

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 5th December 2019

X

Subject:

This is a full application for the construction of 167 two, three and four bedroomed, 2 storey traditional residential homes on the former site of Otto House, Ingleby Road, Bradford.

Summary statement:

The proposal is seeking permission for the construction of 167 dwellings on a previously-developed site. The site has had planning permission previously granted under reference 15/04130/MAO as well as part of a larger site including the former Rentokill site to the west under reference 12/01722/MAO. The principle of residential development on the site is therefore considered to be acceptable.

The application has been fully assessed against all relevant local and national planning policies and all public representations and consultation responses have been fully taken into consideration. The scheme cannot provide any affordable housing and a Financial Viability Appraisal has been submitted to justify this and it has been independently assessed and the conclusions have been concurred with.

Subject to the imposition of the recommended conditions, including the securing of a Traffic regulation Order to restrict on-street parking on Northside Road and the provision of a “yellow box junction” at the junction of Northside Road and Ingleby Road, it is considered that the proposal is acceptable.

Julian Jackson
Assistant Director (Planning,
Transportation & Highways)
Report Contact: John Eyles
Major Development Manager
Phone: (01274) 434380
E-mail: john.eyles@bradford.gov.uk

Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy

1. SUMMARY

This is a full application for the construction of 167 two, three and four bedroomed, 2 storey traditional residential homes on the former site of Otto House, Ingleby Road, Bradford.

2. BACKGROUND

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

3. OTHER CONSIDERATIONS

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

4. FINANCIAL & RESOURCE APPRAISAL

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

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

No implications.

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

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

7.2 SUSTAINABILITY IMPLICATIONS

No significant issues raised. The site is located within a very sustainable location in that it is located within walking distance of facilities including a defined retail centre, recreation, employment and education.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

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

7.4 COMMUNITY SAFETY IMPLICATIONS

Core Strategy Policy DS5 states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime. Conditions are recommended in relation to matters such as boundary treatment to further enhance the security of the site. Building Regulations Approved Document Q relates to Secured by Design issues for the individual dwellings.

7.5 HUMAN RIGHTS ACT

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

7.6 TRADE UNION

None.

