

REPORT OF THE STRATEGIC DIRECTOR OF REGENERATION TO THE MEETING OF THE AREA PLANNING PANEL (KEIGHLEY) TO BE HELD ON 7 AUGUST 2008

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SUMMARY STATEMENT - PART ONE

Items include:

- ◆ Items deferred from a previous Sub-Committee
- ◆ Applications subject to approval under Section 106 Agreement of the Town and Country Planning Act 1990
- ◆ Applications with Petition
- ◆ Decisions by the Secretary of State
- ◆ Miscellaneous Items

The sites concerned are:

Building C, Stockbridge Wharfe, Riddlesden

Goff Well Farm, Goff Well Lane, Keighley

12 Cryer Meadow, Haworth

10 Barley Cote Avenue, Riddlesden

The Piggery, Hadfield Farm, Ilkley

Moss Carr Farm, Moss Carr Road, Long Lee, Keighley

Greenhead School, Greenhead Lane, Keighley

34 Exley Mount, Keighley

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Regeneration

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MISCELLANEOUS ITEM

APPEAL DECISIONS BY SECRETARY OF STATE

ITEM NO: 1
WARD: Keighley East
SITE: Building C, Stockbridge Warfe, Riddlesden
APPLICATION NO: 07/07517/FUL
PROPOSAL: Refurbishment of a derelict redbrick warehouse into 42 residential units
DECISION: Dismiss the appeal

ITEM NO: 2
WARD: Keighley East
SITE: Goff Well Farm, Goff Well Lane, Keighley
APPLICATION NO: 07/07594/FUL
PROPOSAL: Outdoor Manege (private use only)
DECISION: Dismiss the appeal

ITEM NO: 3
WARD: Worth Valley
SITE: 12 Cryer Meadow, Haworth
APPLICATION NO: 07/04893/FUL
PROPOSAL: Decking to the rear garden area
DECISION: Allow the appeal

ITEM NO: 4
WARD: Keighley East
SITE: 10 Barley Cote Avenue, Riddlesden
APPLICATION NO: 07/09933/FUL
PROPOSAL: Conservatory to rear of house
DECISION: Dismiss the appeal

ITEM NO: 5
WARD: Ilkley
SITE: The Piggery, Hadfield Farm, Ilkley
APPLICATION NO: 07/07278/FUL
PROPOSAL: Change of Use of Redundant agriculture building to office
DECISION: Dismiss the appeal

**MISCELLANEOUS ITEM
DECISIONS MADE BY AREA PLANNING MANAGER
AUTHORISATION OF LEGAL PROCEEDINGS**

ENFORCEMENT NOTICE

DATE: 7 August 2008

ITEM NUMBER: 6

WARD: KEIGHLEY EAST

RECOMMENDATION: THAT THE REPORT BE NOTED

ENFORCEMENT NUMBER: 07/01224/ENFUNA

SITE LOCATION: MOSS CARR FARM, MOSS CARR ROAD,
LONG LEE

**ALLEGED BREACH OF
PLANNING CONTROL:** CONSTRUCTION OF AN UNAUTHORISED DWELLING

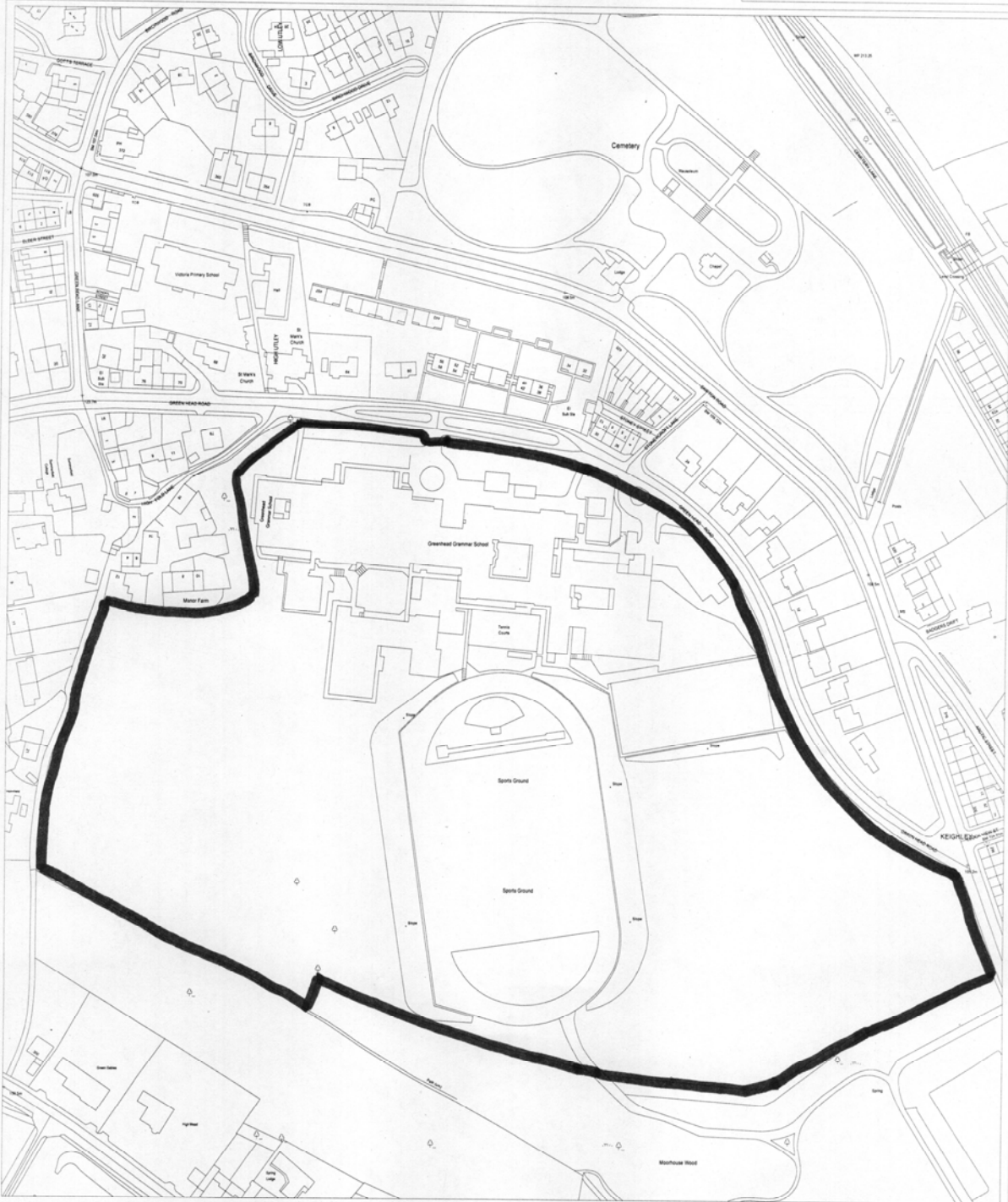
CIRCUMSTANCES:

The owner of the property has demolished the original farm house and started new build on a larger footprint. Planning permission was refused – 06/04112/FUL – on 12th December 2006 and a retrospective application – 07/09153/FUL – was refused on 5th February 2008.

The Department of Legal and Democratic Services has been instructed to issue an Enforcement Notice.

KEIGHLEY AREA PLANNING SUB-COMMITTEE

DATE
7 August 2008



ITEM No.

7

LOCATION

Greenhead Grammar School
Green Head Road
Keighley



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DATE: 7 AUGUST 2008
ITEM NO: 7
WARD: KEIGHLEY CENTRAL
RECOMMENDATION: TO APPROVE RESERVED MATTERS SUBJECT TO
CONDITIONS
APPLICATION No: 08/01592/REM

Type of Application/Proposal & Address

Reserved Matters application for a new two school campus for special educational needs children and mainstream secondary children with associated access, parking and sports facilities on the existing site of Greenhead High School and neighbouring playing fields, Greenhead Road Utley, Keighley

Resolution

The Keighley Area Planning Panel considered the above planning application on 10th July 2008. (The Technical Report is attached as Appendix A).

The Planning Panel resolved that the application be deferred to allow the applicant to provide further information.

Additional Information

Proposed changes to materials

Use of a grey/buff brick/block is being investigated as an alternative to the blue brick and the elevation plans have been amended accordingly. The actual material is currently being sourced and will be available for inspection by the Planning Panel.

The louvred areas will be in grey rather than green, as previously.

Sample render colours will be made available for Planning Panel.

Columns generally to be grey rather than different colours as on previous scheme. Coloured columns only to identify the entrances to the two schools.

Coloured glass panels at low level to be omitted, replaced with clear glass.

Coloured opaque panels within classroom faculty window bands to be reduced to two colours, more subtle than the previous colours. (Note: these are essential panels to obscure where internal partitions meet the external walls).

Cladding to fire escapes (polycarbonate sheets) shown as lightly tinted, in place of green as previously shown.

Areas of colour (render and tiles) at the entrances to both Greenhead and Beechcliffe Schools reduced. The areas remaining are only visible at close range and are considered essential to give the schools a separate identity.

Coloured glass areas in the glazed elevation of the assembly hall of Greenhead School will be removed (south elevation).

Small areas of coloured glass remain on the dining hall of Beechcliffe School, which faces west towards the sports pitches.

Materials maintenance

All finishes are selected and specified for their low-maintenance characteristics. All are also specified using the 'RAL' colour system, such that if they were damaged the repair or replacement could be colour matched.

Roof Insulation

The school is being designed to comply with national standards for acoustic environments within schools (Building Bulletin 93). The build up of the roof is being specified to comply with these standards.

Ventilation

The classrooms will have open able windows. They will be heated by means of fan convectors which will be controllable from within each classroom. A combination of natural and assisted ventilation will be employed to ensure good environmental conditions within the building. Again as with the acoustics, the schools are being designed to meet current national standards for thermal comfort and air quality within school environments. The schools are also being designed to meet BREEAM rating of Very Good.

Grey Water re-use

A definitive statement is being prepared with advice from the applicant's engineers regarding grey-water/rainwater re-use.

Public Footpath Improvements

Further discussions are being undertaken with the Footpaths Department and a definitive statement is being prepared with advice from the applicant's Landscape Architects regarding the footpath.

City Learning Centre ("CLC")

The CLC is one of the key elements of the Excellence in Cities programme. CLC's provide state of the art ICT based learning opportunities for the pupils at Greenhead; for pupils at a network of surrounding schools (primary and secondary) and for members of the wider community.

Greenhead CLC is a supported learning centre which opened in 2001 in the old Youth Club and courtyard space adjacent to the school Sports Hall. It was created to raise standards and enhance teaching and learning across the curriculum for primary and secondary schools in the District by:

innovation in the use of ICT

motivating and inspiring young people to learn in new and exciting ways

creating new ways of teaching and learning across the whole curriculum

sharing best practice

developing new curriculum and technical resources

providing opportunities that make a difference to the future of schools in the area

creating life long learning opportunities for the local community

providing access to the latest ICT facilities

The CLC is designed with a focus on the teaching of ICT in schools starting from Key Stage 2; the use of ICT to develop the pupil learning experience in all subjects; outreach work in partner primary and secondary schools; the development of ICT skills for adult learners across the community; Professional Development for teachers; and the development of Digital Media and Music Technology skills. We also promote and support the development of a diverse range of

ICT related work and skills across the whole of the primary and secondary curriculum with the other CLC's in the district.

Recommendation

Subject to the submission of suitable material samples and the addressing of the footpath and grey water re-use issues satisfactorily the application is recommended for approval subject to the conditions detailed in the report reproduced at Appendix A.

DATE: 7th August 2008
ITEM NO: 7
WARD: KEIGHLEY CENTRAL
RECOMMENDATION: TO APPROVE RESERVED MATTERS
APPLICATION No: 08/01592/REM

Type of Application/Proposal & Address

Reserved Matters application for a new two school campus for special educational needs children and mainstream secondary children with associated access, parking and sports facilities on the existing site of Greenhead High School and neighbouring playing fields, Greenhead Road Utley, Keighley

Site Description

The site is currently occupied by a secondary school, established in 1920s, and its associated grounds. The site is located in Utley, to the north of Keighley town centre, near the A629. The north and east boundaries of the site fronts onto Greenhead Road and on the opposite side of this road are residential properties, comprising mainly detached and some semi-detached two/three storey properties. The extreme eastern corner of the site is banked by Skipton Road and the adjacent residential four-storey terrace. The west boundary backs onto residential properties and on the north west boundary adjoins the curtilage of two Grade II Listed Buildings: Manor Farmhouse and Manor Farmhouse Cottage on Fold Lane. The south and south east boundary adjoins Devonshire Park, which is a Grade II Listed Historic Park and Cliffe Castle Conservation Area. The park woodland runs into the edge of the site. These trees are protected by a Tree Preservation Order. To the northwest the site The level difference across the site is significant: 24m from east to west and approximately 5-6m from north to south.

Relevant Site History

08/03393/VOC Application for Variation of conditions 8 and 13 of Outline Consent (reference number 05/07888/OUT) relating to Materials and Travel Plan for new secondary and special education needs schools – Approved under delegated powers 26/06/08

Condition 8 of the Outline consent required that;

The proposed buildings shall be clad in natural, coursed, buff stone a sample of which shall be submitted to and approved in writing by the Local Planning Authority before development commences, and the development shall be constructed in the approved materials.

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.

The condition has been varied to say;

‘Samples of all facing and roofing materials shall be submitted and approved in writing by the Local Planning Authority before development commences and the development shall be constructed in the approved materials.’

Condition 13 of the Outline consent required that;

The reserved matters submission/s for this proposal shall include submission of a Green Travel Plan for approval by the Local Planning Authority. The approved Green Travel Plan recommendations shall be implemented prior to the new schools first being occupied or the development being completed, whichever is the sooner.

Reason: In the interests of promoting sustainable travel and to accord with Policies TM2, D1 and UR3 of the Replacement Unitary Development Plan.

The condition has been varied to say;

Within 6 months of the occupation of the school building, hereby approved, a School Travel Plan shall be submitted to the Local Planning Authority for written approval. The Travel Plan shall;

- i) promote sustainable travel options and include measures and incentives to reduce reliance upon the private car;*
- ii) identify who will administer the Travel Plan;*
- iii) include a monitoring framework to measure the effectiveness of the Travel Plan in achieving its targets;*

The Travel Plan as approved shall be implemented within three months of its approval unless an alternative timescale for implementation is agreed in writing by the Local Planning Authority.

05/07888/OUT:- Outline planning application for new school for special educational needs children and mainstream secondary children – Planning permission granted 4th April 2006 as determined by Keighley Planning Panel.

Replacement Unitary Development Plan (RUDP) Proposals and Policies

Part of the site (occupied by the existing school building) is unallocated.

The remainder of the site is identified as both Urban Greenspace and Recreation Open Space. Devonshire Park & Cliffe Castle Conservation Area lies to the south and east of the site with only a small green strip of the site, fronting Skipton Road, actually lying within the Conservation Area.

- UDP1 - Promoting sustainable patterns of development
- UDP3 - Quality of built and natural environment
- UDP5 - needs of communities in appropriate locations
- UR2 - Promoting sustainable development
- UR3 - Local impact of development
- TM1 - Transport assessment
- TM2 - Impact of traffic and its mitigation
- TM8 - New pedestrian and cycle links
- TM11 - Parking standards for non-residential developments
- TM18 - Parking for people with disabilities
- TM19 - Cycle Parking
- TM19A - Traffic management and road safety
- CF3 - Small Developments on Land Allocated for Other Uses
- D1 - Design Considerations
- D2 - Energy Efficiency and Sustainable Design
- D3 - Access for People with Disabilities
- D4 - Community safety
- D5 - Landscaping
- D6 - Meeting the needs of pedestrians
- D7 - Meeting the needs of cyclists
- BH7 - Development Within or Which Would Affect the Setting of Conservation Areas
- BH10 - Open Space Within or Adjacent to Conservation Areas
- NE4 - Trees/Areas of Woodland Cover
- NE5 - Retention of Trees on Development Sites

- NE10 - Protection of Natural Features and Species
- NR15B - Flood Risk
- NR16 - Surface Water Run Off and Sustainable Drainage Systems
- NR17 - Ground Water Protection
- NR17A - Watercourses and Water bodies
- OS1 - Urban Greenspace
- OS2 - The Protection of Existing and New Recreation Open Space
- P4 - Contaminated Land

Town/Parish Council

Keighley Town Council – Recommend for Approval but have concerns regarding increased traffic and flooding issues.

Publicity and Number of Representations

Advertised by press and site Notice as a Major application and by neighbour notification letter. Expiry Date 2nd May 2008.

14 Representations received.

Summary of Representations Received

Flooding and Drainage – The development would exacerbate existing flooding problems. The public sewer does not have the capacity to take additional surface water run-off from development.

Could holding tanks be installed and could collected water be used for toilets.

Traffic/Parking – Increase traffic and parking problems in Beechcliffe.

There have been many traffic collisions at the junction of Green Head Road and Skipton Road and near the bus stop at the gate to Cliffe Castle. The road at this point is narrow and if parking restrictions on Skipton Road are not adhered to there is not enough room for a bus and two cars to pass comfortably – this has been the cause of at least one fatal car accident and many collisions./Parked cars and traffic at school finish times is a significant hazard and additional traffic will increase the risk of accidents.

Plans are out of date as they do not show existing lay-bys and speed bumps on Green Head Road and Green Head Lane.

Is proposed drop-off lay -by large enough for traffic approaching from Keighley. Existing lay-bys which exist on the north side of Green Head Road are not shown on plan.

Traffic Assessment based on brief observations – query whether this is sufficient to obtain a clear and accurate assessment of the situation is debatable.

Accident Statistics appear to have come from 'Leeds City Council' – accident statistics are never a true or complete indication of a particular or potential problem.

Training in road skills should already be receiving attention.

There is no provision for students who will park in the road to the detriment of residents.

The present bus service is not a real convenient alternative.

The existing turning facility will not be available and cause an increase in the number of parental vehicles that will continue north towards the junction of Spring Gardens Lane.

The Report dismisses the potential danger of 'U' turns on the basis of very limited observations.

No comment is made on 'reverse turning' at domestic entrances and other minor junctions – this is a danger to pedestrian children.

Parking in the short space on the nearside of Green Head Lane when travelling north just above the junction with Green Head Road which is narrow, uphill and bends to the left and is not covered by parking restrictions, thus presently posing danger. Parking restrictions should be extended to Manor Road.

The Planning Authority should insist on the preparation of a Traffic/Travel Plan for the new school including consideration of the affected local areas as an essential condition of detailed planning consent.

The sole pedestrian access is opposite a residential property and could cause a safety issue when vehicles enter and leave residential property.

Loss of School Playing Field and Green space – the site is overlooked by many tenants of flats and bedsitters in the area most of whom do not have a garden/loss of urban greenspace and change to the character of the area.

Impact on Cliffe Castle grounds – detrimental impact on Cliffe Castle Grounds at the Beechcliffe entrance.

Trees/Wildlife – detrimental impact on wildlife in the area/ trees and wildlife habitats should be preserved/uncommon species flock to the field prior to migration.

Loss of Privacy – overlooking of residents of Skipton Road/ loss of privacy/ loss of sunlight in the afternoon and evening/ the height of the buildings is unclear – could the buildings be made lower rise?

Lack of access to plans and timing of deadline – difficult to access Planning Department to view plans/ staff not conversant with the systems/deadline for comments is Bank Holiday which reduces time for comments.

Siting – Building should be set back in line with existing gymnasium and screened by mature trees.

Design – The building does not seem to be of any great merit – largely flat roofed, faced with blue coloured brickwork and different from others in the area – whether it will improve the general amenity is bound to be a matter of choice and controversy.

Consultations

Highways – The proposed layout is in principle generally acceptable but there are some areas of concern which should be given further consideration.

Parking:

The development provides a total of 204 parking spaces (195 plus 9 accessible spaces). The Transport Assessment (TA) indicates that there will be 278 staff (178 existing school, 100 proposed SEN) of which an estimated 221 (121 existing school, 100 proposed SEN) will travel by car and require car parking. The recommended parking standard for developments of this type is 1 space per 2 staff, which equates 139 spaces. This suggests that although the development provides in excess of the recommended level of parking it is unlikely to be sufficient for all staff. It is understood that during the school day visitors / peripatetic teachers could use the mini bus drop off as additional parking.

A parking survey was undertaken, which indicates that excluding AM and PM peak periods there is currently no problem with long stay on street parking associated with the school on Green Head Road. In common with most schools it was observed that during the morning and evening peak periods there is significant congestion and on street parking in the vicinity of the school, the majority of which is caused by parents dropping off and collecting children by car.

A student travel survey indicates that in excess of 33% of students travel to school by car. This together with staff travel, are seen as the key areas to be addressed by the Travel Plan.

The existing layout includes a roundabout / turning circle, which in addition to providing a turning facility is used by parents to park when dropping off and collecting children. The proposed layout omits this facility, although it does include a lay-by for school buses and additional lay-by parking for cars along the Green Head Road site frontage, which should help mitigate the loss and aid traffic movement.

A U turn survey on Green Head Road indicates that during the morning peak period in excess of 60 vehicles use the roundabout / turning circle to perform a U turn. Loss of this facility will subject vehicles to extended circular routes or alternatively increase the likelihood of vehicles undertaking illegal / undesirable turning manoeuvres in the highway at other locations along Green Head Lane, which is likely to result in conditions prejudicial to vehicular and pedestrian safety. Consideration should be given to incorporating a communal turning facility in to the layout - this could be achieved in the area to the south of the proposed exit, although it would probably result in the loss of some parking.

Traffic Generation:

Whilst there appear to be anomalies in some of the figures presented in the TA it is apparent that the proposed SEN school will result in a substantial increase in traffic, largely due to the assumption that all SEN staff will travel by car. This is an area on which the travel plan needs to focus. The majority of SEN pupils will travel by specialised mini bus and generate little additional traffic. The junction analysis confirms that the major junctions effected by the development at Green Head Road / Skipton Road and Green Head Lane / Bar House Lane / Spring Gardens Lane operate well within capacity during peak periods.

Travel Plan:

Condition 13 of existing outline permission (05/07888/OUT) requires the preparation and implementation of a Travel Plan. It is evident from the Transport Assessment that the main sources of traffic generation are staff and students of the existing school. Addressing these issues should be the main focus of the Travel Plan and are seen as essential in solving the existing and perceived future traffic problems associated with the site.

The Travel Plan shall promote sustainable travel options and include measures and incentives to reduce reliance upon the private car. The Travel Plan document shall form an integral part of the site management plan and its effectiveness should be reviewed, monitored and amended on an annual basis, to achieve the aims and targets of the plan.

Traffic Management:

Access and vehicular circulation within the site incorporates a combination of one-way and bi-directional flows. To clarify vehicular movements the layout should include details of a suitable signing/ lining scheme - this could be conditioned.

Access Control:

The application indicates that vehicular access to the site is to be restricted to staff, visitors and SEN mini buses and parents dropping off / collecting children will not be permitted to enter the school site. The application should, therefore, include details of proposed access control measures - this could be conditioned.

Mini Bus Drop-off:

The Transport Assessment estimates approximately 13 mini buses will be engaged transporting SEN students. The layout provides for 18 buses, is this over provision, if so could the space be better utilised for some other purpose?

Drainage – With reference to the Greenhead and Beechcliffe Campus, Drainage Statement submitted by HSP Consulting and dated June 2008 the principles contained in this statement

generally follow those agreed in previous meetings. It should be noted that attenuation using Sustainable Urban Drainage (SUD's) such as grey water re-use or rainwater harvesting is cheaper than hard engineering solutions and achievable on this site.

The following conditions are recommended; Existing surface water pathways into the site shall be maintained; Surface Water from the new school development shall drain to the existing watercourse under Skipton Road at a rate not to exceed 85 litres/second; Surface Water Attenuation should be achieved by using SUD's system; Foul Connections from kitchen areas shall discharge via grease traps; Drainage to be on separate systems; Foul and surface water drainage scheme to be submitted, approved and implemented; Drainage interceptors to be installed.

Yorkshire Water – No objections to the drainage details submitted in the Drainage Statement. Conditions are recommended; separate systems of foul and surface water drainage; details of foul and surface water to be approved; implementation of surface water drainage scheme.

Environment Agency – No objections subject to conditions relating to dealing with any unsuspected contamination, approval of a surface water drainage scheme, surface water runoff limitation.

An acceptable method of foul drainage disposal would be connection to the foul sewer.

The Environment Agency is satisfied that the proposals to redevelop the Greenhead School site will not contribute to an increase in flood risk to the surrounding area, subject to the implementation of the drainage strategy submitted in support of the application and the provision of attenuation for surface water as shown on the submitted drawing.

Environmental Protection – No objection subject to conditions. In accordance with the Environmental Protection Act 1990 the site is 'Fit for Purpose'. Conditions recommended relating to incorporation of gas protective measures, surface water drainage details, hours of construction, no burning on site, hours of piling and a footnote regarding asbestos removal from the existing school building.

Trees Section – Concerned about loss of a Grade A mature Oak (T555) of high significance and a group of semi mature trees (G554). All other tree removal indicated is acceptable. (There are some discrepancies regarding tree retention/removal between the Arboricultural layout plan and the submitted Planning Layout Plan. The architect is aware and is to submit amendments). New tree planting with indigenous species should be concentrated in elevated positions where land is surplus to development. Should planning permission be granted conditions are recommended relating to protective fencing, an arboricultural method statement and appropriate landscape conditions.

Rights of Way Section - Keighley Public Footpath 16 abuts the site. The Rights of Way Section are disappointed that these proposals do not appear to be incorporating any proposed improvements to the public path.

In recent years the Rights of Way Section, the School Head, Local Landowners, Highways Maintenance, the Councils School Travel Plan Coordinator and John Dennis (Sport Keighley) have all supported the idea of making major improvements to this path to facilitate improved access to and around the school from the surrounding area.

It was hoped that proposals to develop the school would address these matters in turn improving links to Holy Family School and access for pupils accessing the school. However it appears from the plans that access to the site is to be restricted to three main points mainly from Green Head Road and from the Park.

Although these proposals may improve school security it does not necessarily encourage pupils to walk to school. It is interesting to note that the School Travel Plan Co-ordinator has indicated, that in recent years approximately 50% of the schools pupils access the school on foot with a significant proportion coming from the communities to the south-west of Spring Gardens Lane.

The Rights of Way Section would like to see any planning approval incorporate a programme of footpath improvements including at a minimum surface improvements and drainage, specifically on the section of path from Spring Gardens Lane to Green Head Lane.

Sport England – Sport England has considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. This proposed site plan illustrates approximate like for like replacement playing field land provision with improved sports facilities. Therefore Sport England is satisfied that the development meets exception E4 of the Playing Fields Policy. This being the case, Sport England does not wish to raise an objection to this application subject to the following conditions being attached to any granting of planning permission:- The new playing pitches being designed and laid out in accordance with our Technical Guidance Notes; details of the proposed outdoor changing facility being submitted to and approved in writing by the LPA after consultation with Sport England; the provision of a Community Use Agreement for the new sports facilities.

WY Police Architectural Liaison Officer (PALO) –

The areas of Utley and Blackhill suffer higher than the regional average for auto-related crime, violent crime, anti-social behaviour and criminal damage, as well as suffering high levels of burglary and youth nuisance. The area also has issues with drugs. Collectively these facts make crime prevention a material planning consideration as determined by Safer Places.

The revised design and access statement and amended drawings do not fully address all the requirements of Policy D4 of the RUDP and therefore, the scheme would not achieve Secured by Design accreditation. The following comments aim to address the five specific requirements of Policy D4.

Natural surveillance

Policy D4 requires natural surveillance of public and semi-private spaces. A number of areas within the site still remain void of natural surveillance;

It is proposed to provide a 2.4m high wall to the perimeter of the sensory garden –construction of a solid wall in this area would hinder opportunities of natural surveillance from within the school towards the front of the building and the two proposed pedestrian entrances located on Green Head Road. Is there scope to introduce features within the wall such as railings and/or vision panels to create a visual break and increased opportunities passive surveillance?

The proposed 1.5m high timber fence adjacent to the Beechcliffe pupil entrance will hinder natural surveillance in this area. The fencing is not of an approved boundary type for SBD accreditation and it recommended that the timber fence be replaced with railings or weld mesh fencing.

To overcome the lack of natural surveillance from the buildings in some areas of the site the applicant must provide a CCTV system to monitor the areas. The plan submitted shows the proposed locations of 8 CCTV masts. The proposed scheme will not provide the required level of CCTV surveillance for this development owing to the relationship with trees within the site. The applicant is strongly advised to take note of the following requirements of the Secured By Design scheme in relation to natural and formal CCTV surveillance.

Defensible Space

Policy D4 clearly states that defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space should be provided, so that all spaces are clearly defined and adequately protected in terms of their use and ownership.

In relation to the perimeter and internal fencing it is recommended that the following issues be addressed:

The 1.8m high internal fencing including the fencing around the secure minibus area must be constructed from robust railings or weld mesh to BS1722.

Features such as railings and/or vision panels should be introduced to increase opportunities for natural surveillance within the proposed 2.4m high wall to the perimeter of the sensory garden, this would also create a visual break.

It is recommended that the proposed 1.5m high timber fence adjacent to the Beechcliffe pupil entrance must be replaced with railings or weld mesh fencing to BS 1722.

The boundary to the service yard must be a minimum of 2.4m high and be constructed from weld mesh to BS 1722.

The applicant is strongly advised to take note of the Secure by Design Assessment criteria in the design of the boundary treatments.

Car parking areas

It is recommended that during school hours the staff and visitor parking be segregated through the introduction of an appropriate access control system. This would reduce the potential for auto-related crime.

It is recommended that the proposed pedestrian route does not pass between or enter into the southern car parking area.

It is recommended that all car parking areas are robustly and clearly defined through the use of 1.8m high (minimum robust railings or weld mesh fencing to BS1722).

The applicant is strongly advised to take note of the Secured By Design assessment criteria in relation to car parking areas.

Access Control

The comments within the revised design and access statement and subsequent access control statement received 16/06/08 have been noted. The submitted information is acceptable at this stage of the development; however, measures must be introduced to prevent casual access into the staff car parking area. It has been noted that the applicant has stated that a detailed access control strategy and the reception desk design will be developed with an input from the police liaison officer.

The applicant is strongly advised to take note of the Secured By Design assessment criteria in relation to access control.

Lighting

An external lighting layout has been submitted but it is requested that a lux plan be submitted to the local authority for approval.

The applicant is strongly advised to take note of the Secured By Design assessment criteria in relation to lighting.

Design and layout of pedestrian, cycle and vehicular routes

West Yorkshire Police will support the position and number of proposed pedestrian, cycle and vehicular access points provided that all routes serving the school are safe and designed to Secured by Design accreditation standards.

