

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on Thursday 9 February 2017.

AH

Subject:

Planning application 15/07479/MAF and Listed Buildings Consent Application 15/07481/LBC for the following development at Bridgehouse Mills, Bridgehouse Lane, Haworth:

Mixed Use Development Comprising: Change of use, alteration, conversion, extension and partial demolition of existing mill buildings to develop 45 retirement living apartments; construction of 77 new dwellings including associated access; construction of an extension to the existing industrial building accommodating Airedale Springs; construction of a new factory for Wyedean Weaving; provision of junction improvement works, landscaping works, flood water storage works, parking and links to public footpaths

Summary statement:

The committee is asked to consider a Listed Buildings Consent application for works to the Grade II Listed Bridgehouse Mills building complex and a full planning application for the conversion of the mill complex to residential use and the development of new industrial buildings and residential dwellings on the land to the rear of the mill, which partly comprises previously developed land and partly comprises greenfield land.

A full assessment of both applications against all relevant Development Plan policies and material planning considerations is included in the report at Appendix 1. Taking development plan policies and other relevant material considerations into account it is recommended that conditional Planning Permission and Listed Buildings Consent are granted for the reasons and subject to the planning conditions and obligations set out in the report at Appendix 1.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy



1. SUMMARY

The Regulatory and Appeals Committee are asked to consider the recommendations for the determination of planning application ref. 15/07479/MAF and listed buildings consent application 15/07481/LBC as set out in the report of the Assistant Director (Planning, Transportation and Highways) - Technical Report at Appendix 1.

It is recommended that planning permission is granted, subject to the conditions recommended at the end of the Technical Report at Appendix 1 and the following Planning Obligations, secured through a legal agreement under S106 of the Act:

- **Starter Homes:** The provision of 5 units at a discount of 20% on the open market value of the properties, subject to occupancy restrictions (properties are expected to be offered to people who have not previously been a home buyer and want to own and occupy a home, and who are below the age of 40 at the time of purchase). Appropriate restrictions to be put in place to ensure that the Starter Homes are not resold or let at their open market value for 5 years following the initial sale.
- **Public Open Space/ Flood Storage Maintenance and Management:** The Public Open Space and Flood Storage Area, described as Bridgehouse Beck Park, to be provided as part of the development shall be maintained and managed in accordance with details to be submitted and approved in writing.

2. BACKGROUND

Attached at Appendix 1 is a copy of the Technical Report of the Assistant Director (Planning, Transportation and Highways). This identifies the material considerations relevant to both applications to be considered.

3. OTHER CONSIDERATIONS

All considerations material to the determination of this planning application and listed buildings consent applications are set out in the Technical Report at Appendix 1.

4. OPTIONS

If the Committee proposes to follow the recommendation to grant planning permission and listed buildings consent then the Assistant Director (Planning, Transportation and Highways) can be authorised to issue a Decision Notice granting conditional listed buildings consent for partial demolition and alterations to Bridgehouse Mills and planning permission for the proposed development of the site accordingly.

The proposal site is within the Green Belt and is considered to represent Green Belt Development, as defined by paragraph 4 of the Town and Country Planning (Consultation) (England) Direction 2009. In accordance with the requirements of the Consultation Direction, in the event that the Committee resolve to grant planning permission, the Secretary of State must be consulted to allow him opportunity to call-in the application for his own determination if he so chooses.

If the Committee decide that planning permission and/ or listed buildings consent should be refused, they may refuse the application(s) accordingly, in which case reasons for refusal will have to be given based upon development plan policies or other material considerations.

5. FINANCIAL & RESOURCE APPRAISAL

A number of stakeholders have requested the developer to make contributions towards meeting off-site infrastructure and other needs associated with the development. These contributions principally comprise the provision of funding towards the expansion of educational facilities to meet the increased demand for school places and a contribution to fund the delivery of increased recreational provision to meet the future recreational needs of residents. The requested amounts are:

- Primary Education: £143,859
- Secondary Education: £185,816
- Recreation: £134,443

In compliance with the benchmark figures referenced by saved RUDP policy H9, the provision of up to 25% of the proposed houses as Affordable Housing would normally also be required.

Additionally the applicant and the Council's Highways Service have agreed that the increase in traffic which would be consequential from the proposed development would necessitate a requirement for off-site highway improvements, comprising the formation of a mini-roundabout at the junction between the site access, Bridgehouse Lane, Station Road and Brow Road. The applicant has estimated that the cost of the off-site highway improvements works would be £130,000.

In relation to the requested contribution towards off-site recreation infrastructure the relevant RUDP policy requires new residential developments which provide 50 or more family dwellings to provide for recreation open space, including children's play space and informal open space, to a minimum standard of 20 square metres per dwelling (including a suitably designed and equipped play area) and playing fields, to a minimum standard of 40 square metres per dwelling.

The proposed development includes the provision of an area of recreational open space to the south of the proposed new-build residential development area, which the applicant has named Bridgehouse Beck Park. The proposed park would be approximately 6,700m² in area and would provide for:

- Re-surfacing of existing paths in gravel;
- New grass reinforced pathways;
- Retention and refurbishment of existing footbridge and kissing gates;
- Replacement of existing dilapidated bridge;
- New stepping stone beck crossing;
- Timber benches;
- Wildflower meadows;
- Floodwater storage areas set out as species rich grassland;
- Natural play space/ equipment;
- Management of existing woodland;
- Mill goit interpretation area including restoration of sections of existing goit and interpretation boards.

The on-site recreation open space requirement under saved policy OS5 for the development of 77 family houses (as is proposed) would normally be 1,540m², with additionally 3,080m² of playing fields required, i.e. a total of 4,620m² of recreational space.

Given the proposed over provision of recreation space, and the range of recreational facilities and equipment to be provided within the proposed park, it is considered that the proposed on-site recreational provision is sufficient to comply with the requirements of saved RUDP policy OS5.

In relation to the requirement for off-site education infrastructure funding, this is set out in saved RUDP policy CF2, which requires that, where new housing proposals would result in an increased demand for educational facilities which cannot be met by existing schools and colleges (as is the case for the proposed development), the Council will seek to enter into a planning obligation in order to secure the provision of, or contribution towards, new or extended facilities. The applicant has not offered to provide any funding towards the provision of new or extended educational facilities and therefore the application sits in conflict with saved RUDP policy CF2.

In relation to the requirement for Affordable Housing, saved RUDP policy H9 states that, on planning applications for substantial residential development, the Council will negotiate for a proportion of affordable housing based on the extent and type of need, the suitability of the site, and the economics of provision. The NPPF defines Affordable Housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market and subject to a requirement to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

The full affordable housing requirement for the site, based upon the JHS benchmark figures referenced in saved policy H9 would be 31 units. Instead the applicant proposes to provide 5 of the 77 new-build houses as 'starter homes', subject to a 20% discount on their open market value. Although the provision of the discounted starter homes welcomed, it would not meet the current definition of Affordable Housing set out in the NPPF, and therefore it must be considered that the development does not propose any delivery of Affordable Housing and therefore sits in conflict with saved RUDP policy H9.

In terms of considering the acceptability of the non-provision of Affordable Housing and funding for the extension of Primary Education and Secondary Education facilities, reference should be made to paragraph 173 of the NPPF. Paragraph 173 states that, to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

The applicant argues that the provision of education funding and affordable housing as part of the development scheme would render the development unviable. They explain that this is due to the scale of costs associated with the proposed development including the costs of the proposed restoration works to Bridgehouse Mills, the extensive retaining walls which would be required to Bridgehouse Beck and to retain the difference in level to the footpath to the east, the cost of the proposed floodwater storage works, the landscaping works to create Bridgehouse Beck Park and the cost of the proposed off-site highway works.

To support this argument the applicant has submitted a Financial Viability Report which sets out the costs and value of the development. This report has been reviewed by the Council's Economic Development Service, who have confirmed that they consider it to

robustly demonstrate both that the amount of development proposed (in the Green Belt) is required to make the development economically viable and that the provision of Education Funding and Affordable Housing as part of the scheme would render the development unviable. Therefore, notwithstanding the conflict of the proposal with saved RUDP policies CF2 and H9, it is considered that the scale of infrastructure contributions and discounted housing provision proposed by the applicant is acceptable in relation to advice on scheme viability set out in paragraphs 178 to 181 of the NPPF.

6. RISK MANAGEMENT & GOVERNANCE ISSUES

Not applicable.

7. LEGAL APPRAISAL

Both options set out above are within the Council's powers as the Local Planning Authority under the provisions of the Town and Country Planning Act 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), subject to consultation with the Secretary of State, to allow him opportunity to call in the application if he so wishes under the provisions of the Consultations Direction.

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups, in accordance with the duty placed upon Local Authorities by Section 149 of the Equality Act 2010.

The context of the site, the development scheme proposed and the representations which have been made have been reviewed to identify the potential for the determination of this application to disadvantage any individuals or groups of people with characteristics protected under the Equality Act 2010.

The outcome of this review is that there is not considered to be any sound reason to conclude that the proposed development would have a significantly detrimental impact on any groups of people or individuals with protected characteristics. Concern has been expressed by an adjacent community of elderly people in relation to the proposed re-positioning of the bus stop adjacent to the site entrance. However this concern is not considered to be legitimate, as the bus stop would only be moved a short distance (8 metres) to a location which has no greater accessibility problems than the existing bus stop position.

Furthermore it is not considered that the proposal would lead to significant adverse impacts on anyone, regardless of their characteristics. Likewise, if planning permission were to be refused by the Committee, it is not considered that this would unfairly disadvantage any groups or individuals with protected characteristics. Full details of the process of public consultation which has been gone through during the consideration of this application and a summary of the comments which have been made by members of the public are attached at Appendix 1.

8.2 SUSTAINABILITY IMPLICATIONS

The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three dimensions to Sustainable Development, comprising:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

In terms of Local policies designed to shape a sustainable pattern of development within the District, Saved RUDP policy UDP1 is relevant which sets out the key overarching sustainability criteria for the location of new development within the District, indicating that the needs of the development District will be met by:

- 1) focussing on urban areas;
- 2) encouraging the most effective use of brownfield sites and buildings;
- 3) concentrating development in areas with good public transport links;
- 4) concentrating development in areas with proximity to essential and wider facilities and services, and;
- 6) phasing the release of land for housing development.

Saved RUDP policy UR2 confirms that development will be permitted provided that it contributes to the social economic and environmental aspects of sustainable development.

The development will result in social benefits, by providing for the supply of housing to meet the needs of present and future generations within an existing settlement which possess a limited range of facilities and services and public transport links. The development also provides for restoration works and a sustainable use for a designated heritage asset, Bridgehouse Mills and will thereby result in social benefit through securing the long term future of a heritage asset and improving its physical condition and appearance, sustaining and enhancing the significance of this Grade II listed building and the contribution it makes to Haworth Conservation Area. The development will also result in economic benefits through the provision of more appropriate and extended premises for existing local businesses: Wyedean Weaving and Airedale Springs. Additionally the assessment set out in the Technical Report at Appendix 1 finds that the ecological harm which will be consequent from the development can be mitigated to an acceptable degree.

Good design is a key aspect of sustainable development. Well-designed developments should function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, establish a strong sense of place, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks, respond to local character and history, and reflect the identity of local surroundings and materials, create safe and accessible environments and be visually attractive. As

assessed in detail in the report at Appendix 1, it is considered that the development is well designed in relation to the above factors.

In relation to sustainable drainage matters, the applicant proposes discharge of surface water to the adjacent watercourse, in accordance with the hierarchy of sustainable drainage, and has submitted a flood risk assessment and drainage proposals which demonstrate that the site can be developed without unacceptably increasing on or off site flood risks, subject to surface water drainage attenuation and additional flood water storage capacity being built into the proposed Bridgehouse Beck Park.

Overall it is therefore considered that the proposal represents sustainable development consistent with the sustainability principles set out in the National Planning Policy Framework and the replacement Unitary Development Plan.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

The development of new buildings and conversion of existing buildings to accommodate industrial and residential uses will invariably result in the release of additional greenhouse gases associated with both construction operations and the activities of future occupiers. However it is considered that the proposed development scheme includes sufficient measures to minimise greenhouse gas emission impacts by virtue of the proposals to provide an on-site recreational facility/ footpath links, introduce travel planning measures and provide electric vehicle charging points to facilitate the uptake of more sustainable road vehicles. Further details of site sustainability considerations and air quality issues relevant to the proposed development are set out in the Technical report at Appendix 1.

8.4 COMMUNITY SAFETY IMPLICATIONS

Saved Policy D4 of the RUDP states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime. The Police Architectural Liaison Officer has reviewed the submitted proposals and, whilst not objecting in principle to the proposed development, has raised certain concerns and points of detail in relation to matters including:

- Natural surveillance of the footpath to the east;
- Barriers to prevent motorcycle access to the proposed Bridgehouse Beck Park;
- Provision of CCTV/ external lighting;
- Marking out and allocation of parking spaces;
- Defensibility of communal garden areas for retirement living apartments;
- Security of recessed areas within the apartment building;
- Access control;
- Security standards of perimeter treatments;
- Secure bin storage arrangements
- Mail delivery arrangements;
- Door and window security standards;
- Installation of intruder alarms;

Whilst being mindful of the need to provide a suitably crime resistant environment with well-defined and secure public and private spaces the Council must also balance other planning considerations including the imperative of facilitating connectivity to the surrounding built and natural environment and providing the recreational spaces necessary to promote healthy lifestyles and attractive, vibrant, socially interconnected

developments. In this regard it is not considered that the Architectural Liaison Officer's suggestions to provide lighting to the railway children walk route to the east of the site or a strong boundary feature along this boundary of the site would be appropriate, instead a boundary treatment of a stone a 1.4 metre high stone wall is proposed along this boundary to allow some natural surveillance whilst providing for a relatively robust boundary feature.

Likewise it is not considered to be appropriate for the planning system to regulate all of the aspects of the development referred to by the Police Architectural Liaison Officer, such as the postal delivery system and the security standards of doors and windows, as these matters are not generally considered to be land use planning concerns. The detailed design of other design elements referred to by the Architectural Liaison Officer, which are more typically controlled through the planning system, such as details of boundary treatments and external lighting, can appropriately be made the subject of planning conditions allowing details to be agreed at a later stage and the determination of this application to focus on the main land use planning considerations.

However it is considered that the development has generally been designed to reflect the principles of secure by design and that the spaces which would be created by the development would not be unacceptably insecure or susceptible to antisocial behaviour. In particular the proposed frontage treatment to Bridgehouse Lane has been revised during the consideration of the application to omit the previously proposed underground taxi rank, and instead retain the existing planted embankment; an aspect of the development which was considered to be potentially vulnerable to crime and anti-social behaviour.

Subject to the reservation of details of boundary treatments, parking demarcation, bin storage arrangements, lighting and CCTV arrangements by planning conditions, and further engagement with West Yorkshire Police at the condition discharge stage, it is therefore not considered that there are grounds to conclude that the proposed development would create an unsafe or insecure environment or increase opportunities for crime, in accordance with saved policy D4 of the RUDP.

8.5 HUMAN RIGHTS ACT

The Council must seek to balance the rights of applicants to make beneficial use of their property with the rights of nearby residents to quiet enjoyment of their land; together with any overriding need to restrict such rights in the overall public interest. In this case there is no reason to conclude that either granting or refusing planning permission will deprive anyone of their rights under the Human Rights Act.

8.6 TRADE UNION

There are no implications for Trades Unions relevant to this application.

8.7 WARD IMPLICATIONS

The proposal site is within the Worth Valley Ward. Ward Councillors the Parish Council and local residents have been made aware of the application and have been given opportunity to submit written representations through three rounds of publicity. In response to this publicity 48 representations have been received from local residents in respect of planning application 15/07479/MAF, all of which object to the proposals. Thirty objections have also been received in respect of Listed Building Consent application 15/07481/LBC.

In addition a petition has been received from 18 residents of Thornfield Retirement properties in Station Road, Howarth, raising specific concerns in relation to the repositioning of the Bus Stop on Bridgehouse Lane which may be required to facilitate the proposed off-site highway improvements. Both Haworth, Cross Roads and Stanbury Parish Council and Oxenhope Parish Council object to both the planning application and associated listed building consent application.

Prior to the submission of the application the applicant also undertook pre-application consultation comprising attendance at a Parish Council meeting and the holding of a public exhibition event at the Old School Room in Haworth from 3pm – 8 pm on 30th November 2015. At this exhibition drawings and other information describing the proposed development were on display and consultants associated with the development were in attendance to answer specific queries. The applicant reports that approximately 80 people attended the exhibition and 7 people left written comments, 6 of which objected to the proposals and 1 of which supported them.

The Technical Report at Appendix 1 summarises the material planning issues raised in the public and Parish Council representations and the appraisal gives full consideration to the effects of the development upon residents within the Worth Valley Ward.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

Planning Application: To Grant Planning Permission subject to the conditions recommended at the end of the Technical Report at Appendix 1 and the prior engrossment of a legal agreement under S106 of the Act enshrining the following Planning Obligations:

- **Starter Homes:** The provision of 5 units at a discount of 20% on the open market value of the properties, subject to occupancy restrictions (properties are expected to be offered to people who have not previously been a home buyer and want to own and occupy a home, and who are below the age of 40 at the time of purchase). Appropriate restrictions to be put in place to ensure that the Starter Homes are not resold or let at their open market value for 5 years following the initial sale.
- **Public Open Space/ Flood Storage Maintenance and Management:** The Public Open Space and Flood Storage Area, described as Bridgehouse Beck Park, to be provided as part of the development shall be maintained and managed in accordance with details to be submitted and approved in writing.

Listed Buildings Consent Application: To Grant Listed Buildings Consent, subject to the conditions recommended at the end of the Technical Report at Appendix 1.

11. APPENDICES

Appendix 1: Technical Report

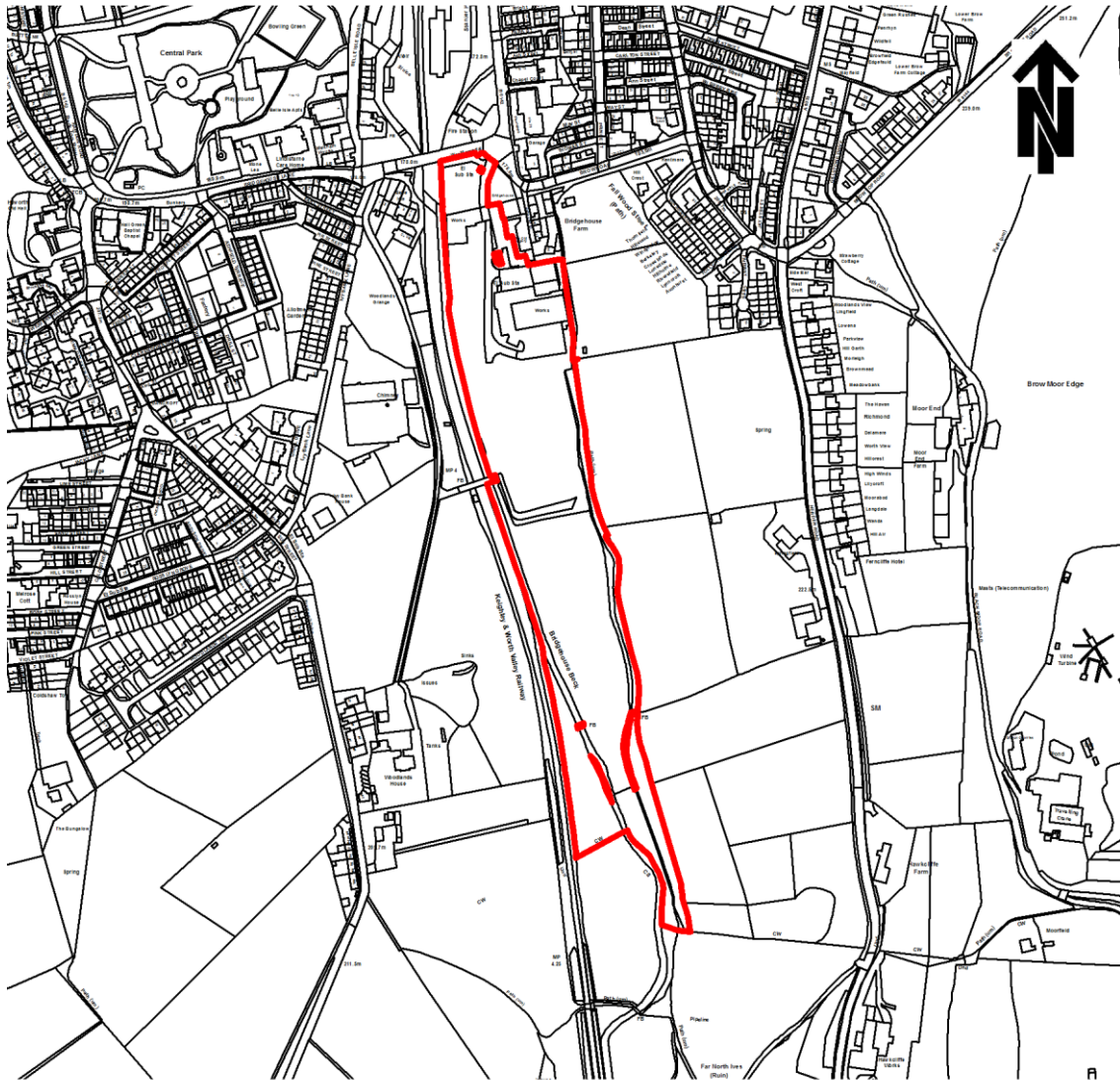
12. BACKGROUND DOCUMENTS

- Replacement Unitary Development Plan for the Bradford District
- National Planning Policy Framework
- Application file 15/07479/MAF
- Application file 15/07481/LBC

15/07481/LBC

City of Bradford MDC

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**Bridgehouse Mills
Bridgehouse Lane
Haworth
Keighley
BD22 8PA**

Appendix 1

09 February 2017

Ward: Worth Valley

Recommendation:

Planning Application: To Grant Planning Permission subject to the conditions recommended at the end of the Technical Report at Appendix 1 and the prior engrossment of a legal agreement under S106 of the Act enshrining the following Planning Obligations:

- **Starter Homes:** The provision of 5 units at a discount of 20% on the open market value of the properties, subject to occupancy restrictions (properties are expected to be offered to people who have not previously been a home buyer and want to own and occupy a home, and who are below the age of 40 at the time of purchase). Appropriate restrictions to be put in place to ensure that the Starter Homes are not resold or let at their open market value for 5 years following the initial sale.
- **Public Open Space/ Flood Storage Maintenance and Management:** The Public Open Space and Flood Storage Area, described as Bridgehouse Beck Park, to be provided as part of the development shall be maintained and managed in accordance with details to be submitted and approved in writing.

