

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 14 May 2018

AX

Subject:

This is an outline planning application for a development of up to 250 dwellings, including means of access from Thornton Road, on land to the south of 869 Thornton Road, Bradford.

Summary statement:

The proposal is an outline application for the construction of up to 250 dwellings. Details of the means of access have been submitted for consideration at this stage with matters such as scale, layout, appearance and landscaping reserved for consideration at a later stage.

The site is allocated as an Employment Site and has previously benefitted from planning permission for an employment development. The site has been marketed for employment/industrial purposes since 2012 with no firm expressions of interest for a number of reasons including accessibility of the site and other more suitable sites being available in the form of smaller units. Whilst the economy is picking up it is unlikely that interest in the site will improve mainly due to the locational issues that cannot change. It is considered that the justification put forward with regard to the marketing of the site and it no longer being suitable for employment/industrial development justifies a change to allow the principle of residential development. It has been accepted that an alternative use is acceptable and the precedent has previously been set for residential development on allocated employment sites. The application is in outline form with only details of the means of access submitted for consideration. Subject to some off-site highway works, the provision of Traffic Regulation Orders along the site frontage and the moving of the bus stop on Thornton Road no objections are raised to the access proposals. Subject to a Section 106 Legal Agreement securing the TRO's and an element of affordable housing and the recommended conditions it is considered that the proposal is acceptable.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy

1. SUMMARY

This is an outline planning application for a development of up to 250 dwellings, including means of access from Thornton Road, on land to the south of 869 Thornton Road, Bradford.

2. BACKGROUND

There is no relevant background to this application.

3. OTHER CONSIDERATIONS

All considerations material to the determination of this planning application are set out in the Officer's Report at Appendix 1.

4. OPTIONS

The Committee can approve the application as per the recommendation contained within the main report, or refuse the application. If Members are minded to refuse the application then material planning reasons for refusal need to be given.

5. FINANCIAL & RESOURCE APPRAISAL

There are no financial implications associated with this proposal.

6. RISK MANAGEMENT & GOVERNANCE ISSUES

No implications.

7. LEGAL APPRAISAL

The determination of the application is within the Council's powers as the Local Planning Authority.

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

Section 149 of the Equality Act 2010 states that the Council must, in the exercise of its functions "have due regard to the need to eliminate conduct that is prohibited by the Act, advancing equality of opportunity between people who share a protected characteristics and people who do not share it, and fostering good relations between people who share a protected characteristic and people who do not share it. For this purpose section 149 defines "relevant protected characteristics" as including a range of characteristics including disability, race and religion. In this particular case due regard has been paid to the section 149 duty but it is not considered there are any issues in this regard relevant to this application.

8.2 SUSTAINABILITY IMPLICATIONS

The site is located within the urban area and is close to a relatively frequent bus route and is therefore considered to be in a sustainable location.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

New development invariably results in the release of greenhouse gases associated with both construction operations and the activities of the future users of the site. Consideration should be given as to the likely traffic levels associated with this development. Consideration should also be given as to whether the location of the proposed facility is such that sustainable modes of travel by users would be best facilitated and future greenhouse gas emissions associated with the activities of building users are minimised.

It is accepted that the proposed development would result in greenhouse gas emissions. However, it is considered that such emissions are likely to be relatively lower than would be the case for alternative, less sustainable locations.

In order to encourage alternative means of transport Electric Vehicle (EV) charging points are to be provided within the main car park serving the development (planning condition).

8.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications other than those raised in the main body of the report.

8.5 HUMAN RIGHTS ACT

Articles 6 and 8 and Article 1 of the first protocol all apply (European Convention on Human Rights). Article 6 – the right to a fair and public hearing. The Council must ensure that it has taken its account the views of all those who have an interest in, or whom may be affected by the proposal.

8.6 TRADE UNION

None.

8.7 WARD IMPLICATIONS

Ward members have been fully consulted on the proposal and it is not considered that there are any significant implications for the Ward itself.

9. NOT FOR PUBLICATION DOCUMENTS

None.

10. RECOMMENDATIONS

That planning permission is granted subject to the conditions set out in the report attached as appendix 1.