The following issues should be clarified:

Measures to be put in place to deter casual intrusion by non-legitimate visitors, on foot from entering the car parking areas, especially the northern car parking area that is not subject to high levels of natural surveillance.

Measures to be put in place to prevent non-legitimate visitors in vehicles entering the car parking areas, especially the northern car parking area which is not subject to high levels of natural surveillance.

The applicant is strongly advised to take note of the Secured By Design assessment criteria in relation to pedestrian routes.

Landscaping

It is recommended that all trees within the development have a clear trunk height beneath 2.4m, and low level planting within the development should have a maximum growth height of 1m, reduced to 50cm within car parking areas.

It has been noted that the applicant has proposed to provide a high number of trees between the main entrance of the site and the reception area. It is recommended that the number of trees be reduced and relocated to ensure clear sight lines can be achieved towards the main site entrance from the reception area.

It is requested that a landscaping scheme incorporating the above recommendations be submitted to the local authority for approval.

The applicant is strongly advised to take note of the Secured By Design assessment criteria in relation to landscaping.

Conclusion

It is acknowledged that the proposed scheme does now address some of the concerns raised previously raised, however, a number of issues still need to be addressed. Should the applicant implement the above recommendations and requirements of the Secured by Design Schools guide in relation to the five specific requirements of Policy D4, West Yorkshire Police will support the application.

Yorkshire and Humber Assembly – No comments.

Summary of Main Issues

Principle of development

Sustainability of development

Impact on the Local Environment including neighbouring conservation area
Impact on Ecology
Impact on Amenity of Neighbouring Occupants
Highway Safety Traffic and Transportation
Improvement of Footpaths/Cycle Routes
Site Contamination
Access for people with disabilities
Flood Risk and Drainage Issues
Community Safety

Appraisal

Proposal

The application is for a new two-school campus with associated sports facilities and car parking. The site will accommodate staff and pupils from Greenhead High School and staff and students from a number of existing special schools in Bradford, most notably Braithwaite Special School. (The new special school is to be known as Beechcliffe Special School). The two schools are to share facilities where appropriate and work closely with each other, whilst retaining their own identity.

The following outdoor sports facilities are to be provided as part of the development;

- 1no 400mm existing synthetic surfaced running track to be resurfaced.
- High jump, long jump, javelin, discus and shot put.
- 1no Cricket square with an artificial wicket and 2no grass wickets and grass outfield.
- 2no Football pitches.
- 1no Rugby pitch.
- 1no Synthetic pitch with floodlighting and rebound boards to be used for Hockey and occasional football.
- 10 no. grass training grids.
- Multi Use Games Court marked out for 4 no. tennis courts, 3 no. netball courts and 3 no. basket ball courts.
- 1no Multi Use Games Court for Beechcliffe SEN.

And the following indoor sports facilities;

5 court sport hall

Gym

Fitness room

Dance room

Hydrotherapy pool plus physiotherapy facilities including rebound therapy plus hall.

Throughout the school grounds there are also hard active play spaces and soft social elements, with additional facilities such as amphitheatres, mobility trails, outdoor science / art class rooms and external dining provision. To Beechcliffe there is also a sensory garden.

The proposed development is part of the Building Schools for the Future Programme which is a national programme to transform educational provision and lift achievement through a complete transformation of England's schools, including Special Educational Needs (SEN) schools. School buildings are extremely important to student's education. Significantly, they should support the educational vision of high expectations, specialism and excellence, inclusion, local collaboration, community involvement and high-quality teaching and learning.

A key aim of this phase of Bradford's BSF programme is that it maximises inclusion by creating school campuses which provide for the fullest possible range of needs in a single location. This is to be provided by paired institutions effectively operating as one to provide a seamless student experience.

(A phasing plan has been submitted with the application to show how the development will progress so that school facilities can be maintained at all times.)

Pre-application public consultation

The applicant undertook a pre-application consultation in the form of a meeting with local residents prior to submitting the planning application. 501 immediate neighbours were invited and the meeting was well attended by members of the local community. The applicant has advised that the main issues raised by residents at the meeting were;

Increase Traffic and congestion;
The adequacy of parking provision;
Number of bicycle stands;
Impact on adjacent properties, boundary walls and drainage;
Possibility of an alternative site;
Opportunity to comment on final proposals;
Incorporation of the environmentally friendly principles into the design.

The applicant has advised that they also received six written responses from members of the public relating to the following matters;

- The impact on traffic in general and in particularly the introduction of the parent lay-by drop-off to the side of Greenhead Road.
- Pedestrian safety due to increased traffic.
- An opportunity to see the more detailed proposal and to comment on it.
- The effect of the construction on the listed wall, Manor Farm, to the west of the site.
- The impact on drainage from the properties to the west of the site.
- The possibility to save the existing clock tower and to incorporate it into the new design.
- The working hours during the construction.
- The hours of use for the outdoor sports facilities, potential noise and light pollution issues.

Principle

Part of the application site is Urban Greenspace and Recreation Open Space. This is the part of the site on which it is proposed to locate the school building and car parking.

It should be noted that the principle of development has been established by the granting of outline planning permission

Policy OS1 of the RUDP relating to Urban Greenspace states

WITHIN URBAN GREENSPACES DEFINED ON THE PROPOSALS MAPS DEVELOPMENT WILL NOT BE PERMITTED UNLESS IT:

(1) RETAINS THEIR OPEN AND GREEN CHARACTER AND

(2) THROUGH DESIGN MAKES A POSITIVE CONTRIBUTION TO THE CHARACTER AND AMENITY OF SUCH AREAS.

DEVELOPERS AND LANDOWNERS ARE ENCOURAGED TO PREPARE MANAGEMENT PLANS FOR THE IMPROVEMENT AND UPKEEP OF THE URBAN GREEN SPACE, AS PART OF DEVELOPMENT PROPOSALS WHICH ARE ACCEPTABLE UNDER THE POLICY.

A condition of the outline consent was that the reserved matters application included submission of details demonstrating that the provisions of Policy OS1 had been complied with. In order to address this condition the applicant has provided a statement in support of the development in the Urban Greenspace. The main points are that;

The school redevelopment will affect the eastern third of the land designated as Urban Green Space within the schools curtilage. The existing running track and open recreational area to the west will remain and an area of woodland to the south-west will be given over to Cliffe Castle Park retaining its role as open space.

The footprint of the proposed school buildings will be smaller than that of the existing school. It will also be set back from the Green Head Road frontage.

The RUDP document states that:

“In considering whether a development proposal will be acceptable under the policy the key test will be the impact on openness.”

“Appropriate uses within these areas may include urban woodlands, cemeteries, horticulture, and outdoor sports and recreation where the proposals retain the open and green character of the area.”

“However, the Council recognises that there are some existing uses within or on the edges of Urban Green Spaces, especially schools and other institutions, which will have development needs. It is not the Council’s intention to prejudice the interests of the owners of such properties in carrying out reasonable development associated with the existing use by the application of Policy OS1.”

“Where development is appropriate by way of openness it should also contribute to the character and amenity of the area by ensuring high quality design and landscaping.”

The school redevelopment is enabled through its compact design and combination of two and three storey height to have a smaller footprint on the site than the existing school. It is also located on the lower levels of the site and is set back from the road frontage. All of these factors mitigate against adversely affecting the openness of the Urban Green Space.

From Green Head Road there will be more extensive views of the Urban Green Space than exist at present. The existing school buildings cover almost 50% of the road frontage. The proposed school in contrast is set within the site and runs at a tangent to the road frontage rather than parallel to it. There will be negligible visibility of the school building from Skipton Road because of the high stone boundary wall.

The extent of the proposed smaller school floor plate ensures that there is no process of nibbling away at the Urban Green Space.

The proposed form of redevelopment enhances the openness of the site and makes a positive contribution to the Urban Green Space.

The proposed open areas of the school site will be laid out into various forms of sport uses.

These outdoor sports and recreation uses are accepted by Policy OS1. They are appropriate uses because they do not involve any support structures, meaningful changes in levels or solid forms of walling. The proposed MUGA ball retention fence will be of light gauge construction with excellent see through qualities. Open views across the site will be unaffected by the sports and recreation uses.

The Policy OS1 anticipates the needs of school redevelopment as an exception to Policy. Large developable sites are not readily available for school redevelopments and there is a need for existing sites to be capable of adaptation to fulfil the Council’s statutory obligation to provide local educational needs.

It is considered that the form of redevelopment at Greenhead is reasonable. It takes account of the site characteristics and the development will not be unduly intrusive. It is a contemporary design with a mixture of cladding materials and is complimented by landscape planting to the road frontage and car park areas.

It is considered that the proposed redevelopment meets the requirements of Policy OS1 in both principle and detail.

Of particular relevance in considering this proposal in the light of Policy OS1 is the statement in the RUDP that states that it is not the Council's intention to prejudice the interests of schools in carrying out reasonable development associated with the existing use by the application of Policy OS1. For a new school to be built it must be located on a different site from the existing school so that it can be built whilst the existing school remains operational. With the exception of the existing school buildings all of the school grounds are identified as Urban Green Space. For the school to be re-developed there is no alternative to building in the Urban Greenspace. This is considered to be reasonable development.

Moreover, whilst the school building will be built in the Urban Greenspace the existing buildings will be removed and replaced by sports fields/courts. In this respect the area of Urban Greenspace will be re-located rather than lost and the openness of the area as a whole will be retained. It is considered that the overall design and layout of the site both within and outside the Urban Greenspace will make a positive contribution to the character and amenity of the area and as such the development proposals will not conflict with Policy OS1 of the RUDP.

Policy OS3 of the RUDP relating to Protection of Playing fields states;

DEVELOPMENT WILL NOT BE PERMITTED ON LAND SHOWN ON THE PROPOSALS MAPS AS PLAYING FIELDS OR OTHERWISE USED AS PLAYING FIELDS, UNLESS:

(1) THERE IS A DEMONSTRABLE EXCESS OF PLAYING FIELD PROVISION IN THE AREA AND THE SITE COULD NOT BE USED TO HELP MEET ANY DEFICIENCY IN ANOTHER TYPE OF OPEN SPACE; OR

(2) THE DEVELOPMENT PROPOSAL PROVIDES FOR ALTERNATIVE PROVISION IN THE FORM OF EQUIVALENT OR BETTER QUALITY AND OF EQUIVALENT OR GREATER QUANTITY OF PLAYING FIELD PROVISION IN A SUITABLE LOCATION, OR IF SUITABLE REPLACEMENT LAND DOES NOT EXIST, THE PLAYING FIELDS CAN BE SATISFACTORILY RE-LOCATED ELSEWHERE WITHIN THE SAME NEIGHBOURHOOD; OR

(3) THE PROPOSED DEVELOPMENT ONLY AFFECTS LAND WHICH IS INCAPABLE OF FORMING A PLAYING PITCH (OR PART OF ONE), OR

(4) THE PROPOSED DEVELOPMENT IS FOR AN OUTDOOR OR INDOOR SPORTS FACILITY OF SUFFICIENT BENEFIT TO THE DEVELOPMENT OF SPORT TO OUTWEIGH THE LOSS OF THE PLAYING FIELD, OR

(5) THE DEVELOPMENT IS ANCILLIARY TO THE PRINCIPAL USE OF THE SITE AS A PLAYING FIELD OR PLAYING FIELDS AND DOES NOT AFFECT THE QUANTITY AND QUALITY OF PITCHES OR ADVERSLY AFFECT THEIR USE, AND

(6) THE PLAYING FIELD IS NOT IMPORTANT TO THE CHARACTER OF THE SURROUNDING AREA OR TO LOCAL AMENITY.

A condition of the outline consent was that the reserved matters application included submission of details demonstrating that the provisions of Policy OS3 had been complied with.

The applicant has shown by submission of details of existing and proposed sports facilities that the development proposals provides for alternative provision in the form of better quality and greater quantity of playing field and indoor and outdoor sport provision and in a suitable location. (It is worth noting that on site drainage problems have made much of the existing playing fields largely unsuitable for use). Sport England has raised no objection to the

proposals as they are satisfied that the proposal provides improved sports provision. The playing fields are important to the character of the area and local amenity but it is considered that this proposal provides a good overall design and layout with appropriate landscaping which will improve the appearance of the site as a whole. As such the development proposals will not conflict with Policy OS1 of the RUDP.

It is considered that the proposed school development does not prejudice the intentions of the RUDP policies, in that it enhances the sport and recreational facilities, and that an area of 'greenspace' at least equal to that lost to the building will be retained.

Sustainability

The Council adopted a Sustainability Design Guide in February 2006. This provides guidance to developers on sustainable development and building design and supports the RUDP Policies which promote sustainable development.

The applicant has indicated that the design team are committed to achieving a BREEAM (Building Research Establishment's Environmental Assessment Method) Very Good Rating.

Impact on the Local Environment

The school building is to be located in the south – east corner of the site opposite houses facing Green Head Road and Skipton Road. Parking areas will be located around the building to the north and east and sports pitches to the west and north west.

To overcome the problem of a relatively steep site the ground is to be graded into useable plateaus with graded embankments between each area.

The main part of the building is two-storey, with two, three-storey Greenhead faculty wings to the south and south-east and one-storey Beechcliffe wing to the north where the scale of the building steps down to follow the change in level. The tallest part of the building is located away from the adjacent residential properties. All large elements of the building requiring greater floor to ceiling height such as the PE and Assembly Halls and the Gymnasium are located along the western elevation, also facing away from the housing. The one and two-storey elements of the building more visible from road are comparable in scale with the neighbouring houses.

The design of the building is based on the principle of creating distinct faculties expressed as separate 19m wide wings spreading outwards from the centre.

The longest part of the building is the western elevation. Its length, however, is screened by the adjacent 6m-tall embankment. The elevational treatment breaks the facade down into smaller elements to reduce its scale.

The key view of the school is onto the entrance area. The Greenhead visitor/staff and pupil entrances are clearly visible from Greenhead Road. Together with the Beechcliffe visitor entrance and a City Learning Centre they form the school piazza – an external partially-covered space for arrival and gathering. The Beechcliffe part of the building is provided with a separate pupils' entrance to the south to avoid traffic congestion. The entrance is immediately adjacent to the minibus drop-off area to reduce the travelling distance and is also provided with a canopy. This canopy is of a smaller scale and is designed not only to protect pupils from the weather but to give Beechcliffe its own identity.

A City Learning Centre is one of the key elements of the scheme that will emphasise the school's status. It is prominently located in the centre of the new school and forms a distinct element of the overall external composition of the building. The proposal is to define it further by using a different colour and material for the elevation.

It is proposed to face the building in a mixture of materials. The predominant materials will be blue coloured facing brickwork and painted render. Other materials include metal louvers, aluminium fascia to roof eaves, metal panels in window systems, glazed brick/tiles, aluminium curtain walling with clear and tinted glazed panels and poly carbonate panels. An aluminium standing seam roof is proposed. Subject to the submission of samples to agree colours these materials are considered to be acceptable for a modern school building.

The Councils Conservation Team have confirmed that the principle of demolishing the existing school and constructing a new school closer to Skipton Road is considered to be acceptable in terms of the setting of the Conservation Area, Historic Park and Garden, and Listed Buildings. Their only comment regarding the building design is that visually, the overhanging fascias to the buildings would be improved by giving them a slender, tapered profile. This detail can be agreed by condition.

However, they have expressed concern regarding the erection of a 2.4m high fence along the boundary between Cliffe Castle and the school site. They consider such a boundary fence would look highly prominent and out of place and would therefore harm the setting of both of these heritage assets. They recommend that a managed tall hedgerow be located on the Cliffe Castle side of the fence to form a solid screen so that the fence cannot be seen from Cliffe Castle. Whilst the planting of a hedge would clearly reduce the impact of the fence from all views it would result in the fence failing to meet 'Secure by Design' standards as the hedge, once mature, would act as a climbing frame to gain access over the fence. Furthermore, the site visit revealed that much of the boundary with Cliffe Castle is defined by trees and shrubs and these will limit views of the fence from the footpaths within the Cliffe Castle grounds. To lessen any residual impact of the fence a condition is recommended that the fence is powder coated green.

The Conservation Team also suggested that the 2.4m high fence be located further away from the boundary with the Listed Buildings at Manor Farm. The applicants have agreed to this amendment and an amended plan is to be submitted.

A Tree Survey has been undertaken for the site by the applicant and in accordance with a condition of the outline consent the applicant is preparing a Woodland Management Plan for the small strip of woodland which falls within the site boundary. (This should be completed before the planning panel meets). All of the most visually important trees on the site boundaries are to be retained. The trees of significance which are to be removed – a mature Oak and a group of semi mature trees – are on the west side of the site, on the site of the proposed football pitch. The retention of these trees is desirable but when balanced with the need for the sports pitch, which cannot be re-located, and the scale of proposed tree planting on the site it is considered that there is justification for their removal and there is appropriate mitigation for their loss.

It is considered that the design and appearance of the building and treatment of the site is appropriate for this location and will not adversely affect the visual amenity of the area.

Ecology

An Ecology Survey and Assessment has been submitted with the application which concludes that there are no habitats or plant species of inherent nature conservation value on the site and no evidence of protected, rare or notable species. As there is no apparent loss of habitats or species through this development it will accord with Policy NE10 of the RUDP.

Impact on Amenity of Neighbouring Occupants

The application site is an established school site and whilst this proposal will involve the construction of an additional school with associated pupils and teachers it is not considered that the overall impact of the use on neighbouring occupants will significantly change.

Residential dwellings abut the site on the west and north west boundaries. These dwellings are set well away from the proposed buildings but will face a 2.4m high powder coated fence which is to be set in from the boundary. On the western boundary the fence will be a minimum of 20m from the facing windows of the dwellings. Manor Farm on the north west boundary will have its facing windows 10m from the fence. These distances are considered to be adequate to retain an acceptable outlook and protect residential amenity.

Dwellings fronting Green Head Road, at its southern end, and Skipton Road will face the building. The nearest dwelling on Skipton Road has its windows 57m from the nearest part of the school. The nearest dwelling on Green Head Road has its windows 52m from the nearest part of the school. Taking into account the siting of the school building, which is at a higher ground level than the residential properties, and the height of the building it is considered that the distance between residential properties and the school building is sufficient to protect the privacy of residents and will not result in conditions prejudicial to residential amenity. Existing and proposed landscaping along the site frontage will also help to reduce the impact of the building on the outlook from these residential properties.

The plans indicate that the all weather pitch is to be flood lit. This pitch is located over 100m from the nearest residential property and as such it is considered that a lighting scheme can be designed which will not impact on the residential amenity of residents. Submission of details of floodlights can be subject to a condition to ensure the lights do not affect residential amenity or highways safety.

It is considered that the relationship between the school development and neighbouring occupants is acceptable.

Highways, Traffic and Transportation

A Transport Assessment has been submitted with the planning application (This was a requirement of a condition of the outline consent) which looks at trips generated by the proposed development, the impact on highway usage, on street parking and U-Turn analysis, parking provision and the potential for accessibility by sustainable modes of Transport.

The site will accommodate the following numbers of staff and students;

Greenhead	Staff - 178	Students – 1080
Beechcliffe	Staff - 110	Students - 100

The proposed access arrangement provides:

Three designated pedestrian access points: two are located off Greenhead Road, the third is from Cliffe Park, off Skipton Road.

The vehicular access and the exit point, both from Greenhead Road. The upper gate will be the main point of access for staff, 6th Form students, visitors, parents and minibuses.

A lay-by to the side of Greenhead Road outside the school gates for drop off and collection.

An emergency access to the building is accommodated by the perimeter loop road, paved only partially to contribute to the recreational character of the external areas.

The on-site parking provision comprises;

- 195 standard parking spaces for the staff and visitors.
- 9 disabled parking spaces.

- Beechcliffe covered minibus drop-off area for 18 vehicles.
- Greenhead secure minibus parking for 4 vehicles.
- Bicycle stand, total capacity 100.

In addition there will be a bus lay-by for 3 buses and a parent lay-by on Greenhead Road.

It is considered that the proposals provide safe access to the site for vehicles, pedestrians and cyclists and adequate parking to accommodate all types of vehicle visiting the site. It is acknowledged that the car parking provision is relatively high (measured against the RUDP parking standard of a maximum of 1 space per two members of staff) but this is largely the result of the need to accommodate the vehicles of teachers and other education specialists who cannot easily travel to the school by public transport. Nevertheless, the applicant has indicated a commitment to encouraging travel to the site by means other than the car by the introduction of a Travel Plan.

Concern was expressed by the Highways Officer regarding the loss of the mini roundabout in the site entrance which is currently used by around 60 vehicles (which drop of children) during morning peak to perform a U-turn as this could result in illegal manoeuvres elsewhere on the highway.

The applicant has advised that this facility has been omitted to allow space to accommodate additional staff car parking and provide an on street lay by for buses and cars for picking up and dropping off children. Moreover, the provision of a turning facility within the site would conflict with the need to control site access as required to meet Secure by Design standards.

It is apparent from the Transport Assessment that the existing mini roundabout in the school grounds whilst acting as a turning area in the morning also acts as a picking up area for pupils at home time. This area becomes particularly congested and there is potential conflict between pupils and vehicles. The inclusion of a turning facility within the site does therefore have both benefits and drawbacks.

Whilst the omission of this facility could result in some illegal manoeuvres on the highway there are alternative routes around the area that parents can use to re-join the main roads without resorting to doing u-turns in the highway. It is not considered that the benefits of providing such a facility would justify refusal of the application.

The Highways Officer also queried the need for a minibus drop-off area for 18 vehicles when the Transport Assessment indicates that only 13 minibuses will be required to bring children to Beechcliffe school. However, this area will also provide drop of facilities for taxis and cars bringing children to this school (not all children will arrive by minibus) and will provide additional parking facilities, if required, for peripatetic staff who need quick access as they move from school to school.

There will clearly be an increase in vehicular traffic to and from the school – this will be principally as a result of the increase in staff. Student numbers have been falling at Greenhead School and even with the additional Beechcliffe school, will not rise above the number of pupils accommodated at Greenhead in the first half of this decade. The adoption of a School Travel Plan (a condition of the outline consent) will help to minimise the numbers of staff which have to come to school by car but it is considered that the site will be able to accommodate the vehicles of those who have no alternative to travel by this method.

Subject to appropriate conditions it is considered that the development will not be prejudicial to highways safety.

Footpaths/Cycle Routes

A condition of the outline consent was that the reserved matters submission shall include a report investigation pedestrian/cycle access links to the school site and any improvements identified as part of this report shall be implemented prior to the new schools being occupied/completed. No information has been submitted which specifically identifies pedestrian and cycle routes to the school and there are no improvements indicated to any routes outside the site.

The plan does show an existing well trodden path, within the school grounds, running from the Cliff Castle boundary to the school building being surfaced.

Site Contamination

A Phase 1 Desk Study and a Phase 2 Intrusive Site Investigation have been carried out at the site the results of which indicate that the site does not pose a significant risk to Human Health or any Environmental Receptors.

Access for people with disabilities

A condition of the outline consent was that any application for reserved matters shall include a scheme indicating the provision to be made for disabled people to gain access.

The applicant has stated that access within buildings has been developed in accordance with Building Bulletin (BB) 77 and BB98, Building Regulations Part M and BS8300 "Design for disability". The internal design also incorporates the schools' specific needs established through interface meetings. The Disability Discrimination Act assessment of the proposed scheme is being carried out by a consultant appointed by the applicant. Any comments deriving from the assessment will be carefully incorporated into the design.

The school grounds are to be developed in response to the needs of the teachers, students and the requirements under Building Bulletin (BB) 98 Secondary Schools, 77 Designing for SEN and Disability within Schools, 85 School Grounds and 71 The Outdoor Classroom. Access to the principle entrances to the buildings and around the site to all the facilities will be to Building Regulations Part M and BS8300 Design for disability. Access from the school building to the sports facilities will be by both stepped and ramped access to ensure that inclusive access is provided for all to participate or to be a spectator.

The applicant has considered and addressed the needs of disabled people in designing the scheme and as such the application complies with the outline condition.

Flood Risk and Drainage Issues

Whilst drainage matters can usually be dealt with by condition in this case concerns have been expressed by local residents regarding existing flooding problems in the locality and the possibility of these proposals exacerbating those problems. It is important therefore to establish that the site can be properly drained without creating flooding problems. It should also be noted that condition 10 of the Outline consent required that the site be investigated for its potential for the use of Sustainable Urban Drainage techniques and the submission of a surface water drainage scheme, although it was not a requirement that this be submitted as a 'Reserved Matter'.

The applicant has submitted a Flood Risk Assessment which includes a Flood Risk Appraisal, investigates the existing drainage of the site and makes recommendations in relation to the future drainage of the site. The Report concludes that;
There are existing problems with land drainage within the site and flooding to Skipton Road;
The majority of the site currently drains through a culvert running under Skipton Road. It is proposed that this culvert is used for the drainage of the surface water from the proposed development;

An accurate model of the existing site drainage is to be produced on receipt of the drainage survey. Outflows from the existing network will be calculated and discussions with the Environment Agency and Local Authority undertaken to agree a discharge rate for the development through the Skipton Road culvert;

Further investigations will be undertaken into the possibility of using Sustainable Urban Drainage Systems (SUDS) including soakaways on the site. It is likely that soakaways will be extremely difficult to construct and use on this site as the existing ground appears to be almost constantly sodden;

If soakaways prove unsuitable flows from the development will be restricted to a flow agreed by the Environment Agency and Local Authority. Attenuation should be provided on site to store rainfall run off.

The site lies within Flood Zone 1 and is not at risk from fluvial flooding.

The access should be designed to prevent water from running off the site onto the road;

Further investigations and design is required to confirm the most suitable means of surface water discharge from the site.

Subsequent to the Flood Risk Assessment the applicant has submitted a Drainage Statement which summarises the existing drainage situation and outlines a proposed drainage strategy for the site including an assessment into the potential use of soakaways and other forms of SUDS. In the preparation of the drainage strategy consideration has been given to the investigations into the sources of flooding carried out by BMDC and the recommended remediation proposals. The Report concludes that the use of soakaways is not appropriate owing to ground conditions and topography.

It is proposed that in order to minimise flooding all surface water flows from the development are discharged via the culvert under Skipton Road. The maximum discharge level has been agreed by the Councils Drainage Engineers, taking into account flows into the culvert from Cliffe Castle Park. Surface water discharge is to be controlled by a large volume of on site attenuation (a SUDS technique described by the Construction Industry Research and Information Association SUDS Manual).

Foul water drainage is to discharge to the public combined sewer in Green Head Road.

The applicant has confirmed that the detailed drainage design is to be carried out to comply with the strategy detailed in the report.

It is considered that the applicant has shown that the site can be drained satisfactorily without causing local flooding. In fact, the implementation of this scheme should help address existing flooding problems by storing surface water on site at times of heavy rainfall. Conditions are recommended to agree a detailed drainage scheme.

Community Safety

In response to the initial comments of the Police Liaison Officer the applicant amended the Design and Access Statement and plans to provide the following information regarding its proposals to achieve a safe environment;

All Bradford BSF phase 2 schools are to achieve police "Secured By Design" Standards.

Campus layout and access into the building

The proposed 2.4m high perimeter fencing and gates will create a first line of defense. There will be also an inner secure line which will separate visitors to the front of the building from the playgrounds to the rear. This fence line will close off any gaps between the building and the perimeter boundary. All new fencing will be in powder-coated weld-mesh in accordance with BS1722.

There will be four principal entrances into the schools: the pupils' entrance and the visitor/staff entrance at both Greenhead and Beechcliffe. This arrangement has been requested by the schools to allow a safe and controlled operation of the two schools throughout the day and outside the school hours. All four principal entrances are provided with the secure lobbies and electronic access control. With the exception of the Beechcliffe pupils entrance access will be monitored from reception areas in the main administration offices. The separate access for Beechcliffe pupils will only be open at the morning arrival and the afternoon departure times, when it will be assisted and controlled by few members of staff -during the school hours this entrance will be closed.

Due to the site topography the area at the back of the school along the athletic track is lacking in natural surveillance. The site constraints and particular school requirements did not offer any alternative solutions to the building location and form. The issue of supervision will be resolved through the CCTV provision, the access management and the secure fencing around the service yard.

Out of school access into the building will be provided via a single entrance – the Greenhead visitor/staff entrance. The main Facility Management office and the City Learning Centre reception will be the points of access control and supervision. Use of the building will be limited to certain controlled areas.

Design layout of pedestrian, cycle and vehicular routes

The number of access points into the school has been limited to those essential for the functioning of the school, namely the vehicular entrance and the exit from Greenhead Road and three pedestrian access gates – two from Greenhead Road and one from the Cliffe Castle side.

There will be segregation of vehicular and pedestrian access into the site for reasons of Health and Safety. Care has been taken to avoid any blind spots within the school grounds. All pedestrian paths will have an open aspect and offer good surveillance and stewardship opportunities.

The cycle stands are located around the entrance areas in positions which will afford a good amount of peer / staff stewardship. The cycle sheds adjacent to the visitor/staff car park will be monitored by CCTV and passively supervised from the building. All street furniture will be root fixed to the ground.

The proposals will include lighting and a CCTV system.

Soft Landscaping

Proposed trees within the development will have a clear stem appropriate to the context within the site. Trees within the car park area to the main entrance will have a clear stem of 2m as indeed this is the industry standard. Trees around the periphery of the school grounds may have feathered stems as appropriate to the landscape character.

The maximum growth of shrub planting recommended by the PALO has been noted but in the interest of creating a rich sense of place for the users of the site a variety of growing heights will be required. This will be appropriate to the context as obviously large dense bushes creating blind spots will not be desirable. Car parking planting will also not impede natural or CCTV surveillance. Defensive planting will be considered along the perimeter boundary where appropriate but may well be omitted on the grounds of Health and Safety where adjacent to student activities. Detailed soft landscape proposals will be submitted in due course.

Building Design

External features

- Unobserved recesses in the building envelope have been avoided in the design.
- Low-level flat roofs have in general been avoided.
- The columns supporting the roof eaves are located inboard of the canopy edge to discourage climbing. Roof construction is proposed to be a robust profiled metal built-up decking system, or membrane roof laid over a substrate of pre-cast concrete decking.
- Rainwater pipes are recessed into the walls and are not climbable.
- Fire escapes will all be enclosed and secured.
- Entrance door assemblies will be certified to appropriate security standards.
- All external doors will be linked to the intruder alarm system.
- All ground floor and otherwise accessible windows will be certified to appropriate security standards.

