

# Report of the Strategic Director of Regeneration and Culture to the meeting of the Area Planning Panel (KEIGHLEY AND SHIPLEY) to be held on 17 December 2014

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## Summary Statement - Part One

### Applications recommended for Approval or Refusal

The sites concerned are:

| <u>Item No.</u> | <u>Site</u>   | <u>Ward</u> |
|-----------------|---|-------------|
| 1.              | 3 Hollingwood Gate Ilkley LS29 9PP- 14/04012/HOU [Approve] (page 1)   | Ilkley      |
| 2.              | Bradford Hebrew Congregation Spring Hurst Road Shipley BD18 3DN - 14/03667/OUT [Approve] (page 7)           | Shipley     |
| 3.              | Site Of Former Ashton Court Lower Holme Park Otley Road Baildon BD17 7LN - 14/04159/FUL [Approve] (page 13) | Baildon     |
| 4.              | Unit 6 Station Plaza Station Road Ilkley LS29 9DA - 14/04521/FUL [Approve] (page 23)                        | Ilkley      |

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**Portfolio:**  
Housing, Planning & Transport

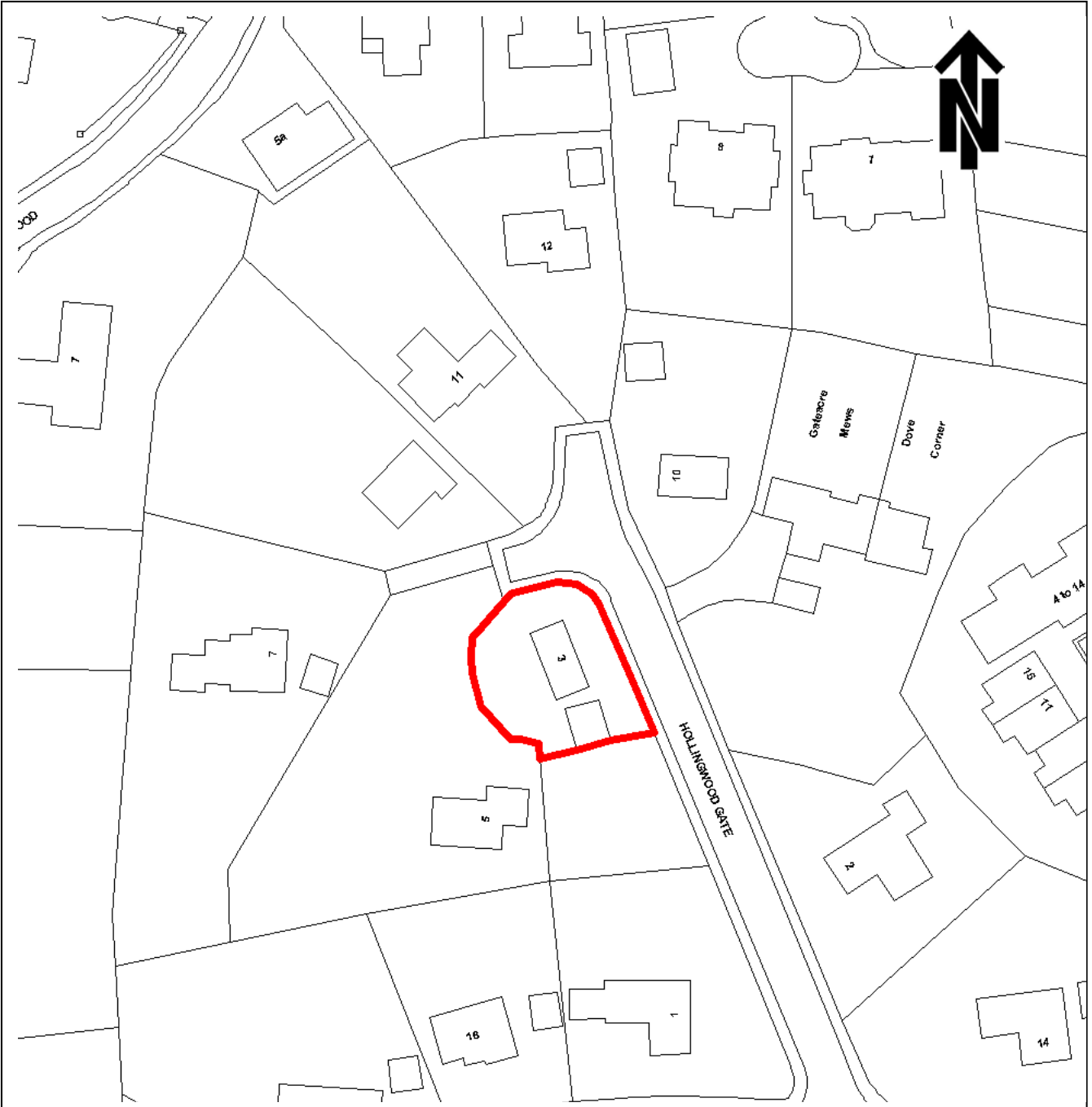
**Overview & Scrutiny Committee Area:**  
Regeneration and Economy



**Area Planning Panel (Keighley/Shipley)**

**14/04012/HOU**

17 December 2014



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|                     |   |
|---------------------|---|
| <p>ITEM NO. : 1</p> | <p>LOCATION:<br/><b>3 Hollingwood Gate<br/>Ilkley</b></p> |
|---------------------|---|

**17 December 2014**

**Item Number:** 1  
**Ward:** ILKLEY  
**Recommendation:**  
**TO GRANT PLANNING PERMISSION**

**Application Number:**  
14/04012/HOU

**Type of Application/Proposal and Address:**  
Construction of two storey side extension at 3 Hollingwood Gate, Ilkley LS29 9PP

**Applicant:**  
Mr Mark Thorpe

**Agent:**  
Not applicable.

**Site Description:**  
3 Hollingwood Gate is a modern detached house, possibly built in the 1970s and constructed from randomly coursed natural stone with timber feature boarding panels and concrete roof tiles. The property has an existing single storey extension at the rear and a detached flat-roofed double garage to the south side. Hollingwood Gate is a short cul de sac with land levels falling quite steeply northwards towards the head of the cul-de-sac. The cul-de-sac is not uniform in terms of the layout of the houses and displays a mix of housing types and styles. Immediately to the south of the application site, and standing at a higher level, is a recently built detached house, No 3A. Across the street are older, C19th properties.

**Relevant Site History:**  
05/00427/PHH Single storey extension. Permitted Development (Planning permission not required). 27.1.2005.

**Replacement Unitary Development Plan (RUDP):**  
**Allocation**  
Unallocated.

**Proposals and Policies**  
Policies D1 *General Design Considerations* and  
UR3 *The Local Impact of Development*.

Principles and guidance in the Council's Householder Supplementary Planning Document have also been considered.

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

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

- i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.

**Parish Council:**

Ilkley Parish Council objects to the scheme on grounds that the extension is out of proportion and an over-development of the site. However if Officers are minded to approve the proposal then they do not wish it to be heard at the Area Planning Panel.

**Publicity and Number of Representations:**

Advertised by NN letter. Expiry date 15 October 2014.

One representation has been made in support of the proposal. A Ward Councillor has objected to the application and made a request that it be considered by Members of the Area Planning Panel if recommended for approval.

**Summary of Representations Received:**

*For*

- Most properties in Hollingwood Gate have already been extended and there is no reason why this scheme should not go ahead.
- No additional take up of garden land is required as the extension is to be built on the site of an existing double garage.