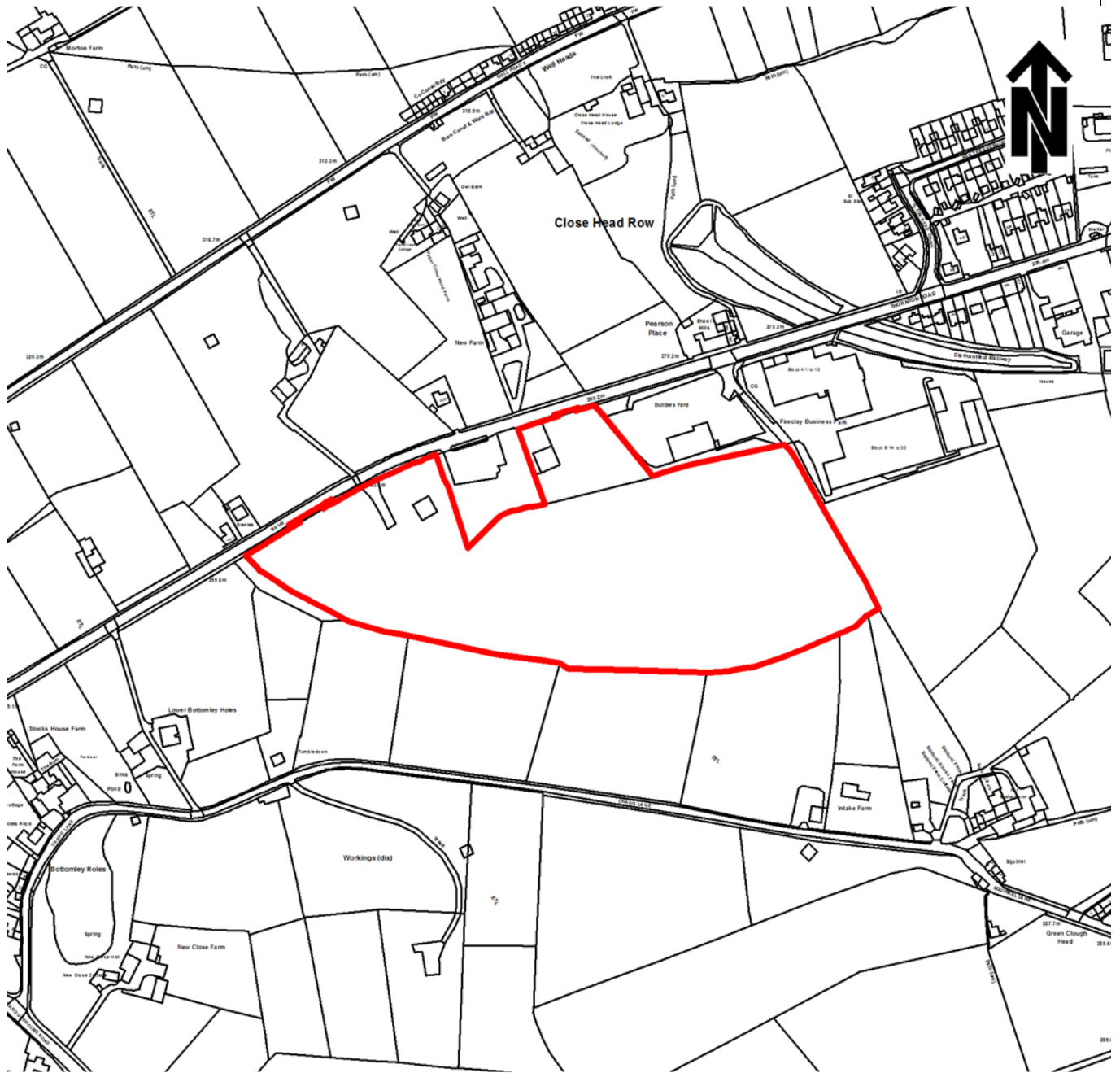
11. APPENDICES

Appendix 1 – Report of the Assistant Director (Planning, Transportation and Highways).

12. BACKGROUND DOCUMENTS

National Planning Policy Framework
The Replacement Unitary Development Plan
Local Plan for Bradford
Planning application: 17/06423/MAO

17/06423/MAO



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**Land south east of 869 Thornton Road
Thornton
Bradford**

14 May 2018

Ward: Thornton and Allerton

Recommendation:

GRANT PLANNING PERMISSION SUBJECT TO A SECTION 106 LEGAL AGREEMENT

Heads of terms of the Legal Agreement:

Affordable housing: The on-site provision of up to 20% of the number of units to a Registered Provider as affordable housing. The units will be offered at an affordable rent by the Registered Provider.

Highways: The relocation of the bus stop on Thornton Road and the provision of Traffic Regulation Orders for the extension of the 30mph speed limit and double yellow line "no waiting at any time" parking restrictions across the site frontage

Application Number:

17/06423/MAO

Type of Application/Proposal and Address:

This is an outline planning application for a development of up to 250 dwellings, including means of access from Thornton Road, on land to the south of 869 Thornton Road, Bradford.

Applicant:

Thornton Meat Company Limited

Agent:

Mr Andrew Watt (MAZE Planning Solutions)

Site Description:

The site is located to the south of Thornton Road and the majority of the site currently comprises an open piece of rough grassland. In the northern section of the site close to Thornton Road is a derelict single storey agricultural building. To the immediate east of the site are existing industrial/commercial buildings whilst to the north are a number of residential dwellings. The site is principally bounded by open countryside. Overhead power lines cross the site in a north-south direction.

Relevant Site History:

Planning permission was granted on the 26th February 2009 under reference 08/02420/FUL for a "hybrid application for mixed employment uses, development of buildings 7, 8, 9 and 10. Estate road, site access junction with Thornton Road, diverted footpath, outline application for buildings 1, 2, 3, 4, 5, 6, 11 and 12" (Not implemented – expired)

Planning permission was granted on the 30th December 2009 under reference 09/05256/VOC for the variation of conditions 18 and 19 of planning approval 08/02420/FUL in relation to the provision of CCTV and external lighting details prior to construction of the buildings. (Not implemented – expired)

Planning permission was granted on the 2nd June 2010 under reference 10/01406/VOC for the variation of conditions 4, 23 and 27 for planning approval number 08/02420/FUL in relation to details of reserved matters, drainage and landscaping. (Not implemented – expired)

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.

The Local Plan for Bradford:

The Core Strategy for Bradford was adopted on 18 July 2017 though some of the policies contained within the preceding Replacement Unitary Development Plan (RUDP), saved for the purposes of formulating the Local Plan for Bradford, remain applicable until adoption of Allocations and Area Action Plan development plan documents. The site is allocated as an Employment Site (Ref: BW/E1.9 – Thornton Road, Thornton) in the RUDP. Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

E1 Protecting Allocated Employment Sites
TM10 The National and Local Cycle Network

Core Strategy Policies:

P1 Presumption in Favour of Sustainable Development
SC1 Overall Approach and Key Spatial Priorities
SC4 Hierarchy of Settlements
SC8 Protecting the South Pennine Moors and the Zone of Influence
SC9 Making Great Places
EC4 Sustainable Economic Growth
TR1 Travel Reduction and Modal Shift
TR2 Parking Policy
TR3 Public Transport, Cycling and Walking
HO5 Density of Housing Schemes
HO6 Maximising the Use of Previously Developed Land
HO8 Housing Mix
HO9 Housing Quality

HO11 Affordable Housing
EN2 Biodiversity and Geodiversity
EN5 Trees and Woodland
EN7 Flood Risk
EN8 Environmental Protection
EN12 Minerals Safeguarding
DS1 Achieving Good Design
DS2 Working with the Landscape
DS3 Urban Character
DS4 Streets and Movement
DS5 Safe and Inclusive Places
ID2 Viability
ID3 Developer Contributions

Parish Council:

Not applicable in this instance.

Publicity and Number of Representations:

The application was publicised by press notice, site notice and neighbour notification letters. The expiry date for the publicity exercise was the 22nd December 2017.

As a result of the publicity exercise 23 representations have been received objecting to the proposal.

Summary of Representations Received:

Principle:

- The site should be left as countryside or like people say a place for people to enjoy walks and nature not more buildings
- Why not use the land to build a nice new medical centre like the Manor in Allerton or the Picton in Heaton or even a community centre to provide the children with somewhere to go
- Stop building houses already knowing you aren't putting money into these communities that you're effecting
- Developers do not want to build on brownfield or renovate commercial property they want desirable open green space in order to make the. most profit
- This was green belt land
- With other proposed dwellings Thornton will no longer be a village but becoming more of a town
- There are other sites within Bradford that should be developed and not the green belt sites
- There are so many properties for sale in this area and within Thornton, so extra housing is not required or justified
- In the current economic climate how are these properties going to sell to actual 'families' and not just opportunist investors looking for a quick buck
- Less than three miles away there are lots of new housing development in Denholme (many still unsold/unoccupied) why not direct potential new buyers to these sites?
- The term "affordable housing" is a joke. People who are on housing waiting lists either live alone or are on low incomes, unemployed claiming benefits and immigrants who cannot afford to buy in this economy
- Look around how many houses are creating large extensions, cheaper than moving. So these can be excluded from buying new builds

