

## Report of the Strategic Director of Regeneration to the meeting of the Area Planning Panel (SHIPLEY) to be held on 03 September 2009

**G**

### 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.	Associated Waste Management Canal Road Bradford West Yorkshire BD2 1AU [Approve]	<b>Windhill And Wrose</b>
2.	Land At Grid Ref 411597 438384 Dowley Gap Business Park Bingley West Yorkshire [Approve]	<b>Bingley</b>
3.	Land To Side Of 4 Langford Lane Burley In Wharfedale Ilkley West Yorkshire LS29 7NR [Approve]	<b>Wharfedale</b>
4.	Bingley & District Working Mens Club York Street Bingley West Yorkshire BD16 2QW [Refuse]	<b>Bingley</b>
5.	G H Hairdressing 4A Westgate Baildon West Yorkshire BD17 5EJ [Refuse]	<b>Baildon</b>

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**Portfolio:**  
Environment and Culture

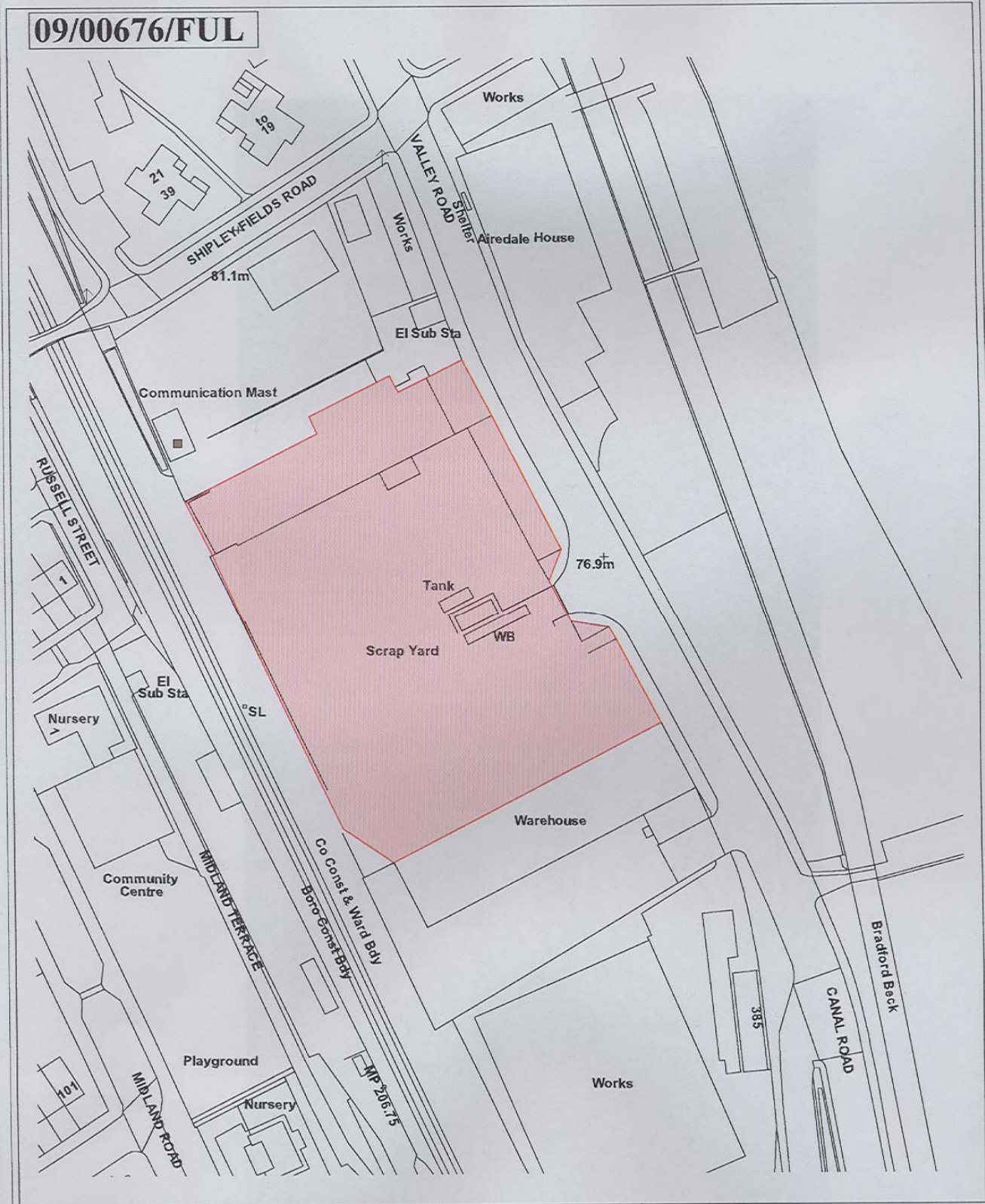
**Improvement Committee Area:**  
Regeneration and Economy



Area Planning Panel (Shipley)

DATE  
3 September 2009

09/00676/FUL



ITEM NO.: 1

LOCATION:  
**Associated Waste Management, Canal Road, Bradford**

Scale: 1:1250

**3 September 2009**

**Item Number: 1**  
**Ward: WINDHILL and WROSE**  
**Recommendation:**  
**TO GRANT PLANNING PERMISSION**

**Application Number:**  
**09/00676/FUL**

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

This is an application for the construction of 2 acoustic enclosures and an additional light waste picking station, alterations to the yard-facing facade of the existing recycling hall, and the extension of the permitted operating hours at the Associated Waste Management Waste Transfer Station at Canal Road, Bradford, BD2 1AU.

**Site Description:**

The site is an existing was transfer station including an existing 16m wide x 79m long x 14m high building used as a Materials Recovery Facility (MRF) and a 7300m<sup>2</sup> yard used for the storage of waste and separated recyclable materials. The site is accessed off the A6037 Canal Road. The front façade of the site facing onto Canal Road is a 8m high stone wall with blocked up window arches which appears to be a surviving part of a goods shed which was previously situated on the site. A 15m wide entrance gate leads to the site weighbridge and small office building. A car park is situated to the south east of the entrance. Within the yard area there are approximately 20 separate bays for the storage of incoming waste and separated recyclable materials such as timber, plastic, aggregates and fines. The central area of the yard is clear to allow the circulation of Heavy Goods Vehicles (HGVs) unloading/loading waste and recovered materials. A number of conveyors and hoppers protrude from the southern elevation of the MRF building and a picking station is situated adjacent to the western boundary. The proposal site is part of a corridor of industrial buildings situated between Canal Road and the Bradford – Skipton railway line, other industrial premises are situated to the north and south of the site. Residential areas are situated to the east and west; the nearest residential dwellings are situated 35m west of the site, 65m north of the site and 165m east of the site. A children's nursery is located west of the site on the opposite side of the railway line at approximately 40m distance. A mill building which was previously situated to the east of the site, on the opposite side of Canal Road, has recently been demolished leaving the area between the site and Poplar Crescent to the west open. The site is situated at the bottom of a valley with ground levels increasing as the valley sides slope up to the east and west.

**Relevant Site History:**

<b>Application Ref.</b>	<b>Description</b>	<b>Decision</b>
77/02505/FUL	Re-roofing and cladding of building	Granted 20/05/1977
78/07543/FUL	Steel storage building	Granted 20/12/1978
82/04411/COU	Conversion to non-ferrous metal warehouse	Granted 20/08/1982
00/03347/FUL	Change of use from non ferrous metal store to scrapyards waste transfer station and recycling station and erection of new workshop	Granted 08/03/2001
05/07283/VOC	Variation to the proposed site plan and removal of proposed vehicle workshop, condition 2 of 00/003347/FUL	Granted 01/02/2006

**Replacement Unitary Development Plan (RUDP) & Yorkshire and Humber Plan  
Regional Spatial Strategy to 2026 (RSS):**

**Proposals and Policies**

- The following policies and policy documents are relevant to the proposal: Planning Policy Statement 10 *Planning for Sustainable Waste Management* (PPS10), Planning Policy Statement 23 *Planning and Pollution Control* (PPS23), RUDP policies UR3 (Local Impact of Development), D1 (General Design Considerations), D10 (Environmental Improvement of Transport Corridors), TM2 (Impact of Traffic and its Mitigation), P7 (Noise) and P8 (Waste Management Facilities), RSS policies ENV12 (Regional Waste Management Objectives), ENV13 (Provision of Waste Management & Treatment Facilities) and ENV14 (Strategic Locational Criteria for Waste Management Facilities)
- The proposal site is unallocated on the RUDP Proposals Map, however both the Bradford-Skipton railway line and the A6037 Canal Road are allocated as transport corridors and therefore policy D10 is relevant.
- The proposal relates to a waste transfer station/ materials recovery facility and therefore policies P8 and P12 of the RUDP and policies ENV12, ENV13 and ENV14 of the RSS are relevant.
- The process of recovering materials from waste has the potential to give rise to significant noise impacts and therefore policy P7 of the RUDP is relevant.

**Parish Council:**

N/A

**Publicity and Number of Representations:**

The application was advertised in the press as a major development, site notices were posted and neighbour notification letters sent to adjacent properties. The notification period expired on 03 April 2009. One petition objecting to the proposal was received containing 48 signatures from 24 addresses along Poplar Crescent, Poplar Avenue and Poplar Grove. In addition 6 individual letters objecting to the proposal were received.

**Summary of Representations Received:**

- Noise from the site causes disturbance to local residents
- Litter from the site accumulates along Canal Road and in residential gardens

- Dust and dirt from the site adversely affects residential amenity and poses a health hazard to residents and children at an adjacent nursery and local school
- Odour from the site adversely affects residential amenity
- Flies and wasps attracted by the site adversely affect residential amenity
- The flow of traffic along Canal Road is impeded by HGVs exiting the site
- The access to the site poses a highways safety risk to pedestrians
- Extending hours/ increasing capacity at the site will exacerbate these problems
- The proposed enclosures will not mitigate the impacts to acceptable levels

**Consultations:**

*CABE*

- No Comments.

*Design Enabler*

- The proposed structure is free-standing, it is located to suit the work processes and does not interfere with the existing stone structures which are of good quality.

*Drainage*

- No objections.

*Environment Agency*

- Confirmed that the site benefits from an existing Environmental Permit for which the site operator is currently updating the working plan
- Indicated that the additional enclosures should improve the existing situation with regard to litter and dust and that the additional picking line should alleviate the problems associated with waste being transported across the yard.

*Environmental Protection*

- Concur with the assessments made by the noise consultant in identifying the very clear noise problem currently prevailing at Poplar Crescent and especially Beamsley Road.
- Initially raised concerns that the submitted noise impact assessment and addendum did not take into account use of the baling machine or reversing beepers and that the report did not provide any substantive, objective noise reduction data.
- Following several meetings, the submission of further noise modelling data and attenuation proposals, and revision to the proposed hours of operation, no further concerns were raised.

*Highways Development Control*

- The site is located on the A6037 Canal Road which is a busy classified district distributor road that not only carries large volumes of traffic during PM and AM peak hours but also generally throughout the whole of the day including weekends.
- Raised concerns that the proposed enclosures could reduce the operating and/ or standing space within the site for HGVs potentially resulting in vehicles standing on the highway.
- Requested further information on the circulation of HGVs within the site and the number of HGVs which could practically be accommodated.