*Against*

- Planning notices were not displayed on adjacent property.
- The scheme represents an over-development of a small site.
- The extended property with have an unsympathetic relationship with adjoining properties.
- The development is not in accordance with the Council's design criteria.

**Consultations:**

Ilkley Civic Society : Commented that the submitted location plan is out dated.

**Summary of Main Issues:**

Impact on the character of the street scene.

Impact on neighbouring residents.

Other points in the representations.

**Appraisal:**

The proposal seeks approval for the construction of a two storey extension to the south side of the existing house. It would replace the existing detached double garage. The extension will incorporate a new integral double garage with a utility room and entrance hall to the ground floor, with an additional 2 bedrooms over.

The extension has been designed as an integrated structure (rather than a subservient structure) It is proposed to use matching materials and replicate the existing design features of the house such as the window style. The scheme has been amended since originally submitted in that the extension has been reduced in size so it is now shown set in a minimum of 1 metre off the side boundary with the adjacent property at No 3A Hollingwood Gate.

**Design and Scale : Impact on the character of the area**

Although the extension is large, it does satisfy the design criteria of the Council's adopted Householder Supplementary Planning Document (SPD). This permits what are called "integrated" extensions to detached properties. The guidance does not require extensions to be set back or have a subordinate ridge to the main house if this is not appropriate.

Such a set back to the front wall and the ridge height of an extension are normally required in the case of semi detached houses in order to avoid making the pair of houses appear like a terrace, or causing an imbalance in the appearance and character of a matching pair of semis. However, the guidance says extensions to detached houses will generally be considered on their own merits.

It is accepted that the extended property will present a long frontage to Hollingwood Gate. There was also agreement with the Ward Councillor that the original proposal did appear cramped because it was originally proposed to extend across the whole footprint of the double garage and virtually up to the southern boundary. To achieve a less cramped appearance, the applicant has amended the plans to allow a space of 1.0 metres to be retained between the end of the extension and the boundary.

However, Officers do not agree that further reductions are justified. Although the extension is bulky, the falling land levels are such that the extension would not present an unduly dominant or overbearing feature in the wider street scene. This is because the property to be extended is set slightly behind, and at a lower level than the neighbouring house at No 3A. The extension will therefore not be prominent in views up or down Hollingwood Gate in a northerly and southerly direction. The full length of the extension will only be visible when standing directly opposite the site on the other side of the street.

The amended scheme, with a 1.0 metre gap retained to the boundary does not present an over-development. Officers consider that this amendment will be sufficient to ensure that the extended property will still appear balanced and proportionate to the size of the plot and have a sympathetic relationship with adjoining properties. The development is considered to be in accordance with the Council's design guidance and to satisfy Policies D1 and UR3 of the Council's adopted Replacement Unitary Development Plan (RUDP).

### **Impact on Neighbouring Residents**

The proposal raises no issues of residential amenity. The adjacent neighbour at No 3A has a blank side elevation facing towards the site. The dwelling to the rear, No 5, is set at a higher level than the application property and there is an established laurel hedge which would screen the majority of the extension from view.

Although the extension would be within 6m of the rear boundary, no habitable room windows are shown and therefore no overlooking issues are anticipated. Similarly the nearest properties on the opposite side of the site are in excess of 37 m distant and set behind a group of mature trees. The proposal will not conflict with Policy UR3 of the Council's adopted RUDP.

### **Representations**

The Ward Councillor's views are noted but the amended scheme is considered to bring it in accordance with the Council's adopted planning policies for the reasons outlined above. It is not considered that the proposal represents an overdevelopment of the site given that there is ample space about the dwelling for amenity purposes. The resulting footprint is no greater than that as existing since the extension is to be built on the site of an existing garage.

The application was publicised by way of individual neighbour letters; the site is not in a conservation area and a site notice was not required for this type of application.

One letter of support has been received from the adjacent neighbour which states that there is no reason why the scheme should not go ahead as other properties on Hollingwood Gate have been extended and that no additional take up of garden land is required as the extension is to be built on the site of an existing double garage. The Local Planning Authority shares this view.

### **Community Safety Implications:**

None anticipated.

### **Equality Act 2010, Section 149:**

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups. It is not however considered that any issues with regard thereto are raised in relation to consideration of this application.

### **Reason for Granting Planning Permission:**

The proposed development is considered to relate satisfactorily to the character and appearance of the neighbouring street scene without having a detrimental impact on the amenities of neighbouring properties. As such this proposal is considered to be in accordance with Policies UR3 and D1 of the Council's adopted Replacement Unitary Development Plan (2005) and the adopted Householder Supplementary Planning Document (2012).

**Conditions of Approval:**

1. The development hereby permitted shall be constructed of facing and roofing materials to match the existing building as specified on the submitted application.

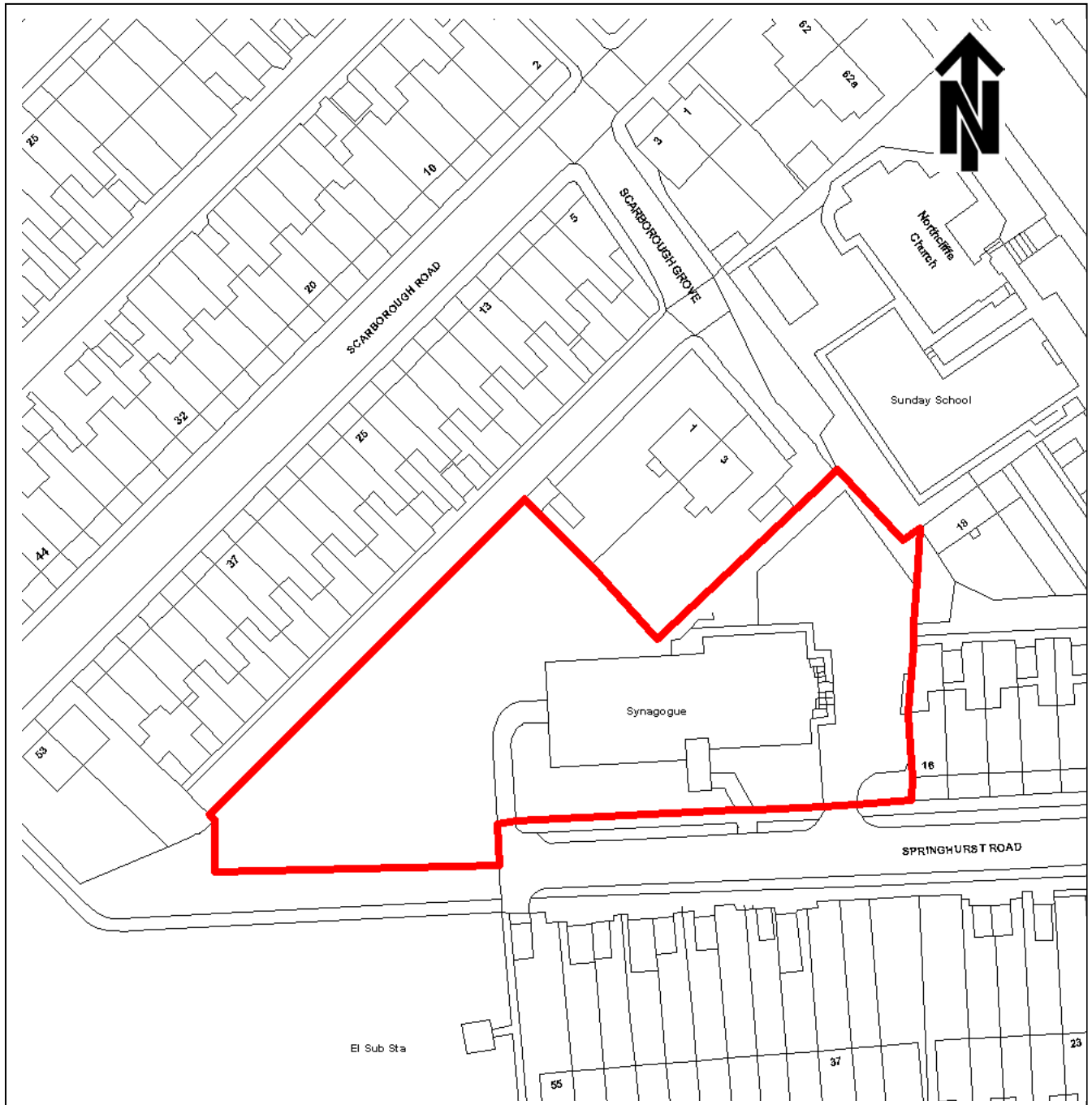
Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with Policies UR3 and D1 of the Replacement Unitary Development Plan.