- If the site is not needed for employment purposes it should be left open
- There is a need for employment development due to the closure of Manywells industrial estate and other local former mill sites. One such employment site is Denholme Business Park which has nearly all the units occupied and this could be the same
- There is a lack of industrial/commercial properties to let or for sale in the locality
- The council are constantly approving new build houses in the areas surrounding the site, such as Denholme and Queensbury. Surely a bit of forward thinking is required to safeguard employment land
- A number of smaller sites should have been allocated for employment uses in the RUDP, rather than this one big site, which has simply been land banked by wealthy owners and prevented businesses from expanding due to a lack of available buildings/employment land
- If the site cannot be developed by the current owners, then it should be sold or Business Rates should be applied in order for the owners to actually do something with the site.
- The site hasn't been marketed properly for sale for employment land and should have been marketed for smaller plots rather than 1 large one
- The proposal is a classic case of land banking with the owners knowing it will be worth considerably more if it is used for housing therefore no attempt has been made to construct industrial units

Highways:

- The traffic in the village is horrendous as it is and will be made worse by the proposed development
- The road through the village is a tiny single carriage way that is always jammed in the centre by the shops during the day. At night it's turned into a drag strip for morons to race down at ridiculous speeds
- Cycling to and from the high school would be dangerous due to high levels of (speeding) traffic
- Frequency of public transport is too low

Drainage:

- No thought has been given to how to drain the site

Environment/Ecology:

- Thornton is recognised as a landscape character and conservation area and it is clearly stipulated that development will not be permitted if it adversely affects the particular character of the landscape, which the proposed housing development absolutely would do
- Loss of wildlife habitat due to houses being built recently
- Ecological impacts on the overall environment which is against the principles of the UDP policy framework which commits to conserving and enhancing our countryside
- The developer should commit a financial contribution towards the planned extension of the adjacent Great Northern Railway Trail

Other:

- Thornton doesn't have the infrastructure (doctors, dentists, schools etc) to cope with the additional dwellings proposed
- The coop doesn't have the space for enough stock to supply the additional demand that these houses would bring

- Crime would rise
- The countryside is slowly being eaten up by greedy money making developers
- There are not enough shops in the area to cope with the additional houses to be built
- We need new investment to create employment in the city so maybe they can afford a nice new house overlooking green fields
- The application is one for financial gain for the owner

Consultations:

Minerals Section – No objection to the principle of the development and state that the site is located within a Minerals Safeguarding Site for coal. However, recent coal mining and waste activity on site are likely to have an impact on the viability to extract any materials that may be present. It is unclear from the submission if the recent construction and demolition material deposited on site has been deposited in such a manner to be sufficiently stable to take the proposed built development and infrastructure. The proposal site is in not within a Coal Authority Development High Risk Area and the risks are concluded as negligible

Environmental Health Land Contamination – No objection to the principle of the development subject to the attachment of conditions to a planning permission requiring the undertaking of Phase II Site Investigation works together with appropriate remediation and verification together with conditions relating to the discovery of unexpected contamination and the importation of materials

Conservation – There are no heritage assets within the site but located to the south on Crag Lane is a Grade II Listed Building (Intake Farm) whose curtilage adjoins the site. The proposal would have some impact on the rural setting of this former farmhouse and attached barn. It is considered that the level of harm to be less than substantial and this harm should be weighed against the public benefits of the proposal. It will be important in due course to ensure that the layout of the development and the design of the houses are contextual and reflect local character.

Biodiversity Team – No objection to the principle of the development as in biodiversity terms there is no substantive interest on the site. It does however, present an opportunity for ecological enhancement through new planting and open spaces. The site lies within 2.5km of the South Pennine Moors Special Protection Area/Special Area of Conservation and whilst some of the additional recreational impact will be absorbed by the open spaces within the development it is not large enough to absorb it all and therefore a financial contribution will be required.

Natural England – No objection to the principle of the development but state that the impact on the South Pennine Moors Special Area of Conservation {SAC} and the South Pennine Moors Phase 2 Special Protection Area {SPA} needs to be considered

Yorkshire Water – No objection subject to the imposition of appropriate conditions relating to the disposal of foul and surface water

Lead Local Flood Authority – No objections to the disposal of surface water drainage subject to the imposition of appropriate conditions

Development and Enabling – No objection to the proposal but state that the site is located in an area where the affordable housing requirement is 20% of the number of

units. This equates to the provision of 50 units which should be delivered on site and at an affordable rent by a Registered Provider

West Yorkshire Police – No objection to the principle of the development but site specific comments are made in relation to issues including boundary treatments, public footpaths and shared pathways, rear parking bays, visitor parking bays, play areas, external lighting, cycle storage, doors and windows, and, intruder alarms

Landscape Design Unit – The proposed character will be an improvement from previous schemes as the opportunity for mitigating measures with planting and the allocation of areas for public open spaces gives a better opportunity to improve both the internal spaces and views of the site from surrounding areas. Comments are made of site specific issues such as the planting buffer on the southern boundary, LAP play area, footpath diversion, and, the submission of landscape details

Rights Of Way – No objection to the principle of the development but state that public footpath 32 Bradford West crosses the site and public footpath 34 Bradford West abuts the site. To legally move the footpath the applicant will have to make an application to have the public footpath diverted.

Highways DC – No objection to the proposal subject to the imposition of appropriate conditions

Education (Client Team) – The development is likely to cause concerns on where children of families coming to reside in the development might attend school. Parents also usually have an expectation that their children would be able to secure a school place at their local school and minimise the distance they may need to travel. Currently the schools are overcrowded or full in most year groups. It may therefore mean that the Council would need to increase the number of school places in this area.

Sport & Leisure – The development will result in a significant impact on the existing public open space. If new open space is to be provided within the development a full landscape management plan will need to be agreed and if this area is to be maintained by the Council a commuted sum will need to be paid to cover a period of 25 years

Summary of Main Issues:

1. Principle of development
2. Visual amenity
3. Residential amenity
4. Highway safety
5. Drainage
6. Trees
7. Secured by design
8. Contaminated land
9. Biodiversity issues
10. Conservation
11. Affordable housing
12. Community Infrastructure Levy
13. Other issues

Appraisal:

The proposal relates to the construction of up to 250 dwellings. The application is in outline form with only the means of access submitted for consideration at this stage. Two points of vehicular access into the site from Thornton Road are proposed, one towards the north western corner of the site and one located to the west of the industrial/commercial buildings adjacent to the north eastern corner of the site. A plan has been submitted showing an indicative layout as to how the site could be developed.