7.7 WARD IMPLICATIONS

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

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

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

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

10. RECOMMENDATIONS

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

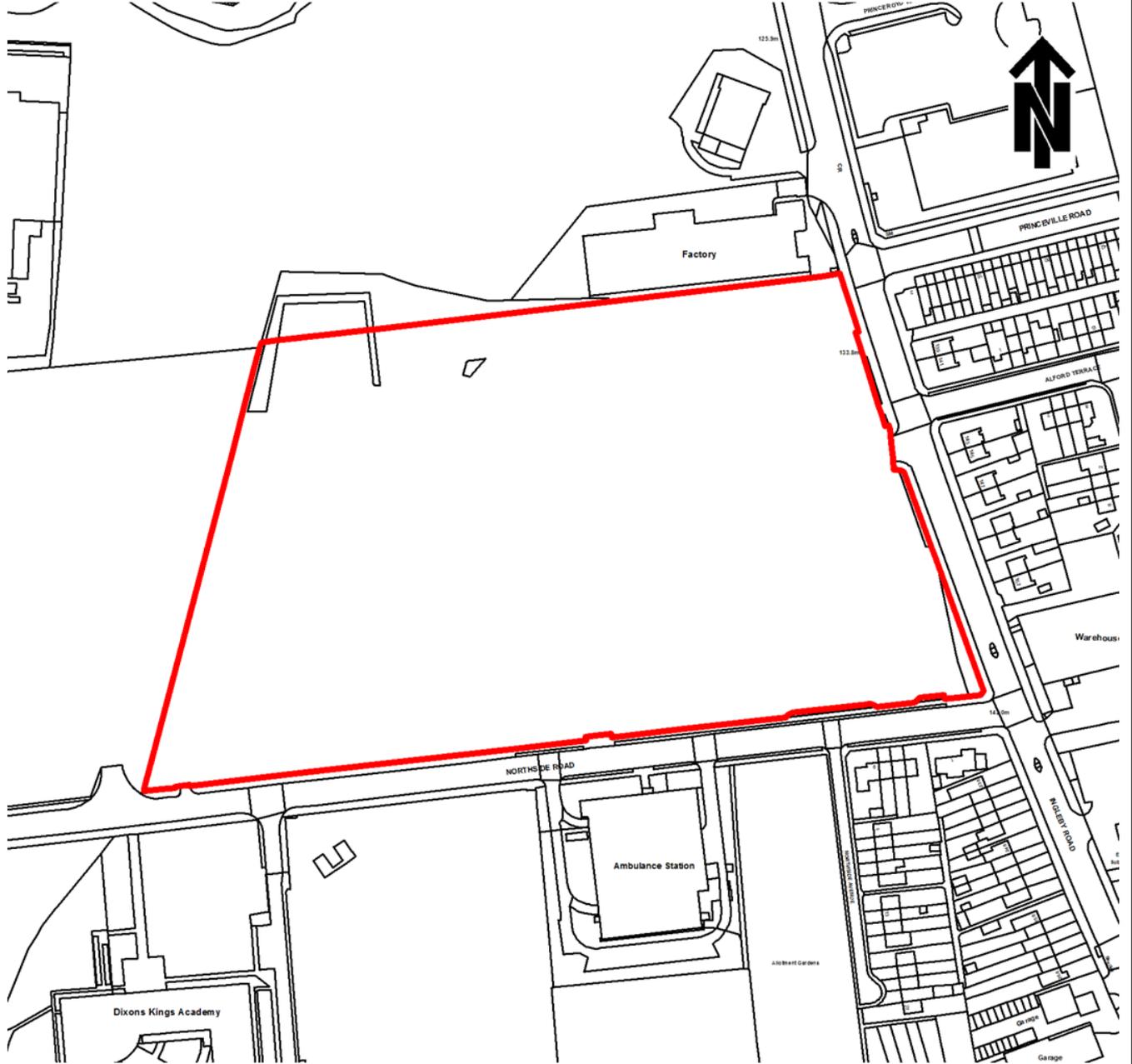
11. APPENDICES

Appendix 1 Technical Report.

12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Core Strategy
Replacement Unitary Development Plan

19/01268/MAF



1:2,500

© Crown copyright and database rights 2019 Ordnance Survey 0100019304

**Former site of Otto House,
Ingleby Road,
Bradford**

5th December 2019

Ward: Great Horton

Recommendation:

TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS

Application Number:

19/01268/MAF

Type of Application/Proposal and Address:

This is a full application for the construction of 167 two, three and four bed roomed, 2 storey traditional residential homes on the former site of Otto House, Ingleby Road, Bradford.

Applicant:

Mr Brian Reynolds (Gleeson Redevelopment)

Agent:

N/A

Site Description:

The site is located to the north west of the junction of Ingleby Road and Northside Road and currently comprises a vacant site with the former Grattan Headquarters building having recently been demolished. To the west is another cleared site (formerly Rentokill) whilst to the north is a vacant site together with a small industrial unit. To the east of the site are mainly residential with Wickes DIY store located beyond the north eastern corner of the site. To the south is a mix of residential properties, an ambulance station, recreation field and a school. Vehicular accesses to the site exist on both Ingleby Road and Northside Road.

Relevant Site History:

Outline planning permission was granted on the 31st January 2013 under reference 12/01722/MAO for the demolition of the existing buildings on the site and the subsequent residential development of up to 400 units. This earlier consent related to a larger site comprising the current application site and the adjacent former Rentokill site. This permission was subject to a Section 106 Legal Agreement where the Heads of Terms were:

Education – the payment of a commuted sum of £1,325,000 to be used towards enhancing the primary school infrastructure in the Great Horton or adjoining local election Wards of the Council.

Recreation – the provision of a grass football pitch on the south side of Northside Road together with a playing field management plan

Highways – the payment of £5,000 as a Traffic Regulation Contribution that should be used towards the provision of a box junction at the junction of Ingleby Road and Northside Road.