### *Landscape Design*

- There is little or no scope for planting or any other landscape treatment on or around the site.
- Initially raised concern at the proposal to locate a new building immediately behind the existing front wall and suggested that the building should either be re-sited or reduced in height.
- Following further discussions and the submission of revised plans showing a slight set-back from the front wall no further concerns were raised.

### Network Rail

- No objection provided drainage is directed away from rail infrastructure

### **Summary of Main Issues:**

- Noise
- Highways
- Visual Amenity
- Other Environmental Impacts

### **Appraisal:**

#### ***Proposal***

The proposal site was originally occupied by one large building which was used as a woollen mill in the late 19<sup>th</sup> century and later became a machinery works and then a goods shed used in connection with the railway. At some time after 1965 the original building was substantially demolished, except for the front façade which was left intact. The current site building, which appears to be an amalgam of an older stone building and newer concrete extensions, with a new profiled sheet metal roof, was constructed adjacent to the northern boundary of the site. The site was then used as a scrap metal yard until 2000 when an application was submitted to change the use of the site to a scrapyards waste transfer station and recycling station, ref. 00/03347/FUL. A major element of the new use was the crushing and screening of construction and demolition waste to produce secondary aggregate. Planning permission was granted in March 2001 subject to 20 conditions; condition 15 specified that the processing and transfer of materials in the open and delivery of materials to the external designated storage areas should only take place 07:30-18:00 Mon-Fri and 07:30-13:00 Sat, with no activity either within the buildings or in the open between 13:00 Weds to 07:00 Mon or on Bank or Public Holidays.

The occupancy of the site changed and an application was submitted in September 2005, under section 73 of the Act, to amend the approved site plan, ref. 05/07283/VOC. A revised set of conditions was issued in February 2006 referring to the revised site plan and inserting 2 additional conditions relating to the repair and maintenance of the yard area. Subsequent to the 2005 permission the current operators, AWM, took over occupancy of the site and in 2008 they installed new automated materials recovery plant within the existing building. The new MRF plant separates shredded mixed waste using a combination of magnets, screens, a trommel and hand picking stations. The separated materials and residual waste are output to external storage bays using conveyors and hoppers. The external parts of the conveyor system and the new storage bays, shredder and hoppers were installed without planning permission and, because the waste loading hopper and discharge bays are now located externally, condition 15 of planning permission 05/07283/VOC prohibits the operation of the MRF plant overnight between 18:00-07:00 Mon-Fri.

Planning permission is sought to regularise the external plant and equipment installed in 2008, to construct an additional picking station, to form acoustic enclosures around the waste loading hopper and the light waste discharge hopper, and to extend the permitted hours of operation to allow the MRF to run 24 hours per day during the week. The additional picking station is proposed to be located within the north-western corner of the site adjacent to the existing one. The station is proposed to be 7m high and 17.8m x 6.8m in area. The upper storey of the station is taken up by an enclosed gantry within which operatives pick out recyclable waste materials; the lower storey comprises 4 bays, into which the hand picked materials are dropped. The proposed light waste hopper acoustic enclosure is proposed to be 10.7m high and to partially enclose an area of 125m<sup>2</sup>. The feed hopper enclosure is proposed to be 15.6m high and to partially enclose an area of 580m<sup>2</sup>. Both enclosures are proposed to be clad in profiled metal with a goosewing grey coloured roof and mushroom sides.

The proposed hours of operation are for the MRF to operate continuously between 07:00 on a Monday to 13:30 on a Saturday. The operation of the MRF will involve the use of the loading grab to load the feed hopper into the shredder, sorting of waste within the MRF plant in the building and picking stations, and discharge of separated materials and residual waste into the bays adjacent to the main building and under the picking stations. Delivery of waste and removal of residual waste and separated materials from the site via HGV is only proposed to take place between 07:30 – 17:30 Mon-Fri and 07:30 – 13:30 Sat. Use of the baling machine, movement of skips/bins within the yard and operation of all but the loading grab is also proposed to be restricted to 07:30 – 17:30 Mon-Fri and 07:30 – 13:30 Sat. Due to the limitations of the storage capacity of the bays within the semi-enclosed area, the applicant has indicated that they intend to operate the loading shovel to move material from these bays to the larger bays in the southern area of the site up until 23:00 Mon-Fri. Between 23:00 to 07:30 Mon-Fri no machinery is proposed to operate outside of the main MRF building other than the mechanical grab, shredder and output conveyors within the partially enclosed area of yard. No working is proposed on Sundays, however the applicant has proposed essential plant maintenance to take place on Saturday afternoons between 13:30 – 18:00.

### ***Principle***

Policy P8 of the RUDP indicates that planning permission should only be granted for waste management development if it represents the Best Practical Environmental Option (BPEO) for the given waste stream. The concept of BPEO has been replaced within updated waste planning policy, Planning Policy Statement 10 (PPS10), by the concept of sustainable waste management. The main principles of sustainable waste management are that waste should be driven up the waste hierarchy by recovering as many resources from it as possible and that the location of waste facilities should be such that the need for lengthy road haulage is minimised. Policy ENV12 of the RSS states that Local Authorities should support the urgent provision of a combination of facilities and other waste management initiatives which best meets environmental, social and economic needs for their areas based on the following principles:

1. Moving the management of all waste streams up the waste hierarchy
2. Achieving all statutory waste management performance targets during the Plan period
3. Managing waste at the nearest appropriate location, where necessary by seeking agreement with neighbouring authorities

Policy ENV13 of the RSS indicates that sufficient treatment capacity for 420,000 tonnes of Commercial and Industrial waste should be provided within the Bradford District by 2010. Although the Waste Management Development Plan Document has not yet been produced, emerging waste flow data indicates that there is currently a significant shortfall in commercial and industrial waste treatment capacity within the district.

The purpose of the AWM site is to mechanically sort mixed commercial and industrial and construction and demolition wastes in order to recover as high a proportion of materials as possible. The recovered materials, including plastics, aggregate, timber, paper and metal, are sent on specialist recycling facilities to be re-manufactured into useable products, residual waste is sent to landfill. The applicant claims that the new MRF plant, additional picking station and extension of operating hours will allow the recycling efficiency of the site to increase to 92% - 95%, although no independent verification of this figure has been provided. It is considered that proposal should bring about a significant improvement in the amount of materials recovered from the commercial and industrial and construction and demolitions waste streams within the District and that the location of the site, at a former industrial site in close proximity to major urban areas and the primary road network, is consistent with the location criteria expressed in policies P8 of the RUDP and ENV14 of the RSS. Therefore the proposal is considered to be consistent with the waste planning objectives of PPS10 policy P8 of the RUDP and policies ENV12, ENV13 and ENV14 of the RSS.

### **Noise**

The applicant initially submitted a Noise Impact Assessment and addendum in support of the application. The Noise Impact Assessment concluded that 'evening and night time operation of the WTRS under the current operational practices and noise control measures is not compatible with local residential use and would be detrimental to local residential amenity with respect to noise'. The exceedance of the level of noise generated by the site above recorded background night time noise levels at the worst affected residential property on Beamsley Road was assessed to be +26dB. The addendum to the report proposed the erection of acoustic enclosures around the identified primary noise sources associated with the site, the light waste hopper and the feed hopper, in order to attenuate noise impacts to a degree that would allow evening and night time operation. Further to consultation with the Environmental Protection department the applicant was asked to provide numerical noise modelling data to prove the effectiveness of the proposed acoustic enclosures and to address a number of other potential noise sources, including the baling machine and noise breaking out from the MRF plant operating within the building.

A further noise report was submitted which proposed acoustic insulation of the MRF building and modelled the predicted night time noise levels from activities at the site at 3 key Noise Sensitive Receptors (NSRs). The report concluded that, 'it is considered that the extensive structural and management controls proposed are appropriate to ensure than an extension to operating hours of the WTRS is not detrimental to the amenity of local noise sensitive receptors in terms of overall on-set annoyance based target criteria'. The modelled noise levels at one of the NSRs remained +12 dB above background night time noise level and therefore a further meeting was held with the applicant where they were asked to look at providing additional noise attenuation proposals. Clarification of proposals for plant maintenance on weekends and proposals for alternatives to the use of reserving beepers was also sought.



The applicant submitted a further report providing additional proposals to limit noise from the site, including the use of broadband reversing signals instead of beepers and keeping the roller shutter doors in the southern elevation of the MRF building closed during the evening and night time period. A revised noise model was submitted which showed the exceedance over night time background noise levels at the worst affected NSR down from +12dB to +8dB. The applicant also submitted revised proposals for weekend plant maintenance activities to be limited to Saturday afternoons between 13:30 – 18:00.

The full list of noise attenuation proposals put forward by the applicants includes: erection of acoustic enclosures around the feed hopper and light waste discharge hopper, acoustic dampening and cladding within the MRF building, acoustic insulation of the baling machine, use of broadband reversing alarms rather than traditional beepers for the loading shovel and closure of the roller shutter doors in the MRF building during night time and evening periods. It is considered that the proposal will significantly reduce the noise impacts associated with the current use of the site during the daytime and would be a significant improvement over the level of noise which could potentially be generated by the use of the site permitted under planning permissions 00/03347/FUL and 05/07283/VOC. It is therefore considered that the proposal accords with policies UR3, P7 and P8 of the replacement Unitary Development Plan in terms of noise impacts.

### **Highways**

Although no relative figures have been provided by the applicant, other than the 74,999 tonnes waste throughput cap on the site's Environmental Permit, it is reasonable to assume that the installation of the MRF plant and the addition of another picking station will increase the actual waste treatment capacity of the site, generating additional HGV movements. The site is on a main distributor road and therefore HGV movements to and from the site have not been limited under previous planning permissions. Highways DC have raised some concerns that the reduction in the available queuing space within the yard area, brought about by the proposal to install a new picking station, could lead to an increased risk of HGVs visiting the site queuing onto Canal Road. The applicants have been asked to provide further information on the on-site HGV queuing capacity allowed by the proposed revised site layout and to provide some calculations of the likely number and spread of daily HGV visits to the site; however at the time of writing the report this information had not yet been submitted.

As discussed above, the proposal will have a significant benefit in terms of improved recovery and recycling of waste streams within the Bradford District. Providing satisfactory on-site HGV queuing arrangements can be demonstrated by the applicant, it is not considered that the proposal is likely to lead to significant additional highways impacts which would outweigh the benefit of the site in terms of waste recovery. However further details of the extent of any reduction of on-site HGV queuing capacity, and the assessed degree of risk this will pose in terms of off-site queuing onto Canal Road, will be reported to the Panel during the meeting.

### **Visual Amenity**

The primary visual impact associated with the proposals relates to the erection of a 15.6m high sheet metal clad acoustic enclosure adjacent to the Canal Road frontage of the site. The proposed enclosure will protrude 7m above the existing façade (5.7m to the eaves) and will therefore affect the setting of both the existing stone façade and adjacent older stone faced mill buildings. Discussions have taken place with the Design Enabler and the Landscape Design team with a view to improving the design of the proposed structure. The proposal to utilise contrasting modern industrial building materials rather than attempting to replicate the

surrounding older stone buildings was considered to be appropriate. The landscape architect suggested that the proposal could be improved by either reducing the height or increasing the set-back of the building; the submitted proposal was to build the enclosure off the existing front wall of the site. The applicant was asked to consider revisions to the scheme in terms of the size and location of the enclosure. The applicant responded by stating that the height of the enclosure was dictated by the arc of the mechanical grab used to load waste into the feed hopper and that the location of the enclosure was similarly constrained; however revised drawings were submitted showing the feed hopper enclosure set-back by 0.1m from the front façade, which is considered to be a marginal improvement on the original proposal.