1. Principle of development

The site is allocated as an Employment Site (Ref: BW/E1.9 – Thornton Road, Thornton) within the Replacement Unitary Development Plan and is subject to Policy E1 of that Plan. The policy states that proposals for non-employment uses will not be permitted on such sites unless, amongst other things, there has been a material change in circumstances which has arisen since the date of adoption of the Plan or during the life of the Plan, and, the site is no longer appropriate for employment use because of possible adverse effects on surrounding land.

Policy EC4 of the Core Strategy is also relevant and states that planning permission for alternative uses of land and buildings currently or last in use for business or industrial purposes within both urban and rural areas will be refused unless it can be demonstrated that the site is no longer suitable for such use in terms of location, accessibility, adjacent land uses, environmental impacts, and, market significance (where it can be shown that the site has been continuously marketed for employment use for a period of at least 2 years).

A supporting letter has been submitted with the application outlining that the site has been marketed with Eddisons since 2012 for both freehold and leasehold interest at rates that are considered to be local market rates. The freehold price for industrial units was £75 per square foot and rentals at £5 per square foot. The land was also promoted at a guide price of £3.2 million which is again not considered excessive for the site. The sales particulars also stated that the landowner's willingness to consider design and build requirements or the provision of serviced plots for development by the end user. No formal offers were forthcoming and whilst enquiries were made they were considered to be of low covenant strength and unviable for a site which needs a significant amount of investment in it to get started. One example of an enquiry was for part of the site to be used as an "end of life tyre processing facility" which was considered to be an unsuitable use and would potentially have blighted the rest of the site.

The main reasons put forward for the lack of progress on developing the site for employment purposes include:

- The demand in the area for smaller facilities is served by the nearby Fireclay Business Park and by industrial/commercial units in and around Thornton and Denholme
- Larger occupiers that would be needed to make the site economic from a development viewpoint have tended to seek sites closer to the motorway network/commercial centres, e.g. M606/M62/M1 and Bradford/Leeds (particularly to the south of the centres)

The letter concludes by stating that a very flexible approach has been adopted to the promotion of the site with a range of possible industrial uses proposed. Whilst the market has improved since the site was first offered for sale/lease and there is a demand for industrial premises the over-riding problem of the site's location remains and that potential occupiers struggling for land/opportunities within the Bradford area are looking further afield outside the Bradford district rather than consider this particular opportunity. It is considered unlikely that the locational issue resolving itself and the site will therefore remain undeveloped for years to come.

Based on the information submitted it is acknowledged that the site has been marketed at local rates for a number of years with no definite offers made. There are issues with the site, particularly its location, which make it difficult to develop and attract appropriate end-users. It is considered that if the site was going to be developed for industrial/employment uses then it would have happened shortly after the planning permission was granted.

The application proposes a residential development scheme of up to 250 dwellings. At present the Council do not have a 5 year housing land supply and whilst this isn't a key factor in determining residential applications it is a material planning consideration. Paragraph 47 of the National Planning Policy Framework stresses the need for Local Planning Authorities to significantly boost the supply of new housing. In order to achieve this goal the National Planning Policy Framework requires Local Planning Authorities to identify a 5 year supply of deliverable housing sites judged against their housing requirement. The emerging Local Plan underscores this strong planning policy support for the delivery of new housing, emphasising that one of the key issues for the future Development of The District is the need to house Bradford's growing population by delivering 42,100 new residential units by 2030.

The National Planning Policy Framework sets out more specifically how planning authorities should shape the pattern of development within their Districts to promote sustainable development though the Core Planning Principles set out at paragraph 17. Included in the core planning principles of the National Planning Policy Framework is the objective of actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focusing significant development in locations which are or can be made sustainable. Paragraph 34 of the National Planning Policy Framework clarifies that decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Paragraph 38 further specifies that, where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

The Framework also states in paragraph 111 that the planning system should encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value. It goes on to state that Local Planning Authorities may make allowance for windfall sites in the five-year supply if there is evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply.

One of the aims of the Core Strategy is to achieve sustainable housing growth and to achieve this, the following principles apply:

- Distribute housing growth in a way which reflects accessibility to jobs and services and supports the role of Bradford as a Regional City
- Prioritising, wherever possible, the use and recycling of previously developed land and buildings
- Making most efficient use of land recognising that it is a scarce resource and thus setting challenging but achievable density targets for developers to achieve
- Ensure that development provides an appropriate mix of housing to fulfil the needs and aspirations of the Districts current and future populations
- Ensure that housing development meets high standards of construction and design
- Making adequate provision for affordable housing and ensuring that the housing is of the size, type and tenure to address the most pressing needs of those who cannot access market housing

Policy HO5 of the Core Strategy states that in order to meet both the objectives of delivering housing growth and managing that growth in a sustainable way developers will be expected to make the best and most efficient use of land. Densities should normally achieve at least a minimum density of 30 dwellings per hectare although higher densities would be possible in areas well served by public transport.

Policy HO6 of the Core Strategy states that in order to meet both the objectives of delivering housing growth and managing that growth in a sustainable way the Council will give priority to the development of previously developed land and buildings. It also states that District wide there should be a minimum of 50% of total new housing development over the Local Plan period will be on previously developed land.

Policy HO8 of the Core Strategy states that the Council will ensure that a mix and balance of housing is provided to meet the needs of the District's growing and diverse population. All large sites will be expected to incorporate a mix of housing types, sizes, prices and tenures and the mix should be based on both market demand and evidence of local need within the District's SHMA.

The Applicant has submitted a justification for the loss of the employment site and this has been outlined in detail earlier in this report. It is accepted that the site is unlikely to come forward for employment purposes despite it having been marketed since 2012 and a flexible approach adopted for potential end users. As such the principle of an alternative use on the site is considered acceptable.

In terms of residential use on the site precedents have been set of similar proposals on allocated employment sites such as the former Grattans site on Ingleby Road/Northside Road (Reference: 12/01722/MAO). One major consideration in relation to the principle of residential development is that of the proposed density of the scheme. Policy H05 of the Core Strategy states that a minimum density of 30 dwellings per hectare should be achieved with higher densities where possible in areas well served by public transport. It is acknowledged that the application is in outline form with details of the layout reserved for consideration at a later stage. However the application does specify the number of units in that it will be up to 250 dwellings. The site measures 6.68 hectares and equates to a density of 38 dwellings per hectare which is considered satisfactory and complies with policy guidance.

Overall it is considered that sufficient justification has been submitted in relation to the site no longer being suitable for employment purposes and therefore the principle of residential development on the site is considered acceptable.

