

Report of the Strategic Director of Regeneration & Culture to the meeting of the Area Planning Panel (KEIGHLEY) to be held on 24 March 2011

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Summary Statement - Part One

Applications recommended for Approval or Refusal

The sites concerned are:

<u>Item No.</u>	<u>Site</u>	<u>Ward</u>
1.	26 Sycamore Grove Steeton With Eastburn West Yorkshire BD20 7SW - 10/06200/HOU [Approve]	Craven
2.	Land At Grid Ref 404089 441307 North Dean Avenue Keighley West Yorkshire - 10/06230/MAR [Approve]	Keighley West
3.	Millennium Business Park Steeton With Eastburn West Yorkshire - 11/00282/MAF [Approve]	Craven
4.	6 Springfield Court Keighley West Yorkshire BD20 6JP - 10/06286/HOU [Refuse]	Keighley Central

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Portfolio:
Environment and Culture

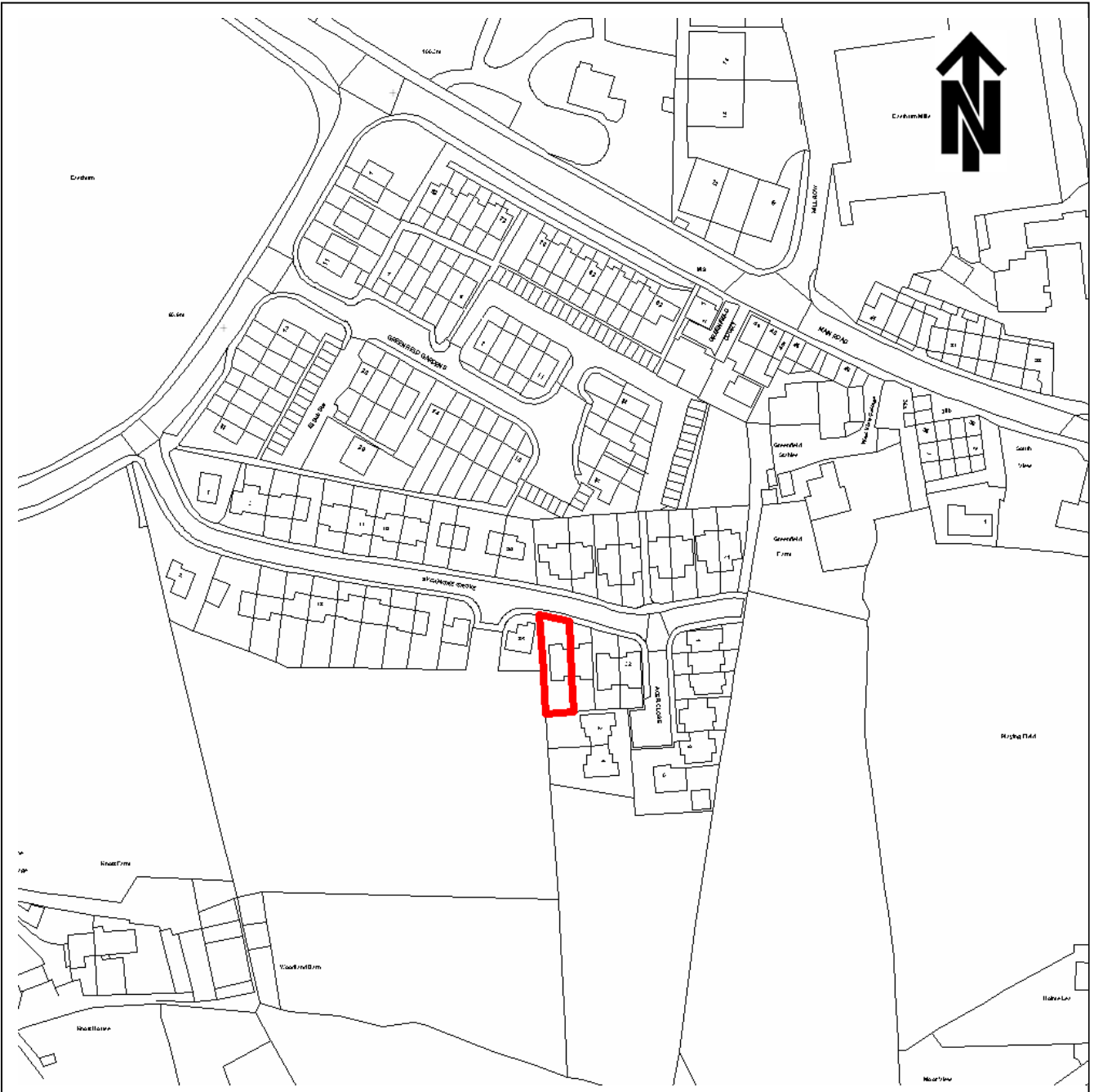
Improvement Committee Area:
Regeneration and Economy



Area Planning Panel (Keighley)

10/06200/HOU

24 March 2011



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ITEM NO. : 1	LOCATION: 26 Sycamore Grove Steeton With Eastburn
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24 March 2011

Item Number: 1
Ward: CRAVEN
Recommendation:
TO GRANT PLANNING PERMISSION WITH CONDITIONS

This application is referred to the Planning Panel as the applicant is married to an employee in the Planning Service.

Application Number:
10/06200/HOU

Type of Application/Proposal and Address:
Householder application for construction of porch and conversion of garage into living accommodation at 26 Sycamore Grove, Steeton-with-Eastburn, Keighley.

Applicant:
Mr Mark Fernie

Agent:
Mr Andrew Howcroft

Site Description:
The property is in Eastburn. It is a semi detached house on a small estate of similar modern houses constructed in about 2000. The garage to be converted is integral to the house. The porch and additional parking space are to be constructed on the front garden area which is currently grass, bounded by a low stone wall. A public footpath runs along the west boundary of the property towards the fields up the hill to the south.

Relevant Site History:
98/00159/FUL Construction of 20 three bedroom dwellings Granted Subject to a 106 Agreement 30.10.1998 PD rights removed.

Replacement Unitary Development Plan (RUDP):
Allocation
K/H1.1 Housing Sites (Phase 1)

Proposals and Policies
UR3 – Local Impact of Development
D1 – General Design Considerations

Supplementary planning guidance contained within the Council's Revised House Extensions Policy 2003.

Parish Council:
Steeton with Eastburn Parish Council have no objections to the proposal.

Publicity and Number of Representations:

The application was advertised by neighbour notification letters with an expiry date of 13th January 2011. No representations were received.

Summary of Representations Received:

Not applicable

Consultations:

None deemed necessary.

Summary of Main Issues:

1. Impact on the local environment.
2. Impact on residential amenity of neighbouring occupiers.

Appraisal:

Impact on Local Environment:

The proposals are to add a small porch to the front of the house, provide additional parking space in brick paving, and the conversion of the integral garage through the replacement of the garage door with a window and matching reconstituted stone walling. All are considered to be in keeping with the character of the existing property and the street scene which consists of a number of differing house types. The porch would be a relatively small scale feature with a lean-to roof and would be built in matching materials.

Impact on residential amenity of neighbouring occupiers:

The proposed porch is not considered to have any adverse impact on the amenity of occupiers of the neighbouring properties. No. 24 to the west has a blank elevation facing the proposal and the nearest window on the adjoining property number 28 Sycamore Grove is some distance away past the two driveways belonging to the properties. The new window to be installed in what is now the garage is not considered to cause any undue overlooking of the properties opposite which are some distance across the street.

Impact on Highway Safety:

The loss of the integral garage is compensated by the provision of one additional off street parking space in the front garden. The cul de sac road is, in any case, of reasonable width and it is not considered that the proposal will have an adverse impact on highway safety.

Community Safety Implications:

There are no apparent community safety implications.

Reason for Granting Planning Permission:

The proposed garage conversion, porch and new parking space are considered to relate satisfactorily to the character of the existing dwelling and adjacent properties. The impact of the proposal upon the occupants of neighbouring properties has been assessed and it is considered that it will not have a significant adverse effect upon their residential amenity. As such this proposal is considered to be in accordance with Policy UR3 (The Local Impact of Development) and D1 (General Design Considerations) of the Replacement Unitary Development Plan 2005 and the Revised House Extensions Policy 2003.

Conditions of Approval:

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

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

- 2) The development hereby approved shall only be carried out in accordance with the approved plan(s) listed below:

location plan

site plan

plans and elevations

dated December 2010 and received by the Council on 20th December 2010

Reason: For the avoidance of doubt as to the terms under which this planning permission has been granted.

- 3) The development hereby permitted shall be constructed of facing and roofing materials to match the existing building as specified on the submitted plans.

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.

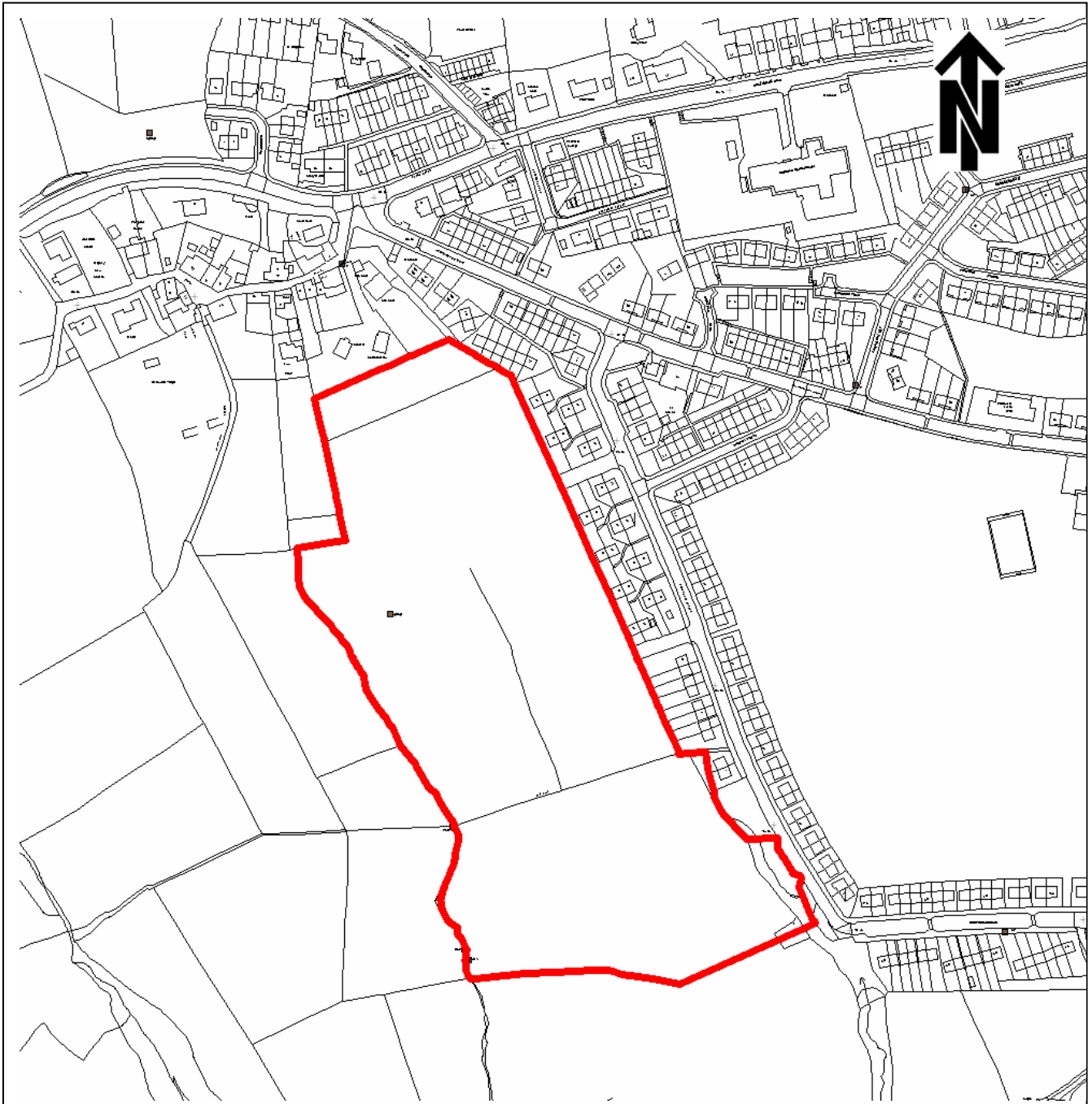
- 4) Notwithstanding any details shown on the approved plan any new hardstanding area shall be made of porous material or provision shall be made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwelling house.