Listed Buildings Consent Application: To Grant Listed Buildings Consent, subject to the conditions recommended at the end of the Technical Report at Appendix 1.

Application Number:

- Planning application 15/07479/MAF
- Listed Building Consent Application 15/07481/LBC

Type of Application/Proposal and Address:

Full planning application for the development of Bridgehouse Mills, Bridgehouse Lane, Haworth and land to the rear of the mill and Listed Building Consent application for associated demolition and alteration works to the Grade II Listed Mill Buildings.

Mixed Use Development Comprising: Change of use, alteration, conversion, extension and partial demolition of existing mill buildings to develop 45 retirement living apartments; construction of 77 new dwellings including associated access; construction of an extension to the existing industrial building accommodating Airedale Springs; construction of a new factory for Wyedean Weaving; provision of junction improvement works, landscaping works, flood water storage works, parking and links to public footpaths

The proposal site is within the Green Belt and is considered to represent Green Belt Development, as defined by paragraph 4 of the Town and Country Planning (Consultation) (England) Direction 2009. In accordance with the requirements of the Consultation Direction, in the event that the Committee resolve to grant planning permission, the Secretary of State must be consulted to allow him opportunity to call-in the application for his own determination if he so chooses.

Applicant:

Skipton Properties Ltd

Agent:

J O Steel Consulting

Site Description:

The proposal site amounts to 4.2 hectares of land which comprises:

- Existing Bridgehouse Mill Buildings & associated yard areas (approx. 0.5ha);
- Existing Modern Industrial Shed accommodating Airedale Springs & associated yard areas (approx. 0.4ha);
- Currently unused disturbed land which previously accommodated industrial sheds & associated parking (approx. 1.2ha);
- Greenfield land principally comprising grassland and areas of woodland to the south of the previously developed land (approx. 2.1ha).

The site occupies part of the floor of the Bridgehouse Beck valley, with Bridgehouse Beck (a tributary of the River Worth) running parallel with the western site boundary and transecting the southernmost part of the site. The northern site boundary with Bridgehouse Lane is marked by low railings. A footpath, which forms part of the railway children walk, bounds the site to the east. The remnants of the mill goit and a vegetated embankment retain the difference in level between the site and the footpath. The southern site boundary is demarked by walled field boundaries. The Keighley and Worth Valley Railway Line runs parallel with Bridgehouse Beck along the site's western boundary.

The site is on the southern periphery of the settlement of Haworth with the majority of the settlement's existing development occupying the opposing valley sides to the north-west and north-east and the valley floor to the north more sparsely settled but occupied by the (now redundant) fire station, station/ sidings and the two remaining mills - Bridgehouse Mills at the southern end and Grove Mills located at the northern end of the settlement. Central Park is located approximately 200 metres to the north-west of the site.

Ground levels rise relatively steeply to the east and west, with the valley floor continuing to the north and south. The land to the east is open pasture land occupying the valley side up to Hebden Road, with a ribbon of housing having been developed along Hebden Road, parallel with the site. Brow Moor, including Naylor Hill Quarry, occupies the plateau at the top of the eastern valley side. The landscape of the opposite valley side to the west is more complex, including the former site of Ivy Bank Mills (now demolished and naturally regenerated) and a more ornamental parkland and woodland landscape associated with a country house known as Woodlands (now a care home) and its associated access and grounds. Residential development is also located to the west with a cluster of housing around the Woodlands and a more modern residential estate to the west of Sun Street.

The remaining buildings which comprise Bridgehouse Mills (Grade II Listed) are located within the northern area of the site, with the sole means of pedestrian and vehicular access to the site comprising an existing access onto Brow Road close to its junction with Bridgehouse Lane. A war memorial and wooded embankment separate the site from Bridgehouse Lane to the north, with Bridgehouse Lane raised above the site. The

site adjoins Bridge House B&B to the east and a small cluster of residential properties accessed off Surgery Street. Another small cluster of dwellings and a hotel are also located adjacent to the northern part of the site's western boundary, on the opposite side of Bridgehouse Back and the railway line.

Relevant Site History:

Application Ref.	Description	Decision
91/03357/COU	Change office use of mills electrical room to private hire taxi office	Granted 05.02.1992
01/01862/FUL	Restoration of property after fire damage	Granted 26.07.2001
01/01863/LBC	Restoration of property after fire damage	Granted 26.07.2001
01/02088/FUL	Creation of car park	Granted 15.10.2001
01/02402/FUL	Landfill and remodelling of existing earth banking	Granted 22.02.2002
07/07208/CAC	Demolition of industrial sheds to provide for redevelopment of site	Granted 08.10.2007
08/03641/CAC	Demolition of single storey industrial building to provide for re-development of the site	Granted 26.08.2008
11/02904/FUL	Change of Use of office/store to taxi office	
12/01233/MAF	Construction of building for employment use -B2- with ancillary office space, access road, service yard, parking and landscaping, amendment to design approved by 11/03393/MAF to incorporate solar panels	Granted 01.05.2012
12/03342/LBC	Demolition of listed building/office/store	Granted 12.10.2012

Emerging Local Plan Core Strategy (LPCS)

On 10th October 2016 the Minister of State (Housing and Planning) issued a direction under section 21A of the Planning and Compulsory Purchase Act 2004 (inserted by section 145(5) of the Housing and Planning Act 2016) to the City of Bradford Metropolitan District Council not to take any step in connection with the adoption of the Core Strategy. The Holding Direction was triggered at the request of Philip Davies MP and allows the Minister time to consider the issues raised by him before determining whether to formally intervene under Section 21 of the 2004 Act. The direction will remain in force until it is withdrawn by the Minister or the Minister gives a direction under section 21 of the 2004 Act in relation to the Core Strategy.

The implications of this holding direction are that Section 21A of the Act states that the "document" (the Core Strategy in the case of BMDC) has no effect. It is the Council's position that if and when the Secretary of State withdraws the holding direction then the Core Strategy will progress (on the basis of the recommendations by the Inspector appointed) to adoption. At present however there is no clear timescale given by the Minister for a resolution concerning the holding direction. Members therefore are advised not to take account of emerging Core Strategy Policies when determining this planning application.

Replacement Unitary Development Plan (RUDP):

Allocation

- The northern end of the site, comprising the historic curtilage of Bridgehouse Mills, is within the Haworth Conservation Area (approx. 0.6ha).
- The southern half of the site is within the defined extent of the Green Belt (approx. 2.5ha).
- An area of land on the adjacent section of valley side to the west is allocated as Village Green Space K/OS7.8 SUN STREET, HAWORTH: An area of parkland that contributes to the attractive setting of Haworth, particularly from the Keighley and Worth Valley Railway to the east.

Proposals and Policies

The following saved policies of the RUDP are considered to be particularly relevant to the proposed development:

- UDP1 Promoting Sustainable Patterns of Development
- UDP3 Quality of Built and Natural Environment
- UDP4 Economic Regeneration
- UR2 Promoting Sustainable Development
- UR3 The Local Impact of Development
- UR6 Planning Obligations and Conditions
- H7 Housing Density - Expectation
- H8 Housing Density - Efficient Use of Land
- H9 Affordable Housing
- TM2 Impact of Traffic and its Mitigation
- TM12 Parking Standards for Residential Developments
- TM19A Traffic Management and Road Safety
- E4 Protecting Land and Buildings in Rural Areas
- D1 Design
- D4 Community Safety
- D5 Landscaping
- D6 Meeting the Needs of Pedestrians
- BH3 Archaeological Recording of Listed Buildings
- BH4 Alteration, Extension or Substantial Demolition of Listed Buildings
- BH4A Setting of Listed Buildings
- BH7 New Development in Conservation Areas
- CF2 Education Contributions in New Residential Development
- OS5 Provision of recreation Open Space and Playing Fields In New Development
- GB1 New Building in the Green Belt
- GB2 Siting of New Building in the Green Belt
- NE3(A) Landscape Character Areas
- NE4 Trees and Woodlands
- NE5 Retention of Trees on Development Sites
- NE6 Protection of Trees During Development
- NE7 Sites of International and National Interest

- NE10 Protection of Natural Features and Species
- NR15B Flood Risk
- NR16 Surface Water Run Off and Sustainable Drainage Systems
- NR17A Water Courses and Water Bodies
- P5 Development Close to Former Landfill Sites
- P7 Noise

The National Planning Policy Framework (NPPF):

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

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

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole;
- or specific policies in the NPPF indicate development should be restricted.

Parish Council:

Haworth, Cross Roads and Stanbury Parish Council

Objection 1 - Incursion on to the Green Belt

First we refer to the National Planning Framework which is published by the UK Government. It highlights the protection of the Green Belt, the document states: 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'.

The Campaign to Protect Rural England stated in March 2015 declared that protecting the Green Belt is precious

The document goes onto list five purposes on why the Green Belt was included in the Planning Framework:-

1. to check the unrestricted sprawl of large built-up areas;
2. to prevent neighbouring towns merging into one another;
3. to assist in safeguarding the countryside from encroachment;
4. to preserve the setting and special character of historic towns; and

5. to assist in urban regeneration, by encouraging the re-cycling of derelict and other urban land.

The Parish Council believes points three and four of the framework are relevant to this location.

We still feel that the current proposal represents an inappropriate form of a development within the Green Belt and in the absence of any special circumstances, would be inappropriate; have a harmful impact in the open, rural and un-developed character of the Green Belt.

Therefore, the Parish Council objects to the southern part of this development as the current plans indicate that part of the development will be in an area that is designated as Green Belt. As a result of studying the plans it appears that 38 of the 77 new houses are planned to be built on the Green Belt. The developers in the DAS mention that a previous planning application in 2008 was granted by Bradford Council. We would like to highlight that the two applications are totally different., this is a 50% increase in new homes. Although the 2008 involved an incursion onto Green Belt it only involved a small area which was designed for car parking, it did not involve building of new homes.

The Parish Council would like to highlight a meeting which is published in the Design and Access Statement (DAS) between the developers and Bradford Council Planning Officers in January 2013 where the following subjects were discussed

1. Still an issue with Green Belt.
2. Skipton Properties to justify this.
3. Part of this justification would relate to declaring a robust new use for the mill, refurbishing of the mill arch and 4th storey facade reinstated and also gaining Environment Agency support relating to the flood risk to Bridgehouse Beck.
4. Skipton Properties confirmed the flood risk modelling calculations were already being carried out.

We again would like to highlight an email from J O Steel Consulting to Fiona Tiplady at Bradford Council Planning department; the email is dated 26th August 2010, it states without the incursion into the Green Belt then the development becomes not viable. No viability, no scheme. The document later suggests that adjustment to the Green Belt will have to be made.

The Parish Council would ask what has changed from the planning application 2008? It must have been viable then with no incursion; is it all to do with profit?

The Parish Council believes there are sufficient 'Brown Field' sites available in the area which should be used for housing needs as identified in Bradford MDC's draft 'Core Strategy' without the need to destroy the Green Belt. If this incursion is allowed where does this stop? It might set a precedent for future developments in the area.

Finally, the National Planning Guidance, 'Protecting the Green Belt: item 89' states 'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt'. We are aware there are exceptions but after studying this development plan we don't believe any of them are relevant to this application and for this reason part of the proposal should be rejected.

A previous application in 2008 granted the development of the site, but that application involved only 40 new houses compared to the proposed 77 new houses in this application, and this increases the visual impact of the development.

Conclusion

The Parish Council believes the National Planning Policy Framework clearly shows why this planning application should be refused by the Local Planning Authority. It clearly states that any proposed development on Green Belt can only be justified in special circumstance. It is public record that the developers state the reason for building on the Green Belt is to make the site viable; we refer to a document from JO Steel who states "No viability No scheme". This is the only reason we have been given for building on green belt.

We would ask the Planning Committee to reject this part of the application on the reasons we have given.

Objection 2 - LAYOUT AND DESIGN

Haworth is highlighted by Bradford Council as a heritage site and brings in large number of visitors and tourists to the area. The area's landscape is an important part of people's lives; contributing to individual, community and national identity and offering a wide variety of benefits in terms of quality of life. Approval of this planning application would have a detrimental impact on tourism and on the local economy.

The National Planning Framework states that where an area is designated a Conservation Area, then special planning controls apply. It states proposed developments must preserve or enhance the special architectural or historic character of the Conservation Area.

You will be aware that in the Planning Practice Guidance policy under the title 'Conserving and enhancing historic environment', planning authorities should take into account the desirability of a new development making a positive contribution to local character and distinctiveness. The new build would be totally out of character with the rest of the Conservation Area, especially the line of properties that will abut the Keighley Worth Valley Railway (KWVR).

We would like to also refer to Planning Policy Statement 6(PS6): Planning, Archaeology and the Built Heritage, Policy BH 12 refers to new developments in a Conservation Area. Although the new build is just outside Haworth Conservation Area the remainder is inside the proposed development, but it clearly states special care is also needed in the location and design of development proposals close to a Conservation Area and that inappropriate development outside can have a detrimental affect on the character and setting of the area. It goes on to state that in such cases new development will be expected to respect the character and appearance of the adjacent Conservation Area while the Department will seek to retain important views in and out of the area.

The Parish Council would also like to refer to CABE, Design Council who have published a document relating to new developments in historic areas, in there conclusion arising from case studies is that the design quality should be one of the most important of these, particularly if the site lies in a Conservation Area or sensitive in some other way.

As stated the Parish Council believes that the new build is not in character with the the Conservation Area of Haworth, as they are modern in design with balconies on the roofs which is totally out of character. From planning documents attached to this application states the level of the development will be raised by nearly 600mm this will increase the height of the buildings. As a result the proposed houses will dwarf the railway track and will we believe have a detrimental effect on the railway and its customers' journey experience. We agree with the comments of the CBMDC Landscape response that the views from the railway should be regarded as equally important to the character of the area. One further comment we would like to make regarding the issue on increasing the level of the site by at least 600mm is: if you look at the site today most of it has already been raised over the last few years, beyond the bung the level drops by at least 600mm, are the developers going to raise the level they have already raised even further?

We would like to refer and make comment to a document marked 'Landscape Note' from Golby and Luck landscape architects which has been submitted with this application. In paragraph 2.16 it states that whilst it is accepted that the development in this location will result in adverse effects to both the character and setting of the site. But in paragraph 3.6 it states that in relation to the effect on Keighley Worth Valley Railway (KWVR) that any effect to the setting of the KWVR would not affect the overall appreciation and public enjoyment of this asset. We would point out that this report is not independent but commissioned by the developers. Finally we would like to point out that the old mill site in Ingrow which was also built a few years ago next to KWVR railway track, in our opinion is not aesthetically pleasing, and has a detrimental effect on the railway passenger's experience while travelling on a heritage railway line. Would you want to see into peoples properties whilst travelling on a heritage line?. The build architecture is more like what you would see if travelling into a major city or town.

One further issue that needs to be considered is that when steam trains leave the engine shed at Haworth, they stop on the line next to the proposed development to build up steam and check their engines. On special event days trains will sit in that area for up to fifteen minutes waiting to join the mainline. Purchasers of houses on this development will experience smoke and noise from the steam engines which will result in complaints to Bradford Council. We must all remember that the railway line has been there more than 100 years and that any complaints received cannot be justified.

Conclusion

The Parish Council believe the current proposal for the new build would be a blight on the landscape and not in character with the Conservation Area it abuts. The properties abutting the railway track, plot 25 to plot 43 have been designed with roof balconies which is more European build style than the United Kingdom, there are no other properties similar to this in Haworth, this shows the developers have failed to consider the heritage of the area. By increasing the height of the floor level of the site by at least 600mm, it will dwarf the heritage railway track. The houses which abut the river and railway will look more like flats than houses. We believe there is a strong case for the reduction of scale for this development and would strongly request the Planning Committee to consider this.

Objection 3 - Building on a Flood Zone

The Parish Council is opposed to the building of the houses on this site as the developers have highlighted that this proposed development will be built on a flood zone. The Parish Council has already approached the Environment Agency regarding

this matter and they have confirmed that the proposed development is on a Flood Zone 3.

Although the Parish Council acknowledges that proposed flood storage, we accept that these measures will have a positive affect for any development proposed. However the Parish Council still have concerns that the proposed measures will push the problems further down the valley. We refer to a the report by Paul Waite Associates regarding the flood risk it clearly states in its conclusion that they are not offering an engineering solution to the problems of Haworth flooding and that the Environment Agency needs to undertake a formal study of the problem. This is contradictory to the events in the last few years.

In our previous report we included pictures which showed parts of the site flooded and a large amount of surface water remained for several weeks. The fact that the developers are proposing water storage areas shows they are preparing for flood waters. Raising the level of the development by at least 600mm and building a new bung at the southern end of the site clearly indicates they have concerns that there will still be issues with future flooding. Although the Environment Agency has agreed the proposed flood mitigation proposals we would ask why have they agreed these measures when they have failed to address the problems relating to Bridgehouse Beck? Surely this needs to be done before any planning proposal is agreed.

In the flood assessment it states that householders should have an escape plan in case of flooding. It recommends getting to higher ground via footpaths, this would mean accessing 'railway children's walk' which runs along the 'goit'. We would like to highlight two issues about this idea.

1. The footpaths out of the development will be through the proposed park, if this is being used for flood storage then there will be no way these paths could be used safely
2. During the last flood at the end of 2015 the 'Railway Children's Walk was flooded from water coming off the moors above the proposed development. Due to the power from the flow of water, large stones were dislodged out of the path. As a result of the power of the water there are now large ruts left along the path making walking extremely difficult and nearly a year later it still has to be repaired by Bradford Council. This part of the footpath was previously re-laid as one of the conditions in a previous planning application for the development off Airedale Springs. The damage caused to the path during the last incident clearly shows how much water and the power of the water that came off the moors above the development. We don't believe this issue has been considered in this proposal

The Parish Council would like to highlight that the Chief Executive of the Environment Agency Sir James Bevan stated on the 2nd January 2016 that the authorities needed to think about how to respond to extreme weather events, but the solution was not simply to "build flood defences higher. Is this not what is proposed for this development, simply raising the ground level and building a wall around the edge of the development to prevent it being flooded?

The Parish Council is concerned that any new flood defence measures will simply move the problem down-stream and increase the risk of flooding in the region of Mill

Hey, Haworth where a number of properties suffered damage in the Boxing Day 2015 flood, including the Royal Oak Public House where a section of outside wall collapsed

Councillor Ellis who is Bradford Council representative on the Yorkshire Regional Flood and Coastal Committee recently stated that the Met Office were reporting we can expect 30 to 50 per cent more rainfall than we've had previously. If this is correct then we believe the proposed flood defences will be insufficient in the future.

The Parish Council would like to refer to a document published in 2012 by the Association of British Insurers (ABI), titled 'Guidance on Insurance and Planning in Flood Risk Areas for Local Planning Authorities in England'. The guidance is aimed at Local Planning Authorities for their use when dealing with planning applications in flood risk areas. In the document it makes five recommendations, two in particular are relevant to this proposed development,

- Recommendation No 4: states you must ensure that flood risk is mitigated to acceptable levels (not more than 1% annual probability of flooding) for a new development. Action taken to reduce flood risks to new developments should not increase flood risk to other properties. The Parish Council believes this will happen as previously stated in this report.
- Recommendation No 5: highlights that local plans must take into account all relevant costs: that they are regularly reviewed and that the costs not only take in the building of appropriate protection but also includes the maintenance of the protection over the long-term.