The Canal Road industrial corridor contains a mixture of buildings with different materials and shapes. It is not considered that the new structure protruding above the site's façade will significantly harm visual amenity in the area or the appearance of the environment adjacent to the Canal Road transport corridor. Any slight detrimental impact the proposed feed hopper enclosure will have on the setting of the façade and surrounding industrial buildings will be significantly outweighed by the amenity benefit the partial enclosure of this area of the site will have in terms of mitigating noise emissions from the site. Therefore it is considered that the proposal accords with policies D1, D10 and P8 of the RUDP in terms of visual impact.

### ***Other Environmental Impacts***

Planning Policy Statement 23 (PPS23) indicates that in determining planning applications Local Planning Authorities (LPAs) must be satisfied that the potential environmental impacts associated with the development can be adequately regulated by the relevant pollution control authority under the pollution control framework. PPS10 indicates that waste planning authorities should not concern themselves with the control of processes which are a matter for the pollution control authorities and should work on the assumption that the relevant pollution control regime will be properly applied and enforced. PPS10 also states that it should not be necessary to use planning conditions to control the pollution aspects of a waste management facility where the facility requires a permit from the pollution control authority.

As a facility for the treatment of mixed wastes, the proposed use of the site is regulated by the Environment Agency under the Environmental Permitting regime. The purpose of an Environmental Permit is to ensure that a waste management site is operated in such a way that it does not cause pollution of the environment, harm to human health or serious detriment to the amenity of the locality. Controls are specified for a wide range of emissions including dust, odour litter and drainage from the site. The Environment Agency have been consulted on the proposal and have confirmed that they consider the proposals to partially enclose an area of the site should enable litter and dust emissions from the site to be better controlled. Therefore it is considered that the proposed development should not should lead to harm to people or the environment in terms of noise, odour, dust or other emissions and that the proposal accords with policy P8 of the RUDP in this respect. It is the responsibility of the Environment Agency to ensure that the proper controls are in place and that the site is operated in such a way that it does not cause pollution affecting surrounding residents.

### ***Summary***

It is considered that the proposal to regularise the installation of new MRF plant, install an additional picking station at the site and allow 24 hour operation of the MRF plant during the working week should lead to a significant improvement in the amount of commercial and industrial and construction and demolition waste within the District which is recovered for recycling. The proposal to noise dampen and insulate the MRF building, erect acoustic

enclosures around the external plant at the eastern and western extremities of the of the MRF building and noise insulate the baling machine, should significantly reduce noise impacts associated with current operation of the site during the daytime and allow night time operation without causing an unacceptable level of disturbance to adjacent residents. It is not considered that the new acoustic enclosure structure to be erected adjacent to Canal Road will cause significant harm to visual amenity. Although the operational area of the yard will be slightly reduced by the construction of a new picking station, it is considered that satisfactory on site queuing arrangements should still be possible. The Environment Agency have indicated that the proposal should allow the environmental impacts associated with the site, in terms of dust, odour, litter or other emissions, to be adequately regulated under the Environmental Permitting regime. Therefore it is considered that the proposal is consistent with Planning Policy Statement 10 and accords with policies UR3, D1, D10, P7 and P8 of the replacement Unitary Development Plan and policies ENV12, ENV13 and ENV14 of the Regional Spatial Strategy.

**Community Safety Implications:**

It is not considered that there are any community safety implications relevant to this proposal.

**Reason for Granting Planning Permission:**

1. The proposal will result in an increase in the capacity of the site to recover recyclable materials from the commercial and industrial and construction and demolition waste streams generated within the District. The proposal is consistent with Planning policy Statement 10 and accords with policy P8 of the replacement Unitary Development Plan and policies ENV12, ENV13 and ENV14 of the Regional Spatial Strategy.
2. Satisfactory remedial measures have been proposed to reduce the noise impact of the waste management facility on surrounding residents to an acceptable level. The proposal should not give rise to unacceptable adverse impacts on people and the environment in terms of visual amenity, odour, dust, air, ground or water pollution or other nuisance. The proposal accords with policies UR3, D1, D10, P7 and P8 of the replacement Unitary Development Plan.

**Summaries of Conditions of Approval:**

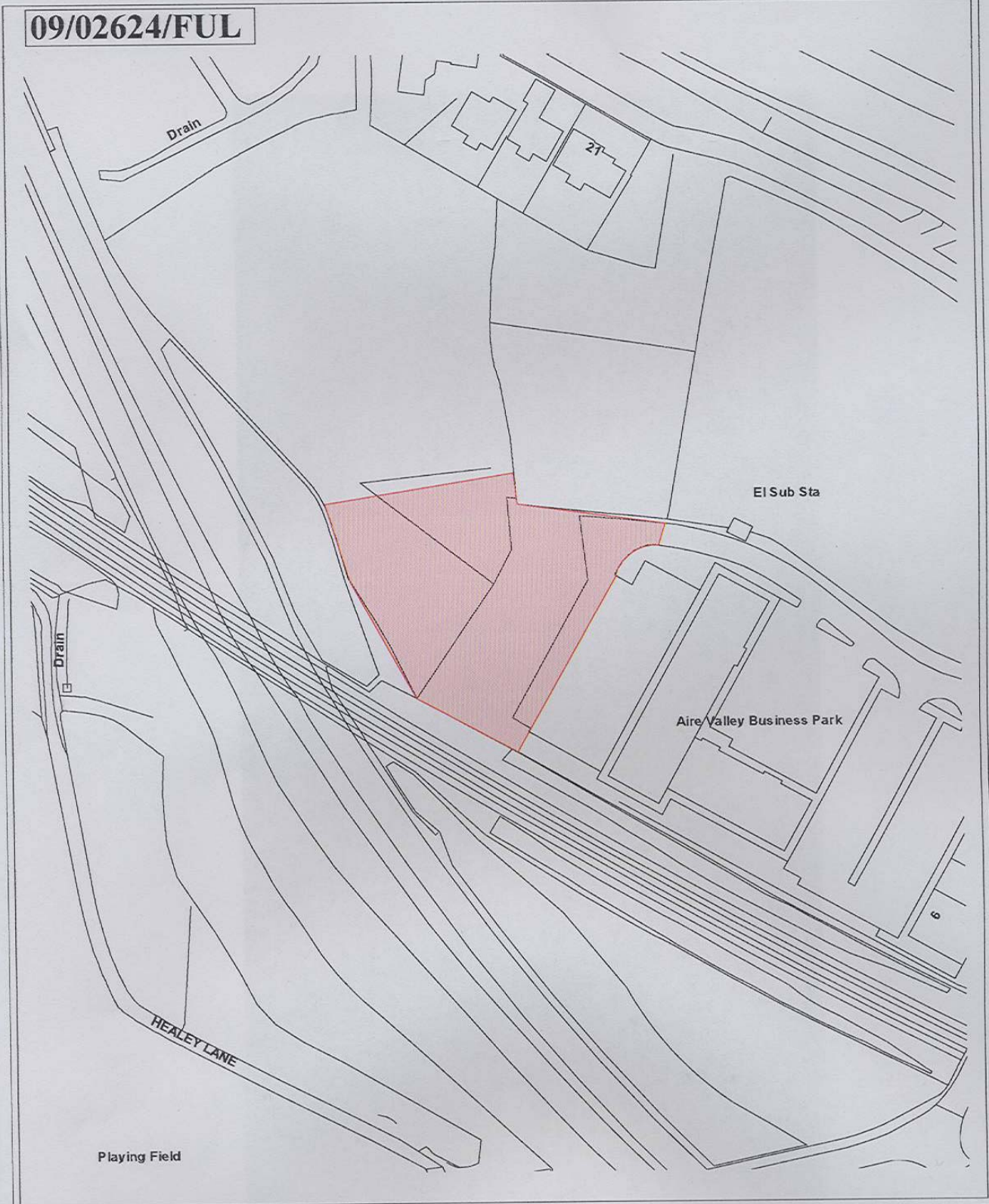
1. The proposal shall only be implemented in accordance with the approved plans.
2. The proposed picking station shall not be constructed until details of the facing materials have been submitted for approval. Thereafter the picking station shall only be constructed in accordance with the approved details.
3. Waste or recovered materials shall not be deposited, processed, moved or transferred in the open between the hours of 18:00 – 07:30 Mon-Fri until the acoustic enclosures, phase 1 & 2 of the noise attenuation measures set-out in section 4.3 of the noise report, and the sound insulation of the baling machine, has been implemented and a verification report confirming the effectiveness of the noise attenuation measures has been submitted to and approved in writing by the LPA.
4. The noise attenuation verification report referred to in condition 3 above shall contain absolute limits which have been set for the maximum levels of noise which may be generated by the site as perceived from agreed noise sensitive receptors. Noise generated by the site shall not exceed these agreed levels whilst ever the use subsists.
5. A scheme for the regular monitoring of noise levels generated by the site shall be submitted to the LPA for approval in writing within 2 months from the date of this decision notice and shall be implemented thereafter.

6. A scheme for the control of noise from the site shall be submitted to the LPA within 2 months from the date of this decision notice and shall thereafter be implemented.
  7. A scheme for the maintenance of the yard area shown on the approved site plan shall be submitted to the LPA within 2 months from the date of this decision notice and shall thereafter be implemented.
  8. Details of the lighting of the external areas of the site shall be submitted to the LPA within 2 months from the date of this decision notice and shall thereafter be implemented.
  9. Unless otherwise agreed in writing by the LPA, any mobile plant or machinery operating within the site to which this notice relates shall only be fitted with broadband sound reversing alarms.
  10. Use of the baling machine, movement of skips/ bins within external areas of the site, loading and unloading of waste transportation vehicles and use of mechanical grabs, other than the loading grab, shall not take place except between hours of 7:30 - 17:30 Mon-Fri, 07:30 - 13:30 Sat.
  11. Operation of any plant, equipment or machinery within external areas of the site, other than the operation of conveyors and hoppers depositing material into the bays adjacent to the MRF building and under the picking stations and use of the loading grab and waste shredder, shall not take place between the hours of 23:00 - 07:30 Mon-Fri.
  12. No operations or working shall be carried out on any part of the site, either internally or externally, between the hours of 13:30 on Saturday and 07:00 hours on a Monday or at any time on a Bank/ Public Holiday, except for essential plant maintenance, which shall take place solely between the hours of 13:00 – 18:00 on Saturdays. No waste processing, treatment or transfer operations shall take place during the period allowed for essential plant maintenance.
  13. No HGVs shall enter or leave the site except between hours of 7:30 - 17:30 Mon-Fri and 07:30 - 13:30 Sat.
  14. No HGV shall leave the site unless its wheels have been cleaned sufficiently to prevent the deposit of mud on the public highway.
  15. The HGV circulation and turning areas shown on the approved site plan shall be marked out within 2 months of this decision notice. Such areas shall be kept clear of waste, materials or debris and shall remain unobstructed during operational hours whilst ever the use subsists.
  16. There shall be no external storage of waste or recovered materials on any external areas of the site except in the bays shown on the approved site plan. Mounds of waste and materials shall not exceed a height of 4m above the level of the adjacent yard.
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Area Planning Panel (Shipley)

DATE  
3 September 2009

09/02624/FUL



ITEM NO. : 2

LOCATION : Land at Dowley Gap Business Park, Bingley

Scale: 1:1250

**3 September 2009**

**Item Number: 2**  
**Ward: BINGLEY**  
**Recommendation:**  
**TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS**

**Application Number:**  
09/02624/FUL

**Type of Application/Proposal and Address:**  
Full application for construction of three office blocks for B1 business use and car parking.  
Land off Dowley Gap Lane, Bingley BD16 1WA

**Site Description:**  
The application is proposed on part of a committed Employment site designated on the Replacement UDP Proposals Map. The site occupies land that extends generally westwards from Dowley Gap Lane, from where vehicular access is taken. A large proportion of the site has been recently developed for B1 office use, comprising two sizable blocks together with associated car parking and servicing areas. This current application relates to the remaining final third of the site. The site is bounded to the north by fields and to the south by the Bradford/Keighley railway line. Also to the south and west but at substantially lower level is the Bingley Bypass. The development will appear prominent in views from these transport corridors and particularly from a section of the bypass the development site is seen on the skyline.