Internal layout

- The reception desks in all locations will be detailed to maximize protection of the staff working there, without giving an overly defensive or unwelcoming appearance to visitors.
- Internal circulation has been kept simple with staff rooms strategically located adjacent to the main circulation to offer passive monitoring of the internal spaces.
- Roller shutters, where installed, will be certified and be linked to the intruder alarm system.
- Letter boxes, where fitted, will discharge into a secure and fireproof chamber.
- The intruder alarm system will be installed in accordance with the Association of Chief Police Officers Security Alarm Policy.

Management Practice

The management systems for the new campus will be developed between the school and the facilities management provider. Details of these will be made available for consultation with WYP when appropriate.

The PALO has considered these amendments and is still of the view that the scheme could be improved and that in its current form would not achieve Secure by Design accreditation. The applicant is clearly giving this matter consideration and a further meeting has been arranged between the PALO and applicant at the time of writing this report. It is considered that the outstanding matters could be dealt with by conditions requiring further details of the boundary treatment specifications; lighting; CCTV system and access control system.

Reasons for Approval

The proposal is for an educational establishment on land identified in the Replacement Unitary Development Plan as Urban Greenspace. The Urban Greenspace will be re-located rather than lost and the openness of the area as a whole will be retained. It is considered that the overall design and layout of the site both within and outside the Urban Greenspace will make a positive contribution to the character and amenity of the area and as such the development proposals will not conflict with Policy OS1 of the RUDP.

The proposal is for an educational establishment on land identified in the Replacement Unitary Development Plan as Recreation Open Space. The development proposals provides for alternative provision in the form of better quality and greater quantity of playing field and indoor and outdoor sport provision and in a suitable location. The proposal provides a good overall design and layout with appropriate landscaping which will improve the appearance of the site as a whole. As such the development proposals will not conflict with Policy OS1 of the RUDP.

The proposal has been assessed in relation to its impact on the local environment, neighbouring residents and highway safety. Consideration has also been given to how the development meets the needs of people with disabilities and provides security by designing out crime. It is considered that the design and layout take into account the needs of users of

the facilities and the local environment in which it is to be located without undue harm to interests of acknowledged importance. The proposal is considered to accord with the Policies UR2, UR3, TM1, TM2, TM8, TM11, TM18, TM19, TM19A, CF3, D1, D2, D3, D4, D5, D6, D7, BH7, BH10, NE4, NE5, NE10, NR15B, NR16, NR17, NR17A, OS1, OS2 and P4 of the Replacement Unitary Development Plan.

Conditions of Approval

Standard condition re time limit for commencement of development

Development to be in accordance with submitted and amended plans

The new playing pitches being designed and laid out in accordance with Sport England Technical Guidance Notes.

Details of the proposed outdoor changing facility to be submitted prior to commencement of development and approved in writing by the LPA and implemented as approved.

Details of a Community Use Agreement for the new sports facilities to be submitted for approval prior to occupation and thereafter implemented.

Materials samples to be submitted and to have been approved prior to commencement of development.

Vehicular and pedestrian access to be implemented prior to occupation.

Car park and drop off points to be constructed prior to occupation.

Bus lay by and parent drop off lay by to be constructed prior to occupation.

Details of gas protective measures for the school buildings to be submitted and approved prior to commencement of building and thereafter any approved measures to be implemented during the construction phase.

No burning of materials on site during demolition of existing buildings and the construction of the proposed schools.

Tree Protective fencing to be approved and implemented prior to commencement of development

Arboricultural Method Statement to be submitted and have been approved prior to commencement of development and subsequently implemented as approved.

If during development contamination not previously identified is found then no further development (unless otherwise agreed in writing) shall be carried out until the developer has submitted to, and obtained written approval from, the LPA for an amendment to the remediation strategy detailing how the unsuspected contamination shall be dealt with.

Existing surface water pathways into the site shall be maintained.

Surface Water from the new school development shall drain to the existing watercourse under Skipton Road at a rate not to exceed 85 litres/second.

Surface Water Attenuation should be achieved by using SUD's system.

Foul Connections from kitchen areas shall discharge via grease traps.

Drainage to be on separate systems.

Foul and surface water drainage scheme to be submitted and approved prior to commencement of development and implemented as approved prior to occupation.

Drainage interceptors to be installed.

Signing and lining scheme for internal vehicular movements to be submitted and have been approved prior to commencement of development and subsequently implemented as approved prior to occupation

Detailed Landscaping Scheme to be submitted and have been approved prior to commencement of development and subsequently implemented as approved prior to occupation

Multi Use Games Area and Sports Pitches to be provided in accordance with Sport England Guidance Notes.

All metal fencing to be powder coated in green

Details of overhanging fascias to be submitted and have been approved prior to commencement of development and subsequently implemented during the construction phase.

Details of floodlighting to be submitted and have been approved prior to commencement of development and subsequently implemented as approved prior to occupation
Construction Plan to be submitted and have been approved prior to commencement of development and subsequently implemented during construction phase.

Unless otherwise agreed in writing no construction or development activities (including demolition) shall be carried out except between the following times:- 0730-1800 Mondays to Fridays, 0730 – 1300 on Saturdays, and no activities, except for emergencies,(or as otherwise agreed in writing) to be carried out on Sundays, Bank Holidays and/or Public Holidays.

No piling activities to take place except between the hours of 0830 and 1600 Monday to Friday and no piling activities on Saturdays, Sundays, Bank Holidays and/or Public Holidays

Designing out Crime Condition requiring submission and approval of further details prior to commencement of development. Details to include:- the boundary treatment specifications; a lighting scheme; a CCTV scheme and a scheme detailing the access control strategy. The approved details to be subsequently implemented prior to occupation.

Footnotes

Sport England Guidance Notes

Asbestos Removal


Protection of footpaths during construction works.

Outline conditions to be discharged

Area Planning Panel (Keighley)

7 August 2008



ITEM NO.	LOCATION	
8	34 Exley Mount, Keighley	

DATE: 7 AUGUST 2008
ITEM No: 8
WARD: KEIGHLEY WEST
RECOMMENDATION: TO GRANT PLANNING PERMISSION SUBJECT OF CONDITIONS
APPLICATION No: 08/02817/FUL

APPLICATION WITH PETITION

Type of Application/Proposal & Address

Full application for two storey side extension at 34 Exley Mount, Keighley

Site Description

Exley Mount is a residential road in the south western area of Keighley, located just off Oakworth Road. The houses along the road are semi detached properties of uniform design. They are finished in similar materials; stone frontages, pebble-dash to sides and rear and blue slate roofs. There are no existing side extensions to other properties on the street.

Relevant Site History

N/A

Replacement Unitary Development Plan (RUDP) Proposals and Policies

Unallocated

UR3 – The local impact of development

D1 – Local Design Considerations

D4 – Community Safety

Supplementary Planning Guidance - Revised House Extensions Policy

Parish/Town Council

Keighley Town Council has recommended this application for Refusal. There are no extensions on any other houses at the side (some at the back). Bad Precedent. Completely up to boundary.

Publicity and Number of Representations

Advertised by letters to neighbour with an expiry date of 23.06.2008

There have been three individual representations received and a letter with an attached petition with thirteen signatures from 10 households.

Summary of Representations Received

The issues raised are as follows

- The proposed extension would be out of context with the surrounding area
- Extension to the rear of the property should not be allowed
- The extension could cause damage to the neighbour's sewer which runs parallel to No.34.
- The sewage system could be overloaded with additional residents.
- Inadequate provision for surface water drainage
- There is insufficient parking provision provided
- The extension would cause damage to neighbouring bushes and shrubs
- Approval of this scheme would set a bad precedent upon the street
- It would prejudice future development at No 36 Exley Mount
- The extension could not be built and maintained with out access over the land of No 36
- The extension would not leave any space for a outdoor access to the rear of the house

- Any construction should be in identical materials
- The extension is excessive adding around 70% more volume to the house.
- Strict compliance with part N and L of the Building Regulations and the Party Wall Act are required.
- Patio door is inappropriate to the frontage

Consultations

Country Side and Rights of Way – The closest bat roost records are associated with the river corridor to the south east of the property. However, the area of open land with trees to the south of the property is likely to attract foraging bats to the area. The applicants should be made aware of the protection that bats receive via the Wildlife and Countryside Act and be encouraged to check the building for signs of bat activity.

Summary of Main Issues

1. Impact on Local Environment
2. Impact on Neighbouring Occupants
3. Impact on Highway Safety

Appraisal

Proposal

The proposal is for a two storey side extension. The proposed extension will be 10.2 metres long, 3m of which will extend beyond the rear wall of the dwelling. The extension would be splayed being 2.9 metres wide at the front reducing in width towards the rear.

Impact on Local Environment

The proposed extension is splayed at the side rather than having a side wall which runs parallel to the side wall of the original house. However, the widest part is to the front and the extension reduces by only 600mm along its full length. It is not considered that this form of extension will have any adverse impact on the visual amenity of the dwelling or street scene. The extension is set back from the front of the original house by 1.2 metres which will ensure the extension remains subordinate to the original dwelling and retains the symmetry of the pair of semi-detached dwellings.

It is proposed to use materials to match the existing dwelling. A condition can be attached requiring samples of stone to be submitted to ensure an acceptable match.

There is no requirement for access to be provided to the rear of dwellings as long as provision can be made for bin storage to the frontage which is the case with the application property – an appropriate condition is recommended.

The applicant has agreed to amend the application to replace the patio door to the front of the extension with a window which reflects the character of the street frontage.

Overall the proposal is considered to be acceptable in terms of visual amenity and reflects the type of extension which is recommended in the house extensions policy.

Impact on Neighbouring Occupants

The proposal does not have any windows that would cause overlooking of neighbouring properties. The scheme has been amended to omit a side facing window and as such the proposal would not prejudice any future development at the neighbouring property or result in overlooking. The extension, which projects to the rear, would not encroach upon a 45° angle taken from either of the nearest rear facing windows of the two neighbouring properties and as such would not have a significant impact on the outlook from these neighbouring properties. The extension is not considered to be overbearing and will not result in overshadowing of neighbouring properties.

Impact on Highway Safety

Following construction it would be possible to accommodate one car on the frontage of the property and if alterations were made to the boundary frontage it would be possible to accommodate two cars there. It is not considered that overspill parking onto the road would result in conditions prejudicial to highway safety.

Representations

There have been several representations received in relation to the application raising a range of issues. Consideration has been given to the impact on neighbouring occupants, the local environment and highway safety. The other issues raised by neighbours are private matters or matters which will be considered as part of an application for building regulation approval. The requirements of the Party Wall Act will be brought to the attention of the applicant by way of footnote.

Conclusion

The extension would not be disproportionate to the original dwelling and it complies with the relevant RUDP policies and the statutory planning guidance contained within the councils House Extensions Policy. Overall the scheme is not considered to have a negative impact upon the visual amenity of the street scene or upon the amenities of local residents.

Community Safety Implications

The proposal poses no community safety implications and is considered to accord with Policy D4 of the RUDP.

Reasons for Granting Planning Permission

The proposed development would have no significant adverse effects on local amenity or neighbours and complies with Policies UR3 and D1 of the RUDP and relevant Supplementary Planning Guidance relating to House Extensions.

Conditions of Approval

1. Three years for commencement
2. Roofing materials to match the existing building as specified on the submitted plans.
3. Stone sample to be submitted to and approved in writing by the Council prior to commencement.
4. No additional window openings other than those specified on the submitted plans without the prior written consent of the Council.
5. Bin store to be provided within the frontage of the dwelling upon implementation of the permission.

Footnotes

Party Wall Act

Wildlife and Countryside Act

REPORT OF THE STRATEGIC DIRECTOR OF REGENERATION TO THE MEETING OF THE AREA PLANNING PANEL (KEIGHLEY) TO BE HELD ON 7th AUGUST 2008

F

SUMMARY STATEMENT - PART TWO

Applications recommended for approval

The sites concerned are:

Ebor Mills, Ebor Lane, Haworth

Ebor Mills, Ebor Lane, Haworth

Bridgehouse Mill, Bridgehouse Lane, Haworth

Wyedean Weaving, Bridge House Lane, Haworth

Wyedean Weaving, Bridge House Lane, Haworth

Christopher Hughes Assistant Director (Planning)
Regeneration

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2006-2007
Improving Rural Services
Empowering Communities



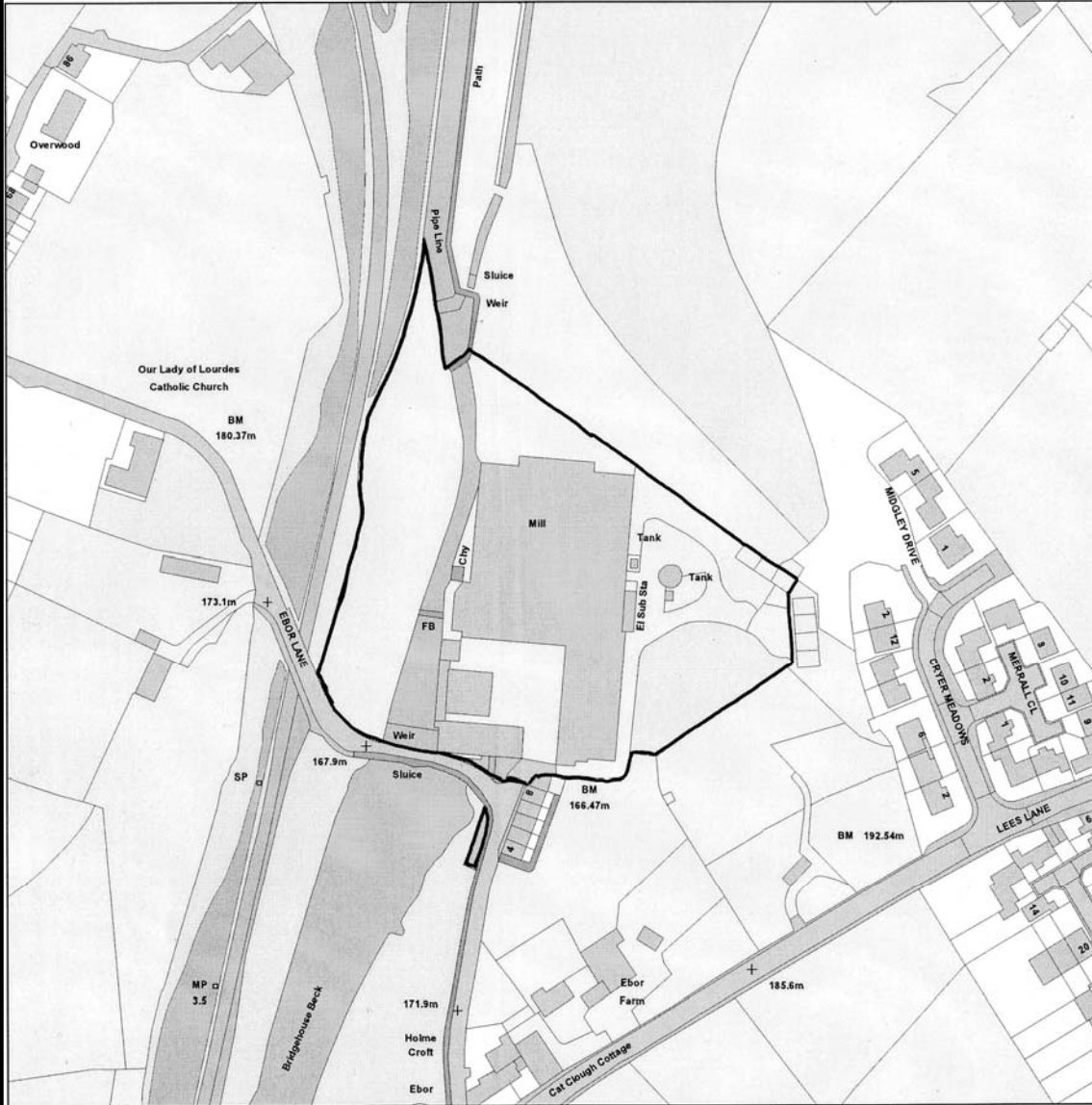
INVESTOR IN PEOPLE

Suzan Hemingway, Assistant Director Corporate Services (City Solicitor)



Area Planning Panel (Keighley)

7 August 2008



ITEM NO.

9

LOCATION

Ebor Mills, Ebor Lane, Haworth



DATE: 7 AUGUST 2008
ITEM No: 9
WARD: WORTH VALLEY
RECOMMENDATION: TO GRANT PLANNING PERMISSION SUBJECT TO
CONDITIONS SUBJECT TO A SECTION 106 AGREEMENT
APPLICATION No: 08/02224/FUL

Type of Application/Proposal & Address

Full application for the change of use, alteration and extension of existing industrial buildings to create 102 residential units and construction of 18 houses with car parking and access road at Ebor Mills, Haworth.

Site Description

An irregular shaped 1.66-hectare site that is nestled in the valley floor adjacent to Bridgehouse Beck. The site is allocated as Village Green space within the Replacement Unitary Development Plan. The red line is also extended around a small parcel of land which is located at the edge of Bradford Wildlife Area (BWA/081 – Airedale Springs Mill Pond) in front of the grade II listed cottages which front Ebor Lane.

Ebor Mill, a complex of Grade II listed buildings with B2 use occupies the site in a courtyard formation. The site is dominated by the imposing Grade II listed 6 storey stone main mill and chimney. Adjoining and around the mill, on its western elevation, are the 2 storey north mill with north light building behind and 3-4 storey south mill with the economiser and engine house facing onto the mill stream. The main mill and south mills are currently used by Airedale Springs for the production and manufacture of high precision machine components.

The site slopes steeply away from the Beck toward Midgley Drive and Cryer Meadows to the east. Along its northern boundary lie fields allocated as green belt on the Proposals Map of the Replacement Unitary Development Plan. Beyond the fields lie Murgatroyd Woods. The southern boundary fronts Ebor Lane and the Grade II listed Ebor Bridge that crosses the weir to Bridgehouse Beck. Access to the site is via Ebor Lane

Relevant Site History

There is no recent history for the redevelopment or change of use of these grade II industrial buildings.

Replacement Unitary Development Plan (RUDP) Proposals and Policies

The site is allocated as Village Green Space in the Replacement Unitary Development Plan. Relevant policies include: -

- UDP1 – Promoting sustainable patterns of development
- UDP3 – Quality of build and natural environment
- UDP7 - Reducing the need to travel/sustainable transport choices
- UR2 - Sustainable development
- UR3 – The local impact of development
- UR4 - The sequential approach to accommodating development
- UR6 - Planning obligations and conditions
- E4 - Protecting existing employment land and building in rural areas

H5 – Residential Development of Land and Buildings not protected for Other Purposes
 H7 - Housing Density -Expectation
 H8 - Housing Density – Efficient use of land
 H9 - Provision of affordable housing
 TM1 – Transport assessment
 TM2 - Impact of Traffic and its Mitigation
 TM8 - New pedestrian and cycle links
 TM9 – Protection of routes
 TM12 - Parking standards for residential developments
 TM19A – Traffic and road safety
 D1 - General Design Considerations
 D4 - Community Safety
 D5 - Landscaping
 BH1 – Change of use of Listed Buildings
 BH3 – Archaeological recording of Listed buildings
 BH4 – Alteration, extension or substantial demolition of listed buildings
 BH4A – Setting of Listed Buildings
 CF2 - Educational contributions in New Residential Developments
 OS5 - Provision of recreation open space and playing fields in new development
 OS7 – Village Green space
 NE3 – Landscape character areas
 NE3a – Landscape character areas
 NE4 - Trees and woodlands
 NE5 – Retention of trees on development sites
 NE6 – Protection of trees during development
 NE9 - Other sites of Landscape or wildlife interest
 NE10 – Protection of natural features and species
 NR15B – Flood risk
 NR16 – Surface water run off and sustainable drainage systems
 NR17 – Groundwater protection
 NR17A - Watercourses and water bodies
 P4 – Contaminated land

Parish Council

No objections in principle – however make the following comments: -

The developer is seeking to justify the lack of any Section 106 agreement because of market conditions and the fact that he is building 11 low cost houses on the Lees Lane site. The PC does not accept these arguments, if conditions are so bad why continue with the development this point in time.

The developer is seeking to join this development with that of Bridgehouse Mills to justify no s106 agreement but when making his traffic assessments deliberately states each development separately.

The main objections for the PC centre on the strain the development will place on the infrastructure, mainly traffic increases and road safety issues. Without some major improvements to road junctions and the installation of pedestrian crossings, it is considered that the networks will not be able to cope. The developers are seeking to minimise the additional traffic flows on the grounds of encouraging new residents to cycle or walk to work or use buses. There is no indication that free Metro cards will be issued.

Haworth has little in the way of employment except for part time tourist jobs, it is basically a commuter village. Likely that resident will drive. The topography of the area makes it unsuitable for cyclists.

Publicity and Number of Representations

The application has been advertised by individual neighbour notifications and site notices. The latest expiry date for the statutory period of notification is 09 May 2008.

10 letters of representation have been received including a petition of concern (with 5 signatures) regarding building impacts of the next 2-3 years.

Summary of Representations Received

- Concerned about the level of traffic the development will generate
- Walls along Ebor Lane are listed
- Unacceptable impact on exiting sewer infrastructure
- More pressures on the school, GPs, bus services
- Traffic and pedestrian safety
- Traffic congestion
- Unsuitable vehicular access
- Pollution of water course
- Unnecessary over development
- Would compromise village green space
- Not enough parking allocated to the development
- Car parking encroachment onto green belt land
- Ebor Lane is very narrow with few places cars can pass safely
- Sightlines at the top of Ebor Lane impeded by walls
- Footways very narrow along Ebor Lane
- Large vehicles unable to turn right into Ebor Lane as the land is too narrow
- Vehicles turning right out of Ebor Lane have problems regarding priority on the single track bridge
- The tarmac area adjacent to the railway is currently used for public parking but is shown as visitor parking in the scheme
- The new build will be detrimental to the character of Ebor Mill
- The new build crescent encroaches onto greenbelt land
- The creation of a crescent is Georgian in its inspiration but Ebor Mill is from the Victorian period
- Building materials for the crescent are not in the vernacular – the roof is flat with open jointed stonework
- Noted that the weaving sheds are to be demolished – feel as much of this building should be kept as possible
- Need to retain the chimney
- Concern over the sewage system particularly as this site is at the lowest end of Haworth
- Keen to see the status of the Bradford Wildlife Area preserved
- No cycleway is proposed through the development
- Upper Worth Valley History Group would like to record anything appropriate before alteration
- Ebor Lane is dangerous and can support no more traffic especially since the junction with Lees Lane and Mill Hey is dangerous
- Consider that it is a positive step to use the listed buildings as accommodation but have reservations about the scale of the project

- Concerned that the extensions and new build will add nothing to the character of the site
- Of equal concern is the difficulty of providing adequate car parking for such an ambitious project. Destruction of the natural break between Haworth and Lees.

Consultations

(i) Heritage/Conservation Section - This proposal has evolved through sustained discussions between architects and the Planning Service. The result is a comprehensive approach to the conversion of Ebor Mill, and our familiarity with the development of the scheme.

The structural report confirms that the existing top floor and roof structure of this building are sound, and they contain some interesting architectural features. A reasoned justification against conservation policies and principles is required if this intervention is to be promoted.

The comments of the Archaeological Service are very pertinent, although I do not know which building is referred to as the 'boiler house' under point 1 of the recommended course of action. A detailed analysis of the site will be required, including all internal areas and mechanical remains. This must then serve to inform which of these can be retained visible and capable of interpretation, which might be preserved in-situ but hidden, and which might require recording before loss. Drawing 2029-041a appears to indicate retention of some columns from the former weaving shed, but is rather ambiguous. I would expect retention of the full roof structure of the 2 westernmost bays as clear evidence of the former structure. I am doubtful of the practicality of trees in this area and would wish to see wider retention of columns etc if this is practical.

It is rather unclear if the interventions in the 'engine house' building (actually the boiler house) can be accommodated with the existing roof structure, or if not, what form the new structure takes.

The interventions to the south mill and main mill are broadly acceptable, with the existing structure, floors and roof structures apparently retained (again this requires confirmation). The grouping around the courtyard is retained, maintaining the strong architectural and historical character of the site, with the exception of the introduction of the 'bar' structure.

The loss of the majority of the weaving shed 'guts' is very regrettable, but the spacing of columns would preclude their comprehensive retention. The retained grouping of buildings has a strong enough presence to act as a foil to the crescent. This will not detract from the retained buildings, indeed I consider it will complement them, forming a dramatic new element to a site already characterised by bold statement structures. The design, materials and scale of the crescent is supported, although I would wish to see a sample panel of the masonry screen, which will need to be thin coursed stone laid broadly in horizontal courses as is the local dry walling tradition for it to work aesthetically.

I hope that Highways can be satisfied of the access arrangements, as traffic must not be permitted to remain on view in the courtyard. I assume all primary trafficked areas are tarmac. Trees between the upper car park and the mill should be avoided as these will screen views of the mill from Lees Lane. The most that can be accommodated here is planting up to a couple of meters to screen cars.

Care will be required on landscaping, with little information at present on surfacing. The courtyard surface must be retained, with protection during construction, and any damage made good in matching second hand materials. It would be nice to see something other than tarmac in the weaving shed area, and the river walk area would benefit from use of a flagged material. The kerb and surface of new areas of footway on Ebor Lane and approaching the entrance must all be in natural stone. All new walls must be in regularly coursed natural stone to match those in the locality.

The scheme represents a good balance with the sensitive re-use of those elements capable of adaptation in a well-preserved mill complex, offset by bold and inspiring new elements. I will withhold comment on the 'bar' structure until this has been adequately justified. The historic grouping, function and evolution will remain apparent, with archaeological interpretation guiding internal adaptation. Subject to attention to additional information requirements and close attention to detail at all stages, I consider the historic significance is maintained, and given a secure future, and that the necessary policies are satisfied.

Additional Heritage Comments

I have now had opportunity to give the 'Bar' structure, proposed to rest on top of the North Mill, further consideration.

Whilst the north mill forms an integral part of the Ebor Mills complex, and provides enclosure to the courtyard, it has undergone alterations, including replacement of the roof covering, which diminish its aesthetic merit. The applicant's justification for the intervention, which requires removal of the roof structure and covering, centres on the powerful scale and presence of the existing structures, and the evolutionary continuity created by adding a structure of the 21st century to the grouping.

BH4 is the pertinent policy. The justification argues that the intervention only lightly touches the existing, and is subservient to it. The 'bar' will be very slightly visible over the roof of the south mill when approaching down Ebor Lane, but will primarily be apparent on entering the courtyard, and from various points to the west of the site. I accept the argument that the 'bar' does not have an adverse effect on the architectural interest of the north mill, which is fairly slight, its historic contribution remains apparent, and the 'bar' will be subservient to the complex as a whole given its size in comparison to the 6 storey mill in particular.

The main concern centres around the impact of this intervention on the character of the courtyard. It will undoubtedly be apparent, but I have concerns that the overhang will accentuate its presence, when this should be played down. A respectful relationship to the north mill and wider context is required, not a sense of overbearing. To achieve an appropriate degree of subservience, I feel it would be appropriate to reduce any overhang to the courtyard to no more than 1 metre, whilst maintaining the skewed relationship.

In terms of design, scale, detailing and materials, I am comfortable that the modern design is the most appropriate solution for intervention in this form. Any other method would result in discordant pastiche. The crisp and simple detailing results in a clear distinction between the periods of development, and the materials complement the design.

Finally, it is very difficult to justify an acceptable degree of loss of historic fabric. Weight can be afforded to an argument that the need for a change of use to provide a sustainable future for the building brings with it a need and opportunity for physical intervention. A

balance between retaining the character of the building and announcing its progression is suggested, with intervention in the most sympathetic location and not requiring complete destruction of the structure it is attached to. In the context of the whole complex, the siting of the 'bar' does minimise loss when compared to more conventional intervention, and the loss of the roof is balanced by the merits of the continued evolution and activity of the site.

To conclude, I consider a reduction in the overhang would benefit the relationship of the elements, but the principle of the 'bar' adequately satisfies BH4 and is acceptable. Please ensure that conditions as noted previously, particularly relating to archaeological recording, identification and retention of evidence of previous uses, details of the entrance and highway works, and paving are appended.

(ii) English Heritage - This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

(iii) West Yorkshire Archaeology Service - Statement of Significance

Ebor Mills (WYHER PRN 3644, Listed Grade II) is an exceptionally well-preserved example of an integrated worsted mill. Originally constructed in 1819, with the last additions in 1887, the complex preserves the earliest building on the site, a small water-powered spinning mill, as well as good examples of mid-to late-19th century spinning, weaving and warehousing facilities. Although some demolition of the earliest material took place during the modernisation of the site

In the 1860s/70s, archaeological appraisal in the 1980s by the RCHME has made it clear that good evidence survives for the form, structural detail and function of all of the earlier buildings on the site. In addition to its general Regional archaeological interest to an understanding of the development of the textile mill, Ebor Mills preserves good evidence for the three major developments in power technology in the 19th century (waterpower, vertical steam engines,

Horizontal steam engines), and is of additional specialist interest for this reason. The single-storey weaving shed which forms the northern-most element of the complex both preserves evidence for earlier structures in its fabric and constitutes the only evidence for weaving on the site. It is both integral and significant to an understanding of the form and development of the Listed site.

Impact of Proposed Development

1. Demolition of the single-storey shed will wholly destroy evidence of importance to the archaeological integrity and interpretation of this structure and of the complex as a whole. The demolition as proposed will have a negative impact on the character of the Listed mills.

2. In addition, it would appear from the details supplied that conversion of the remaining buildings will be sufficiently intensive to substantively alter the internal layout of the structures, and result in the damage, obscuring or removal of elements of the historic building fabric which are important to an understanding of the nature and function of both the complex as a whole and of the individual buildings.

Recommended Course of Action

1. We would recommend that the application be subject to a requirement for redesign to exclude the demolition of the 'end building' or boiler house, and that it NOT be granted consent in its current form, for the reasons given above. Please note that the preservation

of an exemplar set of bays (possibly forming an arcade along the edges of the external walls which are to be retained) would be more acceptable archaeologically than the demolitions as currently proposed.

2. If it is decided that Planning Consent should be granted to the application in either an adapted form or its current form, then we would recommend that all parts of the site be subject to an appropriate level of archaeological and architectural recording prior to demolition and alteration, for the reasons given above, and that recording be secured by the inclusion of an appropriate condition on any consent granted.

Relevant Policies

1. The recommendation for preservation of a greater part of the fabric of the single-storey building is based upon CBMDC UDP policy EN20 (presumption in favour of the preservation of essential character of a Listed Building).

2. The recommendation for recording is based on PPG 15 Para. 3.23 (recording of Listed Buildings prior to demolition or alteration), PPG16 paras. 28 and 30, and CBMDC UDP policy EN26 (preservation of archaeological material by record).

iv) Yorkshire and Humberside Assembly – no comments to make as the issues that arise with this application are not strategic in nature.