Reason: To ensure sustainable disposal of surface water and to accord with Policy NR16 of the Replacement Unitary Development Plan.

Area Planning Panel (Keighley)

10/06230/MAR

24 March 2011



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ITEM NO. : 2

LOCATION:

**Land At Grid Ref 404089 441307
North Dean Avenue
Keighley**

24 March 2011

Item Number: 2
Ward: KEIGHLEY WEST
Recommendation:
TO APPROVE RESERVED MATTERS SUBJECT TO CONDITIONS

Application Number:
10/06230/MAR

Type of Application/Proposal and Address:

A reserved matters application for residential development of 190 dwellings and provision of highways, landscaping, open space and associated works at Land At Grid Ref 404089 441307, North Dean Avenue, Keighley. Matters to be considered are appearance, landscaping, layout and scale pursuant to outline planning permissions 09/03062/OUT.

This is an application with a petition against it.

Applicant:

Barratt David Wilson Yorkshire West

Agent:

Jonathan Dunbavin, ID Planning

Site Description:

A 6.15 hectare rectangular shaped parcel of Greenfield land that is located at the far edge of the Town of Keighley. The site is comprised of a number of fields to the south and west of properties on the west side of North Dean Avenue that are used for grazing and as open pasture. It slopes markedly from the North West down towards the south/south east and is located to the south east of Braithwaite Conservation Area. Public footpath identified as Keighley Footpath 21 crosses the southern part of the site linking the fields with North Dean Avenue. The site is allocated in the Replacement Unitary Development Plan as safeguarded land for longer term development.

There is no vehicular access to the site at present. Pedestrian access to the fields is via Keighley Footpath 21.

The site adjoins residential properties along most of its eastern boundary and along its northern boundary. The western and southern boundaries abut green fields which are allocated as greenbelt within the Replacement Unitary Development Plan. To the north/north west of the site lies Braithwaite Village Conservation Area.

Relevant Site History:

A. Outline planning permission 09/03062/OUT to the site from North Dean Avenue was granted on appeal by the Secretary of State in May 2010 for residential development on the site. Access to the site was approved as part of this outline permission and a S106 legal agreement offered: - affordable housing (15%), £309,837 towards education provision, £60,000 towards play space provision in the vicinity of the site, £25,000 towards off site play pitch provision, to pay a bus stop contribution of £6,000 and a footpath contribution of £5,000 and to supply a Metro travel card for the first occupier of each residential unit for a period of 12 months.

The appeal was granted because the Council could not provide a 5 year supply of housing land and the Inspector considered that it was therefore acceptable to bring this safeguarded site forward for development now instead of in the near future. It was also considered by the Inspector that bringing forward this parcel of land for housing would not prejudice the strategy of the Council which seeks to locate development in sustainable area in the first instance.

B. the Local Planning Authority had originally refused application 09/03062/OUT in September 2010 for residential development of the site for the following reasons:-

1. The site is allocated as safeguarded land in the Replacement Unitary Development Plan. The proposed development of the site is therefore considered unacceptable in principle in that it is contrary to Planning Policy Guidance Note 2 (Annex B) and policy UR5 of the Replacement Unitary Development Plan. Any development of this site at this point in time would prejudice the locational strategy of the Council which seeks to produce a sustainable pattern of development which secures urban and rural renaissance and minimises the development of Greenfield sites; as such, the proposal is considered to be contrary to policy UDP1 of the Replacement Unitary Development Plan.
2. The proposal fails to provide suitable means of access to the site in terms of the lack of provision of a second access within the development site, failure to make appropriate provision for pedestrians, and failure to provide details of how access to the site can be achieved in a satisfactory manner with regard to the levels of the site (including how the stream will be culverted); as such, the proposal is considered contrary to policies TM2 and TM19A of the Replacement Unitary Development Plan.
3. The application as submitted provides an inaccurate and inconsistent red line boundary to the development site as the location plan markedly differs from the indicative layout plan. The identified inaccuracies mean there is conflicting and misleading information which prohibits the proper consideration of the application by the Local Planning Authority.

Reasons for refusal 2 and 3 were withdrawn from the appeal due to the submission of accurate drawings and details showing a suitable means of access to the site.

C. Planning permission 90/06/02187 was granted for residential development on this parcel of land on 24th May 1991 when it comprised an allocated housing site. This permission was never implemented and the land has subsequently been allocated as safeguarded in the Replacement Unitary Development Plan.

Replacement Unitary Development Plan (RUDP):

Allocation

The site is allocated as safeguarded land in the Replacement Unitary Development Plan and identified as site K/UR5.26 in the Proposals for the Keighley Constituency. Relevant policies include:

Policies

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
UR5 - Safeguarded land
UR6 - Use of conditions or S106 agreements to resolve obstacles to planning permission
H7 - Housing Density
H8 - Housing Density
H9 - Provision of affordable housing
TM2 - Impact of Traffic and its Mitigation
TM8 - New pedestrian and cycle links
TM9 - Protection of routes
TM12 - Car Parking Provision
TM19A – Traffic and road safety
D1 - Positive contribution of the Environment
D4 - Safe and secure environment/reduction in the opportunities for crime
D5 - Landscaping
BH7 - New Development in or affecting the setting of Conservation Areas
CF2 - New housing proposals resulting in increased demand for educational facilities
OS5 - Provision of recreation open space and playing fields in new development
NE3 – Landscape Character Areas
NE3A – Landscape Character Areas
NE4 - Trees and Woodland
NE5 - Retention of trees on development sites
NE6 - Protection of trees during development
NE10 - Protection of natural features and species
NR15B - Flood Risk
NR16 - Surface Water run off and sustainable drainage systems

Parish Council:

Keighley Town Council – Recommend refusal – there is a lot of drainage and surface water, a risk of flooding near the beck, the sewer is already inadequate, there will be problems with the highway, could be more than 200 cars from the housing estate, education, schools are already full, there is no play area, the sewer should be moved in order to allow a more sensible entrance, a public consultation is needed. We would like this proposed to go to Area Planning Panel if approved.

Publicity and Number of Representations:

The application has been advertised by individual neighbour notifications and the display of site notices around the site. The statutory period of expiry of the publicity is 12 March 2011. A petition with 12 signatures (from 8 households) objecting to the scheme has been received and seven representations have been received (note that these are from 7 different persons as some residents have written in several different letters on various issues). The contents of the representations are summarised below.

Summary of Representations Received:

- The proposed access road is to be positioned directly opposite nos 10 and 12 North dean Avenue in the existing lay-by which is at present used as a passing point of traffic using the narrow road;
- The new road will cause issues with road safety and endanger pedestrians
- If the access is positioned here it will mean the felling of substantial oak and other species of tree which are the home of bats and other species.

- Loss of on street parking for existing residents – the new access road should be amended to ensure that the entrance of the development is located at the junction of Northdean Avenue and Northdean road
- The development of 190 houses is not welcomed by the residents whose lives are going to be affected. If residents are to be affected the points raised in objection to the development must be acted upon to allow the minimum effect upon the quality of life and loss of value to existing properties.
- Issues regarding the integration of the development into the existing community because of limited access to the site
- The loss of protected oak trees – inaccuracies in the arboricultural report
- Keighley is not designed for modern traffic which at times becomes almost grid locked. The current proposal will add to this
- Undue noise and disturbance and light pollution to properties if the access is positioned where it is currently proposed
- Where will existing cars park – what provisions are being made for residents to park outside our properties.
- Road safety will be compromised – there will be a danger of collision and there is excessive speeding. The new access to the site should be via the farmers field
- The area proposed for development is crossed by streams and underground water courses – this is a potential to create flooding in Keighley
- Why has the previously identified County Park been dropped
- Fundamentally opposed to any development of this Greenfield site and feel that any acceptance of building proposals is an utter disgrace as there are plenty of brown field sites across Bradford District
- This development will add to the already substantial volumes of water that flows down into Keighley
- Need assurances that the preservation of current walls, hedges, trees and wildlife habitats is considered.
- Drainage need to have sufficient space capacity to deal with anticipated future requirements and the traffic assessment needs to take account of the volumes of traffic on the junction of West Lane and Oakworth Road where the major peak hour traffic problem currently exists.
- There is no provision of additional shops, recreation/play areas
- During construction work there will be issues of noise, dirt, heavy plan both on site and using Northdean Avenue for access and egress
- The information regarding drainage and flooding is incorrect as there are approximately 12 springs within the site,
- The outflow and run off water from the site will create flood problems not only in Keighley but in Riddlesden, Bingley, Cottingly etc.
- The results in the FRA are inaccurate as they took place during the summer of 2009 after a period of significant drought
- Concerns relating to the existing wild life in and around the area – this will be significantly impacted by any development
- The area is getting more and more boggy and the water table has significantly changed in the last few years.

Consultations:

Conservation/Heritage Section - The archaeological report appears thorough and comprehensive, and the conclusions would seem reasoned and accurate.

The site is within proximity of the conservation area of Braithwaite, but is separated from the built, tight-knit form of the historic core of the settlement by both later peripheral buildings and small open pastures. Sections have been provided indicating that the closest areas of new housing will not be intrusive in views from the eastern part of the conservation area due to topography. Areas of the development which will be visible from the southern edge of the conservation area and the track, Bank Lane will be as oblique views, partly tempered by reinforced buffer planting.

The height and form of the dwellings on the northern and north-west edge of the site is considered acceptable and should enable integration into the landscape.

The residential development will impact in longer distance views of Braithwaite from the south, although the buffer planting and separation result in the conservation area retaining some distinction and not being swamped in suburban expansion. The buffer planting around the perimeter of the site will reinforce existing boundaries and soften the edges of the new development. It further assists in the physical separation of the development from the conservation area.

To further integrate the development, it is considered essential that Plots 179-182 and 124-128 are constructed in natural stone with quality artificial Welsh slate roofs. These properties are those likely to be apparent in views from the conservation area and the quality materials will assist in integration. The choice of materials for the wider development will govern its success in achieving contextual relevance and a sense of place, and may result in further use of natural stone.

In summary, whilst the development does impact upon the setting of the conservation area and compromise that setting in long distance views, the built form and landscaping has been developed to mitigate this. The impact of the development on the prevailing character within the conservation area will be negligible. The effect of development on this allocated housing site has been mitigated as far as possible, and the character of the conservation area maintained.

