

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 15 November 2018

AD

Subject:

This is a full planning application for the construction of a function hall on land at Dick Lane, Bradford.

Summary statement:

The proposal relates to the construction of a function hall which will provide 2,450 square metres of floor space over 3 floors. Access to the site will be taken directly off Dick Lane into a car park that will accommodate 293 car parking spaces, 25 cycle spaces and 3 coach parking spaces.

The layout of the site is such that the proposed building is located towards the northern boundary of the site with the car park wrapping around it. A Noise Assessment Report has been submitted with the application assessing the proposal's impact on the neighbouring uses, particularly the residential development. The Report concluded that the development would not have a significantly detrimental impact on the adjacent uses. It is proposed to incorporate an acoustic fence along the site boundaries together with some additional landscaping to further minimise the impact.

The building will be 3 storeys in height with the overall impact of the building being reduced by having a mix of a shallow pitched and flat roof. It will be constructed of stone and cladding on the elevations and metal cladding on the roof. The design of the building and the proposed materials will generally be in keeping with the surrounding uses meaning it will not be visually detrimental to the character of the streetscene or wider locality.

Through the attachment of the conditions contained within the recommendation section of the report it is considered that the proposal is acceptable.

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Transportation & Highways)
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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Environment

1. SUMMARY

This is a full planning application for the construction of a function hall on land at Dick Lane, Bradford.

The proposed building is of a design that is considered to be in keeping with the surrounding area in terms of its height, materials and general appearance. It has been positioned within the site such that it is an acceptable distance away from the adjacent residential properties and will not have a significantly detrimental impact on the residential amenities of the occupiers of those dwellings.

2. BACKGROUND

Attached at Appendix 1 is the Technical Report of the Assistant Director (Planning, Transportation and Highways). This identifies the material considerations relevant to the application.

3. OTHER CONSIDERATIONS

All considerations material to the determination of this planning application are as set out in Appendix 1.

4. FINANCIAL & RESOURCE APPRAISAL

The presentation of the proposal is subject to normal budgetary constraints.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

No implications.

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 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 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.

7.2 SUSTAINABILITY IMPLICATIONS

No significant issues are raised. The site is located in a sustainable area and a Travel Plan framework has been submitted which aims to introduce travel initiatives for the future users of the development. The Travel Plan will be reviewed once the development becomes operational and established.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

A condition is recommended requiring the inclusion of electric vehicle charging points, in accordance with the Council's Low Emissions Strategy.

7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications associated with the development.

7.5 HUMAN RIGHTS ACT

Article 6 - right to a fair and public hearing. The Council must ensure that it has taken into account the views of all those who have an interest in, or whom may be affected by the proposal.

7.6 TRADE UNION

None.

7.7 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.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

The Committee can approve the application as per the recommendation contained within Appendix 1, or refuse the application.

If the Committee decide that planning permission should be refused, they may refuse the application accordingly, in which case reasons for refusal will have to be given based upon development plan policies or other material planning considerations

10. RECOMMENDATIONS

The application is recommended for approval, subject to the conditions included with Appendix 1.

