

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 20 May 2019

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Subject:

Planning application 18/04238/MAF and Listed Building Consent application 18/04239/LBC for the following development at Sharp's Card Factory, Bingley Road, Bradford:

Residential development of 385 flats comprising conversion of two existing buildings with associated external works, construction of a new build block and the conversion of a single storey building to form communal facilities.

Summary statement:

The Regulatory and Appeals Committee are asked to consider a full planning application for the residential development of 385 flats comprising of the conversion of Sharps Card Factory to provide 144 flats, the redevelopment of an existing warehouse to provide 137 flats, construction of a new build block of 104 flats and the conversion of a single storey building to provide communal facilities.

The committee are asked to consider a Listed Building Consent application for the conversion of Sharp's Card Factory and the addition of a single storey roof extension, to provide residential accommodation.

A full assessment of both applications against all relevant planning policies and material planning considerations is included in the report at Appendix 1. It is recommended that conditional Planning Permission and Listed Building consent are granted for the reasons and subject to the conditions set out in the report at Appendix 1. A Section 106 agreement is also required in order to secure a commuted sum for the provision of off-site affordable housing.

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

The Regulatory and Appeals Committee are asked to consider the recommendations for the determination of planning application ref. 18/04238/MAF and listed building consent application 18/04239/LBC as set out in the report of the Assistant Director (Planning, Transportation and Highways) - Technical Report at Appendix 1.

2. BACKGROUND

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

3. OTHER CONSIDERATIONS

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

4. FINANCIAL & RESOURCE APPRAISAL

Policy HO11 of the Core Strategy states that subject to viability, the Council will negotiate for affordable housing provision on residential developments. In Heaton Ward a maximum provision of 20% is required. Ordinarily, on-site provision would be preferable. However, in this instance the proposal is for an entirely flatted development and the Housing and Enabling Department have indicated that an equivalent commuted sum for the off-site provision of affordable housing is preferable.

In November 2018 a Viability Assessment was submitted by England, Lyle & Good (ELG) on behalf of the developer. The report states that given the significant costs associated with converting the listed building the development is not capable of providing a commuted sum equivalent to 20% affordable housing provision. The report suggested that at a profit level of 15% the development could provide a commuted sum of £74,173 towards off site affordable housing provision.

Aspinall Verdi (AV), acting on behalf of Bradford Council, has undertaken a review of the viability report. The review analyses the methodology, assumptions and inputs of the affordable housing viability assessment to determine if the conclusions are reasonable.

The AV review concludes that the development is capable of meeting the 20% affordable housing provision, or an equivalent commuted sum, whilst also achieving an industry accepted developer profit of 19%. The aforementioned viewpoint is based on the view that the Gross Development Value (GDV) adopted by ELG is low and not reflective of comparable values nearby.

ELG have provided rebuttal comments in response to the Aspinall Verdi review. The rebuttal identifies that the main area of dispute is the Gross Development Value. The AV report has assumed sales values of £2,300-£2800 per square metre, whereas the ELG report assumed values of £1,500-£2,100.

ELG argue that the sales values adopted by AV are high as many of the properties used for comparison are located in Saltaire World Heritage Site where properties command a premium and are not directly comparable to the application site. ELG have also identified that pre-sales at the proposed development have achieved values of £1,987 per square metre, which is below the lower figure adopted by AV. Finally an

assessment undertaken by Cushman and Wakefield (2015), on behalf of the council, identified likely sales values of £2,153 per square metre. The ELG rebuttal suggests a compromised sales value of £2,153 per square metre is adopted. AV has confirmed that based on the additional information provided there is sufficient evidence to justify acceptance of the revised sales value.

On the basis of the revised sales value the scheme would generate a profit of 16% without an affordable housing contribution. At a profit level of 15%, which falls at the bottom end of the 15-20% return suggested by national viability guidance (Paragraph: 018 Reference ID: 10-018-20180724) the development could contribute £377,191 towards off-site affordable housing provision and £33,00 towards public transport infrastructure upgrades. The developer has confirmed acceptance of a 15% profit in order provide the aforementioned contributions in full.

In addition to the above the development would generate a CIL payment of £156,909.65.

In conclusion, having considered economic viability having regard to the individual site and market conditions as set out in policy ID2 of the Core Strategy and paragraph 57 of the NPPF, in this instance, the provision of a financial contribution of £371,191 for off-site affordable housing has been robustly justified and policy HO11 of the Core Strategy is satisfied.

5. RISK MANAGEMENT & GOVERNANCE ISSUES

None relevant to this application.

6. LEGAL APPRAISAL

The options set out are within the Council's powers as the Local Planning Authority under the provisions of the Town and Country Planning Act 1990 (as amended), and Section 13 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7. OTHER IMPLICATIONS

All considerations material to the determination of the applications are set out in the technical report at Appendix 1.

7.1 EQUALITY & DIVERSITY

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

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

The outcome of this review is that there is not considered to be any sound reason to conclude that the proposed development would have a significantly detrimental impact on any groups of people or individuals with protected characteristics. Full details of the process of public consultation undertaken and a summary of the comments made are attached at Appendix 1.

7.2 SUSTAINABILITY IMPLICATIONS

The development meets the sustainability criteria outlined in relevant national and local planning policies. The site is located within close proximity to certain amenities in Heaton, with nearby public transport connections to access facilities and services further afield. The development would not result in either the formation of a new settlement or significant sprawl of an existing settlement. No adverse sustainability implications are therefore foreseen.

The proposal is for the development of a 3.45 hectare area of predominantly previously developed land. The site is located immediately to the north-west of the main urban area of Bradford. The site is well located in relation to the built-up area and it benefits from easy access to facilities and rail links in nearby Saltaire and Shipley.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The development of new buildings and land for residential purposes will invariably result in an increase in greenhouse gas emissions associated with both construction operations and the activities of future users of the site. Consideration should also be given to the likely traffic levels associated with this development. Consideration should also be given as to whether the location of the proposed development is such that the use of sustainable modes of travel would be best facilitated and future greenhouse gases associated with activities of the residents 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 will be secured by a planning condition in line with the Type 1 Mitigation requirements set out in the Bradford Low Emission Strategy.

7.4 COMMUNITY SAFETY IMPLICATIONS

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

7.5 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 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

The site is within Heaton Ward. Ward Councillors and local people have been made aware of the application and have been given opportunity to submit written representations through notification letter, site notices and an advertisement in the press.

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 in the main report, or refuse the application. If Members are minded to refuse the application then reasons for refusal need to be given.

10. RECOMMENDATIONS

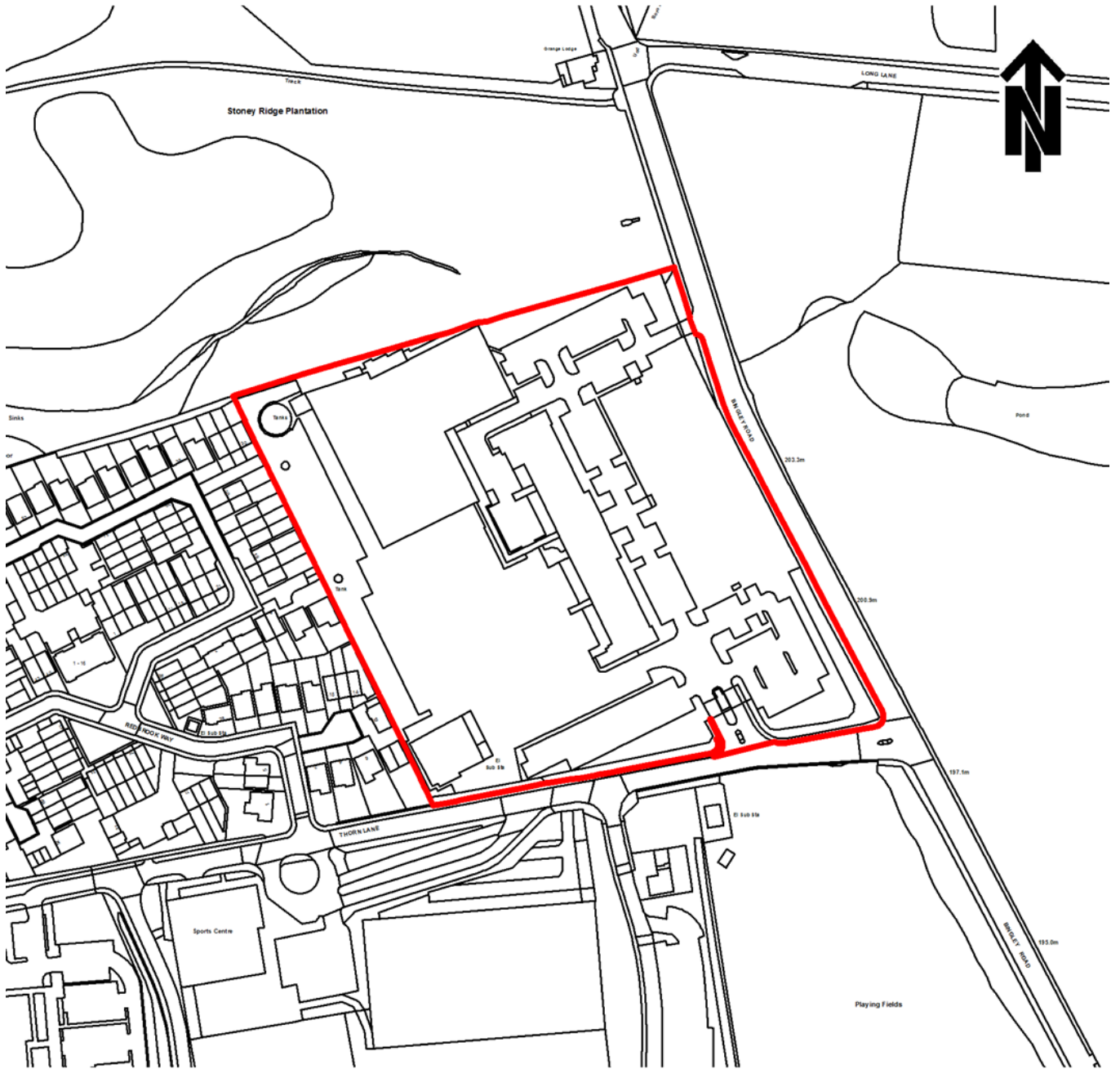
This full application is recommended for approval, subject to the conditions included within Appendix 1.