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**Area Planning Panel (Keighley/Shipley)**

**14/03667/OUT**

17 December 2014



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|              |  |
|--------------|--|
| ITEM NO. : 2 | LOCATION:<br><b>Bradford Hebrew Congregation<br/>Spring Hurst Road Shipley</b> |
|--------------|--|



**17 December 2014**

**Item Number:** 2  
**Ward:** SHIPLEY  
**Recommendation:**  
**TO GRANT OUTLINE PLANNING PERMISSION**

**Application Number:**  
14/03667/OUT

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

Outline planning permission (with all matters reserved) is sought for a residential development of 9 houses on the site of the Bradford Hebrew Congregation Synagogue, Spring Hurst Road, Shipley, BD18 3DN.

**Applicant:**

Mr Albert Waxman

**Agent:**

Mr Allan Booth/ Mr Martyn Booker

**Site Description:**

The Bradford Hebrew Congregation Synagogue is sited in a large curtilage at the west end of Spring Hurst Road to the north side of the highway. The building is unique in its design and layout, but is of no architectural or historical merit. The building is no longer in use and its condition is deteriorating as a result. The curtilage whilst large is an unusual shape and has notable level changes and gradients present. The majority of the curtilage is open land to the west of the building, but there is a tarmac car park in the north east corner. The locality is predominantly residential - mainly comprising terrace style dwellings, but further to the west of the site there is an allocated area of open land and beyond that Old Spring Wood.

**Relevant Site History:**

**13/02320/OUT** Residential development. This application was refused by reason of the proposed layout and lack of information in respect of trees, bats and past coal mining activities on the 16.10.2013.

**Replacement Unitary Development Plan (RUDP):**

**Allocation**

Unallocated.

**Proposals and Policies**

UDP1 Promoting Sustainable Patterns of Development  
UR2 Promoting Sustainable Development  
UR3 The Local Impact of Development  
TM2 Impact of traffic and its mitigation  
TM12 Parking standards for residential developments  
TM19A Traffic management and road safety  
D1 General Design Considerations  
D3 Access for People with Disabilities  
D4 Community Safety

OS2 Protection of Recreation Open Space  
NR16 Surface Water Run Off and Sustainable Drainage  
BH14 Saltaire World Heritage Site buffer zone.

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

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

- i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.

**Parish Council:**

Not applicable.

**Publicity and Number of Representations:**

The proposal was advertised via neighbour notification letters and a site notice. The publicity period expired on 10 October 2014.

To date, the Council has received 3 representation in support of the proposal and 16 in objection, these include objections from two Local Ward Councillors.

Any further representations will be reported verbally.

**Summary of Representations Received:**

The representations in support consider the redevelopment of the site to be beneficial to the appearance and character of the locality and helpful in reducing the threat of anti social behaviour.

The representations in objection do so for the following reasons:

- The proposal involves the development of "common land".
- The site is not a brown field site.
- Harm to wildlife
- Loss of trees.
- Traffic and parking concerns.
- Loss of privacy.

Overshadowing.  
Poor layout.  
House design poorly related to the setting.  
Lack of measures within the scheme for energy conservation.

Many of the representations include a caveat that they do not object to the principle of the redevelopment of the site, but for the reasons outlined above consider the current scheme unsuitable.

**Consultations:**

Highways Development Control – The Highway officer is satisfied the revised layout demonstrates an acceptable level of off street parking and a workable access arrangement that will not prejudice highway safety within the locality.

Forestry Commission – Do not consider the application of interest as it does not impact any Ancient Native Woodland.

Council's Architect/Design Officer – The original proposal failed to reflect the character of the area which consists of terrace dwellings uniformly laid out with small front yards and features such as bay windows and verandas. The applicant should consider how they can redesign the scheme to reflect the local character

Drainage Section – Do not object in principle and standard conditions suggested.

Coal Authority – The Coal Authority has no objection to the proposed development subject to the imposition of conditions to secure site investigation works prior to commencement of development and that any remedial works identified by the site investigation are undertaken prior to commencement of the development.

Yorkshire Water – No response received.

**Summary of Main Issues:**

The principle of residential development.  
Residential Amenity.  
Design and Impact on Local Visual Amenity.  
Impact on Highway Safety.

**Other Issues:**

Trees  
Bats/Wildlife  
Energy Conservation

**Appraisal:**

The application has been amended from the original submission. All matters are now reserved but an amended indicative layout and details of the housing have also been submitted in order to show how the site could be developed for the number of houses proposed whilst respecting the character of the area and the amenity of nearby properties.

Details of design, appearance, scale and layout would be reserved and would have to form part of a future Reserved Matters planning application. The details are included here in order to establish that the site has the capacity to accommodate 9 dwellings.

**Community Safety Implications:**

None foreseen.

**Equality Act 2010, Section 149:**

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups. It is not however considered that that any issues with regard thereto are raised in relation to consideration of this application.

**Reason for Granting Planning Permission:**

The proposed development is considered to represent a sustainable form of development. The indicative plans demonstrate that the site can be developed in a manner which relates satisfactorily to the character of adjacent properties and the wider locality, without resulting in a significant detrimental impact on the amenity of existing residents. As such this proposal is considered to be in accordance with the requirements of the National Planning Policy Framework and Policies UDP1, UR2, UR3, TM2, TM12, TM19A, D1, D3, D4 and NR16 of the Replacement Unitary Development Plan.

**Conditions of Approval:**

1. Application for approval of the matters reserved by this permission for subsequent approval by the Local Planning Authority shall be made not later than the expiration of three years beginning with the date of this notice.

Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act, 1990. (as amended)

2. Before any development is begun plans showing the:

- i) access,
- ii) appearance
- iii) landscaping
- iv) layout,
- v) and scale

must be submitted to and approved in writing by the Local Planning Authority.

Reason: To accord with the requirements of Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

3. The development to which this notice relates must be begun not later than the expiration of two years from the date of the approval of the matters reserved by this permission for subsequent approval by the Local Planning Authority, or in the case of approval of such matters on different dates, the date of the final approval of the last of such matters to be approved.

Reason: To accord with the requirements of Section 92 of the Town and Country Planning Act, 1990 (as amended).

4. The development shall not begin until details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The submission will provide for sustainable drainage techniques, or will provide evidence, based on site investigations, to show that such techniques cannot be used on the site. The drainage scheme so approved shall thereafter be implemented prior to the occupation of the development.