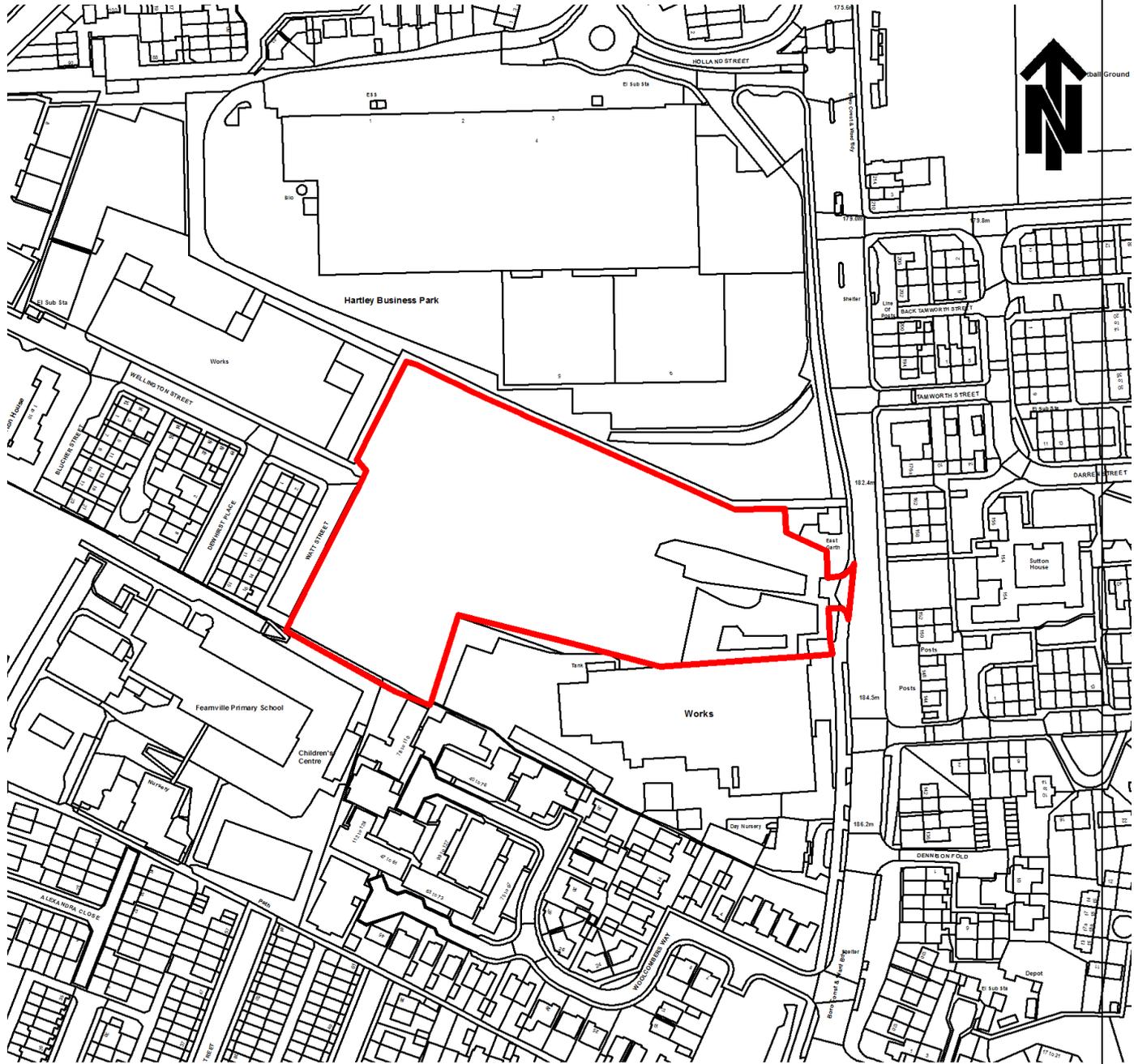
11. APPENDICES

Appendix 1 Technical Report.

12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Core Strategy
Replacement Unitary Development Plan

17/06698/MAF



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**Land at Dick Lane
Bradford**

Appendix 1

15th November 2018

Ward: Bowling and Barkerend
Recommendation:
GRANT PLANNING PERMISSION

Application Number:
17/06698/MAF

Type of Application/Proposal and Address:

This is a full planning application for the construction of a function hall on land at Dick Lane, Bradford.

Applicant:
Mr Hussain

Agent:
N/A

Site Description:

The site is located to the west of Dick Lane and currently comprises a vacant site. The site is mainly covered with hard surfacing, Vehicular access to the site (albeit currently blocked up) is taken from Dick Lane. It is bounded to the north, north west and south by existing industrial/commercial uses. Adjacent to the western and southern boundaries is residential development whilst a primary school is also located to the south. To the east of the site, fronting onto Dick Lane is a mix of commercial and residential development. A single residential property is located immediately adjacent to the north eastern corner of the site.

Relevant Site History:

There is no relevant planning history on the site.

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 not allocated in the RUDP but is located within a Mixed Use Area (Ref: BN/UR7.1 – Cutler Heights). Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

UR7A Mixed Use Areas

TM10 The National and Local Cycle Network

Core Strategy Policies:

P1 Presumption in Favour of Sustainable Development

SC1 Overall Approach and Key Spatial Priorities

SC9 Making Great Places

EC4 Sustainable Economic Growth

EC5 City, Town, District and Local Centres

TR1 Travel Reduction and Modal Shift

TR2 Parking Policy

TR3 Public Transport, Cycling and Walking

TR4 Transport and Tourism

EN2 Biodiversity and Geodiversity

EN5 Trees and Woodland

EN7 Flood Risk

EN8 Environmental Protection

DS1 Achieving Good Design

DS2 Working with the Landscape

DS3 Urban Character

DS4 Streets and Movement

DS5 Safe and Inclusive Places

Parish Council:

Not applicable in this instance

Publicity and Number of Representations:

The proposal was advertised by press notice, site notice and neighbour notification letters. The expiry date for the publicity exercise was the 2nd February 2018.

As a result of the publicity exercise 27 representations have been received objecting to the proposal and 1 representation in support.