11. APPENDICES

Appendix 1: Technical Report

12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Replacement Unitary Development Plan
Local Plan for Bradford



1:2,500

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Appendix 1

20 May 2019

Ward: Heaton (ward 12)

Recommendation:

Planning Application: To Grant Planning Permission subject to the conditions recommended at the end of this report and to authorise the completion of a Section 106 to secure the provision of a commuted sum for off-site affordable housing provision.

Listed Building Consent: To Grant Listed Building Consent subject to the conditions recommended at the end of this report.

Application Number:

- 18/04238/MAF
- 18/04239/LBC

Type of Application/Proposal and Address:

Planning application and Listed Building Consent application for residential development of 385 flats comprising conversion of Sharps Card Factory to provide 144 flats, the redevelopment of an existing warehouse to provide 137 flats, construction of a new build block of 104 flats and the conversion of a single storey building to provide communal facilities at Sharp's Card Factory, Bingley Road, Bradford.

Applicant:

Dr Lee Jones

Agent:

Mr James Roberts

Site Description:

The site is located in the suburb of Heaton, approximately 2.5 miles to the north-west of Bradford city centre. The Site is bounded by Bingley Road to the north-east, Thorn Lane to the south, a new housing development to the west and managed woodland to the north-west.

The site extends to approximately 3.45 hectares and comprises of Sharps Card Factory (known as Hallmark House), which is a grade II listed building, as well as a large warehouse building and a detached outbuilding dating from the 1950's and 1960's. The remainder of the site consist of a substantial car park, service yard and soft landscaped areas. The site is broadly square with a gently descending gradient of approximately 8 metres from the north-west corner to the south-eastern corner. The site has a main frontage onto Bingley Road with existing vehicular access points to both Bingley Road and Thorn Lane

Relevant Site History:

Application Ref.	Description	Decision
00/00937/COU	Change of use of administration block to Offices (Class B1), and construction of new Thorn Lane access, new car park with access and fencing	Granted 19.07.2000
00/02559/LBC	Installation of two staircases to rear of office building	Granted-19.09.2000.
01/00181/COU	Change of use of administrative block to offices (Class B1) and construction of new Thorn Lane access, new car park with access and fencing	Granted-13.02.2001
01/00182/LBC	Alterations to principal building including replacing windows to front and side elevations, cladding to the rear elevation, installation of staircase and two lift shafts, roof top services and demolition of rear store	Granted-13.02.2001
01/00183/LBC	Demolition of pavilion building	Granted-13.02.2001
01/01260/FUL	Alterations to form cafe, link and offices with car park to rear of property	Granted-15.06.2001
08/01975/FUL	Demolition of 'Building 4' and associated houses, laying out of car park, formation of new egress to Bingley Road and construction of 161 dwellings associated access, car parking and landscaping	Granted-31.07.2009
10/00401/FUL	Demolition of building 4 and associated houses, laying out of car park, formation of new egress to Bingley Road and construction of 133 dwellings, associated access, car parking and landscaping	Granted-17.08.2010

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 18th 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 the adoption of Allocations and Area Action Plan development plan documents. The site forms part of the Thorn Lane Mixed Use Area as identified on the RUDP proposals map.

Replacement Unitary Development Plan (RUDP):

Allocation

Mixed Use Area (UR7A) - Thorn Lane-

A former employment site on the northern edge of the Bradford urban area, it occupies a unique and prominent position on Heaton Moor and overlooks the surrounding countryside to the east. Its previous uses incorporated light industrial, warehousing and associated offices. The main building fronting Bingley Road is registered as a Grade 2 Listed Building. Located in close proximity to a residential area, playing fields, a school site and the open countryside, it has potential for a range of uses. These uses should have a common purpose or identifiable linkage rather than a presented range of unrelated activities on the same site. Those uses which will be permitted in this area include:

- B1 Offices and light industry
- B2 General Industry
- B8 Warehousing and distribution
- C1 Hotel
- C2 Residential institutions
- C3 Residential
- D1 Non- residential institutions

Small scale A1 (retail) will be considered where it can be demonstrated as appropriate to support local needs and is in accordance with relevant policies elsewhere in the Plan. Consideration will be given to Listed Building Consent for refurbishment of the main building.

Proposals and Policies

The majority of non-allocation related policies within the RUDP have now been superseded by those set out in the Core Strategy. The following adopted Core Strategy policies are considered to be relevant to the proposed development.

P1- Presumption in Favour of Sustainable Development

SC1- Overall Approach and Key Spatial Priorities

SC4- Hierarchy of Settlements

SC6- Green Infrastructure

SC9- Making Great Places

TR1- Travel Reduction and Modal Shift

TR2- Parking Policy

TR3- Public Transport, Cycling and Walking

HO8- Housing Mix

HO9- Housing Quality

HO11- Affordable Housing

EN2- Biodiversity and Geo-diversity

EN3- Historic Environment

EN4- Landscape

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

ID2-Viability

ID3- Developer Contributions

Parish Council:

Not in a Parish

Publicity and Number of Representations:

The planning application and listed building consent were advertised through the publication of site notices, press advertisements and neighbour notification letters.

One letter of objection was received in relation to the planning application

Four letters of objection were received in relation to the listed building consent.

The applicant has also carried out public consultation activities prior to the submission of the application. The community engagement process has been explained in detail in a Statement of Community Involvement. In summary, a public exhibition was held on site on 12th September 2018, with 105 people in attendance. A letter with the details of the exhibition and contact information was delivered to 5000 households and 5

businesses around the site. The nearest 120 properties were hand delivered a letter to invite them to the exhibition and provide contact details if they wanted further information. All local councillors were also made aware of the exhibition. The purpose of the exhibition was to invite comments on the proposed development and to enable the development team to explain the plans and answer any queries.

Summary of Representations Received:

The following representations were received in response to statutory publicity:

In objection:

- Overdevelopment of site
- Inappropriate properties for the area
- The site should provide family homes
- The character and style of Hallmark House should be retained
- Inadequate car parking provision
- Development will result in on street parking on Thorn Land and Bingley Road
- The development will increase congestion during the peak traffic periods for nearby schools.
- Increased noise.
- Increased pollution.
- Phase 3 of the development will have an overbearing impact on existing dwellings on Crest Park.
- It is unclear what the proposed community facility would be used for.
- Increased littering from community facility
- Late opening of the community facility would be harmful for neighbouring residents
- A takeaway should not be permitted in the community building as it is within 400m of a school.
- The site does not benefit from good transport links.
- The bus routes opposite the site are redundant 'school only' stops
- Will the pedestrian access gate in the south boundary provide residents only access?
- Construction related noise
- isolated location
- A self-contained community for the over 55's would be better.

The Airedale NHS Foundation Trust has made the following comments:

- A contribution of £11,819.81 should be made to the trust in order to provide additional services to meet patient demand.

Consultations:

Design and Conservation

The existing principal building dates from 1937 and is an iconic feature of the area. It is one of the few buildings of note of this period in the District and a very good example of the Art Deco style applied to a commercial building. As identified in the comprehensive heritage assessment, the principal building is of high significance, enhanced by its setting which was conceived as a 'garden factory'. The single storey buildings to the north-west are of lesser significance but display interesting constructional techniques in the basement and barrel roofed north-light roofing, and also display high quality

finishes in the external treatment including the carved stone panel to the south elevation and original oak doors. The ancillary buildings complement the main block by virtue of adding to the understanding of the functions across the site, the scale and success of the business and the desire to apply a consistent high quality design treatment to all on-site buildings.

It is proposed to convert the 4 storey building to 144 apartments, including the addition of a new penthouse structure on the roof. The interior of the building is predominantly open plan, with inserted lightweight modern partitions to various areas. The only parts of the interior with known significance are the reception lobby and 2 ground floor rooms which retain their original Art Deco finishes, and the various staircases which retain original handrails. The lobby is to be restored to its original configuration and the southern reception room retained as is within an apartment. The northern reception room is to be subdivided with a lightweight partition to form 2 bedrooms. The intention is for the partition to be reversible, but a method statement for its installation should be required by condition to ensure no lasting harm occurs to the existing finishes.

The internal subdivisions of the floors otherwise does not present any heritage issues, however, confirmation of the ventilation strategy should be sought to ensure there will not be multiple penetrations of principal elevations.

The plans do not indicate any significant external changes to the fenestration of the building and hence it is assumed the existing windows, intervening cast iron relief panels and general masonry and cladding are to remain unchanged. Any changes to the external treatment would require further specific consent.