(v) Amenity Societies –Comments awaited and will be reported orally.

(vii) Environment Agency –No objections subject to conditions regarding flood risk and land contamination attached to any permission granted.

(viii) Highways (Development control) Section – Whilst there is no objection in principle to the redevelopment of this site from a highway point of view, further comments are awaited from the highways department to address the internal workings at the site. Comments will be reported orally.

Travel Plan - A travel plan has been submitted with the application that contains all the elements required.

(ix) Biodiversity Section - There is a Bradford Wildlife Area immediately to the south of the proposal site BWA/081 – Airedale Springs Mill Pond. Replacement Unitary Development Plan policy NE9 is relevant to this site. It should be noted that the Countryside Service would be strongly opposed to any development of this site, other than to improve it for wildlife conservation. Furthermore, I am told that this site regularly floods, so would probably be inappropriate for development.

The developer now owns the Bradford Wildlife Area adjacent to this site. I would like to see the developer enhance this site for nature conservation and for the enjoyment of the residents of the Ebor Mill site and the wider area.

The potential for this site to be utilised by bats is high. There are suitable buildings on site, records of bat activity in the area, and suitable foraging habitat is available close to the site. Follow up bat surveys (full details of what are required can be found on page 11 of the bat scoping survey) should be carried out at the site.

The possible presence of a hibernation site is very significant and the follow up survey should therefore be provided prior to determination (PPS9 paragraph 99. The presence/absence of a protected species must be determined before planning permission

is granted, and not be put as a condition to carry out a survey) of the application such that suitable mitigation measures can be designed into the site plan/layout.

There is also the chance that other protected species could occur on or adjacent this site. Surveys for these species should also be submitted prior to the determination of the planning application.

There are records of bat activity in the area. Even if there is no bat activity on the site itself, the development could still impact on bats using the watercourse and adjacent wooded area. Inappropriate lighting of this area may destroy its value to bats. Therefore I request that consideration is given to this matter both during the development and in the design of lighting for the finished site.

Nesting birds should be considered through out the demolition and construction phases.

(x) Landscaping Section - This is a very interesting and valued application which should ensure the retention of a feature in the locality and a reminder of the industrial past of the area.

The proposals appear to try to retain as much of the original fabric while the new buildings are in a contrasting contemporary style rather than trying to emulate the style of the old ones which seems appropriate. I like the crescent concept especially its green roof. The only concern I have about the new buildings is that the Bar Building will obscure part of the western elevation of the main mill when viewed from lower elevations on that side and may dominate the courtyard in front.

The site has obviously been neglected and has suffered from some insensitively designed additions which are to be removed as part of the scheme.

The colonisation by nature has given the site a certain charm which I accept will have to be compromised to some extent in order to ensure the stability of the structures however where possible I would like to see the opportunity for some parts of the site to retain this quality. I would like to see more random planting rather than blocks of shrubs with the inclusion of native ferns where conditions are suitable. I would hope that the site be managed sensitively to encourage natural regeneration and avoid a manicured look in suitable areas. Perhaps bulb planting could be included again with native or naturalised species such as snowdrops, bluebells and daffodils.

I hope that efforts will be made to restore and retain as many of the original industrial features of the site such as the ironwork railings and fire escape.
If feasible could the mill race be restored and utilised as a fish pass and or to generate power?

(xi) Tree Section – No objections subject to further details. Suggest condition attached to any permission granted.

(xii) Drainage Section – No objections in principle subject to conditions attached to any permission granted.

(xiii) Minerals and Waste Section – Due to the historical use of the site as a textile mill and the use of nearby land for the disposal of waste associated with wool scouring, there is reason to suspect that the proposal site is contaminated. I note that the applicant has submitted a preliminary desk based site investigation report. The report found there to be unacceptable risks of pollutant linkages being created by the proposed development and

provided scoping for further intrusive investigations. PPS23 advises that sufficient information should be submitted prior to the determination of a planning application for the Local Planning Authority to determine the level of contamination affecting a site, whether contamination risks can be mitigated to an acceptable level and the scope of any necessary remediation works. It is therefore recommended that the applicant be required to submit a phase II intrusive site investigation report to assess the level of contamination on site and the scope of any necessary remediation works.

(xiv) Environmental Protection Section – The information submitted in with the application indicates that several previously contaminating activities have occurred on the site around the tank area on the North East part of the site and from the weaving activities in the mill areas. Therefore, I fully endorse the recommendation in the Phase I study that intrusive ground investigations are required to determine the level of probable contamination on the site. It is suggested that appropriate conditions with regard to contamination, gas monitoring, water pollution, asbestos, building installation, operating hours and piling are attached to any permission granted.

(xv) Rights of Way Section – Keighley Public Footpath 157 abuts and crosses the site. Although the footpath does not appear to be adversely affected by these proposal this may be an opportunity to address a number of issues to improve access to the public footpath.

From Ebor Lane, the path proceeds in a generally northerly direction towards Vale Mill. This route is well used and forms part of the Railway Children's Recreational Walk and it is requested that the following works are undertaken to improve the public right of way: - surface improvements, repairs to boundary walls and fencing, addressing the growth of Japanese Knotweed adjacent to the path.

Area of the footway could be improved and used as a cycle way.

(xvi) Police Architectural Liaison - Policy D4 states that developers will need to ensure that crime prevention is considered as an integral part of the initial design of any development and not as an after thought.

There are concerns surrounding the lack of natural surveillance over the car parking arrangements for 'The Crescent'. The current scheme makes vehicles parked in the carports vulnerable to crime. The carports lack natural surveillance and do not benefit from any form of barrier to create defensible space.

A further concern is the apparently 'open access' to the site from a number of locations, i.e. footbridge over the beck, and the riverside walk. I feel that the areas within the development these routes lead to are semi private and as such there should be some form of definition created to ensure that the likelihood of casual intrusion is reduced. A gate at the point where the semi private becomes public would assist in creating this by at least giving the impression of a move from one type of space to another.

In conclusion the Police have no fundamental objections to a development of this type in this location but would seek to have the above points addressed in the interest of Community Safety and Crime Prevention.

(xvii) Yorkshire Water – No objections in principle subject to conditions

(xviii) Parks and landscape Section - Comments awaited and will be reported orally

(xviii) Education Section - An assessment of the educational resources in this area indicates that:

The secondary schools would be Oakbank, The Holy Family and Greenhead. Oakbank and Holy Family are both full but there are currently places available at Greenhead, we would not therefore request a contribution towards secondary educational resources.

The nearest primary schools would be Haworth, Lees and Oakworth. Lees and Oakworth are both full, as is Haworth which has unfortunately in the past 2 years reduced in size and capacity due to surplus places (a DCSF requirement).

We would therefore need to expand primary school provision in this area and would request a section 106 contribution based on 2 additional children per school year group per 100 houses, and 1 additional child per year groups for apartments of 2 bedrooms or more.

The calculation would therefore be:

Houses - 2 children x 7 year groups x 18/100 homes x £11,200 =	£28,224
Apartments -1 child x 7 year groups x 102/100 x £11,200	= £79,925
	Total = £108,192

(xx) Housing Development Section – The above site falls in the housing market area where affordable housing quota is 25%. Would be looking for up to 30 affordable housing units comprising a mix of 3-bed houses (Crescent Houses) and 2-bed apartments. The proposed apartment in the Main Mill with a floor area of 56-60 sq m. would be most suited to our purposes.

The exact number of AH units will depend on scheme viability on the nominated RSL and on the tenure mix we decide upon. Would like to obtain from the developer the projected sales values for all units in the full development as this will enable the calculation of the AH subsidy in the scheme and determine how many AH units can be purchased. The affordable housing subsidy would be calculated on the basis of 25% of the total sales value of all the proposed houses multiplied by 35% (the required discount).

(xxi) Metro - Public Transport

There are several bus services running next to the development serving various locations including; Keighley, Haworth, Oxenhope, Ingrow etc. There are also more services nearby. All kerbs at bus stops and shelters in the area of the development should be raised to Metro's guideline height of 180mm, with an absolute minimum height of 125mm. This is to ensure level boarding or near level boarding onto buses for elderly and disabled passengers. This makes boarding and alighting buses easier for these passengers. This height of kerb also enables ramps to be deployed from buses to allow any passengers in wheelchairs to board and alight buses.

Pedestrian Access

Good pedestrian access to/from the site to/from bus stops should be provided taking into consideration the needs of the elderly and mobility impaired.

Travel Cards

New occupants of the site may be unfamiliar with public transport in the area.

To ensure that occupants are fully informed about the travel choices available to them, the developer should be obliged to fund and make available a public transport information pack to each new householder. These packs will be collated and supplied by Metro. Future householders should all be offered one years free public transport travel cards. Metro operates a scheme that allows one-year Metro cards to be purchased half price by the developer for all new householders. This makes the current cost to the developer for a zone 1-5 Metro card (Rail & Bus) £567. This includes a 10% charge to cover administration of the scheme. In year 2 a 25% discount is offered to the householder, and a 10% discounts is offered in year 3.

Summary of Main Issues

- (a) Linkages between applications 08/01477/FUL, 08/02224/FUL and 08/03781/FUL
- (b) Principle of development
- (c) Density
- (d) Impact of development in terms of
 - Listed building status
 - Construction of enabling development
 - Allocation as Village Greenspace
 - Design/landscaping
 - Surrounding locality
 - Adjoining properties/uses
- (e) Highway Safety
- (f) Other impacts
 - Flooding
 - Biodiversity/effects on protected species
 - Contamination
- (g) Financial viability of the scheme
 - Issues regarding s106 contributions including provision of affordable housing
- (h) Community Safety Implications
- (i) Comments on representations

Appraisal

Permission is sought for the following development: -

- Change of use and alterations to the existing main mill to create 79 apartments ranging from 1 to 3 bedrooms which are accessed vi the central courtyard into a communal foyer
- Change of use and alterations to the north mill to create 8 three level houses each with their own front doors leading from the main courtyard
- Addition of a bar building which site on top of the north mill. 7 duplex apartment will be created within the structure comprises a lightweight timber framed, zinc clad extrusion which is on a twisted axis perpendicular to the Beck.
- Renovation and alteration of the economizer building to provide a two bedroom dwelling
- Renovation and alteration of the engine house to create a 4 bedroom dwelling
- Alterations to the south mill to create 10 apartments, 4 of which have their front doors off a new steel and timber walkway extending from the main square
- Existing structure, ceilings and features will be retained and reinstated
- Retention of the north light structure and chimney and use of the perimeter walls of the north light building as a container for cars. Removal of the existing roof covering.

- Construction of a crescent building in close proximity to the northern boundary to provide 18 three bed townhouses with south facing gardens and car parking spaces. Bin and cycle storage has been designed to site within the curtilage of each unit to minimise visual impact. Materials are of open jointed coursed stone sedum roof and timber windows and doors.
- Provision of 176 car parking spaces to be formed around the site. 71 spaces will be created in the north light building, an upper level car park will provide 31 spaces and 36 spaces are provided for the Crescent building.
- Formation of five car parking spaces along Ebor Lane, at the edge of the Bradford Wildlife Area

Linkages between applications

2. In the first instance, it is important to note that on this agenda there are three sites which are linked together in term of their proposed redevelopment schemes: namely land at Bridgehouse Mill (08/01477/FUL), Ebor Mill (this application) and Bridgehouse Mill – Wyedean Weaving (application 08/03781/FUL).

3. The linkages can be detailed as follows: -

- The current occupiers of Ebor Mill are a local manufacturing company known as Airedale Springs whom are a specialist manufacturer of mechanical springs and clips. Currently operations for the company are carried out over five floors that introduces operational and management difficulties. The company is noted in the “Masterplan and Strategy Plan for Airedale” as being typical of some engineering firms in Airedale who would like to move into more modern premises on a single flat site. This will substantially improve productivity and allow management to concentrate on product development and growing the business. It is proposed to move this company to a bespoke building on the Bridgehouse Mill site (application 08/01477/FUL), which is a flat site in close proximity to the existing premises at Ebor Mill (approximately 0.5m away).
- Similarly, Wyedean Weaving - the existing textile mill users in Bridgehouse Mill will also be moved out of the Grade II listed mill at the front of the site and relocated to a purpose built building the be erected on land to the rear of Bridgehouse Mill.
- Both the above linkages will allow two long established industrial/manufacturing companies to remain in the village of Haworth (where they remain active employers of local people). Indeed, the applications taken together enable purpose built, modern industrial buildings to be created on a level site which has an industrial past which the Local Planning Authority are keen to retain.
- By facilitating in the relocation of the two existing companies within the village, alternative schemes can and have been put forward to pursue appropriate residential schemes which seek to preserve and create innovative solutions to the grade II listed mills at Ebor and Bridgehouse. These schemes allow the special interests of the buildings to be retained.
- Clearly, there is a complex inter-relationship between the applications at Bridgehouse Mill (Wyedean Weaving), Ebor Mill and land at Bridgehouse Mill and this is specifically identified in the financial appraisals that have been submitted to

justify development in the manner proposed within the current applications (see exempt report for further details).

Principle

4. Replacement Unitary Development policies seek to ensure that land and buildings that are currently in employment use are not lost for other non-employment uses. In recent years the smaller settlements, such as Haworth, have suffered a decline in employment as a result of their development as commuter villages. As such, to aid the rural economy appropriate employment uses are to be encouraged to help retain and enhance local employment opportunities and reduce commuting flows.

5. Policy E4 of the Replacement Unitary Development Plan states that the redevelopment of existing employment land in rural areas for other uses will not be permitted unless: -

- (i) The proposal contributes positively to the re-use of a listed building or other historic building in a conservation area; or
- (ii) The proposal contributes positively to preserving or enhancing the character of a conservation areas; or
- (iii) It is no longer appropriate to continue as an employment use because of the adverse effect on the surrounding land uses; or
- (iv) The building has become functionally redundant for employment use.

6. In addition to the above employment policies the principle of development of this site should also take into account, Government advice in Planning Policy Guidance Note no. 15 which states that Local Planning Authorities should have special regard to the desirability of preserving listed buildings or its setting or any feature of special architectural or historical interest which it possesses.

7. Within Bradford district, it is acknowledged that there is a rich and diverse historic environment and policies within the Replacement Unitary Development plan seek to ensure that the essential characteristics of local distinctiveness and environmental identity are appropriately preserved. These elements are highly valued today for the positive contribution they make to the quality of the environment. The districts industrial heritage of mills and associated commercial development is especially important and reflects the areas prominence within the global textile trade.

8. Replacement Unitary Development policies also include preserving the setting of a listed building which is very important to its special architectural or historic interest. Settings are often planned to include gardens, grounds, views and vistas of the buildings best features as well as displaying its wider visual context

9. It is considered that the replacement of the employment use at the site and its replacement by residential use is acceptable in principle and accords with policies E4 and BH1 of the Replacement Unitary Development Plan. In this particular instance, such an alternative use is compatible with and will preserve the character of the building and its setting.

10. The existing users of the listed building are seeking more modern bespoke industrial accommodation within Haworth (on the adjoining linked site on Land at Bridgehouse). It is considered that whilst the loss of an employment use at this application site is regretted, it can be demonstrated that the existing use is no longer a viable or appropriate use within this listed building and without an alternative use, the building will be at risk. Indeed, a

large part of the building complex is empty at present and some 3700sqm has been empty for over two years in spite of being promoted on the open market by local agents. The complete lack of interest is a reflection of the location and the type of space on offer

11. Policy OS7 identifies areas of green space, which the application site is part of, which have an important local amenity value, contributing to the character and setting of the village. Development of these areas, some of which may be privately owned or include areas of Recreation Open space, may be harmful to the visual, quality, character and setting of the village. This is particularly so where the land is very prominent within the village.

12. It is considered that the development of the application site with built development in the manner and location proposed is appropriate and will, because of its position at the bottom of the valley, closely associated with the existing built structures at the site, not create an untoward visual intrusion in the village green space. Indeed, due to the substantial massing of the listed structures on the site, the proposed crescent structure will not be unduly prominent in the landscape. As such, it is considered that development would not compromise the visual amenities of the location or the setting of the village as a whole.

13. Also of particular relevance to the consideration of the principle of development on this site is the construction of enabling development on the site. Advice contained within 'Enabling Development and the Conservation of Heritage Assets' (Policy Statement – Practical Guide to Assessment) indicates that English Heritage has become increasingly concerned by the damage caused by developments contrary to established planning policy, put forward primarily as a way of benefiting heritage assets, but which destroy more than they save. They advise that permission should only be granted if the asset is not materially harmed, and the applicant convincingly demonstrates that on balance, the benefits clearly outweigh any drawbacks, not only to the historic asset or its setting, but to any other relevant planning interests.

14. English Heritage believes that there should be a general presumption against enabling development which does not meet all of the following seven criteria:

- a. The enabling development will not materially detract from the archaeological, architectural, historic, landscape or biodiversity interest of the asset, or materially harm its setting
- b. The proposal avoids detrimental fragmentation of management of the heritage asset
- c. The enabling development will secure the long term future of the heritage asset, and where applicable, its continued use for a sympathetic purpose
- d. The problem arises from the inherent needs of the heritage asset, rather than the circumstances of the present owner or the purchase price paid
- e. Sufficient financial assistance is not available from any other source
- f. It is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset, and that its form minimizes drawbacks
- g. The value or benefit of the survival or enhancement of the heritage asset outweighs the long-term cost to the community (i.e. the drawbacks) of providing the enabling development

15. Whilst the impacts of the enabling development will be considered in details later in this report, it is considered that the principle of establishing enabling development on this site is acceptable providing the relevant criteria established by English Heritage are met.

16. In light of the above arguments, it is considered that there is no objection in principle to the conversion of the existing listed building and creation of enabling development in village green space.

Density

17. Within the smaller settlement areas and to accord with Planning Policy Statement 3 and policy H7 of the Replacement Unitary Development Plan, it is usual that a minimum density of 30 dwelling per hectare should be achieved. The minimum appropriate density for this site area of 1.66ha equates to 50 residential units. The proposal for 120 units within the Listed Buildings and new build clearly complies with this requirement.

Impact of development

18. The well-conceived and creative conversion of the existing buildings into a variety of residential dwellings involves minimal alterations to the external fabric of the buildings (with the exception of the proposed bar building). The interventions to the south mill and main mill are considered acceptable, with the existing structure, floors and roof structures retained. The grouping around the courtyard is retained, maintaining the strong architectural and historical character of the site.

19. With regard to the introduction of the 'bar' structure it is considered that the justification advanced by the applicants that the intervention only lightly touches the existing and is subservient to, can be accepted. Moreover, amended plans have been received to reduce the overhang of the structure in the courtyard that will help minimize its impact and ensure that the character of the courtyard is protected.

20. It is considered that the 'bar' building does not have an adverse effect on the architectural interest of the north mill and that its historic contribution remains apparent. Essentially, the 'bar' will be subservient to the complex as a whole given its size in comparison to the 6-storey mill in particular and provide a respectful relationship to the north mill and the wider context. In addition, it is considered that the design, scale, detailing (crisp and simple) and materials proposed for this modern intervention provide an interesting design solution that results in a clear distinction between the periods of development. Any other method would result in discordant pastiche.

21. The need for a change of use to provide a sustainable future for the building brings with it a need and opportunity for physical intervention. It is considered that when one views in intervention of the bar in the context of the whole complex, its siting does minimise loss of the existing historic fabric when compared to more conventional intervention. Moreover, the loss of the roof is balanced by the merits of the continued evolution and activity of the site. Therefore, it is considered that the principle of the 'bar' adequately satisfies policy BH4 of the Replacement Unitary Development Plan.

22. Planning Policy Statement 1 and Planning Policy Guidance Note¹⁵ both allow for good contemporary development, provided that this is of sufficient quality to enhance the environment. Whilst the loss of the majority of the weaving shed interior is very regrettable, it is accepted that the spacing of columns would preclude their comprehensive retention. The retained grouping of buildings has a strong enough presence to act as a foil to the proposed crescent. This loss will not detract from the retained buildings. Indeed, it

is considered that the construction of a crescent as enabling development will complement the existing mill complex by forming a dramatic new element to a site already characterized by bold statement structures. The design, materials and scale of the crescent are supported and will not compromise the setting of the grade II listed complex.

23. With regard to enabling works and in assessing the impact of the element of the development proposals, it is recognised that the costs of restoration of the listed buildings and the grounds will be significant and that there is some justification for permitting enabling development. The applicant has submitted such justification in the form of financial appraisals which include the substantial costs of restoration of this grade II listed complex of buildings, (whilst also detailing the restoration costs of a further listed building at Bridgehouse Mill Wyedean Weaving and relocation of the existing users of Ebor Mills – which enables the listed building complex at Ebor to be comprehensively restored).

24. As such, it is considered that the scheme for enabling works within the grounds, but partially on the footprint of part of the former weaving sheds, is acceptable and its impacts can be justified and in accordance with the 7 criteria established by English Heritage (detailed above in paragraph 14). Indeed, it has been shown that the amount of enabling development is the minimum necessary to secure the future of the listed buildings and that the impact of the development on the character of the listed buildings and grounds is acceptable.

25. The Listed complex is sited within a swathe of village green space. It is considered that due to the location of the proposed crescent building in close proximity to the existing mass of buildings on the site and nestled into the valley floor adjacent to the river, there will be no undue loss of open space. When viewed from further a field, across the other side of the valley (Rawdon Road, Dimples Lane and Marsh Lane) the massing of the main mill and the chimney on the site are the dominant features. Whilst cars will be parked on the upper level of the land to the rear of the main mill, the formation of these spaces will not be unduly prominent within the landscape. Thus it is considered that there will be no detrimental loss of character, visual amenity and local identity of the settlement by the pursuit of this development scheme. Indeed, in the Inspectors report into the allocation Proposals of the Replacement Unitary Development Plan, the Inspector only made reference to the village green space land in front of, and in close proximity to Longlands, an imposing large structure located off Lees Lane which has a substantially higher elevation than the Ebor Mills complex, affecting the character and visual amenity of the settlement.

26. Landscaping is an important design element in any development and contributes to the character and local identity of the locality whilst contributing to the quality of the public realm. Landscaping proposals have been submitted but notwithstanding the details shown, it is considered beneficial to discuss aspects of the scheme in further detail in order to try and achieve a sensitively managed site which encourages natural regeneration of vegetation. It is recommended conditions are attached to any permission to pursue further landscaping details and to ensure that open spaces within the site are effectively secured by design to limit as far as practically possible, any unwanted intrusion into the site. Maintenance and management of these spaces will be via a management company to ensure a co-ordinated strategy and consistency in design.

27. It is considered that there will be no undue impact created by reason of overlooking or loss of privacy to the closest residential properties (a small row of Listed cottages). Whilst the change of use of the complex to residential use will inevitably involve numerous traffic

movements to and from the site these will be primarily a car-based mode of transport as opposed to the current and former position at the site of large vehicles arriving and manoeuvring to service the B2 uses. Parking spaces are to be provided along Ebor Lane, at the edge of the BWA, which may aid the parking situation of the existing cottages (whom block Ebor Lane if they do not park on the flag stones, half on and half off Ebor Lane and the access to the Ebor complex).

28. Overall, it is considered that the scheme will not unduly impact on the surrounding locality nor compromise the established amenities of the nearby residential properties. Moreover, it is considered that the provision of a few parking spaces at the very edge of the BWA will not compromise its integrity in this location.

Highway Safety

29. There is no highway objection in principle for the change of use of the complex to a residential use. A Transport Assessment and Travel Plan have been submitted as part of the application. It is noted that the current accesses to the mill complex from Ebor Lane are not good, but have been heavily used in the past when the complex was operating at capacity as a manufacturing centre. As part of this development, improvement to the existing access off Ebor Lane is proposed. This would be in the form of adjusting the existing site access layout to include a pedestrian footway of around 1m in width to the west. This can be accommodated due to the existing carriageway layout that would make the access safer for pedestrians gaining access to and from the site.

30. The Travel Plan promotes the integration of travel modes, to improve the accessibility of the site by means other than the single person occupied car, to ensure that the travel plan framework meets the needs of the residents and employees, to make residents and employees aware of the benefits to be derived from the travel plan, to minimise the level of vehicular traffic generated by the development and to enable the development to protect and enhance the environment as far as practically possible. It is considered that the provision of a travel plan will ensure that the change of use of this complex to residential use encourages, as far as practically possible, sustainable practices in the village in accordance with Planning Policy Statement 1 and Planning Policy Guidance Note 13. A condition regarding the implementation of a travel plan for this development is suggested on any permission granted.

31. Access to the central courtyard will be excluded as far as practically possible (other than for deliveries, drop offs, etc. as the design philosophy for the overall scheme is to create a high quality pedestrian area in this space. Vehicular access to the rest of the site is via the existing road between the main mill and the retaining wall. To ensure that larger utility vehicles are able to access this part of the site, it is proposed to chamfer the southeast corner of the mill over 1.5 storeys to improve sightlines and vehicle manoeuvrability around this 90 degree bend. Suitable surface treatments and turning heads are provided throughout the site. Sufficient parking provision is provided for the development throughout the site to accord with adopted Replacement Unitary Development Plan policies. As such, it is considered that the scheme for the redevelopment of the site in the manner proposed is acceptable in highway terms and will not prejudice highway and pedestrian safety.

Other impacts

32. Flooding

Bridgehouse Beck runs through the development site. All existing buildings and the

proposed new build are located east of the watercourse. A flood risk assessment has been submitted with the application that the Environment Agency considers to be satisfactory. Therefore conditions to ensure appropriate flood mitigation measures are carried out are suggested for any permission granted.

Biodiversity

33. Whilst Policy NE10 of the RUDP states that wildlife habitats accommodating protected species will be protected by the use of Planning conditions/obligations it is clear from the supporting text and Policy NE11 that an ecological appraisal should be submitted with a planning application so that the Local Planning Authority can 'assess the potential impact of the proposed development prior to the consideration of granting planning permission.'

34. ODPM Circular 06/2005 to accompany Planning Policy Statement 9 Biodiversity and Geological Conservation states 'It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development is established before planning permission is granted, otherwise all material planning considerations may not have been addressed in making the decision.' The document advises that ecological surveys should only be left to coverage by conditions in exceptional circumstances and that any necessary measures to protect the species should be in place, through conditions and/or planning obligations before permission is granted.

35. The applicants have provided an initial bat scoping survey as part of this submission that identifies the need for further work to be carried out. The survey report also identifies that in two particular buildings, the economizer and the engine house, there is suitable roosting possibilities such as cracks, crevices, missing roof and missing bricks with access to wall cavities. The Economiser building is also reported as having access into a subterranean area that could be used as a hibernation site. The applicants have advised that, for Health and Safety reasons due to the condition of the building, it is not possible to carry out further surveys at this stage although it is accepted that a condition should be attached to any permission granted to ensure that full detailed surveys will be carried out prior to commencement of any development works on the site. In these particular circumstances, and because of the listed status of the complex (which ensures that there can be no demolition or unauthorized works to this structure without Listed Building Consent), it is considered acceptable to pursue this course of action.

Contamination

36. Former industrial/manufacturing uses have been evident on the site. In particular, several previously contaminating activities have occurred on the site around the tank area on the North East part of the site and from the weaving activities in the mill areas. Phase I contamination reports have been submitted as part of this application and conditions are recommended to ensure that the site is remediated appropriately and development of this site is 'fit for purpose'. A Phase II has not been submitted at the application stage because of the difficulties in pursuing such a survey because of the on-going occupation of the buildings, the health and safety issues involved with a dangerous structure (collapsed roof and floors of one of the buildings and a live YEB sub station).

Financial viability/s106 contributions

37. Development of the scale proposed inevitably involves physical infrastructure works, management plans and social infrastructure works such as recreation provision and affordable housing. In line with policy UR6 of the Replacement Unitary Development Plan it is usually appropriate that the developer should enter into a Section 106 to address the following issues – affordable housing, recreational provision, metro cards/transport infrastructure and educational contributions.

38. Policy H9 of the Replacement Unitary Development Plan seeks to achieve affordable housing provision within development sites in The Villages of 25%. In addition, policy UR4 seeks to ensure that development is for local needs purposes as far as practically possible. Housing needs surveys have shown that there is a need for affordable housing in the village. No affordable housing is proposed within the current scheme as the developer has put forward a justification for abnormal costs associated with the development of this site in addition to the development and linkages outlined for development at Land at Bridgehouse Mills and the Bridgehouse Mill – Wyedean Weaving site (see exempt report elsewhere on this agenda).

39. Policy OS5 of the RUDP requires that new residential development be required to make appropriate provision of or equivalent commuted payment for recreational open space. No recreational space is provided on the site nor is any commuted sums offered. In line with current standards a commuted sum would be required. As outlined above, due to the financial implications for the development of the site in tandem with application for land at Bridgehouse Mills (08/01477/FUL) and Bridgehouse Mill - Wyedean Weaving (08/003871/FUL), the developer has provided a full financial appraisal advising that this contribution, along with those detailed below, which would normally form part of a development of this size, cannot be achieved and that no financial contributions should be made.

40. These further development contributions include: -

(i) Metro cards and public transport infrastructure investments in order to promote sustainable modes of transport. Usually, one metro card is provided per unit with the developer paying 50% of the list price (+ 10% administration charge) for the first year of occupation of the unit, and;

(ii) Educational provision - Under policy CF2 of the Replacement Unitary Development Plan, new housing proposals that would result in an increased demand for educational facilities that cannot be met by existing schools and colleges should contribute to new and extended school facilities. The nearest schools, at primary level, are full and a contribution of £108,192 is therefore sought.

41. The applicants have argued that due, primarily, to the following circumstances it is not financially viable to provide development contributions towards affordable housing, recreational and education facilities and metro cards: -

- Refurbishment costs involved in the change of use of two grade II listed mills (Bridgehouse and Ebor Mills) – bringing them into modern day use
- The necessity to link this application with those at Ebor Mill and Bridgehouse Mill (Wyedean Weaving) to achieve financial viability across the three sites.
- This scheme at land at Bridgehouse Mills is only viable in the first instance due to residential accommodation being proposed on the site where formally the whole site was industrial. No greater density can be achieved at the site which would allow contributions to be made due to the necessity to retain as much employment use of the site as possible and to address local need in terms of relocating two existing employers in the village to the application site. Options for Airedale springs to relocate elsewhere within the Worth Valley are severely limited. Modern buildings are required to house modern manufacturing techniques.

42. There are several detailed financial appraisals included in the exempt report to support the special circumstances justifying the lack of infrastructure and social contributions. The

applicants have however agreed to enter into a planning obligation to offer an overage agreement to the Council in the event that profit returns are in excess of an agreed percentage (detailed in the exempt report). Any profits over this level are offered to the council to fund, to its priorities, i.e. the usual community benefits that are recommended by consultees and discussed in the above report.