Landscape Design – Revised Scheme – Comments awaited and will be reported orally. No issues in principle to both the hard or soft landscaping and the trees and shrubs species specified are generally acceptable for this proposed scheme. A comprehensive and long term landscape management specification is required.

Local Development Framework – The LDF Group do not wish to raise any strategic planning concerns

Highway Section – Revised comments awaited and will be reported orally. It should be noted that the access to the site is not being considered as part of this scheme (only internal road layout) because the access to North Dean Avenue was formally approved by the Secretary of State as part of outline application 06/09190/OUT.

Rights of Way Section - Keighley Public Footpath 21 crosses the site and will be retained on its historic line and improved as part of the development. Footpath 21 should be improved to

adoptable standards and surfaced to a width of at least 2m. It is noted that £5,000 is to be contributed as part of a S106 agreement toward the cost of doing these works. Would also like to improve Keighley 22 (outside the application site).

Tree Section - no objections to this development. There is a hedgerow being removed and some impact on generally sporadic low value trees to the west boundary (some other trees are also affected) but their loss/development impact is mitigated by the landscaping proposals

The large trees to the proposed access should remain fairly unaffected as there is a gap in the tree canopy. Some of the trees here are worthy of a TPO (others not due to condition). Trees Team will be placing a TPO on the worthy trees in due course but this should not affect the proposals as they currently stand.

Please note that the large area of fields to the immediate south of the proposals site contains woodland and significant trees and would be much more difficult to develop in accordance with trees policies.

A condition regarding tree protection during construction should be attached to any permission granted.

Design Enabler – (Members should note that although comments on several aspects of the scheme have been made only those relating to specific design issues have been discussed here).

Original Comments: No objections in principle. A building for Life Assessment has been undertaken which is broken into 4 sections. The development scores 9 out of 20. Would like 80% of the dwellings to be constructed in natural stone.

Revised comments will be reported orally at the planning panel.

Yorkshire Water – No objections in principle

Drainage Section – No objections subject to conditions

Environment Agency – No objections in principle subject to a condition regarding surface water run-off. Land Drainage Act consent is required for the culverting of a watercourse.

West Yorkshire Ecology – Original Comments - It is noted the retention of a number of features around the margin of the site, but little substantive mitigation has been included for the loss of an extensive areas of green field land which includes wet grassland reported to be used by curlew and which botanical surveys indicate may support species such as common spotted orchid and cuckoo flower. Sadly the ecological report does not provide sufficient detail to quantify these losses in detail.

This is a large housing scheme and under the requirements of PPS9 we would expect to see more substantive mitigation and enhancement for these losses. We recognise that the developer has left a considerable buffer zone between the houses and the Lower Holme House Wood SEGI and North Beck, but we can find no evidence that this land, which is within the control of the developer has been used to mitigate or enhance the proposal for biodiversity.

We would like to see measures introduced which would enhance this area for biodiversity either by enhancing wet grassland for wading birds such as curlew and snipe or by extending the area of woodland using locally native tree planting. Provision should also be made for its on-going management under an agreed management plan.

There are also references to a detention basin being constructed to the south of the proposed housing to cope with flood water and provide for “amenity”. We can see no reference to biodiversity enhancement proposed for this wetland, and we would not see it being adequately covered by the term “amenity” used in the application.

Summary of Main Issues:

Principle

Design – appearance, landscaping, layout and scale

Residential amenity

Highway/pedestrian safety

Other issues: flooding/drainage, biodiversity, rights of way

Community Safety Implications/Secure by Design

Comments on the letters of representation received.

Appraisal:

1. This proposal is for the development of residential development on a 5 hectare site (net). The development consists of 190 houses in a mix of styles and range from 2 storey dwellings to 2.5 storeys to a few three storey units. The proposal uses the contours of the site to provide a scheme which cascades down the valley. A range of housing sizes has been proposed along with a mix of elevational details. Materials are of Cromwell fine Faced Pitched buff/Brown artificial stone and artificial slate. A palette of these materials will be available for members to view at the planning panel.

2. A tree/shrub shelter belt is to be provided to the northern and western boundaries of the site with a mix of native woodlands and low buffer mix of species. Along with southern boundary a large landscape buffer/green space which varies in depth from between c. 12m to c. 30m is to be provided.

3. Principle of development

Outline planning permission 09/03062/OUT has been granted for residential development. As such the principle of a residential development of 190 houses has already been established at this site under the above outline application. Means of access to the site was also considered as part of the outline application and as such, this reserved matters applications are now only considering appearance, landscaping, layout and scale.

4. Design

Policy D1 of the Replacement Unitary Development Plan states that all development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. It contains a number of criteria against which development proposal are assessed and includes, amongst others, proposal should be well related to the existing character of the locality in terms of design, scale, massing height and materials.

5. The layout of the scheme is considered acceptable and has been designed to take advantage of the natural and existing ground levels, the character of existing development in the locality and to take advantage of the views over the adjoining open countryside. The site is within proximity of the conservation area of Braithwaite, but is separated from the built, tight-knit form of the historic core of the settlement by both later peripheral buildings and small open pastures. Sections have been provided indicating that the closest areas of new housing will not be intrusive in views from the eastern part of the conservation area due to topography. Areas of the development which will be visible from the southern edge of the conservation area and the track, Bank Lane will be as oblique views, partly tempered by reinforced buffer planting.

6. The height and form of the dwellings on the northern and north-west edge of the site is considered acceptable and should enable integration into the landscape.

7. Whilst the residential development will impact in longer distance views of Braithwaite from the south the buffer planting and separation result in the conservation area retaining some distinction and not being swamped in suburban expansion. The buffer planting around the perimeter of the site will reinforce existing boundaries and soften the edges of the new development. It further assists in the physical separation of the development from the conservation area.

It should also be noted that the layout of the site has had to accommodate the rights of access though the site and drainage easement but still creates an attractive, interesting layout which is compatible with the locality.

8. The layout of the parking bays ensure that the majority of the spaces are in- curtilage and those that are not specifically in curtilage are located in parking courtyards which are overlooked by surrounding houses.

9. In terms of appearance and scale, the application proposes a range of residential units both in terms of size, amount of floor space and height. These housing types have been placed to provide good design features at focal points of the residential layout and provide a wide variety of units which take advantage of the differing levels throughout the site.

10. In terms of landscaping, the scheme has been amended to ensure the development incorporates an appropriate tree/hedge buffers (shelter belts) to the western, northern and southern boundaries in accordance with the landscape strategy contained within the Landscape Character Supplementary Planning Document adopted by the council. These boundaries will be planted with native species. The buffer and all open space areas on the site will be part of a management plan agreement and private gardens will be formed beyond the buffer. A post and rail fence is proposed between the private residential gardens and the tree buffer.

11. Whilst landscaping is provided throughout the development, in addition to the strategic shelter belts along the boundaries it is proposed to retain as many of the trees as possible fronting Northdean Avenue. Clearly because access to the site is via this area, some of the trees are to be felled however the developer has stated it is their intention to retain as many trees as possible around this location in order to minimise the impact of development on existing residents in North Dean Avenue.

12. Residential Amenity/Street Scenes

Policy D1 of the Replacement Unitary development Plan states that all development proposals should make a positive contribution to the environment and quality of life through high quality design and layout. It contains a number of criteria against which development proposals are assessed and includes, amongst others, the criterion that proposals should not harm the amenity of prospective or existing users and residents.

13. Residential properties exist along the eastern and northern boundaries of the site. It is considered that the provision of a development in the manner proposed will not create any undue detrimental impact in terms of the loss of amenities, loss of privacy nor would it create any adverse overlooking.

14. Highway issues

Planning permission has already been granted for the main access to the site and as such this access remains acceptable in principle. Various highway consultations have been made with regard to development of this site and there are two key issues which have been raised: traffic calming (outside the site) and the layout within the site. Various amendments have been made to the original submission but it should be noted by members that further amendments regarding the internal layout of the scheme are required. Additional comments will be given orally at the meeting regarding the latest amended internal layout of the scheme but members can be reassured that the development of this site has been discussed twice at the major development team meetings and no substantive highway issues have arisen.

15. Other issues

Flooding/Drainage – the principle of development has already been established. The Environment Agency, Yorkshire Water and the specialist drainage team at Bradford Council all consider that the proposed development is acceptable subject to appropriate conditions to demonstrate that surface water drainage will be adequately dealt with.

Biodiversity – Amended landscaping plans which propose additional biodiversity measures as required by condition 9 of the outline planning permission will be tabled to Members at the Panel.

Rights of Way – the existing right of way through the site is to be retained on its original line and upgraded to adoptable standards. As such, it is considered that this measure is in accord with policy TM8 of the Replacement Unitary Development Plan.

16. Community Safety Implications

Policy D4 of the RUDP states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime.

17. In terms of secure by design, it is considered that there are no objections in principle to the scheme. Indeed, the scheme defines each area and each plot and suitable boundary treatments are proposed. Open areas are appropriately overlooked and car parking is located in suitable places, mainly in curtilage, throughout the layout.

18. Comments on the letters of Representation

A petition and several letters of representation have been received to the development of this site in the manner proposed. The majority of issues have been addressed in the above report. Whilst the principle of development has already been established it is clear that

residents remain concerned with regard to several issues but especially drainage/flooding and highway details.

Specialist advice has been sought from the Environment Agency, Yorkshire Water and the Councils own drainage section regarding drainage and flooding on the site. Each of these consultees considers that the site is capable of development providing the correct measures are put in place. Conditions are attached to any permission granted to ensure that these measures are put into place and that flooding will not occur.

The main highway access to the site has already been granted planning permission. Nevertheless the highway department has requested that additional measures are put in place to ensure the safety of both highway and pedestrian users. Whilst this required is outside the scope of this planning application, it has been conveyed to the applicant to see if these additional required measures can be incorporated into any scheme. It is considered that the internal highway layout has been adequately addressed and will not compromise highway or pedestrian safety. An updated plan showing this situation will be presented to Members at the Planning Panel.

Reason for Granting Planning Permission:

Outline planning permission has already been granted for the principle of residential development and the position of the means of access to this site. It is considered that this reserved matters application provides for a development of this site with a well conceived residential scheme which closely follows the up to date design guidance offered in Manual for Streets, is considered a good opportunity to provide a sustainable pattern of housing at the edge of the urban fabric of Keighley. The effect of the proposal on the surrounding locality and the adjacent neighbouring properties has been assessed and is acceptable. Parking provision has been made to accord with the location of the development. 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 UDP3, UR2, UR3, H7, H8, H9, TM2, TM12, TM19A, D1, D4 and D5.

Conditions of Approval:

1. The development to which this notice relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

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

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

104323 01:- Rev C, 02, 03, 04, 05 Rev A 06, 10 Rev A, 11 Rev A, 12 Rev A, 13 Rev A 14 Rev A, 15 Rev A, 16 Rev A, 17 Rev A, 18 Rev A, 19 Rev A, 20 Rev A, 21 Rev A, 22 Rev A, 23 Rev A, 24 Rev A, 25 Rev A, 26 Rev A, 27 Rev A, 28 Rev A, 29 Rev A 30 Rev A, 31 Rev A, 32 Rev A, 33 Rev A, 34 Rev A, 35 Rev A, 36 Rev A, 40, 101 Rev A, 102 Rev A.