A single storey structure is proposed to the flat roof to accommodate a number of apartments. This is illustrated as set back from the front and back elevations, and as not being visible from ground level at close quarters. From Bingley Road the structure would be visible when compared with the existing roof-top plant structure which is of similar height but set much further back. The external treatment of the roof-top structure is a combination of glazing and vertical cladding of a lead-grey colour. The eaves of the roof overhang the elevations and are finished as a boxed profile.

The proposed rooftop structure will impact upon the character and significance of the building. The form, appearance and materials will contrast with the existing. The simple and elegant lines of the existing building, with consistent colouring of masonry have their own merit with which the proposed structure will contrast. The structure is regarded as proportionate and although it will be visible, it is assessed that it will not harmfully detract from the significance of the listed building.

The existing building has sufficient presence of scale and architectural merit to be able to accommodate a degree of intervention. The simplicity of design and materials is concluded to be appropriate to the context. Approval of the external cladding material and colour will be required. The submitted viability and enabling justification demonstrates that to achieve a realistic developer profit, the proposed additional storey is necessary.

It is proposed to demolish the north-western single storey building to ground level. Although suggested as being of a later date than the 4 storey building, it is of a good quality with compatible detailing to the main building, and complements it. The buildings subject to demolition should be recorded first, to an agreed specification.

The proposed replacement 3 storey building is proportionate and will sit comfortably in the context of the listed building. The elevational treatment and materials are regarded as appropriate.

Phase 3 is a 5 storey residential block on an L-shaped footprint. This structure would stand in proximity to the listed building and be of a similar height. Set to the rear, it would not be readily visible from Bingley Road and would only be viewed in association with the southern end of the main building. Thus it would not detract from the appreciation of the listed building, and is not considered to compete with this or harm its setting. There is however some concern over the expansive areas of render proposed. Whilst the palette is simple with a stone plinth and cladding to the set-back top storey, and the fenestration avoids a repetitive pattern, render in white or grey over 3 storeys to the extent proposed has potential to appear monotonous and inferior when viewed against the listed building. Without acquiring a fussy appearance or excessively complex palette, consideration should be given to relief to what could appear a bland appearance.

The proposals to the listed building are considered to be proportionate and to predominantly protect its heritage significance. The proposed phase 3 development would benefit from a review of its appearance and the relationship this would present with the heritage asset.

Overall the impacts on the heritage asset are compliant with policy EN3 and the NPPF, although consideration should be given to enriching the elevational treatment of Phase 3.

Historic England

We do not wish to offer any comments. We suggest that you seek the views of your specialist conservation adviser.

Highways

Transport Assessment- The TA states that the existing site generates 199 two-way traffic movements in the AM peak hour and a total of 207 two-way movements in the PM peak hour at both exit points on Thorn Lane and Bingley Road. The proposed development is likely to generate 123 two-way movements in the AM peak and 125 two-way movements in the PM peak. Therefore there is likely to be a general decrease in the levels of vehicular movements generated by this site. The closure of the access on Thorn Lane will also remove traffic from the Thorn Lane / Bingley Road junction, which is beneficial to the safe operation of this junction.

Furthermore it has been demonstrated that the revised access on Bingley Road will accommodate the site traffic.

Parking- The proposal is for 113 studio apartments and 273 one and two-bed apartments and this would result in an anticipated parking demand of:

Studio Apartments = $113 / 2 = 57$ spaces

1 & 2-bed Apartments = $273 \times 1 = 273$ spaces

Visitor Parking = $385 / 4 = 96$ spaces

Therefore a total of 426 spaces would be required where only 395 spaces are being provided. However this would not be a reason for objection subject to a new TRO being delivered and the provision of a suitable Travel Plan for the site.

Pedestrian Access and Vehicular Dropped Crossing- The existing footways from Bingley Road should enter the site at the proposed entrance or an alternative pedestrian access provided at the northern end of the site. Currently there is an existing long vehicular dropped crossing on Thorn Lane in the vicinity of the proposed pedestrian entrance. This should be highlighted on the plan and the following comments added "Vehicular access to be reinstated with full face kerb and pedestrian dropped crossing to be provided to Highway Authority specification".

Emergency Access- The existing access on Thorn Lane is to be closed off however it would be beneficial if this were to be altered and retained in some form for use as an emergency vehicle access only. The overall width can be reduced to 3.5m and a dropped vehicular access formed in the new footway. Gates or removable bollards should then be placed across the entrance to prevent access for residents who would use the Bingley Road access. The comments relating to the closure of the existing vehicular access on Thorn Lane should be replaced with "Existing access to be partially closed off and footway reinstated with vehicular dropped crossing to Highway Authority specification". Details of the method for preventing access to normal residential traffic should be provided.

Traffic Regulation Order- A new TRO will be required along the site frontage on Bingley Road. Given the existing egress is now to be used as the main site access the TRO should be promoted to cover the visibility splays to be achieved at the entrance/exit. The cost is £7,000 and this shall be met in full by the applicant.

Visibility Splays- of 2.4m x 120m should be demonstrated at the proposed site entrance.

Section 278 Requirements-In order to carry out the works within the highway i.e. closure of access and reinstatement of footways on Thorn Lane; provision of right turn lane on Bingley Road; upgrade of street lighting at site entrance; and provision of TRO at proposed site entrance, these should all be highlighted on one drawing and then this plan can be used for the purposes of the s278 Agreement.

Drainage

The Lead Local Flood Authority (LLFA) has assessed the documentation relating to the surface water disposal on the proposed development, against the requirements of the National Planning Policy Framework, Planning Practice Guidance and local planning policies. An assessment of the submitted documentation has been undertaken and the LLFA have no objection to the proposed development subject to planning conditions.

The development should not begin until details of a scheme for foul & surface water drainage, including any balancing and off site works have been submitted to & approved in writing by the Local Planning Authority. The drainage scheme shall include proposals for the disposal of surface water from the development using sustainable drainage techniques or, proof that such techniques are impracticable in this instance. Only in the event of sustainable drainage techniques proving impracticable will disposal of surface water to an alternative outlet be considered. The development shall be drained via a separate system.

It is noted that the proposal is to utilise the existing surface water attenuation system, this is acceptable subject to the developer providing details and calculations to demonstrate the surface water attenuation proposals are sufficient to contain flows generated in a 1:30 year event plus climate change within the underground system together with details & calculations to demonstrate flows generated in a 1:100 year event plus climate change will be contained within the site boundary without affecting the proposed dwellings, safe egress & access or overflowing into the adjacent watercourse. Peak surface water discharge rates from the development shall be reduced by a minimum 30% from the existing rates. Full details and calculations of the pre and post development surface water discharge rates should be submitted to and approved by the local planning authority.

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.

Environmental Health-Land Contamination

Environmental Health has considered the application and the supplied report.

The report indicates that the main sources of contamination relate to “past on site contaminative land use namely the former Sharps printing/card factory [an Environment Agency Part B Activity], potential unrecorded shallow coal mining activity, historic landfills/infilled land immediately south of the review area and on-site electricity sub-stations/tanks.”

The report concludes that “Based on current and historic land uses within the review area, the Preliminary Environmental Risk Assessment has derived risk ratings of Moderate/Low for the site.” And it is recommended that “a Phase 2 intrusive site investigation is undertaken to determine the potential on site contamination status with respect to its past land uses.” The report includes proposals for the site investigation.

The Environmental Health Department agrees with the recommendations in the supplied Phase 1 Preliminary Risk Assessment by Silkstone Environmental LTD and recommends that conditions are imposed requiring site investigation implementation, submission of a remediation strategy and the submission of a remediation verification report. Further conditions are required to manage how any unexpected contamination will be dealt with and for the quality control of any imported materials.

Environmental Health- Air Quality

For the purpose of the Bradford Low Emission Strategy (LES) Planning Guidance and the West Yorkshire Low Emission Strategy (WYLES) planning guidance this is a ‘medium’ development site. In accordance with the Bradford LES and WYLES LES planning guidance all medium applications are subject to the following requirements:

Type 1 Mitigation;

- EV charging facilities
- Adherence to the London Best Practice Guidance / IAQM guidance relating to the control of dust and emissions from construction and demolition

Type 2 Mitigation

- Provision of a comprehensive low emission travel plan to discourage the use of high emission vehicles and encourage the uptake of low emission vehicles.
- Exposure assessment.

Type 1 Mitigation- In relation to Type 1 mitigation it is recommended that a planning condition is imposed requiring that a planning condition is imposed to ensure the provision of EV charging points at the rate required by the Bradford Low Emission Strategy, as well as details of the maintenance regime of the charging points.

Exposure Assessment- The applicant has provided a detailed exposure assessment for the site. The assessment is of a good standard and concludes that air quality across the site should be suitable for residential development remaining well below national air quality objectives both with and without the development in place. Based on the outcome of the exposure assessment Environmental Health is satisfied that new residents will not be exposed to unacceptable levels of air pollutants.

The air quality assessment submitted also provides an indication of the expected change in air quality within the wider vicinity of the site including outside Belle Vue Girls' School and High Park School. It is predicted that the change in pollutant concentrations will be less than 0.1 µg/m³ for both NO₂ and PM₁₀ in an area which is already predicted to be well within national air quality objective levels. This is considered an acceptable level of change for this particular area.