We as a Parish Council would strongly support this last ABI recommendation as we would be against public funds being used in the future to maintain the flood defence. The developers are fully aware flooding may occur in the future.

Finally, with regards to the topic of insurance, we would like to highlight the fact that none of these proposed properties would be covered under the new initiative called 'Flood Re' as they would have been built after 2009. The UK Government and Insurance Companies came up with the Flood Re scheme in the face of the rising flood risk; they estimate up to 350,000 flood risk UK households would struggle to obtain affordably priced flood insurance without a scheme like Flood Re. They agreed only to cover properties built before 2009 as they have suggested properties after that date should be built with robust flood defences. This proposed development would not be covered by this scheme and if flooding occurred then insurance cover would increase and possibly be un-affordable while the properties would be unsellable. The UK Government and Insurance companies have expressed concerns that properties continue to be built on flood plains.

Two factors should be considered when assessing flood risk. Firstly, the likelihood of a flood occurring, and secondly, the potential consequences that it might have upon the various receptors in its path.

We would like to highlight two further issues from Paul Waite & Associates' Flood Assessment Report :-

Page 32 :-it highlights that consideration should be given to flood-proofing to the existing mill building: surely this should be considered for the whole site. This recommendation also highlights that Paul Waite & Associates considers that there is a

likelihood of flooding in the future. This highlights the potential of future flooding on the site and that the development needs robust measures to protect the property.

Page 6 :- states that following significant consultation with the Environment Agency and Bradford Council a number of mitigation measures had been agreed. One of these bullet points states ' Due to the proximity of the watercourse it is recommended that residents are advised to sign up to receive flood warnings via Environment Agency free of charge via the Flood Warnings Direct Service. The second recommendation stated that residents should devise an evacuation plan to escape from the development if required to do so'.

This clearly shows there is still a concern regarding the possibility of flooding. The Parish Council is concerned that if flooding was to occur there was only one vehicular entrance/ exit onto the site, this increases the risk for evacuation and for rescue agencies to assist therefore this is a major Health and Safety concern.

The Parish Council would like to highlight the National policy and guidance which is set in Planning Policy Statement 25 (PPS25): regarding developments in flood zones

The main aims of PPS25 are:-

- To ensure that flood risk is considered as an integral factor in the planning process
- To prioritise new development away from areas of flood risk
- To stop inappropriate development taking place in areas at risk
- To make sure that new development takes climate change into consideration
- To ensure new development does not increase the risk of flooding elsewhere.

Conclusion

The Parish Council believes it would be irresponsible for this development to be approved as the chance of flooding would remain even with all the proposed defences. Airedale Springs and Wyedean Weaving are both fully aware of the flood risks but new house purchasers would not unless told at the purchase stage. The Parish Council believes the new defences could increase the risk of flooding elsewhere along Bridgehouse Beck which is not acceptable to the residents of Haworth and Keighley. Building the proposed volume of new houses will remove a large area of natural soak away which will increase the problem further down the valley.

Objection 4 - Bridgehouse Park

The Parish Council is aware that the proposed park will be designed to store flood waters, which is part of the flood defences for this proposed development. Although the Parish Council are in favour of green spaces: in this case we have serious reservations therefore object to the proposal for the following reason:-

1. We are aware from documents produced by the Planning Department that the proposed park will not be maintained by Bradford Council. This request was made by the developers but turned down. With major cuts in financing parks and green spaces in Bradford Council area the Parish Council expected this request would be turned down. The proposal is a service charge which will be placed on all properties in the development for the maintenance, we don't believe it will work as occupiers will be unhappy that members of the public will be able to use what would be classed as a public park.

2. The application states this park will be used as a water storage when flooding occurs. Storing water in this way will often leave a large amount of silt and rubbish, this begs the question; who will be responsible for the cleaning?. If Bradford Council decline responsibility then we can see the development taking that responsibility. If there is not a robust maintenance scheme then the park could become neglected and overgrown and not used.
3. Using a 'public' park as a flood storage area is a health and safety risk. We all know the dangers of Children and Young Persons near water. The Parish Council is concerned about these dangers. We would recommend that the developers request RoSPA to carry out an inspection to recommend safety measures for the park, especially if this is being considered as an escape route from the proposed development.
4. We have already highlighted our concerns regarding using the footpaths through the park as an escape route if flooding occurs
5. The Parish Council is concerned that if there is a lack of management for the proposed park will encourage incidents of anti-social behaviour especially during the hours of darkness. Due to the design of the properties there will be no formal type of surveillance onto the site. Architects and Designers should practice the Oscar NEWMAN principle. It states that through good design, people should not only feel comfortable questioning what is happening in their surroundings, but they should feel obligated to do so. The document called 'SAFER PLACES' published in 2004 by the office of the Deputy Prime Minister states, 'Places that could be vulnerable to crime should be overlooked by buildings or uses that are busy at all times. There is a definite lack of surveillance onto the proposed park.
6. Planners need to be aware of the potential crime risks of a location and understand the effect of potential changes to the built environment before deciding on possible solutions and appropriate policy responses. Section 17 of the Crime and Disorder Act 1998 places a duty on each local authority to: "without prejudice to any other obligation imposed upon it ... to exercise its functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area".

Conclusion

The Parish Council accept that the proposed park could be used for storage of flood waters if the development is built but, unless a robust maintenance scheme is put in place then in the future there will be a build up with silt which could result in the storage area no longer being affective. We would ask who is going to pay for the maintenance it should not come out of the public purse. Unless the developer can provide a maintenance programme we would ask the Planning Committee to reject this part of the application

Objection 5 - Suggested new road layout in Brow Road

There are two suggested new layouts for the entrance within the application. It appears the developers have selected Option 1. The Parish Council is not against Highway Improvements but we do have concerns over both these options.

Site Access - Improvement Option 1

1. We would like to ask the question? Has Skipton Properties considered the potential detrimental effect Option 1 will have on the ladies hairdressers 'Iconic' and the small firm next to it, . Currently up to three vehicles are able to park

outside these premises, but with the construction of a roundabout it would put such crucial facilities at risk. The Parish Council have approached these firms and both have stated that road improvements would have a detrimental effect on their businesses. The Parish Council highlighted this issue in their report last year and have yet to see a response.

2. The plans indicates a single parking space will be available, we would like to point out that a number of their clients are elderly or have a disability and need parking close to the premises if this is correct then this could have a serious financial impact on these two small business. The only other option would be for their customers to park around the corner in Brow Road on the steep hill, parking there is already an issue for this area which Bradford Highways Department are already aware of.

Site Access - Improvement Option 2

1. The Parish Council has a concern over the proposed layout for entering and leaving the development. It is essential that drivers emerging from the development can be seen by other road users. You will be aware of the Advice Note, Development Control 15 for the Planning Service published by the Department of the Environment in 1999. The document highlights the importance of the vehicular access standards. One of the recommendations is: where access crosses a footpath it is important to have unrestricted visibility between pedestrians and emerging motorists. The document recommends that there should be no obstruction and that drivers and pedestrians should have a view point of at least two metres back from the access. Due to the high garden wall of the guest house there is a restricted view and, in our opinion, there will be a danger, especially for pedestrians: we would also like to point out this issue already exists with the current site.
2. The Parish Council also believes Option 2 is dangerous for all road users, we believe the proposed layout will result in traffic backing up at the junction during peak times with vehicle trying to either exit or enter the development. Only one vehicle would be able to stop safely in Brow Road waiting to turn right into the development

Further issues regarding Junction improvement

Currently large Lorries use the junction to turn around. Any changes could have an effect on this facilities as there is no available safe turning facilities for long, large vehicles within the Haworth and Cross Roads district. The local Bus Company also use the area at the bottom of Brow Road to park up their buses in bad weather when progress up Bridgehouse Lane is not possible. If provision for buses standing in at this junction is removed, this may seriously jeopardise the maintenance of the bus service during bad weather periods.

Although the traffic assessment clearly states the current roads will be able to cope with the increase traffic, we believe a new estate will increase the volume of traffic using the steep Brow Road. In 2015 when it snowed on one particular day there were eight accidents in Brow Road Although only one was a personal injury, five of those incidents involved parked vehicles. As a Parish Council we believe this option would bring an increase in parking issues at the bottom of Brow Road.

If the plans go forward Bradford Council need to consider further parking restriction and possible road calming measures to slow traffic: the cost of such safety measures

should not come from the public purse but directly from the developers. Therefore, we would ask the Planning Department to further consult with Bradford Highways Department over these issues before any final decision is made regarding road alterations.

Conclusion

The Parish Council has concerns regarding the proposed layout change. The entrance from the proposed development has restricted views which would be a serious road safety issue for other road users especially pedestrians. A roundabout will affect the businesses at the bottom of Brow Road.

Other Issues

Change of use for Bridgehouse Mill

We would request that the Planning Committee put a planning condition on this part of the development which states that the Mill conversion can only be used for Elderly Persons Dwellings (EPD) purposes. We are aware of other purpose built EPD's across the UK which have failed to sell and have been sold off as buy to let general purpose accommodation. The Parish Council has concerns that the Mill conversion would attract a number of buy to let investors, if no planning conditions are placed upon the development. If restrictive conditions are not applied the Parish Council believes this could result in many short-term residents renting these properties who tend to show little or no respect for property, the environment or other residents leading to the associated anti-social behaviour of noise and nuisance. It would also increase the volume of vehicles needing parking places which would not only cause congestion on the development but on roads adjacent to the development.

The Parish Council is reasonably happy with the proposal to convert Bridgehouse Mill into EPD's, although we do object to the raising the height of the Archway. As you are aware this is an important historic building which is Grade 2 listed and any major changes to it would change the original character. The Parish Council fully supports the comments made by Historic England documented on this application. We have previously highlighted this objection in planning application 15/07481/LBC

Final Conclusion

The Parish Council are against any building on a flood zone and the Green Belt. We also feel very strongly that the development that will significantly affect the heritage and uniqueness of the area especially as Haworth is a nationally and internationally recognised tourist destination. The developers we believe have ignored the importance of the heritage of the KWVR. Finally we feel that we have put a strong case for the reduction of the size of this development and there are no special circumstance to justify the development extends onto the green belt

Oxenhope Parish Council

Members of Oxenhope Parish Council declined to comment as the application was so complicated and not within the boundary of the parish of Oxenhope.

Publicity and Number of Representations:

The application has been advertised through the publication of site notices and press advertisements and the issuing of notification letters to neighbouring properties. Three rounds of publicity were undertaken. The initial consultation period took place between 05 January 2016 and 04 February 2016 and further consultations were initiated, as

further information and revised proposals were received, between 09 November 2016 and 15 December 2016 and 04 January 2017 and 18 January 2017.

In response to this publicity 48 representations have been received from local residents in respect of planning application 15/07479/MAF, all of which object to the proposals. Thirty objections have also been received in respect of Listed Building Consent application 15/07481/LBC. In addition a petition has been received from 18 residents of Thornfield Retirement properties at Station Road, Howarth, raising specific concerns in relation to the repositioning of the Bus Stop on Bridgehouse Lane which may be required to facilitate the proposed off-site highway improvements.

Both Haworth, Cross Roads and Stanbury Parish Council and Oxenhope Parish Council object to both the planning application and associated listed building consent application, although Oxenhope Parish Council declined to comment on the application during the most recent round of publicity.

Prior to the submission of the application the applicant also undertook pre-application consultation comprising attendance at a Parish Council meeting and the holding of a public exhibition event at the Old School Room in Haworth from 3pm – 8 pm on 30th November 2015. At this exhibition drawings and other information describing the proposed development were on display and consultants associated with the development were in attendance to answer specific queries. The applicant reports that approximately 80 people attended the exhibition and 7 people left written comments, 6 of which objected to the proposals and 1 of which supported them.

Summary of Representations Received:

Flooding/ Drainage

- Flood-plain should not be built upon.
- The proposed development would itself be susceptible to flooding and may increase downstream flood risks for Haworth.
- The development would cause more waste water to be discharged into an inadequate Victorian sewer.
- The site itself is prone to surface water flooding, discharging from the hillside above.
- Concern that the hillside to the east of the site is unstable and that the development will result in further slippages.

Highways & Traffic

- The proposed highway improvement works would make Brow Road more difficult to cross and would reduce the amount of parking available for an adjacent business (hair salon);
- The increased traffic associated with the development would result in increased congestion and traffic hazards, particularly for Lees Lane and Brow Road;
- The proposed repositioning of the bus stop on Bridgehouse Lane would render this bus stop inaccessible to elderly residents.
- It is unsafe to provide for a single point of access to a substantial residential estate through a relatively narrow archway.

Amenity

- The proposed eastern new-build apartment block would result in adverse impacts for adjacent residential dwellings on Surgery Street (overbearing, overlooking, light and noise pollution).
- The proposed residential use of the eastern mill range would overlook the front garden of the adjacent property.
- The proposed extension to Airedale Springs will harm adjacent residents through both overbearing and industrial noise.

Loss of Greenfield/ Green Belt Land

- The proposed development will result in an unacceptable loss of greenfield land.
- Alternative brownfield sites are available which should be developed first.
- The development would result in encroachment into the Green Belt which is unacceptable under local and national planning policies.
- The development would significantly extend the curtilage of the village setting a precedent for further 'infill' developments to take place and urbanising the character of the village.
- The Green Belt should be protected from development.

Infrastructure

- Both Primary Schools and other Local Infrastructure such as Doctors' Surgeries are already oversubscribed; the proposed new houses will make this situation worse.
- Existing road infrastructure in the locality is inadequate to accommodate either existing levels of traffic or the additional traffic which would be generated by the proposed development.
- Existing sewerage infrastructure is inadequate to provide for the additional demands of the development.
- Public transport infrastructure to Haworth (bus services) is inadequate and therefore the proposed development does not comply with sustainability requirements.

Visual Impact/ Design

- The development will spoil views including views enjoyed by existing residents, views from the Railway Children walk route and views from the Keighley and Worth Valley Railway.
- The development will spoil the character of Haworth as a traditional and historic village.
- The proposed new houses are of an inappropriate design in terms of the rural character of the location (particularly the 3 storey houses to the south of the redundant bridge over the railway).
- The houses should be set back from Bridgehouse Beck.
- The proposed new gabion faced retaining wall to Bridgehouse Beck would be an aesthetic blight on the area.

Heritage

- The development of the new houses will harm the character and appearance of the Conservation Area/ setting of Bridgehouse Mills.
- The proposed alterations to Bridgehouse Mills are out of keeping with the historic architectural style of the original building.

- The development would result in the loss of significant heritage and archaeological features present within the site.

Bridgehouse Beck Park

- The proposal to form a park at the southern end of the development is inappropriate and unwanted.
- The land should be left in its current condition as a wooded valley.
- There is already adequate park provision in Haworth.
- Concern that the future maintenance of the proposed Bridgehouse Beck Park will not be adequately provided for.

Consultations:

Biodiversity

- Insufficient ecological survey work has been undertaken, the application should not be determined until summer activity bat surveys of buildings, trees and foraging/commuting use of site and Bridgehouse Beck have been undertaken and submitted, in accordance with the recommendations in the bat report.
- Other species and habitat surveys should be undertaken as well to provide further information.
- Objection to removal of large number of trees to accommodate development – 24/33 trees or groups of trees proposed for removal.
- Subject to findings of surveys, further information and conditions for protection and enhancement, the principle of development on the site could be acceptable.
- Various conditions should be imposed relating to biodiversity protection, mitigation, habitat creation and enhancement.
- Will require developer contributions towards mitigation in respect of Habitat Regulations Assessment issues.

Canal and River Trust

- The Canal & River Trust is a statutory consultee under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The current notified area applicable to consultations with us, in our capacity as a Statutory Consultee was issued to Local Planning Authorities in 2011 under the organisations former name, British Waterways. The 2011 issue introduced a notified area for household and minor scale development and a notified area for EIA and major scale development.
- This application falls outside the notified area for its application scale. We are therefore returning this application to you as there is no requirement for you to consult us in our capacity as a Statutory Consultee.

Drainage Unit (Acting in the Capacity of Lead Local Flood Authority)

- The submitted hydraulic flood model shows the storage proposed adequately compensates for the proposed land raising, and that flood levels are not increased within the site boundaries.
- The flood model also shows that levels downstream of the development (after the railway bridge) would not be increased nor would they be reduced. The flood risk downstream of the development will therefore not change as a result of the project.
- For the reasons above, the development can be shown to not increase flood risk associated with Bridgehouse Beck.

Environment Agency

- Thank you for providing us with the Sequential and Exception Test Report (Paul Waite Associates May 2016). In light of this, we are able to remove our objection subject to the planning conditions provided in our previous response.
- The proposed development will only meet the requirements of the National Planning Policy Framework if the measures detailed in the flood risk assessment, Ref 07084 December 2015, submitted with this application are implemented and secured by way of a planning condition on any planning permission.
- These comments are written on the understanding that no river channel modifications will be made to the adjacent Bridgehouse Beck. Maintaining the existing retaining wall to ensure structural integrity is considered to be a separate issue and is acceptable in principle subject to the relevant permissions.
- Under the terms of the Water Resources Act 1991, and the Yorkshire Land Drainage Byelaws, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Bridgehouse Beck, which is a designated 'main river'.
- The FRA Addendum Letter 02-01-16 confirms the flood risk understanding as detailed in the FRA. For this reason we have no further comments.
- Access to this development site is likely to be restricted during flooding events in Haworth, as was demonstrated by the closure of Station Road in the recent Boxing Day 2015 flood event. However, access to the development site should still be possible via Bridgehouse Lane and/or Brow Road.
- The compensatory flood storage proposals include additional storage over and above what is required to prevent an increase in flood risk elsewhere. For this reason there should be a net flood risk reduction to the downstream village of Haworth.
- The proposed development is located in a groundwater Source Protection Zone 1 (SPZ1) and 2 (SPZ 2) for a groundwater abstraction that is used for drinking water. Our maps show the abstraction to be located within the site of the proposed development. Therefore, we request the conditions requiring contamination to be assessed and remediated, a construction environmental management plan to be prepared and infiltration drainage methods not be utilised are included on the decision notice if permission is granted.
- Clean roof water drainage may be discharged to ground provided that all roof water down-pipes are sealed against pollutants entering the system from surface run-off or any other forms of discharge. The method of discharge must not create new pathways for pollutants to groundwater or mobilise contaminants already in the ground.
- We agree that all tree and vegetation work must be undertaken outside of the bird breeding season.
- We also agree that an additional bat survey must be undertaken prior to site works, as detailed in section 5 of the bat survey report.
- Under the Water Framework Directive (WFD) this site lies within the 'Bridgehouse Beck from source to River Worth' water body (GB104027064200). This water body is classed as heavily modified due to urbanisation and water regulation; it includes Leeming and Leeshaw reservoirs.
- Under the Humber River Basin Management Plan 2015, the water body has a WFD objective of only 'moderate' by 2027, not 'good' as is usually the case. This is because it is not possible to achieve the WFD water quality target for phosphate and certain physical mitigation measures have been assessed as not

- being cost beneficial.
- The water body is classed as moderate in 2015 and hence is already achieving its WFD target. The only action required under WFD for this water body is to prevent any deterioration.
 - From the details provided it does not appear that Bridgehouse beck will be physically changed by the development. Any such changes could represent a deterioration under WFD. Should the development proceed, great care should be taken during the construction phase to prevent silt, soil or mud from the site being washed in to the beck. This is likely to constitute an offence. Silt pollution of rivers from building sites is a frequent problem in West Yorkshire.
 - The document 'Addendum to NPPF Flood Risk Assessment, Bridgehouse Mill, Haworth' dated 10 October 2016 concludes:
 - *The modelling exercise shows that during the 1 in 100 year return period flood within Bridgehouse Beck the impact of the additional flood storage area provides a significant reduction in water levels within the application site, with a maximum drop in water level achieved of 382mm (Node BHBECK_01786). This minimises potential impact to the railway line. Railway bridge levels are reduced by 24mm (Node BHBECK_01325).*
 - This conclusion emphasises the importance of the flood storage and additional flood storage being implemented (drawing 12105-C-61), as was stipulated in consultation reply RA/2016/133907/05.

Environmental Health (Land Quality)

Environmental Health recommends refusal of this application for full planning permission until revised and updated Phase 1 and Phase 2 reports, including ground gas monitoring, have been submitted.

The applicant should have regard to:

- YAHPAC 'Technical Guidance for Developers, Landowners and Consultants. Development on Land Affected by Contamination'
- YAHPAC 'Verification Requirements for Cover Systems' if remediation or quality control of imported soil materials is required, and
- YAHPAC (2016) guidance on 'Verification Requirements for Gas Protection Systems' if gas protection is necessary.