2. Visual amenity

Policy DS1 of the Core Strategy states that planning decisions should contribute to achieving good design and high quality places through, amongst other things, taking a holistic, collaborative approach to design putting the quality of the place first, and, taking a comprehensive approach to redevelopment in order to avoid piecemeal development which would compromise wider opportunities and the proper planning of the area.

Policy DS2 of the Core Strategy states that development proposals should take advantage of existing features, integrate development into wider landscape and create new quality spaces. Wherever possible designs should, amongst other things, retain existing landscape and ecological features and integrate them within developments as positive assets, work with the landscape to reduce the environmental impact of the development, and, ensure that new landscape features and open spaces have a clear function, are visually attractive and fit for purpose, and have appropriate management and maintenance arrangements in place.

Policy HO9 of the Core Strategy states that new housing should be of high quality and achieve good design, should be accessible and easily adaptable to support the changing needs of families and individuals over their lifetime and provide private outdoor space for homes.

The National Planning Policy Framework 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.

The application is in outline form with details of the layout, scale, external appearance and landscaping reserved for consideration at a later stage. There are a number of dwellings located on the northern side of Thornton Road and these include a mix of designs, styles and materials and as such there is no definitive design of dwelling in the locality. The main body of the village of Thornton begins about 290 metres to the west of the site where again the houses comprise a mix of design, styles and materials.

The Landscape Design Unit have stated that in the context of the proposals for housing the proposed character will be an improvement as the opportunity for mitigation measures with planting and the allocation of areas of open space gives a better opportunity to improve the character both of the internal spaces and views of the site from the surrounding areas. A landscaping scheme, showing both hard and soft landscaping, will need to be submitted which should include a clear indication of any

existing stone walls to be retained. A management plan for the future maintenance of the open spaces and landscaping areas will also be required and an appropriate condition is recommended.

It is considered that the site provides an opportunity to design a layout that provides a mix of house types in terms of design, size and materials such that it complements the existing residential development in the vicinity of the site. It also provides an opportunity to incorporate a landscaping scheme that will provide a soft edge to the development and the settlement of Thornton whilst at the same time protecting the surrounding countryside.

Overall therefore at this stage it is not considered that the proposal will have a detrimental impact on the visual character and appearance of the streetscene or wider area.

3. Residential amenity

Policy DS5 of the Core Strategy states that development proposals should make a positive contribution to people's lives through high quality, inclusive design by, amongst other things, not harming the amenity of existing or prospective users and residents.

There are no existing residential properties that abut the site, the nearest dwellings being located on the northern side of Thornton Road with a separation distance of 13 metres from the main elevation to the boundary of the site. The site is of a size whereby a layout can be achieved which will protect the residential amenities of the occupiers of the existing dwellings by ensuring the separation distances meet the policy requirement.

To the east of the site are commercial/industrial buildings which could potentially impact on any future residential development on the site. An appropriate buffer should be provided between the proposed dwellings and the existing industrial/commercial buildings together with a landscaping strip to minimise the visual impact. Again it is considered that the site is of an adequate size to ensure that an appropriate separation distance and landscaping scheme are provided.

Overall therefore it is considered that the site is of an appropriate size whereby a scheme can be achieved that will minimise the potential impact on the residential amenities of the occupiers of both the existing and proposed dwellings.

4. Highway safety

Policy TR1 of the Core Strategy seeks to reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability whilst policy TR2 seeks to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place.

Paragraph 32 of the National Planning Policy Framework 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.

Whilst the application is in outline form details of the access to the site have been submitted for consideration at this stage. The proposal incorporates two site access points off Thornton Road which accords with advice in Manual for Streets. Visibility splays at the accesses were derived from speed surveys and are based on the more onerous requirements in Design Manual for Roads and Bridges (DMRB) compared to Manual for Streets. Visibility splays of 2.4 x 92 metres to the west and 2.4 x 97 metres to the east are achievable at both access points.

The development proposal is predicted to generate 147 two-way vehicle movements during the Am peak hour (108 out of site and 39 in to the site), and 201 two-way vehicle movements during the Pm peak hour (80 out of the site and 121 in to the site). This is based on 85th percentile trip rates and represents the worst case scenario as bus frequency past the site is poor for travel during the network peaks. The Transport Assessment shows that the residential development compares favourably with the approved B2 employment use. The residential development would generate slightly less traffic in the Am peak (-24 trips) and slightly more in the Pm peak (+56 trips).

In relation to the impact on the wider highway network an assessment of junctions has been carried out at the site access, Thornton Road/James Street, Thornton Road/Brighouse Road/Brighouse & Denholme Road and Thornton Road/Halifax Road. It is noted that the development traffic that is predicted to use the Thornton Road/Halifax Road junction is well below the threshold for formal assessment, but the junction has been assessed for the sake of completeness. The assessments were carried out for the year 2022, 5 years following registration of application. The assessments indicate that the site access and the Thornton Road/James Street junction are predicted to operate with significant reserve capacity with the additional development traffic in both the Am and Pm peak hour in 2022. At the Thornton Road/Brighouse Road/Brighouse & Denholme Road signal junction some arms of the junction would operate just below the design capacity of 90% degree of saturation (DoS) without the development traffic but would remain below this threshold with the additional development traffic. At the Thornton Road/Halifax Road signal junction, all arms of the junction would operate well below the 90% DoS in the Am peak. During the Pm peak some arms of the junction would operate over the 90% threshold without the development traffic and the assessment shows that the additional development traffic would not have a notable impact on the levels of DoS.

The highway capacity assessment has shown that the development traffic would not have a material impact upon the operation of nearby junctions or lead to an increase in congestion or delay on the surrounding highway network.

An assessment of personal injury accidents along Thornton Road and its junctions with the James Street, Brighouse Road and Halifax Road, shows that there are no notable

accident issues within the study area linked to highway layout which traffic from the proposed development would exacerbate.

In terms of the details of the development the internal layout has been reserved for consideration at a later stage. However with regards to the access there will be a requirement for the provision of a 2 metre wide footway across the site frontage with the exception of a small length in the middle which is not owned by the applicant. However, pedestrian facilities would be provided within the site linking the two site access points.

The existing speed limit on Thornton Road is 30mph at the western end of the site and 40mph at the eastern end. The applicant is proposing to extend the 30mph speed limit across whole of the site frontage. A Traffic Regulation Order will be required for this at the applicant's expense and this will be secured through a Section 106 Legal Agreement. Also within the Legal Agreement will be the provision of 'no waiting at any time' double yellow line restrictions across the site frontage at the applicant's expense together with the relocation of the bus stop which is currently located approximately 50 metres to the east.