The small air quality impacts are due to the fact that there are already a considerable number of trips associated with the existing use and that at present these tend to occur in concentrated periods (around peak traffic hours). Residential use is likely to create an increased total number of trips throughout the day but these will be less concentrated in peak hours and will include less HGV movements than at present (HGVs have a disproportionate impact on pollutant concentrations). A change to residential will help to reduce peak hourly levels of pollution in the area but will very slightly increase annual average concentrations due to the underlying level of total emission growth expected

Control of Construction and Demolition Emissions- The applicant has submitted a detailed dust risk assessment in relation to the proposed construction and demolition activities at the site and a list of recommended control measures is provided in the air quality assessment submitted with the application. It is recommended that adherence to the mitigation measures set out in Appendix G of the Air Quality Assessment (Miller Goodall reference 1001915) is required by a planning condition.

Low Emission Travel Plan- Medium developments require submission of travel plans which include measures to support and promote the use of low emission vehicles at the site. A fairly comprehensive travel plan has been submitted covering walking, cycling and public transport measures. It also includes commentary on car share schemes. It currently does not have adequate coverage of measures to promote the use of low emission vehicles at the site.

Coal Authority

The development site falls within the defined Development High Risk Area.

The Coal Authority concurs with the recommendations of the Phase 1 Preliminary Risk Assessment; that coal mining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. The Coal Authority recommends that the LPA impose a Planning Condition should planning permission be granted for the proposed development requiring these site investigation works prior to commencement of development. In the event that the site investigations confirm the need for remedial works to treat the areas of shallow mine workings to ensure the safety and stability of the proposed development, this should also be conditioned to ensure that any remedial works identified by the site investigation are undertaken prior to commencement of the development.

Biodiversity

The site lies adjacent to an area of high wildlife value (although it did not reach the threshold criteria for designation as a local wildlife site). Formally known as Stoney Ridge Plantation Bradford Wildlife Area, the site contains valuable grassland and woodland habitat within the fringe area of Bradford City.

The report recommends a buffer zone is maintained between the site and the wildlife area and a secure fence is erected to prevent residents from obtaining unauthorised access into the wildlife area. The current landscaping plan does not allow space for this and we recommend that the design of the scheme is altered in order to ensure this is possible.

Protected Species- Great crested newt (GCN) surveys are recommended in the ponds which occur within 500m of the site. This is because the site offers potential terrestrial habitat for the species. These surveys would normally be undertaken prior to determination of the planning application, however, in this case as GCN are rare in the Bradford district and because the habitat is optimal between the site and the ponds, the risk of GCN being present and impacted by the development is very low and therefore in accordance with the circular 05/06 ODPM it would not be reasonable to request surveys prior to determination. However e-DNA presence/absence surveys are still required as set out in the ecology appraisal and further surveys to assess the population status of the species and suitable mitigation will be necessary should GCN be found to be present. Depending on the results of the surveys, it may be necessary to obtain a European Protected Species Mitigation (EPSM) licence before development works commence. Provided the developers accept this as a pre-commencement condition then we advise that these surveys can be undertaken after determination of the planning application.

It is also recommended that, where possible, any works affecting potential bird nesting areas should be undertaken outside the main bird nesting period of March to August (inclusive). If this is not possible, any such works undertaken within the bird nesting period (March to August inclusive) should be supervised by a suitably qualified ecologist. The supervising ecologist will advise all site personnel of the potential presence of nesting birds, their legal protection and the need to minimise disturbance of nesting birds

Biodiversity Enhancement- The current landscape Plan does not appear to offer enhancements for biodiversity, although a net gain assessment undertaken by the

ecologists shows there is only marginal net loss of biodiversity. To this end a landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority as soon as possible after any positive determination of the development.

West Yorkshire Police

Boundary Treatments- The site plan annotations advise that the existing vehicle entrance located on Thorn Lane will be removed with fencing installed along this boundary to match the existing. It is therefore assumed that the existing boundaries are to be retained. This is acceptable as the trees and planting are well established and provide a natural border around the site, whilst the closed welded mesh fence which is positioned on the inner boundary protects areas which have reduced levels of planting.

The new vehicle access gate and pedestrian entrances located on Bingley Road mention that access control measures such as key fob access will be applied on these entry points, this is good to see as it restricts the number of access routes in and out of the site. It is queried if the pedestrian access on Thorn Lane will also have access control measures.

Based on the crime figures for the area, the number of offences reported is not excessive. If the pedestrian gate on Thorn Lane is to be to a manual style of gate which is left unlocked, this would allow visitors and postal workers easy access into the site, it also ensures that visitors have to use the same exit route.

It is suggested that any planting on the south elevation of Greetings House (directly outside of the windows) is kept low to help increase natural surveillance over the parking area and pedestrian route.

It would also be wise to include either low level fencing, knee rail or planting around the west boundary of the car parking bays to ensure there is some defensible place between the parking area and the visitor / pedestrian route.

Where the parking bays are adjacent to pedestrian pathways, it would be prudent to either include knee rail or fencing along the line of the parking bays which prevents any vehicle from accidentally accelerating and driving into the pathways or into the front of the buildings.

From looking at the floor plans of both The Card House and Greetings House, it is positive to see that there is good natural surveillance from windows in the kitchen / lounge of each apartment which overlook the parking and cycle storage.

In respect of public open space it is advised that a management plan should be put in place to ensure that the gardens and planting remain tidy and well maintained over the coming years.

Parks and Green Spaces

The proposed development will still result in a significant impact on the existing public open space due to 385 new residential units.

However, the provision of public green space is identified on the Bradford Council Regulation 123 list as a type of infrastructure which will be funded through CIL. Accordingly, the development is located within CIL Zone 3 and incurs a CIL charge of £156,909.65. These funds would then be maintained and allocated to communities and departments as shown in the 123 agreement and in line with the decision of the Authority's Executive.

The developer will be required to maintain any new public open space themselves and a full landscape management plan will need to be produced and agreed as part of the planning process.

If the developer requires the Council to maintain any new areas of public open space prior agreement is required as part of the planning process and a commuted sum will be required to maintain the areas for the next 25 years.

Education

The proposed housing development is unlikely to cause concerns on where children of families coming to reside in the development might attend school.

The following schools are within a reasonable distance of the proposed development:
Primary: Beckfoot Heaton, Cottingley Village, Heaton St Barnabas' CE and Sandy Lane
Secondary: Beckfoot Upper Heaton, Belle Vue Girls', Dixons Cottingley and St Bede's and St Joseph's Catholic.

Currently the schools are overcrowded or full however, due to the nature of this development it is not anticipated that a large number of additional children will move into these dwellings.

The provision of primary and secondary education infrastructure is identified on the Bradford Council Regulation 123 list as a type of infrastructure which will be funded through CIL. Accordingly, the development is located within CIL Zone 3 and incurs a CIL charge of £156,909.65. These funds would then be maintained and allocated to communities and departments as shown in the 123 agreement and in line with the decision of the Authority's Executive.

West Yorkshire Combined Authority

A bus shelter could be provided at bus stop 20583 at a cost of £13,000 to the developer. Real time bus stop numbers 20583 and 20586 at a cost of £10,000 each.

It is recommended that the developer funds a residential metro card scheme at a cost of £190,575.00

Summary of Main Issues:

Principle of Development
Loss of Employment Use
Sustainability
Housing Mix
Heritage Implications
Layout
Design and Appearance

Landscaping
Residential Amenity
Highway and Pedestrian Safety
Biodiversity
Land Stability
Land Contamination
Community Safety
Further Issues Raised by Representations

Appraisal:

Principle

The site is located within a Mixed-Use Area (BW/UR7.5) as identified within the RUDP. The plan identifies that within this area a number of uses are considered to be acceptable and this includes residential development (Use Class C3). The proposed residential development is therefore considered to be acceptable in light of the Mixed-Use Area allocation.

The site is located in Heaton and is comprised of previously developed land. Strategic Core Policy SC5 of the Core Strategy identifies that the first priority for the location of development is previously developed land and buildings within the City of Bradford. This is reiterated in Core Strategy policy HO6 which emphasises the need to achieve the maximum possible overall proportion of housing development on previously developed land. The proposed residential development is therefore considered to accord with policies SC5 and HO6 of the Core Strategy in respect of the location of development and the re-use of previously developed land.

In respect of housing delivery paragraph 59 of the National Planning Policy Framework stresses the need for Local Planning Authorities to significantly boost the supply of new housing. The adopted Core Strategy 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.

Paragraph 73 of the Framework states that Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years-worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. Where there has been a record of persistent under-delivery of housing the local planning authority should identify an additional 20%.

The recently published Bradford Council Five Year Housing Land Statement indicates that the 5-year deliverable supply currently stands at 2.06 years. Under these circumstances paragraph 11d of the Framework confirms that the relevant policies for the supply of housing should not be considered up-to-date. Accordingly there is a presumption in favour of sustainable development unless the application of policies in the Framework that protect areas of particular importance provides a clear reason for refusing the development proposed.

In light of the record of persistent under-delivery and the housing land supply shortfall relative to the requirements of the Framework, there is an urgent need to increase the supply of housing land in the District. This proposal would make a significant

contribution towards meeting that need. The site is considered to occupy a sustainable location within the urban area. Given the sustainable location of the site and the absence of a five year housing land supply it is considered that the principle of residential development on this site is acceptable.

Loss of Employment Use

In relation to the conversion of Hallmark House it is evident that the building was most recently occupied as an office building (B1) and therefore policy E4 of the Core Strategy is a relevant consideration. Specifically, caveat C of the policy which relates to the former use of a building for business or industrial purposes and requires an applicant to justify the loss of the building to an alternative use.