Summary of Representations Received:

Objections:

Principle:

- There are plenty of other alternative venues and sites for 'functions'
- There is a venue less than a mile away that is large enough to cater for weddings
- What is the purpose of a 'function room'?
- There are already 2 'function halls' in the area (one in Tyersal and one on Kyffin Place) and will lose business to the new proposal

Highways:

- There is already enough traffic around that area and with traffic lights only a few yards away this will only cause accidents with over 200 cars pulling out of the venue
- Is there sufficient parking for the proposed use – cars tend to park anywhere without having consideration to the surrounding neighbourhood
- The driving conditions on Watt Street and Wellington Street are already dangerous and congested
- School traffic associated with Fearnville Primary School already results in congestion at certain times of the day
- Ramsay Timber Group, situated on Wellington Street also attracts a great deal of heavy transport and employee/visitor, vehicular traffic
- There is no way to ensure that motorists, who wish to avoid congestion leaving the developments' car park, after an event, will not park in Watt Street and other adjoining roads such as Wellington Street, further increasing the rate and likelihood of unregulated parking, congestion and noise disturbance with the consequential impact on my quality of life
- Concerns regarding the TRO's and how that will affect on-street parking for existing residents

Visual amenity:

- The design of the buildings would not fit in with the local surroundings

Residential amenity:

- The proposal will impact on the safety of existing residents of the dwellings nearby as well as the respite care homes
- Increased noise pollution and disturbance to the residents through the proposed use including the use of fireworks, loud drums playing and cars sounding their horns as they approach
- Would the opening hours be restricted
- How often will the building be used?
- Who is the 'function room' being built for – its certainly not the local community
- The activities of Ramsay contribute greatly to the continued noise pollution of the area for six days a week
- The height of the building would be overbearing to the neighbouring residential dwellings
- The proposal will impact on the mental well-being of neighbouring residents from the additional noise pollution and this would have consequential ramifications on their physical well-being

Others:

- The land could be put to better use to benefit the local community, and not those who do not live around here, such as an Aldi/Lidl or a GP's Surgery
- The local community have been misled with regards to the buildings true purpose
- The proposal will result in an increase in anti-social behaviour
- The proposal will not bring employment or financial benefit to the immediate surrounding area
- The proposed use could intimate local residents
- If houses can't be built on contaminated land how can a function hall
- The drawings are not accurate as they include land under separate ownership
- This is going to possibly be a 'meeting place' for possibly other purposes?

- There has already been a lot of disruption to the local residents – the bike lane, Yorkshire Water pipe work, replacing of the gas pipes on Dick Lane and now this
- The proposal will impact on the adjacent school
- There is contradictory information within the submission in relation to issues such as the number of guests and when the weddings will take place

Support:

- The proposal would liven the place up and will put the land to good use
- The site is currently used as a dumping ground

Consultations:

Rights Of Way – No objection to the principle of the development. State that Public Footpath No. 236 (Bradford South) runs along the northern boundary of the site and any boundary treatment proposed for the development should not encroach onto this footpath. There should be no surface water run-off from the development onto the footpath as it is well used, especially by school children

Highways – No objection to the proposal subject to the incorporation of a Traffic Regulation Order around the entrance to the site and appropriate conditions

Lead Local Flood Authority – No objection to the proposal subject to the imposition of appropriate conditions

Yorkshire Water Land Use Planning – No objection subject to the imposition of conditions relating to the discharge of surface water from the development

Landscape Design Unit – No objection to the principle of the development but state that the application lacks details of the proposed external works and if the application is approved the submission of hard and soft detailing should be made a planning condition. The layout plan indicates substantial tree planting which should be carried through to the detailed stage to enhance the local environment.

Environmental Health Land Contamination – No objection to the principle of the development subject to the imposition of conditions relating to the carrying out of further ground investigation works, appropriate remediation and verification, and, the importation of materials onto the site

Environmental Health Air Quality – No objection to the proposal subject to the imposition of conditions relating to the provision of electric vehicle charging points, a Construction Environmental Management Plan, and, a Travel Plan

Environmental Health Nuisance – No objection to the proposal

Minerals Section – No objection to the principle of the development but state that the breaking up of the existing areas of concrete/hard standing/fly tipped material etc will require a large number of HGV movements and details should be sought regarding these movements together with proposed mitigation measures. The site is also located in a Mineral Safeguarding Area for clay and coal.

West Yorkshire Police – No objection to the principle of the development but comments are made on specific aspects of the development including location, boundary

treatments, natural surveillance, speed mitigation measures, external lighting and CCTV, and, physical security

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. Other issues

Appraisal:

The proposal relates to the construction of a function hall which will provide 2,450 square metres of floor space over 3 floors. Access to the site will be taken directly off Dick Lane into a car park that will accommodate 293 car parking spaces, 25 cycle spaces and 3 coach parking spaces.