Current editions of all documents are available on the Bradford MDC website www.bradford.gov.uk.

Education

- Bradford Council has a statutory duty to ensure that there are sufficient early years and school places in its area and to promote parental choice through increasing the diversity of provision.
- To create sustainable communities, the Council needs to ensure adequate provision of education infrastructure. Developers are expected to meet demands or mitigate the impacts of their proposals through planning obligations.
- For Planning Application 15/07479/MAF the primary schools which are accessible from the development include Haworth, Lees, Oakworth, Oldfield, Oxenhope CE and Stanbury.
- Based on data available as at October 2016 despite recent expansion current capacity in the primary schools is being exceeded in some year groups and allowing for the desire to operate at 95% occupancy to allow for population changes this is being exceeded in nearly all year groups.

- Overall these schools are overcrowded now and future forecasts show an increasing pupil population.
- We would therefore need to request a contribution towards the expansion or primary school educational provision of £147,912.
- The secondary school which is reasonably accessible from the development is Parkside school in Cullingworth a 11-18 school.
- Based on data available as at October 2016 and the current capacity in Parkside school although there are places available in some year groups, allowing for the desire to operate at 95% occupancy to allow for population changes there would be a shortfall in places.
- We would therefore need to request a contribution towards the expansion or secondary school educational provision of £191,046.

Environmental Health (Air Quality)

- This application constitutes a medium development for the purpose of Appendix 2 (Land use planning and road transport emission guidance) of the Bradford Low Emission Strategy (adopted November 2013), addendum to the Bradford Air Quality Action Plan (March 2013). This guidance supersedes the EPUK air quality planning guidance note in relation to planning and air quality / emission considerations in Bradford.
- Under the provisions of the LES planning guidance medium developments are required to provide Type 1 and 2 emission mitigation as follows:
 - Provision of electric vehicle recharging facilities at the rates set out in Appendix 2 of the Bradford LES
 - Adherence to the London Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition
 - A Travel Plan which will discourage the use of high emission vehicles and facilitate the uptake of low emission vehicles.
- Applicants are also required in some circumstances to submit an exposure assessment.
- Older people and young children are particularly sensitive to the impacts of poor air quality. As this proposal includes residential facilities for older people it is particularly important that air quality at the site is considered suitable for the proposed use.
- The site is located very close to the route of the Worth Valley heritage railway line which regularly operates both diesel and steam locomotives. Stationary locomotives, both diesel and coal fired, can give rise to high levels of sulphur dioxide (SO₂) close to the point of emission. Recent evidence also suggests that moving diesel locomotives, in sufficient numbers, can also give rise to high NO₂ concentrations close to the track.
- In 2004 Bradford MDC undertook a detailed assessment of sulphur dioxide emissions arising from the steam locomotives operating on the Worth Valley heritage line. At the time this assessment was undertaken it was found that the only place where the steam locomotives stood stationary for prolonged periods of time was in the stations. The longest waiting time was a Keighley station where measurements of sulphur dioxide concentrations were undertaken. These were found to be within the health based objective level set for sulphur dioxide. The number of diesel locomotives operating on this line is currently not of a volume that would give rise to concerns about nitrogen dioxide concentrations.

- Based on the current evidence it is considered unlikely that new residents entering this area would be exposed to levels of pollution above the current health based objectives due to the presence of the railway. However, new residents are likely to experience pollution levels slightly above general background concentrations and could potentially be bothered by odours and soot deposits arising from the railway (the likelihood of this occurring has not been assessed by myself).
- As it is sometime since Bradford MDC previously considered this issue I would recommend that confirmation is sought from Worth Valley railway that locomotives do not routinely idle on the stretch of track adjacent to the proposed new housing development and that further consideration is given to likelihood of 'nuisance' complaints arising from the introduction of new residents in this area which could have a detrimental impact on the existing railway operation.
- The application states an intention to provide enabling cabling for electric vehicle recharging facilities at the site. Please note that for residential properties the current policy requires provision of fully operational charging points from the opening date of the development. This may be in the form of a simple outdoor mounted three pin socket. EV charging for all other aspects of the development should be provided at the basic rate of 1 point per 10 car parking spaces (5% of these may be enabling cabling only, the rest must be fully operational). A revised approach to EV charging at the site will be required should the council be minded to approve the application. All EV charging points must be permanently and clearly marked as such and details of what they are for and how they can be used should be included in the travel planning literature prepared for the development.
- A CEMP will be required for the site should planning permission be granted.
- Medium developments require submission of travel plans which include measures to support and promote the use of low emission vehicles at the site. A travel plan has been submitted covering walking, cycling and public transport measures but this does not currently have adequate coverage of other opportunities for the use of low emission vehicles at this site.
- A revised plan should be required which considers further steps that could be taken to:
 - Promote ownership and use of low emission vehicles (including opportunities to work with the taxi company at the site and an improved approach to EV charging provision generally)
 - Reduce car ownership across the development, for example through the provision of a car share scheme or similar as part of the retirement living development
 - Promoting the use of cleaner vehicles in relation to the proposed manufacturing and business uses at the site
- This is not an exhaustive list.
- Due to the sensitive nature of the end users and the need to provide the best air quality conditions the use of biomass boiler technology is not considered appropriate at this site. Further details should be sought on the proposals for energy and heat production at the site.

Environmental Health (Nuisance)

- Environmental Health has reviewed this application and in principle has no objections to the proposal; however, we do have some concerns relating to the potential of noise, dust and light trespass arising from the proposal.

- The applicant should provide a noise report together with details on acoustic measures to be adopted to prevent noise nuisance complaints. This should include noise, which may arise as a result of the location and also noise, which may arise between individual rooms and also from any commercial use affecting residential properties.
- During the construction phase Environmental Health recommend that all operations on site be carried out to conform to BS5288 Parts 1, 2 and 4 (as appropriate) Noise Control on Construction and Open Sites.
- Before the development begins, details of a scheme to adequately control any glare and stray light produced by artificial lighting at the proposed development site should be submitted to and be approved in writing by the Local Planning Authority.

Highways Development Control

- Having reviewed the Proposed Masterplan Layout drawing (Ref: 3901-02 PL03 Rev.N) I would offer the following advice.
- Prior to the above revised plan being received detailed highway comments were provided on the proposed layout. A response was received (email from J O Steel Consulting) dated 20/12/2017 to which HDC replied on 03/01/2017.
- Whilst some of the changes suggested had been incorporated into the revised site layout not all of the concerns raised have been addressed.
- As a result of this the Council would not wish to adopt the internal access roads and the applicant / developer will be required to enter into a legal agreement with the Council to maintain these roads in perpetuity. A suitably worded condition should therefore be included within the Section 106 Agreement.
- It should also be noted that the current application will require the developer to carry out works on Bridgehouse Lane / Brow Road to support the proposed development. This is set out indicatively in Option 1 - construction of a mini roundabout on Drawing Number 8998 / 001, dated 24.11.2015.
- In order to carry out the works within the highway the developer will be required to enter into a Section 278 Agreement (Highways Act 1980) with the Council.
- All the works shall be agreed and approved in writing by the Local Highway Authority prior to any construction towards the development starting on site and the works then completed on site before the development is brought into use.
- Therefore if the Council were minded to approve this application then the following conditions would be appropriate to include planning conditions covering these matters on the Decision Notice.

Heritage Conservation

The application recognises the relevant heritage implications. Central to the proposal is Bridgehouse Mill, developed incrementally from 1785. Whilst some elements of the mill have been lost in previous catastrophes and to redevelopment, an L-shape of late 18th or early 19th century mill building remains with attached the prominent extension of the 1860s. Adjacent to the east and immediately affected by any proposals is Bridge House, an elegant late Georgian house. Also to the east and within the setting of the mill is a cluster of listed buildings at Surgery Street, built as a barn and stabling associated with Bridge House.

The mill and the northern part of the development site are within the Haworth conservation area, and the remainder of the site to the south affects the setting of the conservation area where it extends southwards on the west side of the railway,

incorporating Woodlands and its small parkland estate. Also of historic significance are the surviving features of the water power supply to Bridgehouse Mill, including a broad goit running along the eastern valley slope, an iron footbridge across this, several contemporary iron kissing gates and a further iron gate. There may in addition be presently unknown archaeological evidence for past activity on the site, surviving below ground or in the standing buildings.

The duties conferred on local planning authorities by the Planning (Listed Buildings and Conservation Areas) Act 1990, in respect of heritage assets, must be fulfilled. The planning authority shall have special regard to the desirability of preserving the (listed) building or its setting or any features of special architectural or historic interest which it possesses. Equally, the planning authority in respect of any buildings or land in a conservation area, shall pay special attention to the desirability of preserving or enhancing the character or appearance of that area (Section 72, Listed Buildings and Conservation Areas Act 1990). The weight required to be attached to these duties must not be underestimated, and exceeds the importance attached to other planning considerations.

The progressive evolution of the proposals has attended to many of the observations in the initial heritage representation of 12/2/2016 and the bullet points of 11/11/2016. The latest documents however prompt some further questions. Section L indicates a significant raising of the level of at least part of the site, and Sections AA and BB do not show existing levels. Clarification of how ground levels across the site might be altered is required, not least as this will influence the height of the retaining structure on the east side of the beck, and the subsequent height and visual impact of the dwelling elevations above this.

The applicant has maintained allegiance to the initial layout with consequent loss of a large part of the goit. Essentially all of the goit north of the southernmost plots will be either destroyed or buried. This is a significant feature providing tangible evidence of the historic power supply to the mill, and a positive landscape feature adjacent to the public footpath. Its destruction will cause significant harm to the understanding and integrity of the mill site, and the wider heritage of the industrial development of Haworth.

Whilst the applicant has submitted viability information to support the extent of development, the extension of built form along the valley floor to the south will change the form of the settlement. Currently to the west of the beck and railway is green space forming the parkland associated with Woodlands House and within the conservation area. This is presently matched to the east of the beck and railway south of the accommodation bridge across the rail line by green informal landscape. This will be replaced by suburban built form creating an intrusive presence extending southwards on the valley floor and detracting from both the setting of the adjacent part of the conservation area, and the visual amenity of the Worth Valley Railway. This will cause harm to the setting of the conservation area.

Despite the assertions of the applicants, the combined effect of the beck side retaining structures, the almost vertically continuous dwelling elevations and the length of frontage of built form alongside the beck and railway will result in a discordant and intrusive impact. This would cause significant harm to the conservation area, contrasting with the openness presently enjoyed along its eastern edge at this point, and to the amenity of the railway.

Re-use of the listed buildings secures benefits, together with the reinstatement of features lost in the fire of 2001, although it must be borne in mind that the reinstatements are predominantly aesthetic only, and is not intended to be an entire faithful reinstatement of historic fabric. All visible external aspects of the reinstatement must utilise natural stone and natural slate, with detailing, profiles, architectural details and appearance accurately replicating the lost elements.

Final details of the highway works both at Bridgehouse Lane and throughout the site will be required to ensure a sympathetic impact to the conservation area environment, including minimising street furniture and clutter and using natural and compatible materials with the context to avoid an excessively engineered appearance.

Notwithstanding the benefits in securing re-use of the listed buildings and their visual restoration, significant harm will result from new built form extending alongside the valley floor in the setting of the conservation area, from the relationship of the proposed built form to the beck, the railway and the conservation area, and through destruction of the goit. It is concluded that the heritage benefit does not outweigh the harm which will arise.

It is essential that due regard is given to legislative duties and the requirements of the NPPF and local adopted policy in respect of heritage. Whilst it is important to provide an assured future for listed buildings and desirable to sustain local employment and industry, adverse impacts on conservation areas, amenity and heritage assets must be given the highest significance. The proposals at present are concluded to conflict with para.134 of the NPPF, and policies UDP3, D1 and BH7 of the RUDP.

Historic England

As set out in our previous responses Historic England is broadly comfortable with the amendments to the scheme which seek to retain a greater proportion of the Grade II listed building. We remain supportive of the effort to find a sustainable long term use for this partially vacant historic building and prominent site within Haworth

Whilst we note the eastern (earlier) mill is still proposed for demolition and rebuild, we welcome the reinstatement of the upper storey and also the retention of the eastern range. In accordance with paragraph 131 of the NPPF we consider these elements of the scheme seek to sustain and enhance the significance of this Grade II listed building and the contribution it makes to Haworth Conservation Area.

We note the amended drawings and additional information submitted by the applicant on 23rd December 2016. As stated in our previous response we welcome the additional information which provides some clarity regarding the extent of reconstruction. Nevertheless, we still consider comprehensive and detailed drawings will be required which should provide a level of comfort regarding the quality of the reconstruction of the mill. In particular the drawings need to indicate those elements of the existing stonework which will be salvaged and re-used.

As previously requested the drawings should also include detailed floor plans and elevations clearly indicating the extent of demolition, appropriately detailed methodologies for recording the existing structures and all materials to be salvaged and re-used, how the building will be supported and protected during the works and the full

extent of the rebuild including the reinstatement of any lost architectural detailing and any required strengthening and stabilisation of the remaining buildings.

We are comfortable however, that if your Council is minded to grant consent, this information is sought via a suitably worded condition.

With regard to the proposed demolition of the stair tower and the stone carriage arch, we would prefer to see these elements of the eastern range retained; nevertheless we accept that some alteration is deemed justifiable in order to bring the building back into use. We welcome the additional information regarding the justification for the raising of the stone carriage arch and the details provided in the floor level study.

We previously requested that the applicant seeks to work with existing historic fabric internally and externally where possible. This should include internal features such as staircases/columns within this range and the western mill. We note the amended drawings still do not include any existing floor plans which adequately illustrate the existing historic fabric within the mill ranges. As the proposals are subject to detailed design considerations, we request that your Council seeks to condition any consent as appropriate to ensure these features are retained.

As set out in our previous response, the changes to the design of the proposed western range are welcomed, however we remain unconvinced that the proposed off white rendered or timber cladding will complement the existing traditional palette of materials. We note the applicant's intention to utilise stone and we request that this is sought via condition.

We remain concerned that those houses proposed beyond the historic curtilage of the mill will encroach on the open countryside to the south of the site which strongly contributes to the setting of the Grade II listed building and the adjacent conservation area. We understand however that these additional dwellings are required to make the scheme economically viable. We recommend therefore that the harm caused to the setting of Bridgehouse Mills and the conservation area should be weighed against the public benefits of the scheme as required by paragraph 134 of the National Planning Policy Framework.

A number of historic structures remain within the wider site and include the mill goit, launder and footbridge. The mill goit and cast iron gate in particular provide evidence of the use of water power on the site. We previously requested that these structures are adequately incorporated within the development. We are disappointed that the remaining goit cannot be fully accommodated within the scheme; we welcome however, the revised landscape masterplan (GL0519 02B), which now identifies a section of the structure to be retained within an interpretation area.

Further details should be submitted regarding the extent of works required to the existing iron footbridge and stone bridge which historically provided access to Woodside. There is some ambiguity regarding the replacement of the footbridge identified as no. 7 over the beck on the revised landscape masterplan (GL0519 02B) which is also detailed as being 'upgraded' but this does not correspond with the key.

We request that your Council seek clarification that the footbridge will remain and be refurbished.

Based on the submitted information, we consider the proposed development will result in some harm to the significance of Bridgehouse Mills and Haworth Conservation Area. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification (paragraph 132, NPPF).

If you Council considers there is a clear and convincing justification for this harm and the development cannot be amended to avoid all harm, (paragraph 129, NPPF) then the proposals should be weighed against the public benefits of the scheme to ensure they will outweigh the harm caused (para 132 and 134, NPPF).

Please note we have focused on providing comments on those elements of the scheme which will fall within our statutory remit and we recommend you seek advice from the Council's Conservation Team on the wider heritage issues.

Recommendation

Historic England has no objection to the applications on heritage grounds.

We consider that the issues and safeguards outlined in our advice need to be addressed in order for the applications to meet the requirements of paragraphs 129, 131-132, 134 & 137 of the NPPF.

In determining these applications you should bear in mind the statutory duty of sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Landscape Design

- While the response by Golby and Luck dated October 2016 points out that the wooded valley landscape character type is the only one with moderate sensitivity to new development this does not mean that this particular site is insensitive to new development. Certainly there should be no general presumption that it is acceptable for development to take place in the wooded valley simply because it is less sensitive than the more open upland pasture and mixed upland pasture. It is important to note that relative to other landscape character areas across the entire District, this is one of the most sensitive to change.
- The general conclusions for the character area as a whole state the following:
 - The Worth and North Beck Valleys has a strong character and high historic continuity with associated traditional settlement. The development pressures upon this well balanced landscape are high and its character is very vulnerable to major changes. In summary it is very sensitive to any further development.
 - New suburban style development would be particularly intensive and the valleys have been settled to capacity in terms of farmsteads and hamlets. Any further density would substantially weaken the strong character of "isolated" settlement.
- In my opinion this wooded valley location is not capable of absorbing residential development of the scale proposed without significant harm to the landscape character. The reason for this is that the proposal extends a finger of modern built form out of the current edge of Haworth as stated in previous comments.

The finger of development would not be screened by the existing wooded valley tree cover or by new tree planting and it would be highly visible from the surrounding area and from the railway.

- The Golby and Luck response states that the site does not form part of any 'key vista'. This is not true. The three key vistas given in Volume 10 of the Landscape Character Supplementary Planning Document are only examples. In fact Volume 10 states that there are
- "Many attractive views across the character area, especially from elevated positions on the edge of the area..."
- I would suggest that views from the railway should be regarded as equally important to this character area as the vistas from elevated positions on the hillsides. The railway is an inherent part of the character area.
- There is nothing in the response that justifies why development should encroach into the character area and yet it is accepted that there will be an adverse effect on the setting of the railway. All the reasons given for developing on greenfield land are fallacious; they focus upon what is not the case, but fail to identify positives.
- It is obvious that this effect will only impact on a short section of the railway, but the parting views of Haworth from the train heading towards Oxenhope need to reflect the character of the village. That character is defined by the tight mesh of small scale development that has occurred over a long period of time. While the proposed development is not that substantial in area, its linear form gives the perception of something more intrusive. In my view there is a compelling case for reducing the scale of the development so that it does not extend out into the countryside of the wooded valley.

Parks and Greenspaces Service

- Parks and Greenspaces Service require a recreation contribution of £134,443, of which £89,628 would be capital and £44,815 would be Revenue for 123 houses/units associated with the attached planning application for the provision or enhancement of Recreation Open Space and Playing Fields due to the extra demands placed on the locality by this development. This is in compliance with policy OS5 of the RUDP.
- The money would be used towards the provision and or enhancement of existing recreational facilities and infrastructure work including but not exclusive to drainage works, footpath works and fencing at Central Park, Haworth.
- If the developer is looking to the Council to maintain any areas of public open space on the development a commuted sum will be required to maintain the areas for the next 25 years.
- If the developer is looking to maintain the areas themselves a full landscape management plan will need to be produced and agreed as part of the planning process.

Rights of Way

- I note on the proposed Brighthouse Beck Park Landscape Master plan that the exiting public footpath (Keighley 167) will be 'updated with a new gravel surface to secure inclusive access between Haworth and the new gateway park...' and that 'the existing footbridge will be refurbished and widened to accommodate inclusive access.'
- While these proposals are generally supported by the Rights of Way Section we do have concerns about how these improvements will be delivered and the

impact the new dwellings (and boundary treatments) will have on users of this footpath.

- While landownership issues have been mentioned before, we are also aware that most of the existing footpath is outside the applicants control and it is known that while the bridge is maintained by the Council the structure it-self is in private ownership. Can the applicant confirm that the relevant permissions have been obtained from the appropriate landowners to enable these works to be carried out? Can the applicant also confirm how 'inclusive access' will be delivered along this route considering the existing restrictions (path width, steps, gates etc.) when approaching the site from Brow Road?
- The Rights of Way Section would also request that the continuation of the footpath (along the side of the former mill dam and within the overall development site) is also improved. Exact specifications for these works to the footpath (including surfacing material type, width, bridge design, drainage and boundary treatments) will need to be agreed with the Rights of Way Section before any works take place to the path.
- The Rights of Way Section also has concerns regarding the impact of any site boundary treatments and of any building so close to the path. The police have already noted that the proposals will lead to a lack of natural surveillance on path users. We also have concerns about the part enclosure of the path and have concerns regarding the loss of open views across the valley and of the Railway Line. We also have concerns regarding any proposals to excavate up to or into the goit itself especially after the earlier landslip in the area. The preference of this section is therefore that the goit is retained, not excavated, with properties and boundary features positioned away from it and at a lower level.
- It is also noted that footpaths within the Park are being retained and provided for public (as against private) use. Please note that specifications for these works would need to be agreed with the Rights of Way Section and how they propose to link with Keighley 167. While I support the general provision of these routes, I do as noted before have concerns regarding their intended status and ultimately who will maintain them in the future.
- I have already raised the issue of the proposed new bridge and stepping stones however the general maintenance of these routes and structures, especially in an area liable to flooding does not appear to have been fully addressed. Likewise the same can be said of the lack of information regarding boundary treatments to stop future 'Park' users from encroaching on to private land or the Railway.
- As before it might be useful to make the applicant aware of the need to adhere to the standard footpath protection requirements during the period of any works on site.