The submitted information indicates that the site has been subject to a comprehensive marketing exercise since it was vacated by Hallmark Cards PLC. The marketing activity was undertaken by Dove, Haigh, Phillips (Strategic Agency and Commercial Development Specialists). The marketing strategy and feedback is detailed in the supporting information and the key findings are as follows:

- The site was comprehensively marketed between April 2016 and late 2017
- The site was marketed for either continued commercial use or as development opportunity.
- Following initial interest only one interested party wished to occupy the site one interested party wished to occupy the site for their own use and this would have been dependant on the ability to sub-let part of it to another user. They were unable to generate interest from any other business who would be interested in occupying the rest of the site. The interested party therefore concluded that the site was unviable for their needs.
- Feedback suggested that the combination of the listed building and the large warehouse are uncomplimentary and incompatible for modern business needs.
- The marketing campaign was adjusted to market the site as two separate units. This generated interest in the listed building from serviced officer providers but none followed up on initial interest.

The supporting information also reflects on the reasons why Hallmark chose to vacate the site. The following reasons are provided:

- Difficulty recruiting staff to this location.
- High running costs of the building due to age and configuration.
- Size of the building was too large for Hallmarks needs and no tenants wished to take sections of the building.
- Rear warehouse surplus to requirements and difficult configuration.

It is considered that the submitted information is sufficient to demonstrate that the site is no longer viable for office use and accordingly alternative development should be considered in accordance with policy EC4 of the Core Strategy.

Sustainability

The National Planning Policy Framework advises that the purpose of the planning

system is to contribute to sustainable development. For the planning system delivering sustainable development means:

- 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;
- 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;
- 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.

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

It is considered that the proposed development meets the sustainability criteria set out in both national and local planning policy. The site is located in Heaton on the northern edge of the urban area of Bradford. The site is well located in relation to the built-up area and it benefits from easy access to facilities and rail links in nearby Saltaire and Shipley. The site also benefits from high quality road links with easy access to Bradford city centre via the B6296.

The proposal is considered to represent a sustainable form of development with would comply with the requirements of the Framework and policies P1, SC5 and SC9 of the Core Strategy.

Housing Mix

Policy HO8 of the Core Strategy seeks to ensure that a mix and balance of housing is provided to meet the needs of the District's growing and diverse population. The policy identifies a number of strategic priorities amongst which the delivery of housing to meet the needs of people on lower incomes and first time buyers and the need to increase the supply of high quality flats in accessible locations are identified. The proposed development would meet the aforementioned policy objectives by providing large number of high quality flats in an accessible location. The provision of a large number of studios and single bedroom units is also likely to improve access to the housing market for first time buyers and people on lower incomes.

Policy HO8 (D) advises that exact scheme mix should be based both on market demand and evidence of local need within the District's Strategic Housing Market Assessment together with any other robust local evidence or information. The submitted information includes a market appraisal of Heaton Ward which identifies

properties for sale and rent in the area. The appraisal identifies that at the time of writing (March 2018) there were no studio apartments available, only two 1 bedroom units and eight 2 bedroom units. The proposed development would provide 113 studios, 215 one bedroom units and 57 two bedroom units.

In conclusion the proposed development is considered to deliver a significant number of residential units which cater for first time buyers and people on lower incomes, in an area where there is currently a limited supply of such units. The proposal is therefore considered to accord with the requirements of policy HO8 of the Core Strategy.

Heritage Implications

The 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 the adopted Core Strategy. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 is relevant to the determination of the application. 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 site includes the grade II listed former Sharp's Card Factory which was designed by Bradford based architects Benjamin Chippindale and Richard J. Edmondson in 1936 as a purpose-built printing works and office headquarters for W.N Sharpe Ltd., and was completed in 1937. The building is four storeys in height with a small basement at its northern end and the principal façade to the east facing Bingley Road. The building is steel framed, constructed in a classically influenced Art Deco Style, clad in coursed sandstone. Internally, the only parts of the interior with known significance are the reception lobby and two ground floor rooms which retain their original Art Deco finishes, and the various staircases which retain original handrails. Overall the building is of high significance in terms of its heritage value.

There are further retained factory buildings located to the northwest and southwest, at the rear of the main building. The buildings were constructed during the mid 1950's and late 1960's and once joined and continued further southwest into the adjacent plot which is now a residential housing estate. The buildings are not listed but they have some value in their architectural form with interesting constructional techniques, which complement the main block.

Phase 1 of the proposed development is to convert the main four storey block of Sharps Card Factory into 144 apartments including the addition of a single storey structure to the roof. In terms of the conversion of the building the existing interior is predominantly open plan, with inserted lightweight modern partitions. The only parts of the interior with known significance are the reception lobby and two ground floor rooms which retain are deco finishes. The lobby is to be restored to its original configuration and the southern reception room would be retained within a proposed apartment. The northern reception room would be subdivided with a lightweight partition to form two bedrooms. The intention is for the partition to be reversible and a method statement detailing how this would be achieved can be secured by a planning condition. A further condition is required providing confirmation of the ventilation strategy to ensure that there will not be multiple penetrations of the principal elevations. Subject to the

mentioned conditions the proposed conversion is considered to be compatible with and will preserve the character of the listed building, in accordance with the requirements of policy EN3 of the Core Strategy.

Phase 1 of the development also includes the addition of a single storey extension to the roof of Sharps Card Factory. The existing building has a flat roof and the proposed single storey flat roof structure would be positioned set back from the front and rear elevations of the building. The structure would be constructed of a combination of vertical aluminium framed glazing and cladding (lead grey) with a flat roof overhanging the elevations. The window openings of the new floor would be positioned to align with the window openings of the current top floor below.

It is considered that the proposed roof structure would be of a distinctly modern appearance which would contrast with the existing building. However, the simplicity of the proposed design is considered to be well related to the host building and the building has sufficient presence of scale and architectural merit to accommodate the degree of intervention proposed. A planning condition is required in order to secure a sample of the external cladding material. Subject to the aforementioned condition the proposed rooftop extension would not have an adverse effect upon the special architectural or historic interest of the building in accordance with the requirements of policy EN3 of the Core Strategy.

Phase 2 of the development relates to the existing warehouse building to the immediate north-west of Sharps Card Factory. It is proposed to demolish the building to slab level retaining the basement below and part of the north-east elevation fronting Bingley Road. A largely new three storey residential building providing 137 apartments is proposed on the footprint of the retained slab of the demolished building.

The existing building was constructed over two phases in 1956 and 1967 and it is not listed. However, the Design and Conservation Officer has noted that the building includes some high quality finishes in the external treatment including the carved stone panel to the south elevation and original oak doors. The building also adds to the understanding of the functions across the site, the scale and success of the former operations and the desire to apply a consistent high quality design treatment to all on-site buildings. Given that the building is of limited historic significance its proposed demolition is considered to be acceptable, subject to a planning condition requiring the recording of the building to an agreed specification prior to demolition.

The proposed three storey apartment block would be constructed with an Ashlar stone plinth and through colour off-white render to the first and second floor levels. The third storey would be constructed with cladding panels (lead grey), to match both the roof extension to Hallmark House and the apartment block proposed in Phase 3 of the development. The north-east elevation of the existing building would be retained in a pier and panel design, with the existing ashlar stone infill panels removed and replaced with glazing and decorative herringbone panels reflecting those seen on the adjacent Grade II listed building. The south-east elevation of the existing building includes a carved stone antepagment depicting a printer at work. It is proposed that this feature will be preserved and re-used in the same location within the south-east elevation of the new building. The proposed building would be constructed of suitable materials, subject to the approval of samples, and it would be of a scale which would sit comfortably and preserve the setting of the nearby grade II listed building. This aspect of the proposal is therefore considered to accord with policy EN3 of the Core Strategy.

Phase 3 of the proposed development is comprised of the construction a five storey building on an L-shaped footprint to the rear of Sharps Card Factory. The building would be constructed with an ashlar stone ground floor up to a height of 3.2 metres. Floors one to four would be constructed using through colour render with off-white and mid-grey sections. The fifth storey of the building would be constructed with cladding panels (lead grey) to match the rooftop intervention on Sharps Card Factory and Phase 2 of the development. The elevations of the building would also include vertical hung sections of curtain walling, to break up the massing and avoid a monotonous appearance. An irregular window pattern is also proposed to avoid a repetitive appearance to the elevations. The proposed building would be constructed of suitable materials, subject to the approval of samples. The building would be set to the rear of the listed building and it would be 1.3 metres lower than its parapet. Consequently the new building would only be viewed in association with the southern end of the listed building and would not compete with or detract from the setting of the listed building. This aspect of the proposal is therefore considered to accord with policy EN3 of the Core Strategy.

Phase 4 of the development consists of the conversion of an existing plant/substation building in the southern corner of the site to provide an office space and a multi-functional community space. The conversion would require a limited number of external changes which would consist of the addition of two sets of glazed doors and a disabled access ramp to the northern elevation, as well as glazed doors to the east elevation and a glass balustrade enclosing an existing raised area. The access ramp would be constructed of stonework to match the existing building. The proposed alterations would not detract from the setting of the nearby grade II listed building and this aspect of the proposal would accord with policy EN3 of the Core Strategy.

A comprehensive Heritage Statement has been provided in support of the application, which has identified the potential for buried archaeological remains dating from the prehistoric period. It is recommended that further archaeological work is likely to be required by West Yorkshire Archaeology Advisory Service. Further work can be secured by a planning condition requiring an archaeological watching brief the scale, scope and nature of which can be agreed in writing. Subject to the aforementioned condition the proposal is considered unlikely to result in any adverse implications for the archaeological significance of the site.