Reason: To ensure proper drainage of the site and to accord with Policies UR3 and NR16 of the Replacement Unitary Development Plan.

5. The development shall not begin until a report showing proposals for dealing with any watercourses, culverts and land drains etc existing within the site boundary is submitted to and approved by the Local Planning Authority.

Reason: To ensure proper drainage of the site and to accord with Policies UR3 and NR16 of the Replacement Unitary Development Plan.

6. Prior to the commencement of development a site investigation must be undertaken, as recommended in the Coal Mining Risk Assessment Report, dated September 2014 and prepared by Hutchinson Whitlam Associates Limited, the findings of which must be submitted to the Local Planning Authority. If remediation is found to be necessary, a remediation scheme must be prepared and submitted to the Local Planning Authority for approval in writing. Thereafter the development shall only proceed in strict accordance with the approved scheme.

Reason: To ensure that risks from past coal mining activity are minimised, in accordance with policies UR3 and P6 of the replacement Unitary Development Plan and paragraph 121 of the National Planning Policy Framework

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

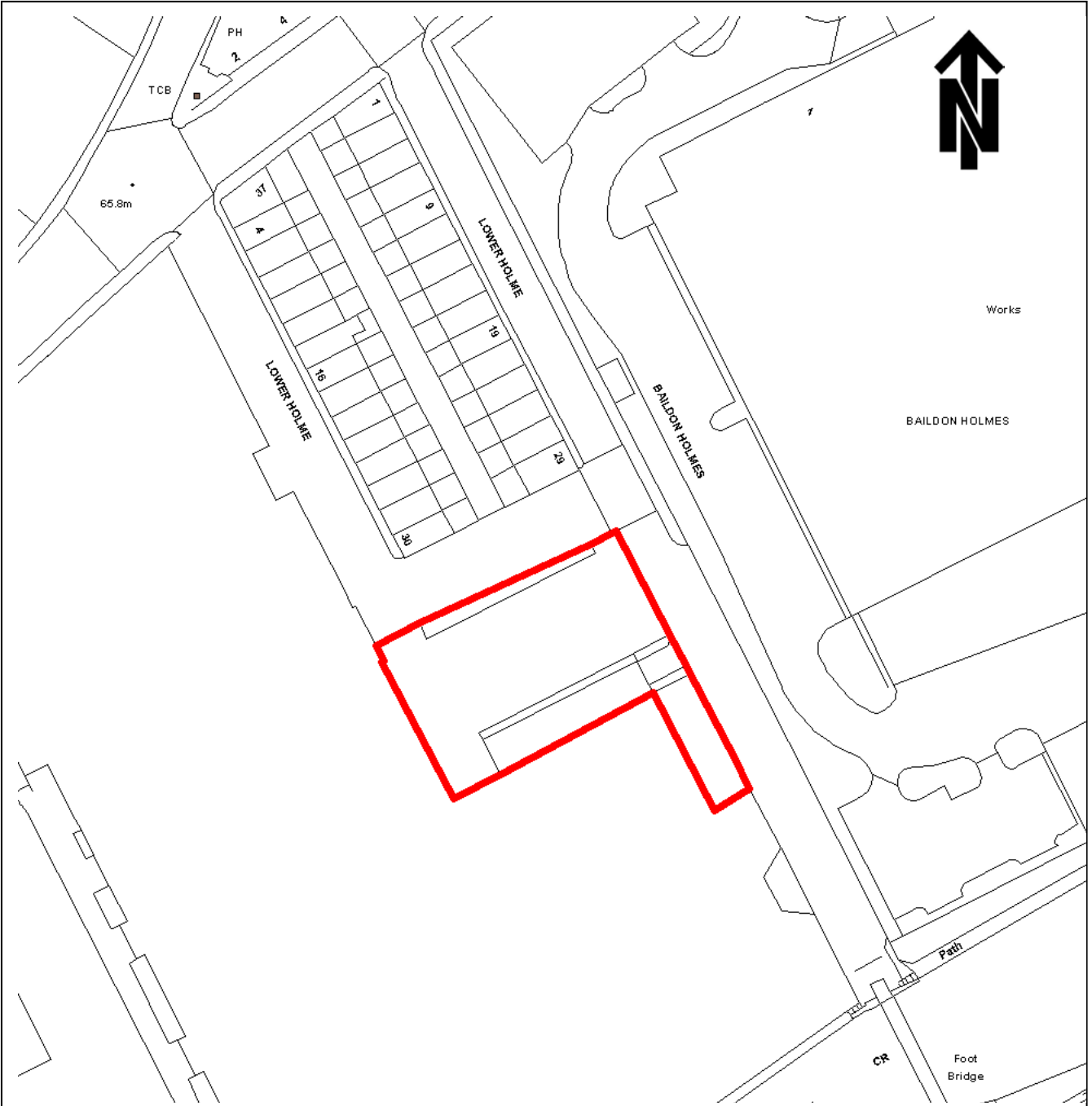
Reason: In the interests of highway safety and to accord with Policies UR3 and TM19A of the Replacement Unitary Development Plan.

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**Area Planning Panel (Keighley/Shipley)**

**14/04159/FUL**

17 December 2014



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|              |  |
|--------------|--|
| ITEM NO. : 3 | LOCATION:<br><b>Site Of Former Ashton Court Lower Holme Park<br/>Otley Road Baidon</b> |
|--------------|--|

**17 December 2014**

**Item Number: 3**  
**Ward: BAILDON**  
**Recommendation:**  
**TO GRANT PLANNING PERMISSION**

**Application Number:**  
14/04159/FUL

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

A full planning application for the construction of a class A1 retail unit (500 sq m) at land at Ashton Court, Baildon, Bradford, BD17 7LN.

**Applicant:**

Mr. James Marshall

**Agent:**

Mr. David Staniland

**Site Description:**

The site of this proposed retail unit is on part of a larger area of land which was a former mill site and is currently undergoing redevelopment for a mixed use scheme granted planning permission in 2012. The site is located within a designated mixed use area as defined on the Replacement Unitary Development Plan. On the larger site, a Wickes store and a Kentucky Fried Chicken food outlet are nearing completion but are not yet in use. The adjoining area towards Otley Road is occupied by terraced housing lining two residential streets called Lower Holme. Vehicle access to the site is via Otley Road where a new improved junction and a new access road running separately from the residential streets are being built to serve the approved mixed use scheme.

**Relevant Site History:**

14/00420/FUL: Temporary construction access to construction site until September 2014 (granted 03.04.2014).

13/02368/VOC: Variation of condition 11 of planning permission 12/05127/FUL (granted).

14.05.2013: Proposed retail warehouse and drive through restaurant including access, car parking and landscaping: to amend delivery hours to 7.00am to 8.00pm, Monday to Saturday (granted 24.09.2013).

13/01438/PN: Demolition of vacant mill building (Prior Approval Granted 01.05.2013).

12/05127/FUL: Proposed retail warehouse and drive through restaurant including access, car parking and landscaping (granted 14.05.2013).

**Replacement Unitary Development Plan (RUDP):**

**Allocation**

Mixed use area.