**Relevant Site History:**  
05/09349/FUL – Erection of two office blocks (to north of this site). Granted 6.2.06  
05/08033/OUT – Six industrial units. Application withdrawn  
05/01241/REM – Three office buildings. Granted 1.8.05  
05/01142/OUT – Six industrial units. Application withdrawn  
04/04419/OUT – Six retail units. Application withdrawn  
04/01939/OUT – Office buildings. Granted 23.7.04  
04/01811/FUL – B2 and B8 employment uses. Granted 23.7.04  
03/03960/FUL – B2 and B8 employment uses. Refused 23.4.04

**Replacement Unitary Development Plan (RUDP):**  
**Proposals and Policies**  
Allocated as Employment Site S/E1.4 on the RUDP Proposals Map  
Relevant Policies:

UDP1 – Sustainable development  
UDP3 – Quality of built development  
UR3 – Local planning considerations  
E3A – Office developments  
D1 – General design considerations  
D2 – Energy efficiency and sustainable design  
D4 – Community safety  
D5 – Landscaping  
D10 – Environmental improvement of transport corridors  
D14 – External lighting

TM2 – Impact of traffic and its mitigation  
TM11 – Parking standards for non residential development  
TM19A – Traffic management and highway safety

**Parish Council:**

None

**Publicity and Number of Representations:**

Advertised by neighbour letters and site notice. Expiry 24 July 2009.  
Four individual letters and a petition containing 10 signatures have been received. The petition includes 10 signatures but only from 4 addresses.

**Summary of Representations Received:**

**Petition**

1. Planning conditions on consents for the existing offices have not been adhered to, especially regarding landscaping requirements and controls on hours of use.
2. The proposed offices will overlook neighbouring houses with loss of privacy.
3. Flood lighting at the site is permanently on and disturbs sleep.
4. Building work will cause noise disturbance – as happened with the last phase of development.

**Letters**

5. This business development should never have been approved. Such development should be on sites that are more accessible and better served by public transport and where they can more directly benefit the centre of Bingley.
6. Objection due to proximity to the Bingley South Bog SSSI. Piling could be detrimental and it will be important to ensure there is no contamination. Previously imposed conditions required drainage to the mains and no sustainable drainage or soakaways so surprise that it is being asked for here.
7. Concern that this is a speculative development. There is no apparent need for such development within a green corridor close to the Canal Conservation Area.
8. One letter says there are no objections to design and much prefer smaller units than a large single block.
9. The new buildings must be built in stone to ensure consistency with the existing.
10. Problems with the existing development such as the car park lighting shining into windows on Dobb Kiln Road must be avoided.
11. Existing landscaping is too sparse and boundaries of dry stone walling should be used.
12. Concerns about inadequate drainage on Wagon Lane.
13. Concerns about extra traffic and lack of speed bumps on Wagon Lane to reduce volume of traffic entering and leaving.

**Consultations:**

Highways – No objections subject to a condition requiring provision of car parking prior to occupation of the units.

Environment Agency – No comments to make

Yorkshire Water – No objections subject to conditions

Natural England – The development is within 90m of the Bingley South Bog SSSI. As this is a wetland site we are concerned about any changes in hydrology. Would want use of sustainable urban drainage techniques for example use of permeable hardstandings or soakaways to dispose of surface water so that this is not directed away from the wetland site. Full detail of drainage should be submitted to Natural England for consideration prior to works commencing. Trees incorporated in the landscaping should be native species of local provenance where possible.

**Summary of Main Issues:**

Principle

Impact on local residential amenity

Design

Highway and parking issues

Nature Conservation and drainage

**Appraisal:**

The proposal is for 3 x 2-storey office buildings each divided into 4 units of between 371 sq metres and 604 sq metres plus associated parking and access.

**Principle**

This site is allocated for employment uses by the RUDP and is adjacent to, and includes land that has consent for three large B1 office blocks. The adjacent site has been developed through construction of two blocks which are understood to be now largely occupied. This current proposal seeks approval for a change in the design approach for the westernmost section of the allocated site, involving the construction of three smaller units rather than a single large building. This change is said by the agent to be in response to changing economic considerations and levels of demand and would afford greater flexibility to meet the needs of potential occupiers. The agent reports that there is strong demand for the smaller units now being proposed.

There would be no significant change in the anticipated level of employment generation at the site resulting from this differing layout and design. The development remains one that is in general accordance with employment area policy as well as reflecting the Airedale Masterplan aspirations for economic and social regeneration in this part of the district. The smaller units will complement the larger units already built on the site and add to the diversity and range of business accommodation in this part of Airedale. Accordingly the proposal is acceptable in principle.

Although some objectors criticise the proposals on the grounds that there is no demand for these units, the agent advises that potential occupiers have already been identified and the developer is anxious to start development to meet strong demand for these smaller, more flexible business units.

**Impact on local residential amenity**

Objections from local residents of Dobb Kiln Lane to the previous phases of development on this site have been repeated. These residents live across the fields to the north of the site and are some distance away. The degree of separation is such that it is not accepted that the proposed development is close enough to have any significant detrimental effects on privacy or general amenity of the residents living on Dobb Kiln Lane.



It would also seem that many of the concerns being expressed by the objectors stem from problems arising from the previous development, especially comments about the sparse landscaping and problems with lighting. Imposition of fresh conditions requiring details of landscaping, boundary treatment and controlling floodlighting to car park areas would enable tighter control to be exerted over these details on this phase of development than may have occurred in the past. In addition it would be appropriate to control hours of construction given that the new phase of development would be closer to the residential properties than previous phases.

Subject to these conditions it is not accepted that this phase of the development would significantly impact on the living conditions of nearby residents.

### Design

The site is prominently located on an area of high ground adjacent to the Bingley Bypass and therefore has a significant visual influence in the area. The site is, as a consequence of the landform, located on the skyline when seen from a number of local viewpoints and therefore the physical form and massing of new buildings has the potential to have a disproportionate visual impact in the landscape.

However, the proposed three smaller units with space between them would be more readily absorbed into this landscape setting than a monolithic single building that was envisaged in the previous schemes. A larger building perched on this prominent, elevated site could have been a highly significant feature in the landscape. The buildings proposed by the revised scheme would also be prominent features but would be less imposing in views gained by users of the adjacent Transport Corridors than the previously envisaged single building and they would be set against the mass of the existing two storey block that is already built.

Whilst the proposed units do not embrace contemporary design, they are designed to mirror the style and materials of the recently completed units. Given the prominence of the site, an alternative architectural style that jarred with the style and materials of the existing units would appear incongruous and draw attention to an already prominent development. On balance it is therefore considered that detailing and materials of the proposed buildings is acceptable and that the development would sit comfortably in its immediate context.

It is not considered that this part of the development would directly impinge on the character or appearance of the Leeds Liverpool canal conservation area which is north of Dobb Kiln Road.

In terms of landscaping, whilst indicative details are set out on the submitted plans this present application site is the most prominent part of this employment area and so the landscaping and screening of the site requires a good quality detailed scheme to add visual interest and value to the scheme. This may be sought by condition and it is agreed that a denser specification along site perimeters would be appropriate. The agent has argued that planting was carried out to meet requirements of the previous phases and so no additional planting is required. However, objector comments about the sparseness of the planting suggest that there seems a need to review the effectiveness of existing planting at the site. The scheme of landscaping to be required could include the incorporation of existing planting but needs to supplement this as appropriate. In addition it is proposed to specify use of native plant species. The Science Museum's Postcode Plant database is a good guide to appropriate species that occur locally and will complement the habitats of the Aire Valley. This is as advised by Natural England.

As a consequence of the local topography the car parking areas would not be unduly prominent in the landscape and from many viewpoints parked cars on the application site would be difficult to discern.

External lighting for both the buildings and car parks (if it is actually intended) will require care to prevent a disproportional impact during the hours of darkness and to prevent possible glare affecting nearby dwellings, although these are at lower level some distance to the north. It is proposed to reserve and require submission of details of this aspect of the scheme. Resident's complaints about previously installed lighting have been referred to the agent and it is understood that problems are being addressed by the site owner.

In overall amenity terms, and subject to the above considerations, the development would have no direct effects upon any sensitive land uses, and subject to appropriate landscaping would have no harmful impact upon the wider landscape or upon views from the adjacent Transport Corridors. As such the development would accord with Policies UDP3, UR3, D1, D5 and D10 of the Replacement Unitary Development Plan

### **Highways**

The site is accessed via a good standard of junction from Dowley Gap Lane, which has been provided for the two recently completed buildings and which was approved under the previous applications. This was designed to achieve standards of visibility and overall geometry capable of also serving the proposed development.

The proposals involve the extension of the existing site access roadway which presently is constructed to basecourse level, and the formation of 41 car parking spaces to include three spaces for disabled users.

This level of car parking provision, at 1 space per 34 square metres GFA is marginally lower than the required standard of 1 space per 30 sq.m. GFA, which was achieved for the development of the two larger blocks.

The applicant has indicated a significant number of cycle stands within the site, stating that these will assist in encouraging sustainable travel patterns by those employees willing and able to cycle to and from work. It is noted that the site is accessible from the canal towpath which is part of the Sustrans National Cycle Network and which provides safe car free cycling from the centres of Shipley, Saltaire and Bingley. In this instance extra cycle parking is therefore regarded as a legitimate means of offsetting the shortfall in parking spaces available on the site.