The existing central hatching on Thornton Road would be extended to the west to take in the new access and will facilitate right turning movements into the site without blocking straight ahead traffic. It is also proposed to extend the existing central refuge located to the east of this access to allow for a pedestrian crossing point. Dropped crossings are also proposed on Thornton Road at the site's western boundary. A new pedestrian refuge crossing facility is also proposed adjacent to the eastern access. All off-site highway works will be secured through a S278 Agreement and an appropriate condition is recommended.

The Rights Of Way Officer has not raised an objection to the principle of the development but has stated that public footpath 32 Bradford West crosses the site and public footpath 34 Bradford West abuts the site. To legally move the footpath the applicant will have to make an application to have the public footpath diverted. If any such application is unsuccessful then the public footpaths would need to be retained on their current routes. The Applicant should be aware of this when designing the layout of the development.

Overall therefore it is considered that, subject to the imposition of appropriate conditions and securing the Section 106 Legal Agreement, the proposal will provide an adequate and safe access to the site and that the level of traffic likely to be generated by the development can be safely accommodated within the surrounding highway network.

5. Drainage

Policy EN7 of the Core Strategy states that the Council will manage flood risk pro-actively which policy EN8 states that proposals for development will only be acceptable provided there is no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and the important ecological features they support.

In relation to the disposal of foul sewage it is intended to connect to the mains sewer whilst in relation to the disposal of surface water it is intended to use a sustainable drainage system together with connecting to an existing watercourse. The proposals

have been fully considered by both Yorkshire Water and the Council's Drainage Services and no objections are raised subject to the imposition of appropriate conditions.

A Flood Risk Assessment has also been submitted with the application which outlines the potential flood risk to the site, the impact of the proposed development on flood risk elsewhere, and the proposed measures which could be incorporated to mitigate the identified risk. The Assessment identifies that a culverted watercourse crosses the site from west to east. The main potential source of flooding to the site is surface water flooding, associated with a flow route crossing the site or flooding from the culverted watercourse, attributed to a failure / collapse of the culvert leading to blockage and exceedance. The surface water flood flow route, denoted by Environment Agency (EA) surface water flood mapping, represents the potential flood flow route should flooding from the culverted watercourse occur. The flood extent is minimal and contained to low ground along the line of the culvert. The identified flood risk will be mitigated by maintaining the flood flow route and providing a 6 metre easement from the culvert. There is also potential to open up the culvert through the site to create an open watercourse. This would mitigate the flood risk identified.

The Assessment makes a number of recommendations and these are as follows:

1. Provide a 6 metre easement either side of the culverted watercourse which crosses the site and maintain the flood flow route which follows the line of the culvert;
2. Consider opening up the culverted watercourse through the site;
3. Verify the attenuation volumes included in this report when undertaking detailed drainage design;
4. Make provision for sustainable drainage features in the lower north-eastern extent of the site;
5. Make provision for a foul pumping station compound in the lower north-eastern extent of the site, including a 15m easement from the wet well to habitable dwellings.

No objections have been raised with regard to the conclusions and recommendations of the Flood Risk Assessment subject to a condition requiring the development to be carried out in accordance with the above recommendations.

Overall therefore, subject to the imposition of appropriate conditions, there are no objections to the proposed methods of drainage from the development.

6. Trees

Policy EN5 of the Core Strategy states that the Council will seek to preserve and enhance the contribution that trees and areas of woodland cover make to the character of the district.

There are a number of small trees scattered along the boundary of the site but these are not considered to be of any visual amenity value to the wider area. As has been acknowledged by the Landscape Design Unit the site does offer the potential for improvements to be made to the landscape character of the area through substantive tree planting particularly along the southern, eastern and western boundaries of the site. The planting scheme will form part of any future Reserved Matters planning application.

As such therefore there is no objection to the proposal from a landscape point of view.

7. Secured by design

Policy DS5 of the Core Strategy states that development proposals should make a positive contribution to people's lives through high quality, inclusive design. In particular they should, amongst other things, be designed to ensure a safe and secure environment and reduce the opportunities for crime.

The National Planning Policy Framework 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 should, amongst other things, 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 West Yorkshire Police Architectural Liaison Officer has not raised an objection to the principle of the development but has raised a number of comments regarding site specific aspects of it including boundary treatments, footpaths and shared pathways, rear parking bays, visitor parking bays, play areas, external lighting, cycle storage, doors and windows, and, intruder alarms. These are issues that will either be addressed at a future Reserved Matters or are subject to consideration against Building Regulations Approved Document Q: Security in Dwellings.

8. Contaminated land

Policy EN8 of the Core Strategy states that proposals which are likely to cause pollution or are likely to result in exposure to sources of pollution (including noise, odour and light pollution) or risks to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity.

Paragraph 120 of the National Planning Policy Framework states that to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Paragraph 121 of the National Planning Policy Framework 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 National Planning Policy Framework also advises that, in cases where land contamination is suspected, applicants must submit adequate site investigation information, prepared by a competent person.

A Phase 1 Desk Top Study has been submitted with the application and has been assessed by the Council's Environmental Protection Officer. The report identifies that historically the site "remained undeveloped from around 1852 up until around 1969 when overhead power lines were installed, traversing the site north to south, with a pylon in the north of the site (by the main road access). By around 2000 there has been

a limited development of several small buildings along the northern edge of the site, probably associated with its agricultural use. Between 2007 and 2017 a large quantity of made ground material has been deposited on site, changing its topography and this has presented a potential contamination source. This made ground (on information provided by the client) is understood to be inert construction waste (Cat U1) therefore is unlikely to contain any gross contamination, however this will need to be confirmed by contamination testing.”

The report concludes that “several contaminative issues have been highlighted for this development site and these have been listed below;

- Potential presence of made ground associated with historical activities.
- Potential presence of hazardous ground gases associated with deep made ground known to exist on site as well as adjacent historical landfill site”

In light of the findings of the report it goes onto recommend that “a phased programme of Ground Investigation (intrusive investigation) works are completed for this site, taking into account the different elements of the proposed development works, to provide an assessment of the geotechnical and contamination characteristics of the site.”

In order to secure these further investigative and remediation works appropriate conditions are recommended.

As such therefore there is no objection to the proposal from a land quality point of view.

9. Biodiversity issues

Policy EN2 of the Core Strategy states that development proposals that may have an adverse impact on important habitats and species outside Designated Sites need to be assessed against the impact it will have on habitats and species as well as the extent to which appropriate measures to mitigate any potentially harmful impacts can be identified and carried out.

Policy SC8 states that “subject to the derogation tests of Article 6(4) of the Habitats Directive, in all zones development will not be permitted where it would be likely to lead, directly or indirectly, to an adverse effect (either alone or in combination with other plans or projects), which cannot be effectively mitigated, upon the integrity of the SPA or SAC”. It goes on to state that “in Zone B it will be considered, based on such evidence as may reasonably be required, whether land proposed for development affects foraging habitat for qualifying species of the SPA”.

