^{F7} the words “naming the streets and numbering the houses and also so much thereof as relates to”;
- (c) section 21 of the Public Health Acts Amendment Act 1907^{F8};
- (d) section 19 of the Public Health and Local Government (Miscellaneous Provisions) Act (Northern Ireland) 1949^{F9}; and
- (e) so much of any local Act as relates to the naming of streets or the numbering of houses or buildings

Appendix B

Dual Language Signage Nameplates: *Procedure*

In deciding whether it should exercise its discretionary powers in relation to erection of dual language nameplates under Article 11 of the 1995 Order, the Council shall only do so after having regard to the views of occupiers of premises which has its frontage immediately adjoining that street.

The procedure for seeking and assessing the views of occupiers and criteria to be applied in deciding whether to erect a dual language nameplate in a language other than English is;

1. A valid letter, signed by an occupier of the street must be made to Council to enable this matter to be considered. Requests should be made to the Building Control Service within the Public Health and Infrastructure Department. A letter of request shall be valid if; it is from an occupier who appears on the Electoral Register as maintained by the Electoral Office for NI; the applicant's address is referenced on the letter and; the individual's name is clearly stated and the letter has been signed by the petitioner (who must be an occupier of premises on the street). A letter may be received by email but it must be attached as a file and signed. The Council shall not accept a request made within the body of an email.
2. The Environment Committee will receive notification of submitted requests by way of valid letters as referenced at 1, above. A letter will be deemed to be valid where it is submitted by a minimum of one householder on that street. The Environment Committee will be informed of requests which have been validated and are proceeding to survey.
3. Following validation, the Council will canvass, by post, each occupier within a household as listed on the Electoral Register; seeking their views on the request to erect a dual-language street nameplate. Each household will receive a letter accompanied by survey forms based on the number of occupiers listed on the Electoral Register. The requisite number of survey forms for individuals registered at that address will be forwarded to each household (See Appendix E)
4. The occupiers will be advised of the date by which completed surveys must be returned. Incomplete or illegible survey returns will not be counted. Completed surveys which has been signed and name printed as required, must be returned in the self- addressed envelopes provided for that purpose. Only replies received by the specified date shall be considered.
5. For purposes of assessment where 51 % (rounded to nearest whole number) of occupiers that respond indicate that they are in favour of the erection of a dual language street nameplate, then the results of the survey will be forwarded to the Environment Committee for information confirming that the dual language nameplate will be erected

6. For purposes of assessment where 51 % (rounded to nearest whole number) of occupiers that respond indicate that they are not in favour of the erection of a dual-language street nameplate, then the results of the survey will be forwarded to the Environment Committee for information confirming that the dual language nameplate will not be approved or erected
7. In specific circumstances a report may be brought to the Environment Committee to determine an application where there are particular issues requiring the Members consideration
8. If the request is refused by those households surveyed, further requests will not be considered until the expiry of 12 months from the date at which the Environment Committee refuses it.
9. Where a request for Irish Language signage, the Irish Language Section within Department of Culture and Arts and/or an approved translator will provide the translation of the street name. Any other language shall be obtained from an approved translation service the cost of which will be notified to the Environment Committee when receiving the report on the outcome of the survey. The second language will not be used to express the name of the street for statutory purposes.
10. The layout, font and size of lettering of the second language shall be in accordance with that as shown in Appendix C.
11. Following the Council's decision with regards to the request on Dual Language Signage for a particular street/road, the outcome will be published on the Council Website. Where requested, written confirmation of the decision will be forwarded to relevant households.
12. Where agreed, a new dual language nameplate will be erected at the start and finish of the street or road in question and at such points along it as required e.g. at other road junctions, in accordance with any operational requirements as determined by the Property Services Team.