43. It is considered that this type of agreement will allow the Council to support schemes which will have an important part to play in both the retention of existing long-established businesses in the local community and in providing suitable alternative uses for Grade II listed buildings whilst also ensuring that appropriate contributions towards affordable housing, recreation, education and, or metro can be achieved if financial circumstances allow whilst the development is being undertaken. As such, it is considered that, provided an overage agreement is successfully concluded, the proposed scheme is in accord with the regeneration aspirations of the District and on this basis would provide a positive benefit to stimulating economic activity.

Community Safety Implications

It is considered that providing appropriate conditions regarding: - (i) defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space including boundary fences, (ii) access control strategy to both the site and the communal buildings, and; (iii) lighting of the development are attached to any permission granted, the proposal will accord with the principles of policy D4 of the Replacement Unitary Development Plan.

Comments on Representations made

The majority of comments raised in the letters of representation and consultation responses have been addressed in the above report. It is considered that the change of use of this complex to residential use in the manner proposed will aid the retention of this substantial, majestic mill without unduly comprising the historic fabric of the buildings. With regard to the enabling works, it is argued that issues of design are subjective and that the proposal of a crescent is well conceived and creates further positive interest to this complex of grade II listed buildings by not designing pastiche heritage. It is acknowledged that the highways infrastructure is constrained in the vicinity of the site but essentially the redevelopment of the site has been shown to be acceptable in terms of both highway and pedestrian safety. Indeed, residential use will most likely generate less traffic (especially HGV traffic and other larger vehicle traffic) than would be likely if the site were to be used to full capacity as B1/B2 uses.

Reasons for Granting Planning Permission

The change of use, alteration and extension of this grade II listed complex of buildings to form a well conceived residential scheme is considered to appropriately preserve the listed building and its setting. Moreover, it is considered that the proposal will have a positive impact on the buildings and surrounding landscape and thus maintain the special interest. The effect of the proposal on the surrounding locality and the nearby neighbouring properties has been assessed and is acceptable. The provision of an access in the manner and location proposed is appropriate and parking provision has been made to accord with adopted standards. As such, the proposal is in conformity with the principles outlined within the Replacement Unitary Development Plan and subject to appropriate conditions it is considered that the proposal complies with policies UDP1, UDP3, UDP7, UR2, UR3, H5, H7, H8, TM2, TM12, TM19A, D1, D4, BH1, BH4, BH4A, BH7, BH9 and P4.

An analysis and verification of the submitted financial appraisal for the proposed scheme has been undertaken and indicates that the development – in association with applications at Bridgehouse Mill (08/03781/FUL) and Land at Bridgehouse Mill (08/01477/FUL) – would not be viable if the Local Planning Authority were to pursue planning infrastructure contributions in the usual manner. The applicants have however agreed to enter into a planning obligation to offer an overage agreement (to be delivered via a S106 legal agreement) to the Council in the event that profit returns are in excess of an agreed percentage. Any profits over this level are offered to the Council to fund, to its priorities, the usual community benefits of any development scheme that are discussed in the above report. As such, it is considered that, provided an overage agreement is successfully concluded, the proposal is acceptable.

Permission is recommended accordingly subject to
(i) a Section 106 agreement to secure affordable housing, public open space and educational contributions, and metro cards subject to the council covenanting that no contribution shall become payable by the developer unless and until the developer has achieved a percentage of profit in the scheme as a whole, and;
(ii) the following conditions: -

Conditions of Approval

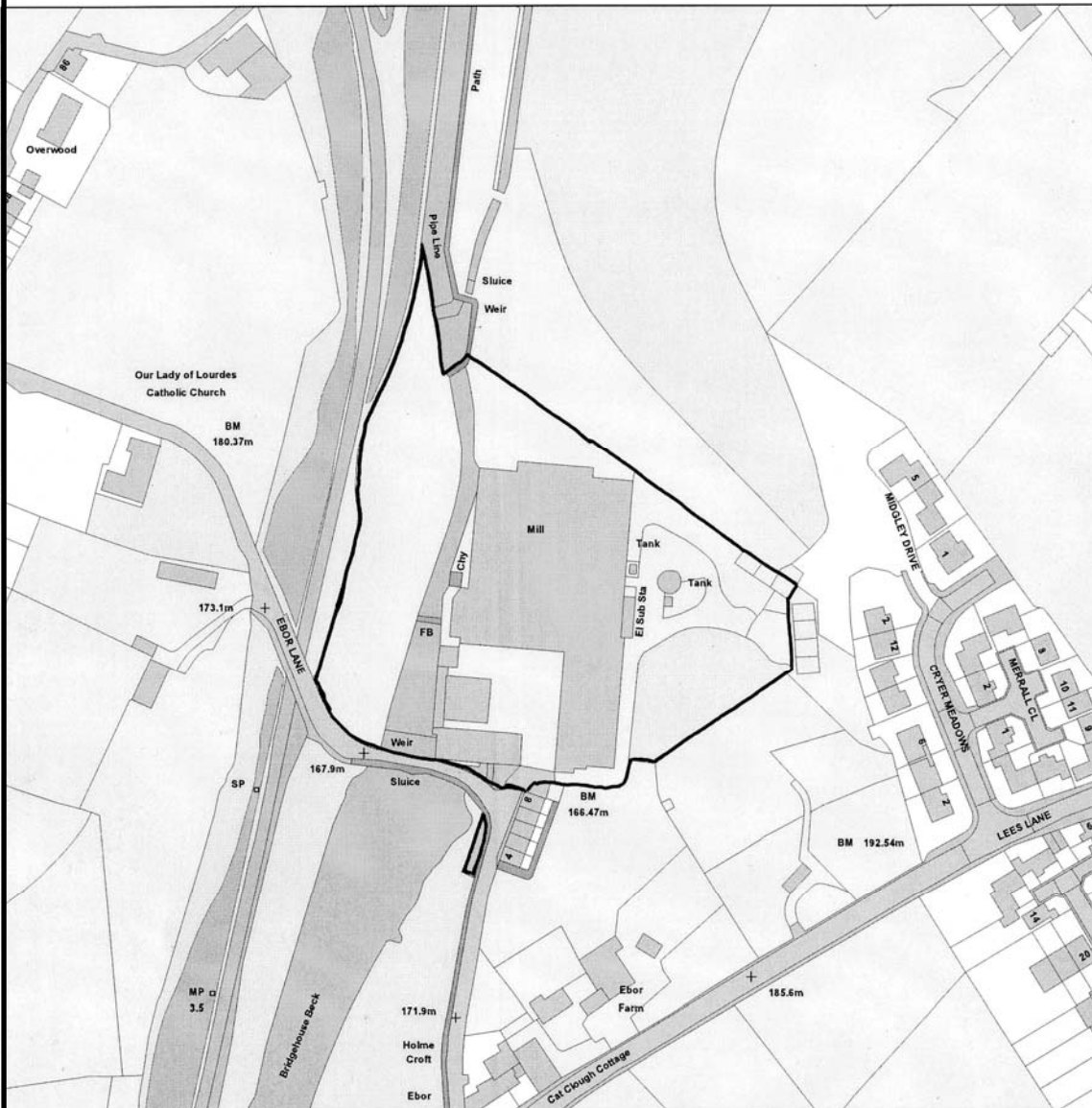
- 1 Time limit – 3 year period
- 2 Materials to be to be approved prior to commencement of development and implemented as approved. Note to developer that the stone shall be regular coursed only.
- 3 Sample panel of walling materials and type of pointing to be approved prior to commencement of development and implemented as approved.
- 4 Landscaping scheme – native species to be approved prior to commencement of development and implemented as approved.
- 5 Hard landscaping – permeable surfaces. Full details to be provided and approved prior to commencement of development which shall include the provision of natural stone paving in the vicinity of the arch and stone setts or flags to the footway. Approved scheme to be implemented prior to occupation of the site.
- 6 Scheme for protection of existing trees to be approved prior to commencement of development and implemented as approved.
- 7 Trees to be planted during first season
- 8 Boundary treatments throughout the site to be approved prior to commencement of development and implemented as approved prior to occupation of the buildings.
- 9 Management Plan – maintenance agreement for the long-term management/ maintenance of landscape and communal areas of the application site, the public footpath that crosses the site and management details of the adjoining BWA site prior to commencement of development. The plan should include all details of biodiversity measures. Shall be implemented as per agreement
- 10 Permitted Development restriction to dwellings (A, B, C, D, E, and F of Part 1, Class A, Schedule 2)
- 11 Details of access control strategy to apartment buildings and landscaped areas to be submitted to the LPA for approval. The scheme should be implemented as approved prior to occupation of the buildings.
- 12 Provision and retention of parking spaces prior to occupation of the residential units
- 13 Construct access to the site, including all improvement to Ebor Lane before commencement of development, or as may otherwise be agreed in writing by the LPA.

- 14 Construction plan details to be approved prior to commencement of development and implemented as approved.
- 15 Bin stores to be provided prior to occupation of the development.
- 16 Separate systems for foul and surface water on and off site
- 17 No buildings occupied until completion of approved foul drainage
- 18 Gas monitoring to be undertaken prior to commencement of development.
Submission of report for approval in writing by the LPA.
- 19 Prior to development commencing a report outlining the gas protection measures for the residential properties shall be submitted to and approved in writing the LPA.
- 20 Garden/cultivated areas layer of gravel membrane and /or Geo textile membrane
- 21 Piling times 0830-16.00 Monday to Friday only and not on Saturdays, Sundays, Bank Holidays and/or Public Holidays
- 22 Hours of Operation – no construction between the following 0730-1800 Mondays to Fridays and 0730-1300 Saturdays. No activities except for emergency repairs shall be carried out at all on Sundays, Bank Holidays and/or Public Holidays
- 23 Prior to commencement of development a risk assessment report shall be submitted and approved in writing by the LPA. The report shall detail all the substances, liquids and oils which are contained within or attached to all storage vessels, metal works, and surfaces within the various building
- 24 Investigation of land drainage network and proposal for dealing with any watercourses, culverts, land drains etc existing within the site boundary to be submitted to and approved in writing the LPA prior to commencement of development.
- 25 Parking and hard standing areas to pass through an interceptor prior to discharge.
- 26 Full details of a phasing plan for the development shall be submitted and approved in writing by the Local Planning Authority before commencement of development.
- 27 Submission of further travel plan details within 6 months of occupation of the units.
- 28 Prior to development commencing, a bat survey shall be submitted to the LPA for consideration and approval. If the survey shows that mitigation measures will be required, such works shall be carried out prior to development commencing, or in accord with a timetable agreed with the LPA.
- 29 No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the details and timetable agreed.
- 30 No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme and details.
- 31 The watercourse adjoining the site is designated a "main river" and is therefore subject to Land Drainage Byelaws. In particular, no trees or shrubs may be planted, nor fences, buildings, pipelines or any other structure erected within 8 metres of the top of any bank/retaining wall of the watercourse without prior consent of the Agency. Full details of such works, together with details of any proposed new surface water outfalls, which should be constructed entirely within the bank profile, must be submitted to the Agency for consideration
- 32 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority: (i) A preliminary risk assessment that has identified:

- All previous uses
 - Potential contaminants associated with those uses
 - A conceptual model of the site indicating sources, pathways and receptors
 - Potentially unacceptable risks arising from contamination at the site.
- (ii) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (iii) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved
- 33 Prior to development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.
- 34 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
- 35 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
- 36 Prior to being discharged into any watercourse, surface water sewer or soakaway all surface water drainage shall be passed through an oil interceptor designed and constructed to have a capacity compatible with the site being drained. Roof water shall not pass through the interceptor.

Area Planning Panel (Keighley)

7 August 2008



ITEM NO.

10

LOCATION

Ebor Mills, Ebor Lane, Haworth



DATE: 7 August 2008
ITEM No: 10
WARD: WORTH VALLEY - 29
RECOMMENDATION: TO GRANT LISTED BUILDING CONSENT SUBJECT TO
CONDITIONS
APPLICATION No: 08/02209/LBC

Type of Application/Proposal & Address

Listed building application for the part demolition, extension, internal and external alterations of Grade II listed industrial buildings to form 102 residential units at Ebor Mills, Ebor lane, Haworth

Site and Listed Building Description

An irregular shaped 1.66-hectare site that is nestled in the valley floor adjacent to Bridgehouse Beck. The site is allocated as Village Green space within the Replacement Unitary Development Plan. Ebor Mill, a complex of Grade II listed buildings with B2 use occupies the site in a courtyard formation. The main mill and south mills are currently used by Airedale Springs for the production and manufacture of high precision machine components

The site slopes steeply from the Beck toward Midgley Drive and Cryer Meadows to the east. Along its northern boundary lie fields allocated as green belt on the |Proposals Map of the Replacement Unitary Development Plan. Beyond the fields lie Murgatroyd Woods. The southern boundary fronts Ebor Lane and the Grade II listed Ebor Bridge that crosses the weir to Bridgehouse Beck. Access to the site is via Ebor Lane

The site is dominated by the imposing Grade II listed 6 storey stone main mill and chimney. Adjoining and around the mill, on its western elevation, are the 2 storey north mill with northlight building behind and 3-4 storey south mill with the economise and engine house facing onto the mill stream

The listing details of the buildings note the main mill as being constructed of coursed dressed stone and stone slate roofs c1800 with later c19 additions. The southern range dates from the c18 and has a central loading bay with hoist. The north range is dated mid c19 with a gabled loading bay. The east range (main block) is a later c19 addition of 3 stories and basement.

Relevant Site History

- There is no recent relevant history for the change of use and alteration of this building.
- A current planning application 08/02224FUL for the change of use and alteration of existing industrial building to create 102 residential units and construction of 18 houses with car parking and access road **has yet to be determined and is elsewhere on this Panel agenda.**

Replacement Unitary Development Plan (RUDP) Proposals and Policies

The whole application site is allocated as Village Greenspace in the Replacement Unitary Development Plan with the exception of the red edged line in front of the existing former mill cottages (fronting Ebor Lane) that is allocated as a Bradford Wildlife Area. Relevant policies include: -

- BH1 - Change of use of listed buildings
- BH3 - Archaeological recording of listed buildings
- BH4 – Alteration, extension or substantial demolition of listed buildings
- BH4A – Setting of Listed Buildings

Parish Council

No specific comments regarding this application.

Publicity and Number of Representations

By individual neighbour notification letters and by site notices with the statutory expiry date being 06 June 2008. 6 representations have been received

Summary of Representations Received

- Concerned about the level of traffic the development will generate
- Walls along Ebor lane are listed
- Unacceptable impact on exiting sewer infrastructure
- traffic and pedestrian safety
- Unnecessary over development
- Would compromise village green space
- Not enough parking allocated to the development
- Car parking encroachment onto green belt land
- Ebor Lane is very narrow with few places cars can pass safely
- Sightlines at the top of Ebor Lane impeded by walls
- Footways very narrow along Ebor Lane
- Large vehicles unable to turn right into Ebor Lane as the land is too narrow
- Vehicles turning right out of Ebor would have problems regarding priority on the single track bridge
- The tarmac area adjacent to the railway is currently used for public parking but is shown as visitor parking in the scheme
- The new build will be detrimental to the character of Ebor **Mill**
- The new build crescent encroaches onto greenbelt land
- The creation of a crescent is Georgian in its inspiration but Ebor Mill is from the Victorian period
- Building materials for the crescent are not in the vernacular – the roof is flat with open jointed stonework
- Noted that the weaving sheds are to be demolished – feel as much of this building should be kept as possible
- Need to retain the chimney
- Concern over the sewage system particularly as this site is at the lowest end of Haworth

- Keen to see the status of the Bradford Wildlife Area preserved
- No cycleway is proposed through the development
- Upper Worth Valley History Group would like to record anything appropriate before alteration
- Ebor Lane is dangerous and can support no more traffic especially since the junction with Lees Lane and Mill Hey is dangerous
- Consider that it is a positive step to use the listed buildings as accommodation but have reservations about the scale of the project
- Concerned that the extensions and new build will add nothing to the character of the site
- Of equal concern is the difficulty of providing adequate car parking for such an ambitious project. Destruction **of the natural break between Haworth and Lees.**

Consultations

(i) Heritage/Conservation Section - This proposal has evolved through sustained discussions between architects and the Planning Service. The result is a comprehensive approach to the conversion of Ebor Mill, and our familiarity with the development of the scheme.

The structural report confirms that the existing top floor and roof structure of this building are sound, and they contain some interesting architectural features. A reasoned justification against conservation policies and principles is required if this intervention is to be promoted.

The comments of the Archaeological Service (see below) are very pertinent, although I do not know which building is referred to as the 'boiler house' under point 1 of the recommended course of action. A detailed analysis of the site will be required, including all internal areas and mechanical remains. This must then serve to inform which of these can be retained visible and capable of interpretation, which might be preserved in-situ but hidden, and which might require recording before loss. Drawing 2029-041a appears to indicate retention of some columns from the former weaving shed, but is rather ambiguous. I would expect retention of the full roof structure of the 2 westernmost bays as clear evidence of the former structure. I am doubtful of the practicality of trees in this area and would wish to see wider retention of columns etc if this is practical.

The interventions to the south mill and main mill are broadly acceptable, with the existing structure, floors and roof structures apparently retained (again this requires confirmation). The grouping around the courtyard is retained, maintaining the strong architectural and historical character of the site, with the exception of the introduction of the 'bar' structure.

The loss of the majority of the weaving shed 'guts' is very regrettable, but the spacing of columns would preclude their comprehensive retention. The retained grouping of buildings has a strong enough presence to act as a foil to the crescent. This will not detract from the retained buildings, indeed I consider it will complement them, forming a dramatic new element to a site already characterised by bold statement structures. The design, materials and scale of the crescent is supported, although I would wish to see a sample panel of the masonry screen, which will need to be thin coursed stone laid broadly in horizontal courses as is the local dry walling tradition for it to work aesthetically.

I hope that Highways can be satisfied of the access arrangements, as traffic must not be permitted to remain on view in the courtyard. I assume all primary trafficked areas are

tarmac. Trees between the upper car park and the mill should be avoided, as these will screen views of the mill from Lees Lane. The most that can be accommodated here is planting up to a couple of meters to screen cars.

Care will be required on landscaping, with little information at present on surfacing. The courtyard surface must be retained, with protection during construction, and any damage made good in matching second hand materials. It would be nice to see something other than tarmac in the weaving shed area, and the river walk area would benefit from use of a flagged material. The kerb and surface of new areas of footway on Ebor Lane and approaching the entrance must all be in natural stone. All new walls must be in regularly coursed natural stone to match those in the locality.

The scheme represents a good balance with the sensitive re-use of those elements capable of adaptation in a well-preserved mill complex, offset by bold and inspiring new elements. The historic grouping, function and evolution will remain apparent, with archaeological interpretation guiding internal adaptation. Subject to attention to additional information requirements and close attention to detail at all stages, I consider the historic significance is maintained, and given a secure future, and that the necessary policies are satisfied.

Additional Heritage Comments

I have now had opportunity to give the 'Bar' structure, proposed to rest on top of the North Mill, further consideration.

Whilst the north mill forms an integral part of the Ebor Mills complex, and provides enclosure to the courtyard, it has undergone alterations, including replacement of the roof covering, which diminish its aesthetic merit. The applicant's justification for the intervention, which requires removal of the roof structure and covering, centres on the powerful scale and presence of the existing structures, and the evolutionary continuity created by adding a structure of the 21st century to the grouping.

BH4 is the pertinent policy. The justification argues that the intervention only lightly touches the existing, and is subservient to it. The 'bar' will be very slightly visible over the roof of the south mill when approaching down Ebor Lane, but will primarily be apparent on entering the courtyard, and from various points to the west of the site. I accept the argument that the 'bar' does not have an adverse effect on the architectural interest of the north mill, which is fairly slight, its historic contribution remains apparent, and the 'bar' will be subservient to the complex as a whole given its size in comparison to the 6 storey mill in particular.

The main concern centres around the impact of this intervention on the character of the courtyard. It will undoubtedly be apparent, but I have concerns that the overhang will accentuate its presence, when this should be played down. A respectful relationship to the north mill and wider context is required, not a sense of overbearing. To achieve an appropriate degree of subservience, I feel it would be appropriate to reduce any overhang to the courtyard to no more than 1 metre, whilst maintaining the skewed relationship.

In terms of design, scale, detailing and materials, I am comfortable that the modern design is the most appropriate solution for intervention in this form. Any other method would result in discordant pastiche. The crisp and simple detailing results in a clear distinction between the periods of development, and the materials complement the design.

Finally, it is very difficult to justify an acceptable degree of loss of historic fabric. Weight can be afforded to an argument that the need for a change of use to provide a sustainable future for the building brings with it a need and opportunity for physical intervention. A balance between retaining the character of the building and announcing its progression is suggested, with intervention in the most sympathetic location and not requiring complete destruction of the structure it is attached to. In the context of the whole complex, the siting of the 'bar' does minimise loss when compared to more conventional intervention, and the loss of the roof is balanced by the merits of the continued evolution and activity of the site.

To conclude, I consider a reduction in the overhang would benefit the relationship of the elements, but the principle of the 'bar' adequately satisfies BH4 and is acceptable. Please ensure that conditions as noted previously, particularly relating to archaeological recording, identification and retention of evidence of previous uses, details of the entrance and highway works, and paving are appended.

(ii) English Heritage – This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

(iii) Amenity Societies – Comments awaited and will be reported orally.

(vi) West Yorkshire Archaeology Advisory Service – Statement of Significance

Ebor Mills (WYHER PRN 3644, Listed Grade II) is an exceptionally well-preserved example of an integrated worsted mill. Originally constructed in 1819, with the last additions in 1887, the complex preserves the earliest building on the site, a small water-powered spinning mill, as well as good examples of mid-to late-19th century spinning, weaving and warehousing facilities. Although some demolition of the earliest material took place during the modernisation of the site in the 1860s/70s, archaeological appraisal in the 1980s by the RCHME has made it clear that good evidence survives for the form, structural detail and function of all of the earlier buildings on the site. In addition to its general Regional archaeological interest to an understanding of the development of the textile mill, Ebor Mills preserves good evidence for the three major developments in power technology in the 19th century (water power, vertical steam engines, horizontal steam engines), and is of additional specialist interest for this reason. The single-storey weaving shed which forms the northern-most element of the complex both preserves evidence for earlier structures in its fabric and constitutes the only evidence for weaving on the site. It is both integral and significant to an understanding of the form and development of the Listed site.

Impact of Proposed Development

1. Demolition of the single-storey shed will wholly destroy evidence of importance to the archaeological integrity and interpretation of this structure and of the complex as a whole. The demolition as proposed will have a negative impact on the character of the Listed mills.
2. In addition, it would appear from the details supplied that conversion of the remaining buildings will be sufficiently intensive to substantively alter the internal layout of the structures, and result in the damage, obscuring or removal of elements of the historic building fabric which are important to an understanding of the nature and function of both the complex as a whole and of the individual buildings.

Recommended Course of Action

1. We would recommend that the application be subject to a requirement for redesign to exclude the demolition of the 'end building' or boiler house, and that it NOT be granted consent in its current form, for the reasons given above. Please note that the preservation of an exemplar set of bays (possibly forming an arcade along the edges of the external walls which are to be retained) would be more acceptable archaeologically than the demolitions as currently proposed.

2. If it is decided that Planning Consent should be granted to the application in either an adapted form or its current form, then we would recommend that all parts of the site be subject to an appropriate level of archaeological and architectural recording prior to demolition and alteration, for the reasons given above, and that recording be secured by the inclusion of an appropriate condition on any consent granted.

Relevant Policies

1. The recommendation for preservation of a greater part of the fabric of the single-storey building is based upon CBMDC UDP policy EN20 (presumption in favour of the preservation of essential character of a Listed Building).

2. The recommendation for recording is based on PPG 15 para. 3.23 (recording of Listed Buildings prior to demolition or alteration), PPG16 paras. 28 and 30, and CBMDC UDP policy EN26 (preservation of archaeological material by record).

Summary of Main Issues

Impact on listed building and its setting

Comments on representations made

Appraisal

1. Listed building consent is sought for the following development: -

- Alterations to the existing main mill to create 79 apartments ranging from 1 to 3 bedrooms which are accessed via the central courtyard into a communal foyer
- Alterations to the north mill to create 8 three level houses each with their own front doors leading from the main courtyard
- Addition of a bar building which site on top of the north mill. 7 duplex apartment will be created within the structure comprises a lightweight timber framed, zinc clad extrusion which is on a twisted axis perpendicular to the beck.
- Renovation and alteration of the economizer building to provide a two bedroom dwelling
- Renovation and alteration of the engine house to create a 4 bedroom dwelling
- Alterations to the south mill to create 10 apartments, 4 of which have their front doors off a new steel and timber walkway extending from the main square
- Existing structure, ceilings and features will be retained and reinstated
- Retention of the north light structure and chimney. Use of perimeter walls of the northlight building as a container for cars. Removal of the existing roof covering.

Impacts on the listed building and its setting

2. There is a statutory requirement that local planning authorities have special regard to the desirability of preserving listed buildings and their settings and any features of special architectural and historic interest that they possess. This is reflected in Planning Policy

Guidance Note 15 (PPG15) and the Replacement Unitary Development Policies. PPG15 also states 'Applicants for listed building consent must be able to justify their proposals. They will need to show why works which would affect the character of a listed building are desirable or necessary. They should provide the local planning authority with full information, to enable them to assess the likely impact of their proposals on the special architectural or historic interest of the building and on its setting.'

3. PPG15 also states 'in principle the aim should be to clearly identify the optimum viable use that is compatible with the fabric, interior, and setting of the historic building. This may not necessarily be the most profitable use if that would entail more destructive alterations than other viable uses. The setting of a listed building is of merit in its own right and by virtue of its registration is recognised as an important part of national natural and cultural heritage. Settings are often planned to include gardens, grounds, views and vistas of the buildings best features as well as displaying its wider visual context

4. Within Bradford district, it is acknowledged that there is a rich and diverse historic environment and policies within the Replacement Unitary Development plan seek to ensure that the essential characteristics of local distinctiveness and environmental identity are appropriately preserved. Indeed, these elements are highly valued today for the positive contribution they make to the quality of the environment. The districts industrial heritage of mills and associated commercial development is especially important and reflects the areas prominence within the global textile trade.

5. Innovative solutions to design problems associated with the restoration and re-use of listed buildings are often necessary to make listed buildings attractive to the investor and this must be achieved without compromising the historic value and structural or visual integrity of the building.

6. It is considered that the replacement of the employment use at the site by residential use is acceptable in principle. In this particular instance, such an alternative use is compatible with and will preserve the character of the buildings and its setting. Indeed, the existing users of the building are seeking more modern accommodation and it is considered essential to pursue alternative uses of the listed building in order to ensure that the building does not become at risk by the lack of investment and users.

7. The well-conceived and creative conversion of the existing buildings into a variety of residential dwellings involves minimal alterations to the external fabric of the buildings (with the exception of the proposed bar building). The interventions to the south mill and main mill are considered acceptable, with the existing structure, floors and roof structures retained. The grouping around the courtyard is retained, maintaining the strong architectural and historical character of the site.

8. With regard to the introduction of the 'bar' structure it is considered that the justification advanced by the applicants that the intervention only lightly touches the existing and is subservient to, can be accepted. Moreover, amended plans have been received to reduce the overhang of the structure in the courtyard that will help minimize its impact and ensure that the character of the courtyard is protected.

10. It is considered that the 'bar' building does not have an adverse effect on the architectural interest of the north mill and that its historic contribution remains apparent. Essentially, the 'bar' will be subservient to the complex as a whole given its size in comparison to the 6-storey mill in particular and provide a respectful relationship to the

north mill and the wider context. In addition, it is considered that the design, scale, detailing (crisp and simple) and materials proposed for this modern intervention provide an interesting design solution that results in a clear distinction between the periods of development. Any other method would result in discordant pastiche.

11. The need for a change of use to provide a sustainable future for the building brings with it a need and opportunity for physical intervention. It is considered that when one views in intervention of the bar in the context of the whole complex, its siting does minimise loss of the existing historic fabric when compared to more conventional intervention. Moreover, the loss of the roof is balanced by the merits of the continued evolution and activity of the site. Therefore, it is considered that the principle of the 'bar' adequately satisfies policy BH4 of the Replacement Unitary Development Plan.

12. Whilst the loss of the majority of the weaving shed interior is very regrettable, it is accepted that the spacing of columns would preclude their comprehensive retention. The retained grouping of buildings has a strong enough presence to act as a foil to the proposed crescent (which is detailed as enabling development in application 08/02224/FUL). This loss will not detract from the retained buildings. Indeed, it is considered that the construction of a crescent as enabling development (note that the crescent is not the subject of this particular application) will complement the existing mill complex by forming a dramatic new element to a site already characterised by bold statement structures. The design, materials and scale of the crescent are supported and will not compromise the setting of the grade II listed complex.

13. Conditions, particularly relating to archaeological recording, identification and retention of evidence of previous uses, details of the entrance and highway works, and paving should be attached to any consent granted.

14. Overall, it is considered that the proposals have a positive impact on the listed buildings, and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained. Listed building consent is recommended accordingly.

Comments on Representations

The majority of the issues raised in representations will be addressed in the report for full planning permission (08/02224/FUL) that is elsewhere on this agenda.