Trees Team

- The application is proposing to remove all trees on the site. The arboricultural report states in several locations that all trees on the site are to be removed.
- There appears to be no justification for this nor is there an impact assessment (the Arb Impact Assessment submitted does not assess the impact of the proposed tree loss).
- A number of the submitted plans appear to show indicative tree retention and do not tally up with the proposal to remove all the trees.
- The removal of all the trees would be harmful to visual amenity.
- The application fails of NE4, NE5 and NE6.

West Yorkshire Archaeology Advisory Service

- Bridgehouse Mill is a designated heritage asset (listed grade II National Heritage List for England No. 1,134,115) and is all that remains of a much larger worsted mill complex.
- The listed building was constructed by John Greenwood in 1785 as a cotton spinning mill and is thought to occupy the site of an earlier water powered corn mill and also a grinding mill for dyestuffs during the 18th century.
- A later 19th century block to its west is still in use as a textile mill (Wyedean Weaving Co. Ltd.). Remains of an earlier bridge over the Bridgehouse Beck may be present in the car park to the north of the mill.
- A fire in 2001 resulted in the removal of the mill's upper (third) floor and the partial demolition and re-roofing of the early cotton mill. Inspection by the WYAAS shows that the 1780s mill has been much altered.
- A long wing, possibly a loom shop although latterly employed as a warehouse, was added to its rear in the early 19th century and the present arched cart way probably also created during this century. By this time the mill had switched to the spinning of worsted yarn.
- The mill's interior comprises wooden floors supported on cast iron columns. Whilst there was some evidence of alterations and blockings to the building's structure the original working arrangement of the mill are largely lost.
- During the late 19th century the mill complex expanded to include a multi storeyed mill and weaving shed to the south of the listed mill. This complex was both steam and water powered via a large suspension waterwheel. Its water discharge conduit or tail goit is believed to run below the 18th century mill. This complex has been demolished. The conduit's poor structural condition has resulted in the demolition of overlying buildings and is believed to be causing the failure of the stair tower to the rear of the listed mill.
- Despite its truncation the original mill building remains a significant survivor from the early years of mechanisation and the beginnings of the industrial revolution. The site's long association with water power is also of interest and significance to the origins and continued use of water power in the production of textiles.
- Should planning permission be granted the WYAAS recommend the listed and adjoining mill is subject to an archaeological and architectural record prior to and during demolition and conversion (a photographic record). An existing survey carried out by MET Surveys has not been deposited with the WYAAS and was not, to our knowledge, carried out by an appropriately qualified or experienced historic buildings expert to an appropriate level for recording historic buildings.
- Any engineering works to the culvert, excavation of footings etc. in the vicinity of the listed mill are subject to an appropriate level of archaeological observation (a watching brief).
- This record can be secured by a suitably worded archaeological condition placed on any grant of planning permission awarded by CBMDC.
- Should planning consent be granted then we recommend that the remaining mill structures should be subject to an archaeological and architectural record and that engineering works and excavation of footings are subject to an archaeological watching brief. The above works can be secured by the attachment of a suitable condition in accordance with the Department of the Environment's Circular 11/95.

West Yorkshire Combined Authority – Transport Planning

- After looking at all the relevant information, on this occasion we have no comments to make.

West Yorkshire Police Architectural Liaison Officer

- In relation to the existing footpath; drawing number PL60 shows the proposed stone wall height in relation to the garden and footpath. The drawing appears to show quite a drop in levels from the public footpath into residents' gardens.
- If the height from footpath into the gardens is 2m or more, then wall height at 1400mm would appear fine, however there is still lack of surveillance over the footpath. I don't know if it is possible due to the retaining structure but could railings be incorporated to fit onto the wall? This may allow more surveillance of the footpath route, if this was possible to do it would also be prudent to increase the wall height from 1400mm to 1800mm at footpath level to ensure that if any children use the route they cannot climb the railings.
- I appreciate the footpaths falls outside of the boundary, but as there is the proposal to link the route into the area of public open space, is there a possibility of installing lighting along the footpath route? This would increase surveillance which is better from a personal safety perspective.
- I appreciate that some points may later be addressed at the reserved matters stage, however there is no mention to my concerns regarding the recessed areas on the mill. The resident gardens still appear to be 'open plan' which can allow any stranger to enter this area and attempt entry into the building. There is also no mention of the perimeter heights / materials for the houses and businesses.
- On the physical security, the Approved Document Q (ADQ) will apply, so doors / windows should either achieve PAS24:12, PAS 24:2016 standards or if bespoke follow the guidelines of ADQ. In relation to the ground floor and accessible windows it would be prudent to install internal retractable style window shutters, they will provide more security to the apartments on ground floor and accessible levels whilst not spoil the external appearance by having external window grills. Suitable standards are to LPS 1175 sr2.
- It would also be prudent to install intruder alarms to both the businesses and dwellings on the development to provide more security and a deterrent for any potential offenders.

Keighley & Worth Valley Railway

- It is reiterated that, in principle, the KWVR supports the retention and re-use of the remaining sections of the original grade II listed Bridgehouse Mills. As originally submitted, the external design proposals were felt to be significantly out of character with the existing buildings and the local vernacular. They were, therefore, considered harmful to the special interest of the listed buildings, and the character and appearance of the Haworth Conservation Area.
- The subsequent input of the BMDC Conservation and Planning officers, Historic England, and others, is recognised in the revised drawings. Some external design improvements have been made to the elevations of the reconstruction of the original mill, and its extension. These improvements are welcomed, and it is hoped further enhancements can be negotiated, but this does not offset the wider concerns raised by the proposals for the new housing.
- These wider concerns were set out in the previous representations, and there appears to be no material change in the overall scheme for new housing. The

extent of development into green belt; it's alien linear form, the uncompromising suburban character and appearance of the house types and layout, and the landscape impact are all unchanged.

- In respect of these issues it is noted that the technical consultations from Heritage England, and both the Council's Conservation and Landscape Officer's make the general same objections to the application proposals as does the KWVR. In particular, that the encroachment into the green belt is not justified, and the amount of development proposed will be harmful to the setting of the listed buildings and Haworth Conservation Area.
- The additional material submitted by the applicant's agents that refer specifically to the KWVR's comments, are the Golby & Luck Landscape Note (October 2016), and the Paul Waite Consultant's 'Observations on Haworth Flooding Issues and Solutions' (April 2016).
- The KWVR was critical of the lack of any proper landscape analysis submitted with the original planning application, and the most recent Golby & Luck reports still do not contain any meaningful analysis of the site in its proper heritage landscape setting. It is transparently written to try and justify the development after the proposals have been made, rather than influence its initial design.
- There is no interpretation of the historic development of Haworth and its setting. Within the Worth and Bridgehouse river valleys residential development avoids the valley floor because of historical flooding; only the mills occupied the lower valley because of the requirement for water for their manufacturing processes. Hill-top villages with later 19th century development is a feature of the South Pennine landscape, and Haworth (and nearby Heptonstall/Hebden Bridge) is an attractive example of this historic development pattern, forming a tourist destination.
- The KWVR is an excellent way to interpret this landscape; visitors experience the gradual transition from urban Keighley to the more rural setting of Haworth & Oxenhope following the valley floor. For the Golby & Luck report to be so simplistically dismissive of the impact of a major residential development at this point on the most rural section of the line demonstrates that there is no proper understanding of the Railway's context. Nor does it consider other development pressures on the railway corridor and potential aggregate effect.
- In addition, the applicant still does not adequately deal with the issues of how the new 'parkland' area will be maintained, and its proper future management be secured. A matter highlighted in the KWVR's original comments.
- The issue of flood alleviation is explored in the Paul Waite document, but examines the areas downstream of the application site. While the technical analysis is not challenged, there is little prospect of any of the suggested "solutions" being implemented in association with the application proposals, all the relevant features being outside the control of the applicant. Therefore, the report does not contain any tangible flood alleviation proposals and cannot be used to justify the proposed development as having some wider community benefit. In particular, it does not form any 'special circumstances' to justify development within the green belt.
- In conclusion, the amended proposals and additional material submitted are not considered to address KWVR's concerns, and the KWVR continues to object to the planning application, as currently submitted, on the grounds set out in the earlier representations and above.

The Bronte Society Trustees

- The proposed development will have an adverse impact upon the character and appearance of the historic footpath from Bridgehouse Mill in the Haworth Conservation Area, towards Oxenhope, regularly travelled by visitors to the Haworth Parsonage and surrounding area.
- Of particular concern are the views which will be out of context to the historical background of Haworth.
- The new constructions would damage the historical landscape and interfere with or obliterate the ancient water channels or “leats” designed to carry water by gravity from a position higher up the beck to the reservoir or mill wheel powering the industrial activities.

Victorian Society

- The applicant has undertaken further consultation on site with Historic England and your council, which has resulted in an improved scheme entailing reduced demolition and more, and more careful, restoration of the existing buildings.
- The design of the new wings at the rear of the east and west mills has also been simplified and improved.
- We are satisfied with these improvements and have decided that no further comment need be made.

Yorkshire Water

- Further to e-mail from the agent (Paul McDonald) to clarify the two minor points raised in our last letter dated 8th December 2016.
- Yorkshire Water has no objection in principle to:
 - The proposed building position over/near to public sewer - subject to control under Part H4 Building Regulations 2000.
 - The proposed separate systems of drainage on site and off site.
 - The proposed point of discharge of foul water to the respective public sewers.
- as submitted on drawings 07084-C-51 (revision F) dated 09/03/2016 and 12105-C-51 (revision B) dated 28/10/2016 that have been prepared by Paul Waite Associates.
- Notes:
- The submitted drawing shows surface water proposed to be drained to watercourse. The existing 'surface water sewer' on site is not a public sewer, it is a 'private' surface water drain which outfalls to watercourse.
- No new trees proposed within 5m either side of the public sewer centre-lines, to prevent tree root infestation.
- The developer should also note that the site drainage details submitted have not been approved for the purposes of adoption or diversion.

Summary of Main Issues:

- 1) Principle
- 2) Heritage Impact
- 3) Design, Landscaping and Visual Impact
- 4) Flood Risk and Drainage
- 5) Access and Highways
- 6) Air Quality/ Sustainable Travel
- 7) Ecology/ Biodiversity & Trees
- 8) Habitat Regulations/ Rights of Way Issues

- 9) Ground Conditions
- 10) Affordable Housing and off-site Infrastructure
- 11) Community Safety Implications
- 12) Equality Act 2010, Section 149

Appraisal:

Principle

At paragraph 47 the NPPF stresses the need for Planning Authorities to significantly boost the supply of new housing. In order to achieve this goal the NPPF requires LPAs to identify a 5 year supply of deliverable housing sites judged against their housing requirement. The Council cannot currently demonstrate a 5 year supply of deliverable housing sites, as assessed against either the objective assessment of need which has been carried out by the Council or the figures set out in the, now revoked, Regional Spatial Strategy.

The delivery of 45 apartments and 77 houses on the proposal site would undoubtedly contribute towards meeting the future housing needs of the Bradford District's growing population and in this regard would be supported in broad terms by the National Planning Policy Framework. However the site specific policy constraints associated with the proposed development scheme must be considered, including the acceptability of development within the Green Belt.

In terms of the employment principle of the development saved policy E4 of the RUDP restricts alternative uses for existing buildings within rural areas which are currently used for employment, exceptions to this include buildings which are functionally redundant. The western mill range is current used by Wyedean Weaving for employment purposes and the proposal is to convert all of the mill buildings to residential use. Alternative bespoke premises are proposed to be built on-site for Wyedean Weaving, with also an extension provided to the existing Airedale Springs building.

It is considered that the proposal will provide for the retention of employment uses on the site and will allow those employment uses to be accommodated within more appropriate and adequately sized premises. Therefore it is considered that the functional redundancy exception set out in saved policy E4 is met and that the proposed development is acceptable in terms of RUDP and NPPF employment policy.

In relation to Green Belt policy, approximately 1.2 hectares of the proposed development area is within the Green Belt the number of houses to be built within this area is 38, with additionally associated roads and retaining walls to be constructed within the Green Belt.

Section 9 of the NPPF sets out a national framework for assessing the acceptability of proposals for the development of land within the Green Belt. At paragraphs 89 and 90 the NPPF defines types of development which can be treated as appropriate development within the Green Belt. The proposal cannot be considered to be covered by any of the exceptions set out in paragraphs 89 or 90 and must therefore be treated as inappropriate development within the Green Belt which is, by definition, harmful to the Green Belt.

In terms of the provisions of the RUDP, saved policy GB1 provides the local policy basis for assessing the appropriateness of proposals for new development within the

Green Belt. The proposed development does not meet any of the exceptions stated within saved policy GB1 and therefore the proposal must also be treated as inappropriate development in terms of the local Green Belt policy framework, which should only be approved in very special circumstances.

The NPPF confirms at paragraphs 87 and 88 that:

87. As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

88. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

It is accepted that the proposed development would harm the Green Belt by reason of its inappropriateness, by reason of the harm to the openness of the Green Belt which would be caused by the development of 38 houses and associated infrastructure in the Green Belt, and by reason of the elements of the development which conflict with the stated purposes of including land within the Green Belt.

In relation to the harm the development would cause to the purposes of including land within the Green Belt, it should be noted that the NPPF sets out these purposes as follows:

- To check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The stated purposes of including land in the Green Belt which are considered to be most relevant to the proposed development are the purposes of assisting in safeguarding the countryside from encroachment and preserving the setting and special character of historic towns. It is considered that the proposed development of 38 houses in the Green Belt on the outskirts of Haworth would both represent urban encroachment into the countryside and would also harm the setting of Haworth, as a historic town/ village.

Overall, therefore, it is considered that the development would result in significant harm to the Green Belt in terms of inappropriateness, in terms of loss of openness and in terms of urban encroachment/ the setting of Haworth. Paragraph 88 of the NPPF advises that, when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

This report finds that all 'other harm' associated with the development can be mitigated to an acceptable level or has been adequately compensated for within the development scheme except for the harm the development will cause to the character of the landscape and the less than substantial harm the development would cause to the setting of Bridgehouse Mills and the Haworth Conservation Area. Therefore it is the harm to the Green Belt and the harm to the landscape and the setting of the Listed Building and Conservation Area which are the subjects of the very special circumstances test. The considerations which are considered to be capable of counterbalancing this harm in this instance are:

(a) the development would provide for the delivery of 122 new residential units, partly on previously developed land, in a relatively sustainable location, well connected to an existing settlement. The applicant has demonstrated that the Green Belt aspect of the development is necessary to make the development viable overall;

(b) the development provides for the repair and restoration of Bridgehouse Mills, a Grade II Listed Building, to a condition which more closely resembles its historic appearance prior to the fire in 2001 and will also provide for a use of the buildings which will make their maintenance sustainable in the long term, it is considered that these elements of the scheme will sustain and enhance the significance of the Grade II listed building and the contribution it makes to Haworth Conservation Area. and;

(c) the development provides new facilities and accommodation for two existing local businesses and will thereby benefit the local economy and assist in the growth and future sustainability of these businesses.

Substantial weight should be given to the harm the development will cause to the Green Belt. Inappropriate development in the Green Belt can only be approved in very special circumstances. Very special circumstances can only be considered to exist where the harm the development will cause to the Green Belt and any other harm is clearly outweighed by other considerations. In coming to a decision on this planning application members of the Regulatory and Appeals Committee must consider whether the three considerations set out in the preceding paragraph (either individually or in combination) clearly outweigh the harm the development will cause to the Green Belt, the setting of the Listed Building and Conservation Area and the character of the landscape.

After giving due consideration to, and placing substantial weight upon, the harm the development would cause to the Green Belt, as described above, the advice of Planning Officers to the Regulatory and Appeal's Committee is that, in this case the three considerations listed above, when considered in combination, do clearly outweigh the harm the development would cause to the Green Belt, the setting of the Listed Building and Conservation Area and the character of the landscape. The remainder of the report below concludes that all other potential forms of harm associated with the development, other than harm to the setting of the Listed Building and Conservation Area and the character of the landscape, can be mitigated to an acceptable level through the imposition of planning conditions and obligations.

Heritage Impact

The proposal includes substantial works to the Grade II Listed Bridgehouse Mills building. Currently only the western range of the principle building is occupied, with the eastern range and associated buildings to the rear subject to substantial damage

during the 2001 fire and in an under-occupied and declining condition. The proposed works to the listed building include the demolition of the parts of the structure which it is considered are in too poor a structural condition to be converted to residential use, repairs to other parts of the building and the reinstatement of the 4th storey of the eastern mill range together with associated historic architectural features.

The proposal also includes development within the setting of the Listed Building and the Haworth Conservation Area and works to extend the developable area of the site to the east, which will result in the loss of further sections of the historic mill goit. To mitigate, to some extent, the loss of additional sections of the mill goit the applicant proposes to undertake works to restore and interpret the section of the mill goit which runs through the proposed park area to the south of the development site.

Both Historic England and the Council's Heritage Conservation team have been involved in lengthy negotiations with the applicant regarding the proposed works to Bridgehouse Mills. Both consultees have been clear from the outset that they support in principle the proposed residential use of the principle mill building, as this is considered to be a sustainable use which will allow the fabric of the mill to be maintained and preserved in the long term. Both Historic England and the Heritage Conservation Team have also been clear that they support, in principle, the proposal to reinstate the parts of the eastern mill range which were lost during the 2001 fire.

However the initially submitted proposals were not considered to be acceptable by either consultee, as they essentially proposed the almost complete demolition and rebuilding of the eastern mill range, an approach which both Historic England and the Heritage Conservation team considered would result in far too substantial harm to the heritage significance of the buildings. Both consultees have also consistently raised concerns in relation to the level of detail provided of the proposed restoration works and the amount of development proposed within the setting of the listed building/ Haworth Conservation Area and about the consequential loss of additional sections of the historic mill goit.

The outcome of the protracted negotiations which took place between the applicant, the Council's Heritage Conservation Team and Historic England during 2016, is a revised scheme which provides for the retention of the greater part of the historic eastern mill buildings. Satisfactory detail has also been provided to demonstrate that the proposed works to restore the 4th storey of the eastern mill, repair damage not sufficiently addressed during the remedial works undertaken immediately following the 2001 fire and reinstate associated replica historic architectural features, would enhance the significance of this Grade II listed building and the contribution it makes to Haworth Conservation Area.

The applicant does not propose to reduce the amount of development within the setting of the listed building/ Conservation Area or to provide for the preservation of the sections of mill goit which would be lost due to the proposed works to the eastern site boundary. This is because the applicant contends that any reduction in the amount of housing development included in the application would be likely to render the scheme overall economically unviable. The applicant has backed up this assertion with a viability assessment documentation, which the Council accepts does prove this point. However the revised scheme does seek to mitigate the loss of the sections of the mill goit which would be consequent from the development by providing for works to

restore/ expose and interpret the section of mill goit which runs through the proposed park area to the south of the proposed new build housing development.

In determining these applications for listed building consent and planning permission the Council are aware that it is a legal requirement to have special regard to the desirability of preserving the listed building and its setting by virtue of the provisions of Sections 16 and 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990. The Council further acknowledge that special attention should also be paid to the desirability of preserving or enhancing the character and appearance of the conservation area as required by Section 72 of that Act.

It is also understood that, in accordance with the guidance set out in paragraph 132 of the NPPF, when considering the impact of the proposed development on the significance of Bridgehouse Mills and Haworth Conservation Area, as designated heritage assets, great weight should be given to these assets' conservation and that, as heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Historic England advise that the proposal to reinstate the 4th storey of the older eastern range of the Bridgehouse Mills Grade II Listed principle building, restore associated architectural features which were lost during the 2001 fire, and provide for a use for the buildings which will allow their long term maintenance, will enhance the significance of this Grade II listed building and the contribution it makes to Haworth Conservation Area, in accordance with saved RUDP policy BH4. However, notwithstanding the benefits in securing re-use of the listed building and its repair and restoration, both Historic England the Council's Heritage Conservation Officer advise that significant harm will result from the proposed new housing extending alongside the valley floor in the setting of the conservation area and also from the relationship of the proposed new housing and associated retaining wall to the beck, the railway and the conservation area, and through the destruction of additional section of the mill goit.