### **Proposals and Policies**

|       |  |
|-------|--|
| UDP1  | Promoting Sustainable Patterns of Development          |
| UDP2  | Restraining Development                                |
| UDP6  | Continuing Vitality of Centres                         |
| UDP4  | Economic Regeneration                                  |
| UDP7  | Reducing the Need to Travel                            |
| UDP3  | Quality of Built and Natural Environment               |
| UR7A  | Mixed Use Areas  |
| UR3   | The Local Impact of Development                        |
| UR2   | Promoting Sustainable Development                      |
| TM1   | Transport Assessment                                   |
| TM2   | Impact of traffic and its mitigation                   |
| TM19A | Traffic management and road safety                     |
| D1    | General Design Considerations                          |
| D6    | Meeting the Needs of Pedestrians                       |
| D14   | External Lighting                                      |
| D5    | Landscaping  |
| P7    | Noise  |
| P5    | Development Close to Former Land Fill Sites            |
| CR4A  | Other Retail Development                               |
| NR15B | Flood Risk   |
| NR16  | Surface Water Run Off and Sustainable Drainage Systems |
| NR17A | Water Courses and Water Bodies                         |
| NR17  | Groundwater Protection                                 |

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

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

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- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.

### **Parish Council:**

Baldon Parish Council: Concerns are raised about the proximity of the retail unit to the residential properties at Lower Holme and proximity of the entrance to the unit.



**Publicity and Number of Representations:**

The application was publicised by site notice and individual notification letters. The publicity period expired on 20 November 2014. At the time of report preparation, a total of 9 objections have been received in relation to the proposal.

**Summary of Representations Received:**

1. The proposed entrance to the retail unit is too close to the nearest residential properties.
2. Increase in noise levels due to the nature of the use.
3. Adverse effects from the proposed signage to the new building.
4. Noise impacts due to activity associated with the retail unit.
5. Customers using the unit will park in the resident's parking spaces.
6. No landscaping details are provided.

**Consultations:**

|                          |   |
|--------------------------|---|
| Highways:                | The proposed unit is not considered to have a material affect on the highway network and a transport assessment is not required. Slight concern raised regarding the position of the unit entrance. |
| Baildon Parish Council:  | Objection made to the proposal – see above under 'Parish Council'.  |
| Forestry Commission:     | No comments   |
| Minerals and waste:      | No objections subject to clean fill being installed at the site.  |
| Environment Agency:      | No objections subject to conditions.  |
| Design and conservation: | No objections or significant impacts on the setting of the World Heritage Site designation.   |
| Environmental Health:    | No objections subject to conditions.  |

**Summary of Main Issues:**

1. Principle of development and retail use.
2. Impact on residential amenity.
3. Design and visual impact.
4. Highway safety.
5. Contamination.
6. Flood risk.
7. Comments on the representations received.

**Appraisal:**

**1. Principle of development and retail use**

The retail unit will form part of the larger mixed use scheme approved in 2013 and will be located within a designated mixed use area as defined on the replacement Unitary Development Plan. Retail development here is acceptable in principle along with other uses as defined in the appropriate constituency volumes of the RUDP and policy UR7A, provided the retail use is of an appropriate scale for the location.

The unit would be located outside the defined retail centres of the district (e.g. Shipley Town Centre). However, as the proposed floor area is 500 sq. metres, a retail impact assessment is not required (the unit falls under the proposed threshold of 1,000 sq. metres as included in the Draft Core Strategy above which an impact assessment would be needed in the Shipley area).

As part of the application, a sequential appraisal has been undertaken of other sites closer to retail centres which may be viable, available and suitable for the proposed use. The appraisal has concentrated on Shipley town centre and edge of centre sites. A number of small units were identified within the town centre, however, these were of a small scale in comparison to the requirements for the unit and were not considered suitable, despite being available. Their floor area was considered too small for the requirements of the use and the lack of parking provision made them unsuitable for bulky goods retailing. A larger retail unit is available in the town centre equating to 160 sq. metres, however, its location within a pedestrian zone would not make it suitable for bulky goods retailing as customers would not easily be able to transport goods away from the site. Two other large town centre sites were identified. However, one is unavailable and neither site benefits from sufficient land area to provide adequate parking to serve bulky goods retailing on this scale.

In terms of edge of centre sites, some have been identified, however, they are either not available, of insufficient scale to provide adequate floor space and parking or offer limited opportunities for extensions of buildings on the site to provide the infrastructure needed for the proposed use.

The retail sequential appraisal concludes that even with an appropriate degree of flexibility, there are no sequentially preferred locations where the proposed unit could be located given the bulky goods retailing proposed. The Local Planning Authority accepts the appraisal submitted and its findings and considers the site to be an appropriate location for the use, particularly as it will form part of the large retailing uses on the site and cover a reasonably modest floor space.

Accordingly, the principle of development and retail use is considered to be acceptable.

## **2. Impact on residential amenity**

In terms of the physical impact, it is considered that the unit would be of modest height (less than 7 metres). It would be sited a distance of 12 metres from the gable walls of the closest dwellings at 29 and 30 Lower Holme. It would result in only limited impact in terms of causing overshadowing or other impact. The impact is also less than the mill building which previously occupied the site and would have affected outlook and light to those houses to a considerably greater degree.

The proposed retail use is not considered to be of a scale that is so significant to result in significantly impacts on amenity. The impact of the use can be controlled adequately through a planning condition restricting the hours of delivery to avoid the most sensitive periods for the residents of the nearby dwellings.

In addition it is suggested that a standard condition be imposed restricting hours of construction so as to safeguard the living conditions of the neighbouring residents.

### **3. Design and visual impact**

The proposed retail unit will occupy the site of a large former mill building which used to stand in a similar position and latterly operated as offices. The proposed unit is considered to be of an appropriate scale in the context of the site and approved mixed use development. Its overall height is less than 7 metres, further reducing its visual impact. The materials for the building are typical of those found on similar units being cladding materials and aluminium. Such materials are considered acceptable in this location.

### **4. Highway safety**

The unit will be served by the new access road being constructed to serve the other retail units on the approved mixed use redevelopment scheme. A total of 24 parking spaces are to be allocated for the use by customers of the application unit. It is considered that the type of retailing proposed (non-food) and the floor area of the unit are such that this level of car parking will be sufficient to serve it, particularly as the site is located within a fairly sustainable location.

A transport statement has been submitted and concludes that the trip generation in association with this unit will be below the levels whereby there would be significant material impact on the new junction serving the site. In addition, the assessment identifies that there will be opportunities for linked trips given the existence and approval of the Wickes unit on the site – this will further reduce the additional traffic generation for the unit. All these assumptions are considered reasonable and justified. The Council's Highway Officer has no objections. The proposed layout of the parking spaces is considered acceptable and sufficient parking provision will remain for the Wickes store after allocation of the 24 spaces for this unit. Given these factors, it is considered that the retail unit will not lead to any significant materials effects on highway safety either within the site or on the surrounding road network.

### **5. Contamination**

Within the submission of planning application 12/05127/FUL for the wider development, a geotechnical survey was submitted to identify contamination risks at the site. The recommendation of the report was for the submission of a phase II site investigation to fully quantify the risk involved and to identify appropriate remediation measures. This investigation was carried out in relation to conditions imposed as part of planning permission 12/05127/FUL. Those reports are submitted with this application and it is considered reasonable to impose conditions to ensure appropriate remediation is carried out on the site prior to first use of the unit. A condition requiring that any contaminated material encountered during construction works is reported to the Local Planning Authority is also considered appropriate to address this issue.

### **6. Flood risk**

The site is near the river Aire, but a submitted flood risk assessment concludes that the development can be safely constructed if it maintains appropriate finished floors levels and that safe access and egress is possible. The technical details of these levels are contained within the flood risk assessment, the findings of which the Environment Agency has accepted. In addition, it is not considered that the unit will result in an increase in flood risk to other parts of the site or adjacent land and may reduce this risk through more efficient management of surface water runoff. Conditions are considered to be appropriate to control drainage issues at the site.