1. Principle of development

The site is located within a Mixed-Use Area (BN/UR7.1 Cutler Heights) as identified within the Replacement Unitary Development Plan. Policy UR7A states that within these areas development proposals will be permitted in accordance with the provisions set out in the constituency volumes of the Plan. The range of uses identified in the Replacement Unitary Development Plan that would be acceptable in the Mixed-Use Area include B1 (business), B2 (General Industry), C3 (Residential) and small scale A1 and A3 (retail).

Policy P1 of the Core Strategy states that the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the Bradford District.

Policy EC5 states that planning decisions should seek to sustain and enhance the vitality and viability of a network of centres in the Bradford District by ensuring that new, appropriate scale of retail, leisure and office development is encouraged in sequentially preferable locations.

The proposed function hall would be classed as a D1 (Non-residential institution) use within the Use Classes Order. In terms of the accepted uses within the Cutler Heights Mixed-Use Area, D1 uses are not identified within the policy description of the area. However this does not mean to say they are not considered to be acceptable. The site has been vacant for a number of years with no interest shown in it being taken up for commercial/industrial use. The site does comprise a brownfield site and is considered to be in a sustainable location in that it is on a regular bus route and close to other facilities. It will generate a number of jobs with the Applicant suggesting up to 35 full-time and 15 part-time jobs. For this type of use a large site is needed in order to provide an acceptable level of car parking as people will travel from outside the District to the functions being held there.

The proposal will bring forward a site for development that does currently blight the area and has the potential to be a source of anti-social behaviour for the local residents. The principle of the development is therefore considered to be acceptable subject to detailed consideration in the following sections of this report.

2. Visual amenity

The National Planning Policy Framework states in paragraph 124 that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130 states 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, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

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.

The site is located in a mixed-use area comprising industrial, commercial, residential and education. As would be expected in such an area there is a mix of building styles and materials used for the varying uses. The heights of the buildings do vary with the residential units to the south of the site being 3½ storeys in height.

The proposed building will be primarily 3 storeys in height (12.50 metres) with the exception of the front elevation which is slightly higher (15.30 metres) as it has been designed to have a more imposing entrance way. Running down the northern and southern sections of the roof will be shallow pitches with the central area comprising a flat section of roof. The materials to be used in the construction include stone and cladding on the elevations and metal cladding on the roof.

The design is considered appropriate for the area in which the site is located and it is not therefore considered that it will be significantly detrimental to the visual character and appearance of the locality or wider streetscene.

As such there is no objection to the proposal on visual amenity grounds.

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.

The site is located in a mixed-use area with both residential and industrial uses adjoining the site. It is important that the relationship of the proposal to the existing residential units is considered and that it should not have a significant impact on the residential amenities of the occupiers of these units.

The proposed use of the site is as a function hall that will include weddings. The Applicant has stated that the intended hours of use of the function hall will be 09:00-00:00. It is also stated that there are 3 main wedding seasons which all directly correspond with the Council's school holidays – Easter, Summer and October half term. During the peak seasons it is expected to host some during the week events however for the remaining 9 months of the year it is likely that the weddings will only be on weekends. In winter (October to February) there are minimal bookings as due to the weather they are not desirable dates. It should be pointed out that the application does relate to a function hall not specifically a wedding hall but the comments from the applicant relate specifically to weddings. The assessment of the proposal, in terms of its potential impact on the residential amenities of the occupiers of the neighbouring dwellings, is therefore based on its use as a function hall that could be used a lot more frequently than if just a wedding venue.

To the west of the site is a row of terraced properties located on Watt Street whose front elevations face onto the site. To the south of the site are properties located on Woolcombers Way. The westernmost block of units (78-110) have a gable end facing directly onto the site which has 3 windows (1 at each level) within it. The northernmost

block is separated from the site by an extended curtilage to an existing industrial unit. A car park separates the main part of the block (front elevation) from the joint boundary with the industrial unit. A single dwelling is also located to the immediate north of the access from Dick Lane.

The layout of the site is such that the function hall is towards the northern boundary of the site away from the residential units on Watt Street and Woolcombers Way. The majority of the car parking to serve the function hall is located in the western and south western section of the site. The function hall is located such that there are separation distances of 55 metres and 70 metres between the nearest residential units on Watt Street and Woolcombers Way respectively. As such it is considered that the proposed building is of a sufficient distance away such that any noise emanating from the building will not adversely affect the residential amenities of the occupiers of those units.