Natural England have stated that the application site is located within 1.5 km of a European designated site (South Pennine Moors Special Area of Conservation {SAC} and the South Pennine Moors Phase 2 Special Protection Area {SPA}) and therefore has the potential to affect its interest features. They do state that due to the ecological and topographical nature of the site it is not likely to provide foraging habitat for bird species which are qualifying features of the SPA, however, it is likely to result in an increase in recreational visits to the SPA/SAC. Policy SC8 of the Core Strategy sets out mitigation requirements for residential developments within 7 km of the SPA/SAC and include provision of alternative natural greenspace as well as management measures and habitat management/manipulation within the SPA/SAC. Natural England state that

whilst the submitted layout includes areas of open space they are considered unlikely to offer comparable visitor opportunities and therefore further information should be sought in relation to how the impact of increased recreational pressure from the development will be mitigated. It should also be noted that the development will result in an increase in traffic movements in the vicinity of the SPA and consequently an increase in air emissions. When considered alone it is unlikely that the impacts of increased emissions on habitats will be significant.

The Council's Biodiversity Officer states that, in relation to the Habitat Regulations Assessment, it is unlikely that, given the topographical and ecological condition of the site, it will provide foraging and feeding areas for SPA bird species and so is not regarded as supporting habitat.

It is suggested that the additional recreational impact will be absorbed to some extent by the likely provision of accessible open space within the site but it won't be large enough to absorb all the impacts and residual impacts will result. A developer contribution would therefore be required towards management and mitigation measures of these impacts. One such measure which would serve to deflect recreational activity away from the SPA would be the Great Northern Railway Trail in nearby Thornton – which could act as a strategic mitigation project for such development proposals. The contribution cannot be secured through a Section 106 Legal Agreement and would need to be secured through Community Infrastructure Levy.

In ecological terms it is considered that the proposal will provide opportunities to incorporate features into the design which are beneficial to wildlife such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes as well as the incorporation of native planting species. A condition is recommended in relation to the provision of biodiversity/ecological enhancements whilst the planting will be covered at a future Reserved Matters stage.

Overall there in biodiversity/ecological terms there is no objection to the proposal.

10. Conservation

Policy EN2 of the Core Strategy states that the Council will work to proactively preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the Districts designated and undesignated heritage assets and their settings.

Paragraph 132 states that " when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation..... significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Paragraph 134 goes onto state that "where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use".

The application proposals have been assessed in relation to the relevant statutory duties, including the Planning (Listed Buildings and Conservation Areas) Act (1990), the National Planning Policy Framework and Replacement Unitary Development Policies. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are relevant to the determination of the application. Insofar as material the

statutory provisions provide: Section 66(1) provides: “In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority, or as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”.

The Conservation Officer has stated that there are no designated heritage assets within the application site but located to the south on Crag Lane is a Grade II Listed Building (Intake Farm) whose curtilage adjoins the application site. As such the redevelopment of the application site will impact on the rural setting of the building although this is lessened by its elevation position in the landscape.

In terms of the impact it must be noted that the site is allocated as an employment site and the principle of building on the site would there be acceptable. In designing the layout of the development at a future Reserved Matters stage the existence of this listed building should be taken into account in terms of providing an acceptable separation distance between that and the proposed dwellings as well as ensuring the design of the proposed dwellings respect their setting in close proximity to the listed building.

At this stage it is not considered that the granting of planning permission for the principle of residential development on the site will significantly harm the setting of the listed building.

11. Affordable housing

Policy HO11 of the Core Strategy states the Council will ensure that there is a sufficient supply of good quality affordable housing distributed throughout the District and, subject to viability, will negotiate up to 20% in towns, suburbs and villages.

This site falls within the Thornton and Allerton Council Ward where the affordable housing requirement is the provision of up to 20% of the number of units to be providing to a Registered Provider. In this instance it equates to up to 50 units. The requirement in the area is for on-site provision and will include a mix of dwellings in terms of their size (likely to be mainly 2 and 3 bedroomed in size). The dwellings should be delivered at an affordable rent by the Registered Provider. The affordable units will be secured by a Section 106 Legal Agreement and the Applicant has accepted this requirement.

12. Community Infrastructure Levy (CIL)

The site is located within a nil CIL area and therefore will not generate any monies towards infrastructure provision under the CIL legislation.

13. Other issues

A number of other issues have been raised during the publicity exercise that have not been addressed in the earlier sections of this report. These issues, together with the response, are as follows:

Thornton doesn't have the infrastructure (doctors, dentists, schools etc) to cope with the additional dwellings proposed – *unfortunately the issues of doctors/dentists being full is not a material planning consideration and they will generally respond to demand*

in regard to providing additional spaces. With regard to the educational infrastructure monies will be available through the Community Infrastructure Levy (CIL) which can be used towards expanding schools

The coop doesn't have the space for enough stock to supply the additional demand that these houses would bring – *this is not material planning consideration*

Crime would rise – *policy DS5 states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime and as such this should be taken into consideration when designing the layout of the development*

The countryside is slowly being eaten up by greedy money making developers – *the site is allocated as an Employment Site in the Replacement Unitary Development Plan and as such was earmarked for future development. As stated previously in this report the site has been marketed for employment use but unsuccessfully and the alternative use on the site as residential development is considered to be acceptable*

There are not enough shops in the area to cope with the additional houses to be built – *the existing shops in the area will benefit from the increased trade that will be brought from the development and if retailers consider there is additional demand that could sustain further retail units then they will open*

We need new investment to create employment in the city so maybe they can afford a nice new house overlooking green fields – *the site has previously benefitted from planning permission for an employment development but when marketed there was no interest in taking over the units. New employment sites will be allocated in the Allocations Development Plan Document that will provide employment land for the future*

The application is one for financial gain for the owner – *this is not a material planning consideration*

Community Safety Implications:

There are no other community safety implications other than those referred to in the main body of the report.

Equality Act 2010, Section 149:

Section 149 of the Equality Act 2010 states that the Council must, in the exercise of its functions “have due regard to the need to eliminate conduct that is prohibited by the Act, advancing equality of opportunity between people who share a protected characteristic and people who do not share it, and fostering good relations between people who share a protected characteristic and people who do not share it. For this purpose Section 149 defines “relevant protected characteristics” as including a range of characteristics including disability, race and religion. In this particular case due regard has been paid to the Section 149 duty but it is not considered there are any issues in this regard relevant to this application.