## **7. Comments on representations received**

The proposed entrance to the retail unit is too close to the nearest residential properties.

*The proposed unit is considered to be of sufficient distance from the nearest dwellings to prevent unacceptable loss of privacy or adverse effect on amenity. The customer entrance is located close to the neighbouring houses but this is not considered likely to encourage customers to use Lower Holme to access it, or to result in any significant disruption or nuisance to adjoining residents.*

Increase in noise levels due to the nature of the use.

*A noise assessment has been submitted in support of the proposal and concludes that the levels of noise generated by vehicles and users of the building will not be of sufficient magnitude to adversely affect amenity (the effect of construction and disturbance associated with the proposed retail use was assessed as negligible above the low level of background noise).*

Adverse effects from the proposed signage to the new building.

*A degree of commercial signage is inevitable but proposals for signage to the building would be subject to separate control and may require express advertisement consent.*

Noise impacts due to activity associated with the retail unit.

*See noise assessment.*

Customers using the unit will park in the resident's parking spaces.

*This could potentially result, however, it will not constitute a highway safety issue and planning permission could not be refused on this basis.*

There are no landscaping details.

*The site of this retail unit is a small portion of the larger site and does not offer appropriate opportunities for landscaping provision nor is landscaping considered necessary in this location.*

### **Community Safety Implications:**

None significant.

### **Equality Act 2010, Section 149:**

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups. It is not however considered that that any issues with regard thereto are raised in relation to consideration of this application.

**Reason for Granting Planning Permission:**

The proposed retail unit is considered to be acceptable in principle within this designated mixed use area and its out of centre location has been justified through the submission of a sequential appraisal. There are not considered to be any significant adverse impacts in terms of flood risk, highway safety, visual impact or residential amenity. The proposal is therefore considered to be in compliance with policies UDP1, UDP 2, UDP 3, UDP4, UDP6, UDP7, UR2, UR3, D1, D5, D14, TM1, TM2, TM19A, NR15B, NR16, NR17 of the replacement Unitary Development Plan and guidance contained within the National Planning Policy Framework (NPPF).

**Conditions of Approval:**

1. The scheme hereby approved by this permission shall be built in accordance with the following plans/details:-

Location plan 253MAR/PL-01, received 30 September 2014.

Site plan 253MAR/PL-02, received 30 September 2014.

Proposed elevations and floor plans 253MAR/PL-03, received 30 September 2014.

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

2. Before any part of the development is brought into use, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site in accordance with the approved plan numbered 253MAR/PL-02.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

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

Reason: In the interests of highway safety and to accord with Policy TM11 of the Replacement Unitary Development Plan.

4. Before development commences on site, details of the type and position of all proposed external lighting fixtures to the buildings and external areas (including measures for ensuring that light does not shine directly on the highway or is visible to highway users) shall first be submitted to and approved in writing by the Local Planning Authority. The lights so approved shall be installed in accordance with the approved details and maintained thereafter to prevent the light sources adversely affecting the safety of users of adjoining highways.

Reason: To avoid drivers being dazzled or distracted in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

5. The development shall not begin until details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The scheme so approved shall thereafter be implemented prior to the use being established on site.

Reason: To ensure proper drainage of the site and to accord with Policies UR3 and NR16 of the Replacement Unitary Development Plan.

6. Construction work shall only be carried out between the hours of 0730 and 1800 on Mondays to Fridays, 0730 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupants of nearby dwellings and premises and to accord with Policy UR3 of the Replacement Unitary Development Plan.

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

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan

8. Unless otherwise agreed in writing with the Local Planning Authority, a remediation verification report prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the retail unit.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy UR3 of the Replacement Unitary Development Plan

9. Delivery hours to each of the proposed units shall only take place between the hours of 0800-1800 Monday to Saturday inclusive and there shall be no deliveries on Sundays or Public Holidays.

Reason: To protect the amenity of the occupants of nearby dwellings and premises and to accord with Policy UR3 of the Replacement Unitary Development Plan

10. The development permitted by this permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) reference - 093/001/LHM/fra/0714 S M Foster Associate Ltd and the following particular issues:-

- (i) Production of a floor plan to that identifies safe access and egress arrangements during a flood and sign up to the EA's flood warning service.
- (ii) Finished floor levels set no lower than 63.75 metres above Ordnance Datum (AOD).
- (iii) There shall be no ground raising in flood zone 3.

The mitigation measures shall be fully implemented prior to occupation of the unit

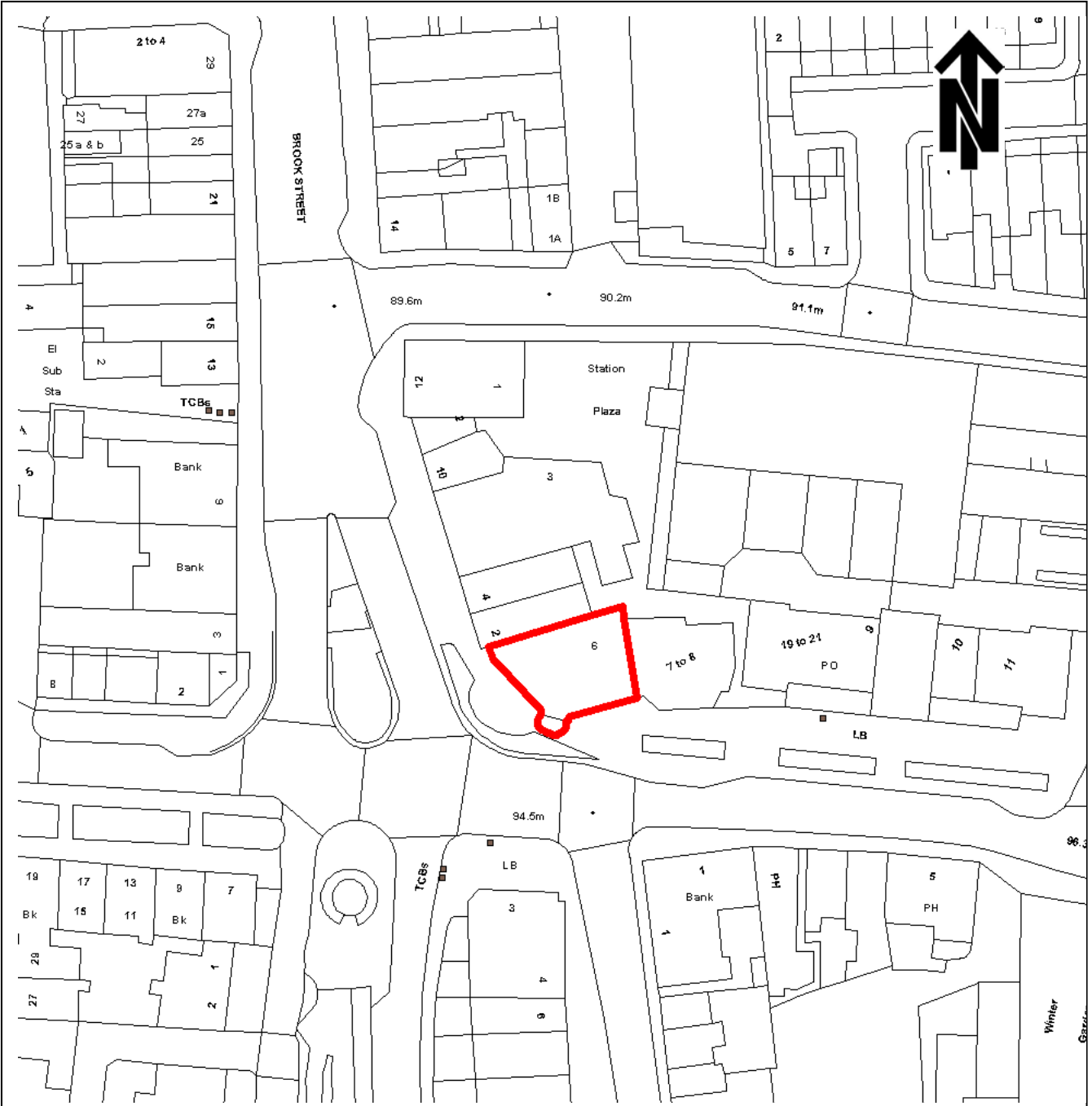
Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure safe access and egress from and to the site, to reduce the risk of flooding to the proposed development and future occupants and to accord with policies UR3 and NR15B of the Replacement Unitary Development Plan