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

3. Surface water from vehicle parking and hard standing areas shall be passed through an interceptor of adequate capacity prior to discharge to the public sewer. Roof drainage should not be passed through any interceptor

Reason: To ensure proper drainage of the site and in the interests of pollution prevention and to accord with policy UR3 of the Replacement Unitary Development Plan

4. A landscape management plan detailing the management of the shelter belt running along the northern and western boundaries of the site, the management of the large green swathe of open land along the southern boundary and the management of all green open areas of the site including the green spine which runs through the centre of the site shall be submitted to the Local Planning Authority. The plan shall include the long term design objectives, management responsibilities and maintenance schedules of all the above areas (other than privately owned domestic gardens). The landscape management plan shall be carried out as approved.

Reason: To ensure proper management and maintenance of the landscaped areas in the interests of amenity and to accord with policies UR3, D1 and D5 of the Replacement Unitary Development Plan.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any subsequent equivalent legislation) no development falling within Class(es) A to E of Part 1 of Schedule 2 of the said Order shall be carried out at plots 23, 24, 25, 54, 55, 56, 57, 63, 91, 92, 93, 94, 95, 123, 124, 125, 126, 127, 128, 129, 147, 1148, 149, 160, 161, 162, 163, 164, 180, 181, and 182 without the prior written permission of the Local Planning Authority.

Reason: To accord with Policies UR3, NE3A and D1 of the Replacement Unitary Development Plan.

6. The development shall not be begun, nor shall any demolition, site preparation, ground works, materials or machinery be brought on to the site until Temporary Tree Protective Fencing is erected in accordance with the details submitted on a tree protection plan to BS 5837 (2005) approved by the Local Planning Authority. The Temporary Tree Protective Fencing shall be erected in accordance with the approved plan, or any variation subsequently approved, and remain in the location for the duration of the development. No excavations, engineering works, service runs and installations shall take place between the Temporary Tree Protective Fencing and the protected trees for the duration of the development without written consent by the Local Planning Authority.

Reason: To ensure trees are protected during the construction period and in the interests of visual amenity. To safeguard the visual amenity provided by the trees on the site and to accord with Policies NE4, NE5 and NE6 of the Replacement Unitary Development Plan

7. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reason: To achieve a satisfactory standard of landscaping in the interests of amenity and to accord with Policies UR3, D1 and D5 of the Replacement Unitary Development Plan.

8. Notwithstanding the details shown on the approved plans, plots 127, 128, 129, 130, 179, 180, 181, 182 shall be constructed in natural stone, samples of which shall be submitted to and approved in writing by the Local Planning Authority before the development commences. These plots shall be constructed in the approved materials.

Reason: To ensure the use of appropriate materials in the interest of visual amenity and to safeguard the appearance of the Braithwaite Conservation Area and associated vista points and to accord with policies UR3, BH7 and D1 of the replacement unitary Development Plan.

9. Before the development is brought into use, the off street car parking facility shall be laid out, hard surfaced, sealed and drained within the curtilage of the site in accordance with the approved drawings. The gradient shall be no steeper than 1 in 15 except where otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policy TM12 of the Replacement Unitary Development Plan.

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

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

11. Prior to commencement of development on site, calculations and design details must be submitted to demonstrate the above and below ground surface water storage proposals are adequate.

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

12. Prior to commencement of development details to demonstrate the watercourse on the Western boundary is both hydraulically and structurally suitable to drain the proposal, from point of connection to outfall.

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

13. The development hereby permitted shall not be commenced until such time as a scheme to manage surface water has been submitted to, and approved in writing by, the Local Planning Authority.

It is our understanding that a discharge rate of 17litres/sec/ha has been agreed with Bradford Drainage Department. As part of the reserved matters process we would like to see confirmation that 'long term' storage has been included in the calculations to take into account the differences in the volume of run off from the pre and post developed site. This is in accordance with the 'Interim Code of Practice for Sustainable Drainage Systems', section 6.2.8.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

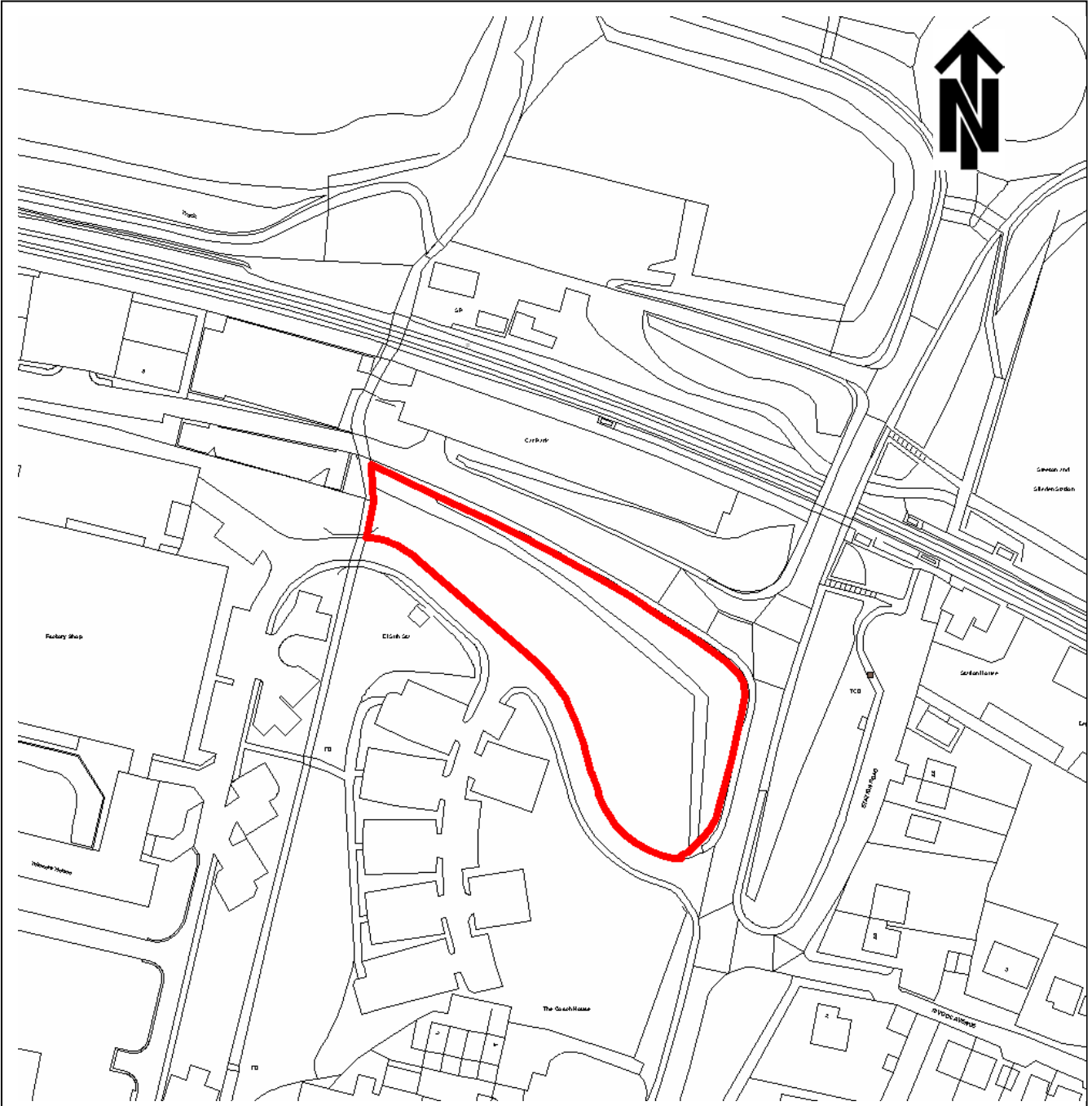
Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to accord with policies UR3, NR15B and NR16 of the Replacement Unitary Development Plan

Note from the Environment Agency: Although we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide further information relating to the proposals to an acceptable standard to ensure that the proposed development

Area Planning Panel (Keighley)

11/00282/MAF

24 March 2011



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<p>ITEM NO. : 3</p>	<p>LOCATION: Millennium Business Park Steeton With Eastburn</p>
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24 March 2011

Item Number: 3

Ward: CRAVEN

Recommendation:

TO APPROVE SUBJECT TO CONDITIONS AND A SECTION 106 LEGAL AGREEMENT

Application Number:

11/00282/MAF

Type of Application/Proposal and Address:

A full application for the construction of a hotel with 80 bedrooms, restaurant and conferencing facilities, basement car parking creation of new access, cycleway and landscaping at Millennium Business Park, Station Road, Steeton

Applicant:

Lothian Electric Machines Ltd Pensions and Benefits Scheme

Agent:

J O Steel Consulting

Site Description:

A 0.5 hectare wedged shaped site Greenfield site with frontages to Station Road, Steeton Grove and to the Millennium business Park itself. The application site lies within the existing Steeton Conservation Area boundaries, abuts a village green space area, is flanked by national and local cycle routes and forms part of the Millennium Business Park. The site is unallocated in the Replacement Unitary Development Plan. In the Master plan for Airedale, this site is identified as part of the Steeton and Silsden Diverse Business Zone where there is the potential to link the business areas by bus, pedestrian and cycle route direct to Steeton and Silsden railway station.

Whilst the majority of the site is flat, it does slope markedly down by approximately 6m from the junction of Steeton Grove and Station Road. At present there is no built development evident on the site and essentially it comprises manicured grass with a few trees and shrubs upon it. Station Road, the main distributor road from the Bypass to Steeton forms the eastern boundary of the site. Along the northern boundary lies Steeton Grove which leads to further business development and the surface car park for Steeton railway station. The Millennium Business Park lies to the west and south and beyond the eastern boundary across Station road lies the edge of a residential area.

Access to the development site is via the main route which leads from Station road into the existing business complex identified as Millennium Business Park.

Relevant Site History:

There is no relevant history for the development of this parcel of land.

Replacement Unitary Development Plan (RUDP):

Allocation

The site is unallocated within the Replacement Unitary Development Plan. It does however lie within the Steeton Conservation Area and sits adjacent to allocated Village Green Space (identified in the Keighley. The following policies are relevant:-

Proposals and Policies

UDP1 – Promoting sustainable patterns of development
UDP2 – Restraining development
UDP3 – Quality of built and natural environment
UDP4 – Economic regeneration
UDP7 – Reducing the need to travel
UR2 – Promoting sustainable development
UR3 – The local impact of development
UR6 - Planning Obligations and conditions
E3 - Protecting Existing Employment Land and buildings in Urban Areas
E8 – New Tourist Facilities
E9 – Major Hotels and Conference Facilities
TM1 - Transport Assessment
TM2 – Impact of traffic and its mitigation
TM8 - New Pedestrian and cycle Links
TM11 – Parking standards for non-residential developments
TM13 - On Street Parking controls
TM19A – Traffic management and road safety
D1 – General 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
D7A – Meeting the needs of public transport through design
D14 – External Lighting
BH7 - Development within or which would affect the setting of Conservation Areas
BH10 – Open Space within or adjacent to Conservation Areas
OS7 – Village Green space
NE4- Trees and Woodlands
NE5 - Retention of Trees on Development Sites
NE9 - Other sites of Landscape or wildlife interest
NE10 - Protection of Natural features and Species
NE11 - Ecological Appraisals
NR15B – Flood Risk
NR16 - Surface Water Run Off and sustainable Drainage Systems
NR17A – Water Courses and Water bodies

Airedale Corridors: A Master plan & Strategy for Airedale

Regional Spatial Strategy (RSS):

Policies

E1 – Creating a successful and Competitive Regional Economy
YH6 – Local Service Centres and Rural and Coastal Areas

YH7 – Location of Development

Parish Council:

- Welcomes the proposal as it will provide local employment opportunities and contributes to the diverse development of Steeton.
- Supports the innovative design which will enhance the gateway in to Steeton on Station Road.
- Welcomes the use of natural materials that are sympathetic to the surrounding conservation area

The parish council resolved to support the application in principle providing the council's concerns, regarding drainage, bin storage and waste details, car parking for functions and signage are addressed.