Layout

The proposed layout would provide a three storey apartment building to the north-west of Sharps Card Factory. The building would be arranged around two internal courtyards. A five storey apartment building is proposed to the rear of Sharps Card Factory on an L Shaped footprint, forming a landscaped courtyard at the centre of the development. The existing plant building in the north-west corner of the site is to be retained and converted for community use. The remainder of the site is comprised of areas of hard and soft landscaping, much of which is substantially similar to the existing layout. Specifically, the landscaped area and mature trees to the frontage of Sharps Card factory are retained within the layout as are the landscaped buffers on the north-west and south-west boundaries of the site. The layout is considered to respond sensitively to the site and its context, ensuring that the apartment buildings, pedestrian routes and open spaces are well related to each other and that they would not detract from the listed building or the character of the surrounding area. The development

layout is therefore considered to accord with policy DS1, DS2, DS3 and DS4 of the Core Strategy.

Design and Appearance

The proposed single storey extension to the rooftop of Sharps Card Factory would be constructed utilising cladding panels (lead grey) beneath a flat roof. The proposed construction materials are considered to be acceptable subject to the approval of a sample. The modern design of the extension would contrast with the existing Art Deco building and this is considered to be the most appropriate design approach, as pastiche of the existing style is unlikely to provide an acceptable appearance. The extension would be setback from the elevations of the building and it would be of a limited scale which would ensure subservience with the existing building. This aspect of the proposal is therefore considered to accord with policies DS1 and DS3 of the Core Strategy.

The proposed three storey apartment block would be constructed of a combination of ashlar stone, through colour render (off-white) and cladding panels (lead grey). The south-east elevation fronting Bingley Road would include ashlar stone piers and herringbone panels which would reflect the design of the adjacent listed building. The remaining elevations would be constructed with an ashlar stone plinth, through colour render to the first and second storeys and cladding panels to the third storey. The proposed construction materials are considered to be acceptable subject to the approval of samples.

The apartment block would be constructed on the floor slab of the existing industrial building and at three storeys it would be of a similar scale. The size and scale of the building are therefore considered to be acceptable. The design of the building represents a considered approach with traditional materials utilised on the north-east elevation where the building would be visible alongside the listed building, in views from Bingley Road. The re-use of an antepagment from the existing industrial building would further enrich the design. It is considered that the scale, construction materials and design details of the apartment block would be well related to the site and its context. This aspect of the proposal is therefore considered to accord with policies DS1 and DS3 of the Core Strategy.

The proposed five storey apartment block would also be constructed of a combination of ashlar stone, through colour render and cladding panels (lead grey) ensuring a continuity of construction materials across the site. The building would be of a sufficient scale to successfully enclose the landscaped area at the centre of the development, without competing with the adjacent listed building. The inclusion of vertical hung curtain walling and an irregular window pattern would successfully break up the massing of the elevations and avoid monotonous appearance. This aspect of the proposal is considered to accord with policies DS1 and DS3 of the Core Strategy.

A bin storage compound is proposed towards the eastern boundary of the site. The compound would be constructed with buff brick walling surmounted by stone coping stones. Stone piers and coping stones would be utilised at the gated entrance of the compound. Subject to the approval of materials samples the proposed bin storage compound is considered to be of an acceptable design and appearance, compliant with policies DS1 and DS3 of the Core Strategy.

Landscaping

Policy DS2 of the Core Strategy requires that development proposals should take advantage of existing features, integrate development into the wider landscape and create new quality spaces.

The proposed development includes a comprehensive hard and soft landscaping scheme. The key existing landscape features of the site would be retained as part of the development. The mature trees on the Bingley Road and Thorn Lane boundaries would be retained and the open grassed frontage separating Sharps Card Factory from Thorn Lane would be restored and retained. The landscaped areas and mature trees within the existing parking areas would also be retained. The existing soft landscaping within the parking area to the south of Sharps Card Factory would be retained and enhanced with the addition of silver birch, hornbeam and areas of ornamental planting. A large grassed courtyard is proposed at the centre of the development which would include a substantial number of silver birch trees providing an attractive focal point. Further grassed areas and ornamental planting are proposed separating the new apartment buildings from the surrounding parking areas.

The courtyard area at the centre of the three storey apartment building would be comprised of synthetic grass and trees planted within raised planters. Whilst synthetic grass is not an optimal solution it is necessary in the instance given the maintenance issues that are likely to arise with natural grass in this location.

In conclusion it is considered that the proposed development would provide a comprehensive landscaping scheme to supplement the retained trees and assist with ensuring that the development integrates successfully within its context. The landscaping scheme is acceptable in respect of the planting schedule and landscaping is utilised successfully throughout the site to create new quality spaces. The proposal is therefore considered to accord with policy DS2 of the Core Strategy.

Residential Amenity

Policy DS5 of the Core Strategy requires that development proposals should not harm the amenity of existing or prospective users and residents.

The submitted layout would ensure that the development would not include any habitable room windows within 17 metres of any other habitable room windows within the development site. The layout would also ensure that the development would not include any habitable room windows within 7 metres of the garden boundaries, or within 17 metres of the habitable room windows of any residential property located beyond the site boundary.

The nearest neighbouring residential properties are located to the south-west of the site on Plantation Drive and Redbrook Way. The proposed three storey apartment building would be separated by a distance of approximately 27 metres from the south-west boundary, whilst the five storey apartment building would be separated by a distance of approximately 32 metres from the south-west boundary. The aforementioned separation distances are considered to be sufficient to ensure that the proposed buildings would not result in any adverse overshadowing or overbearing implications for neighbouring residential properties.

The proposed development would provide a sufficient level of shared outdoor space for use by residents, as well as adequate storage areas for bins recycling and cycles.

In conclusion the proposal is not considered to harm the amenity of existing or prospective residents in accordance with the requirements of policy DS5 of the Core Strategy.

Highway and Pedestrian Safety

Paragraph 108 of the NPPF requires that in assessing planning applications it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 of the NPPF makes clear 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.

At the local level the objectives of the NPPF are reflected in the Transport and Movement policies of the adopted Core Strategy. Specifically, policy TR1 sets out how development decisions will aim reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability. 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.

A Transport Assessment has been carried out in support of the proposed development. The assessment indicates that the extant commercial use of the site would generate 199 two-way traffic movements in the AM peak hour and 207 two-way traffic movements in the PM peak hour. The proposed development would generate approximately 123 two-way movements in the AM peak and 125 two-way movements in the PM peak. The development would therefore deliver a decrease in vehicular movements at the site when compared with the extant commercial use. The development is therefore not anticipated to have a significant impact on the surrounding highway network in terms of capacity or congestion.

At present vehicular access to the site can be achieved from both Thorn Lane and Bingley Road. It is proposed to close off the Thorn Lane access to general traffic, whilst providing a 3.5 metre wide emergency access. This will remove traffic from the junction of Thorn Lane and Bingley Road which is beneficial to the safe operation of the junction.

Vehicular access for the site will be achieved via the existing point off access at the northern end of the Bingley Road frontage. The access is of a sufficient width to allow for two-way vehicle movements and it benefits from adequate visibility in both directions

on Bingley Road. A right turn lane into the site is proposed on Bingley Road, to ensure that any waiting vehicles would not obstruct the free flow of traffic heading in a southerly direction. It is proposed to upgrade the street lighting at the site entrance and a traffic regulation order is required in order to prevent on street parking in proximity to the access. The aforementioned works can be secured under Section 278 of the Highways Act. Subject to the aforementioned works the vehicular access is considered to be safe and suitable to serve the proposed development.

A newly formed pedestrian access would be provided on the Bingley Road boundary of the site and a further pedestrian access would be provided on the Thorn Lane boundary, both of which would link into the existing footpath network. The pedestrian access points are therefore considered to be safe and suitable to serve the proposed development.

Appendix 4 of the Core Strategy sets out the councils indicative parking standards, identifying a recommended provision of 1.5 spaces per residential dwelling. However, the recommended standard is subject to consideration of the location of the site, as well as the type, mix and use of the development. As the proposal is for an entirely flatted development a lower level of parking provision can be considered.

Highways Development Control has suggested that the following standards are applied:

- Studio Apartments - 1 space per 2 units.
- Up to 2-bed Apartments - 1 space per unit.
- Visitor Parking - 1 space per 4 units.

The proposal is for 113 studio apartments and 272 one and two-bed apartments and this would generate the need for the following provision:

- Studio Apartments- 57 spaces
- Up to 2 bed Apartments- 273 spaces
- Visitor Parking- 96 spaces

Whilst the development would generate an anticipated need for 426 spaces the proposed development would provide a total of 395 spaces. However, the marginal level of deficiency is not anticipated to result in an unacceptable impact on the surrounding highway network, subject to the provision of a TRO at the site entrance and the promotion of sustainable travel options through the implementation of the submitted Travel Plan. The Travel Plan identifies that the development would provide well lit footpaths within the site which would link into the existing footpath network, as well as safe and convenient access through the site for cyclists and cycle storage facilities. Electric Vehicle charging points will also be provided throughout the site as required by the Councils adopted Low Emissions Strategy. 'Soft measures' are also proposed including the provision of a Travel Information Welcome Pack for all residents and thereafter the production of posters, leaflets, newsletters and communication sessions promoting sustainable travel options.

In conclusion the proposed development is considered to occupy a sustainable location with reasonable access to public transport facilities. Opportunities have been taken to promote sustainable travel modes through measures identified within the Travel Plan and the provision of EV charging infrastructure will assist with meeting this objective. The proposed site access is considered to be safe and suitable for all users and the

development would not result in an unacceptable impact on highway safety. The development is not considered to have a severe impact on the highway network in respect of capacity or congestion. The proposal is therefore considered to accord with the Framework and policies TR1, TR2 and TR3 of the Core Strategy.