The remainder of the site will be hard surfaced and will serve as the internal access route as well as car/bus/cycle parking. This will abut the western and southern boundaries of the site. A potential concern arising from the use of the car park is that of the noise from high powered super cars which are often a feature of weddings. The cars generally are at their noisiest when they are just starting up or being revved. The Applicant is proposing to undertake some planting together with a 2 metre high acoustic fence along these boundaries to try and minimise the impact of the parking on the residential amenities of the occupiers of the adjacent dwellings. Appropriate conditions are recommended in relation to the provision of this landscaped strip and the acoustic fence and their future maintenance.

The Applicant has submitted a Noise Impact Assessment Report which has potential noise impact disturbances that could affect the neighbouring residential properties such as amplified music noise and car noise and has concluded that the impact on the neighbouring properties will be minimal. This report has been assessed by the Environmental Health Department and its conclusions concurred with.

One issue that the objectors have raised is that of the use of fireworks during the wedding events particularly at unsocial hours. In a supporting statement the Applicant has stated that during an Asian wedding fireworks are only used during one point, this being the Baraat Day (2nd day) as the groom is arriving and never when the guests are leaving as this is considered to be the most sombre part of the occasion as the bride is given away by her family to the groom and she heads to her new home. Any loud noise at this part of the function would be considered extremely disrespectful. Again the Environmental Health Department have assessed the additional information submitted with regards to the use of fireworks on the site and have not raised an objection.

Overall it is not considered that the proposal would have a significantly detrimental impact on the residential amenities of the occupiers of the neighbouring residential units subject to the recommended conditions including, amongst others, hours of use and the inclusion of an acoustic fence along the western and eastern boundaries.

4. Highway safety

Paragraph 102 states transport issues should be considered from the earliest stages of development proposals such that, amongst other things, the potential impacts of development on transport networks can be addressed, and, opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 109 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. It goes on to state in paragraph 110 that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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.

The application site is currently accessed to the east from Dick Lane by a single point of access with another potential access from Watt Street to the west. Both accesses at present are blocked up. The proposal intends to improve the existing access from Dick Lane to 6.5 metres and permanently close the access from Watt Street. The access will lead to a car park comprising 293 car parking spaces, 25 cycle spaces and 3 coach parking spaces. The Highways Department have not raised an objection to the proposed point of access or the level of parking within the car park.

However, given the large capacity of the proposed building (up to 800 people) concern has been raised at the potential for overspill parking to take place on Dick Lane, particularly in close proximity to the point of access/egress. In order to overcome this concern the Highways Department have requested that a Traffic Regulation Order be imposed in the proximity of the point of access/egress to provide double yellow line “No Waiting at Any Time” restrictions along the site frontage. The Applicant has agreed to this provision and it is appropriately conditioned.

A Transport Statement has been submitted with the application to assess its impact on the surrounding highway network and concludes that the proposal will neither have a material impact on road safety in the area nor on the general highway network. The Statement has been considered by the Highways Department and the conclusions are concurred with.

Overall therefore there is no objection to the proposal on highway grounds subject to the provision of a Traffic Regulation Order around the access to the site and to the recommended conditions.

5. Drainage

Paragraph 163 of the National Planning Policy Framework states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 165 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

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.

The Applicant intends to connect to the mains sewer in relation to the disposal of foul sewage and the use of a soakaway for the disposal of surface water. The details submitted in support of the application have been considered by Yorkshire Water and the Councils Drainage Services and no objections have been raised to the proposal subject to the imposition of appropriate conditions relation to the disposal of both foul sewage and surface water.

As such therefore there is no objection to the proposal on drainage grounds.

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 trees located within the site, the majority of which are self-seeded, and they are not considered to be of any particular amenity value to the area. Neither do they provide any screening of the site from the neighbouring residential properties. The trees will be lost as a result on the development but the Applicant is intending to undertake some planting along the boundaries of the site to act as a screen to the development but also to retain some greenery within the site.

There is no objection to the proposal on the grounds of the loss of the trees within the site.

7. Secured by Design

Paragraph 91 of the National Planning Policy Framework states that Planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian

routes, and high quality public space, which encourage the active and continual use of public areas.

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.