Publicity and Number of Representations:

Site notices were displayed at the site and individual neighbourhood notifications were also carried out with the statutory period of expiry date for comments being 17th March 2011. 3 individual letters of representations have been received to date of which 2 are objections and 1 is of general comment.

Summary of Representations Received:

- Inadequate drainage
- Nuisance, noise and fumes
- Live in close proximity to the proposed development and concerned that the hotel will be visible from residential properties
- Parking and traffic issues are already of concern to the local community
- Concern that functions at the new hotel would cause traffic/parking problems
- The proposals will detract from the nature of the area
- Noise pollution especially with regard to fireworks displays.
- Loss of privacy

Consultations:

Local Development Framework - Policy Section – The site is unallocated in the Replacement Unitary Development Plan, but is subject to Policy E3. A hotel is a suitable use in an employment area and is permitted under Policy E8, providing it is of a scale appropriate to the locality. As the development is only proposed to be located on a small part of the site, the scale is acceptable for a small settlement the size of Steeton. As such, the proposal is considered acceptable in principle.

The Replacement Unitary Development Plan notes three issues which need to be considered as part of the development:

1. The site is within the Conservation Area (BH7) and therefore the design of the hotel should not harm its character
2. The site abuts a Village Green space (OS7), so again the design should be of a quality and nature that does not harm its character
3. The site is flanked by national and local cycle routes (TM10 and TM20). The Replacement Unitary Development Plan seeks a financial contribution towards the provision of the latter.

Highways (Development Control) Section – There are no objections in principle to the development of the site. The existing highway easement at the site has to be protected and

should be conditioned to be retained at the appropriate distance. The proposed service area on Steeton Grove (subject to TRO) should be positioned away from the traffic island. Suitable parking provision is provided for this mix of uses and the retention of this car parking should be conditioned. A condition regarding delivery and servicing should be attached to any permission granted.

Yorkshire Water – no objections in principle but object to the application layout as it is current shown as it does not allow adequate protection of the sewer. Suggest conditions attached to any permission granted. **Update: the applicants have been in discussions with Yorkshire Water and have confirmed that it is, and has always been, their intention to move the water main and public sewer which cross the site.**

Environmental Protection (Contamination) – formal comments awaited and will be reported orally to Panel. From an analysis of the submitted information, it is likely that a phase 2 intrusive site investigation and sampling for contamination and ground gases are necessary. Based on the findings of the phase 2 investigation, a quantitative risk assessment and remediation strategy will need to be formulated.

Environment Agency – There are no objections in principle but recommend conditions regarding flood risk are attached to any permission granted.

Countryside Section (given by West Yorkshire ecology) – the application has a small western boundary which runs along the Steeton Beck. White clawed crayfish, a protected species, were recorded on the beck in 2005 close to the application site. Otter has also been recorded on the main river but is also likely to use the Steeton Beck. The majority of the development is taking place well away from the beck however a condition should be put on any permission to ensure that the construction of an outfall structure to deal with the discharge of surface water run off direct to Steeton Beck is controlled. Recommend that the provision of a crayfish method statement is subject to a condition on any permission granted.

Drainage Section – no objections in principle. Suggest conditions are attached to any permission granted to ensure that details of the compensatory flood storage are to be submitted, finished floor levels to comply with the recommendations of the Flood Risk Assessment, details of disposal of surface water is provided, no changes to the overland surface water flow patterns.

Design/Conservation Section – Comments will be provided within the analysis part of the report below.

Minerals and Waste Section - The site is situated 65 metres from landfill site ref: 04NW05b. Silsden Tips, located at Silsden Bridge, Keighley Road, were used during the 1970s and early 1980s for the disposal of domestic and similar waste types. The applicant has submitted a Desk Study Geo-environmental Assessment of the site. The report identifies a potential on-site contamination source, in the form of the made ground from which the Steeton Grove embankment was constructed, and identified a theoretical low-moderate risk to controlled waters associated with the development of the site due to the potential disturbance of any contaminants contained in the made ground. No significant risk to human health is identified.

Given the age of the deposits no significant concerns are raised in relation to the proximity of the above recorded landfill site to the proposal site nor are there any significant concerns in relation to the environmental impacts of the ground works.

Landscaping Section – The landscape and visual perspective, the proposed form and materials of the building are highly appropriate to the existing landscape setting. The sedum roof and dry stone walling, in particular, are welcomed. The vertical timber cladding should also relate well to trees in the surrounding landscape.

Hard landscape proposals include a large proportion of high quality natural materials which is fully supported. Although construction specification is the responsibility of the designers, it is suggested that a rigid construction method, to the latest British Standard, would be the optimum solution. However, it should be noted that sustainable urban drainage requirements may preclude this.

Soft landscape proposals: The number of tree species has been increased to provide more diverse/ robust structure and greater visual interest. Consideration should be given to long term maintenance.

Tree Section - The removal of the group of early mature trees is acceptable as it would be unlikely that they would survive the practicalities of construction and because they will have limited impact on amenity once a large scale building is built which would shield them from the largely south facing aspect.

Trees Team therefore has no objections provided landscaping mitigates. If approved they request suitable tree planting condition precedent to be imposed.

Metro - The site is located in close proximity to several bus services and is also close to Steeton & Silsden Railway Station.

Metro request that the developer should make a contribution towards the running costs, in order to implement an improved bus service on the 653 route. The estimated cost of this contribution is £50,000 per annum over a 3/5 year period. This would enable a better co-ordination to the 737 Service which in turn would enable employees and visitors to the site to have improved access to Bradford and Otley.

Metro advise that bus stop number 20037 should have a shelter installed at a cost to the developer of around £10,000; this payment also includes maintenance of the shelter. A new shelter would benefit the employees and visitors to the new development.

Airedale Partnership – It is considered that this hotel will help support both the business and tourism economy of Airedale.

Summary of Main Issues:

- Principle of development
- Sustainability
- Design/landscape impacts in the conservation area
- Pedestrian/cycle way links
- Highway Safety
- Impact on the amenities of the nearby properties/premises
- Other impacts:- contamination, flooding/drainage, biodiversity
- Use of planning conditions/unilateral obligations/contributions

- Comments on representations made
- Community Safety

Appraisal:

1. Permission is sought for the construction of an 80 bedroom hotel with public areas including a lounge, bar, restaurant, conference rooms and function suites. The building is three stories in height with an additional basement area for car parking. The layout/massing of the building have been split into four elements: the dry stone clad basement podium, central service core and two larch clad wings of bedrooms. A green sedum roof is provided.
2. The form of the building is curved to take advantage of the site and to provide visual impact. The basement podium houses the car parking (which is split into 2 levels and plant areas, the ground floor houses the main entrance lobby, conference rooms, restaurant and service facilities. There is a service/delivery entrance facing Steeton Grove with a refuse enclosure at the base of the central core.
3. The building is a contemporary intervention within the local context. A natural palette of materials is proposed of random coursed dry stonework, Siberian larch vertically laid, glass, softwood windows and doors, zinc fascias/claddings and a sedum roof with gravel edge. Gabion baskets will be built to provide for retaining structures. It is intended that the scheme is delivered to a good BREEAM standard and as such renewable energy technology will be integrated into the scheme. Options for these technologies either a pure plant oil (PPO), combined heat and power (CHP) or ground source heat pump solution.
4. Eighty four car parking spaces are proposed (including 6 disabled ones). Access to the main entrance of the hotel will be via the existing road leading from Station Road. Servicing is proposed via Steeton Grove and it is proposed to pursue a traffic regulation order to ensure that the facility is available at the necessary times for acceptable servicing of the facilities. A new cycle track is proposed to link the Millennium Business Park and Steeton Grove which forms part of the aspirations of the Local Transport Plan.

Principle of Development

5. At national level, Policy EC10 of Planning Policy Statement 4 (PPS4) informs Local Planning Authorities that they should adopt a positive and constructive approach towards planning applications for economic development. Furthermore, Planning Policy Statement 1(PPS1) advises that planning should facilitate and promote sustainable development and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life, and;
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

PPS1 also advises that 'where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise'.

6. One of the key aims for the Bradford District is to achieve a prosperous, well diversified local economy and it is considered that the Aire Valley fulfils an important role in delivering this aspiration. Indeed, this area is considered a prime employment area with good transport links and the principle of providing a hotel on this site will help support both the business and tourism economy of Airedale.

7. The site is unallocated in the Replacement Unitary Development Plan, but is subject to Policy E3 which seeks to ensure that existing employment land or buildings are retained for such uses. A hotel is a suitable use in an employment area and is permitted under Policy E8, providing it is of a scale appropriate to the locality. As the development is only proposed to be located on a small part of the site, the scale is acceptable for a small settlement the size of Steeton. As such, the proposal is considered acceptable in principle.

Sustainability

8. The approach to planning for sustainable development is set out in Planning Policy Statement 1 (PPS1). The key principles of this documents are that are that good quality, carefully sited accessible development within existing towns and villages should be allowed where it benefits the local economy and/or community; maintains or enhances the local environment; and does not conflict with other planning policies. Accessibility should be a key consideration in all development decisions. Most developments that are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking or cycling. New building development in the open countryside away from existing settlements, or outside areas allocated for development in development plans, should be strictly controlled; the overall aim is to protect the countryside for the sake of its character and beauty and the diversity of its landscapes.

9. It is considered that the proposed development meets the sustainability criteria outlined in established national and local policy. Indeed, the site is located just off the bypass for Aire Valley, is in close proximity to a range of services, not least just opposite Steeton/Silsden Railway Station - the pedestrian/cycle route to which will be upgraded as part of this development proposal and form part of the legal agreement in any permission granted.

10. Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. The appearance, landscaping and scale of development are considered to be very well conceived and enhance this semi urban/rural location. Evidence within the design and access statement informs us that environmental sustainability will be improved by the use of reduced impact building designs (a good BREEAM standard is proposed), transport solutions are proposed which encourage low carbon travel, a sustainable drainage strategy, various technologies within the building and provision of a source of renewable energy.

Design/conservation/landscape impacts

11. The site forms part of the Steeton Conservation Area and adjoins village green space but does not have any restrictive designations within the area review. The site has evolved from the edge of the Steeton Hall estate, but is in essence residual land between two 20th century access roads with little defining character. Paragraph HE7.4 of PPS5 confirms the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. This is reinforced by Key Principle (iv) of PPS1.

12. From a conservation area point of view, the proposal has been subject to sustained design input and very cooperative discussion throughout its development, resulting in a form and appearance which is complementary to the site and of the highest quality. The form and scale is proportionate to the site, the materials have local relevance and should ensure that the overall composition complements the site and its landscaped setting, and also does not appear intrusive in the wider landscape when viewed from a distance or elevated vantage point.