The highway engineer considers that this shortfall in spaces can be accepted on the basis that flexibility is possible between the parking facilities on the application site and those provided on the adjacent, completed phase of development. Accordingly the Council's Highway Officer has raised no concerns and the proposals are considered to satisfy Policies TM2 and TM19a of the Replacement Unitary Development Plan,

### **Nature Conservation and Drainage**

The Council's Drainage Engineer and Natural England have both requested that sustainable surface water drainage systems should be used at this site so as not to divert water from the Bingley South Bog SSSI. Concerns have previously been expressed concerning surface water drainage and the potential for contaminants from the extensive car parks to find their way into the Bingley South Bog SSSI which is situated to the south of the site. The previous

phases of the business development were therefore granted on the basis that surface water from the site be disposed of to sewer rather than to ground. The surface water system that has now been installed to serve the first phase is of sufficient capacity to accept surface water run-off from the present application site. However, Natural England says it is keen to ensure that sustainable drainage systems are used so as to not divert water away from the sensitive wetland at Bingley South bog and it is therefore proposed to require sustainable drainage measures as part of this phase, even if they were not incorporated into previous phases. It is proposed to require a detailed surface water scheme and for details of the porous materials that should be used for car parking spaces unless otherwise agreed in writing by the Local Planning Authority.

It is agreed that Natural England's request for planting of native species of local provenance be incorporated into the proposed landscaping condition. It is proposed to require species selected from the Science Museum's Postcode Plants Database.

**Community Safety Implications:**

There are no community safety implications. To deter crime there is a single access point to the development that is gated and is overlooked by the existing business units.

**Reason for Granting Planning Permission:**

The development will provide new business accommodation on a committed Employment site that has the benefit of existing planning permissions. The layout, height and design of the business units now proposed are acceptable and will have no significant adverse effects on the amenity of neighbouring properties and the development is provided with adequate car and cycle parking and will have no significant adverse effects on local highway safety. The development accords with Policies E1, D1, UR3, TM2, TM11 and TM19A of the Bradford Replacement Unitary Development Plan.

**Conditions of Approval/Reasons for Refusal:**

1. Standard condition - Start development within 3 years
2. All facing and roofing materials shall match those of the previously built units to the east of the site.
3. Means of access and car parking spaces shall be laid out and made available for use before any part of the approved development is brought into use.
4. Cycle parking facilities shown on the approved drawings shall be provided before any part of the approved development is brought into use.
5. Development to be drained using separate foul and surface water drainage systems.
6. Details of surface water drainage scheme shall be submitted to and approved in writing by the LPA prior to commencement of development.
7. Unless otherwise agreed in writing, the details of the surface water drainage scheme shall incorporate use of sustainable drainage techniques including use of porous car parking surfaces and drainage by soakaway or recycling, unless developer can provide evidence that such arrangements are unsuitable due to ground conditions.
8. Unless otherwise agreed in writing by the LPA, car park surfaces shall be porous and laid on geotextile membrane. Details of the car park surface treatment shall be approved in writing by LPA prior to commencement of development.
9. Details of type, position and angle of glare of any floodlights to car park areas to be submitted and approved by LPA prior to occupation of units. Such lighting to be installed only in accordance with the approved details.

10. Details of additional landscaping to site perimeters is to be approved prior to commencement of development. Landscaping to comprise native species selected from Postcode Plants Database.
  11. Details of landscaping so approved shall be carried out before the development is brought into use.
  12. Unless specifically agreed in writing by the LPA, 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.
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ITEM NO. : 3      LOCATION : Land to side of 4 Langford Lane, Burley in Wharfedale      Scale: 1:1250

**3 September 2009**

**Item Number: 3**  
**Ward: WHAREFDALE**  
**Recommendation:**  
**TO GRANT PLANNING PERMISSION WITH CONDITIONS**

**Application Number:**  
09/02060/FUL

**Type of Application/Proposal and Address:**  
Full application for construction of one detached, 3 bedroom, split level house on east side of 4 Langford Lane, Burley-in-Wharfedale.

**Site Description:**  
The site is part of the garden at the east side of an existing 19<sup>th</sup> century, stone built, semi-detached house, fronting the south side of Langford Lane, in a residential area. Although stone built, the front has been rendered. The house and its garden stand at a higher level than the road, behind a stone wall which steps down (with land levels) to the east. Levels fall within the site to the eastern boundary, which is marked by a holly hedge and holly trees. Land adjacent to the east is a grassed playing field, forming part of the grounds of Burley Oaks Primary School, which has its entrance off Langford Lane, further east. The road here is narrow, with no pavement in front of the site, and a pavement which narrows to about 100mm width in front of 4 Langford Lane. There is a normal width pavement at this point on the north side of the road.

**Relevant Site History:**  
09/00533/FUL: Refused (30.03.09), full application for detached 3 bedroom house, on grounds of inadequate information.

There have previously been a series of outline permissions here (with all matters reserved) for a detached bungalow, the latest, 04/03062/OUT, on 12.08.2004.

**Replacement Unitary Development Plan (RUDP):**  
**Allocation**  
There are no Development Plan allocations in the Replacement UDP.

**Proposals and Policies**  
Relevant Policies  
UDP 3 –Quality of the built and natural environment  
UR3 – Local planning considerations  
H7: Desirable minimum housing densities.  
D1 – General design considerations  
TM19A – Traffic management and road safety  
NE4 – Trees and woodlands  
NE5/NE6 – retaining and protecting trees on development sites.

Supplementary Planning Guidance  
The Council's adopted Sustainable Design Guide and its House Extensions Policy provide some relevant guidance (the latter on separation distances).

**Parish Council:**

Burley Parish Council recommended refusal, their reasons being:

- overlooking of houses on Hanover Way, to the rear;
- design out of keeping and incongruous;
- highway safety, relating this to Burley Oaks School.

The Parish Council seeks referral to Panel.

**Publicity and Number of Representations:**

By letters to nearby properties and by site notice (expiring 18/06/09). Objections have been received from 5 Burley addresses, 4 in the immediate area.

**Summary of Representations Received:**

1. Highway safety on narrow road, a school route with parking problems relating to the school access.
2. Inadequate parking for the proposed house.
3. Design and materials out of keeping.
4. Loss of trees.
5. Loss of privacy and/or overlooking of other houses.
6. Possible nuisance from workshop on ground floor.

One comment accepted the principle of a house here but felt that it should be lower in height and more “in keeping”.

**Consultations:**

Building Control/Drainage

Soakaways proposed for surface water are acceptable provided that percolation tests prove they will work. Noted that a public surface water sewer crosses the site (close to the eastern boundary) and Yorkshire Water would need to agree details.

Design Enabler

Considers design to be acceptable and the proposed eco features to be welcomed, and that the form, massing and scale of the development are also acceptable.

Recommends a condition that ensures that this property is to be a single residence not in multiple occupation and that the garage cannot be converted for residential use.

Recommends that all the walls on the north elevation should match the existing stone garden wall, that the render should be smooth to match the adjacent dwelling, that all the timber should be unfinished to weather to a grey colour, and that the windows should be powder coated grey. Samples of timber should be requested for the doors, the garage doors and the cladding.

Trees Officer

An amendment to the siting of the proposed house to move it slightly further westwards addresses previous concerns about proximity to tree canopies on the eastern boundary. A further reduction to the extent of the vehicle pull in would be preferable (but this would conflict with highway safety concerns).

### Highways/DC

The current proposals for access are not ideal, and do not meet current standards in terms of visibility from the proposed access. Sightlines of 2m x 10m approximately seem to be achievable on the submitted scheme. Ideally, minimum sightlines of 2m x 25m in each direction should be provided, but it is not clear whether this is achievable within land owned or controlled by the applicant. Refusal on highway safety grounds is recommended.

### **Summary of Main Issues:**

- Any change to policy or circumstances since earlier outline approval for a dwelling.
- Character of the area, design details and street scene.
- Amenities of neighbours.
- Existing trees and vegetation.
- Highway safety.

### **Appraisal:**

This site has had outline permission for a bungalow for many years (to at least 1984). However, no details of this have ever been approved and height and design were not specified or restricted by condition. The previous permissions have been on the basis of just an edged red site plan. Full details are now being put forward and propose a contemporary style detached house on the plot.

### **Proposal Details**

The proposal is for a 3 storey house, dug into the site and set back 9 metres from the edge of the carriageway, with a mono-pitched grassed roof sloping down from east to west. The height from forecourt level to roof top would be 6.9 metres at the western side and 9.5 metres at the eastern side (both lower than the height of the existing house at 4 Langford Lane).

A balcony would project out some 1.4m. from a rear first floor bedroom, setting it a minimum of 10.3 metres from the rear boundary. The house would be 6.8m. from the eastern boundary at the nearest point, 2.2m. from a newly established western boundary with no. 4 Langford Lane, and some 6.6m. from the gable wall of no. 4.

The front stone boundary wall would be taken down and returned into the site to part enclose a paved forecourt car parking area. This would be enclosed by a folding gate for vehicles and a pedestrian gate. An integral double garage and pedestrian door into the house is at lower ground floor level. A ramp from road level on the west side would provide access up to the ground floor level and to an entrance hall door on the west side. Main living rooms and bedrooms would be spread through the ground and first floors.

External facing materials have been amended to incorporate more stonework. The materials are specified as coursed local stone to lower ground floor, with re-used stone from the existing wall used for set-back lengths of wall. Coursed stone is specified for the entire eastern wall. There would be a 2.3m. wide panel of vertical timber cladding on the front, and white render to the eastern wall and most of the rear wall, with this render returned on the front, western corner to a width of about 300mm. Windows would be powder coated grey aluminium.

### **Policy and Circumstances**

The Replacement UDP was adopted in 2005, after the last outline approval for a bungalow on the site. Its policies are broadly similar to the earlier UDP, although both it and PPS3 give greater emphasis to quality of design. National policy and RUDP Policy H7 emphasise the



need to make more efficient use of urban land for housing and to increase densities, subject to design and amenity considerations. RUDP D1 welcomes “good contemporary design sympathetic or complementary to its setting”.

There have been no significant physical changes on the site or nearby since the outline approval of one bungalow in 2004, other than the construction of some 3 storey housing on a site roughly opposite and slightly further west but that will not be affected by this proposal.

### **Design Considerations, Impact on Local Character and Street Scene**

Despite the adverse comments from some residents and Parish Council, it is considered that a modern house of this type, with a substantial element of stonework, would be appropriate on the site and acceptable in the street scene, given the 9 metre set back from the road and the distances of over 6 metres from either the gable wall of 4 Langford Lane or the eastern boundary, and the position adjacent to a grassed field, outside any Conservation Area. Although it would impinge to some extent on views from the east, the set back from the road and the low roof height would make the new house subservient to the existing older houses and it would retain space to side boundaries and so would not appear cramped.

The Council’s Design Enabler welcomes the sustainability features of the house and considers the scale, contemporary design and appearance of the house to be acceptable in this context.

The use of a grass covered roof would limit surface water run off, in line with the Council’s Sustainable Design Guide SPD. Timber cladding can be both durable and attractive and, in this case, the areas of timber cladding have been substantially reduced since the first submission to give greater prominence to stonework reflecting the character of Burley. The architect advises that they would be happy for timber cladding to be unfinished, so as to weather to a silver grey to tone in with stonework.

### **Impact on Neighbours’ Amenity**

There would be good separation distances (at least 41 metres) between the new house and houses at 11 and 15 Hanover Way, to the south. The southern boundary is marked by high hedges and trees. The rear balcony would be at least 10.5 metres from the rear garden boundary, the desirable minimum distance suggested in the Council’s adopted House Extensions Policy for first floor windows.