Appendix C Name Plate Layout

AGREED: 11th September 2018 Environment Committee
23rd September 2018 Full Council

Mono-Lingual New Road / Street Signage

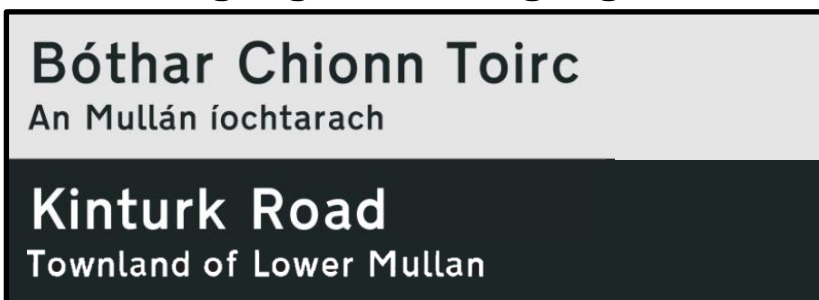


Example signage

Specification

- Name Plate Dimensions: 200mm x length to suit road name
- Background Colour: White
- Font & Colour: Transport Medium; Black
- Road Name font size: Upper case; 70mm Lower case; 50mm
- Townland font size: Upper case; 30mm Lower case; 22mm
- Text Justification: Left hand

Dual Language Street Signage



Example signage

Specification

- Name Plate Dimensions: 460mm x length to suit road name
- Background Colour: Dark Grey Value; C:77 M:63 Y:64 K:69
Light Grey Value; C:0 M:0 Y:0 K:10
- Font Type: Transport Medium
- Font Colour: Dark Grey Value; C:77 M:63 Y:64 K:69
Standard White
- Road Name font size: Upper case; 63mm Lower case; 50mm
- Townland font size: Upper case; 40mm Lower case; 30mm
- Text Justification: Left hand

Appendix D- Accessibility Statement

The information included in this policy can be made available in alternative formats, such as audio, braille, easy read or large print and may be provided in alternative languages, upon request. Please contact Mid Ulster District Council's Corporate Policy & Equality Officer on 03000 132 132 Ex 24612 or via ann.mcaleer@midulstercouncil.org



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Appendix E

18 February 2019

Our Ref:- «Ref»

The Occupier
50 Ballyronan Road
Townparks of Magherafelt
Magherafelt
BT45 6EN

Ref: Application for Dual Language signs at Name of Street/Development

Dear Sir/Madam

Mid Ulster District Council have received an application to erect street nameplates in ??? in addition to the current name for the street as indicated above.

The Council's Policy on Street Naming & Dual Language Signage outlines that individuals who meet the following criteria are eligible to register their preference on this matter:

A person who resides on the street in question and appears on the Electoral Register as maintained by the Electoral Office for Northern Ireland.

Our records would indicate that you meet the above criteria.

In accordance with these arrangements I would be grateful if you would complete the attached survey form and indicate your preference in this matter. The completed survey form should be returned to these offices in the addressed envelope provided by **Tuesday 19 March 2019**. Survey forms received after this date will not be considered.

On completion of this survey Council will provide a determination on this request on the basis of the majority preference as submitted. For approval to be considered, at least 51% of respondents must be in favour of the proposal (i.e. street nameplates being erected in ???, in addition to English for Name of Street/Development).

If you have any queries on the above please contact Willie Wilkinson in the Magherafelt Office by either:

Tel: 03000 132 132 (Ext 22208)

Email: wilfie.wilkinson@midulstercouncil.org

Yours faithfully

W Wilkinson
Head of Building Control

Enc

Cookstown Office
300 Bally
COURTDALE
BT82 8DT

Dungannon Office
1, 2 & 3 Road
Dungannon
BT17 6LJ

Magherafelt Office
Ballyronan Road
Magherafelt
BT45 6EN

Telephone 03000 132 132
wilfie@midulstercouncil.org
www.midulstercouncil.org

19 February 2019

Our Ref:- MUDL0078

The Occupier (1)
50 Ballyronan Road
Townparks of Magherafelt
Magherafelt
BT45 6EN

Ref: Application for Dual Language signs at Name of Street/Development

Dear Sir/Madam

Please read the following statements below carefully. Tick your preferred option in the appropriate box, print your name and address and sign the document. Then return this letter which has your reply in the addressed envelope provided by 19 March 2019.