West Yorkshire Police have not objected to the principle of the development but have made comments on specific aspects of the development and these are as follows:

Location: Dick Lane is a busy thoroughfare through to Leeds especially during peak times. The design and access statement mentions that functions / weddings will take place on weekends rather than weekdays and be within certain periods of the year between the times stated. Whilst there is parking provision for the venue, the concern is that parking could over spill onto Dick Lane and Watt Street which could cause obstructions or parking disputes if visitor parking is outside residents properties or within the parking spaces for the adjacent convenience shops – *these issues have been fully considered by the Highways Department who have recommended that a Traffic Regulation Order be imposed in the proximity of the point of access/egress to provide double yellow line "No Waiting at Any Time" restrictions along the site frontage*

If music is played within the function hall there should be good sound insulation within the building. If outside festivities such as music and fireworks will take place these could cause disturbances to local residents who live nearby resulting in calls for service to both the Police and Environmental Health. If planning for the development does get approval it would be prudent to have conditions applied to reduce any noise levels/outside festivities – *A Noise Report has been submitted with the application and has been fully considered by the Environmental Health Department who have not raised an objection to the proposal based on the findings of the report. A condition is recommended in relation to the installation of an acoustic fence along the site boundaries in order to minimise the potential impact on the residential amenities of the occupiers of the neighbouring properties*

Boundary treatments: It is advised that if there is any fencing which is in a poor state of repair this should be replaced in order to secure the external boundary of the site. The boundary which borders onto Fearnville School grounds shows a low level fence and trees, shrubs. If there are any areas which are vulnerable or easy to access, it would be advisable to increase the fence height to at least 1.8m to secure the boundary. Suitable types of fencing are closed welded mesh to standards LPS 1175 sr2 or above or closed boarded timber fencing – *a condition is recommended that requires the submission of the proposed boundary treatment. This is to ensure that not only will a safe and secure environment be provided but the fence will also act as part of the attenuation measures to minimise the noise impact of the proposal on the occupiers of the neighbouring properties*

Natural Surveillance: There are several windows along the west boundary, which will allow kitchen staff natural surveillance of the car park from this location which is positive to see. It is suggested that windows be installed along the north and south elevations at the ground floor and first floor which will increase natural surveillance of these locations within the car park. The two proposed cycle areas are located to the front of the building, however there is likely to be reduced surveillance from the foyer as

guests are likely to go straight up to the main reception room – *the Applicant has stated that during functions stewards will be patrolling the car park and as such this will provide a better level of natural surveillance than additional windows in the elevations*

Speed mitigation measures: It is recommended that speed mitigation measures along the main driveway to the venue, Watt Street/Wellington Street including the car park area, this will ensure that vehicles cannot drive at speed within the car park and will reduce speed on the approaching junctions – *There is no access to the site from Watt Street, the existing access will be permanently closed. The access road within the site is laid out such that there are no long straights and it is unlikely that vehicles will speed within it particularly as stewards will be on duty during the events*

External lighting and CCTV: It is recommended that there should be external lighting which illuminates the entrances into the buildings and fire exits along with the car park and footpaths routes into the building. It is also recommended that a monitored CCTV system be installed that covers the site including the inside of the building such as the office where IT or information could be stored – *A conditions is imposed with regards to the proposed lighting of the car park, this is to ensure that it is adequately lit to provide a safe and secure environment whilst at the same time minimising the potential impact on the neighbouring residential properties. It is up to the Applicant as to whether lighting of the building and the installation of monitored CCTV are undertaken, this is outside the control of the planning system*

Physical security: It is recommended that doors, locks, and, windows are installed that meet Secured by Design standards. It is also suggested that a monitored intruder alarm be installed to provide additional security – *It is up to the Applicant as to the standards of the doors, locks and windows, and, to whether an intruder alarm is fitted as these are outside the control of the planning system*

Overall therefore subject to the imposition of appropriate conditions there is no objection to the proposal from a security and safety point of view.

8. Contaminated land

Paragraph 178 of the National Planning Policy Framework states that decisions should ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
- b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Paragraph 179 states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

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.

A Geo-Environmental Appraisal has been submitted with the application and has been considered by the Environmental Protection Team. The report concludes that “based on the findings of this desk study report it is recommended that an intrusive geoenvironmental investigation is carried out to assess the risk identified receptors”. The report identifies further works will be required on the site and that a remediation strategy report should be produced and submitted for approval. The findings of the report are concurred with by the Environmental Protection Team who have not raised an objection subject to the imposition of appropriate conditions.

The site is located in a Minerals Safeguarding Area for clay and coal, that is the area has been identified as containing a potential mineral resource that should be considered for extraction prior to development in order to prevent the sterilisation of the mineral. In accordance with policy EN12 of the Local Plan for Bradford, it is a requirement for such developments to give due consideration to extraction prior to development. However, the historical uses associated with this site and the relatively small size it are likely to inhibit mineral extraction. It is unlikely that it would be viable to extract any minerals that maybe present.

Subject to the imposition of appropriate conditions there is no objection to the proposal in land quality terms.

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.

There are no features on, or adjacent to, the site that are of any particular ecological value and therefore no objection is raised to the proposal.