The front windows, serving either a stairway or bedrooms, would face towards the small cul-de-sac opposite rather than directly to any house. There would be views at a slight angle towards front windows of 5 Langford Lane, but at a reasonable distance of at least 20 metres for this front to front situation. There are no objections from Langford Lane houses. West facing openings (facing the large rear garden of 4 Langford Lane and garden and outbuildings of no. 2 beyond) would consist of doors to entrance hall and utility room (screened by a fence) and a window to a landing area (which could be obscure glazed).

The basement includes what is described as a “workshop” but this would be well insulated by surrounding ground levels. It is presumed this would be for domestic hobbies etc. Any non residential activities would be at risk of planning enforcement, as with any such unauthorised use. Significant noise nuisance, should it arise, could be dealt with through environmental controls.

It is concluded that the house would pose no serious threat to the amenity of neighbours.

### **Effects on existing Trees and Vegetation**

The house would be well clear of significant trees on the southern boundary. The proposal has also been amended to show satisfactory clearance from canopies and root protection areas of trees on the eastern boundary which, although not large, form part of the character of the area. Even the frontage tree nearest to the proposed set back of the existing wall should be little affected by this work. The house would therefore largely retain the tree lined setting of the plot.

### **Implications for Highway Safety**

The scheme provides an integral double garage and a 6.4m. deep forecourt with a width of 7 metres, together providing for 4 cars clear of the road. This would be reasonable parking provision. In addition, a further pull in is shown in front of the forecourt gates. Although this would not allow the ideal level of visibility (which would require excavating out the stone wall in front of the adjacent houses and the trees, bank and fence to the east), it would be much superior to visibility for many private drives on Langford Lane and similar roads. The set back from the edge of the carriageway and the angled return wall shown to the eastern boundary allows for reasonable visibility to the east and greater pedestrian safety than at present.

It would not be appropriate to require a full new pavement to be provided, because this could not carry on towards the east. The absence of a pavement on this side of the road discourages pedestrians (including school children) from walking on this side, and therefore the likelihood of conflict between pedestrians and cars attracted to the house would be less than for most houses on the road.

The bungalow given a series of renewed outline approvals (the last in 2004) dating back to at least 1984 would also have required a vehicular access to Langford Lane and would have generated vehicle movements and parking. It would therefore be difficult to justify a refusal now on highway safety grounds on a minor, traffic calmed road in the absence of evidence of a significant change in circumstances so as to increase the level of danger.

### **Community Safety Implications:**

None.

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

There have been no significant changes in circumstances or policy since the last approval for a dwelling on this site and the scheme would provide housing on previously developed land within the built up area. The proposal would provide a house of contemporary design, the scale, character and appearance of which would be sympathetic to the character of the area, and which would not have significant adverse effects on amenity, trees or highway safety. The proposal is acceptable having regard to RUDP Policies UDP3, UR3, D1, TM19A, H7 and NE4/NE5/NE6.

### **Conditions of Approval:**

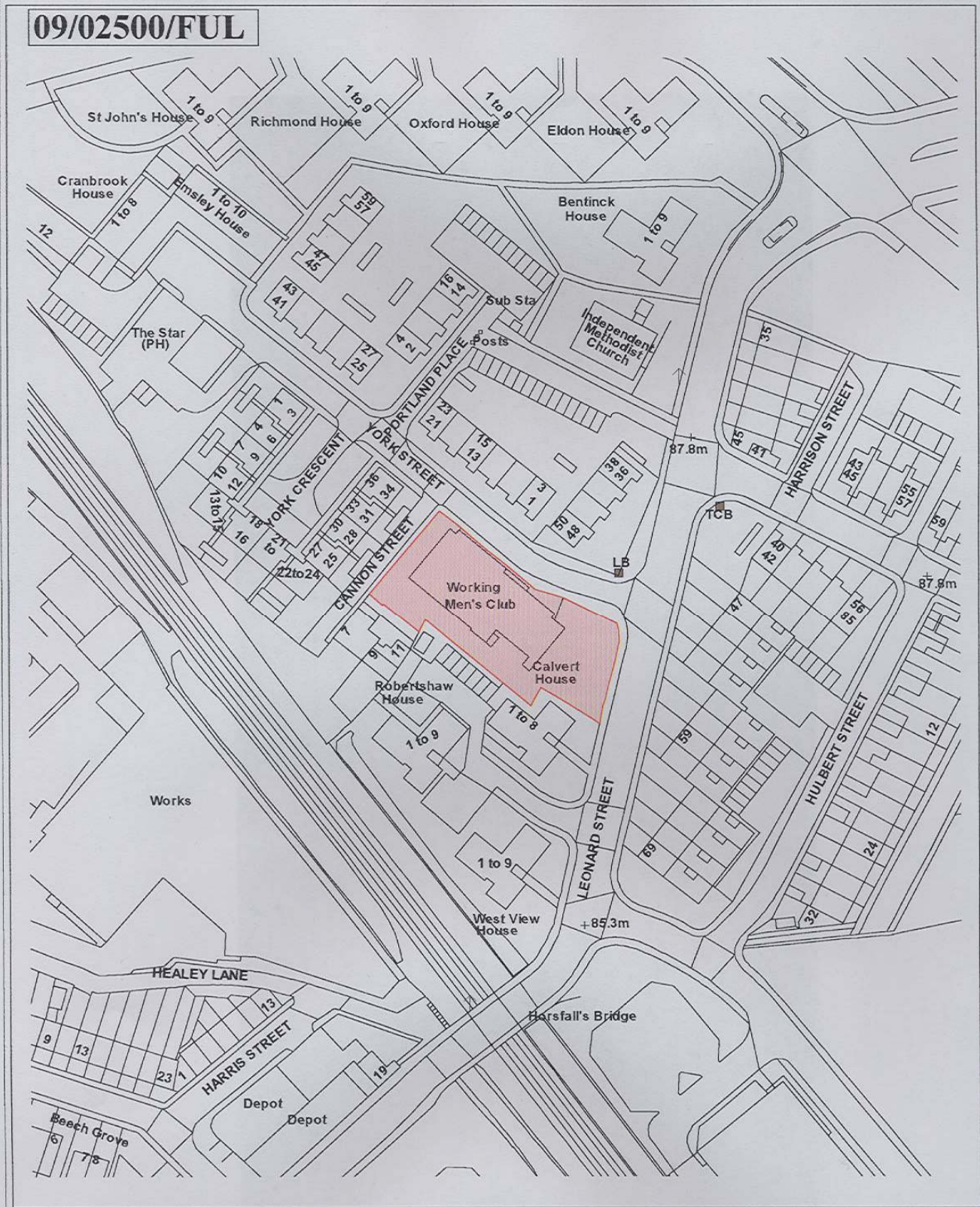
1. Standard 3 year time limit condition.
2. Compliance with amended plans received on 12 August 2009.
3. Samples of all external walling and roofing materials to be submitted and approved in writing prior to commencement of development and the development constructed in the approved materials.

4. Tree protective fencing prior to be installed prior to development commencing and to remain in place for duration of development.
  5. Provision of parking and garaging before occupation of the dwelling and retained solely for vehicle parking purposes.
  6. Design details of gates to frontage to be submitted to LPA and approved prior to commencement of development, and thereafter installed as approved
  7. Obscure glazing to be installed to first floor west facing window and retained thereafter.
  8. Remove permitted development rights for extensions or alterations or out-buildings.
  9. Remove permitted development rights to convert garage to living accommodation so as to retain it for parking purposes.
  10. Unless otherwise specifically agreed by the LPA, 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.
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Area Planning Panel (Shipley)

DATE  
3 September 2009

09/02500/FUL



ITEM NO. : 4

LOCATION :  
Bingley & District Working Mens Club, York Street,

Scale: 1:1250

**3 September 2009**

**Item Number:** 4  
**Ward:** BINGLEY  
**Recommendation:**  
**TO REFUSE PLANNING PERMISSION**

**Application Number:**  
09/02500/FUL

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

Full planning application to divide the existing Bingley and District Working Men's Club building to form a retail unit and alterations to entrances and replacement of existing roof coverings at Bingley & District Working Men's Club, York Street, Bingley BD16 2QW.

**Site Description:**

The Bingley & District Working Men's Club occupies a single storey building about 44 metres long and 18 metres wide built mostly in brick, with a metal roof covering. It occupies a site on the corner of York Street and Leonard Street in a predominantly residential area. There are 3 storey flats immediately to the south, 2-storey 1970s town houses across Leonard Street to the east and 2 storey maisonettes across York Street to the north. Cannon Street is an unmade and unadopted highway giving access to the back of the building. There is a small tarmac car park between the building and Leonard Street. The main entrance to the club faces onto York Street.

**Relevant Site History:**

08/07251/FUL : Alterations to divide existing Bingley WMC to form retail unit within confines of existing premises. Refused 3 February 2009.

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

***Allocation***

Unallocated on the RUDP Proposals Map

***Proposals and Policies***

CR1A – Retail development within centres

CR3A – Small shops

CR4A – Other retail development

UR3 – Local planning considerations

D1 – General design considerations

TM2 – Impact of traffic and its mitigation

TM11 - Parking standards for non residential development

TM19A – Traffic management and road safety

**Parish Council:**

None

### **Publicity and Number of Representations:**

Publicised by neighbour notification letters and site notice expiring 1 July 2009.

The following representations have been received:

1. A petition saying "SAVE OUR CLUB" and signed by 127 people has been submitted
2. A letter of support from Philip Davies MP
3. 5 letters of support including a letter from the secretary of Bingley WMC on behalf of the members.
4. 2 objections received.
5. Comments from Incommunities

### **Summary of Representations Received:**

#### **Supporters**

1. This application is essential if the Working Men's Club is to survive. It has been here for over 100 years and this proposal will allow the Club to secure an income by renting part of the building. The alternative would be that it would be snapped up by developers who will flatten it.
2. The Working Men's Club provides an important focal point and is somewhere local people, especially the elderly, feel safe and very welcome without having to brave the more rowdy pubs of the town centre. A lot of people would not go out if it wasn't for the club.
3. A convenience store would be of benefit to local people especially disabled and elderly people who cannot travel far. It should definitely go ahead.

The MP for Shipley has written to support the application, wishing to see Bingley & District Working Men's Club thrive and survive. It has been a focal point of the community, on this site, for over 100 years. If forced to close, older people would lose an important local amenity.

#### **Objectors**

1. A convenience store would have a devastating effect on the new Co-op which is the anchor tenant in the new shopping centre only 250-300 yards away. There is a risk that the store would mean the new shopping centre will not be sufficiently supported and would affect the vitality of the town of Bingley.
2. A local resident says the area already suffers from late night disturbance from people leaving the Working Men's Club and standing outside smoking and drinking and is concerned that a convenience store would attract more anti-social behaviour and noise and be a magnet for people to gather and loiter in the area. Residents are also concerned that parking is already a major issue in Leonard Street and that the site has insufficient space to provide off street parking for both the convenience store and the Working Men's Club. Residents will not be able to park outside their homes and it will make conditions less safe for children.

#### **Other Comments**

Incommunities asks that the wall around the club be repaired to stop loose bricks being used as missiles by vandals.

**Consultations:**

**Highways DC**

Although initially concerned about space available for parking and deliveries, the Highway Officer considers that new information demonstrates that service vehicles could manoeuvre on the site frontage whilst retaining at least 8 parking spaces. This would be sufficient for the store. Although there are reservations about servicing arrangements it would be in the interests of the store operator to effectively manage deliveries and Highways DC are prepared to withdraw any objections on highway grounds.