13. The loss of the existing trees, which are not mature specimens, is balanced by replacement structured planting. Overall, the proposal will make a quality contribution to the conservation area, a new contemporary building forming a contrast to the existing established fabric of the area.
14. From an urban design stance, it is considered that the proposal is a good quality scheme which will improve the character of this prominent location. Its distinctive curved form will create a building with its own identity – a landmark which marks the gateway to Steeton when approaching from the north. This will be emphasised by the choice of materials – dry stone walling, timber cladding and a green roof. These materials are unique in terms of their use on buildings in Steeton but are clearly inspired and informed by an understanding of the local landscape.
15. The existing landform of the site is sloping and falls down steeply from Station Road/Steeton Grove. The proposal has exploited this to integrate the building with its surroundings and create a basement car park. The scale and quality of the building should improve the quality of the street scene in this location by providing a feature with presence and visual interest – the street scene is currently dominated by vehicles including the busy Station Road as it approaches the Aire Valley Trunk Road and car parking on Steeton Grove around the station.
16. The scheme will enhance the area around Steeton Beck which bounds the north-western tip of the site. The existing informal footpath will be upgraded to provide a cycleway which will pass through the hotel grounds and link into a wider network: thus it will fully link the proposed development into the surrounding locality.
17. Aside from the Beck the site is bounded on all sides by roads – Station Road, Steeton Grove and Millennium Way (the business park access road). As such the building will present public faces on all sides. The elevation treatments of the proposal respond to this with the coordination of materials and window details providing visual interest. It is also considered that the new building will frame the adjoining green space, and take advantage of its presence by having the entrance facing it.
18. Whilst the proposal could be improved by creating a second entrance to the hotel off Steeton Grove to provide better links with the train station and a more active frontage to the north side of the building, it is considered that the provision of the cycleway and upgraded pedestrian linkages, which will provide an attractive link between the station and the hotel, offsets the need for a second entrance to some extent.
19. Finally, in terms of the palette of materials used, conservation and design officers within the Council sought at pre-application stage a distinctive but complementary set of materials which would provide for a landmark building within this unique setting. Whilst Siberian larch is not a locally distinctive species the applicant has provided a supporting statement which sets out and justifies why in terms of its durability and appearance this timber has been chosen ahead of other more locally grown timbers such as Oak and Cedar.
20. Overall from an urban design and conservation area point of view, this is a positive scheme which takes the opportunities available to improve the character and quality of the area; as such the proposal is considered to fully accord to policies UR3, D1 and BH7 of the Replacement Unitary Development Plan.

21. In terms of landscaping, both the hard and soft landscaping details have been submitted and are considered acceptable. Trees are proposed along the embankment which will frame the building when viewed from the former of Station Road and Steeton Grove. The sedum roof and dry stone walling, in particular, are welcomed. The vertical timber cladding should also relate well to trees in the surrounding landscape. Wider vistas in the landscape will also be protected.

Pedestrian/Cycle Links

22. Improvements to the surrounding cycleway/pedestrian network have been secured by the provision of a dedicated route through a part of the site. This will enable better access to the train station from the Millennium Business Park and beyond and bring forward the delivery of other parts of the cycle route network identified for this locality. The creation/upgrading of the linkages through the site would helpfully integrate the application site into the adjoining community and allow public access to the open spaces on the site and the at the adjoining village green. As such, the proposed is considered to be in accord with policies UR3 and TM8 of the Replacement Unitary Development Plan policies.

Highway Safety

23. A Transport Assessment and Travel Plan form part of the application. It is considered that the proposed development can satisfactorily be accommodated on the site and will not compromise highway safety. The main access to the hotel is via the existing highway leading to the Millennium Business Park. Servicing is to be accommodated from Steeton Grove and to this end the application seeks a traffic regulation order to ensure that a suitable serving bay can be provided along Steeton Grove without detriment to highway safety. As such, the proposed is considered to comply with established highway standards and policies TM2 and TM19A of the Replacement Unitary Development Plan.

24. Parking standards in the Replacement Unitary Development Plan state that 1 car parking space is required for every bedroom at the hotel. This standard is met by the proposal as there are 80 bedrooms and 84 parking spaces to be provided. In addition to the above conference facilities are required of 1 space per 5 seats which equates to approximately an additional 33 spaces over and above the 80 provided to cater for overnight guests. The transport assessment identifies that a study of car park utilisation has been undertaken in order to demonstrate that the proposed level of car parking is suitable. This indicates that on an average day the utilisation of the car park will typically be between 32% and 71% of the number of bedrooms. On this basis, the car park utilisation for the proposed development is likely to be between 27 and 60 spaces on a typical day (this incorporates all conference facilities).

25. In addition, the accompanying Travel Plan sets a stretching target of reducing the proportion of trips to the site by car of 15%; it is considered that plentiful car parking would be detrimental to achieving this. Furthermore, proximity to the station and to the residential area of Steeton means that opportunities for travel by means other than the car are plentiful for both staff and customers. Indeed, the following mitigation measures are also proposed: provision of a new bus shelter (along Station Road and raising of associated kerb to facilitate access for all users) and provision of new cycleway/pedestrian access via the site to the Railway station. These measures are considered to go some way to encouraging public transport usage and discouraging car trips.

26. Overall, 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 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 development of this site in the manner proposed encourages, as far as practically possible, sustainable practices in this location 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.

Effects on the surrounding locality

27. The development is proposed at the edge of the setting of the urban area of Steeton. In principle, development of the site for the use proposed is acceptable. Issues of design and impacts on the conservation area have already been addressed in the above report. It is considered there is no undue adverse impact which would arise out of the grant of planning permission on this site in the manner proposed. The impact of the development on views from both urban and rural/green belt locations has been assessed and the development, its use of building materials and landscape treatments shows that the scheme will produce a scheme of the highest quality which will be an asset to this gateway site into Steeton.

Effects on the adjoining residential/commercial properties

28. The nearest residential properties are sited to the east of the application site, sited on the other side of Station Road. It is considered that no undue loss of amenities would be created on any of the surrounding residential or commercial properties. Detailed design matters show that the scheme will not create any undue overlooking of privacy or undue loss of amenity for these properties especially bearing in mind the distances between the existing residential properties and the development site. As such, it is considered that the proposal complies with policy UR3 of the Replacement Unitary Development Plan.

Other Impacts - Contamination Issues

29. The submitted report and plans have been examined to identify information which demonstrates that the site has been appropriately characterised to:

(i) identify contaminants of potential concern and develop a conceptual model of potential contamination, (ii) quantify contaminants of potential concern sufficiently, (iii) demonstrate an appropriate assessment of risk has been carried out, (iv) the remediation proposals to manage contaminants of potential concern are practical, effective, durable and sustainable, (v) the remedial works will be verified, (vi) unexpected contamination will be dealt with appropriately if necessary, and (vii) long term management of pollutant linkage controls is defined.

30. It is recommended that a further site investigation will be required prior to construction work commencing at the site (a phase 2 intrusive survey). This is necessary to determine if any ground contamination and/or gases are present on the site which could pose a risk towards the proposed end users or the environment. This investigation should be completed prior to commencing with any future developments. As such, conditions regarding the submission of a site investigation report, submission of a remediation scheme, implementation of any approved remediation scheme and final verification are recommended to be attached to any permission granted to ensure that the site is 'fit for purpose'..

Other Impacts – Flooding/Drainage

31. Steeton Beck is classed as a main River. Part of the western most section of the site lies within a flood zone due to the existing water course along the Western boundary. A flood risk assessment (FRA) has been submitted with the application and the Environment Agency has no objections in principle to the development subject to a condition mitigating surface water run off rates, provision of compensatory flood storage on the site (to a 1 in 100 year plus climate change standard), finished floor levels to be set no lower than 93.20m above Ordnance Datum (AOD) being attached to any permission granted. Once a scheme for surface water drainage has been submitted and approved this scheme shall be fully implemented and subsequently maintained in accordance with the approved arrangements embodied within the scheme. It is considered the suggested condition will prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and comply with policies UR3 and NR16 of the Replacement Unitary Development Plan.

32. Drainage issues have been effectively dealt with in the application and suitable conditions are suggested to ensure that the development of the site is in accordance with accepted practices. A public sewer crosses the site and the applicant has advised Yorkshire Water of their intention to divert the sewer.

Other Impacts - 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. Appropriate surveys have been submitted and West Yorkshire Ecology have raised no objections to the scheme subject to suggested conditions regarding the construction of an outfall structure to ensure the discharge of surface water run off direct to Steeton Beck is controlled and the provision of a crayfish method statement.

Use of planning conditions/Legal Agreements/278 agreements/Contributions

35. Commercial development of the scale proposed inevitably involves physical infrastructure works, management plans and social infrastructure works such as public transport infrastructure. In line with policy UR6 of the Replacement Unitary Development Plan it is usually appropriate that the developer should enter into a legal agreement to address the following issues – public transport infrastructure contributions and traffic management initiatives.

36. Indeed, in accordance with policies in the Replacement Unitary Development Plan and the Councils Supplementary Planning Guidance on Planning Obligations the Heads of Terms of any legal agreement should include: -

(i) Public transport infrastructure investments in order to promote sustainable modes of transport. It is consider appropriate to require the funding of a bus shelters (20037) on Station Road and a subsequent rising of the kerbs associated with that shelter which will benefit all users of the proposed development as well as existing residents/workers in the locality.

(ii) the provision of a new cycleway/pedestrian link though the site to link to the Railway Station, and;

(iii) the implementation of a Traffic Regulation Orders along Station Road.

Comments on the letters of representation

37. The issues raised in the letters of representation received have mainly been covered within the relevant sections of the above report .e.g. traffic issues, impact on residential amenities etc.

38. It is clear from the letter of representation from the Parish Council that there are four main concerns for the PC: (i) Drainage: The basement building levels are below the recommendation in the Flood Risk Assessment. The council requests that the Planning Officer ensures that either the levels are adjusted or that appropriate steps are taken to mitigate the potential for any flooding of the building; (ii) The service area appears to be very small for a building of this size. There are only three commercial bins detailed on the plans. The parish council would like assurances that the rubbish generated will be contained within the site; (iii) there does not appear to be any provision for staff parking or sufficient parking for guests attending a function; (iv) the council looks forward to details of any signage that will be affixed to the exterior of the building.

39. In response to the four issues raised the following responses should be noted:

- Drainage/flood risk – a condition is recommended on any permission granted (suggested by the Environment Agency) to ensure that the lower basement level is built at and remains at 93.20m;
- Refuse – The applicant has stated that their intention is to contain all waste within the building. They do not know until they speak to a vendor how much rubbish will be generated or how many bins will be required but advise that the last thing they would want, are bins left outside the building. A waste management plan will be required in accordance with the vendors operations but the applicants cannot consider this at this stage without input from the party concerned. There is a service lift which runs to the basement so, in the worst case scenario, more bins could be stored within the basement and taken outside on collection days only. A condition to effectively address the issue of waste management is suggested in any permission granted.
- Parking – this issue has been comprehensively dealt with in the above report. A Car Park Management Plan is proposed within the Transport Assessment. The report states there are no substantive highway reasons why the development proposals should not be granted consent and this is endorsed by highway officers. Staff will be encouraged to use sustainable modes of transport whether it is by public transport or cycling to work. Indeed, it is also considered that effective promotion of public transport initiatives will help encourage more sustainable transport choices. A condition for the submission of full details of the car park management strategy is recommended to be attached to any permission granted.
- Signage – will be dealt with under separate advertisement applications and at this stage the applicants are unable to provide any specific information regarding signage until a vendor is onboard. If the signage is of a size that does not require advertisement consent, the applicants are happy to accept a condition attached to any permission that details could be submitted to and approved in writing by the Local Planning Authority.