Outline planning permission was granted on the 7th March 2016 under reference 15/04130/MAO for the construction of circa 220 residential units. This permission was subject to a Section 106 Legal Agreement where the Heads of Terms were:

Education: The payment of a commuted sum of £4135 per dwelling (the precise number of dwellings will be determined at Reserved Matters Stage) to be used towards enhancing the educational infrastructure at both Lidget Green Primary and Parkside Secondary Schools.

Recreation: The provision of a grass football pitch on the south side of Northside Road together with a playing field management plan.

Highways: The payment of £8,000 as a Traffic Regulation Contribution that should be used towards the provision of a box junction at the junction of Ingleby Road and Northside Road.

The National Planning Policy Framework (NPPF):

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

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

As such the Framework suggests local planning authorities should approve development proposals that accord with statutory plans without delay.

The Local Plan for Bradford:

The Core Strategy for Bradford was adopted on 18 July 2017 though some of the policies contained within the preceding Replacement Unitary Development Plan (RUDP), saved for the purposes of formulating the Local Plan for Bradford, remain applicable until adoption of Allocations and Area Action Plan development plan documents. The site is not allocated for any specific land-use in the RUDP but is located within the defined Thornton Road Employment Site (Ref: BW/E6.2). Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

E3 Protecting existing employment land and buildings in urban areas
E6 Employment zones

Core Strategy Policies:

P1 Presumption in Favour of Sustainable Development
SC1 Overall Approach and Key Spatial Priorities

SC4 Hierarchy of Settlements
SC9 Making Great Places
TR1 Travel Reduction and Modal Shift
TR2 Parking Policy
TR3 Public Transport, Cycling and Walking
HO5 Density of Housing Schemes
HO6 Maximising the Use of Previously Developed Land
HO8 Housing Mix
HO9 Housing Quality
HO11 Affordable Housing
EN2 Biodiversity and Geodiversity
EN5 Trees and Woodland
EN7 Flood Risk
EN8 Environmental Protection
EN12 Minerals Safeguarding
DS1 Achieving Good Design
DS2 Working with the Landscape
DS3 Urban Character
DS4 Streets and Movement
DS5 Safe and Inclusive Places
ID2 Viability
ID3 Developer Contributions

Parish Council:

There is no Parish Council in the Great Horton Ward.

Publicity and Number of Representations:

The application was publicised by press notice, site notice and neighbour notification letters. The expiry date for the publicity exercise was the 26th April 2019.

As a result of the publicity exercise 5 representations have been received objecting to the proposal. Of these 5 objections 3 have been received from the Ambulance Station located on Northside Road.

Summary of Representations Received:

Highways:

- The additional traffic will impact on the access and egress for the Ambulance station resulting in delayed response times thereby impacting on the public
- Increase in traffic on an already busy road especially with the recently opened Kings Science Academy

Residential amenity:

- Potential impact on proposed dwellings through the noise generated by the adjacent building to the north occupied by Purdie Dish Ends
- A Noise Attenuation Scheme should be agreed to be incorporated within the dwellings to minimise potential impact of the adjacent building

Other:

- The site could be used as a cemetery and could take up to 50 years to fill

Consultations:

Highways DC (Non-transport Assessment) – No objection to the proposal subject to the imposition of appropriate conditions together with the securing of Traffic Regulation Orders relating to the prevention of on-street parking on Northside Road and the provision of a “yellow box junction” at the junction of Northside Road and Ingleby Road

West Yorkshire Combined Authority – No objection to the principle of the development but the Developer should fund a package of sustainable travel measures such as discounted MetroCards (Residential MetroCard Scheme) for all or part of the site at a cost of £83,583.50p

Drainage – No objection subject to the imposition of appropriate conditions relating to the discharge of foul and surface water

Landscape Design Unit – No objection subject to the imposition of an appropriate condition relating to the provision of a detailed schedule of Landscape Management and Maintenance Plan