**Local Development Framework**

The Council's LDF Team is opposed to this development because of the location of the proposed retail unit outside Bingley town centre. As such it would have an adverse effect on the viability and vitality of the centre at a time when regeneration efforts are concentrated on promoting retail development in location such as the Myrtle Walk shopping development on Main Street. The proposal is contrary to Government retail policy guidance set down in PPS6 and, by virtue of its size and location, is contrary to the Council's own retail policies as set out in the Replacement UDP.

**Summary of Main Issues:**

1. Principle of retail use at this location and impact on Bingley Town Centre.
2. Highway/parking issues.
3. Residential amenity issues.

**Appraisal:**

The proposal is to split the existing building into two and introduce a new 300 sq metre retail unit into the half nearest Leonard Street and retain the Working Men's Club in the back half. New entrances would be formed together with new shop display windows in the front part. A new profiled metal sheet roof would be installed. The existing entrance from Leonard Street to the car park would be widened to 8 metres which would require relocation of a lamppost.

There are no issues in respect of the proposed alterations to the building or the small extension to the rear. The key issue is that of conflict with retail policy.

**Retail Policy Issues**

The proposed site is located in a predominately residential area located roughly 130 metres outside of the Town Centre Boundary as defined by the RUDP Proposals map. The site is unallocated. The proposed retail unit would be 300 sq m in size. Permission for the same proposal was refused in February 2009.

The Council's LDF Team advises against approval of this development because of the location of the proposed retail unit outside Bingley town centre. As such it is considered that it would have an adverse effect on the viability and vitality of the centre at a time when regeneration efforts are concentrated on promoting retail development in locations such as the Myrtle Walk shopping development on Main Street. The Government's key objective for town centres is to promote their vitality and viability by planning for the growth and development of existing centres; promoting and enhancing existing centres; by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all.

Government retail policy as set down in PPS6 states that a sequential approach to site selection should be applied to all development proposals for sites that are not in an existing

centre nor allocated in an up-to-date development plan document. In selecting sites, all options in the centre should be thoroughly assessed before less central sites are considered. The sequential approach is relevant in relation to extensions where the gross floor space of the proposed extension exceeds 200 square metres and development which creates additional floorspace, including proposals for internal alterations where planning permission is required, and applies to individual units or stores which may or may not be part of a retail park, mixed use development or shopping centre.

The Council's LDF Team advises that as this proposal at Bingley WMC would exceed 200 square metres of floorspace, national policy in PPS6 would require that a sequential approach must be demonstrated. The proposal also conflicts with the Council's own RUDP retail/town centre policies which say that retail development will be permitted in the town centres or identified town centre expansion areas. This proposed development is not located in the central shopping area of the town centre or in the defined boundary of the town centre or expansion areas. No evidence has been submitted to demonstrate that other more sequentially preferable sites for a retail store are unsuitable or unavailable.

Policy CR4A of the RUDP says that retail development will only be permitted outside any of the shopping areas defined in Policy CR1A if the developer is able to demonstrate a need for the additional retail floorspace; that there are no alternative town centre sites that are suitable and viable and likely to become available within a reasonable period of time. It must also be shown that the development would be unlikely to have an adverse effect on the vitality and viability of the town centre and must be convenient to customers reliant on forms of transport other than the private car and not lead to an increase in the need to travel or reliance on the private car for shopping trips.

The applicant has submitted a statement that the proposal is intended to provide a local retail facility whilst helping to maintain the viability of the Club use, but there is very little factual or objective evidence to demonstrate that the proposed 300 square metre store is needed, and would not have an adverse effect on the vitality and viability of Bingley Town Centre or that alternative, more central, locations within the defined town centre are not suitable or available (the sequential test).

It is acknowledged that the supporters consider that the proposed store would help serve this residential area and Policy CR2A of the RUDP provides some flexibility to permit convenience goods retailing in residential areas which are located more than 500 metres from any of the town centre shopping areas to address local deficiencies and provide shops in locations that are convenient to customers reliant on forms of transport other than the private car. However, the residential area surrounding the Bingley WMC does not lie beyond 500 metres from the town centre boundary; therefore the proposal does not satisfy CR2A and will need to be considered against Policy CR4A.

Bingley town centre is considered close and accessible enough to serve the needs of the residential area around Leonard Street and York Street. Although there is a need for additional convenience floor space in Bingley it has not been demonstrated that there is a need for convenience retail units outside the town centre as opposed to in the town centre itself. Any further need for additional convenience floor space in Bingley should be located in the town centre or identified expansion areas in order to support the viability and vitality of the centre and assist prospects for regeneration. The view of the LDF team is that there are currently sites available in the town centre and town centre expansion areas, which would be suitable and viable for the proposed retail use. Five defined expansion areas have also been



identified in the RUDP. These areas have been identified through the development plan process as being suitable for future redevelopment as part of the expansion of Bingley Town Centre should additional retail development be needed in the future.

Policy CR3A of the RUDP would allow small shops of under 150 square metres outside established centres provided that such a development would not have an adverse effect on the viability or vitality of the town centre. However the definition of “small shop” within the RUDP is one of about 150 square metres. This proposal is for a store that would be 300 square metres in size and it is not considered that a store of this size would have a negligible effect on Bingley town centre such that policy considerations can be set aside.

The advice from the Council’s LDF planners is that the proposed retail unit at Bingley WMC would have an adverse effect on the vitality and viability of Bingley town centre and would contribute to undermining the centre of Bingley as a convenience destination. The town centre has recently had high levels of public sector investment to improve the environment and the Myrtle Walk shopping centre is currently being upgraded. A convenience retail unit in the location proposed would result in less people visiting the town centre thereby having an adverse effect on the vitality of the town centre and undermining the retail strategy of the RUDP, which is to sustain and enhance the town, city and district centres.

### **Highway Issues**

The Council’s Highway Officer was initially opposed to the formation of the retail unit due to poor servicing/unloading facilities and the lack of parking. The car park serving the club is unmarked at present and can accommodate 12-15 cars. Deliveries to the club take place at the rear. It is evident that the streets around the site already suffer from a significant amount of on-street parking associated with businesses in Bingley town centre.

The Highway Officer did not anticipate significant problems with deliveries to the club and presumes that the level of delivery activity is low and that beer deliveries etc are programmed during the day when customer activity is low. However, a retail unit will be likely to require regular and possibly daily deliveries. There were concerns that the limited car park on the building frontage is not big enough to provide parking for both the Bingley Working Men’s Club and a retail store, at the same time as providing space for loading and unloading to serve the new retail unit. The indicated hours of opening of the retail store are 7am to 11pm. The indicated hours for the Club were also indicated to be 11am to 11pm. There was therefore potential overlap when both the retail and Club would be in operation and this would cause parking problems on surrounding streets if the car park is not big enough to accommodate the potential needs of both uses.

These concerns were raised with the agent and further information was provided in respect of manoeuvring space for delivery vehicles and clarification about the operational hours of the Working Men’s Club and the intended convenience store. The submitted swept path analysis demonstrates that a large delivery vehicle could enter and unload goods at the front of the store whilst retaining at least 8 parking spaces which are considered sufficient for the needs of the store. Ordinarily, the space at the front could accommodate up to 16 car spaces. It is anticipated that it would be in the interests of the store manager to manage servicing and unloading to reduce conflicts.

In addition, the Club has now clarified that opening hours would be 6.00-11.00 Monday to Saturday and 12.00-3.00pm and 6.30-10.30pm on Sundays. Future Club use would therefore not generally coincide with shop deliveries. The Club secretary also says that parking has not

been a problem for the Club because the vast majority of members live in walking distance and those who do not tend to come by taxi. The Secretary disputes that the level of membership is high enough to cause a traffic problem. The decline in membership and the proposed smaller size of the facility will also reduce the requirement for deliveries to the Club.

In the light of this information, the Council's Highway Officer, on balance, considers that the proposals will be provided with adequate parking and servicing arrangements and are not likely to exacerbate the existing on street parking problems and create difficulties of servicing of the existing club and proposed retail store. There were no objections to the previous application on highway grounds.

**Residential Amenity Issues**

Concerns of some local residents about the disturbance and additional congestion likely to arise from the addition of the retail store to the area are acknowledged. The existing Club is a long established feature of the locality and is bound to generate a degree of activity in the evening. The main entrance to the Working Men's Club will remain in broadly the same location and it is not thought likely that the alterations to the club would significantly affect the living conditions of neighbours given that there is already an entrance on York Street.

The new retail unit would be accessed and serviced from the Leonard Street end of the site. There is a forecourt to other shop units across York Street and no residential properties immediately affected by the car park entrance. Additional comings and goings would, however, affect occupiers of Calvert House – the flats to the south of the car park - the windows of which directly abut the car park. These flats are unoccupied at present, but given the proximity of the car park to the flats in Calvert House, it would be necessary to restrict hours of operation of the shop to the stated hours of 7.00am -11.00pm to prevent disturbance to those occupiers at unsocial hours. Otherwise, it is not considered that the proposal raises any significant objections on grounds of additional impact on the living conditions of neighbours.