Thank you for your time completing this survey.

Yours faithfully



W Wilkinson

Head of Building Control

Options

1. I WISH to have a Dual Language nameplate erected at Name of Street/Development, the additional language being ???

2. I DO NOT WISH to have a Dual Language nameplate erected at Name of Street/Development, the additional language being ???

Print Name: _____

Address: _____

Signature: _____

The results of this survey will be available to view on www.midulstercoucil.org but should you wish to receive written correspondence detailing the outcome of the survey please tick this box.

Appendix 2 - Letter received from a resident of Drummullan Manor, Drummullan

Terry Scullion

C/O Mid-Ulster District Council

Drummullan Manor

Drummullan

Moneymore

BT45 7WY

23 February 2023

Dear Officer,

Re: Dual Language Signage Request (Irish Language)

I am writing to request, as a resident of Drummullan Manor, Drummullan, BT45 7WY, that you initiate the Mid-Ulster District Council Dual Language Road Sign Policy, as previously agreed by Council.

In accordance with the Policy, by way of my signature below, I am giving my consent to carry out the relevant procedure to have the road with Dual Language Signage in Irish.

Thank you for your assistance.

Yours sincerely,

Mid Ulster District Council
20 JUL 2023
Building Control Department
(Magherafelt Office)

Appendix 3 - Letter received from a resident of Crosspatrick Road, Drumullan

Terry Scullion

C/O Mid-Ulster District Council

Crosspatrick Road

Drummullan

Moneymore

BT45 7WH

23 February 2023

Dear Officer,

Re: Dual Language Signage Request (Irish Language)

I am writing to request, as a resident of Crosspatrick Road, Drummullan, BT45 7WH, that you initiate the Mid-Ulster District Council Dual Language Road Sign Policy, as previously agreed by Council.

In accordance with the Policy, by way of my signature below, I am giving my consent to carry out the relevant procedure to have the road with Dual Language Signage in Irish.

Thank you for your assistance.

Yours sincerely,

Mid Ulster District Council
23 JUL 2023
Building Control Department
(Magherafelt Office)

Appendix 4 - Letter received from a resident of Altnaveagh Road, Augher

A Chara,

I, _____, of _____ Altnaveagh road, Augher, County Tyrone, BT77 0EP, write to petition Mid Ulster Council that the Irish language be provided for on dual language signage on the Altnaveagh road, Augher, County Tyrone

Is Mise le Meas,

25 JUL 2023

Appendix 5 - Letter received from a resident of Lisnawery Road, Augher

A Chara,

I, of Lisnawery Road, Augher, County Tyrone, BT77 0EQ, write to petition Mid Ulster Council that the Irish language be provided for on dual language signage on Lisnawery Road, Augher, County Tyrone

Is Mise le Meas,

A handwritten signature consisting of a horizontal line with a small mark at the end.

25 JUL 2023

Appendix 6 - Letter received from a resident of Lismore Road, Ballygawley

A Chara,

I, _____, of _____, Lismore Road, Ballygawley, County Tyrone, BT70 2ND, write to petition Mid Ulster Council that the Irish language be provided for on dual language signage on Lismore Road, Ballygawley, County Tyrone

Is Mise le Meas,

25 JUL 2023

Appendix 7 - Letter received from a resident of Springtown Road, Augher

A Chara,

I, _____ of Springtown Road, County Tyrone, BT77 0ES, write to petition Mid Ulster Council that the Irish language be provided for on dual language signage on Springtown Road, Augher, County Tyrone.