Historic England have confirmed that they do not object to the proposal on heritage grounds but have advised that the harm caused to the setting of Bridgehouse Mills and the Conservation Area should be weighed against the public benefits of the scheme. The Heritage Conservation Officer advises that the harm the proposed housing will cause to the setting of the listed building and Conservation Area means that sits in conflict with saved policies BH4A and BH7 of the RUDP. He further advises that he considers that the heritage benefit of the development, through sustenance and enhancement of the significance of Bridgehouse Mills, does not outweigh the harm which will arise to the setting of the listed building and Conservation Area; however the heritage benefits of the development are considered to mitigate the harm to the setting of the listed building and Conservation Area to a magnitude which is less than substantial.

Consequently, in accordance with the guidance set out in paragraph 134 of the NPPF it should be considered whether the harm the development would cause to the setting of Bridgehouse Mills and Haworth Conservation Area, as designated heritage assets, would be counterbalanced by the public benefits of the proposal, including securing its optimum viable use. It is accepted by both Planning and Conservation Officers and Historic England that conversion of the remaining mill buildings to residential use represents the optimum viable use for these buildings. It is further considered that the

proposed new housing and improved and extended accommodation for two local manufacturing businesses will derive significant public benefits.

The advice of Planning Officers to the Regulatory and Appeals Committee is that these benefits of the proposed development do outweigh the harm it would cause to the setting of Bridgehouse Mills and the Haworth Conservation Area. It is furthermore accepted that, in order to realise the heritage (and other) benefits of the development, a viable development scheme must be provided for and that the applicant has demonstrated that a reduction in the amount of development proposed within the setting of the listed building/ conservation area or the loss of units to allow for the preservation of the affected sections of the historic mill goit, would render the scheme unviable.

After having taken into account the intrinsic value of the heritage assets, the very significant weight which should be given to the conservation of the heritage assets and the substantial benefits which it is considered that the development would provide, it is therefore concluded that the proposal is acceptable in heritage terms and consistent with the principle set out in Section 12 of the NPPF and saved policy BH4 of the RUDP, whilst sitting in conflict with saved RUDP policies BH4A and BH7. Nonetheless, in line with saved RUDP policy BH3 and NPPF paragraph 136, the conditions recommended at the end of this report would make the Listed Buildings consent conditional upon the approval of a written scheme of heritage investigation to ensure that the current condition of the site is fully documented before development works commence.

Design, Landscaping and Visual Impact

The National Planning Policy Framework (NPPF) confirms that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Planning decisions should aim to ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

The NPPF also stresses that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. At the local level saved RUDP policy D1 sets out design principles, indicating that new development should relate to the existing character of the locality, policy D4 states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime and policy D5 emphasises the importance of appropriate and effective site

landscaping, indicating that existing and new landscape features should be incorporated as an integral part of the proposal.

The general approach to design and landscaping taken within the development scheme is considered to be positive and appropriate to the character of the built and natural environment in the locality. A direct relationship with Bridgehouse Beck is established through the development of a building line which fronts directly on to the Beck. Although several objectors have criticised this direct relationship, it is considered to be the most appropriate approach to residentially developing the site, as it provides for a strong industrial frontage which does not resemble a suburban estate, being more reminiscent of the monolithic mill developments which characteristically occupy the valley bottom, and eliminates the potential for garden clutter to negatively intrude upon the beck frontage.

Objectors have also suggested that the building line along the beck frontage should be re-designed to taper down from the large scale mill buildings at the northern end to the proposed smaller two storey houses at the southern end of the development area. Instead the development scheme provides for a strong extension to Bridgehouse Mills at the northern end, followed by an area of two storey properties, followed by three storey properties with roof terraces at the southern end of the site. It is considered that the proposed arrangement of buildings along the beck frontage does represent good design, as it will provide for a strong edge to the development area which will be more characteristic of the mill type developments which typically occupy the Bridgehouse Beck valley floor. The proposal also includes the rebuilding of the existing beck retaining wall and it is considered that the gabion basket facing material proposed to be used will provide for an appropriate new landscape feature.

Beyond the building line along the beck frontage the proposed housing development becomes more suburban in character; however views of this area of the site are primarily limited to internal views and therefore a more traditional residential estate design is considered to be acceptable. To the east the site backs onto a footpath which comprises part of the railway children walk. Careful consideration has been given to how any negative impact of the development on views from this footpath can be minimised. In this regard the proposed boundary feature along the boundary with the footpath is proposed as a 1.4 metre high stone wall which should prevent an excessive feeling of enclosure for footpath users and provide for a traditional boundary feature. The rear elevations of the properties located along this boundary have also been appropriately designed to present an attractive face as viewed from the footpath.

In terms of the new and extended industrial buildings to be provided within the north-eastern part of the site, a basic modern industrial shed design is proposed which replicates the design of the existing Airedale Springs building. Given the historic industrial character of this part of the site it is considered that the proposed basic industrial shed design is appropriate and will not be unacceptably detrimental to visual amenity.

In terms of the retirement living element of the development, this aspect of the development has been revised substantially since the original submission. The currently proposed design incorporates the retention of a much greater proportion of the original Bridgehouse Mills structures and includes a much simplified design to the new-build annex proposed to extend to the rear of the western mill range. It is considered that the proposals to reinstate parts of the mill which were lost in the 2001

fire should provide for visual enhancement and an improved appearance of the mill frontage as viewed from Bridgehouse Lane.

Several objectors, particularly residents of Surgery Street to the east, have raised concern in relation to the potentially overbearing impact of the proposal to reinstate the 4th storey of the mill building to the rear of the eastern mill range. In relation to this it is considered that the proposal to reinstate a 4 storey building in this location is appropriate and will not result in an excessively overbearing or dominant impact on adjacent residential properties, with the facing properties being located approximately 22 metres distant. In addition the issue of potential overlooking and nuisance issues has been raised with the applicant who has agreed to planning conditions intended to restrict the installation of ventilation equipment on the eastern elevation of the retirement living complex. There is no overlooking issue, as the windows on this building elevation would be to corridors.

Another aspect of the development scheme which has been revised and improved since first submission is the Bridgehouse Lane boundary. Originally the proposal included the removal of the existing planted embankment along this boundary and its replacement with a hard landscaped area on top of a proposed new subterranean garage to accommodate a taxi rank. The applicant was advised that the removal of the trees and associated embankment, as a positive feature in the townscape/conservation area, would not be supported and consequently revised the scheme to provide for the retention of the existing embankment.

Overall it is considered that the proposed development scheme provides for an appropriate development design which is sympathetic to the character of the surrounding built and natural environment, will not harm the amenities enjoyed by the occupants of adjacent land, and accords with the design principles set out in the NPPF and RUDP. However the impact of the development upon the character of the landscape must also be considered. Saved policy NE3(A) of the RUDP indicates that development should not adversely affect the particular character of the landscape or cause unacceptable visual intrusion.

Part of the site intrudes into one of the District's designated landscape character areas. Land south of the disused railway bridge lies within the Worth and North Beck Valleys Landscape Character Area, as described in the Local Development Framework for Bradford, Landscape Character Supplementary Planning Document, Volume 10, adopted by Bradford Council in October 2008. Within this character area, the site falls within the character type 'wooded valley'.

Policy guidelines listed within Volume 10 include the requirement to strengthen the edges of Haworth with planting that enhances the woodland framework. Paragraph 8.3.3 of Volume 10 does state that: The natural enclosure of this landscape type in the Worth Valley, however, could absorb limited development which would not jeopardise the existing tree cover. In fact, opportunities could be sought to increase the woodland cover in association with appropriate small-scale development particularly to strengthen the edges of Haworth and Oxenhope.

The Council's Landscape Design Team have advised that, in their opinion the wooded valley location of the development is not capable of absorbing residential development of the scale proposed without significant harm to the landscape character. The reason for this is that the proposal extends a finger of modern built form out of the current edge

of Haworth. The finger of development would not be screened by the existing wooded valley tree cover or by new tree planting and it would be highly visible from the surrounding area and from the railway.

Therefore, notwithstanding the acceptability of the proposed development design it has to be concluded that the development sits in conflict with saved policy NE3 of the RUDP, as it will result in harm to the character of the landscape. In response to this issue the applicant has argued that they consider that the proposal site is of lower landscape sensitivity than other potential development sites within Haworth and that the proposed amount of development extending into the wooded valley landscape is required in order to make the delivery of the development viable.

The Council accept that the submitted viability assessment does demonstrate that the amount of development proposed is necessary in order to make the scheme viable. Therefore it is considered that the overall viability of the scheme and the other benefits of the development in terms of delivering new housing and employment buildings and the renovation and sustainable future use of Bridgehouse Mills, are material considerations which indicate that the development is acceptable, notwithstanding the acknowledged harm to the character of the landscape the development would cause and consequent conflict with saved RUDP policy NE3.

Flood Risk and Drainage

The proposal site is partly located within Flood Zones 2 and 3, as defined by the Environment Agency flood risk maps. Flood Zone 3 is defined as the area that could be affected by flooding, either from rivers or the sea, if there were no flood defences. This area could be flooded from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year. Flood Zone 2 identified the additional extent of an extreme flood from rivers or the sea. These outlying areas are likely to be affected by a major flood, with up to a 0.1 per cent (1 in 1000) chance of occurring each year.

The NPPF advises that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. A sequential test must be applied to development proposals involving land at risk of flooding and, if necessary, the exception test. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

At a local level saved RUDP policy NR15B indicates that development will not be permitted where it would:

- 1) increase the risks of flooding further downstream
 - by increasing flows; or
 - by impeding the flow of floodwater; or
 - through the discharge of additional surface water; or
 - by undermining the integrity of existing flood defences;
- 2) be at risk itself from flooding and
- 3) impede access to watercourses for maintenance
- 4) fail to provide adequate measures for the protection of public safety unless adequate protection or mitigation measures are undertaken as part of the proposed development.

Saved RUDP policy NR16 states that development proposals, which add to the risk of flooding or other environmental damage, as a result of surface water run-off will not be permitted unless effective control measures are provided. The policy also requires that development proposals incorporate sustainable drainage systems, which control surface water runoff, as close to source as possible, wherever practicable.

The applicant has undertaken a Flood Risk Assessment and provided 2 addendums to the report to address concerns previously raised by the Council's Drainage Unit. In order to prevent the houses proposed as part of this development from being unacceptably vulnerable to flooding the applicant proposes to extend the raised development platform which has been formed within the northern half of the site over the greenfield area proposed to be developed to the south to provide for finished floor levels 600mm above the modelled 1 in 100 year, plus climate change, flood level. In order to compensate for the flood water storage which would be lost through this development approach the applicant proposes to provide compensatory flood water storage within the proposed landscaped park area to the south of the development site.

The storage capacity to be provided within the land to the south is intended to not only compensate for the storage volume which would be lost as a consequence of the development but also provide some betterment in terms of reducing downstream flood levels in Haworth. However the assessed magnitude of betterment is considered to be marginal, with a predicted reduction in flood levels of 24mm on the Keighley and Worth Valley railway line and no identified flood level reduction benefit whatsoever beyond the railway line. Nonetheless the Environment Agency have confirmed that they view the provision of the additional flood water storage capacity within the development site as important.

In line with the sequential approach to managing development in areas at risk of flooding the applicant was also asked to provide a sequential and exceptions test report which assesses the availability of potential alternative development sites at lower risk of flooding within the Haworth area. This report was produced in May 2016. The assessment concludes that there are no reasonably available alternative sites at lower risk of flooding which could deliver the mixed use development proposed, including the provision of new and extended industrial buildings and 122 new residential units. This report has been reviewed and found to be robust and therefore it is considered that the sequential test is passed.

It is also considered that the exceptions test is passed, as the applicant has demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, i.e. the delivery of new housing and employment buildings, the restoration and sustainable use of Bridgehouse Mills and the delivery of additional flood water storage capacity on Bridgehouse Beck. The applicant has also demonstrated that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere.

Both the Environment Agency and the Council's Drainage Unit (acting as Lead Local Flood Authority) have confirmed that the material submitted to support the application has overcome their initial objections and that they no longer object to the development in relation to either the sequential approach, the vulnerability of the development to flooding or the adequacy of the proposed compensatory flood water storage. It is therefore considered that the development accords with the guidance set out in paragraphs 100 to 103 of the NPPF and saved policy NR15B of the RUDP.

The applicant has also submitted sustainable drainage proposals, including a surface water drainage system, which discharges to Bridgehouse Beck with an attenuated flow designed to prevent any increase in flood risk. It is also therefore considered that the proposed development is acceptable in terms of providing for sustainable surface water drainage and accords with saved policy NR16 of the RUDP, subject to the imposition of conditions requiring full details of the drainage system and details of the provisions which will be made for its maintenance.

Access and Highways

Paragraph 32 of the NPPF indicates that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Saved policies TM2 and TM19A of the RUDP indicate that development which will lead to unmitigated adverse impacts on proposed or existing transport infrastructure will not be accepted and that road safety is a material planning consideration. RUDP Annex C specifies parking standards for residential development and saved RUDP policy TM12 indicates that in determining planning applications for residential developments the Council will require provision of parking in accordance with the council's adopted standards, although lower parking standards can apply for developments of affordable housing and for units located in the city and town centres with very good levels of public transport accessibility.

The proposal development would result in the creation of 122 new residential units and the relocation and extension of existing industrial uses on the site and is thereby likely to significantly increase traffic associated with the site. The site would retain the existing point of vehicular access onto Brow Road, but would provide for the re-

arrangement of the junction of Brow Road and Bridgehouse Lane, with a mini-roundabout to be formed.

The application is supported by a Transport Assessment and associated Travel Plan which assesses the potential traffic and transportation impacts of the development. The Transport Assessment assesses that the proposed mini-roundabout layout provides a number of safety benefits over the current access/junction arrangements. This includes acting as a general traffic calming feature, providing improved pedestrian provision across both the site access and Brow Road (with a pedestrian island provided) and by improving visibility from the site access to traffic on Brow Road. The traffic capacity of the proposed mini-roundabout has been assessed at a design year of 2020, with the addition of development related traffic, with the assessment demonstrating the junction will be able to operate well within capacity.

The Transport Assessment also reports upon personal injury accident data for the local highway network, which does not identify any accident problems within the vicinity of the site access. The assessment concludes that there are no highway related reasons why the development should not be granted planning consent. The development scheme and submitted Transport Assessment/ Travel Plan have been reviewed by the Council's Highways Development Control Unit. Highways Development Control initially raised some concerns in relation to parking provisions for the retirement living apartments and the dimensions of the arch through Bridgehouse Mills which would provide access to the site. Concerns were also raised regarding certain details of the proposed new estate road design.

Following the submission of proposals for increased parking to the retirement living apartments, with 1 space now provided per apartment with 1 additional surplus space, clarification of bridge arch dimensions and amendments to the internal estate road design, the Highways Development Control team raised no further concerns in relation to these matters. However the Highways Service have advised that the currently proposed internal estate road arrangements do not appear to be to adoptable standards and therefore the applicant may have to provide for their future maintenance through an alternative mechanism not local authority adoption.

The Highways Service also recommend the imposition of a suite of conditions which require full details and implementation of the site access works, internal access roads and parking provisions and control the construction phase of development. Subject to the conditions recommended at the end of this report, it is concluded that the proposed means of access to the site is acceptable in highways terms, sufficient on-site parking provision has been made and that sufficient evidence has been submitted to demonstrate that the level of traffic which will be generated by the development will result in residual cumulative impacts which could not be considered to be severe in accordance with saved policies TM2 and TM19A of the RUDP and paragraph 32 of the NPPF.

Air Quality/ Sustainable Travel

Paragraph 35 of the NPPF confirms that developments should be located and designed where practical to:

- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

The Bradford MDC Low Emissions Strategy, published in August 2013, sets out a Development Control Air Quality Policy at Appendix 2 which identifies the criteria for the requirement of an Air Quality Assessment and specifies the level of mitigation expected to be provided for different categories of development. Mitigation provisions should include, as a minimum, electric vehicle charging points for each dwelling (which can be achieved at a relatively low cost to developers).

In relation to the potential exposure of the residents of the proposed new dwellings to issues associated with poor Air Quality, the Council's Environmental Health Service have not requested an exposure assessment. The main potential air quality exposure source relevant to the proposed development is the Keighley and Worth Valley Railway; however there is no evidence that emissions from this source would result in residents being exposed to unacceptably poor air quality.

In relation to the mitigation of the increased air quality impacts which may be brought about by the development, the proposed development constitutes a medium development for the purpose of Appendix 2 of the Bradford Low Emission Strategy (LES). Under the provisions of the LES planning guidance medium developments are required to provide Type 1 and 2 emission mitigation as follows:

- Provision of electric vehicles charging facilities at a rate of 1 charging point per house with dedicated parking and 1 point per every 10 houses with undedicated parking.
- Adherence to the London Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition
- A Travel Plan which includes mitigation measures that will discourage the use of high emission vehicles and facilitate the uptake of low emission vehicles.

The applicant accepts the need to provide for on-site electric vehicle charging and to produce Travel Plans in relation to both the proposed residential and industrial aspects of the development. A Travel Plan has already been provided; however the Council's Air Quality Officer advises that this needs to be amended through the inclusion of further air quality mitigation measures. Additionally the applicant has provided for footpath connections to the adjacent public footpath, comprising part of the railway children walk, and has provided for an on-site amenity area/ park facility immediately accessible to residents without the need to travel. A bus stop is located immediately adjacent to the main site access point providing opportunities for residents to travel to surrounding towns and villages using public transport.

It is considered that the air quality mitigation measures provided for by the applicant, as identified above, fulfil the requirements of Bradford MDC Low Emissions Strategy, subject to the imposition of conditions reserving approval of full Electric Vehicle Charging details, a Low Emissions Travel Plan, and a Construction Environmental Management Plan. Subject to these conditions it is also considered that the development will suitably promote the adoption of sustainable patterns of travel by

future residents and facilitate the accessing of local facilities and services by modes of transport other than the private car in accordance with the provisions of paragraph 35 of the NPPF.

Ecology/ Biodiversity & Trees

Saved RUDP policies NE5 and NE6 emphasise the importance of the retention and protection of trees on development sites. Saved policy NE10 confirms that development proposals should ensure that important landscape, ecological, geological features, or wildlife habitats accommodating protected species are protected. Paragraph 109 of the NPPF confirms that one of the government's objectives for the planning system is to minimise impacts on biodiversity and provide net gains in biodiversity where possible.

The primary ecological features relevant to the proposal site are the trees along the site's western boundary with Bridgehouse Beck and northern boundary with Bridgehouse Lane and the wooded valley habitat mosaic within the southern half of the site which includes broad-leaved woodland, marshy grassland, scattered trees and scrub and the beck. There is also the potential for the buildings and trees on the site to accommodate bats. However it should be noted that the development only proposes built development upon 0.9 hectares of the 2.1 hectare greenfield area which comprises the southern half of the site, with the southernmost 1.2ha of the site either left undeveloped or redeveloped as an amenity greenspace and flood storage area, incorporating ecologically beneficially features.

In order to assess the ecological value of the features of the site and the potential impacts of the development upon these features the applicant initially produced and submitted an arboricultural report and impact assessment, a bat scoping survey & report and a phase 1 habitat survey report. In response to concerns raised by the Council's Biodiversity Officer a revised habitat survey and bat survey were subsequently submitted in October 2016.

The submitted Arboricultural Report initially indicated that all of the existing trees along the site's northern and western boundaries would be cleared. A proposal to which the Council's Tree Officer objected. Subsequently the development scheme has been revised to provide for the retention of the planted embankment along Bridgehouse Lane and therefore these trees will now be protected and retained as part of the development. The trees along the western boundary with Bridgehouse Beck are still required to be removed to accommodate the proposed housing which fronts directly onto the Beck. It is not considered that it would be possible to protect and retain these trees, whilst allowing for an appropriate site layout which responds positively to the Beck and therefore the loss of the trees along the Beck is accepted, notwithstanding the Tree Officer's objection.

The submitted revised bat report has confirmed the presence of bats and identified several roosts within the Bridgehouse Mills building complex; there therefore may be a need for a bat mitigation license to be obtained to authorise the disturbance of bats during development work. Further winter bat surveys and a bat roost characterisation survey are recommended to inform a Bat Mitigation Plan. Subject to the conditions recommended at the end of this report, requiring these surveys and a mitigation plan to be approved by the Council, it is considered that the applicant has adequately addressed bat protection issues.

The submitted revised Habitat Survey Report finds that the site contains habitat of low-moderate ecological value. The report recommends a range of measures to avoid the development causing unacceptable ecological harm, including protecting the habitats to be retained to the south of the site and the beck from potential harm during development works by utilising appropriate fencing, undertaking nesting bird surveys if clearance works are to be undertaken between March and August, the drawing up of an Otter mitigation plan and devising biodiversity enhancement and woodland management plans for the site. Subject to the imposition of the conditions recommended at the end of this report, which incorporate these mitigation and enhancement requirements, it is considered that ecological protection issues have been adequately addressed.