10. 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:

The land could be put to better use to benefit the local community, and not those who do not live around here, such as an Aldi/Lidl or a GP's Surgery – *Whilst the local residents may consider alternative uses more appropriate to the area this cannot be used as a justifiable reason for refusal. The application being considered is for a function hall and for the reasons outlined in this report the use is considered to be acceptable*

The local community have been misled with regards to the buildings true purpose – *The documentation submitted with the application clearly identifies that the building will be used as a function room and this does include using it for weddings*

The proposal will result in an increase in anti-social behaviour – *It is unlikely that anti-social behaviour will take place on the site should the proposed function hall be constructed. A condition is recommended with regards to the submission of the boundary treatment, including measures across the access to prevent unauthorised access when the building is not in use. The site is currently vacant and therefore there is more likely to be anti-social behaviour on the site now as it is not policed by the current owner*

The proposal will not bring employment or financial benefit to the immediate surrounding area – *The proposal will create employment at the site. The Applicant suggests that it will create 35 full time and 15 part time jobs*

The proposed use could intimate local residents – *It is not explained how the proposed use could intimate the local residents. A function hall is considered an appropriate use of the site and will fit in with the existing uses in the area*

If houses can't be built on contaminated land how can a function hall – *The recommended conditions will require further investigative work to be undertaken and that any contamination be removed from the site to make it safe in line with the requirements of the National Planning Policy Framework*

The drawings are not accurate as they include land under separate ownership – *If land within the application site is not within the Applicant's ownership then permission will be required from that owner to be able to develop on it*

This is going to possibly be a 'meeting place' for possibly other purposes? – *The proposal will be a function hall and can be used for any purpose that comes within that category*

There has already been a lot of disruption to the local residents – the bike lane, Yorkshire Water pipe work, replacing of the gas pipes on Dick Lane and now this – *The construction of any development will inevitably cause some degree of disruption to the local residents but this can be controlled as much as possible through the imposition of appropriate conditions such as the construction plan and construction hours*

The proposal will impact on the adjacent school – *The school is located to the south west of the site and due to the layout of the proposed development the car park will be located adjacent to the school. The Noise Report submitted with the application stated that the proposed development would not impact on the surrounding uses and these conclusions were concurred with by the Environmental Health Department. As such therefore it is not considered that the proposal will impact on the school*

There is contradictory information within the submission in relation to issues such as the number of guests and when the weddings will take place – *it is not considered that there is any contradictory information submitted with the application and it is clear what the application relates to*

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 proposal provides a development on a brownfield site that presents no concerns with regard to residential or visual amenity and highway safety. The proposal is considered acceptable and, with the attached conditions, satisfies the requirements of policies UR7A and TM10 of the Replacement Unitary Development Plan and policies P1, SC1, SC9, EC4, EC5, TR1, TR2, TR3, TR4, EN2, EN5, EN7, EN8, DS1, DS2, DS3, DS4, and, DS5 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 the 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. Provision of car park

Before any part of the development is brought into use, the proposed car parking spaces shall be laid out, hard surfaced, sealed, marked out into bays and drained within the curtilage of the site in accordance with the approved plan and to a specification to be submitted to and approved in writing by the Local Planning Authority. The car park so approved shall be kept available for use while ever the development is in use.

Reason: In the interests of highway safety and to accord with Policy TR2 of the Local Plan for Bradford.

4. 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.

5. Closure of existing vehicular access

Concurrently with the construction of the new access and prior to it being brought into use, the existing vehicular access to the site from Watt Street shall be permanently closed off with a full kerb face, and the footway returned to full footway status, in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

6. 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 TR1, TR3, DS4, and, DS5 of the Local Plan for Bradford.

7. Preventive measures: mud on highway

The developer shall prevent any mud, dirt or debris being carried on to the adjoining highway as a result of the site construction works. Details of such preventive measures shall be submitted to and approved in writing by the Local Planning Authority before development commences and the measures so approved shall remain in place for the duration of construction works on the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with policies DS4, and, DS5 of the Local Plan for Bradford.

8. Travel Plan

Within 6 months of the building becoming operational, a Travel Plan shall be submitted to the Local Planning Authority for written approval. The Travel Plan shall be based on the measures set down in the Travel Plan framework document submitted by EJS Associates. 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 Policy TR1 of the Local Plan for Bradford.

9. 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.

10. 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.

11. Disposal of surface water

Notwithstanding the details contained in the supporting information, the drainage works shall not commence until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off -site works, have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include:

- i) evidence that other means of surface water drainage have been properly considered and why they have been discounted ; and
- ii) the means by which the discharge rate shall be restricted to a maximum rate of 5 (five) litres per second.

Furthermore, unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

Reason: To ensure that no surface water discharges take place until proper provision has been made for its disposal and to accord with Policy EN7 of the Local Plan for Bradford.