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Area Planning Panel (Keighley/Shipley)

14/04521/FUL

17 December 2014



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|---------------------|--|
| <p>ITEM NO. : 4</p> | <p>LOCATION:<br/><b>Unit 6 Station Plaza<br/>Station Road Ilkley</b></p> |
|---------------------|--|



**17 December 2014**

**Item Number:** 4  
**Ward:** ILKLEY  
**Recommendation:**  
**TO GRANT PLANNING PERMISSION**

**Application Number:**  
14/04521/FUL

**Type of Application/Proposal and Address:**  
Change of use from an A1 retail shop to A3 restaurant use at Unit 6 Station Plaza, Station Road, Ilkley, LS29 9DA.

**Applicant:**  
Retail Plus General Partner Limited.

**Agent:**  
ID Planning, Leeds.

**Site Description:**  
The application relates to a two storey retail unit of modern construction prominently sited at the corner of Station Road and Brook Street in the town centre of Ilkley. It stands behind a wide pavement and a raised planting bed that runs around the road junction. The property is within Ilkley Town Centre, a Central Shopping Area on the RUDP Proposals map. The unit is presently occupied by a clothes retailer and has window display frontages to both Station Road and Brook Street. The premises adjoin other retail premises extending north along Brook Street. Two A2 bank premises adjoin it to the east. Beyond these to the east is the Grade II listed Ilkley station building which houses a Pizza Express restaurant and a Laura Ashley A1 retail store. The site is in Ilkley Conservation Area.

**Relevant Site History:**  
No previous applications recorded on this shop unit. The unit has been used as a retail store since it was built as part of a scheme for redevelopment of the Station Plaza in the late 1970s/ 1980s.

**Replacement Unitary Development Plan (RUDP):**  
**Allocation**  
Town Centre  
Ilkley Conservation Area

**Proposals and Policies**  
UR3 - The Local Impact of Development  
BH7 - New Development in Conservation Areas  
CL1 - Leisure and Entertainment Development  
CT5 - Primary Shopping Areas  
TM19A Traffic Management and Road Safety

(As the proposal is for an A3 restaurant, the provisions of the recently adopted Hot Food Takeaway Supplementary Planning Document are not relevant to this application.)

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

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

- i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.

**Parish Council:**

Recommends refusal on the grounds that the application is contrary to Policy CT5 in the Replacement Unitary Development Plan. It is also noted that the existing business does not wish to move from this location and there have been a considerable number of objection comments from local residents.

Should the Planning Officer be minded to recommend approval of this application, the Parish Council would like it to be heard by the Area Planning Panel.

**Publicity and Number of Representations:**

Advertised as development affecting a conservation area in the press and by site notice and letters to adjoining premises.

7 objections have been received including one from a Ward Councillor who seeks Panel referral.

**Summary of Representations Received:**

1. This shop unit is on a prominent corner site within the Primary Shopping Area and the change of use would be contrary to Policy CT5 of the RUDP which is in place to protect this location for primarily class A1 uses and secure the viability of the town centre's retail offer. There are already a significant number of non A1 class units in the vicinity and a further A3 unit would add to changing the character of the shopping street. The proposal would be detrimental to the town's retail offer and the attraction to shoppers would diminish, undermining the vitality and viability of the town centre.
2. The last thing the town needs is another tea room/restaurant/food establishment. There are few quality retail outlets in Ilkley but the ratio of shops to restaurants is becoming out of scale with too many restaurants chasing too little business. The character and attractiveness of this area of Ilkley would be changed significantly and potentially become less appealing to visitors. There are alternative locations for another restaurant to be located in Ilkley.

3. M and Co is a well-established shop which many local families shopping on a tight budget appreciate within the town and would miss if it disappeared. On balance the town has more of a need for shops providing essentials like these than it does for more restaurants, of which there is already a large number and variety. Bradford Council has a duty to consider the broad needs of local residents in these matters.
4. Although in the town centre, parking in the vicinity at most times is problematical.

Ilkley Civic Society makes observations: The premises are in the conservation area and is opposed to internally lit signage. Concerned there is no reference to extractor systems and air conditioning. The Civic Society assumes these will be vented to the rear (service side) of the building and not the Station Road elevation.

**Consultations:**

Highways Development Control: No highway objections are raised. The site is located with the town centre. The existing use provides no independent parking of its own but customers generally use the large pay and display car park located within the town centre.

Council's Conservation Officer: Notes that the application is for change of use only and no external alterations are proposed at this time. The proposal will result in the loss of a retail unit and the creation of an additional café/restaurant but this will still maintain levels of activity within the commercial core of the conservation area and on this basis the proposed use is considered to preserve the character and appearance of the conservation area.

**Summary of Main Issues:**

Impact on the vitality and viability of the town centre.

Amenity.

Conservation Area.

Highway issues.

**Appraisal:**

The application seeks permission only for the change of use of these premises within the commercial core of the town centre from retail (Use Class A1) to a Class A3 restaurant. No external alterations are proposed by this application. Any external changes or signage proposed by a future occupier would have to be applied for under separate planning applications.

An indicative layout is submitted that indicates how the unit could accommodate an A3 use at both ground floor and 1st floor levels.

In a supporting statement, the agent refers to the NPPF and says that the proposed restaurant would add to choice and contribute to the local economy, as well as being in a sustainable location due to providing easy access by public transport. The agent estimates that the proposed use will create around 35 local jobs, which is claimed to be in excess of the present A1 retail use.

The Ilkley Civic Society has made observations about the need for care with signage, canopies and extraction equipment, but these would be subject to control under subsequent applications. Signage is controlled under the Advert Regulations.

### **Impact on the vitality and viability of Ilkley town centre**

The NPPF aims to promote healthy town centres and says planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning authorities should recognise town centres as the heart of their communities and pursue policies to support their viability and vitality. They should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.

However, healthy town centres include a diverse mix of uses. Restaurants are a component of that mix and contribute to the attractiveness and vitality of all town and city centres. Main town centre uses, as defined by the NPPF, include conventional retail shops but also leisure, entertainment facilities, restaurants, bars and pubs.

The Replacement Unitary Development Plan (RUDP) includes key policies relevant to this application – Policies CL1 and CT5.