It is therefore concluded that, subject to the imposition of a suitably worded conditions requiring the implementation of the further survey work, tree protection measures and bat and otter mitigation provisions, as specified in the submitted Habitat, Arboricultural and Bat Reports and the delivery of ecological enhancement features within the site landscaping scheme, there are no grounds to conclude that the development would be unacceptable on ecological impact or biodiversity grounds in accordance with the principles set out in paragraph 109 of the NPPF and saved policies NE5, NE6 and NE10 of the RUDP

Habitat Regulations/ Rights of Way Issues

The proposal site is approximately 1.8 Kilometres from the nearest edge of the South Pennine Moors, which is designated as a SSSI (Site of Special Scientific Interest) SAC (Special Area of Conservation) and SPA (Special Protection Area). Saved RUDP policy NE7 indicates that development which may affect a European Site will be subject to the most rigorous examination and that development likely to have significant effects on the site (either individually or in combination with other plans or projects) will not be permitted unless there is no alternative solution and there are imperative reasons of over-riding public interest which justify the grant of planning permission for the development.

Previous Habitats Regulations Assessment work undertaken as part of the Local Plan preparation process has highlighted the potential for housing development within proximity to the South Pennine Moors, to result in harm to the integrity of the Moor as a Special Protection Areas as a consequence of increased recreational use. This harm can be avoided through the provision of suitable alternative natural greenspace as part of development schemes or the funding of works to improve access to the moors.

The proposed development includes the provision of an area of recreational open space to the south of the proposed new-build residential development area, which the applicant has named Bridgehouse Beck Park. The proposed park would be approximately 6,700m² in area and would provide for:

- Re-surfacing of existing paths in gravel;
- New grass reinforced pathways;
- Retention and refurbishment of existing footbridge and kissing gates;
- Replacement of existing dilapidated bridge;
- New stepping stone beck crossing;
- Timber benches;
- Wildflower meadows;

- Floodwater storage areas set out as species rich grassland;
- Natural play space/ equipment;
- Management of existing woodland;
- Mill goit interpretation area including restoration of sections of existing goit and interpretation boards.

As well as being accessible directly from the proposed new residential estate the new park would link into the existing railway children walk route which runs along the Bridgehouse Beck valley. The new park area to be provided as part of the development would also allow public access to the Bridgehouse Beck watercourse, access to which is currently limited in and around Haworth. It is considered that the provision of a 6,700m² area of land as a new recreational green space as part of the development, which represents a significant over provision of recreational space relative to the requirements of saved RUDP policy OS5, will provide a suitable alternative for new residents to pursuing recreational access to the South Pennine Moors. It is therefore considered that the development scheme includes sufficient provisions to avoid any potential harm to the integrity of the South Pennine Moors and that Habitat Regulations Assessment is therefore not required.

In relation to Rights of Way matters, the Council's Area Rights of Way Officer has not objected to the proposed development but has requested further information in relation to matters such as footpath surfacing proposals and provisions for future maintenance. To address these matters the landscaping scheme reserved by the conditions recommended at the end of this report is required to include details of footpath surfacing and additionally a planning obligation will be included in a legal agreement under S106 of the act requiring full details to be approved of the provisions which will be put in place to manage the park area and associated paths in the long term. The applicant has indicated that these future maintenance provisions will take the form of a management company funded through a levy on development residents.

Subject to a requirement to deliver the proposed park area as part of the development scheme and maintain it as a publically accessible space in perpetuity and provide details of path surfacing and future maintenance and management arrangements, as set out in the planning conditions and obligations recommended at the end of this report, it is considered that the proposal is acceptable in terms of SPA impact and Rights of Way considerations, in accordance with the requirements of saved policies NE7 and D6 of the RUDP and the Habitats Regulations.

Ground Conditions

Paragraph 121 of the NPPF advises that planning decisions should ensure that the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards, former activities such as mining or pollution arising from previous uses. The NPPF also advises that, in cases where land contamination is suspected, applicants must submit adequate site investigation information, prepared by a competent person. Saved RUDP policy P5 indicates that potential for ground gas migration should be assessed for development sites within 250m of recorded landfill sites.

The proposal site includes historic industrial land uses and previous landfill activities and therefore there is reason to suspect that contamination may be present. In order to address land quality issues the applicant has submitted Phase 1 and 2 contamination reports, produced in 2007. The Phase 1 report identifies that historic land use includes

commercial and mill buildings along with a gasometer, chimney and mill race. The course of the adjacent Bridgehouse Beck historically ran through the site and therefore infilling of the old channel must have taken place in the past.

The Phase 2 report confirms that made ground was found on the site up to 3.1 metres below ground level. Within the area formerly occupied by the mill race, hydrocarbon odour was noted within the underlying drift deposits. Three gas monitoring visits are reported in the document and no gas problems were identified. However, the results from the remaining anticipated 8 visits have not been submitted. Further gas monitoring may be required. Subsequent to the Phase 2 Site Investigations having taken place, some significant alterations have been made to site conditions, including through the removal of the industrial sheds to the rear of the principle mill building and the raising of ground level through the deposit of excavation waste.

The submitted contamination reports have been reviewed by both the Council's Environmental Health Service (in respect of human health considerations) and the Environment Agency (in respect of risks to controlled waters). The Environmental Health Service have objected to the adequacy of the submitted documentation, as the submitted reports are now considered to be out of date, considering the time which has elapsed since the site investigations in 2007 and the alterations which have been made to the intervening period of time. The Environment Agency have not objected to the development but have recommended the imposition of a planning condition requiring the submission of further contamination assessments and a remediation scheme.

It is considered that the contamination assessment information submitted to support the application is sufficient to satisfy the requirements of paragraph 121 of the NPPF. However there is clearly a requirement for further contamination assessment and remediation proposals to inform the development scheme and ensure that all contamination risks to future residents and controlled waters are adequately mitigated. Subject to the imposition of conditions requiring the approval of an updated contamination risk assessment report, remediation proposals and a materials importation scheme, contamination risks are considered to have been appropriately addressed in accordance with saved RUDP policies UR3 and P5 and paragraph 121 of the NPPF.

Affordable Housing and off-site Infrastructure

In relation to the requirement for Affordable Housing, saved RUDP policy H9 states that, on planning applications for substantial residential development, the Council will negotiate for a proportion of affordable housing based on the extent and type of need, the suitability of the site and the economics of provision. The NPPF defines Affordable Housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market and subject to a requirement to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

The full affordable housing requirement for the site, based upon the JHS benchmark figures referenced in saved policy H9, would be 31 units. Instead the applicant proposes to provide 5 of the 77 new-build houses as 'starter homes', subject to a 20% discount on their open market value. Although the provision of the starter homes is welcomed, it would not meet the current definition of Affordable Housing set out in the NPPF and therefore it must be considered that the development does not propose any delivery of Affordable Housing and therefore sits in conflict with saved RUDP policy H9.

A number of objectors have raised concerns in relation to the adequacy of local infrastructure and services to accommodate the new residents which would be brought to Haworth as a consequence of the proposed development. These concerns primarily relate to the capacity of existing primary schools in the village, the lack of space at doctors' surgeries and the capacity of the existing roads to accommodate the additional traffic which would be generated by the development.

In relation to traffic issues, this issue is assessed in the Access and Highways section above and, in summary, it is considered that the applicant has adequately demonstrate that the existing highway network has sufficient capacity to safely accommodate the traffic which would be generated by the proposed residential and industrial development on the site without resulting in severe residual cumulative traffic impacts.

However, in order to provide for safe access to and from the development site onto the highway network, the applicant accepts that off-site junction improvement works are required, comprising the formation of a mini-roundabout at the junction between the site access, Bridgehouse Lane, Station Road and Brow Road. The applicant has estimated that the cost of the off-site highway improvements works would be £130,000. The detail of the improvement works would be negotiated through an agreement under Section 278 of the Act; however the conditions recommended at the end of this report would ensure that the improvement works are delivered as part of the development scheme.

In relation to the specific concerns of residents of Thornfield Retirement properties, as expressed through their petition, about the consequent relocation of the existing bus stop on Bridgehouse Lane adjacent to the war memorial. It should be noted that the proposed access improvement drawing, option 1, only proposes the relocation of this bus stop 7 metres to the west. It is not considered that this potential alternative position would render the bus stop significantly less accessible to existing and proposed residents, including older people, or people with impaired mobility.

In relation to residents' concerns about the adequacy of local services and facilities to accommodate the proposed development, there is no local or national planning policy requirement to assess the adequacy of existing health services in a locality to accommodate the needs of new residential development. However, in relation to education services, it is accepted that both Primary Schools and Secondary Schools in the locality currently have insufficient capacity to adequately provide for the additional children likely to be brought into the area by the proposed development. In order to provide for the needs of the additional children which would be likely to be generated by the development the Council's Education Service have calculated that funding of £143,859 would be required for the expansion of primary school places and £185,816 for the expansion of secondary school places.

The requirement for developers to fund the extension of off-site education infrastructure is set out in saved RUDP policy CF2, which requires that, where new housing proposals would result in an increased demand for educational facilities which cannot be met by existing schools and colleges (as is the case for the proposed development), the Council will seek to enter into a planning obligation in order to secure the provision of, or contribution towards, new or extended facilities. The applicant has not offered to provide any funding towards the provision of new or extended facilities and therefore the application sits in conflict with saved RUDP policy CF2.

In terms of considering the acceptability of the non-provision of Affordable Housing and funding for the extension of Primary Education and Secondary Education facilities, reference should be made to paragraph 173 of the NPPF. Paragraph 173 states that, to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

The applicant argues that the provision of education funding and affordable housing as part of the development scheme would render the development unviable. They explain that this is due to the scale of costs associated with the proposed development including the costs of the proposed restoration works to Bridgehouse Mill, the extensive retaining walls which would be required to Bridgehouse Beck and to retain the difference in level to the footpath to the east, the cost of the proposed floodwater storage works, the landscaping works to create Bridgehouse Beck Park and the cost of the proposed off-site highway works.

To support this argument the applicant has submitted a Financial Viability Report which sets out the costs and value of the development. This report has been reviewed by the Council's Economic Development Service, who have confirmed that they consider it to robustly demonstrate both that the amount of development proposed (in the Green Belt) is required to make the development economically viable and that the provision of Education Funding and Affordable Housing as part of the scheme would render the development unviable. Therefore, notwithstanding the conflict of the proposal with saved RUDP policies CF2 and H9, it is considered that the scale of infrastructure contributions and discounted housing provision proposed by the applicant is acceptable in relation to advice on scheme viability set out in paragraphs 178 to 181 of the NPPF.

In relation to the requested £134,443 contribution towards off-site recreation infrastructure the relevant RUDP policy requires new residential developments which provide 50 or more family dwellings to provide for recreation open space, including children's play space and informal open space, to a minimum standard of 20 square metres per dwelling (including a suitably designed and equipped play area) and playing fields, to a minimum standard of 40 square metres per dwelling. The on-site recreation open space requirement under saved policy OS5 for the development of 77 family houses (as is proposed) would normally be 1,540m², with additionally 3,080m² of playing fields required, i.e. a total of 4,620 of recreational space.

The applicant proposes to develop a 6,700m² area of land to the south of the proposed development area into a new recreation space to be called Bridgehouse Beck Park. This park will complement existing park provision within Haworth by providing for access to a watercourse, Bridgehouse Beck. Given the proposed over provision of recreation space through the provision of Bridgehouse Beck Park within the development scheme, and the range of recreational facilities and equipment to be provided within the park, it is considered that the proposed on-site recreational provision is sufficient to comply with the requirements of saved RUDP policy OS5.

Community Safety Implications:

Saved Policy D4 of the RUDP states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime. The Police Architectural Liaison Officer has reviewed the submitted proposals and, whilst

not objecting in principle to the proposed development, has raised certain concerns and points of detail in relation to matters including:

- Natural surveillance of the footpath to the east;
- Barriers to prevent motorcycle access to the proposed Bridgehouse Beck Park;
- Provision of CCTV/ external lighting;
- Marking out and allocation of parking spaces;
- Defensibility of communal garden areas for retirement living apartments;
- Security of recessed areas within the apartment building;
- Access control;
- Security standards of perimeter treatments;
- Secure bin storage arrangements
- Mail delivery arrangements;
- Door and window security standards;
- Installation of intruder alarms;

Whilst being mindful of the need to provide a suitably crime resistant environment with well-defined and secure public and private spaces the Council must also balance other planning considerations including the imperative of facilitating connectivity to the surrounding built and natural environment and providing the recreational spaces necessary to promote healthy lifestyles and attractive, vibrant, socially interconnected developments. In this regard it is not considered that the Architectural Liaison Officer's suggestions to provide lighting to the railway children walk route to the east of the site or a strong boundary feature along this boundary of the site would be appropriate, instead a boundary treatment of a stone a 1.4 metre high stone wall is proposed along this boundary to allow some natural surveillance whilst providing for a relatively robust boundary feature.

Likewise it is not considered to be appropriate for the planning system to regulate all of the aspects of the development referred to by the Police Architectural Liaison Officer, such as the postal delivery system and the security standards of doors and windows, as these matters are not generally considered to be land use planning concerns. The detailed design of other design elements referred to by the Architectural Liaison Officer, which are more typically controlled through the planning system, such as details of boundary treatments and external lighting, can appropriately be made the subject of planning conditions allowing details to be agreed at a later stage and the determination of this application to focus on the main land use planning considerations.

However it is considered that the development has generally been designed to reflect the principles of secure by design and that the spaces which would be created by the development would not be unacceptably insecure or susceptible to antisocial behaviour. In particular the proposed frontage treatment to Bridgehouse Lane has been revised during the consideration of the application to omit the previously proposed underground taxi rank, and instead retain the existing planted embankment; an aspect of the development which was considered to be potentially vulnerable to crime and anti-social behaviour.

Subject to the reservation of details of boundary treatments, parking demarcation, bin storage arrangements, lighting and CCTV arrangements by planning conditions, and further engagement with West Yorkshire Police at the condition discharge stage, it is therefore not considered that there are grounds to conclude that the proposed

development would create an unsafe or insecure environment or increase opportunities for crime, in accordance with saved policy D4 of the RUDP.

Equality Act 2010, Section 149:

In writing this report due regard has been taken of the need to eliminate unlawful discrimination, harassment and victimisation, advance equality of opportunity between different groups and foster good relations between different groups, in accordance with the duty placed upon Local Authorities by Section 149 of the Equality Act 2010.

The context of the site, the development scheme proposed and the representations which have been made have been reviewed to identify the potential for the determination of this application to disadvantage any individuals or groups of people with characteristics protected under the Equality Act 2010.

The outcome of this review is that there is not considered to be any sound reason to conclude that the proposed development would have a significantly detrimental impact on any groups of people or individuals with protected characteristics. Concern has been expressed by an adjacent community of elderly people in relation to the proposed re-positioning of the bus stop adjacent to the site entrance. However this concern is not considered to be legitimate, as the bus stop would only be moved a short distance (8 metres) to a location which has no greater accessibility problems than the existing bus stop position.

Furthermore it is not considered that the proposal would lead to significant adverse impacts on anyone, regardless of their characteristics. Likewise, if planning permission were to be refused by the Committee, it is not considered that this would unfairly disadvantage any groups or individuals with protected characteristics.

Reason for Granting Planning Permission:

The proposal represents inappropriate development in the Green Belt, which is by definition harmful to the Green Belt, and should not be approved except in very special circumstances. Substantial weight has been given to the harm the proposed development would cause to the Green Belt by reason of its inappropriateness, the loss of openness which would be consequential from the development and the development's conflict with the purposes of allocating land as Green Belt.

However it is considered that the harm the development would cause to the Green Belt and the harm the development would cause to the character of the landscape and the setting of the Haworth Conservation Area and Bridgehouse Mills, as a listed building, is clearly outweighed by other considerations, in respect of the provision of new housing on partly previously developed land, the delivery of works to sustain and enhance the significance of Bridgehouse Mills and the proposals to provide more appropriate and extended accommodation for two local manufacturing businesses.

It is considered that, subject to securing the Planning Obligations and conditions recommended at the end of this report, the development will not result in unacceptable impacts upon the environment or the occupants of surrounding land in terms of visual amenity, employment, traffic and highways impacts, flood risk, ecological impacts, amenity or air quality. Although the proposal will harm the character of the landscape and the setting of a Listed Building and Conservation Area, this impact has been mitigated through the provision of a high quality development design and appropriate proposals to repair and restore Bridgehouse Mills and the residual harm the

development would cause is not considered to be avoidable without rendering the development overall unviable.

The proposal is considered to accord with the relevant national planning policies set out in the NPPF and the saved policies within the replacement Unitary Development Plan, excepting saved policies NE3, H9, BH4A, BH7 and CF2, but including policies UDP1, UDP4, UR2, UR3, E4, TM2, TM12, TM19A, D1, D4, D5, BH4, NE4, NE5, NE6, NE7, NE10, NR15B, NR16, NR17A, GB1, P5 and P7.

Reason for Granting Listed Buildings Consent:

The proposed works to repair and restore Bridgehouse Mills will sustain and enhance the significance of this Grade II listed building and the contribution it makes to Haworth Conservation Area. The benefits of the proposed development are considered to outweigh the harm it would cause to the setting of Bridgehouse Mills and the Haworth Conservation Area. It is accepted that, in order to realise the heritage (and other) benefits of the development, a viable development scheme must be provided for and that the applicant has demonstrated that a reduction in the amount of development proposed within the setting of the listed building/ conservation area or the loss of units to allow for the preservation of the affected sections of the historic mill goit, would render the scheme unviable.

After having taken into account the intrinsic value of the heritage assets, the very significant weight which should be given to the conservation of the heritage assets and the substantial benefits which it is considered that the development would provide, it is therefore concluded that the proposal is acceptable in heritage terms and consistent with the principle set out in Section 12 of the NPPF and saved policy BH4 of the RUDP, whilst sitting in conflict with saved RUDP policies BH4A and BH7. Nonetheless, in line with saved RUDP policy BH3 and NPPF paragraph 136, the conditions recommended at the end of this report would make the Listed Buildings consent conditional upon the approval of a written scheme of heritage investigation to ensure that the current condition of the site is fully documented before development works commence.

Conditions of Planning Permission:

General

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

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

2. No development works whatsoever shall be begun until a Phasing Plan, which includes details of the phasing of the development in relation to the commencement and completion of the aspects of the development listed below has been submitted to and approved in writing by the Local Planning Authority:

- i) the authorised works to the existing mill building complex;
- ii) off-site highway improvement works;
- iii) flood water storage works;
- iv) the development of the new-build industrial buildings and houses;
- v) the development of the new-build houses;
- vi) associated highway, parking, drainage and landscaping works;
- vii) the provision of the new public open space.

The development shall thereafter be implemented in strict accordance with the approved phasing provisions.

Reason: To ensure that the phasing of the construction of the development minimises disruption to the local community and provides for the completion of the works to the listed building and provision of required associated infrastructure at an appropriate phase of development, in the interests of amenity, in accordance with saved policy UR3 of the replacement Unitary Development Plan.

Amenity Related Conditions

3. No extraction, ventilation or air conditioning equipment shall be installed at the site to which this notice relates other than in accordance with details, which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that any extraction, ventilation or air conditioning equipment associated with the development do not unacceptably impact upon the amenity of adjacent residents, in accordance with saved policy UR3 of the replacement Unitary Development Plan.

4. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until full details of a scheme of sound attenuation works has been installed and thereafter retained. Unless otherwise approved by the Local Planning Authority, such scheme of works shall:

- i. Be based on the findings of an approved noise survey of the application site, including an approved method statement for the noise survey.
- ii. Consider the potential noise impact of the new and extended industrial buildings hereby approved.
- iii. Be capable of achieving the following noise levels:
 - a. Bedrooms: LAeq 15 minutes – 30dB (2300 to 0700 hours)
 - b. Living Rooms: LAeq 15 minutes – 45dB (0700 to 2300 hours)
- iv. Include a system of alternative acoustically treated ventilation to all habitable rooms.

The approved sound attenuation works shall thereafter be fully implemented in accordance with the approved details and shall be completed either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed residential dwellings are not subject to unacceptable noise nuisance, in accordance with saved policies UR3 and P7 of the replacement Unitary Development Plan.

Materials Details

5. No development works whatsoever shall be begun until full details of the materials to be used to face all site retaining walls, as shown on drawing, 12105-C-50 Rev. A, have been submitted to and approved in writing by the Local Planning Authority. The retaining walls shall thereafter be constructed in accordance with

the approved details and fully completed either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure that the proposed new beck retaining wall is sympathetic to the built and natural environment in the locality, in accordance with saved policies D1, BH7 and NE3 of the replacement Unitary Development Plan.

6. No 'built development works' shall be begun until full details of all facing materials, including samples of facing walling stones and roof tiles, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the development is sympathetic to the built and natural environment in the locality, in accordance with saved policies D1, BH7 and NE3 of the replacement Unitary Development Plan.