Is Mise le Meas,

25 JUL 2023

Appendix 8 - Letter received from a resident of Lakeview, Augher

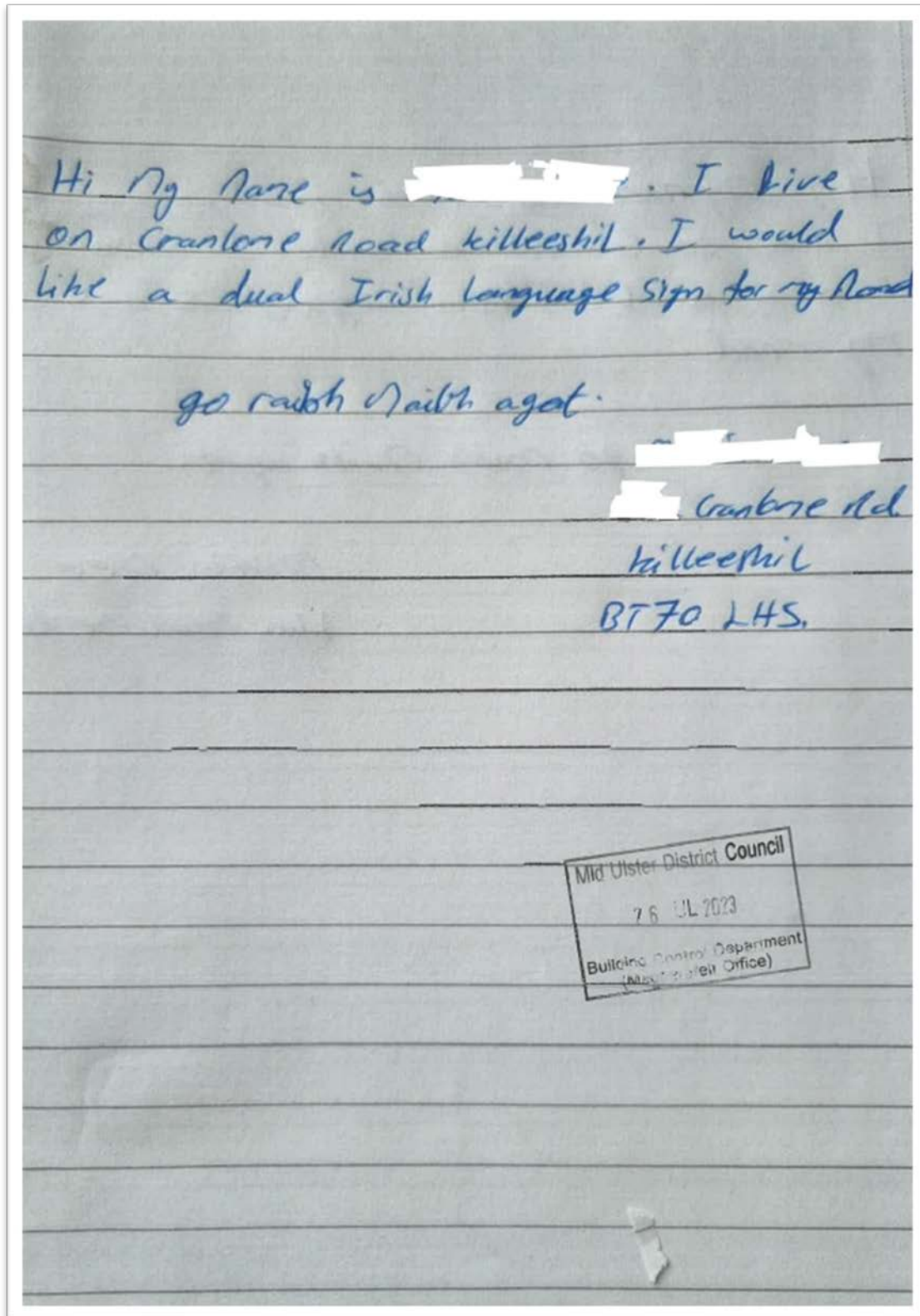
A Chara,

I, _____, of _____ Lakeview, Augher, County Tyrone, BT77 0AY, write to petition Mid Ulster Council that the Irish language be provided for on dual language signage on Lakeview, Augher, County Tyrone