Biodiversity

The site is not specifically designated for its biodiversity value. Outside designated sites policy EN2 (D) of the Core Strategy requires consideration of any adverse impact that the development may have on important habitats and species.

A Preliminary Ecological Appraisal (Quants Environmental 2018) has been carried out and on site habitats have been assessed and categorised to establish the ecological value of the site. In addition, the site was searched for evidence of protected / notable species and assessed in terms of its potential to support protected / notable species.

In relation to habitats the PEA concludes that all of the habitats within the site are of ecological value at the site level only. The PEA recommends that all existing trees are retained within the site and that any loss of trees and/or scrub should be compensated by new tree planting. It is also recommended that a buffer zone is maintained between the development and Stoney Ridge Plantation to the north of the site and that secure fencing is maintained along the boundary to prevent unauthorised access by residents.

The submitted landscape plan indicates that all existing trees would be retained, with the exception of one which requires removal to provide an emergency access into the site. Existing planting is to be supplemented by a substantial amount of additional planting throughout the site. A buffer zone would be maintained to the north boundary of the site and the proposed three storey apartment block would be no closer to the northern boundary than the existing commercial building. The existing site boundary fence would be retained preventing access into the woodland.

The PEA indicates that the development will result in the loss of approximately 4 metres of hedgerow and approximately 0.03 hectares of lawns and garden planting. The biodiversity impact score for the development would be 0.00 for Habitats and -0.02 for Linear Features. Paragraph 170 of the Framework requires that development should provide net gains for biodiversity. However, given that the negative score would be negligible it is considered that compensatory measures are not required in this instance.

In relation to protected species the PEA states that the site is not likely to be of significant value for birds. A range of common birds are likely to nest in the trees, shrubs and possibly on the buildings within the site. As such an informative can be imposed alerting the developer to the protected status of all wild birds under the Wildlife and Countryside Act 1981 (as amended), including their nests. Demolition should be avoided during the bird nesting season (1st March to 31st August), or if this is not possible and breeding birds are encountered no demolition should take place until after the fledglings have left the nest.

All buildings and trees within the site are assessed as having zero or negligible bat roost potential and therefore no further bat surveys are considered necessary.

The risk of Great Crested Newts being present and impacted by the development is very low. As such this matter will be dealt with by way of an informative alerting the developer of their responsibilities under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010.

In conclusion the proposed development is not considered to have a significant adverse impact on important habitats or species and the proposal is considered to accord with policy EN2 of the Core Strategy.

The site is approximately 6km south of the South Pennine Moors Special Area of Conservation (SAC) and South Pennine Moors Special Protection Area (SPA). As the site is within 7km of the aforementioned internationally protected sites it falls within Zone C of Core Strategy Policy SC8, which considers the impact of proposed housing developments on the European site.

There are 3 ways in which additional residential development close to the SPA/SAC could impact on its nature conservation interest: Loss of supporting habitat; urban edge effects (risk of fire, predation of birds by pets, loss of air quality etc); and additional recreational pressure.

It is acknowledged that a net increase of residential development can, in principle, add increased recreational pressure on the SPA/SAC. However, given that substantial areas of landscaped open space are to be provided within the site the proposed development is unlikely to add significantly to recreational pressure on the moors compared with that from the general population already within the 7km zone and that arising from visitors to the moors. The proposal is therefore considered to accord with policy SC8 of the Core Strategy.

Land Contamination and Stability

Paragraph 178 of the Framework requires that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

At the local level policy EN8 (B) of the Core Strategy requires that proposals for development of land which may be contaminated or unstable must incorporate appropriate investigation into the quality of the land. Where there is evidence of contamination or instability, remedial measures must be identified to ensure that the development will not pose a risk to human health, public safety and the environment.

The Environmental Health Department have assessed the submitted land contamination information and have raised no objection to the proposed development subject to the imposition of planning conditions. Planning conditions are required to secure the submission of a detailed remediation strategy and a remediation verification report in order to confirm that the necessary measures have been carried out. Further conditions are required in order to ensure that any unexpected contamination is dealt with appropriately and that any imported materials are of a suitable quality. Subject to the aforementioned conditions the proposed development is considered to accord with policy EN8 of the Core Strategy.

In relation to land stability the Coal Authority has advised that the site is located in a Development High Risk Area. It is therefore necessary for intrusive site investigation

works to be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues. In the event that the investigations confirm the need for remedial works to be undertaken to treat the areas of shallow mine workings these should be undertaken prior to the commencement of development and this can be ensured by imposing a planning condition. Subject to the aforementioned condition the proposed development is considered to accord with policy EN8 of the Core Strategy.

Community Safety

Policy DS5 requires that development proposals are designed to ensure a safe and secure environment and reduce opportunities for crime. The Police Architectural Liaison Officer has reviewed the submitted proposals and, whilst not objecting in principle to the proposed development, has raised the following points of detail:

- Planting on the south elevation of Greetings House should be kept low to increase natural surveillance.
- Low level fencing, a knee rail or planting should be included around the west boundary of the car parking bays to improve defensible space.
- Knee rail fencing should be provided where parking bays are located adjacent to pathways.
- A management plan should be put in place for all areas of open space.

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

In respect of the concerns raised by the APLO it is considered that the planting to the south elevation of greetings house would not obscure natural surveillance from the apartments to an unacceptable degree.

A management plan for all areas of planting and open space will be secured by a planning condition in the event that planning permission is granted.

In respect of knee rail fencing it is considered that the absence of such a feature would not have a significantly adverse impact on community safety.

It is considered that the development has generally been designed to reflect the principles of secure by design and that the spaces which would be created by the development would not be unacceptably insecure or susceptible to antisocial behaviour. There are no grounds to conclude that the proposed development would create an unsafe or insecure environment and the proposal is considered to accord with policy DS5 of the Core Strategy.

Further Issues Raised by Representations

The Airedale NHS Trust has requested a contribution of £11,819.81 to be made to the trust in order to provide additional services to meet patient demand.

In principle a contribution towards health care needs could be secured under Reg.122 of The Community Infrastructure Regulations 2010 providing that it is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

However, having reviewed the submitted information it is considered that there is no evidence that the development will produce demands above and beyond the health demands planned for by population growth. The submitted information does not provide clear evidence that the trust cannot currently meet the demand (and the nature of that demand) that the development might generate. In addition the contribution is not related to the infrastructure or services that correlate to the demand requirement(s) of the development. Furthermore, it is not considered to be reasonable to require the developer to supplement an NHS running costs funding regime, which is set by Government and can only be assumed is set to be adequate and reasonable to meet health needs.

Planning Obligations

Policy HO11 of the Core Strategy sets out the Councils affordable housing requirements and states that subject to viability, the Council will negotiate for up to 20% provision in towns, suburbs and villages. The proposed development is therefore subject to an affordable housing requirement of up to 20%.

However, the affordable housing requirement is subject to viability considerations and in line with policy ID2 of the Core Strategy a Viability Report has been submitted for consideration. The viability report makes clear that owing to the high conversion costs of the listed building and the anticipated sales values the development cannot deliver a commuted sum payment equivalent to 20% on site affordable housing provision.

Following the submission of further details relating to the achievable sales values at the application site the independent valuer has concurred with the revised sales values put forward by the developer. The revised sales values allow for a commuted sum contribution of £347,071 towards off-site affordable housing provision and £61,752 towards public transport infrastructure upgrades. A developer profit of 15% would be achieved which falls at the bottom of the 15-20% return suggested by national viability guidance (Paragraph: 018 Reference ID: 10-018-20180724).

On the basis of the revised sales value the scheme would generate a profit of 16% without an affordable housing contribution. At a profit level of 15%, which falls at the bottom end of the 15-20% return suggested by national viability guidance (Paragraph: 018 Reference ID: 10-018-20180724) the development could contribute £347,071 towards off-site affordable housing provision and £61,752 towards public transport infrastructure upgrades. The developer has confirmed acceptance of a 15% profit in order provide the aforementioned contributions in full.

In conclusion, having considered economic viability having regard to the individual site and market conditions as set out in policy ID2 of the Core Strategy and paragraph 57 of the NPPF, in this instance, the provision of a financial contribution of £348,439 for off-site affordable housing has been robustly justified and policy HO11 of the Core Strategy is satisfied.

Heads of Terms of S106 Agreement

- Financial contribution of £377,191 for off-site affordable housing in Heaton, or an adjacent ward.
- Financial contribution of £33,000 comprising the following public transport infrastructure upgrades:
 - Bus shelter provision (20583 Haworth Road) - £13,000
 - Real Time Information Displays (20583, 20586) - £20,000
- The payment of a commuted sum of £7,000 to the Local Planning for the provision of a Traffic Regulation Order at the site access.
- The entering into a S278 highway works agreement

Community Infrastructure Levy

The site is located in CIL zone 3 where there is a chargeable rate of £20 per sq. m. The development would therefore generate a CIL payment of £156,909.65.

Equality Act 2010, Section 149:

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

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

The outcome of this review is that there is not considered to be any sound reason to conclude that the proposed development would have a significantly detrimental impact on any groups of people or individuals with protected characteristics.

Reason for Granting Planning Permission:

The proposed development would meet the requirements of Core Strategy policies P1, SC1, SC4, SC6, SC9, TR1, TR2, TR3, HO8, HO9, HO11, EN2, EN3, EN4, EN5, EN7, EN8, DS1, DS2, DS3, DS4, DS5, ID2 and ID3 and the application is recommended for approval.