Biodiversity Team – No objection subject to the imposition of a condition to secure the additional landscaping together with the provisions of a Landscape and Ecology Management Plan which ensures the management of all ecology features and habitats for at least 10 years after the development, as well as plans to secure the long term management of them

Planning Policy –

Sport & Leisure – The proposal will have a significant impact on the existing facilities in the vicinity of the site. If the developer is to incorporate open spaces within the site they will need to provide a maintenance agreement for its future management or pay the Council a commuted sum for a 25 year period should they wish to Council to maintain the areas in the future

Education (Client Team) –At primary school level there are currently few places in every year group at the schools easily accessible from the site (Princeville, Lidget Green, St Williams Catholic, Farnham, Horton Grange, Copthorne and Whetley) although not every school has space and no individual school has room in every year group. At secondary school level all the schools easily accessible from the site (Dixons Kings, Dixons Allerton and Bradford Girls Grammar School) are overcrowded or full and therefore the Council would need to increase the number of secondary school places in this area

West Yorkshire Police – No objection to the principle of the development but comments on specific aspects of the layout including boundary treatment, natural surveillance of parking areas and security of the dwellings

Yorkshire Water Land Use Planning – No objection to the proposal subject to the imposition of appropriate conditions relating to the disposal of foul and surface water drainage

Environmental Health Air Quality – No objection to the proposal in relation to air quality subject to the imposition of appropriate conditions relating to the provision of electric vehicle charging points for each dwellings with an off-street parking space and the submission of a dust management plan

Environmental Health Land Contamination – No objection subject to the imposition of appropriate conditions relating to further site investigations, remediation and verification, importation of materials, and, the discovery of unexpected contamination

Summary of Main Issues:

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

Appraisal:

The scheme proposes the construction of 167 dwellings with there being a mix of 2 (54), 3 (102), and, 4 (11) bedrooms in size. The layout includes a mix of semi-detached and detached dwellings. Vehicular access to the site will be taken from both Northside Road and Ingleby Road.

1. Principle of development

Paragraph 7 of the National Planning Policy Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Paragraph 8 goes on to state that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways and these include identifying and co-ordinating the provision of infrastructure (economic objective) and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being (social objective), and, to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy (environmental objective).

Paragraph 11 of the National Planning Policy Framework states that development proposals should be determined in accordance with an up-to-date development plan without delay.

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

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

The principle of residential development on the site has previously been established through the granting of outline planning permission under references 12/01722/MAO and 15/04130/MAO. Since these permissions were issued there has been no material change in circumstances that would impact on the principle of development no longer being acceptable.

The scheme proposes the construction of 167 dwellings with there being a mix of 2 (54), 3 (102), and, 4 (11) bedrooms in size. The layout includes a mix of semi-detached and detached dwellings. The tenure of the dwellings will all be private sale as a viability appraisal has been submitted which shows that the site cannot accommodate the provision of any affordable housing without being economically unviable (see Section 10 of the report below). As such it is considered that the proposal satisfies the requirements of policy HO8 with regards to providing a mix and balance of house types to meet the demands of the area.

The application site is 5.3 hectares in size and the scheme proposes 167 dwellings. This equates to a density of 31.5 dwellings per hectare. This density meets the minimum policy requirement of 30 dwellings per hectare as identified in policy HO5.

Overall therefore it is considered that the development of the application site with a residential development scheme accords with the principles of sustainable development articulated through the National Planning Policy Framework and the policies contained within the Core Strategy and that the amount of development proposed would make an efficient use of the land without compromising design imperatives. The principle of residential development is considered acceptable subject to the detailed consideration in the following sections of this report.

2. Visual amenity

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

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development.

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

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

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

The layout of the site is such that the main spine roads within the site run parallel to Northside Road with dwellings fronting onto them. Dwellings also front onto Northside Road and Ingleby Road thus giving a positive frontage from the main public vantage points. The layout comprises detached and semi-detached dwellings which is within keeping with the general character of the area. The dwellings are all to be 2 storeys in height which is again in keeping with the area.