Heritage Related Conditions

7. No development works whatsoever shall be begun until a written scheme of investigation (WSI), with a field of study covering the whole site including the historic curtilage of Bridgehouse Mills and all associated features such as the Mill Goit, has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include:

- i. A statement of significance and research objectives, and
- ii. A programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- iii. A programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

Thereafter no demolition or development works shall be undertaken other than in accordance with the agreed WSI.

Reason: To ensure that the heritage significance of the building and associated land and features is recorded prior to demolition and renovation works commencing, to accord with saved policy BH3 of the replacement Unitary Development Plan.

8. No development works whatsoever shall be begun until a report setting out the findings of the written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a record of the heritage significance of the building and associated land and features is retained, to accord with saved policy BH3 of the replacement Unitary Development Plan.

9. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until full details of all external alterations including facing materials and the design of replacement windows and doors, roofing materials, rainwater goods, fascias and soffits, a structural specification for the reinstated top floor, details of temporary works, and any proposed works to rectify building defects, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the character of the original building is not detrimentally affected by the mill conversion, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

10. No development works whatsoever shall be begun until a method statement for the construction of the eastern retaining wall and associated land drain has been submitted to and approved in writing by the Local Planning Authority. The method statement shall be informed by the objective of minimising harm to the integrity of the sections of the adjacent mill goit shown as being retained on the approved site plan.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

11. No development works whatsoever shall be begun until a method statement for the refurbishment and retention of the iron bridge, iron kissing gates and iron launder gate, has been submitted to and approved in writing by the Local Planning Authority. No works shall thereafter take place which affect the iron bridge, iron kissing gates and iron launder gate other than in strict accordance with the approved method statement.

Reason: To ensure that the proposed works to refurbish and repair existing bridges and gates which are associated with the heritage significance of the site are undertaken in manner which does not degrade this significance, in accordance with saved policies BH3 and BH4 of the replacement Unitary Development Plan.

12. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement and associated drawings, providing details of any flues and ventilation outlets for residential requirements within the existing listed buildings, has been submitted to and approved in writing by the Local Planning Authority. Thereafter no flues or ventilation outlets shall be installed on the listed building other than in strict accordance with the approved details.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

13. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement for the retention, support and protection of all retained parts of the listed buildings during intervention, rebuilding and repair works, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the works to the listed building shall only be undertaken in strict accordance with the approved details.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

14. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement and specification for the underpinning of the eastern wing of the listed mill (ref. Drawing 12105-S-06), has been submitted to and approved in writing by the Local Planning Authority. Thereafter the works to the underpinning works shall only be undertaken in strict accordance with the approved details.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

Flooding/ Drainage Related Conditions

15. The development permitted by this planning permission shall only be carried out in accordance with the approved flood risk assessment (FRA), Ref 07084 December 2015, and the following mitigation measures detailed within the FRA:

1. Provision of compensatory flood storage on a 'level for level' basis must be provided for up to and including the 1 in 100 year flood level. Details of the compensatory flood storage proposals must be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works.
2. The compensatory flood storage works must be completed and be operational prior to any further ground raising on this development site.
3. Finished floor levels are set no lower than 600mm above the 1 in 100 year (plus climate change) flood level, as detailed in Section 5.2.
4. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.
5. Surface water drainage proposals must be submitted to and approved in writing by the Local Planning Authority.
6. Access to the watercourse must be provided as shown in the submitted drawing 3901-002-PL03 REV. N.

The mitigation measures shall be fully implemented either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reasons: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. To reduce the risk of flooding to the proposed development and future occupants. To ensure safe access and egress from and to the site. To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To allow access for any required future maintenance. In accordance with saved policy NR15B of the replacement Unitary Development Plan.

16. No 'built development works' shall be begun until full details of the foul and surface water drainage system to be provided within the development, including

any balancing and off site works and sustainable drainage features, have been submitted to and approved in writing by the Local Planning Authority.

The approved drainage works shall thereafter be implemented in full in accordance with the approved details either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is appropriately drained, in the interests of the protection of the environment and the reduction of flood risks, in accordance with saved policy NR16 of the replacement Unitary Development Plan.

17. No 'built development works' shall be begun until full details of the works to be undertaken to provide the proposed flood water storage capacity on the land to the south of the development area have been submitted to and approved in writing by the Local Planning Authority.

The approved flood water storage works shall thereafter be implemented in full in accordance with the approved details either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is appropriately drained, in the interests of the protection of the environment and the reduction of flood risks, in accordance with saved policy NR16 of the replacement Unitary Development Plan.

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

Reason: To ensure that no surface water discharges take place until proper provision has been made for its outfall and to accord with policies NR16 and UR3 of the Replacement Unitary Development Plan.

19. No 'built development works' shall be begun until a Surface Water Drainage Maintenance and Management document has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage infrastructure serving the development shall be managed over the lifetime of the development in strict accordance with the terms and agreements set out in the approved Surface Water Drainage Maintenance and Management document.

Reason: To ensure that the submitted drainage proposals will function adequately to mitigate flood risks, to accord with policies NR16 and UR3 of the Replacement Unitary Development Plan.

Landscaping/ Trees/ Ecology Conditions

20. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until full details of boundary treatments, including plot division fences and gates, have been submitted to and approved in writing by the Local

Planning Authority. The submitted boundary treatment provision shall be informed by the principles of Secure by Design as well as design and landscape impact considerations. Thereafter the approved boundary treatment provisions shall be fully implemented either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of amenity, landscape character and planning for crime prevention, in accordance with policies NE3, D1, D4 and D5 of the replacement Unitary Development Plan.

21. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until full details of hard and soft landscaping works, including details relating to the Bridgehouse Beck Park to be provided as part of the development, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- i) Details of paths and other surfaces including the specification of all paths to be provided or improved as part of the development;
- ii) Proposed topsoil depths;
- iii) Details of all play equipment and interpretation boards to be provided;
- iv) Details of any benches, bins or other hard landscaping features;
- v) Details of any lighting to be provided;
- vi) Details of any access barriers, walls and fencing;
- vii) Details of any areas to be seeded, flower beds, shrubs or hedges;
- viii) Details of tree planting;
- ix) Ecological enhancement proposals;
- x) Provisions to address dog fouling issues, including through the introduction of a Green Dog Walkers scheme (or similar);
- xi) Provision of CCTV and/ or other crime prevention measures;
- xii) Bin storage provisions;
- xiii) Proposals for the demarcation of parking spaces;
- xiv) Details of the cycle racks/ cycle storage facilities to be provided;
- xv) Details of proposed works to existing gates and bridges and works to restore the Mill Goit within the par area.

The approved hard and soft landscaping details shall thereafter be implemented in full in accordance with the approved details either prior to any of the residential dwellings or industrial buildings, hereby approved, being brought into use or occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity, ecology and inclusive design, and to accord with Policies D1, D4, D5, NE3 and NE10 of the replacement Unitary Development Plan.

22. Public access to the area of land identified as Bridgehouse Beck Park on the approved Site Plan shall remain unimpeded and unobstructed in perpetuity.

Reason: In the interest of amenity and to mitigate the potential for the development to generate increase residential use of the South Pennine Moors SPA, in accordance with saved policies OS5, UR2, UR3 and NE10 of the replacement Unitary Development Plan.

23. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until full details a landscape management plan, including long term design objectives, management responsibilities, replacement planting for failing trees and maintenance schedules for all landscape areas outside of private gardens and the area of land identified as Bridgehouse Beck Park on the approved Sites Plan, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be implemented in full in accordance with the approved details.

Reason: To ensure proper management and maintenance of the landscaped areas in the interests of amenity and to accord with Policies D1, D5, NE3 and NE10 of the replacement Unitary Development Plan.

24. No development works whatsoever shall be begun, no materials or machinery shall be brought on to the site and no tree works shall be undertaken until Temporary Tree Protective Fencing is erected in accordance with the details submitted on a tree protection plan to BS 5837 (2005), which shall first have been submitted to and approved in writing by the Local Planning Authority. The Temporary Tree Protective Fencing shall be erected in accordance with the approved plan and be retained for the duration of the development. No excavations, engineering works, service runs and installations shall take place between the Temporary Tree Protective Fencing and the protected trees for the duration of the development without written consent by the Local Planning Authority.

Reason: To ensure trees are protected during the construction period and in the interests of visual amenity and the maintenance of the character of the Conservation Area. To safeguard the visual amenity provided by the trees on the site and to accord with Policies BH7, NE4, NE5 and NE6 of the Replacement Unitary Development Plan.

25. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until the following ecological information has been submitted to an approved in writing by the Local Planning Authority:

- i) Bat winter monitoring and roost characterisation survey;
- ii) Bat mitigation plan.

The development shall thereafter only be carried out in strict accordance with any mitigation measures and recommendations set out in the approved documents.

Reason: In the interests of ecological protection and biodiversity, in accordance with saved policy NE10 of the replacement Unitary Development Plan.

26. No development works whatsoever shall be begun, until the following ecological information has been submitted to an approved in writing by the Local Planning Authority:

- i) Proposals for fencing to protect ecological features during development works;
- ii) Nesting bird survey (if clearance works to take place between 01 March and 31 August);
- iii) Otter mitigation plan;

The development shall thereafter only be carried out in strict accordance with any mitigation measures and recommendations set out in the approved documents.

Reason: In the interests of ecological protection and biodiversity, in accordance with saved policy NE10 of the replacement Unitary Development Plan.

27. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until a Biodiversity Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Environmental Management Plan shall thereafter be implemented in full in accordance with the approved details.

Reason: In the interests of ecological protection and biodiversity, in accordance with saved policy NE10 of the replacement Unitary Development Plan.

Highways Related Conditions

28. No 'built development works' shall be begun until full details and specifications of the works associated with Bridgehouse Lane / Brow Road, as shown indicatively on Drawing Number 8998 / 001, have been submitted to and be approved in writing by the Local Planning Authority. None of the dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until the approved highway works have been completed on site to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan.

29. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until the proposed means of vehicular and pedestrian access to that residential dwelling or industrial building has been laid out, hard surfaced, sealed and drained within the site in accordance with the approved plans and completed to a constructional specification approved in writing by the Local Planning Authority.

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

30. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until the off street car parking facility associated with that residential dwelling or industrial unit has been laid out, hard surfaced, sealed and drained within the curtilage of the site in accordance with the approved drawings. The gradient shall be no steeper than 1 in 15 except where otherwise approved in writing by the Local Planning Authority.

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

31. Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, no development works whatsoever shall be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

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

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

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

Air Quality Related Conditions

32. No development works whatsoever shall be begun until a Construction Environmental Management Plan (CEMP) for minimising the emission of dust and other emissions to air during the demolition, site preparation and construction phases of the development has been submitted to and approved in writing by the Local Planning Authority. The CEMP must be prepared with due regard to the guidance set out in the London Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition. The CEMP must also include:

- I. An assessment of the risks posed to groundwater quality during the construction phase.
- II. The implementation of mitigation measures designed to protect groundwater.
- III. All other fuel/oil to be stored in proprietary tanks with integral bunding with a capacity equal to not less than 110% of the capacity of the tank. Such tanks shall be located on a bunded, impervious hardstanding with a capacity of not less than 110% of the largest tank or largest combined volume of connected tanks.

- IV. All replenishment of tanks and containers and all refuelling of vehicles, plant and equipment shall take place within that bunded, impervious hardstanding.
- V. Outside the normal hours of operation of the site on which they are deployed, all vehicles and plant operating shall be parked or stored on bunded, impervious hardstandings with a capacity not less than 110% of the fuel/oil that can be stored in the storage facilities, vehicles, plant or machinery that they are intended to accommodate.
- VI. Details of a protocol to deal with any pollution that may occur during the course of construction.
- VII. Details of how the requirements of the approved Plan will be disseminated to all relevant staff/contractors throughout the construction period.

All works on site shall be undertaken in accordance with the approved CEMP unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect amenity and the health of surrounding residents in line with the council's Low Emission Strategy and National Planning Policy Framework (NPPF).

33. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until a Low Emissions Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Low Emissions Travel Plan shall thereafter be implemented in full in accordance with the approved implementation programme and monitoring procedures whilst ever the development subsists. As a minimum the Low Emissions Travel Plan shall include the following provisions:

- i) Targets for a reduction in overall car ownership / use at the site and targets for increased percentage uptake of low emission vehicles at the site;
- ii) Measures to support low emission public transport in the area;
- iii) Opportunities to deliver a car club facility at the site to reduce the need for private vehicle ownership;
- iv) an implementation programme and monitoring procedures.

Reason: To protect amenity and the health of surrounding residents in line with the council's Low Emission Strategy and National Planning Policy Framework (NPPF).

34. None of the residential dwellings, hereby approved, shall be brought into occupation until details of the provision of electric vehicle charging points for all new dwellings within the new-build element of the development and provisions to enable the delivery of electric vehicle charging points for a proportion of the parking spaces allocated to the retirement living apartments, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the electric vehicle charging provisions shall be fully implemented either before any of the residential dwellings are brought into occupation or in accordance with an alternative timetable set out in a Phasing Plan which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development is constructed in an appropriate sustainable manner which takes into consideration air quality with in the District, and takes into consideration paragraph 35 of the National Planning Policy Framework and polices UDP3 and UR2 of the Replacement Unitary Development Plan.

Contamination Related Conditions

35. No development works whatsoever shall be begun until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site, has each been submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - a. all previous uses;
 - b. potential contaminants associated with those uses;
 - c. a conceptual model of the site indicating sources, pathways and receptors;
 - d. potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason: To ensure that contamination risks are appropriately assessed and that an adequate remediation strategy is prepared to mitigate risks to groundwater and human health from land contamination, in accordance with policies UR3, NR17 and NR17A of the replacement Unitary Development Plan and paragraph 121 of the National Planning Policy Framework.

36. None of the residential dwellings or industrial buildings, hereby approved, shall be brought into use or occupation until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To demonstrate that the objectives of the remediation strategy have been achieved and risks to groundwater from land contamination have been reduced to an acceptable level, in accordance with policies UR3, NR17 and NR17A of the replacement Unitary Development Plan and paragraph 121 of the National Planning Policy Framework.

37. In the event that contamination is found at any time when carrying out the approved development, which has not previously been identified and risk assessed, it must be reported in writing immediately to the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority, an investigation and risk assessment must be undertaken, details of which must be submitted to the Local Planning Authority for approval in writing before the expiration of 1 month from the date on which the contamination was found. If remediation is found to be necessary, a remediation scheme must be prepared and submitted to the Local Planning Authority for approval in writing; following completion of measures identified in the approved remediation scheme and prior to the commencement of the use of the approved development a verification report must be prepared and submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that risks from land contamination are minimised, in accordance with policies UR3, NR17 and NR17A of the replacement Unitary Development Plan and paragraph 121 of the National Planning Policy Framework.

38. A methodology for quality control of any material brought to the site for use in filling, level raising, landscaping and garden soils shall be submitted to, and approved in writing by the Local Planning Authority before any such materials have been deposited on the site to which this notice relates. Relevant evidence and a quality control verification report shall be submitted to and is subject to the approval in writing by the Local Planning Authority.

Reason: To ensure that all materials brought to the site are acceptable, to ensure that contamination/pollution is not brought into the development site, in accordance with policies UR3, NR17 and NR17A of the replacement Unitary Development Plan and paragraph 121 of the National Planning Policy Framework.

39. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: The development is located within a groundwater Source Protection Zone 1 (SPZ1) and 2 (SPZ2) for a groundwater abstraction that is used for drinking water. It is very important that groundwater is protected from possible pollution associated with the surface water drainage scheme, including the mobilisation of contaminants already present within the ground. In accordance with policies UR3, NR17 and NR17A of the replacement Unitary Development Plan and paragraph 121 of the National Planning Policy Framework.

40. No development works whatsoever shall be begun until a level changes scheme has been submitted to and approved in writing by the Local Planning Authority. The level changes scheme shall include:

i) A plan and illustrative sectional drawings showing proposed and existing ground levels throughout the site;

- ii) A calculation of the volume of excavation arisings which will result from the implementation of the proposed site levels, the volume of fill material which will be required to implement the proposed site levels and the cut-fill balance;
- iii) A transportation strategy to setting out the maximum daily HGV movements, anticipated haulage routes, access provisions and the hours during which transportation of excavation waste/ fill material will take place (where relevant);
- iv) Details of the mitigation which will be put in place to minimise adverse environmental impacts associated with the implementation of the site groundworks and transportation of materials (i.e. dust, noise, vibration and the deposition of mud on the road).

Thereafter the development shall only proceed in strict accordance with the approved level changes scheme.

Reason: To ensure that level changes are appropriately controlled, that excavation waste generation is minimised and that the implementation of level changes does not unacceptably harm amenity or road safety, in accordance with policies UDP9, D5, TM2, TM19A and UR3 of the replacement Unitary Development Plan.

Retirement Living Occupancy Condition

41. Unless otherwise agreed in writing by the Local Planning Authority, occupation of the apartments, hereby approved, shall be limited to residents that are:

- (i) a single person not less than 55 years of age, or
- (ii) joint residents one of whom is not less than 55 years of age, or
- (iii) a person not less than 55 years of age living with their partner, spouse or cohabitee, or
- (iv) a surviving widow, widower or cohabitee of any resident who was over 55.

Reason: In the interests of controlling the use of the site and occupancy of the dwellings, as the infrastructure provided for the apartments has been designed based upon the occupancy of the apartments comprising mainly retired people in accordance with saved policies UR3 and TM19A of the replacement Unitary Development Plan.

Conditions of Listed Building Consent:

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

Reason: To accord with the requirements of Section 18 of the Planning (Listed Buildings Conservation Areas) Act 1990 (as amended).

2. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a Phasing Plan, which includes details of the phasing of the development in relation to the commencement and completion of the aspects of the development listed below has been submitted to and approved in writing by the Local Planning Authority:

- i) the authorised works to the existing mill building complex;
- ii) off-site highway improvement works;
- iii) flood water storage works;
- iv) the development of the new-build industrial buildings and houses;
- v) the development of the new-build houses;

- vi) associated highway, parking, drainage and landscaping works;
- vii) the provision of the new public open space.

The development shall thereafter be implemented in strict accordance with the approved phasing provisions.

Reason: To ensure that the phasing of the construction of the development minimises disruption to the local community and provides for the completion of the works to the listed building and provision of required associated infrastructure at an appropriate phase of development, in the interests of amenity, in accordance with saved policy UR3 of the replacement Unitary Development Plan.

3. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a written scheme of investigation (WSI), with a field of study covering the whole site including the historic curtilage of Bridgehouse Mills and all associated features such as the Mill Goit, has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include:

- i. A statement of significance and research objectives, and
- ii. A programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- iii. A programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

Thereafter no demolition or development works shall be undertaken other than in accordance with the agreed WSI.

Reason: To ensure that the heritage significance of the building and associated land and features is recorded prior to demolition and renovation works commencing, to accord with saved policy BH3 of the replacement Unitary Development Plan.

4. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a report setting out the findings of the written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a record of the heritage significance of the building and associated land and features is retained, to accord with saved policy BH3 of the replacement Unitary Development Plan.

5. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until full details of all external alterations including facing materials and the design of replacement windows and doors, roofing materials, rainwater goods, fascias and soffits, a structural specification for the reinstated top floor, details of temporary works, and any proposed works to rectify building defects, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that the character of the original building is not detrimentally affected by the mill conversion, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

6. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement for the construction of the eastern retaining wall and associated land drain has been submitted to and approved in writing by the Local Planning Authority. The method statement shall be informed by the objective of minimising harm to the integrity of the sections of the adjacent mill goit shown as being retained on the approved site plan.

Reason: In the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

7. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement for the refurbishment and retention of the iron bridge, iron kissing gates and iron launder gate, has been submitted to and approved in writing by the Local Planning Authority. No works shall thereafter take place which affect the iron bridge, iron kissing gates and iron launder gate other than in strict accordance with the approved method statement.

Reason: To ensure that the proposed works to refurbish and repair existing bridges and gates which are associated with the heritage significance of the site are undertaken in manner which does not degrade this significance, in accordance with saved policies BH3 and BH4 of the replacement Unitary Development Plan.

8. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement and associated drawings, providing details of any flues and ventilation outlets for residential requirements within the existing listed buildings, has been submitted to and approved in writing by the Local Planning Authority. Thereafter no flues or ventilation outlets shall be installed on the listed building other than in strict accordance with the approved details.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

9. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement for the retention, support and protection of all retained parts of the listed buildings during intervention, rebuilding and repair works, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the works to the listed building shall only be undertaken in strict accordance with the approved details.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.

10. No works to the existing Bridgehouse Mills buildings, as shaded in red on drawing 3901-02 PL01, shall be begun until a method statement and specification for the underpinning of the eastern wing of the listed mill (ref. Drawing 12105-S-06), has been

submitted to and approved in writing by the Local Planning Authority. Thereafter the works to the underpinning works shall only be undertaken in strict accordance with the approved details.

Reason: In the interests of the preservation of important features which relate to the heritage significance of the site, in accordance with saved policies BH4 and D1 of the replacement Unitary Development Plan.