Reasons for Granting Listed Building Consent

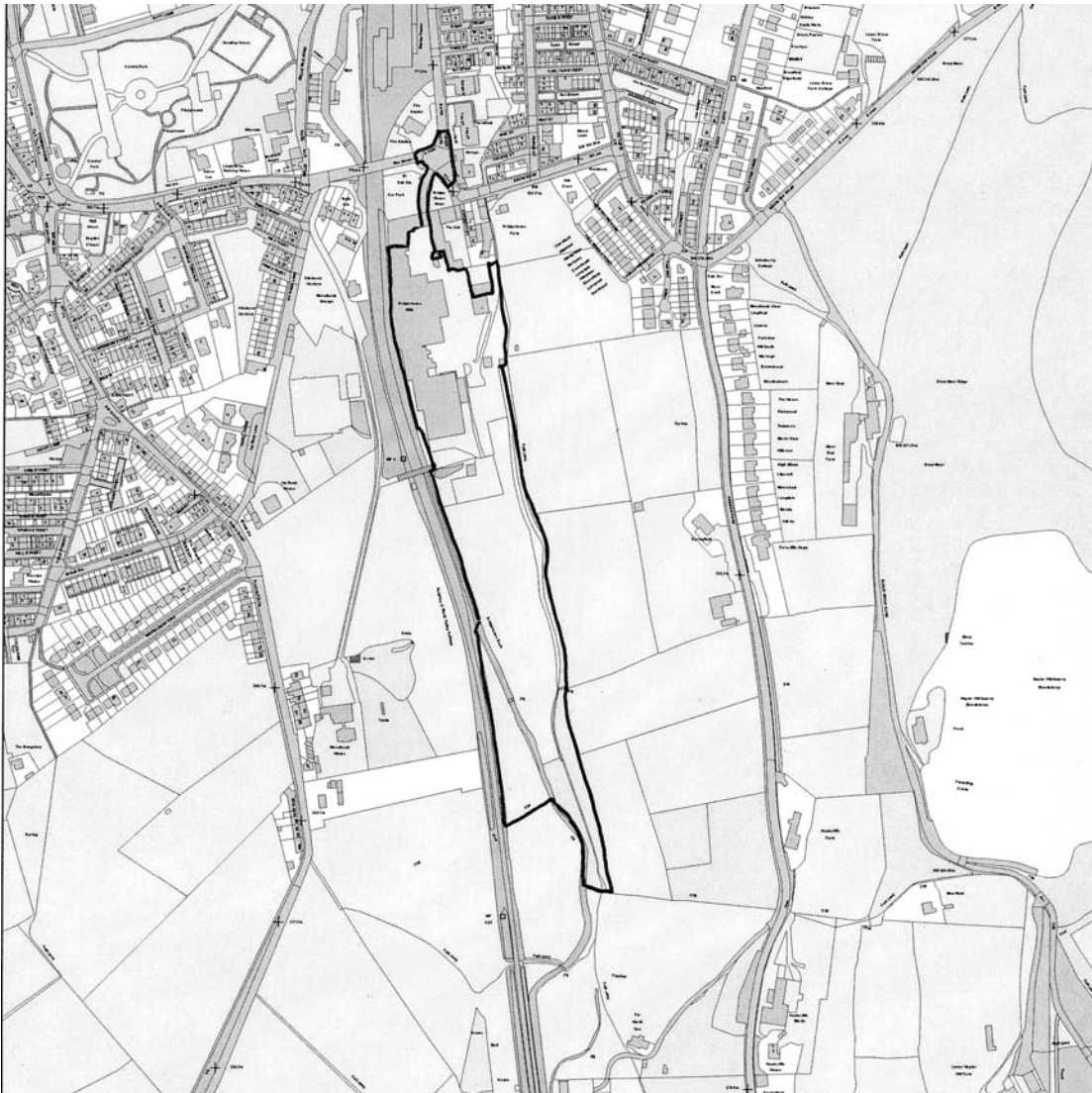
The duty of the Local Planning Authority is to preserve the listed building and its setting. It is considered that the alteration and extension of this grade II listed mill will have a positive impact on the building and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained. As such, the proposal complies with policies BH1, BH4 and BH4A of the Replacement Unitary Development Plan.

Conditions of Approval

- 1) Time limit – 3 years
- 2) Samples of materials, including sample panel and details of pointing, to be submitted to and approved in writing prior to commencement. Development to be erected in the approved materials.
- 3) Prior to commencement of development, full details of the archway and entrance **and**

highway works shall be submitted to and approved in writing by the LPA. Development to be constructed in accord with the approved details

- 4) There shall be no stone cleaning of the building until a method statement is submitted to and approved in writing by the LPA
- 5) Prior to commencement of development, full details of rainwater goods shall be submitted to and approved in writing by the LPA. Development to be constructed in accord with the approved details.
- 6) Prior to commencement of development full details of the surface materials/paving throughout the development shall be submitted and approved in writing by the LPA. The development shall be constructed in the approved materials.
- 7) No development to take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological and architectural recording. This recording must be carried out by an appropriately qualified and experienced archaeological/building recording consultant or organisation, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the LPA.
- 8) To be built in accord with amended plan submitted.



ITEM NO.

11

LOCATION

Bridgehouse Mill, Bridgehouse Lane
Haworth



DATE: 7 AUGUST 2008
ITEM No: 11
WARD: WORTH VALLEY
RECOMMENDATION: TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS AND A S106 LEGAL AGREEMENT. DECISION TO BE DELEGATED TO THE ASSISTANT DIRECTOR (PLANNING) FOLLOWING THE PUBLICITY EXPIRY DATE AND PROVIDING NO NEW ISSUES RAISED FROM ANY REPRESENTATIONS RECEIVED
APPLICATION No: 08/01477/FUL

Type of Application/Proposal & Address

Full application for the proposed refurbishment and extension to the existing employment building (B2); construction of new employment building (B2 and B1 use); construction of 40 dwellings (C2) and 8 live work units and highway improvements at the junction of Station Road and Bridgehouse Lane at Bridgehouse Mills, Bridgehouse Lane, Haworth.

Site Description

A 1.81-hectare wedged shaped site that is situated in the Worth Valley. A small part of the site (at its northern boundary) is located within the Haworth Conservation Area. The northern apex of the site is level in its topography and has established use for a variety of commercial activities, most notably B2 uses. Several dilapidated buildings and structures are still evident on the land. The watercourse known as Bridgehouse Beck follows the western boundary of this part of the site. Beyond the beck the Keighley Worth Valley Railway line is evident.

Parts of the application site lie within the River Byelaw area, and flood zones 2 and 3. In the southern apex of the site, the land is allocated as green belt and is lower lying than that portion of the application site located in the northern apex. Here the River (Bridgehouse Beck) cuts through the application site. There are fields to either side of the watercourse.

Access to the site is via the junction formed by Bridgehouse Lane, Station Road and Brow Road. The access road slopes away from the above-mentioned main roads and passes under the existing archway (which is part of the existing Grade II listed Bridgehouse Mill). Keighley Public footpath 167 – known as the Railway Children’s Walk - abuts the eastern boundary of the northern portion of the development site before passing through the southern part of the site itself on route to Oxenhope Village.

Relevant Site History

The northern part of the site has a long and varied history of commercial development. None of this history is relevant to this redevelopment scheme.

Replacement Unitary Development Plan (RUDP) Proposals and Policies

This extensive site has several allocations: the northern portion is located in the Haworth Conservation Area, the southern portion is located in the green belt and the remainder is unallocated as defined on the Proposals Map of the Replacement Unitary Development Plan. Relevant policies include: -

UDP1 – Promoting sustainable patterns of development

UDP3 – Quality of build and natural environment
 UDP7 - Reducing the need to travel/sustainable transport choices
 UR2 - Sustainable development
 UR3 – The local impact of development
 UR4 - The sequential approach to accommodating development
 UR6 - Planning obligations and conditions
 E3A – Office Development
 E4 - Protecting existing employment land and building in rural areas
 H5 – Residential Development of Land and Buildings not protected for Other Purposes
 H7 - Housing Density -Expectation
 H8 - Housing Density – Efficient use of land
 H9 - Provision of affordable housing
 TM1 – Transport assessment
 TM2 - Impact of Traffic and its Mitigation
 TM8 - New pedestrian and cycle links
 TM9 – Protection of routes
 TM11 – Parking standards for non-residential developments
 TM12 - Parking standards for residential developments
 TM19A – Traffic and road safety
 D1 - General Design Considerations
 D4 - Community Safety
 D5 - Landscaping
 D10 - Environmental Improvement of Transport Corridors
 BH4 – Alteration, extension or substantial demolition of listed buildings
 BH4A – Setting of Listed Buildings
 BH7 - New Development in Conservation Areas
 BH9 – Demolition within a conservation area
 BH11 - Space about buildings in Conservation Areas
 CF2 - Educational contributions in New Residential Developments
 OS5 - Provision of recreation open space and playing fields in new development
 GB1 – New building in the green belt
 NE3 – Landscape character areas
 NE3a – Landscape character areas
 NE4 - Trees and woodlands
 NE5 – Retention of trees on development sites
 NE6 – Protection of trees during development
 NE9 - Other sites of Landscape or wildlife interest
 NE10 – Protection of natural features and species
 NR15B – Flood risk
 NR16 – Surface water run off and sustainable drainage systems
 NR17 – Groundwater protection
 NR17A - Watercourses and water bodies
 P4 – Contaminated land

Haworth - Conservation Area Assessment - April 2002

Town/Parish Council

The supporting documentation seeks to “join” another development (Ebor Mills) with this development.

The arguments that no section 106 agreement should be applied are not considered justified

Whilst combining the two developments for the above purpose the Travel Plan specifically excludes any vehicle movement from what will be a large development. This clearly conflicts with the developers' justification re the section 106 Agreement.

The PC is not against the development on this site, nor the type and mix (provided they match the vernacular, both in terms of size and materials) but is seriously concerned re the fact that the travel/transport assessment. The evidence within these is considered poor, see below, and does not take into account the actual topography of the areas (including Halifax Road) nor the inadequacies of the roads and pavements in the immediate vicinity.

The only improvements proposed are an island at the junction of the Brow and Bridgehouse Lane, this area is currently used by large HGV's as a turning point, they cannot access Ebor Lane when travelling downhill from Crossroads, they have to turn round approach from Mill Hey. Even if Ebor Mills is re-developed as a residential site, the occupiers will still need deliveries etc.

It should be noted that the Parish Council have detailed specific issues with regard to the supporting statement, travel plan and transport assessment.

Publicity and Number of Representations

The application has been advertised by individual neighbour notifications and several site notices. The latest expiry date for the statutory period of notification is 14 August 2008.

Three letters of representation have been received.

Summary of Representations Received

- In favour of the development but concerned about the loss of trees which line the public footpath
- Concerned about the volume of car traffic along Brow Road
- Would like to see regular maintenance agreed on the site
- Need appropriate landscaping to many areas of the proposed site
- Noise and disturbance created by developing site in the manner proposed
- Access to the site, the roads and general infrastructure of Haworth cannot cope with yet more traffic generation
- Local services would be strained
- A Sensitive site due to its close proximity to the Keighley Worth Valley railway. Over development is neither necessary nor desirable.
- Development out of character, too extensive and intrusive and will have a deleterious effect on the railways
- The development could further diminish the quality of life in Haworth
- Should be refused or reduced in size.

Consultations

i) Heritage/Conservation Section (amended plans) – There is no heritage objection to the substitution of a new industrial unit for the previously proposed document storage facility. It is noted that the roof will now be a conventional cladding system, and wonder whether there is scope for a green roof such as Kingspan Envirodek on this or the other industrial building.

- The sections across the beck allay any concerns over inappropriate mass adjacent to the conservation area. Any new stone retaining walls to the beck must be built of coursed stone and not random rubble. The fenestration to the tower is improved and it now has a

more balanced appearance. It is noted the reference to 125mm set back for all frames, and would suggest this is reinforced with a condition.

- On the live-work units, the render should be roughcast either with a self-colour finish, or consideration given to using bright colours to create a strong identity.

- On units 25-36 the stair windows have been amended on the east elevation to incorporate a vertical part clear glazed/part dark grey glazed strip, which emulates the appearance of a strip of loading doors which results in a better elevation with more interest and balance. It is not clear how the gutters are supported on this block – fascias must be opposed in favour of stone gutter bands or corbels.

- The paving in the vicinity of the arch through the listed mill must be in natural stone, with a setted roadway that would assist in slowing traffic, and stone flags or smooth stone setts to the footway. Surfacing elsewhere can use blocks, but not brindle which is too red. A closer match to the stone colour is required, and consideration should be given to permeable surfacing such as Tegula Priora.

- Comments on the details of the highway works at Brow Road will be reported orally.

- There is a need for all aspects of stone walling to be regularly coursed, and not random.

-The impact of the development on the heritage assets, provided the points noted are incorporated, will be neutral, with possibly some positive benefits.

ii) Countryside (biodiversity) Section - The proposed layout for this site includes a flood storage area and pond which are welcome features. Clearly these have been included based on the findings of the flood report, which concludes that the site is at risk of flooding, but developable if mitigation measures are included. However, as well as providing flood storage capacity, these features have great potential as a wildlife habitat. As such biodiversity are keen for the developer to take steps to maximise the wildlife potential of these habitats whilst also, obviously, retaining their flood storage capacity/role.

- The pond will be of most benefit to wildlife if it could be constructed in a manner that would result in a large shallow pond. This would be of greater benefit to wildlife than a steep sided pond with a wide fluctuation of water depth as it would allow for shallower sloping margins, meaning that the transitional zone between wet and dry habitat would be wider. All aquatic vegetation should be selected from native species that occur in the local area as opposed to exotics.
- Will the wetland flood area be planted with reeds to create a reed bed? Reed beds are a priority habitat in the UK due to declines in the amount of the habitat. They are also great for wildlife such as wetland birds, fish, insects and amphibians. This department is happy to provide further details on reed bed creation should the developer require it.
- Bats are highly likely to be active in this area. The derelict mill to the west, the beck, the pond at the derelict mill, tree lines, woodland and hedgerows to the south of the site all provide suitable foraging and roosting habitat for bats. Records of roosts exist on Ivy Bank Lane, Ghyll Drive, and Sun Street, 115m, 170m and 300m from the site respectively, so there is evidence of bat activity in the area. Recommend a survey to check the site for signs of bat activity prior to the commencement of any works

- There is a reasonable likelihood that protected species will be active in the beck adjacent this site. Water vole, otter and crayfish are all potentially present and should be considered. As otters are transient the potential impacts on them are limited. Water voles are not likely to be making burrow in any banks that have been strengthened etc, but hold territories of up to 100m length so could be active on or near the site. Crayfish are considered the most likely aquatic species to be impacted by this development. There is an otter record on the beck to the south of the site from 2001, so they have been active in the area in the past.
- Recommend a survey to check any areas of the beck and banks that are likely to be affected by the development for signs of crayfish activity. One consultant that can cover both bat and crayfish work is recommended.
- The design and access statement mentions the landscaping proposals for the site. Although “significant new structural planting” is proposed I have been unable to find detail of the species of trees, shrubs and plants that will be used at the site. All significant areas of planting should be made up of naturally occurring native species as opposed to cultivated varieties and exotics. There is no objection to the use of cultivars in garden areas or as part of a formal frontage/entrance area.
- As there is evidence of bat activity around this site the biodiversity section would like to see the developer incorporate some bat friendly features into the new buildings to be constructed at the site.
- In the site plan (drawing 1149.01) there is a considerable area of land within the red line of the development, south to the pond/wetland, that could be planted with trees to establish a new area of native woodland. Would like to encourage the developer to consider doing this, as it would be of significant benefit to local wildlife once fully established.

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Conclusion.

There is no objection to this development provided the developer carries out the following.

- A crayfish survey of the beck to determine if the proposed works are likely to have a negative impact on this species, which is protected by Schedule 5 of the Wildlife and Countryside Act 1981, as amended.
- A bat survey of the site including all buildings and mature trees to determine if the proposal is likely to have a negative impact on bats.

Furthermore, it is recommended that the developer consider the comments in relation to both the pond and the flood storage area. There is a real opportunity here to not only protect the site from floodwater, but also to create a very valuable wildlife habitat. Reed beds would be most welcome. Specific landscaping proposals should be submitted to biodiversity before any planting is carried out. Also, there is considerable scope for the establishment of a wooded area south of the site close to the pond area and as such it is requested that the developer consider tree planting in this area too.

iii) Environment Agency – No objection with regard to flood risk management

Consider that the Flood Risk Assessment (FRA) for this proposal by Ove Arup & Partners Ltd., job no. 121715, dated May 2007 is satisfactory providing certain conditions are attached to any permission granted. No objection in respect of contaminated land and protection of watercourse subject to appropriate conditions attached to any permission granted.

iv) Police Architectural Liaison Officer – Policy D4 states that developers will need to ensure that crime prevention is considered as an integral part of the initial design of any development and not as an after thought. Developers should incorporate the principles of

'Secured by Design'. The application fails to comply with Policy D4 rUDP in the following areas: -

(a) Defensible Space - Various boundaries, both at the edges of the application site and within the development/uses on the site, need to be reinforced. The site needs to include some clear and robust boundary treatment to define ownership and use.

(b) An access control strategy to the apartments will also be required to control movement within the building.

It is requested that, where appropriate, conditions are placed on this application to ensure compliance with current Policies and guidance in the interest of Community Safety and Crime Prevention. In conclusion, the Police have no fundamental objection to a development of this type in this location but would seek to fully address the above points before the application could be fully supported.

v) Rights of Way Section - Public footpath 167 (Keighley) abuts and crosses the site. This is a well-used route forming part of the recreational path known as the railway Children's Walk and is in need of significant improvement. The applicant, at a minimum, is requested to carry out improvements to the existing public footpath.

The applicant is also requested to consider proposals to include a section of the Worth Valley Cycleway through the development.

v) Keighley & Worth Valley Railway – Would like to emphasise that the main residential properties will be located immediately adjacent to the rail junction that forms the exit from KWVR Haworth locomotive depot and workshops. All the railways operations (not just timetabled passenger trains) require movement of locomotives and trains past the proposed properties into and out of the depot. In some instances trains stand alongside the site. Having regard to the potential disturbance from noise, vibration, fumes etc the land use change from industrial use to residential occupation means that site is now likely to be affected by railway traffic in amenity terms and it is requested that advice contained in PPG24 is taken into account.

As regards design and the impact on the character and appearance of the nearby conservation area, the KWVR welcomes the improved architectural treatment of the west elevations of units 1-21. It is suggested that further improvements could be made with the introduction of gables bays in units 02 and 07.

The junction of Station Road, Bridgehouse Lane and Brow Road currently provides an informal but useful turning circle for larger commercial vehicles that service properties in the locality. It would be desirable in the suggested junction improvements maintain that ability and there is not other turning space available.

vii) Drainage Section – Drainage solutions for the development are expected to adequately drain a 1 in 100 year event plus 20% for climate change and a further 20% to cater for increased urbanisation over the lifetime of the development. Land drainage are satisfied by the free board levels proposed in the FRA. Recommend conditions in any permission granted.

viii) Highway (Development Control) Section – Original submission – concerned about the proposed junction improvements, site access road, and the details of the access through

the arch gateway. It is considered that the level of parking proposed was acceptable to serve the proposed mixed development.

Negotiations regarding the junction improvements to Brow road, Bridgehouse Lane and Station Road, the site access road and control details of the access through the arch have been ongoing. Revised plans and a revised travel plan have now been submitted to address the issues raised in the initial highway consultation. Highway comments on these revisions will be reported orally at the Panel meeting.

ix) Environmental Protection Section – A Phase I (desktop study) and Phase II (ground investigation report) were submitted with the application. Following the submission of these details, conditions regarding land gas monitoring, contaminated land, noise, drainage, building installation, asbestos removal and hours of building work operation are suggested in any permission granted.

x) Yorkshire Water - no objections in principle. Conditions are recommended on any permission granted.

xi) Tree Section – Justification is required regarding the loss of large trees along the eastern green belt boundary adjacent to the footpath. These trees are significant and we are unable to support the application that results in excessive tree loss. Contrary to policy NE4 of the RUDP,

xii) Metro - Public Transport

There are several bus services running next to the development serving various locations including; Keighley, Haworth, Oxenhope, Ingrow etc. There are also more services nearby. All kerbs at bus stops and shelters in the area of the development should be raised to Metro's guideline height of 180mm, with an absolute minimum height of 125mm. This is to ensure level boarding or near level boarding onto buses for elderly and disabled passengers. This makes boarding and alighting buses easier for these passengers. This height of kerb also enables ramps to be deployed from buses to allow any passengers in wheelchairs to board and alight buses.

Pedestrian Access

Good pedestrian access to/from the site to/from bus stops should be provided taking into consideration the needs of the elderly and mobility impaired.

Travel Cards

New occupants of the site may be unfamiliar with public transport in the area. To ensure that occupants are fully informed about the travel choices available to them, the developer should be obliged to fund and make available a public transport information pack to each new householder. These packs will be collated and supplied by Metro. Future householders should all be offered one years free public transport travel cards. Metro operates a scheme that allows one-year Metro cards to be purchased half price by the developer for all new householders. This makes the current cost to the developer for a zone 1-5 Metro card (Rail & Bus) £567. This includes a 10% charge to cover administration of the scheme. In year 2 a 25% discount is offered to the householder, and a 10% discounts is offered in year 3.

xiii) English Heritage – Consider that the application should be determined in accordance with national and local policy guidance and on the basis of the Councils specialist conservation advice.

xiii) Victorian Society – the society note that the Worth Valley Railway opened in 1867, at which time the site of the application was already in well-established industrial use; railway and industrial activity continued side by side until closure of the railway in 1962. The railway was re-opened as the KWVR in 1968 and for 40 years has operated an increasingly successful and economically valuable train service, predominately hauled by steam locomotives. Change of use of the mill buildings from industrial to residential use is acceptable but the application should be conditioned to provide adequate sound insulation and other environmental measures to ensure that new residents have no basis upon which to complain about train movements that continue throughout the year. This observation particularly relates to the proposed terrace of new houses parallel to Bridgehouse Beck and the railway to the south of the mill buildings.

xv) Minerals and Waste Section - The site is situated on landfill site ref: 03NW15. This site forms part of Bridgehouse Mills in Haworth. Quantities of inert excavation waste were deposited at this site during 1988 in order to level an area of land within the mill complex. No application was submitted for planning permission to tip and the site had become grassed over by 1989. An industrial building now stands on a substantial part of this site.

The site is also situated 20m from landfill site ref: 03NW16. This site in Haworth is a narrow strip of land between Bridgehouse Lane and the railway, which was subject to unauthorised tipping of sundry builder's waste and excavation materials in 1982. Originally tipping was carried out prior to seeding for grazing and a residential property now occupies the site.

The site is also situated 220m from landfill site ref: 03NW14. This site is the former Haworth Gas Works Holder Station at Gas Street. A Waste Disposal License was granted in 1979. So far as is known the filling of the gasholder voids was carried out using excavation diggings arising from gas board activities, but no express grant of planning permission was required for the operation. The work was completed and the land was subsequently reclaimed and all contamination dealt with by the Local Planning Authority. The land is now in use as a hard surfaced public car park with a small landscaped area.

It is noted that the applicant has submitted phase 1 and 2 site investigation reports to address land contamination issues. The investigations found the site to be contaminated by Arsenic, Cadmium, Lead and Nickel and the report recommends further investigations and remediation works in order to make the site suitable for residential development. It is recommended that this report be forwarded to EP and the EA for their expert advice on the validity of the findings and appropriate remediation conditions.

It is noted from the submitted drawings that significant level changes are proposed; including both cut and fill operations. It is likely that remediation works will involve the excavations and removal of additional contaminated material from the site. The impacts of this engineering operation must be considered in the determination of this application.

xvi) Education Section – Following an assessment of educational resources in this area the following contributions are requested.

The nearest secondary schools would be Oakbank, The Holy Family and Greenhead. Oakbank and Holy Family are both full but there are currently places available at Greenhead, we would not therefore request a contribution towards secondary educational resources.

The nearest primary schools would be Haworth, Lees and Oakworth. Lees and Oakworth are both full, as is Haworth that has unfortunately in the past 2 years reduced in size and capacity due to surplus places (a DCSF requirement).

We would therefore need to expand primary school provision in this area and would request a section 106 contribution based on 2 additional children per school year group per 100 houses, and 1 additional child per year groups for apartments of 2 bedrooms or more.

The calculation would therefore be:

Houses	- 2 children x 24/100 houses x 7 year groups x £11,648	=	£39,137
Apartments-	1 child x 7 year groups x 16/100 flats x £11,648	=	£13,045
		Total =	£52,182

xvii) Parks and Landscape Section – A recreation contribution of £22,900 is sought in order to enhance existing facilities in the vicinity of the development

xviii) Housing Development Section – The above site falls in the housing market area where affordable housing quota is 25% and the principal affordable housing need is for 2 and 3 bed family houses. These should have floor areas in the range of 65-70 sqm. for 2-bed and 75-85 sqm. for 3-bed and a discount of 35% on open market values is required.

The affordable housing subsidy would be calculated on the basis of 25% of the total sales value of all the proposed houses multiplied by 35% (the required discount). The resultant subsidy would be applied by the nominated RSL to purchase a number of 2- and 3-bed houses at a discount sufficient to ensure a viable mixed tenure affordable housing scheme. The sales values would have to be agreed between the developer and the council and independently assessed.

It is noted that there may be abnormal costs associated with this scheme. We would only consider a reduction in our affordable housing requirement in the event of the developer's profit being less than 15% and this would have to be verified by the developer providing, in confidence, a full financial appraisal.

Summary of Main Issues

(a) Linkages between applications 08/01477/FUL, 08/02224/FUL and 08/03781/FUL

(b) Principle of development

(c) Density

(d) Impact of development in terms of

- Listed building adjoining the site
- Conservation Area
- Green belt
- Design
- Surrounding locality
- Adjoining properties/uses

(e) Highway Safety

(f) Other impacts

- Flooding issues/sequential test/mitigation measures
- Biodiversity/effects on protected species
- Rights of Way
- Contamination
- Noise

- (g) Financial viability of the scheme
 - Issues regarding s106 contributions including provision of affordable housing
- (h) Community Safety Implications
- (i) Comments on representations

Appraisal

1. Permission is sought for the following development: -

- Refurbishment and extension of the existing employment building to create a B2 unit of approximately 2100 sqm. which is sited immediately adjacent to the western boundary of the site. Materials are of composite cladding panels for part of the walls and the roof, with split-faced stone on the front elevation of the building. Fifty-two parking spaces are proposed.
- Construction of B2 industrial building with ancillary B1 office to create a floor space of 1321 sqm. of commercial use located abutting the eastern boundary of the site. Thirty-two parking spaces are proposed. In order to accommodate the building, ground levels in the vicinity of the structure will be reduced and retaining walls created.
- Construction of 40 residential units created in a mix of unit sizes ranging from 16 x 2 bed flats, 4 x 2 bed houses, 7 x 3 bed houses and 13 x 4 bed houses. The scale and massing of the proposed built development ranges from 2 stories to 5 stories in height. Units 1-21 are sited fronting Bridgehouse Beck. The remainder of the units form terraced blocks and create a sense of enclosure around a central courtyard parking area. All these residential units are located to the west of the access road to the proposed industrial uses at the site. Materials are of natural stone, natural blue slate and white painted timber windows and doors.
- Construction of 8 live-work units, creating an 'L' shaped terrace between and industrial B2 use and a proposed B2 use. Works are proposed to lower the existing ground level on the site. The units comprise a ground floor for work use and the two upper floors for residential use. Materials are of natural stone and slate with rendered blockwork to the second floor terraces. Parking is proposed to the front of the units.
- Flood alleviation works are proposed on the southern portion of the land by the creation of a new pond and a wetland flood area
- Alterations to the junction at Bridgehouse lane, Station Road and Brow Road to create a mini roundabout which is large enough to accommodate a 16.5m articulated vehicle to perform a U-turn

2. In the first instance, it is important to note that on this agenda there are three sites which are linked together in term of their proposed redevelopment schemes: namely land at Bridgehouse Mill (this application), Ebor Mill (application 08/02224/FUL) and Bridgehouse Mill – Wyedean Weaving (application 08/03781/FUL).

Linkages

3. The linkages can be detailed as follows: -

- The current occupiers of Ebor Mill are a local manufacturing company known as Airedale Springs whom are a specialist manufacturer of mechanical springs and clips. Currently operations for the company are carried out over five floors that introduces operational and management difficulties. The company is noted in the

“Masterplan and Strategy Plan for Airedale” as being typical of some engineering firms in Airedale who would like to move into more modern premises on a single flat site. This will substantially improve productivity and allow management to concentrate on product development and growing the business. It is proposed to move this company to a bespoke building on the Bridgehouse Mill site (application 08/01477/FUL), which is a flat site in close proximity to the existing premises at Ebor Mill (approximately 0.5m away).

- Similarly, Wyedean Weaving - the existing textile mill users in Bridgehouse Mill - will also be moved out of the Grade II listed mill at the front of the site and relocated to a purpose built building to be erected on land to the rear of Bridgehouse Mill.
- Both the above linkages will allow two long established industrial/manufacturing companies to remain in the village of Haworth (where they remain active employers of local people). Indeed, the applications taken together enable purpose built, modern industrial buildings to be created on a level site which has an industrial past which the Local Planning Authority are keen to retain.
- By facilitating in the relocation of the two existing companies within the village, alternative schemes can and have been put forward to pursue appropriate residential schemes which seek to preserve and create innovative solutions to the grade II listed mills at Ebor and Bridgehouse. These schemes allow the special interests of the buildings to be retained.
- Clearly, there is a complex inter-relationship between the applications at Bridgehouse Mill (Wyedean Weaving), Ebor Mill and land at Bridgehouse Mill and this is specifically identified in the financial appraisals that have been submitted to justify development in the manner proposed within the current applications (see exempt report for further details).

Principle

4. Replacement Unitary Development policies seek to ensure that land and buildings that are currently in employment use are not lost for other non-employment uses. In recent years the smaller settlements, such as Haworth, have suffered a decline in employment as a result of their development as commuter villages. As such, to aid the rural economy appropriate employment uses are to be encouraged to help retain and enhance local employment opportunities and reduce commuting flows.

5. Policy E4 of the Replacement Unitary Development Plan states that the redevelopment of existing employment land in rural areas for other uses will not be permitted unless: -

- (i) The proposal contributes positively to the re-use of a listed building or other historic building in a conservation area; or
- (ii) The proposal contributes positively to preserving or enhancing the character of a conservation area; or
- (iii) It is no longer appropriate to continue as an employment use because of the adverse effect on the surrounding land uses; or
- (iv) The building has become functionally redundant for employment use.

6. Policies UR2 and UR4 seeks to ensure that sustainable development is promoted throughout the district and that on unallocated previously developed sites, developments which meet a local need will be permitted.

7. It is considered that the relocation of two existing Haworth based industrial companies on this site is acceptable and in accord with established policies seeking to retain employment uses on this existing employment site. Indeed, such a proposal is welcomed as this site is the only one in the village which is able to offer a level, suitably sized development opportunity and acceptable highway access (with improvements). It can also provide opportunities to erect modern, bespoke commercial buildings to ensure that the commercial enterprises operating from them are able to maximise efficiencies, management etc.

8. The provision of a limited number of live-work units (8) at the site is also welcomed as this form of development is sustainable and can encourage company growth and allow flexibility in the amount of business floor space utilised. This is a relatively new type of sui-generis use and should there prove to be little demand planning permission would be required to change the building to any other use. Moreover, the Local Planning Authority is able to limit any uncontrolled use of the unit for general residential use by ensuring a minimum amount of floor space is used for business purposes, that only persons actively involved with the business are able to reside there and that the business use is limited to B1 type uses only (ensuring no conflict between residential and work uses).