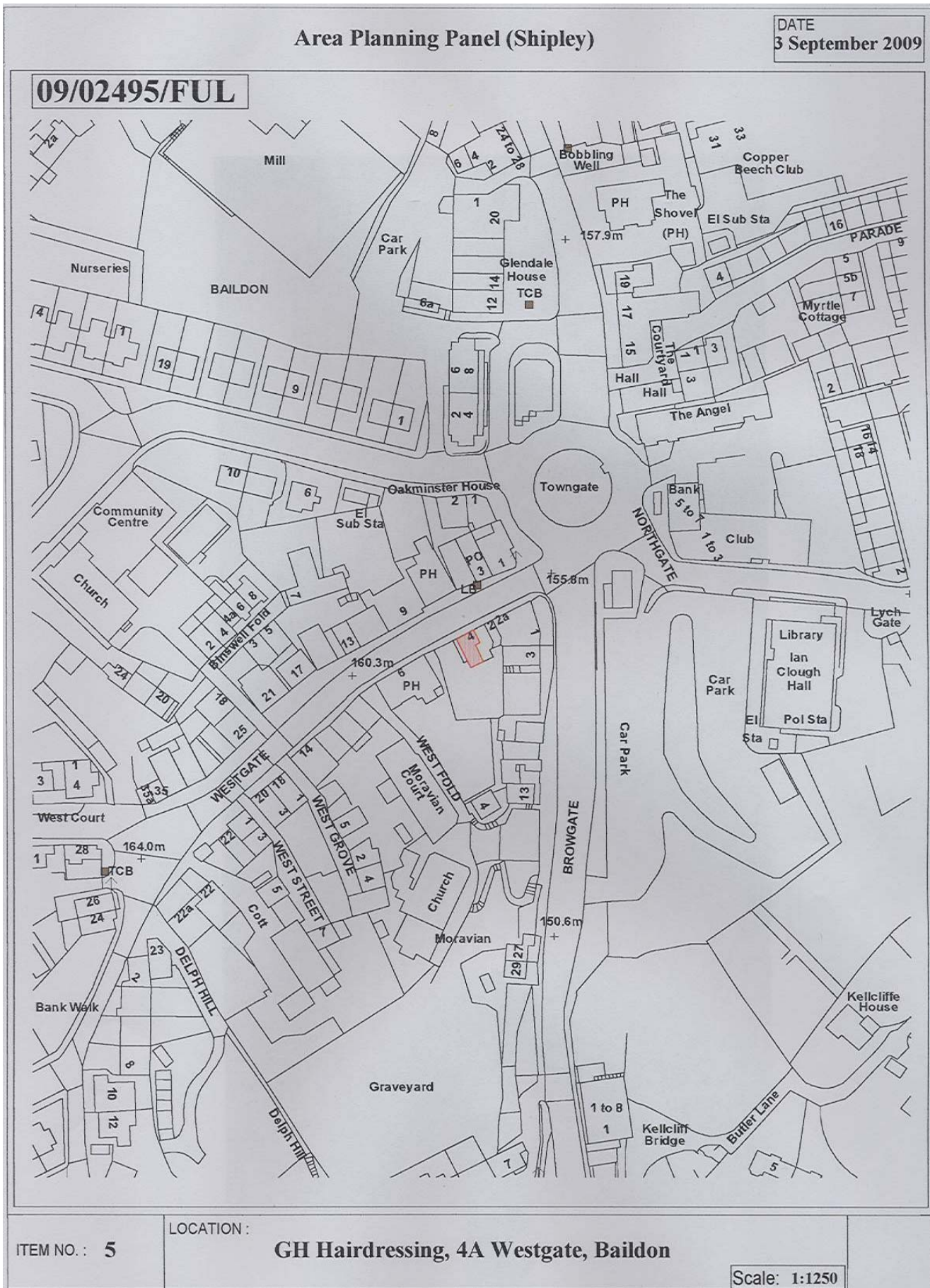
**Community Safety Implications:**

None

**Reasons for Refusal:**

The proposed retail store would be located outside Bingley town centre as defined by the Replacement Unitary Development Plan Proposals Map. There is no evidence that sequentially preferable sites for such a store within the town centre are not suitable or not available, and the size of the proposed store is such that it cannot be considered to be a small shop for purposes of Policy CR3A. The proposal would have an adverse effect on the vitality and viability of Bingley town centre, and would be contrary to Government guidance and Policies CR1A and CR4A of the Replacement Unitary Development Plan which seek to promote the vitality and viability of existing centres by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all.

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**3 September 2009**

**Item Number: 5**  
**Ward: BAILDON**  
**Recommendation:**  
**TO REFUSE PLANNING PERMISSION**

**Application Number:**  
09/02495/FUL

**Type of Application/Proposal and Address:**  
Full application for a change of use from a hairdressers (A1) to a satellite private hire taxi booking office at 4A Westgate, Baildon.

**Site Description:**  
4A Westgate is a C19 stone built single storey premises located on the south side of Westgate within the centre of Baildon village. The building was last used as a hairdressers, now vacant, and has a shopfront to the street frontage.

Westgate is a one way street with traffic travelling in a westerly direction away from the roundabout on Towngate. There are parking restrictions in force on the southern side of Westgate and a well used parking layby on the opposite side of Westgate. To the rear of the site is a private car park which is not related to the application site. A public footpath runs through this car park (No 532) providing a footpath link from Westgate to Browgate.

The surrounding area displays a mix of retail and commercial uses commensurate with its village centre location. The site is also located within Baildon (Central) Conservation Area.

The building is owned by the Council.

**Relevant Site History:**  
94/02737/FUL                      Installation of shopfront                      Approved 31 October 1994

**Replacement Unitary Development Plan (RUDP):**  
***Proposals and Policies***  
BH7 New Development in Conservation Areas  
CR1A Baildon Local Centre  
UR3 The Local Impact of Development  
CT5 Non Retail Uses in the Primary Shopping Areas  
TM2 Impact of Traffic and its Mitigation  
TM11 Parking Standards for Non Residential Development are of most relevance.

**Parish Council:**  
**Baildon**  
Recommend refusal on grounds of lack of parking, congestion and pedestrian safety on Westgate.

**Publicity and Number of Representations:**

Advertised by Neighbour Notification letters and by press and site notice as development within a conservation area. Expiry date 24 July 2009.

17 letters of objection received from 16 premises.

Two Baildon Ward Councillors object to the proposal.

Two City Ward Councillors have contacted the Council regarding this application. One of these Councillors requested further information. The other City Councillor has expressed support for the application, requested that the officer take into account his representation and approve the application without it being referred to the Area Planning Panel or alternatively after a site visit the Area Planning Panel determine the application.

**Summary of Representations Received:**

*Against*

1. Lack of parking
2. Highway safety
3. Baildon is already well served by private hire operators
4. Disturbance from activity at unsociable hours

*In Support*

1. Comments made by the Council's Highway Engineers are unjustified since the proposal is for a booking office with no parking involved.
2. Taxis will only come to the office to collect pre-booked fares.
3. The applicants parking area at the rear of the building has been overlooked.

**Consultations:**

Proposal does not meet the acceptable minimum parking standards for taxi/private hire booking offices and refusal is recommended.

**Summary of Main Issues:**

1. Principle of development
2. Parking and highway safety
3. Amenity
4. Representations

**Appraisal:**

The proposal seeks full planning consent for the change of use of the premises from a hairdressers to a satellite taxi hire booking office. No changes to the exterior of the building are proposed.

The applicant states that the office would be open for paying fares between the hours of 0500-0130 Sunday to Thursdays and 0500-0300 Fridays and Saturdays to cover weekend trade. The business would be operated in conjunction with the applicants existing site trading as AA Taxis based at 47 Commercial Street, Shipley.

The private hire office at 47 Commercial Street was granted consent in 2006 (06/08765/COU) and consent to expand in 2007 (07/09292/COU). The applications were for a 24 hour operation with a total of 20 car parking spaces. The applicant has advised that he currently operates a 3-shift working pattern at AA Taxis, morning (0700-1600), evening (1600-0100) and night (0100-0700). An average of 9 drivers are on call at any one time although this figure is reduced during the night shift to 2. The applicant

currently employs 35 full time equivalent staff and has indicated that this figure would rise to 45 if the current application was approved.

#### Principle of Development

No4a Westgate is a small single storey property last used as a hairdressers. Given its limited size, it is not considered that the introduction of a non-retail use would affect the overall balance of retail and non-retail uses along Westgate or Baildon Village as a whole. For this reason the proposal should not conflict with the retail policy context of the Council's Replacement Unitary Development Plan, as set out in Policy CT5.

#### Parking and Highway Safety

The proposal does, however, raise significant concerns with regard to highway safety as a result of the lack of off-street parking, limited on-street short stay parking and one-way status of Westgate.

The Council's Parking Standards (Appendix C – Replacement Unitary Development Plan) relating to Taxi/ Private Hire Booking Offices advises that suitable car parking within the control of the applicant should be provided based upon a minimum of 5 spaces or 1 space per every 4 cars operating from the centre, whichever is the greater. The applicant has indicated on the application form that 1 car parking space is available for the business but the applicant has failed to identify exactly where this is on the submitted drawings. There is a private car park to the rear of the application property but there is no evidence to indicate that the applicant would have any rights to park vehicles in this car park. This car park appears to be well used and does not appear to have spare capacity to accommodate private hire vehicles.

Whilst there is some on-street parking available on Westgate this is limited to short stays of 1 hour only for patrons of the local shops and services in Baildon village centre. This parking facility is often full and any additional parking generated by the proposed development could have serious highway safety implications. Westgate is a relatively narrow one way street and is also a bus route. Any obstructions as a result of vehicles parking inconsiderately or waiting along double yellow lines is likely to be detrimental to highway safety. It has been noted, from general experience, that all taxi booking offices act as a centre for drivers to congregate during quieter periods. This view is supported by the Council's Recommended Parking standards for Private Hire Offices.

The applicant has advised that taxis could park at the existing base in Shipley during quiet times. However, this is unlikely to be either realistic or enforceable given that the office is approximately 2 miles from the application site. It is noted that the applicant intends to increase the number of employees to 45 – an increase of 10 as a consequence of this proposal; although he has verbally stated that 20 drivers are on call in any 24 period. The Shipley site has a planning condition limiting the number of cars to 20 per shift, in the interests of highway safety, and it is questionable whether any additional cars could be accommodated at this site. Whilst there are spaces allocated for 19 vehicles at the Commercial Street site, some of these are within the site of an adjacent hand car wash business. 9 of these spaces are not therefore available on a permanent basis. It is also worth noting that there would be little benefit in having an office at Baildon if all private hire vehicles were to travel to the site from Shipley.

The proposal is, therefore, considered to be contrary to Policies TM2 and TM11 of the Council's RUDP.

### Amenity

Whilst the site is located within Baildon village centre it is in close proximity to residential properties. Given the parking restrictions outside the site it is not inconceivable that drivers may tend to park outside residential properties during quiet times, particularly during evening and early morning hours causing an increased level of noise and disturbance for local residents. Any such increase in the levels of noise and disturbance as a consequence of drivers parking and congregating near residential premises would be detrimental to residential amenity. Conflict between local residents and drivers may occur as a result of competition for parking spaces on surrounding streets, again particularly during evening hours to the detriment of residential amenity. For these reasons, the proposal is considered to be contrary to Policy UR3 of the RUDP.

### Representations

A total of 18 objections have been received – including 2 from Ward Councillors. Baildon Parish Council also objects to the scheme. The applicants' Ward Councillor however has expressed support for the proposal and challenges the views of the Council's Highway Engineers.

The LPA shares the view that the premises would be unsuitable as a taxi booking office in that it would generate highway safety, parking and residential amenity concerns, as outlined above. It is acknowledged that there are established taxi firms covering the Baildon area however competition is not a planning issue.

In support of the scheme it has been stated that no parking should be required as the proposal is for a booking office and taxis will only call to collect pre-booked fares. It is also alleged that the Highway Engineers have overlooked the parking facility at the rear of the building. The applicant has not provided any substantive information to confirm that they have control over any off-street parking. Whilst an additional plan was submitted this just shows a red shaded area at the entrance to the rear car park and is annotated with 'in' and 'out'. The parking area to the rear is outside the control of the applicant, being leased from the Council by an adjacent occupier. The applicant would have no rights of access to this car park should planning consent be granted. It is considered that the concerns of the Council's Highway Engineers are justified in this instance.

It is likely that any cars calling at the office would pull up outside the premises which could involve parking on double yellow lines if the lay-by opposite the site is full, to the detriment of highway safety.

### **Community Safety Implications:**

None anticipated as a result of this development.

### **Reasons for Refusal:**

1. The premises do not have any dedicated curtilage on-site parking. Notwithstanding the fact that this site may operate in connection with an existing taxi business, this proposal would result increased vehicle manoeuvring and parking of vehicles within Westgate, to the detriment of the safe and free flow of traffic on the highway. For this reason the proposal is unacceptable when measured against Policies TM2 and TM11 of the Council's adopted Replacement Unitary Development Plan.

2. The proposal would result in an increase in on-street parking in the immediate vicinity of the site. This increase in activity is likely to conflict with and disturb neighbouring residents especially during evening hours. The proposal is therefore contrary to Policy UR3 of the adopted Replacement Unitary Development Plan.
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