Is Mise le Meas,

25 JUL 2023

Appendix 9 - Letter received from a resident of Cranlome Road, Ballygawley & Galbally



Appendix 10 - Letter received from a resident of Annaloughan Road, Augher

A Chara,

I, _____, of _____, Annaloughan Road, Augher, County Tyrone, Bt77 0BW, write to petition Mid Ulster Council that the Irish language be provided for on dual language signage on Annaloughan Road, Augher, County Tyrone

Is Mise le Meas,

Mid Ulster District Council
- 9 AUG 2023
Building Control Department
(Dungannon Office)

Report on	Launch of Community RePaint Scheme
Date of Meeting	10th October 2023
Reporting Officer	Mark McAdoo, Assistant Director, Environmental Services
Contact Officer	John Murtagh, Waste & Sustainable Development Officer

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To update members on the launch of the Community RePaint / Reuse Scheme.
2.0	Background
2.1	At April Committee meeting members were informed of a successful funding application to the Paint Reuse Capital Grant Scheme through Community Repaint.
2.2	Community RePaint is a UK wide paint reuse network, sponsored by Dulux, which aims to collect leftover paint and redistribute it to benefit individuals, families, communities and charities in need at a zero cost. The network is run on a day-to-day basis by Resource Futures, an environmental consultancy and is made up of over 65 schemes which in 2019 redistributed 365,988 litres of paint in total.
2.3	Community RePaint estimates that around 50 million litres of the 320 million litres of paint sold in the UK each year go to waste. This leftover paint is either thrown away or stored in homes or garages despite over 50% of it still being usable. Community RePaint believes this provides them with an opportunity to capture this reusable paint, through HWRC networks, and redistribute it into the community.
3.0	Main Report
3.1	The Council previously at all of its collected paint to a contractor for recycling and/or disposal. In the previous 12 months this totalled approx. 35 tonnes of paint. However, as members will be aware one of the budget savings agreed for 2023/24 is the cessation of this service at our Recycling Centres due to spiralling treatment costs. Therefore, with the expansion of paint reuse facilities it is hoped that at least 50% of this material could be re-used (when allowing for unsuitable materials).
3.2	Using the funding, the paint reuse scheme (previously in operation at Drumcoo Recycling Centre) has been expanded to include the sites in Cookstown and Magherafelt where paint collection boxes and reuse containers are now in place.
3.3	Appropriate signage with information and disclaimers are being displayed at each reuse location as well as record sheets to be signed when taking away paint.