9. The provision of housing units on the site is considered acceptable in principle due to the linkages of this application with the other development sites at Ebor Mill and Bridgehouse Mill (Wyedean Weaving building). Indeed, it is considered that the proposal for residential development in the manner proposed contributes positively to the re-use of two listed buildings (Ebor Mill and Bridgehouse Mill), contributes positively to preserving and enhancing the character of the adjacent conservation area and enables the remainder of the site to facilitate modern industrial premises for two local employers. As such the proposal is in accord with the principles outlined in policies E4, UR2, UR4 and H5 of the Replacement Unitary Development Plan.

Density

10. Within the smaller settlement areas and to accord with Planning Policy Statement 3 and policy H7 of the Replacement Unitary Development Plan, it is usual that a minimum density of 30 dwelling per hectare should be achieved. The minimum appropriate density for this site area of the housing element of the scheme (0.6 ha) equates to 18 dwellings. The proposal for 40 dwellings on the site clearly complies with this requirement.

Impact of development

11. The application site is located adjacent to the Grade II listed mill, currently occupied by Wyedean Weaving and partly within, but primarily adjoining the Haworth Conservation Area. Government advice in Planning Policy Guidance Note no. 15 is that Local Planning Authorities should have special regard to the desirability of preserving listed buildings or their settings or any feature of special architectural or historical interest that it possesses.

12. Within Bradford district, it is acknowledged that there is a rich and diverse historic environment and policies within the Replacement Unitary Development plan seek to ensure that the essential characteristics of local distinctiveness and environmental identity are appropriately preserved. Indeed, these elements are highly valued today for the positive contribution they make to the quality of the environment. The districts industrial heritage of mills and associated commercial development is especially important and reflects the areas prominence within the global textile trade. Replacement Unitary Development policies also seek to preserve the setting of a listed building which is very

important to its special architectural or historic interest. Settings are often planned to include gardens, grounds, views and vistas of the buildings best features as well as displaying its wider visual context

13. It is considered that the development of the site in the manner proposed and creation of a mixed-use scheme of an appropriate scale and massing is acceptable. In this particular instance, such alternative uses are compatible with and will preserve the setting of the building and enhance the appearance of the adjoining conservation area.

14. It is proposed to provide some of the car parking for the industrial uses on land that is at the edge of the established green belt. Whilst car parking is not a use that is normally appropriate in the green belt, this application is utilising the extent of the car parking that was formerly evident on the site.

15. The residential and the live work units on the site have been designed to reflect the industrial heritage of the locality. Scale and massing of the units have been increased to ensure that the development enhances its setting in close proximity to a grade II listed mill, adjoining to the conservation area, and adjoining the riverside and steam railway line. Indeed, the removal of the dilapidated buildings on the site and redevelopment with a scheme which creates a strong sense of enclosure is welcomed.

16. It is considered that there will be no undue detrimental impacts created on neighbouring uses or properties. Minimum spatial standards between buildings have been maintained and the imposing Bridgehouse Mill forms part of a more comprehensive development scheme (see linkages). No undue overlooking or loss of privacy will be evident to nearby residential properties.

Highway safety

17. Amended plans have been made to the design of the site which includes: -

- Redesigning the site access from a t-junction to include a mini roundabout which is large enough to accommodate a 16.5m articulated vehicle to perform a U-turn
- Provision of a footway of 1.8m incorporated into the mini roundabout design which ties back into the footway under the archway into Bridgehouse Mills mixed use development
- Traffic calming in the form of speed humps included on the approach and continues throughout the internal roads of the development site
- Provision of a priority system included on the approach under the archway into Bridgehouse Mill which gives vehicles entering the site priority over vehicles exiting. This is done through the use of the necessary signage and road marking.

These amendments have been made to accord with the requirements of the Councils Highway Department. As such, it is considered that the scheme is acceptable, will not prejudice highway/pedestrian safety and accords with established planning policies.

18. Sufficient parking is proposed within the development – a total of 177 spaces – to accord with the adopted standards for both residential and non-residential development proposals. As such, the proposal accords with policies TM2, TM11 and TM12 of the Replacement Unitary Development Plan.

19. An amended travel plan framework has been submitted which seeks to promote the integration of travel modes, to improve the accessibility of the site by means other than the single person occupied car, to ensure that the travel plan framework meets the needs of the residents and employees, to make residents and employees aware of the benefits to

be derived from the travel plan, to minimise the level of vehicular traffic generated by the development and to enable the development to protect and enhance the environment as far as practically possible. It is considered that the provision of a travel plan framework will ensure that this mixed use site provides, as far as practically possible, for sustainable development in this village location in accordance with Planning Policy Statement 1 and Planning Policy Guidance Note 13.

20. The Parish Council have expressed concerns regarding the impact the traffic from this development will have on the surrounding roads, which they consider are substandard and constrained in places. The Local Planning Authority considers that the proposals to encourage sustainable forms of transport via a travel plan and the proposed improvements to the traffic infrastructure and footways in the immediate vicinity of the application site, will ensure that any impacts from the development are minimised as far as practically possible.

Other impacts

Flooding

21. It is considered that this site has passed the requirement for a sequential test as required by Planning Policy Statement 25. Indeed, it is considered that there are no other sites in Haworth that can offer the facility for local employers to relocate. A flood risk assessment has been submitted with the application that the Environment Agency considers to be satisfactory. Therefore conditions to ensure appropriate flood mitigation measures are suggested in any permission granted.

Biodiversity

22. The provision of a pond and wetland flood area is considered to be a welcome feature for the site. As well as providing flood storage capacity, these features have great potential as a wildlife habitat. As such biodiversity are keen for the developer to take steps to maximise the wildlife potential of these habitats whilst also, obviously, retaining their flood storage capacity/role. A condition is recommended on any permission granted to ensure that full details of a management plan, including biodiversity measures are submitted prior to commencement of development. A condition is also suggested in any permission granted for survey work to be carried out with regard to bats and crayfish.

Rights of Way

23. The applicant has agreed to upgrade the surface of the footpath that leads through the southern part of the development site (past the wetland area). A condition can be attached to any permission granted to achieve this resurfacing prior to occupation of the development.

Contamination

24. Former industrial/manufacturing uses have been evident on the site. The site has also been used for the disposal of quantities of inert excavation waste. Phase I and Phase II contamination reports have been submitted as part of this application and conditions are recommended to ensure that the site is remediated appropriately and development of this site is 'fit for purpose'.

Noise

25. The site is adjoining the Keighley Worth Valley Railway. All the railways operations (not just timetabled passenger trains) require movement of locomotives and trains past the proposed properties into and out of the depot. In some instances trains stand alongside the site. Having regard to the potential disturbance from noise, vibration, fumes etc the land use change from industrial use to residential occupation means that site is now likely

to be affected by railway traffic in amenity terms. However, in accordance with advice contained in PPG24, it is considered acceptable and appropriate to attach conditions to any permission granted regarding measures to improve sound insulation to the adjoining residential properties. This will ensure that there is minimal conflict between the proposed residential uses and the established railway use.

Financial viability/s106 contributions

26. Development of the scale proposed inevitably involves physical infrastructure works, management plans and social infrastructure works such as recreation provision and affordable housing. In line with policy UR6 of the Replacement Unitary Development Plan it is usually appropriate that the developer should enter into a Section 106 to address the following issues – affordable housing, recreational provision, metro cards/transport infrastructure and educational contributions.

27. Policy H9 of the Replacement Unitary Development Plan seeks to achieve affordable housing provision within development sites in The Villages of 25%. In addition, policy UR4 seeks to ensure that development is for local needs purposes as far as practically possible. Housing needs surveys have shown that there is a need for affordable housing in the village. No affordable housing is proposed within the current scheme as the developer has put forward a justification for abnormal costs associated with the development of this site in addition to the development and linkages outlined for development at Land at Bridgehouse Mills and Ebor Mill (see exempt report elsewhere on this agenda).

28. Policy OS5 of the RUDP requires that new residential development be required to make appropriate provision of or equivalent commuted payment for recreational open space. No recreational space is provided on the site nor is any commuted sums offered. In line with current standards a commuted sum of £22,900 would be required. As outlined above, due to the financial implications for the development of the site in tandem with application for land at Bridgehouse Mills (08/01477/FUL) and Ebor Mill (08/02224/FUL), the developer has provided a full financial appraisal advising that this contribution, along with those detailed below, which would normally form part of a development of this size, cannot be achieved and that no financial contributions should be made.

29. These further development contributions include: -

(i) Metro cards and public transport infrastructure investments in order to promote sustainable modes of transport. Usually, one metro card is provided per unit with the developer paying 50% of the list price (+ 10% administration charge) for the first year of occupation of the unit, and;

(ii) Educational provision - Under policy CF2 of the Replacement Unitary Development Plan, new housing proposals that would result in an increased demand for educational facilities that cannot be met by existing schools and colleges should contribute to new and extended school facilities. The nearest schools, at primary level, are full and a contribution of £52,182 is therefore sought.

30. The applicants have argued that due, primarily, to the following circumstances it is not financially viable to provide development contributions towards affordable housing, recreational and education facilities and metro cards: -

- Refurbishment costs involved in the change of use of two grade II listed mills (Bridgehouse and Ebor Mills) – bringing them into modern day use

- The necessity to link this application with those at Ebor Mill and Bridgehouse Mill (Wyedean Weaving) to achieve financial viability across the three sites.
- This scheme at land at Bridgehouse Mills is only viable in the first instance due to residential accommodation being proposed on the site where formally the whole site was industrial. No greater density can be achieved at the site which would allow contributions to be made due to the necessity to retain as much employment use of the site as possible and to address local need in terms of relocating two existing employers in the village to the application site. Options for Airedale Springs to relocate elsewhere within the worth Valley are severely limited. Modern buildings are required to house modern manufacturing techniques.

31. There are several detailed financial appraisals included in the exempt report to support the special circumstances justifying the lack of infrastructure and social contributions.

Community Safety Implications

In order to ensure that the scheme is in accord with Secure by Design principles e.g. specific boundary detailing etc, conditions are suggested on any permission granted. As such, it is considered that the proposal will pose no undue community safety implications and accords with Policy D4 of the Replacement Unitary Development Plan.

Comments on representations made

The above report addresses the majority of the comments raised. Conditions can be attached to any permission granted regarding landscaping and the planting of trees. Whilst it is acknowledged that there will be more traffic generated by the redevelopment of the site, highway and pedestrian safety will not be compromised due to the road solutions which have been put forward.

Reasons for Granting Planning Permission

The redevelopment of this site in the mixed use manner proposed is considered a beneficial reuse of an under-utilised and visually unattractive site that gives the opportunity to provide bespoke industrial units on an exiting commercial site for existing local employers, to provide sustainable live-work units and to provide residential accommodation which has been designed to protect and enhance the adjacent Grade II listed mill and the views from the adjoining conservation area. The effect of the proposal on the conservation area, the surrounding locality and the nearby neighbouring properties and uses has been assessed and is considered acceptable. The provision of junction improvements to form a suitable access is appropriate and parking provision has been made to accord with adopted standards. As such, the proposal is in conformity with the principles outlined within the Replacement Unitary Development Plan and subject to appropriate conditions it is considered that the proposal complies with policies UDP1, UDP3, UR2, UR3, UR4, E4 H5, H7, H8, TM1, TM2, TM11, TM12, TM19A, D1, D4, BH4A, BH7, NE10, NR15B, NR17 and P4

An analysis and verification of the submitted financial appraisal for the proposed scheme has been undertaken and indicates that the development – in association with applications at Bridgehouse Mill (08/03781/FUL) and Ebor Mill (08/01477/FUL) – would not be viable if the Local Planning Authority were to pursue planning infrastructure contributions in the usual manner. The applicants have however agreed to enter into a planning obligation to offer an overage agreement (to be delivered via a S106 legal agreement) to the Council in the event that profit returns are in excess of an agreed percentage. Any profits over this level are offered to the Council to fund, to its priorities, the usual community benefits of any development scheme that are discussed in the above report. As such, it is considered

that, provided an overage agreement is successfully concluded, the proposal is acceptable.

Permission is recommended accordingly subject to:-

- (i) a Section 106 agreement to secure affordable housing, public open space and educational contributions, and metro cards subject to the council covenanting that no contribution shall become payable by the developer unless and until the developer has achieved a percentage of profit in the scheme as a whole, and;
- (ii) the following conditions: -

Conditions of Approval

- 37 Time limit – 3 year period
- 38 Materials to be to be approved prior to commencement of development and implemented as approved. Note to developer that the stone shall be regular coursed only.
- 39 Sample panel of walling materials and type of pointing to be approved prior to commencement of development and implemented as approved.
- 40 Landscaping scheme – native species to be approved prior to commencement of development and implemented as approved.
- 41 Hard landscaping – permeable surfaces. Full details to be provided and approved prior to commencement of development which shall include the provision of natural stone paving in the vicinity of the arch and stone setts or flags to the footway. Approved scheme to be implemented prior to occupation of the site.
- 42 Scheme for protection of existing trees to be approved prior to commencement of development and implemented as approved.
- 43 Trees to be planted during first season
- 44 Boundary treatments throughout the site to be approved prior to commencement of development and implemented as approved prior to occupation of the buildings.
- 45 Management Plan – maintenance agreement for the long-term management/ maintenance of pond area, wetland flood area and grass and treed areas to the south prior to commencement of development. The plan should include all details of biodiversity measures – including reed beds, planting of the woodland area to the south of the wetland areas. Shall be implemented as per agreement
- 46 Permitted Development restriction to dwellings (A, B, C, D, E, and F of Part 1, Class A, Schedule 2)
- 47 Details of access control strategy to apartment buildings and landscaped areas to be submitted to the LPA for approval. The scheme should be implemented as approved prior to occupation of the buildings.
- 48 Provision of parking spaces prior to occupation of the buildings and houses
- 49 Construct access to the site, including all junction improvement to Bridgehouse Lane, Brow Road and Station road before commencement of development, or as may otherwise be agreed in writing by the LPA.
- 50 Construction plan details to be approved prior to commencement of development and implemented as approved.
- 51 Bin stores to be provided prior to occupation of the development.
- 52 Live work units to provide for business use only on the ground floor. Persons residing in the residential use on the upper floors shall be part of the ground floor business use or as may be agreed in writing by the LPA.
- 53 Separate systems for foul and surface water on and off site
- 54 No buildings occupied until completion of approved foul drainage
- 55 Further gas monitoring to be undertaken prior to commencement of development.

- Submission of report for approval in writing by the LPA.
- 56 Prior to development commencing a report outlining the gas protection measures for the residential properties shall be submitted to and approved in writing by the LPA.
 - 57 Garden/cultivated areas layer of gravel membrane and /or Geo textile membrane
 - 58 Noise survey and details of structural and noise attenuation measures to be approved prior to commencement of development and implemented as approved.
 - 59 Piling times 0830-16.00 Monday to Friday only and not on Saturdays, Sundays, Bank Holidays and/or Public Holidays
 - 60 Hours of Operation – no construction between the following 0730-1800 Mondays to Fridays and 0730-1300 Saturdays. No activities except for emergency repairs shall be carried out at all on Sundays, Bank Holidays and/or Public Holidays
 - 61 Prior to commencement of development a risk assessment report shall be submitted and approved in writing by the LPA. The report shall detail all the substances, liquids and oils which are contained within or attached to all storage vessels, metal works, and surfaces within the various building
 - 62 Investigation of land drainage network and proposal for dealing with any watercourses, culverts, land drains etc existing within the site boundary to be submitted to and approved in writing by the LPA prior to commencement of development. Parking and hard standing areas to pass through an interceptor prior to discharge
 - 63 Window frames to be constructed within 125mm reveals.
 - 64 Prior to development commencing details of how the proposed gutters are to be supported on units 25-36 shall be submitted to and approved in writing by the LPA. It should be noted that stone gutter bands or corbels would be acceptable development.
 - 65 Prior to occupation of any of the development, the works to upgrade the footway surface, known as Keighley footpath 167, shall be carried out as specified in an email of agreement from the applicant.
 - 66 Full details of a phasing plan for the development shall be submitted and approved in writing by the Local Planning Authority. It should be noted that Phase I of the development shall comprise the development of the two industrial units hereby permitted and the junction improvements to Bridgehouse Lane, Station Road and Brow Road.
 - 67 Submission a travel plans for the different uses within 6 months of occupation of the units to follow the recommendations of the travel plan framework.
 - 68 Prior to development commencing, a bat survey and crayfish survey shall be submitted to the LPA for consideration. If the survey shows that mitigation measures will be required, such works shall be carried out prior to development commencing, or in accord with a timetable agreed with the LPA.
 - 33 The development shall be carried out in accordance with the approved Flood Risk Assessment by Ove Arup & Partners Ltd., job no. 121715, dated May 2007, and shall incorporate all the proposed mitigation measures detailed in that FRA
 - 34 The minimum floor levels of the development shall be as detailed on Skipton Properties drawings nos. 1149.05 Rev.* and 1149.06 Rev. *
 - 35 New buildings, walls and fences shall be set no nearer to the watercourse than the distances detailed on Skipton Properties drawings nos. 1149.05 Rev.* and 1149.06 Rev.*
 - 36 The proposed pond and flood storage area, as detailed in the FRA and on Skipton Properties drawings nos. 1149.01 Rev.* shall be completed prior to any ground raising or building works taking place on this site.
 - 37 No development approved by this permission shall be commenced until a scheme for the provision and implementation of a surface water run-off limitation has been

submitted to and approved in writing by of the Local Planning Authority. The scheme shall be implemented in accordance with the approved programme and details.

38 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

(i) A preliminary risk assessment that has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site.

(ii) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

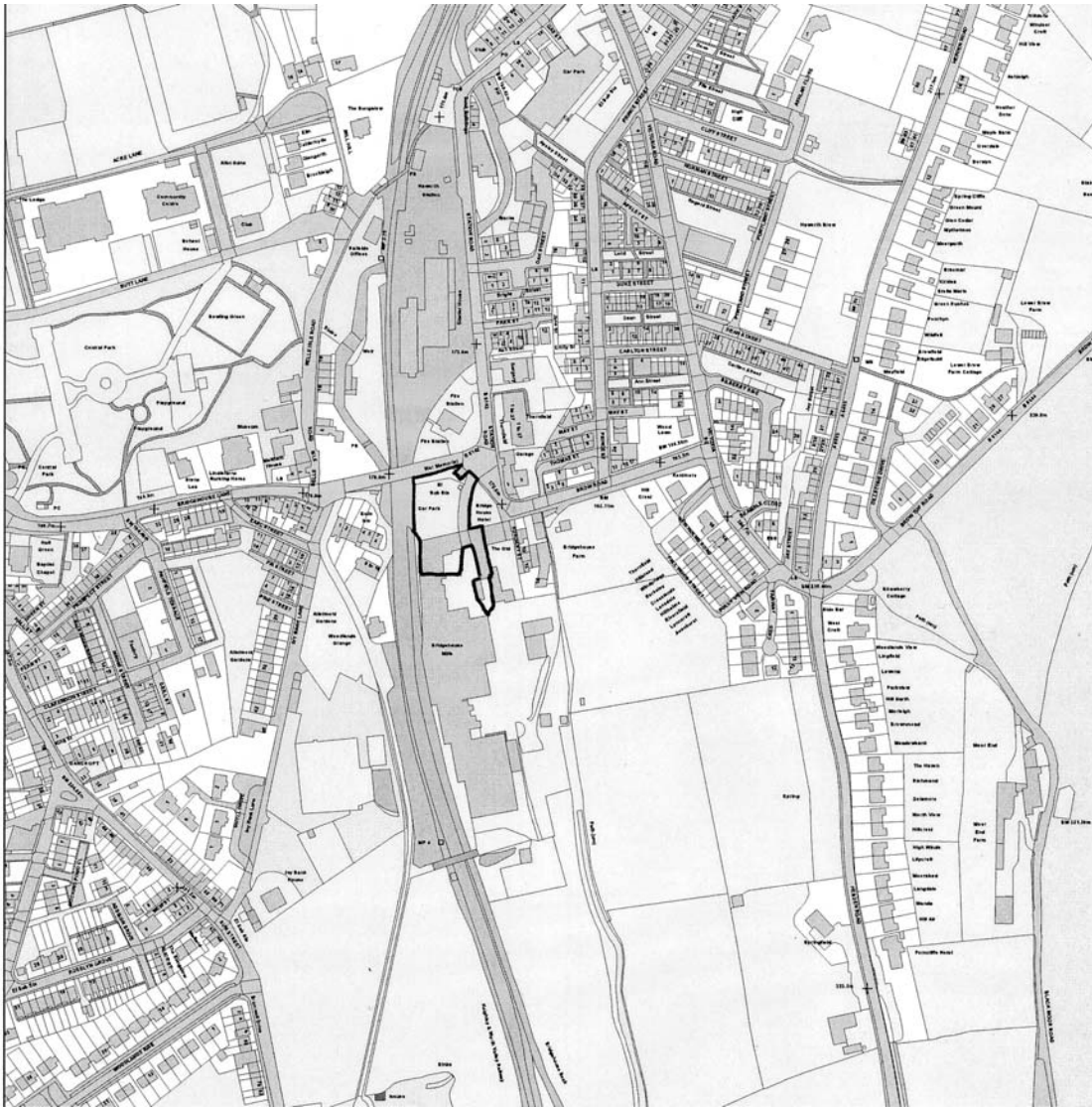
(iii) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved

Area Planning Panel (Keighley)

7 August 2008



ITEM NO.

12

LOCATION

Wydean Weaving, Bridge House,
Haworth



DATE: 7 AUGUST 2008
ITEM No: 12
WARD: WORTH VALLEY
RECOMMENDATION: TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS AND A S106 AGREEMENT. DECISION TO BE DELEGATED TO THE ASSISTANT DIRECTOR (PLANNING) FOLLOWING THE PUBLICITY EXPIRY DATE AND PROVIDING NO NEW ISSUES HAVE BEEN RAISED FROM ANY REPRESENTATION RECEIVED
APPLICATION No: 08/03781/FUL

Type of Application/Proposal & Address

Full application for the change of use of mill from employment use (B2) to residential use (43 flats), re-instatement of original floor above existing arch, removal of external fire escapes and toilet blocks, replacement of windows and roof glazing, improvement of existing car park and construction of new car park at Bridgehouse Mill, Bridgehouse Lane, Haworth

Site Description

An irregular shaped site which is sited within Haworth Conservation Area and adjoins Bridgehouse Beck and the Keighley Worth Valley Railway along its western boundary. Along its northern boundary the site is nestled down from the 19th century bridge at the bottom of Bridgehouse Lane. The site is dominated by the imposing Grade II listed Bridgehouse Mill which is, in part, currently occupied by the business known as Wyedean Weaving (the oldest operating textile mill in Haworth). A car park exists at the front of the building with is accessed via a sloping road leading from Brow Road. The war memorial exists to the north west of the site adjacent to the entrance to Bridgehouse Mill.

Bridgehouse Mill is noted in the Haworth Conservation Area Assessment as a key industrial building which was subject to fire damage in March 2001. It is also noted that the scale of the building increasingly hems in the streetscape at this point and that it dates back to the 18th century. The mill reflects the vernacular style and is built predominantly of stone with a stone slate roof. Attached to Bridgehouse Mill is Bridge House, a Grade II listed building with its coach house and stables adjacent.

Relevant Site History

- There is no recent relevant history for the change of use and alteration of this building.
- A current application for Listed Building Consent 08/03782/LBC to change the use of the building from B2 to residential use and the reinstatement of original floor above existing arch, removal of external fire escapes and toilet blocks, replacement of windows and roof glazing, has yet to be determined and is elsewhere on this Panel agenda.
- A further application 08/03641/CAC to demolish a single storey modern shed to the rear of the existing mill is currently before the Local Planning authority for consideration.

Replacement Unitary Development Plan (RUDP) Proposals and Policies

The application site is unallocated in the Replacement Unitary Development Plan but is located in the Haworth Conservation Area. Relevant policies include: -

UDP1 – Promoting sustainable patterns of development
 UDP3 – Quality of build and natural environment
 UDP7 - Reducing the need to travel/sustainable transport choices
 UR2 - Sustainable development
 UR3 – The local impact of development
 UR4 - The sequential approach to accommodating development
 UR6 - Planning obligations and conditions
 E3A – Office Development
 E4 - Protecting existing employment land and buildings in rural areas
 H5 – Residential Development of Land and Buildings not protected for Other Purposes
 H7 - Housing Density -Expectation
 H8 - Housing Density – Efficient use of land
 H9 - Provision of affordable housing
 TM1 – Transport assessment
 TM2 - Impact of Traffic and its Mitigation
 TM8 - New pedestrian and cycle links
 TM9 – Protection of routes
 TM12 - Parking standards for residential developments
 TM19A – Traffic and road safety
 D1 - General Design Considerations
 D4 - Community Safety
 D5 - Landscaping
 D10 - Environmental Improvement of Transport Corridors
 BH1 - Change of use of listed buildings
 BH3 - Archaeological recording of listed buildings
 BH4 – Alteration, extension or substantial demolition of listed buildings
 BH4A – Setting of Listed Buildings
 BH7 - New Development in Conservation Areas
 BH9 – Demolition within a conservation area
 BH11 - Space about buildings in Conservation Areas
 CF2 - Educational contributions in New Residential Developments
 OS5 - Provision of recreation open space and playing fields in new development
 NE10 – Protection of natural features and species
 NR15B – Flood risk
 NR16 – Surface water run off and sustainable drainage systems
 NR17 – Groundwater protection
 NR17A - Watercourses and water bodies
 P4 – Contaminated land

Haworth - Conservation Area Assessment - April 2002

Town/Parish Council

Mindful to give approval subject to a re-think on the low number of parking spaces and the layout of the car park. Could a condition be made to encourage public transport, e.g. free Metro cards?

This is now the fourth site in the village (all within half a mile of each other) by this developer and yet not one full and detailed traffic survey has been done. Collectively had this been just one development such a survey would have been required.

Have any S106 agreements been reached, what are they and if not why not.

Publicity and Number of Representations

By individual neighbour notification letters and by site notices with the statutory expiry date being 31 July 2008. No representations have been received to date. Members should note that the expiry date for consultation responses expires after the Panel date.

Summary of Representations Received

None received at the time of writing this report.

Consultations

(i) Heritage/Conservation Section - The existing mill is a key feature in the conservation area, and an important listed building, although the earlier part was crudely repaired following a fire in 2001.

There is no objection to the principle of adaptation to residential, which will provide a secure future for the building. The elements identified for removal do not materially contribute to the special interest of the building. The application includes the clear benefit of reinstating the third floor of the fire-damaged mill, taking it back to its original form. Care will be needed that the stone profiles of moulded gutter courses and the pediment are accurately reproduced, and I would suggest a condition to agree samples of these, together with a sample of the walling stone, pointing and roofing slate. A further condition should be imposed that the building shall not be stone cleaned without submission of a method statement.

It would appear, but is not clear, that the existing floor structures are retained and utilised. Clarification of this should be sought.

Since submission, discussions have resulted in a more accurate pattern of fenestration to the Georgian mill, together with retention of a dummy doorway in an existing position to the front. It should be noted that the meeting rail of the proposed sliding sash windows is too deep, and should be no greater than 35mm including the glazing bead. The external paired doors need a recessed lower panel with traditional bolection mould around the perimeter. Full details of rainwater goods are required. The interior should be subject to thorough recording prior to subdivision. Care will be needed over the surfacing of the car park in front of the mill. Block paving is not appropriate here.

Overall, the proposals have a positive impact on the listed building, and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained.

(ii) English Heritage – Comments awaited and will be reported orally

(iii) Georgian Society – Comments awaited and will be reported orally.

(iv) Victorian Society - The change of use is acceptable. We approve the demolition of later additions to the mill buildings and the repairs and renovations proposed. We welcome especially the rebuilding of the demolished upper floor of the earlier c1800 mill.

(v) Highways (Development Control) Section – Comments awaited and will be reported orally.

(vi) Yorkshire Water – comments awaited and will be reported orally

(vii) Drainage Section – Comments awaited and will be reported orally.

(viii) Environmental Protection – Comments awaited and will be reported orally

(ix) Leisure and Recreation Department – Comments awaited and will be reported orally.

(x) Education Section – Request a contribution of £14,676 for the following reasons: -

- 1 The nearest primary schools would be Haworth and Lees, both of which are full. We would therefore need to request a contribution towards additional primary educational resources.
- 2 The nearest secondary schools would be Oakbank, Holy Family Catholic and Greenhead. Greenhead although further away does have spare capacity and therefore we would not request a contribution toward secondary educational resources.
- 3 The calculations are based on 2 additional children per school year group per 100 houses, but flats/apartments at 1 additional child per year group - Therefore
primary provision = $1 \times 7 \times 18/100 \times £11,648 = £14,676$

(xi) Housing Department – The above site falls in the housing market area where affordable housing quota is 25%. Analysis suggests that there is a need for one and two bedroom apartments. Therefore the housing department request on site provision and is looking to negotiate 25% of the net developable area or a number of units to provide a mix of one and two bedroom apartments plus three and four bedroom houses to help accommodate the need for affordable provision.

The minimum floor space for the apartments would be 48-50 square meters for one bedroom and 58-63 square meters for two bedrooms. Please note that depending on the composition of these units we would like the affordable housing units offered at 35% discount on the open market value.

(xiii) Metro - Public Transport

There are several bus services running next to the development serving various locations including; Keighley, Haworth, Oxenhope, Ingrow etc. There are also more services nearby. All kerbs at bus stops and shelters in the area of the development should be raised to Metro's guideline height of 180mm, with an absolute minimum height of 125mm. This is to ensure level boarding or near level boarding onto buses for elderly and disabled passengers. This makes boarding and alighting buses easier for these passengers. This height of kerb also enables ramps to be deployed from buses to allow any passengers in wheelchairs to board and alight buses. For further details refer to the document entitled 'Bus Stop Infrastructure Standards' which should be available from your highways department, or alternatively Metro.

Pedestrian Access

Good pedestrian access to/from the site to/from bus stops should be provided taking into consideration the needs of the elderly and mobility impaired.

Travel Cards

New occupants of the site may be unfamiliar with public transport in the area.

To ensure that occupants are fully informed about the travel choices available to them, the developer should be obliged to fund and make available a public transport information

pack to each new householder. These packs will be collated and supplied by Metro. The packs comprise: -

- * Wallet;
- * YourNextBus 'real time' information leaflet and FAQ's;
- * MetroCard introductory leaflet;
- * Site-specific local map with the nearest bus stop/rail stations, summary local service frequencies, destinations and contact numbers;
- * West Yorkshire rail map
- * Timetable leaflets; and
- * Other sustainable travel information.