Community Safety Implications:

40. It is considered that the scheme is well conceived and appropriate management plans regarding the basement car parking and landscaping features can ensure that there is a clear definition, differentiation and robust separation of public, private and semi-private space and; (ii) access control. Lighting of the development can be satisfactorily resolved by condition. Overall, the proposal will accord with the principles of policy D4 of the Replacement Unitary Development Plan.

Reason for Granting Planning Permission:

In granting permission for this development the Council has taken into account all material planning considerations including those arising from the comments of many statutory and other consultees, public representations about the application and Government Guidance and policy as detailed in the Planning Policy Guidance Notes and Statements, and the content and policies within the Supplementary Planning Guidance and The Development Plan consisting of the Regional Spatial Strategy and the Replacement Unitary Development Plan for the Bradford District 2005.

The Council considers that the following matters justify the grant of planning permission:

The development of this prime unallocated site which sites within the envelope of an established business park with the use proposed is considered an appropriate development that gives the opportunity to provide a sustainable pattern of development within the existing urban fabric of the Airedale Corridor. Moreover, the development creates a well conceived hotel scheme which will aid both the business and tourism economy of Airedale.

The effect of the proposal on the surrounding locality and the adjacent neighbouring residential properties/commercial premises has been assessed and is considered acceptable. The use of the existing access to the Millennium Business Park is acceptable and the provision of car parking in the manner proposed is appropriate especially since mitigation measures will encourage public transport usage. Overall, it is considered that the provision of a hotel scheme to a very high design standard in this conservation area is in conformity with the regeneration principles outlined within the Replacement Unitary Development Plan and closely follows the aspirations of the Airedale Master Plan.

Approval is recommended accordingly subject to a unilateral undertaking (legal agreement) and the following conditions: -

Conditions of Approval:

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

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

2. The application shall only be carried out in accordance with the following approved plans L (0)001 rev E, L (0)002 rev A, L (0)003, L (0)004, L (0)005 rev A, L (0)006, L (0)007, 041/101 rev C, 041/102 rev C and the specific following documentation - the design and access statement, Transport Assessment and Travel Plan.

Reason: For the avoidance of doubt as to the terms under which this planning permission has been granted.

3. Samples of all facing and roofing materials and shall be submitted to and approved in writing by the Local Planning Authority before the 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 of this conservation area and to accord with policies UR3, BH7 and D1 of the Replacement Unitary Development Plan.

4. A sample panel of the proposed dry stone walling shall be erected on site for inspection and approved in writing by the Local Planning Authority before development begins.

Reason: To ensure the use of appropriate materials in the interests of visual amenity and to safeguard the appearance of the conservation Area in which it is located and to accord with policies UR3, D1 and BH7 of the Replacement Unitary Development Plan.

5. The development permitted by this permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) 10-611FRA10 and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated by the site to Greenfield run off rates (to be agreed with the LPA) so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site. This applies for up to and including the 1 in 100 year (plus climate change) rainfall event.
- Provision of compensatory flood storage on the site to a 1 in 100 year plus climate change standard
- Identification and provision of safe route(s) into and out of the proposed basement level to an appropriate safe haven
- Finished floor levels are set no lower than 93.20m above ordnance Datum (AOD).

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

6. The site shall be developed with separate systems for drainage for foul and surface water on and off the site.

Reason: In the interests of satisfactory and sustainable drainage and to accord with policies UR3 and NR16 of the Replacement Unitary Development Plan.

7. Surface water from vehicle parking and hard standing areas shall be passed through an interceptor of adequate capacity prior to discharge.

Reason: In the interest of satisfactory drainage and pollution control and to accord with policy UR3 of the Replacement Unitary Development Plan.

8. No part of the development approved by this permission shall be commenced until a scheme for the provision of both foul and surface water drainage works, including

surface water run-off limitation works, for the development 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.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and to accord with policy NR16 of the Replacement Unitary Development Plan.

9. There must be no new buildings or other obstruction within 3.0 metres either side of the centre line of the water main which crosses the site, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To maintain access for maintenance and repair work at all times and to accord with policy UR3 of the Replacement Unitary Development Plan.

10. There must be no new buildings or other obstruction within 3.0 metres either side of the centre line of the sewer which crosses the site, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To maintain access for maintenance and repair work at all times and to accord with policy UR3 of the Replacement Unitary Development Plan.

11. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall for surface water have been completed in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to commencement of development.

Reason: To ensure that the site is properly drainage and surface water is not discharged to the foul sewage system which will prevent overloading and to accord with policy UR3 of the Replacement Unitary Development Plan.

12. Unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works and no buildings shall be occupied or brought into use prior to completion of the approved foul drainage works.

Reason: To ensure that no foul or surface water discharges take place until proper provision has been made for their disposal and to accord with policy UR3 of the Replacement Unitary Development Plan.

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

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

14. Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent

legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) hours of delivery of materials;
- iii) location of site management offices and/or sales office;
- iv) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- v) car parking areas for construction workers, sales staff and customers;
- vi) a wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt onto a highway adjoining the development site;
- vii) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- viii) temporary warning and direction signing on the approaches to the site

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

Reason: To ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan.

15. Before any part of the development is brought into use the proposed car parking provision shall be laid out, hard surfaced, sealed, marked out into bays and drained within the site as shown on the approved plan L(0)002 Rev A. The car parking shall be retained for the duration of the development.

Reason: To ensure that adequate parking facilities are provided in the interests of highway safety and to accord with policies TM2, TM11 and TM19A of the Replacement Unitary Development Plan.

16. Before any development commences on the site, a Phase II Risk Assessment report shall be submitted and approved in writing by the Local Planning Authority. The report needs to contain the following information: -

- a) The production of conceptual model across the whole site;
- b) Identification of each contaminant and its concentration level
- c) Whether the CLEA model soil guideline values are exceeded for each identified contaminant. Where the CLEA model does not specify the contaminant which alternative reference values are used and why;
- d) A leachability test of the soil samples from each trial pit or borehole of any contaminants that exceed the designated trigger level criteria;

- e) A risk characterisation and assessment of each contaminant including a CLEA Model Tier 1 and 2 assessment for contaminants exceeding the CLEA Model SGV's, and;
- f) A proposed remediation methodology and procedure to make this site 'Fit for Purpose'.

The measures which are approved shall be carried out in accordance with a programme of works before development commences on the site.

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

17. Prior to the developments completion a Final Verification Remediation Report shall be submitted to the Local Planning Authority in writing. The report shall contain details of all the remediation works, chemical analysis from all the imported soils and mineral materials, gas monitoring results, depth of any rolled gravel membrane and/or Geo-textile membrane on the made ground and depth of the soils in the garden and cultivated areas.

Reason: To ensure that the site is remediated to an acceptable level and to accord with policy UR3 of the Replacement Unitary Development Plan.

18. Prior to the development or any particular part of the development commencing a gas migration/protection report shall be submitted to the Local Planning Authority for approval in writing. The report shall contain details of the protection measures to be implemented to prevent any migration of land gases from the made ground across the development site into the hotel.

Reason: In the interests of pollution control, health and safety and to accord with policy UR3 of the Replacement Unitary Development Plan.

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

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

20. No part of the development shall commence on site until details of the type and position of all proposed external lighting fixtures to the buildings and external areas for that phase or part of the development have been submitted to and approved in writing by the Local Planning Authority. The lights so approved shall be installed in accordance with the approved details and maintained thereafter to prevent the light sources adversely affecting the safety of users of adjoining highways, the amenities of the adjacent locality, in the interests of visual amenity and to protect biodiversity of the site.

Reason: To avoid drivers being dazzled or distracted in the interests of highway safety, to ensure that the amenities of the adjacent locality are not unduly compromised, to protect biodiversity of the site and to accord with Policies UR3, D14, BH7 and TM19A of the Replacement Unitary Development Plan.

21. Prior to the hotel being brought into use details of the hours of operation of the times of deliveries to the hotel shall be submitted to and approved in writing by the Local Planning Authority. These deliveries to the premises shall only operate within the agreed specified hours, unless subsequently otherwise agreed in writing by the Local Planning authority.

Reason: In the interest of the amenities of neighbouring residents and locality and to accord with policy UR3 of the Replacement Unitary Development Plan.

22. Before the development is brought into use the cycle way and pedestrian link shown on the approved plans and hereby approved shall be properly laid out to the approved specification.

Reason: In the interests of pedestrian and cycleway safety and to accord with policies TM8 of the Replacement Unitary Development Plan.

23. There shall be no outside storage of materials or goods within the site.

Reason: in the interests of visual amenity of this conservation area, to ensure sufficient space is available for parking and serving of vehicles in outside areas, in the interests of highway safety and to accord with policies UR3, TM11 and BH7 of the Replacement Unitary Development Plan.

24. A management plan/maintenance agreement for the long term management/maintenance of communal/public open space areas, including long term design objectives, management responsibilities and maintenance schedules for all landscape and open areas, shall be submitted to, and approved by the Local Planning Authority prior to the first occupation of the hotel. The management plan/maintenance agreement shall be carried out as approved.

Reason: To ensure proper management and maintenance of the landscaped communal areas in the interests of amenity and to accord with Policies UR3 and D5 of the Replacement Unitary Development Plan.

25. A waste management plan strategy, including full details of waste bin storage shall be submitted to, and approved by the Local Planning Authority prior to the first occupation of the hotel. The plan shall be carried out as approved and the measures within the plan shall be retained whilst ever the development subsists.

Reason: To ensure an appropriate strategy is in place for the maintenance and retention of measures designed to put in place a coherent waste plan strategy, in the interests of amenity in this conservation area and to accord with Policy UR3 of the Replacement Unitary Development Plan.

26. Before the development commences a car parking management plan, which shall include full details of how the car parking on the site is to be used, shall be submitted to and approved in writing by the Local Planning Authority. The car parking management plan shall be carried out as approved.

Reason: To ensure that an appropriate car parking management strategy is in place which ensures that highway safety is not compromised and to accord with policy TM2 and TM11 of the Replacement Unitary Development Plan.

27. The restaurant hereby permitted shall only be occupied or used in connection with and ancillary to the occupation of the proposed hotel and shall at no time be severed and occupied as a separate independent unit.

Reason: To restrict the operation of the uses proposed and to ensure that the development accords with policies E1 and E6 of the Replacement Unitary Development Plan.

28. Prior to the occupation of the hotel hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plans should set objectives for reducing car usage, increasing walking, cycling and public transport use, improvements in safety features and environmentally friendly delivery services and shall be implemented in accordance with the agreed details.

Reason: In the interests of environmental sustainability, highway safety and to accord with policies TM2, TM19A and UR3 of the Replacement Unitary Development Plan.

29. Notwithstanding the provision of the Town and Country Planning (Advertisement Regulations) (or any subsequent equivalent legislation) no signage shall be displayed on the building without the prior written permission for the Local Planning Authority.

Reason: To safeguard the visual amenities of the conservation area and locality in general and to accord with policy UR3 of the Replacement Unitary Development Plan.