3.4	The scheme became active on 24 July 2023 and Paint Reuse is now actively happening in all three of the main Recycling Centres where any householder or community group can drop off left over paint or collect some paint for reuse. There is also the additional social value of this paint during the current cost of living crisis.												
3.5	The expanded scheme was officially launched by the Council Chair on Friday 22 nd of September 2023 (see photos of official scheme launch included in appendix). To date it is estimated that the scheme has recycled approximately 1.5 tonnes of paint which would have cost the Council in the region of £1,300 to have recycled.												
4.0	Other Considerations												
	Financial, Human Resources & Risk Implications												
	<p>Financial:</p> <p>The costs of the Paint Reuse Scheme were as follows:</p> <table> <tr> <td>Supply of 125l Spill Kits</td> <td>£100 x 5 = £500</td> </tr> <tr> <td>Supply of Battery Boxes</td> <td>£200 x 7 = £1,400</td> </tr> <tr> <td>Signage</td> <td>£220 x 5 = £1,100</td> </tr> <tr> <td>Electrical Fit Out of Container</td> <td>£500 x 3 = £1,500</td> </tr> <tr> <td>Joinery Fit Out of Container</td> <td>£500 x 3 = £1,500</td> </tr> <tr> <td>Total</td> <td>£6,000</td> </tr> </table> <p>Allowing for grant funding from the Paint Reuse Capital Grant Scheme of £3,000, this resulted in a net cost to the Council of £3,000.</p>	Supply of 125l Spill Kits	£100 x 5 = £500	Supply of Battery Boxes	£200 x 7 = £1,400	Signage	£220 x 5 = £1,100	Electrical Fit Out of Container	£500 x 3 = £1,500	Joinery Fit Out of Container	£500 x 3 = £1,500	Total	£6,000
Supply of 125l Spill Kits	£100 x 5 = £500												
Supply of Battery Boxes	£200 x 7 = £1,400												
Signage	£220 x 5 = £1,100												
Electrical Fit Out of Container	£500 x 3 = £1,500												
Joinery Fit Out of Container	£500 x 3 = £1,500												
Total	£6,000												
	<p>Human:</p> <p>Staff time to oversee the introduction and monitoring of the Paint Reuse Scheme</p>												
	<p>Risk Management:</p> <p>Site risk assessments and safe systems of work are in place at the Councils Recycling Centres covering waste acceptance and handling procedures.</p>												
4.2	Screening & Impact Assessments												
	Equality & Good Relations Implications: N/A												
	Rural Needs Implications: N/A												
5.0	Recommendation(s)												
5.1	Members are requested to note the content of this report.												
6.0	Documents Attached & References												
6.1	Photographs of official Community Repaint Scheme launch by Council Chair.												





Report on	Sustainability, Biodiversity and Environmental Education Update
Date of Meeting	10 th October 2023
Reporting Officer	Mark McAdoo, Assistant Director, Environmental Services
Contact Officer	Karl McGowan, Waste & Sustainable Development Manager

Is this report restricted for confidential business? If 'Yes', confirm below the exempt information category relied upon	Yes	
	No	X

1.0	Purpose of Report
1.1	To update members on some community engagement work by the Sustainability, Biodiversity and Environmental/Recycling Education team over the last six months.
2.0	Background
2.1	Following the latest organisational restructuring a new team was formed within Environmental Services, bringing together Sustainability/Climate Change, Biodiversity and Environmental/Recycling Education.
2.2	The team consists of two Officers working on Sustainability and Climate Change, two Officers working on Environmental/Recycling Education and one Biodiversity Officer. The Biodiversity Officer post, whilst based in Environmental Services, is shared with the Planning Department two days per week.
3.0	Main Report
3.1	<p>Sustainability</p> <p>Community engagement work included a sustainable food / grow your own event held at Castledawson allotments on the 12th June, organised and delivered by the team. There was also a clean-up / gardening event held at Ballygawley Community Allotments and Gardens on the 24th of August, organised by the local community group but assisted by Council Officers. Approximately 20 tonnes of peat free compost was obtained from NWP and made available for free to Mid Ulster community groups and schools including six clubs in the Mid Ulster Council area that are participating in the GAA Green Club Programme offered support.</p> <p>A low carbon and battery powered grounds maintenance equipment demo was held on the 29th August at Tullyhogue Fort. A trade stand was set up and demonstrated new robotic, battery powered and hybrid lawnmowers, strimmers,</p>

chainsaws and blowers. The event was well attended by the Councils ground maintenance team who availed of the opportunity to trial/use equipment.

3.2 **Environmental/Recycling Education**

From April to September 2023 a total of 12 school visits were carried out ranging from recycling talks to class groups, whole school assemblies and meetings with Eco Teams and Teachers responsible for leading the Eco Schools Programme. Help and support was provided to some of these schools with renewal of Green Flag awards and advice given to those starting or continuing with their journey towards a Green Flag award. Two community groups were also visited and each given a recycling talk.

The team also supported the annual EcoSchools awards event at The Hill of the O'Neill in Dungannon. 17 schools were awarded their Green Flag at the event with prizes given for Best School and Best Teacher.