Future householders should all be offered one years free public transport travel cards. Metro operates a scheme that allows one year Metrocards to be purchased half price by the developer for all new householders. This makes the current cost to the developer for a zone 1-5 Metrocard (Rail & Bus) £567. This includes a 10% charge to cover administration of the scheme. In year 2 a 25% discount is offered to the householder, and a 10% discounts is offered in year 3.

(xiii) West Yorkshire Archaeology Advisory Service - Comments awaited and will be reported orally.

Summary of Main Issues

- (a) Linkages between applications 08/01477/FUL, 08/02224/FUL & 08/03781/FUL
- (b) Principle of development
- (c) Density
- (d) Impact of development in terms of
 - Listed building status
 - Conservation Area status
 - Surrounding locality
 - Adjoining properties/uses
- (e) Highway Safety
- (f) Other impacts
 - Contamination
 - Noise
- (g) Financial viability of the scheme
 - Issues regarding s106 contributions including provision of affordable housing
- (h) Community Safety Implications

Appraisal

1. Planning permission is sought for the following development: -
 - Alterations to the existing B2 mill to form 43 residential flats.
 - The reinstatement of the original built development (the 3rd floor/4th storey) above the exiting archway including installation of new lift shaft
 - New glazing system within the mansard roof of the main building
 - Removal of fire escape, toilet addition and various windows
 - Reinstatement of new windows to existing doorways
 - Repositioning of entrance door and surround
 - Provision of new car park to the rear of the mill
 - Provision of reorganised car parking to the front of the mill.

2. Materials are of coursed stone and slate with timber windows and doors. Rainwater goods will be in black aluminium. The road will be formed with tarmac and the parking areas will be of setts.

3. In the first instance, it is important to note that on this agenda there are three sites which are linked together in term of the their proposed redevelopment schemes: namely land at Bridgehouse Mill (08/01477/FUL), Ebor Mill (application 08/02224/FUL) and Bridgehouse Mill – Wyedean Weaving (this application).

4. The linkages can be detailed as follows: -

- The current occupiers of Ebor Mill are a local manufacturing company known as Airedale Springs whom are a specialist manufacturer of mechanical springs and clips. Currently operations for the company are carried out over five floors that introduces operational and management difficulties. The company is noted in the “Masterplan and Strategy Plan for Airedale” as being typical of some engineering firms in Airedale who would like to move into more modern premises on a single flat site. This will substantially improve productivity and allow management to concentrate on product development and growing the business. It is proposed to move this company to a bespoke building on the Bridgehouse Mill site (application 08/01477/FUL), which is a flat site in close proximity to the existing premises at Ebor Mill (approximately 0.5m away).
- Similarly, Wyedean Weaving whom are the existing textile mill users in Bridgehouse Mill will also be moved out of the Grade II listed mill at the front of the site and relocated to a purpose built building to be erected on land to the rear of Bridgehouse Mill.
- Both the above linkages will allow two long established industrial/manufacturing companies to remain the village of Haworth (where they remain active employers of local people). Indeed, the applications taken together enable purpose built, modern industrial buildings to be created on a level site which has an industrial past which the Local Planning Authority are keen to retain.
- By facilitating in the relocation of the two existing companies within the village, alternative schemes can and have been put forward to pursue appropriate residential schemes which seek to preserve and create innovative solutions to the grade II listed mills at Ebor and Bridgehouse. These schemes allow the special interests of the buildings to be retained.
- Clearly, there is a complex inter-relationship between the applications at Bridgehouse Mill (Wyedean Weaving), Ebor Mill and land at Bridgehouse Mill and this is specifically identified in the financial appraisals that have been submitted to justify development in the manner proposed within the current applications (see exempt report for further details).

Principle of development

5. Government advice in Planning Policy Guidance Note no. 15 is that Local Planning Authorities should have special regard to the desirability of preserving listed buildings or its setting or any feature of special architectural or historical interest which it possesses.

6. Within Bradford district, it is acknowledged that there is a rich and diverse historic environment and policies within the Replacement Unitary Development plan seek to

ensure that the essential characteristics of local distinctiveness and environmental identity are appropriately preserved. Indeed, these elements are highly valued today for the positive contribution they make to the quality of the environment. The districts industrial heritage of mills and associated commercial development is especially important and reflects the areas prominence within the global textile trade.

7. Replacement Unitary Development policies also include preserving the setting of a listed building which is very important to its special architectural or historic interest. Settings are often planned to include gardens, grounds, views and vistas of the buildings best features as well as displaying its wider visual context

8. It is considered that the replacement of the employment use at the site and its replacement by residential use is acceptable in principle. In this particular instance, such an alternative use is compatible with and will preserve the character of the building and its setting. Indeed, the proposals seek to remove later toilet and fire escape additions and to reinstate the original built development of the 3rd floor/4th storey above the existing arch.

9. The existing users of the listed building are seeking more modern bespoke accommodation within Haworth (on the adjoining linked site). It is considered that whilst the loss of an employment use at this application site is regretted, it can be demonstrated that the existing use is no longer a viable or appropriate use within this listed building and without an alternative use, the building will be at risk.

Density

10. Within the smaller settlement areas and to accord with Planning Policy Statement 3 and policy H7 of the Replacement Unitary Development Plan, it is usual that a minimum density of 30 dwelling per hectare should be achieved. The minimum appropriate density for this site area of 0.29ha equates to 10 residential units. The proposal for 43 units within the Listed Building clearly complies with this requirement

Impact of development

11. The application site comprises the Grade II listed mill, currently occupied by Wyedean Weaving. The site is also located within the Haworth Conservation Area. Government advice in Planning Policy Guidance Note no. 15 is that Local Planning Authorities should have special regard to the desirability of preserving listed buildings or their settings or any feature of special architectural or historical interest that it possesses.

12. Within Bradford district, it is acknowledged that there is a rich and diverse historic environment and policies within the Replacement Unitary Development plan seek to ensure that the essential characteristics of local distinctiveness and environmental identity are appropriately preserved. Indeed, these elements are highly valued today for the positive contribution they make to the quality of the environment. The districts industrial heritage of mills and associated commercial development is especially important and reflects the areas prominence within the global textile trade. Replacement Unitary Development policies also seek to preserve the setting of a listed building which is very important to its special architectural or historic interest. Settings are often planned to include gardens, grounds, views and vistas of the buildings best features as well as displaying its wider visual context. In this instance, the Haworth conservation area provides a setting to the imposing listed mill.

13. The conversion of the listed mill into apartments involves very limited alterations to the external fabric of the buildings. Indeed, alterations to doors and windows and glazing panels in addition to the removal of various elements (fire escapes, toilet block) indicate that the conversion works can be implemented without causing material damage to the features of value on the building.

Moreover, at present there is a substantial amount of car parking in front of the mill and the proposed conversion will enable this portion of the site to be used more effectively which will help protect the setting of the listed building. Surface materials in this area can be strictly controlled to ensure the setting of the building is enhanced

14. The proposed reinstatement of the third floor above the arch is welcomed and provides a clear benefit of taking the building back to its original form. It is considered that this extension/alteration is of a scale and design which will preserve the architectural character and appearance of the original dwelling.

15. It is therefore considered that the proposals have a positive impact on both the Haworth Conservation Area and on the listed building, and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained.

16. It is considered that the change of use and alterations to the listed mill will not have any undue impact on the amenities of surrounding properties or uses.

Highway Safety

17. Amended plans have been submitted to provide an appropriate scheme at the junction at the entrance of the site. These amendments include: -

- Redesigning the site access from a t-junction to include a mini roundabout which is large enough to accommodate a 16.5m articulated vehicle to perform a U-turn
- Provision of a footway of 1.8m incorporated into the mini roundabout design that ties back into the footway under the archway into Bridgehouse Mills mixed-use development to the rear of this application site.

Whilst these amendments are outside the red line boundary of this application, the provision of the mini-roundabout and footway into the site (which will be formed as part of phase I of the redevelopment of the Land to the rear of Bridgehouse Mill) will ensure a safe highway and pedestrian access to the mill. Development.

18. Sufficient parking is proposed within the development – a total of 49 spaces located immediately to the front and rear of the listed mill.

19. A Travel Plan Framework has been submitted with application 08/01477/FUL that also seeks to take account the development of this site. The framework promotes the integration of travel modes, to improve the accessibility of the site by means other than the single person occupied car, to ensure that the travel plan framework meets the needs of the residents and employees, to make residents and employees aware of the benefits to be derived from the travel plan, to minimise the level of vehicular traffic generated by the development and to enable the development to protect and enhance the environment as far as practically possible. It is considered that the provision of a travel plan framework will ensure that the change of use of this building to residential use encourages, as far as practically possible, sustainable practices in the village in accordance with Planning Policy Statement 1 and Planning Policy Guidance Note 13. A condition regarding the implementation of a travel plan for this development is suggested on any permission granted.

Other impacts

Contamination

20. The building and its curtilage have been in industrial/manufacturing use throughout their life. Conditions are recommended on any permission granted to ensure that the site and building are remediated appropriately and that development is 'fit for purpose'

Noise

21. The site is adjoining the Keighley Worth Valley Railway. All the railways operations (not just timetabled passenger trains) require movement of locomotives and trains past the listed mill and into and out of the depot. In some instances trains stand alongside the site. Having regard to the potential disturbance from noise, vibration, fumes etc the land use change from industrial use to residential occupation means that site is now likely to be affected by railway traffic in amenity terms. However, in accordance with advice contained in PPG24, it is considered acceptable and appropriate to attach conditions to any permission granted regarding measures to improve sound insulation to the proposed residential units. This will ensure that there is minimal conflict between the residential use and the established railway use.

Financial viability of the scheme/S106 contributions

22. Development of the scale proposed inevitably involves physical infrastructure works, management plans and social infrastructure works such as recreation provision and affordable housing. In line with policy UR6 of the Replacement Unitary Development Plan it is usually appropriate that the developer should enter into a Section 106 to address the following issues – affordable housing, recreational provision, metro cards/transport infrastructure and educational contributions.

23. Policy H9 of the Replacement Unitary Development Plan seeks to achieve affordable housing provision within development sites in The Villages of 25%. No affordable housing is proposed within the current scheme as the developer has put forward a justification for abnormal costs associated with the development of this site in addition to the development and linkages outlined for development at Land at Bridgehouse Mills and Ebor Mill (see exempt report elsewhere on this agenda).

24. Policy OS5 of the RUDP requires that new residential development be required to make appropriate provision of or equivalent commuted payment for recreational open space. No recreational space is provided on the site nor is any commuted sums offered. In line with current standards a commuted sum would be required. As outlined above, due to the financial implications for the development of the site in tandem with application for land at Bridgehouse Mills (08/01477/FUL) and Ebor Mill (08/02224/FUL), the developer has provided a full financial appraisal advising that this contribution, along with those detailed below, which would normally form part of a development of this size, cannot be achieved and that no financial contributions should be made.

25. These further development contributions include: -

(i) Metro cards and public transport infrastructure investments in order to promote sustainable modes of transport. Usually, one metro card is provided per unit with the developer paying 50% of the list price (+ 10% administration charge) for the first year of occupation of the unit, and;

(ii) Educational provision - Under policy CF2 of the Replacement Unitary Development Plan, new housing proposals that would result in an increased demand for educational

facilities that cannot be met by existing schools and colleges should contribute to new and extended school facilities. The nearest schools, at primarily level, are full and a contribution of £14,676 is therefore sought.

26. The applicants have argued that due, primarily, to the following circumstances it is not financially viable to provide development contributions towards affordable housing, recreational and education facilities and metro cards: -

- Refurbishment costs involved in the change of use of two grade II listed mills (Bridgehouse and Ebor Mills) – bringing them into modern day use
- The necessity to link this application with those at Ebor Mill and Bridgehouse Mill (Wyedean Weaving) to achieve financial viability across the three sites.
- This scheme at land at Bridgehouse Mills is only viable in the first instance due to residential accommodation being proposed on the site where formally the whole site was industrial. No greater density can be achieved at the site which would allow contributions to be made due to the necessity to retain as much employment use of the site as possible and to address local need in terms of relocating two existing employers in the village to the application site. Options for Airedale springs to relocate elsewhere within the Worth Valley are severely limited. Modern buildings are required to house modern manufacturing techniques.

27. There are several detailed financial appraisals included in the exempt report to support the special circumstances justifying the lack of infrastructure and social contributions.

Community Safety Implications

In order to ensure that the scheme is in accord with Secure by Design principles e.g. access control to the buildings, conditions are suggested on any permission granted. As such, it is considered that the proposal will pose no undue community safety implications and accords with Policy D4 of the Replacement Unitary Development Plan.

Reasons for Granting Planning Permission

The change of use and extension/alteration of this grade II listed mill in the manner proposed is considered to appropriately preserve the listed building and its setting. Moreover, it is considered that the proposal will have a positive impact on the building and thus maintain the special interest. The effect of the proposal on the conservation area, the surrounding locality and the nearby neighbouring properties and uses has been assessed and is acceptable. The provision of junction improvements to form a suitable access is appropriate and suitable parking provision has been made. As such, the proposal is in conformity with the principles outlined within the Replacement Unitary Development Plan and subject to appropriate conditions it is considered that the proposal complies with policies UDP1, UDP3, UDP7, UR2, UR3,H5, H7, H8, TM2, TM12, TM19A, D1, D4, BH1, BH4, BH4A, BH7, BH9 and P4.

An analysis and verification of the submitted financial appraisals for the proposed scheme has been undertaken and indicates that the development – in association with applications at Ebor Mill (08/02224/FUL) and Land at Bridgehouse Mill (08/01477/FUL) – would not be viable if the Local Planning Authority were to pursue planning infrastructure contributions in the usual manner. The applicants have however agreed to enter into a planning obligation to offer an overage agreement (to be delivered via a S106 legal agreement) to the Council in the event that profit returns are in excess of an agreed percentage. Any profits over this level are offered to the Council to fund, to its priorities, the usual community benefits of any development scheme that are discussed in the above report.

As such, it is considered that, provided an overage agreement is successfully concluded, the proposal is acceptable.

Permission is recommended accordingly subject to
(i) a Section 106 agreement to secure affordable housing, public open space and educational contributions, and metro cards subject to the council covenanting that no contribution shall become payable by the developer unless and until the developer has achieved a percentage of profit in the scheme as a whole, and;
(ii) the following conditions: -

Conditions of Approval

- 69 Time limit – 3 year period
- 70 Materials to be to be approved prior to commencement of development and implemented as approved.
- 71 Sample panel of walling materials and type of pointing to be approved prior to commencement of development and implemented as approved.
- 72 Landscaping scheme – native species to be submitted to and approved prior to commencement of development and implemented as approved.
- 73 Hard landscaping – permeable surfaces. Full details to be provided and approved prior to commencement of development. Implementation of approved materials prior to occupation of the site
- 74 Scheme for protection of existing trees to be approved prior to commencement of development and implemented as approved.
- 75 Replacement trees shall be planted during first season following first occupation of the development
- 76 Boundary treatments throughout the site to be approved prior to commencement of development and implemented as approved.
- 77 Design of access control strategy to apartment buildings to be submitted for written approval and thereafter implemented prior to occupation
- 78 Provision of parking spaces prior to occupation of the development
- 79 Construct access to the site, including all junction improvement to Bridgehouse Lane, Brow Road and Station road before commencement of development, or as otherwise agreed in writing the LPA
- 80 Construction plan details to be approved prior to commencement of development and implemented as approved.
- 81 Bin stores to be provided prior to occupation of the development.
- 82 Separate systems for foul and surface water on and off site
- 83 No buildings occupied until completion of approved foul drainage
- 84 Noise survey and details of structural and noise attenuation measures to be approved prior to commencement of development and implemented as approved.
- 85 Hours of Operation – no construction between the following 0730-1800 Mondays to Fridays and 0730-1300 Saturdays. No activities except for emergency repairs shall be carried out at all on Sundays, Bank Holidays and/or Public Holidays
- 86 Prior to commencement of development a risk assessment report shall be submitted and approved in writing by the LPA. The report shall detail all the substances, liquids and oils which are contained within or attached to all storage vessels, metal works, and surfaces within the various building
- 87 Full details of a phasing plan for the development shall be submitted and approved in writing by the Local Planning Authority. It should be noted that Phase I of the development shall comprise the development of the two industrial units hereby permitted and the junction improvements to Bridgehouse Lane, Station Road and

Brow Road.

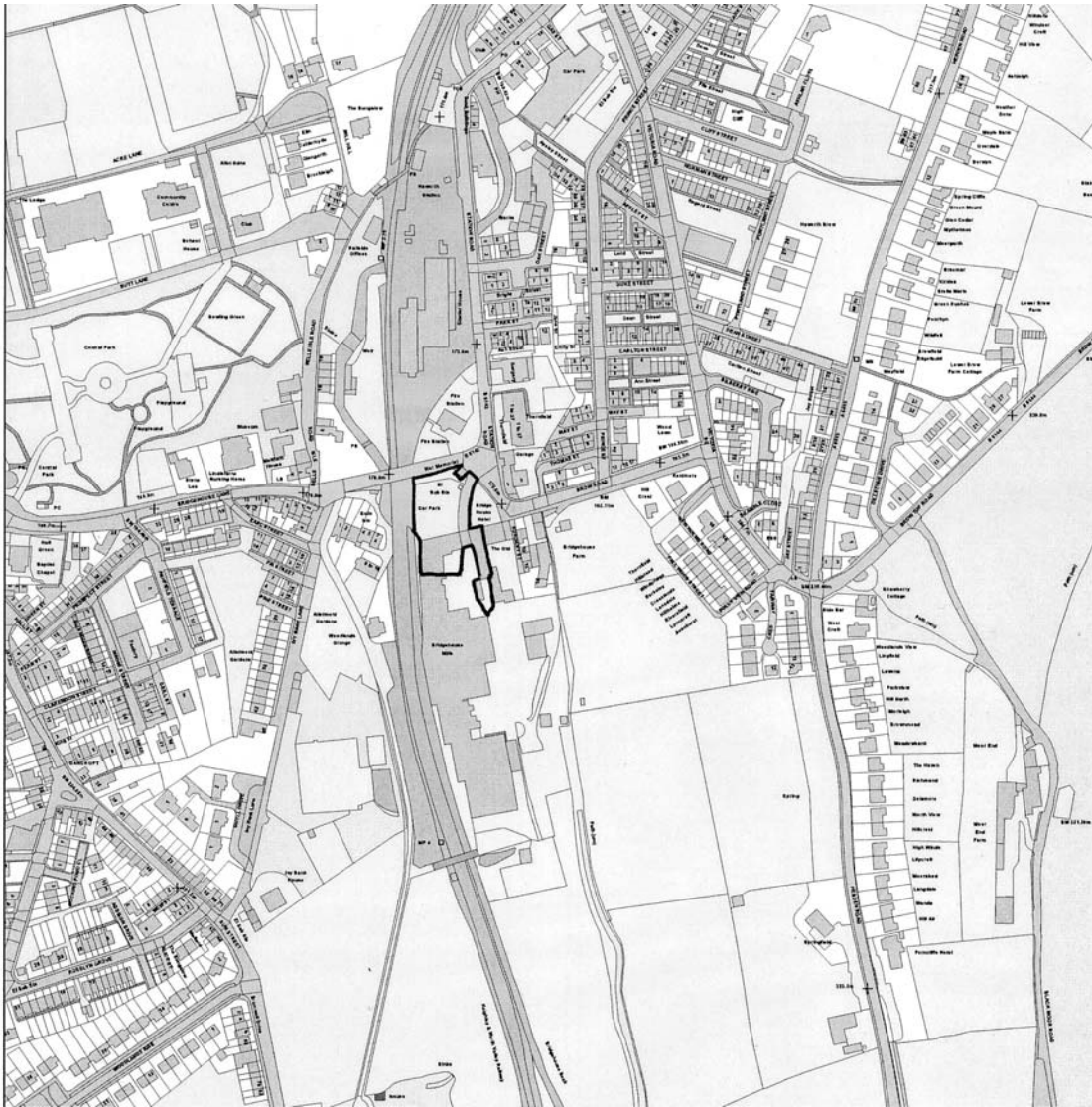
- 88 Submission a travel plan for the occupiers of the apartments within 6 months of occupation of the units to follow the follow the recommendations of the travel plan framework.
- 89 Prior to development commencing, a bat survey shall be submitted to the LPA for consideration. If the survey shows that mitigation measures will be required, such works shall be carried out prior to development commencing, or in accord with a timetable agreed with the LPA.
- 39 Prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- (i) A preliminary risk assessment that has identified:
 - All previous uses
 - Potential contaminants associated with those uses
 - A conceptual model of the site indicating sources, pathways and receptors
 - Potentially unacceptable risks arising from contamination at the site.

 - (ii) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

 - (iii) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

 - (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved



ITEM NO.

13

LOCATION

Bridgehouse Lane, Haworth



DATE: 7 August 2008
ITEM No: 13
WARD: WORTH VALLEY
RECOMMENDATION: TO GRANT LISTED BUILDING CONSENT SUBJECT TO CONDITIONS. DECISION TO BE DELEGATED TO THE ASSISTANT DIRECTOR (PLANNING) FOLLOWING THE PUBLICITY EXPIRY DATE AND PROVIDING NO NEW ISSUES HAVE BEEN RAISED FROM ANY REPRESENTATIONS RECEIVED

APPLICATION No: 08/03782/LBC

Type of Application/Proposal & Address

Listed building application for the alteration of the mill to create a residential use comprising 43 flats, re-instatement of original floor above existing arch, removal of external fire escapes and toilet blocks and replacement of windows and roof glazing at Bridgehouse Mill, Bridgehouse Lane, Haworth

Site and Listed Building Description

An irregular shaped site which is located within Haworth Conservation Area and adjoins Bridgehouse Beck and the Keighley Worth Valley Railway along its western boundary. Along its northern boundary the site is nestled down from the 19th century bridge at the bottom of Bridgehouse Lane. The site is dominated by the imposing Grade II listed Bridgehouse Mill which is, in part, currently occupied by the business known as Wyedean Weaving (the oldest operating textile mill in Haworth). A car park exists at the front of the building with is accessed via a sloping road leading from Brow Road. The war memorial exists to the north west of the site adjacent to the entrance to Bridgehouse Mill.

Bridgehouse Mill is noted in the Haworth Conservation Area Assessment as a key industrial building which was subject to fire damage in March 2001. It is also noted that the scale of the building increasingly hems in the streetscape at this point and that it dates back to the 18th century. The mill reflects the vernacular style and is built predominantly of stone with a stone slate roof. Attached to Bridgehouse Mill is Bridge House, a Grade II listed building with its coach house and stables adjacent.

The listing details of the building note it as being constructed of coursed dressed millstone grit 4 storeys in height. The left portion is the earliest part comprising 7 bays with a broad central bay projecting slightly under pediment. The central rusticated shouldered archway leading to the inner court has a keystone mask, rusticated pilaster and cornice. A mid c19 block adjoins to the right comprising 7 bays. A plain mid c 19 range is located behind the earliest block.

Relevant Site History

- There is no recent relevant history for the change of use and alteration of this building.
- A current planning application 08/03781/LFUL to change the use of the building from B2 to residential use and the reinstatement of original floor above existing arch, removal of external fire escapes and toilet blocks, **replacement of windows**

and roof glazing, and formation of car park has yet to be determined and is elsewhere on this Panel agenda.

- A further application 08/03641/CAC to demolish a single storey modern shed to the rear of the existing mill is currently before the Local Planning authority for consideration.

Replacement Unitary Development Plan (RUDP) Proposals and Policies

The application site is unallocated in the Replacement Unitary Development Plan but is located in the Haworth Conservation Area. Relevant policies include: -

BH1 - Change of use of listed buildings

BH3 - Archaeological recording of listed buildings

BH4 – Alteration, extension or substantial demolition of listed buildings

BH4A – Setting of Listed Buildings

Haworth - Conservation Area Assessment - April 2002

Town/Parish Council

Mindful to give approval subject to a re-think on the low number of parking spaces and the layout of the car park. Could a condition be made to encourage public transport, e.g. free Metro cards.

This is now the fourth site in the village (all within half a mile of each other) by this developer and yet not one full and detailed traffic survey has been done. Collectively had this been just one development such a survey would have been required.

Have any S106 agreements been reached, what are they and if not why not.

Publicity and Number of Representations

By individual neighbour notification letters and by site notices with the statutory expiry date being 21 August 2008. No representations have been received to date.

Summary of Representations Received

None received at the time of writing this report.

Consultations

(i) Heritage/Conservation Section - The existing mill is a key feature in the conservation area, and an important listed building, although the earlier part was crudely repaired following a fire in 2001.

There is no objection to the principle of adaptation to residential, which will provide a secure future for the building. The elements identified for removal do not materially contribute to the special interest of the building. The application includes the clear benefit of reinstating the third floor of the fire damaged mill, taking it back to its original form. Care will be needed that the stone profiles of moulded gutter courses and the pediment are accurately reproduced, and I would suggest a condition to agree samples of these, together with a sample of the walling stone, pointing and roofing slate. A further condition

should be imposed that the building shall not be stone cleaned without submission of a method statement.

It would appear, but is not clear, that the existing floor structures are retained and utilised. Clarification of this should be sought.

Since submission, discussions have resulted in a more accurate pattern of fenestration to the Georgian mill, together with retention of a dummy doorway in an existing position to the front. It should be noted that the meeting rail of the proposed sliding sash windows is too deep, and should be no greater than 35mm including the glazing bead. The external paired doors need a recessed lower panel with traditional bolection mould around the perimeter. Full details of rainwater goods are required. The interior should be subject to thorough recording prior to subdivision. Care will be needed over the surfacing of the car park in front of the mill. Block paving is not appropriate here.

Overall, the proposals have a positive impact on the listed building, and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained.

(ii) English Heritage – Comments awaited and will be reported orally

(iii) Georgian Society – Comments awaited and will be reported orally.

(iv) Victorian Society - The change of use is acceptable. We approve the demolition of later additions to the mill buildings and the repairs and renovations proposed. We welcome especially the rebuilding of the demolished upper floor of the earlier c1800 mill.

(V) West Yorkshire Archaeology Advisory Service - Comments awaited and will be reported orally.

Summary of Main Issues

Impact on listed building and its setting

Appraisal

1. Listed Building Consent is sought for the following development:-

- Alteration of the existing B2 mill to create 43 residential flats.
- the reinstatement of the original built development (the 3rd floor/4th story) above the existing archway including installation of new lift shaft
- new glazing system within the mansard roof of the main building
- removal of fire escape, toilet addition and various windows
- reinstatement of new windows to existing doorways
- repositioning of entrance door and surround

2. Materials are of coursed stone and slate with timber windows and doors. Rainwater goods will be in black aluminium. The road will be formed with tarmac and the parking areas will be of setts.

Impacts on the listed building and its setting

3. There is a statutory requirement that local planning authorities have special regard to the desirability of preserving listed buildings and their settings and any features of special

architectural and historic interest which they possess. This is reflected in Planning Policy Guidance Note 15 (PPG15) and the Replacement Unitary Development Policies. PPG15 also states 'Applicants for listed building consent must be able to justify their proposals. They will need to show why works which would affect the character of a listed building are desirable or necessary. They should provide the local planning authority with full information, to enable them to assess the likely impact of their proposals on the special architectural or historic interest of **the building and on its setting.**'

4. PPG15 also states 'in principle the aim should be to clearly identify the optimum viable use that is compatible with the fabric, interior, and setting of the historic building. This may not necessarily be the most profitable use if that would entail more destructive alterations than other viable uses. The setting of a listed building is of merit in its own right and by virtue of its registration is recognised as an important part of national natural and cultural heritage. Settings are often planned to include gardens, grounds, views and vistas of the buildings best features as well as displaying its wider visual context

5. Within Bradford district, it is acknowledged that there is a rich and diverse historic environment and policies within the Replacement Unitary Development plan seek to ensure that the essential characteristics of local distinctiveness and environmental identity are appropriately preserved. Indeed, these elements are highly valued today for the positive contribution they make to the quality of the environment. The districts industrial heritage of mills and associated commercial development is especially important and reflects the areas prominence within the global textile trade.

6. Innovative solutions to design problems associated with the restoration and re-use of listed buildings are often necessary to make listed buildings attractive to the investor and this must be achieved without compromising the historic value and structural or visual integrity of the building.

7. It is considered that the replacement of the employment use at the site by residential use is acceptable in principle. In this particular instance, such an alternative use is compatible with and will preserve the character of the building and its setting. Indeed, the existing users of the building are seeking more modern accommodation and it is considered essential to pursue alternative uses of the listed building in order to ensure that the building does not become at risk by the lack of investment and users.

8. The conversion of the existing building into apartments involves very limited alterations to the external fabric of the buildings. Indeed, alterations to doors and windows and glazing panels in addition to the removal of various elements (fire escapes, toilet block) indicate that the conversion works can be implemented without causing material damage to the features of value on the building.

Moreover, at present there is a substantial amount of car parking in front of the mill and the proposed conversion will enable this portion of the site to be used more effectively which will help protect the setting of the listed building. Surface materials in this area can be strictly controlled to ensure the setting of the building is enhanced

9. The proposed reinstatement of the third floor above the arch is welcomed and provides a clear benefit of taking the building back to its original form. It is considered that this extension/alteration is of a scale and design which will preserve the architectural character and appearance of the original dwelling.

10. Overall, it is considered that the proposals have a positive impact on the listed building, and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained. Listed building consent is recommended accordingly.

Reasons for Granting Listed Building Consent

The duty of the Local Planning Authority is to preserve the listed building and its setting. It is considered that the change of use, alteration and extension of this grade II listed mill will have a positive impact on the building and subject to a sympathetic and accurate approach to conversion, the special interest will be maintained. As such, the proposal complies with policies BH1, BH4 and BH4A of the Replacement Unitary Development Plan.

Conditions of Approval

- 9) Time limit – 3 years
- 10) Samples of materials and a sample panel showing details of pointing to be submitted to and approved in writing prior to commencement. Development to be erected in the approved materials.
- 11) Submission of samples of the moulded gutter courses and the impediment shall be submitted to and approved in writing prior to commencement of development. Development to be erected in the approved materials
- 12) There shall be no stone cleaning of the building until a method statement is submitted to and approved in writing by the LPA
- 13) Development to be in accord with amended plan
- 14) Prior to commencement of development, full details of rainwater goods shall be submitted to and approved in writing by the LPA. Development to be constructed in accord with the approved details.
- 15) Prior to commencement of development full details of the surface of the car park to the front and rear of the mill shall be submitted and approved in writing by the LPA. The development shall be constructed in the approved materials.
- 16) No development to take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological and architectural recording. this recording must be carried out by an appropriately qualified and experienced archaeological/building recording consultant or organisation, in accordance with a written scheme of investigation which has been submitted to and approved in writing by the LPA.