Conditions of Planning Permission:

General

1. Approved Plans

The development hereby approved shall only be carried out in accordance with the approved plans listed below:

ST-PR01 REV F- Proposed Site Plan
STR-PR02- Proposed Street Elevations
SS-PR03- Proposed Site Sections

PH1-PR01-Phase 1 Card House-Proposed Ground and First Floor Plans
PH1-PR02- Phase 1 Card House- Proposed Second and Third Floor Plans
PH1-PR03- Phase 1 Card House- Proposed Fourth Floor and Roof Plans
PH1-PR04- Phase 1 Card House- Proposed Elevations

PH2-PR01-Phase 2 The Printworks-Proposed Ground floor and Basement Floor Plans
PH2-PR02- Phase 2 The Printworks- Proposed First and Second Floor Plans
PH2-PR03- Phase 2 The Printworks- Proposed Roof Plan
PH2-PR04- Phase 2 The Printworks- Proposed External Elevations
PH2-PR05- Phase 2 The Printworks-Proposed Internal Courtyard and Section

PH3-PR01- Phase 3 Greetings House- Proposed Ground and First Floor Plans
PH3-PR02 - Phase 3 Greetings House- Proposed Second and Third Floor Plans
PH3-PR03- Phase 3 Greetings House- Proposed Fourth Floor and Roof Plans
PH3-PR04 - Phase 3 Greetings House- Proposed Elevations

PH4-PR01- Phase 4 Community Unit- Proposed Plans and Elevations
ED-PR04 REV A- Proposed Bin Store and New Front Gates

1 of 4 REV B- Landscape Layout
2 of 4- Landscape Layout
3 of 4- Landscape Layout
4 of 4 Landscape Layout

1394-278-01 Rev A-Outline Section 278 Proposals

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

2. Three Year 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).

3. Construction Hours

Construction work shall not normally be undertaken outside the following hours:

- Monday to Friday 8.00 a.m. to 6 p.m.
- Saturday 8.00 a.m. to 1 p.m.
- Sundays, Public/Bank Holidays No working.

Reason: To protect the amenity of the occupants of nearby dwellings and to accord with policy DS5 of the Core Strategy Development Plan Document.

Materials

4. Roof Extension: Cladding Sample

Before any development comprising construction of the external walls of the rooftop structure commences, details of the proposed cladding material for the external walls shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in the approved materials.

Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with Policies EN3, DS1 of DS3 of the Core Strategy Development Plan Document.

5. Material Samples: Phase 2 and 3

Before development above damp proof course commences on Phase 2 or Phase 3 of the development, arrangements shall be made with the Local Planning Authority for the inspection of all external facing and roofing materials to be used. 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 Policies DS1 and DS3 of the Core Strategy Development Plan Document.

6. Material Sample: Bin Store

Prior to the construction of the bin storage enclosures a sample of the natural stone walling material shall be submitted to and approved in writing by the local planning authority. The bin storage area shall then be provided in full in accordance with the approved details prior to the occupation of phase 1 of the development.

Reason: To ensure appropriate provision and design arrangements for waste handling and to accord with Policies DS1 and DS5 of the Core Strategy.

7. Matching Materials: Boundary Wall

All new areas of boundary walling shall be constructed of natural stone to match the existing boundary wall unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the use of appropriate materials in the interests of visual amenity and to accord with Policies EN3, DS1 and DS3 of the Core Strategy Development Plan Document.

Landscaping

8. Landscaping Implementation

In the first planting season following the completion of the development, or as may otherwise be agreed in writing by the Local Planning Authority, the landscaping

proposals and new tree planting shall be implemented at the site in accordance with details shown on the landscape proposals detailed on drawing references:

Landscape Layout 1 of 4 Rev B
Landscape Layout 2 of 4 Rev A
Landscape Layout 3 of 4 Rev A
Landscape Layout 4 of 4 Rev A.

Any trees or plants comprising the approved landscaping that become diseased or die, or which are removed or damaged within the first 5 years after the completion of planting shall be removed and a replacement landscape planting using the same or similar species/specifications shall be planted in the same position no later than the end of the first available planting season following the demise of the original landscape planting.

Reason: In the interests of visual amenity and to accord Policies EN5, DS2 and DS3 of the Core Strategy Development Plan Document.

9. Landscape Management Plan

Prior to occupation of any part of the development, a schedule of landscape maintenance for a minimum period of 25 years shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include a plan to define all communal hard and soft landscaped areas to be maintained under the maintenance regime, an outline of maintenance works to be undertaken and the frequency of those work, together with details of responsibilities for implementing the maintenance regime by a Management Company or other agency. It shall provide email, postal address and telephone contact details of such a company or agency. Landscape maintenance of the identified areas shall subsequently be carried out in accordance with the approved schedule for the period agreed.

Reason: To ensure effective future maintenance of the landscaped areas in the interests of visual amenity and to accord with Policies DS2, DS3 and DS5 of the Local Plan Core Strategy.

Highways

10. Access Before Use

Before any part of the development is brought into use, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site in accordance with the approved plan numbered ST-PR01 REV F and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that the site is connected to existing street and path networks, public transport and places and that a safe and suitable form of access is made available to serve the development in accordance with Policy DS4 of the Core Strategy Development Plan Document and Paragraph 108 of the National Planning Policy Framework.

11. Parking Before Use-Phased

Prior to the first occupation of each phase of the development, the off street car parking spaces hereby approved shall be laid out, hard surfaced, sealed, marked into bays and drained within the curtilage of the site in accordance with the approved phasing plan reference ST-PR01 Rev G. The car park shall be kept available for use whilst ever the use subsists.

Reason: In the interests of highway safety and to accord with Policy TR2 of the Core Strategy Development Plan Document and Paragraph 108 of the National Planning Policy Framework.

12. Visibility Splays

Before any part of the development is brought into use, the visibility splays hereby approved on plan reference ST-PR01 Rev G 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 Paragraph 108 of the National Planning Policy Framework.

13. Travel Plan Framework: Implementation

The development shall not be occupied prior to implementation of those parts of the approved Travel Plan (ref: Paragon Highways Residential Travel Plan Framework; 1394A, dated April 2019) that are capable of being implemented prior to occupation. Those parts of the approved Travel Plan that are identified therein as only being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as the development is occupied.

Reason: To encourage alternative modes of sustainable transport and build upon existing modes of transport to provide a sustainable development in accordance with paragraphs 17, 29, 32 and 36 of the National Planning Policy Framework and policy TR1 and SC9 of the Core Strategy.

14. Electric Vehicle Charging

From the date of first occupation fully operational electric vehicle recharging points shall be provided on the development at the rates set out in the Bradford Low Emission Strategy. The number, type and location of the charging points shall be submitted for approval in writing by the local planning authority prior to installation. Details shall also be provided of the maintenance arrangements for the charging points for a minimum of 10 years. All charging points shall be clearly marked with their purpose and drawn to the attention of residents and staff in their new home welcome pack / induction travel planning advice.

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 policy EN8 of the Core Strategy and the council's Low Emission Strategy.

Drainage

15. Foul Water Drainage Details

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: In the interest of satisfactory drainage and to accord with policy EN7 of the Core Strategy Development Plan Document.

16. Surface Water Drainage Details

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 have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only proceed in strict accordance with the approved drainage details.

Reason: In the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies EN7 and EN8 of the Core Strategy Development Plan Document.

17. Drainage Separate Systems

The development shall be drained using separate foul sewer and surface drainage systems.

Reason: In the interests of pollution prevention and to ensure a satisfactory drainage system is provided and to accord with policy EN7 of the Local Plan for Bradford

18. 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: In the interest of satisfactory drainage and to accord with policy EN7 of the Core Strategy Development Plan Document.

Land Stability

19. Intrusive Investigation

No development shall take place until a report detailing the findings of appropriate intrusive site investigation in relation to shallow coal mining conditions has been submitted to and approved in writing by the Local Planning Authority. Should the intrusive surveys find that remedial works are necessary the report should also contain full details of these works. The development shall then be carried out in accordance with the approved details.

Reason: To ensure that risks from land stability are minimised, in accordance with policy EN8 of the Core Strategy and paragraphs 178 and 179 of the National Planning Policy Framework.

Land Contamination

20. Remediation Strategy

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

21. 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.

22. Site Investigation

Prior to construction of the development the Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme. 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.

23. 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.

Conditions of Listed Building Consent

1. Archaeological Recording

No work shall begin on site until an archaeological watching brief, undertaken by an appropriately qualified and experienced archaeological/building recording consultant or organisation, has been submitted to and approved in writing by the Local Planning Authority. The development shall then proceed in accordance with the approved details.

Reason: To allow for recording of the archaeological and historic value and significance of the site in accordance with Policy EN3 of the Core Strategy Development Plan Document.

2. Phase 2 Demolition Recording

Prior to the demolition of the factory building to facilitate Phase 2 of the development a comprehensive record of the building shall be made in accordance with a specification to be agreed in writing by the Local Planning Authority.

Reason: To allow appropriate historic evaluation before any demolition work commences on site because such work might lose, destroy or disturb such heritage evidence. To accord with Policy EN3 of the Core Strategy Development Plan Document.

3. Ventilation

Details of any external vents or flues to be installed in Sharp's Card Factory shall be submitted to and approved in writing by the local planning authority prior to installation.

Reason: In the interests of the character and visual amenity of the area and to accord with policy EN3 of the Core Strategy.