Two schools requested and received a tour of our Recycling Centres (in Drumcoo and Magherafelt) to assist them with their recycling/environmental work

Six events were attended with services ranging from Recycling information stands and the provision of "Recycling Games" for an interactive activity for those attending. Events supported during the period included the following:

- Health & Wellbeing Information Day, Glenavon Hotel Cookstown
- LHLH Small Grants Roadshow, Burnavon
- Tamlaght O'Crilly May Fair
- Castledawson Allotments school project (in partnership with Communities & Place)
- Clogher Valley Show (see photo included at appendix)
- Kilcronaghan Vintage Rally

A total of 27 community clean ups were supported between April to September with approximately 1360 volunteers provided along with litter pickers and bags.

3.3 **Biodiversity**

Mid Ulster Bird Ringing Project - 2023 is the 7th year of the Traad Local Nature Reserve Constant Effort Site (CES) project. It continues to be a success with biometrics of over 300 birds of 20 species collected, and the data submitted to the British Trust for Ornithology who monitor over 110 such CES sites across Britain and Ireland. Eleven of the twelve planned visits were able to be undertaken, one being missed due to inclement weather. The sessions were attended by a total of forty three volunteer ringers, amounting to over 300 'volunteer hours'.

All Ireland Daubenton's Bat Survey - This is the 14th consecutive year this survey has been undertaken along the Torrent River/Coalisland Canal. Data collected from this survey feeds into the All Ireland Daubenton's Bat Survey through Bat Conservation Ireland. Over 600 sites have been surveyed across the island of

	<p>Ireland since 2006. Coalisland Canal is one of a limited number that have been continuously surveyed for over 10 years.</p> <p>All-Ireland Pollinator Plan - The Biodiversity Officer continues to work with Neighbourhood Operations for the creation of meadows through the Don't Mow, Let it Grow management system. The Biodiversity Officer has held several workshops at targeted community groups explaining the benefits of pollinators, and how to provide food, shelter and nesting places for help them.</p> <p>Biodiversity Recording - The Biodiversity Officer continues to encourage people to record the wildlife they see and submit their records to the Centre for Environmental Data and Recording (CEDaR), the national database for Northern Ireland. In addition to submitting records from non-structured surveys, the Biodiversity Officer encourages local people to take part in 'citizen science' projects such as the Big Garden Birdwatch, Big Butterfly Count, etc.</p> <p>One of the objectives under the Corporate Improvement Objective for Climate Change/Sustainability is to develop a Habitat Survey Assessment tool to utilise across the suite of Council properties. Six council sites were selected to trial the process ranging across small, large, urban, and rural. Habitat surveys on all six sites have been undertaken over the summer. These will be written up and evaluated over the next few months with the pilot database developed.</p>
4.0	Other Considerations
4.1	<p>Financial, Human Resources & Risk Implications</p> <p>Financial: Within Environmental Services annual revenue budget.</p> <p>Human: Officers continue to provide advice and respond to queries from the public on a wide range of issues in the fields of Sustainability/Climate Change, Biodiversity, Circular Economy and Recycling Education.</p> <p>Risk Management: None</p>
4.2	<p>Screening & Impact Assessments</p> <p>Equality & Good Relations Implications: None</p> <p>Rural Needs Implications: None</p>
5.0	Recommendation(s)
5.1	Members are asked to note the content of this report.

6.0	Documents Attached & References
6.1	Photograph of Environmental/Recycling Education Team at Clogher Valley Show



plastic bottles

cans & cans

mixed glass bottles & jars

STURDY WHEELED BINS

STURDY WHEELED BINS

ake A

Indoor Recycling Bag

- Put all your litter into recycling in this bag
- Empty it into your local bin
- Wash and reuse again and again
- No food waste

0800 1 80 100
www.midulstermid.org/recycle
recycling@midulstermid.org



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