In terms of materials the Applicant is proposing a mix of brick for the whole site. Whilst some brick is considered acceptable within the main body of the site it is considered that the dwellings fronting onto both Northside Road and Ingleby Road should be constructed using (artificial) stone as the existing dwellings fronting onto these roads are constructed of stone. This will ensure that visual character of the streetscenes is not detrimentally impacted upon.

The layout of the development and the designs of the proposed dwellings are considered acceptable, subject to the imposition of appropriate conditions with particular reference to materials, and will be not be visually detrimental to the character and appearance of either the streetscene or the wider locality and the requirements of policies DS1 and DS2 of the Core Strategy are therefore satisfied.

3. Residential amenity

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

The site is bounded to the south by Northside Road and to the east by Ingleby Road. To the east is a vacant site (formerly occupied by buildings associated with Rentokill as the last occupier) and to the north is a commercial building occupied by Purdie Dish Ends Ltd and open land extending down to the Bradford Beck. Also to the south on Northside Road is an ambulance station.

The separation distances to the dwellings on Northside Road and Ingleby Road are principally main elevation to main elevation with separation distances of a minimum of 31 and 40 metres respectively. These distances are significantly greater than the separation distances recommended by policy guidance and as such it is not considered that the residential amenities of the occupiers of the existing dwellings will be adversely affected.

Internally within the site the land levels do slope downwards from south to north which will result in the proposed dwellings being at different floor levels. Taking this into account the separation distances between the proposed dwellings are in excess of the policy requirement and are therefore considered to be acceptable and will not result in the residential amenities of the occupiers of those dwellings being adversely affected.

Adjacent to the northern boundary of the site is an existing commercial premise occupied by Purdie Dish Ends Ltd. This building does have the potential to generate noise due to the type of operation carried out. A Noise Report has been submitted in support of the application and found to be acceptable by the Council's Environmental Health Department. The report recommends that suitable glazing and ventilation is installed and suggests the recommended standards which should be met. A condition is proposed to ensure that the development is carried out in accordance with these recommended standards.

In order to help mitigate any noise impacts the Applicant is proposing to incorporate a landscaped buffer zone between the commercial premises and the rear gardens of the nearest proposed dwellings. The landscaped strip will be approximately 14½ metres in depth. A landscaping plan has been submitted which identifies the mix of species to be planted in this area and to ensure it establishes properly an appropriate condition is recommended with regard to its implementation. The area will also be located outside the domestic curtilages of the proposed dwellings and will be managed by a separate management agreement and this will ensure its future retention. A condition is proposed which will secure the provision of the management agreement.

Overall it is considered that the layout of the development is such that the residential amenities of the occupiers of both the proposed dwellings and those existing dwellings

that about the site will not be adversely affected by the proposal and the requirements of policy DS5 of the Core Strategy are satisfied.

4. Highway safety

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

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

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

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

It is proposed to access the application site from both Northside Road and Ingleby Road although there will be no internal link between the 2 accesses. The dwellings fronting onto Northside Road will have direct access to the driveways from the road. However, dwellings fronting onto Ingleby Road will be served off private drives leading off the internal access roads. As with the previous planning permissions on the site for residential development the Applicant is proposing to incorporate a new “yellow box junction” at the junction of Northside Road and Ingleby Road together with a Traffic Regulation Order along Northside Road to prevent on-street parking within the visibility splays of the new main access road into the site and around the access to plots 93-97.

The Highways Department have not raised an objection to the proposal in terms of the layout, level of parking or the impact on the highway network that will result due to the increased traffic generated by the development. Appropriate conditions are recommended.

The West Yorkshire Combined Authority have not raised an objection to the principle of the development but state that the Developer should fund a package of sustainable travel measures such as discounted MetroCards (Residential MetroCard Scheme) for all or part of the site at a cost of £83,583.50p to encourage the use of other more sustainable modes of transport than the private car. As an alternative to the provision of Residential MetroCards the Council does now seek the provision of Electric Vehicle Charging Points within the curtilage of each dwelling that has an off-street parking space and these are normally secured via a condition attached to a planning permission. It is considered that the provision of electric vehicle charging points represents a betterment of the scheme as the charging points are in situ permanently rather than, for example, the Residential MetroCard Scheme which is only for 1 year and there being no guarantee the users will renew them at the end of that period. As such it is recommended that the provision of the bus shelters and the Residential MetroCard Scheme not be sought in this instance.