12. 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.

13. Means of 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.

14. Use of oil, petrol and grit interceptors

Surface water run-off from hardstanding (equal to or greater than 800 square metres) and/or communal car parking area (s) of more than 49 spaces must pass through an oil, petrol and grit interceptor/separator of adequate design that has been submitted to and approved by the Local Planning Authority, prior to any discharge to an existing or prospectively adoptable sewer.

Reason: To prevent pollution of the aquatic environment and protect the public sewer network and to accord with Policy EN7 of the Local Plan for Bradford.

15. Site Investigation Implementation

Prior to the commencement on the construction of the building 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.

16. Remediation strategy

Unless otherwise agreed in writing with the Local Planning Authority, prior to the commencement on the construction of the building 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.

17. 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.

18. 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.

19. 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.

20. Electric Vehicle Recharging Points

From the date of first occupation a minimum of 6 car parking spaces shall be marked out as dedicated EV charging spaces and equipped with fully operational fast EV charging points capable of supporting both mode 2 and mode 3 charging. A further 6 spaces shall be provided with enabling cabling for EV charging points to allow future expansion of the dedicated EV charging provision. All EV charging points shall be clearly marked with their purpose and information about how to use them. The location

of the charging points shall be clearly signposted at the entrance to the facility and their existence highlighted in staff induction packs and information provided to hirers of the venue. Details of the types of charging points to be provided, their location and details of the planned maintenance schedule shall be provided to City of Bradford MDC for their approval prior to the opening date of the function hall.

Purpose: To facilitate the uptake and use of low emission vehicles by future occupants and reduce the emission impact of traffic arising from the development in line with the Council's Low Emission Strategy and the National Planning Policy Framework (NPPF)

21. Submission of landscaping scheme

Within 6 months of the development hereby permitted commencing on site details of a scheme of hard and soft landscaping, including the proposed ecological area, shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall show the following details:

- i) Position of trees to be felled, trees to be retained, proposed trees and defined limits of shrubs and grass areas.
- ii) Numbers of trees and shrubs in each position with size of stock, species and variety.
- iii) Proposed topsoil depths for grass and shrub areas.
- iv) Timetable for undertaking the landscaping works

Reason: In the interests of visual amenity and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

22. Implementation of landscaping

All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme that has previously been agreed in writing with the Local planning Authority.

Reason: To achieve a satisfactory standard of landscaping in the interests of visual amenity and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

23. Landscape management

Before the development hereby permitted is brought into use, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

Reason: To ensure proper management and maintenance of the landscaped areas in the interests of amenity and to accord policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

24. Boundary treatment

Notwithstanding the details submitted, within 3 months of the development hereby permitted commencing on site, details of the proposed boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. This shall include, in relation to the outer boundaries which border the residential properties, an

appropriately designed acoustic fence. The approved details shall be implemented in full prior to the first occupation of the development.

Reason: In the interests of visual and residential amenity and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

25. External lighting

Notwithstanding the details shown on plan, within 6 months of the development hereby permitted commencing on site, full details of the type and position of down-lighting units for the buildings and car parking areas, including measures for ensuring that light does not shine directly on the adjacent public highways or is visible to highway users, shall first have been submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be carried out and maintained thereafter whilst ever the use subsists.

Reason: No suitable details have been submitted, to avoid road users being dazzled or distracted in the interests of highway safety and to accord with the policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

26. Gates to prevent access outside hours

Before the first occupation of the development hereby permitted, details of gates/barriers, or alternative means, to be installed across the access/egress to prevent unauthorised access to the site outside operating hours shall be submitted to and agreed in writing by the Local Planning Authority. The barriers shall then be installed in accordance with the approved details prior to the development first being brought into use.

Reason: In order to protect the site from unauthorised access and to provide a safe and secure environment outside operating hours and to accord with policies SC9 and DS5 of the Local Plan for Bradford.

27. Construction hours

Construction work shall only be carried out between the hours of 07:30 and 18:00 on Mondays to Fridays, 07:30 and 13:00 on Saturdays and at no time on Sundays, Bank or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupants of nearby dwellings and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

28. Hours of use

Unless otherwise agreed in writing by the Local Planning Authority, the use of the premises shall be restricted to the hours of 09:00-00:00 Monday to Sunday.

Reason: In the interests of the amenities of neighbouring residents and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

29. Materials

No development above damp proof course level shall be carried out until arrangements have been made with the Local Planning Authority for the inspection of all facing and roofing materials to be used in the development hereby permitted. The samples shall

then be approved in writing by the Local Planning Authority and the development constructed in accordance with the approved details.

Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with policy DS1 of the Local Plan for Bradford.