Policy CL1 states:

PROPOSALS FOR LEISURE AND ENTERTAINMENT DEVELOPMENT WITHIN THE CITY, TOWN OR DISTRICT CENTRES AS DEFINED ON THE PROPOSAL MAP WILL BE PERMITTED PROVIDED THE PROPOSAL IS APPROPRIATE IN SCALE TO THE ROLE OF THE CENTRE AND THE SIZE OF THE CATCHMENT THAT THE CENTRE SERVES.

The proposed A3 use is a leisure use and this proposal therefore accords with Policy CL1. The unit has a gross internal floor area of 511 square metres. This is not unduly large and an A3 use would be of an appropriate scale for the town centre. The agent argues that a restaurant will contribute to the evening economy, help the vitality and viability of the Town Centre and therefore allow it to continue to thrive.

Objectors have written regarding the value of the present A1 occupier to the local community and giving their view that there is an over provision of restaurant and café uses in Ilkley town centre. However, it is not the place of the planning system to regulate competition or preserve individual premises solely for retail use. The planning objective is to promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres.

The policies of the RUDP quoted in objections do not set any presumption that retail use must always be retained. The relevant policy, Policy CT5, aims only to maintain a balance of retail and non retail uses within the town centres of the Metropolitan District. It states that:

#### **POLICY CT5**

IN THE PRIMARY SHOPPING AREAS OF BRADFORD, BINGLEY, ILKLEY, KEIGHLEY AND SHIPLEY AS DEFINED ON THE PROPOSAL MAP USES OTHER THAN THOSE OF CLASS A1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 WILL ONLY BE PERMITTED WHEN:

- (1) THE CUMULATIVE EFFECT OF THE PROPOSAL ON THE BALANCE OF THE RETAIL AND NON RETAIL USES IN THE SHOPPING STREET, OR
- (2) THE EXTENT OF THE FRONTAGE PROPOSED, OR
- (3) THE VISUAL IMPACT CREATED BY THE DEVELOPMENT OF A PROMINENT CORNER SITE,

WOULD NOT BE SO GREAT AS TO ADVERSELY AFFECT THE CHARACTER OF THE SHOPPING STREET WITHIN WHICH THE PROPOSAL WOULD BE LOCATED AND ITS ATTRACTIVENESS FOR THE SHOPPING PUBLIC.

Point 1 relates to the cumulative effect of the proposal in relation to the existing balance of retail to non-retail uses in the centre. Ilkley town centre does have other restaurants, cafes and bars - but this could be regarded as a strength and part of its identity and attractiveness to visitors and residents.

However, conventional A1 retail units are still also well represented. The agent argues that the high retail presence elsewhere in Ilkley Town Centre is strong enough to ensure that the change of use of 6 Station Road will not result in an adverse impact on the character of the shopping street and its attractiveness for the public. The agent says this argument is supported by the findings of the 2013 Retail Study carried out by White Young Green on behalf of the Council which found that Ilkley is 'well represented in terms of comparison (retail) units' and that the 'proportion of vacant units in Ilkley town centre is substantially below the national average'. This study also highlights the continued improvement in terms of the national retail ranking of Ilkley Town Centre up to 2013.

This point is accepted. Ilkley is a vibrant centre with few vacant units on its streets. The restaurant sector in Ilkley town centre could be seen as one of its strengths and restaurant uses have an important part to play in the vitality, character and attractiveness of the town centre.

Loss of this unit from conventional A1 retail to A3 restaurant use would not have any significant cumulative effect on the balance of retail and non retail uses along either Station Road or Brook Street, or The Grove. These streets will still have a strong presence of both local and national retailers. National multiples very close to the application site include Burton, Dorothy Perkins, Clarks, Laura Ashley, Boots, White Stuff and Mountain Warehouse - as well as a number of independent shops.

The second and third points within Policy CT5 refer to the extent of the frontage and the visual impact of its change of use on the attractiveness of the area for shopping. The application shop unit has two medium sized frontages to Station Road and Brook Street, but these frontages are set behind a wide pedestrian forecourt and raised strip of landscaping. The corner also breaks up the extent of the frontage seen in views along the two streets, so that a restaurant use would not appear unduly extensive in views along either, and neither frontage appears overly prominent.

This corner unit does stand at a focal point in the town centre, but it is not an unduly dominant frontage. The proposed A3 use would continue to provide an active commercial frontage at ground floor, and also the first floor frontage would be brought into more active use. Replacing a shop with a restaurant use would not be unduly detrimental to the character of the shopping streets.

The agent argues that the proposal would improve customer choice and reflect the individuality of the town centre, which are objectives of the NPPF. It is accepted that a restaurant could be introduced to this location without causing any significant cumulative imbalance to the mix of retail and non retail uses in this part of the town centre. The extent of the frontage proposed is not substantial and location of the unit is such that it would not have any appreciable visual impact on the character of the street. It is not accepted that a restaurant use on this corner would cause any significant loss of vibrancy to the shopping area or cause it to become less attractive to the shopping public.

In view of the above, it is considered that the cumulative mix of retail and non retail uses in the central shopping streets of Ilkley would not become unduly biased towards non retail uses as a result of this proposal. The proposed change of use at 6 Station Road is in accordance with the requirements of Policies CL1 and CT5 and on that basis the application can be supported.

### **Impact on amenity**

There are no residential properties on this side of Station Road and Brook Street and none in the near vicinity. Given the location of the premises within a well used town centre, it is not considered necessary to impose any planning restrictions on the hours of use.

Refuse bins will be located in the rear service yard that is a communal yard shared by a number of shops. This is hidden from view and accessed from Railway Road and would also continue to be used for deliveries. A restaurant use is not likely to generate any more waste than the former use as a retail shop.

### **Impact on Ilkley conservation area**

This building is built in stone and slates but of modern construction. No external alterations are proposed as part of this application. The agent has indicated that such external changes have yet to be agreed with a prospective operator but they would not be significant. In any case any material external alterations would be subject to a separate application and the agent is fully aware of the possible need for advertisement consent for new signage.

A restaurant use is compatible with the commercial character of this corner site within the town centre and would preserve the character of this part of the conservation area.

### **Highway issues**

The proposal is in the heart of Ilkley town centre, in very close proximity to the town's bus station and train station. It is a very sustainable location where normal parking standards are normally relaxed so as to encourage use of non car modes of travel. The site is also very close to the town's principal town centre pay and display car park off Brook Street, and a shoppers' car park on the other side of the railway station. The agent has confirmed that deliveries will be via the rear service yard not across the forecourt. The proposal raises no highway safety concerns and the Council's Highway Officer confirms that it is an acceptable proposal.

### **Community Safety Implications:**

No issues raised.

**Equality Act 2010, Section 149:**

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups. It is not however considered that that any issues with regard thereto are raised in relation to consideration of this application.

**Reason for Granting Planning Permission:**

The proposed change of use to an A3 restaurant would not harm the balance of retail and non retail uses in this locality or undermine the vitality and viability of Ilkley Town Centre. Given the strong commercial character of the locality and absence of residential or any other sensitive uses, there would be no adverse effects on the amenity of occupiers of adjoining properties. No external changes are proposed and the proposal would preserve the character and appearance of this part of Ilkley Conservation Area. The site is in the town centre, close to public transport services and public car parks. It raises no highway safety concerns. The proposal satisfies relevant policies UR3, BH7, CL1, CT5 and TM19A of the RUDP and is sustainable development compatible with the National Planning Policy Framework.

**Conditions of Approval:**

None deemed necessary.

**Footnotes:**

Impose footnotes to advise of the need to secure permission under a separate planning application for any external alterations including any material alterations to shop fronts. Also that signage is controlled under the provisions of the advertisement regulations.

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