Reason for Granting Planning Permission:

The scheme provides a residential development on an allocated employment site. The layout of the proposal is acceptable and presents no concerns with regard to residential amenity and highway safety. The proposal is considered acceptable and, with the

proposed Section 106 Legal Agreement securing the affordable housing and the Traffic Regulation Orders, satisfies the requirements of policies E1 and TM10 of the Replacement Unitary Development Plan and policies P1, SC1, SC4, SC9, EC4, TR1, TR2, TR3, HO5, HO6, HO8, HO9, HO11, EN2, EN5, EN7, EN8, EN12, DS1, DS2, DS3, DS4, DS5, ID2, and, ID3 of the Local Plan for Bradford, and, the relevant paragraphs of the National Planning Policy Framework.

Conditions of Approval:

1. Time limit

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. Means of vehicular access

Before any works towards construction of the development commence on site, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site to base course level in accordance with an approved plan 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 Policies DS4 and DS5 of the Local Plan for Bradford.

3. Visibility splays

Before any part of the development is brought into use, the visibility splays hereby approved shall be laid out and there shall be no obstruction to visibility exceeding 900mm in height within the splays so formed above the road level of the adjacent highway.

Reason: To ensure that visibility is maintained at all times in the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

4. Construction Plan

Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) location of site management offices and/or sales office;
- iii) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- iv) car parking areas for construction workers, sales staff and customers;
- v) 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;

vi) 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 DS4 and DS5 of the Local Plan for Bradford

5. Travel Plan

The approved Travel Plan shall be implemented in accordance with the Travel Plan administration and promotion details and Travel Plan measures set down in the Travel Plan framework document submitted by CBO Transport. The Travel Plan will be reviewed, monitored and amended as necessary on an annual basis to achieve the aims and targets of the Plan.

Reason: To promote sustainable travel options, minimise reliance on the private car and reduce traffic congestion and demand for on street parking in the locality, in the interests of pedestrian and highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

6. Separate foul and surface water drainage

The site shall be developed with separate systems of drainage for foul and surface water on and off site. If sewage pumping is required, the peak pumped foul water discharge shall not exceed 6 (six) litres per second.

Reason: In the interest of satisfactory and sustainable drainage and to accord with Policy EN7 of the Local Plan for Bradford.

7. No piped discharge of surface water

No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.

Reason: To ensure that the site is properly drained and in order to prevent overloading, surface water is not discharged to the foul sewer network and to accord with Policy EN7 of the Local Plan for Bradford

8. Use of SuDS

Notwithstanding the details contained in the supporting information, the drainage works shall not commence until full details and calculations of the proposed means of disposal of surface water drainage, based on drainage principles that promote water efficiency and water quality improvements through the use of SuDS and green infrastructure to reduce its effect on the water environment. The maximum pass forward flow of surface water from the development shall be restricted to ten litres per second and cater for all storms up to and including the 1% annual exceedance probability plus an allowance for climate change. The details to be submitted to and approved by the local planning

authority. The development shall thereafter only proceed in strict accordance with the approved drainage details.

Reason: To ensure proper drainage of the site and to accord with policy EN7 of the Local Plan for Bradford.

9. Surface Water Drainage Maintenance and Management

The surface water drainage infrastructure serving the development shall be managed in strict accordance to the terms and agreements, over the lifetime of the development, as set out in a Surface Water Drainage Maintenance and Management document to be submitted to the Lead Local Flood Authority for approval.

Reason: To ensure proper drainage of the site and to accord with policy EN7 of the Local Plan for Bradford.

10. Flood Risk Assessment

Development to be carried out in accordance with the submitted flood risk assessment (FRA) dated August 2017 by Waterco Consultants.

Reason: To ensure proper drainage of the site and to accord with policy EN7 of the Local Plan for Bradford.

11. Disposal of foul water drainage

Notwithstanding the details contained in the supporting information, the drainage works shall not commence until full details and calculations of the proposed means of disposal of foul water drainage, have been submitted to and approved by the local planning authority. The development shall thereafter only proceed in strict accordance with the approved drainage details.

Reason: To ensure proper drainage of the site and to accord with policy EN7 of the Local Plan for Bradford.

12. Site Investigation Implementation

Prior to construction of the houses a Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme included in the Phase 1 report. A written report, including a remedial options appraisal scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

13. Remediation strategy

Unless otherwise agreed in writing with the Local Planning Authority, Prior to construction of the development hereby approved beginning a detailed remediation strategy, which removes unacceptable risks to all identified receptors from contamination, shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

14. Remediation verification

Unless otherwise agreed in writing with the Local Planning Authority, a remediation verification report, including where necessary quality control of imported soil materials and clean cover systems, prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each phase of the development (if phased) or prior to the completion of the development.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

15. Unexpected contamination

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

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Local Plan for Bradford.

16. Materials importation

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 prior to materials being brought to site.

Reason: To ensure that all materials brought to the site are acceptable, to ensure that contamination/pollution is not brought into the development site and to comply with policy EN8 of the Local Plan for Bradford.

17. Electric Vehicle Charging Points

Every property built on the site with a dedicated parking space shall be provided with an outdoor, weatherproof electric vehicle charging point readily accessible from the dedicated parking space. The electrical circuits shall comply with the Electrical requirements of BS7671: 2008 as well as conforming to the IET code of practice on Electric Vehicle Charging Equipment installation 2012 ISBN 978-1-84919-515-7 (PDF). All electric vehicle charging points shall be clearly marked as such and their purpose explained to new occupants within their new home welcome pack/travel planning advice.

Reason: To facilitate the uptake of low emission vehicles by staff and visitors and to reduce the emission impact of traffic arising from the development in line with the council's Low Emission Strategy and National Planning Policy Framework (NPPF).

18. Construction Environmental Management Plan

Prior to commencement of the development 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 shall be 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. 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 health of surrounding residents in line with the council's Low Emission Strategy and National Planning Policy Framework (NPPF).

19. Finished floor levels

Prior to the development hereby permitted commencing on site, plans of the site showing details of the existing and proposed ground levels, proposed floor levels, levels of any paths, drives, garages and parking areas and the height of any retaining walls within the development site have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the details so approved and shall be so retained thereafter.

Reason: To ensure that the works are carried out at suitable levels in relation to adjoining properties and highways in the interests of visual amenity and to accord with policy DS1 of the Local Plan for Bradford.

20. Biodiversity enhancements

Within 6 months of the development hereby commencing on site a detailed scheme of biodiversity enhancements, including but not exclusive to bat roosting and bird nesting boxes, together with a timetable for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in full accordance with the approved details.

Reason: To enhance the biological value of the site and to accord with policy EN2 of the Local Plan for Bradford.