30. Prior to development commencing on site, a crayfish method statement which includes details of the construction of any outfall structure into the banks of the beck, a search for burrows and of the stream bed, mitigation to reduce silt loads from the development work and enhancement of the back side wildlife corridor shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the suitable surveys, mitigation and enhancement measures are put into place to protect the biodiversity of the site and to accord with policy NE10 of the Replacement Unitary Development Plan,

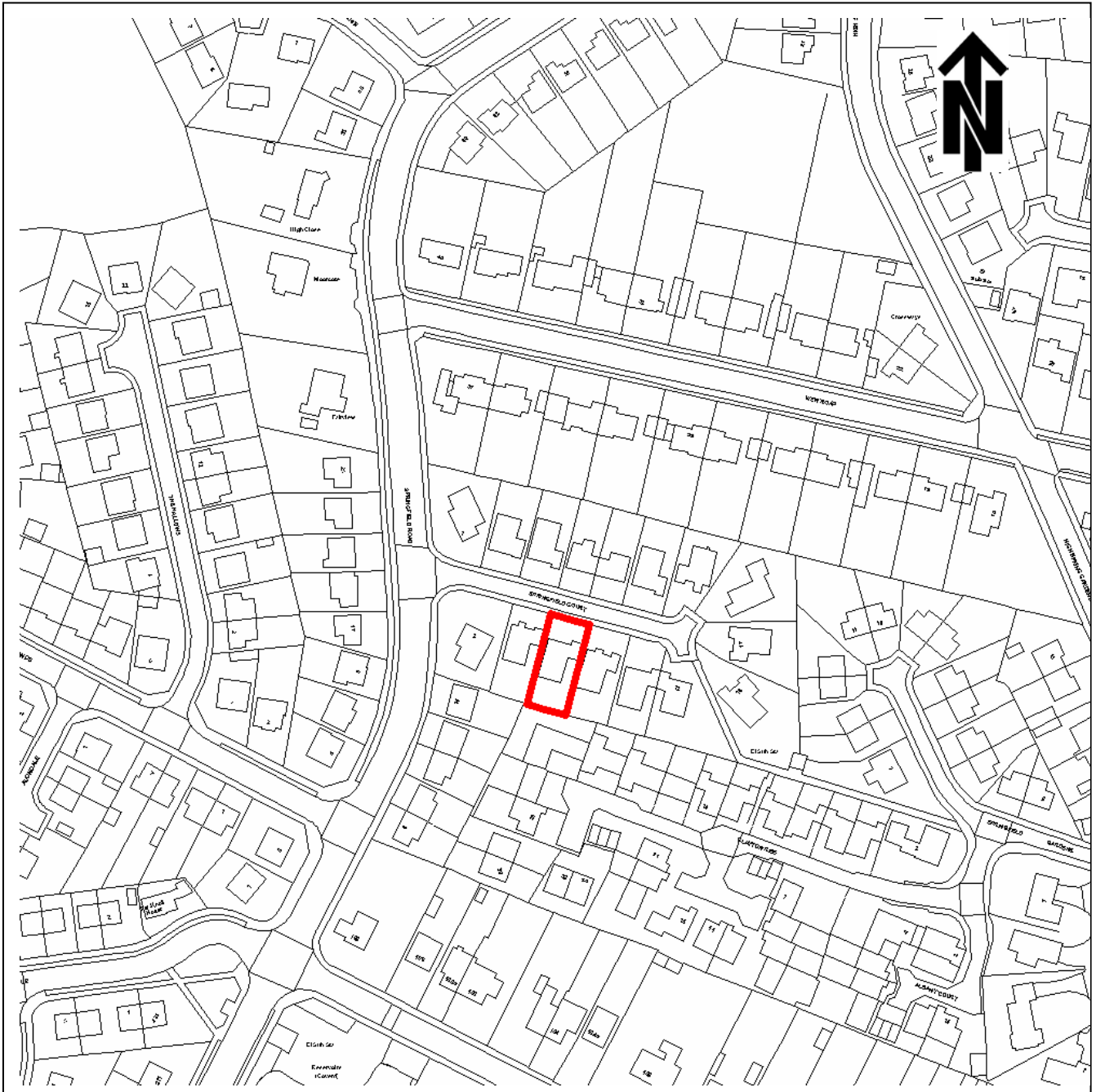
Heads of Terms of any a Section 106 Agreement /S278 highways works agreement

- Provision of a traffic regulation order along Steeton Grove. The lengths of the TRO are indicated on drawing L (0) 001 rev E and should also include parking at the immediate junction of Steeton Grove and Station Road
- Provision of a cycle route though the application site – shown on the application drawing. The commitment is to build the link to the specification supplied by the Council.
- Contribution of £10,000 for a new bus shelter for stop 20037 (opposite the development site). Metro have advised that this figure also includes maintenance of the shelter.

Area Planning Panel (Keighley)

10/06286/HOU

24 March 2011



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<p>ITEM NO. : 4</p>	<p>LOCATION: 6 Springfield Court Keighley</p>
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24 March 2011

Item Number: 4
Ward: KEIGHLEY CENTRAL

Recommendation:
TO REFUSE PLANNING PERMISSION

Application referred to Panel at the request of a Ward Councillor.

Application Number:
10/06286/HOU

Type of Application/Proposal and Address:

Householder application for construction of a 1st floor extension to make an existing bungalow into a two storey dwelling at 6, Springfield Court, Keighley.

Applicant:

Mrs Manzoor Begum

Agent:

None

Site Description:

Springfield Court is a cul de sac off Springfield Road in an established residential area of Keighley. The application property is a detached bungalow dating from about 1970 located in the middle of a row of similar bungalow properties on one side of the street. The height of the existing bungalow is quite low, only 4.8m to its ridge, with no dormers and only a shallow pitch to the roof. The bungalows on either side are of identical design and of similar low height. There is a conservatory to the back.

Relevant Site History:

10/00929/HOU Construction of extension to make existing bungalow into a 2 storey dwelling
- Refused - 26.04.2010

Replacement Unitary Development Plan (RUDP):

Allocation

Unallocated

Proposals and Policies

D4 Secured by Design

UR3 The Local Impact of Development

D1 General Design Considerations

Supplementary Planning Guidance House Extensions Policy

Parish Council:

Keighley Town Council recommends refusal

Publicity and Number of Representations:

The application was advertised by neighbour notification letters with an expiry date of 02 February 2011. 13 representations have been received.

Summary of Representations Received:

Thirteen representations from twelve separate addresses have been received objecting to the proposal on the grounds of:

- Overlooking
- Overshadowing/overbearing impact
- Inadequate parking/Traffic and pedestrian safety
- Visual impact/out of keeping with surroundings/will dominate street scene
- Overdevelopment and precedent
- Possible future use as bed and breakfast
- Noise and disruption during development

Consultations:

None deemed necessary.

Summary of Main Issues:

1. Impact on the local environment and street scene.
2. Impact on residential amenity of neighbouring occupiers.
3. Residential amenity of future occupiers
4. Other issues raised

Appraisal:

Impact on Local Environment and street scene

The proposal involves the construction of a first floor extension that would transform the existing bungalow into a two storey house on its original footprint. The walls are to be matching render plus timber cladding to the gable, with matching concrete tiles to the roof. Judged solely in terms of its design and appearance the extended property would resemble other 2-storey houses in the local area with a design typical of 1960s or 1970s housing.

Whilst the design is appropriate to the locality, the problem is that the resulting two storey house would stand immediately alongside two bungalows and there are no two storey houses on this side of the cul de sac. Springfield Court contains 12 bungalows and the only 2 x two storey houses are on the other side of the street. The resulting house would be about 7.2 metres to its ridge compared with the existing bungalow which is 4.8 metres high.

It is felt that the construction of a second storey at No. 6 would look incongruous in relation to the height and scale of the bungalows to either side. It is considered that this would be out of character and to the detriment of the street scene.

Impact on Neighbouring Occupants:

The additional first floor accommodation would be 5m from the side walls of Nos. 4 and 8 Springfield Court – which are the low rise bungalows. Both these neighbouring properties have windows to habitable rooms that look directly towards the application property. The additional bulk and height of the extended building at No. 6 would have an overbearing impact on the occupants of the neighbouring bungalows, and cause a loss of light to the habitable room windows in their side elevations. Whilst the proposal includes a drawing showing the street elevation with an angle drawn from the side window of number 4, this drawing shows that the proposal does not achieve a 25 degree clearance (as recommended by the building research establishment) relative to the windows on either number 4 or

number 8 and serves to demonstrate the loss of light and outlook that would occur if the proposal went ahead.

Standards of amenity within the extended house

The proposal depicted on the submitted drawings proposes to avoid undue overlooking to the private amenity space and habitable room windows in the property to the rear of the site (22 Clayton Rise) by showing the first floor windows in the rear elevation fitted with obscure glazing serving en suite bathrooms. The two bedrooms (Bedrooms 1 and 2) at the rear are served only by rooflights. However, this is a contrived arrangement. It would not provide occupiers of the 2 bedrooms with any outlook and is not a very desirable design feature. There would be pressure to remove the obscure glazing and reconfigure the internal space as the rooms at the back of the house would not be provided with satisfactory standards of amenity. This lack of amenity for occupiers of the resulting dwelling is considered contrary to Policy D1 of the RUDP.

Other issues raised by objectors

Whilst the proposal would practically double the amount of accommodation at the dwelling, the amount of development proposed is not considered sufficient to warrant refusal on these grounds.

Whilst the proposal entails increasing the number of bedrooms in the dwelling to six, the proposal includes retention of the existing garage and single parking space to the front with 6m from the front of the garage to the rear of the footway. Whilst the proposal if implemented may increase the number of car users resident in the dwelling, sufficient parking appears to be available on street and normal car parking standards for dwellings are met. The proposal is not considered to have a significantly adverse impact on highway safety.

A number of objectors fear the accommodation could become bed and breakfast accommodation. The basis of such comments is not known. The proposal under consideration is for a domestic extension. A full application would be required for any guest house use that amounted to a material change of use, and any unauthorised change of use would be dealt with by the Enforcement Team.

Temporary noise and disruption during construction of the extension would not normally constitute a valid reason for refusal of planning permission.

Conclusion

The transformation of this bungalow into a two storey house would have both an overbearing impact on the two bungalows on either side and on the street scene. It would cause loss of light and outlook to the occupiers of the two bungalows on either side, which have habitable room windows facing directly onto the site, and would look out of keeping with the line of low rise bungalows that make up this side of the street. The contrived arrangement of windows to the rooms at the back of the extended property would not provide satisfactory standards of outlook and amenity for future occupiers.

Reasons for Refusal:

1. Due to its location within a row of existing bungalows, the additional bulk and height of the proposed first floor extension would create an over dominant feature that would be to the detriment of the character of the row of bungalows and appear as an

incongruous feature of the street scene on this side of Springfield Court. The proposal is therefore considered contrary to Policies UR3 and D1 of the Bradford Replacement Unitary Development Plan and the supplementary planning guidance contained within the Council's Revised House Extensions Policy.

2. The additional height and bulk of the proposed first floor extension would result in the loss of light to the nearest habitable room windows in the side elevations of the neighbouring dwellings at 4 and 8 Springfield Court, and have an overbearing impact on the outlook from those properties. As such the development would be contrary to Policies D1 and UR3 of the Bradford Replacement Unitary Development Plan and Supplementary Planning Guidance in the Council's Revised House Extensions Policy.
 3. The lack of any outlook from Bedrooms 1 and 2 of the resulting dwelling would be a contrived design feature that would not provide adequate standards of amenity for future occupiers of the property and would be contrary to Policy D1 of the Bradford Replacement Unitary Development Plan.
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