Overall therefore, in highway terms, there is no objection to the proposal and the proposal satisfies the requirements of policy TR1 of the Core Strategy.

5. Drainage

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

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

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

In relation to the drainage of the site the Applicant proposes to connect to the mains sewer with regard to the discharge of foul water whilst with regard to the disposal of surface water it is intended to connect to an existing watercourse. The discharge of surface water to the Bradford Beck to the north of the application site will require pipes to be laid in third party land or connection into the main sewer in Ingleby Road and subsequent discharge into the Bradford Beck. A Requisition application has been made by the Applicant to Yorkshire Water to begin the process of drawing up the scheme and its subsequent implementation by Yorkshire Water. Yorkshire Water does have the power to lay pipes in third land under their permitted development rights. It has been confirmed by the Applicant that Yorkshire Water will be undertaking the drainage works outside the application site.

The drainage proposals have been fully considered by the Lead Local Flood Authority and Yorkshire Water and no objections have been raised subject to the imposition of appropriate conditions.

Overall therefore there is no objection to the proposal on drainage grounds and the proposal satisfies the requirements of policies EN7 and EN8 of the Core Strategy.

6. Trees

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

There are a number of trees located along the boundaries of the site with the majority being located along the western boundary separating the site from the adjacent undeveloped site. These trees are identified as having an important function not only visually but also in protecting views into the site thereby minimising the visual intrusion onto the gardens of any dwelling backing onto this joint boundary. A number of these trees are to be retained and the dwellings can be sited far enough away from the trees to ensure their future retention. Appropriate protection will be required during the construction phase of the development and this will be secured through a condition.

As part of the proposal additional tree planting is to take place as part of the creation of a landscaped buffer along part of the northern boundary of the site. The creation of this buffer zone will more than compensate for the loss of any trees within the site that are required to be removed.

As such therefore there is no objection to the proposal with regards to the impact on the existing trees in the vicinity of the site and the proposal therefore satisfies the requirements of policy EN5 of the Core Strategy.

7. Secured by Design

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

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

The West Yorkshire Police Architectural Liaison Officer has not raised an objection to the principle of the development but has raised a number of comments on specific aspects of the proposal with these being as follows:

Boundary treatment: The rear plot dividers are to be 1500mm high timber fencing which provides adequate security for the dwellings. With regards to plots 145, 146 and 150 the plans show that the existing boundaries are being retained. If the fence is in a poor state of repair or below the recommended height of 1800mm, then replacement fencing should be added to the residents boundary to increase security. The plan doesn't refer to any gated access to the rear gardens. Gates are strongly recommended to restrict

any stranger access into rear gardens. The west boundary of the site shows the existing stone wall with mature shrubs/hedges. If the height of the wall is below 1800mm as there is the mature planting, the natural border provides the height and privacy. If there are gaps in the planting which could allow access, these should be filled with defensible plants to ensure that no access is gained – *the provision of the appropriate boundary treatment is welcomed and provides a safe and secure environment for the future occupiers. With regards to the provision of gates the plans do show a form of enclosure will be provided which restricts access to the rears of the properties. This will again further enhance the security of the domestic curtilages.*

Corner plots 52, 55, 153, and, 197 together with plots that have land to the front gardens (such as plots 101/102, 245/246) should include either knee rail fence or shrub planting in order to prevent parking on the corners or parking on the grassed areas. Where there is the land at the front, if these areas are fenced around or include planting separating the space it ensures that each residents takes responsibility and ownership for their own area, otherwise these areas of land can be neglected and be used for littering unless there will be a good management plan to maintain these areas – *the inclusion of low level fencing or planting on the front boundaries would provide a sense of enclosure for the residents but would impact on the open plan nature of the streetscene and if they are not maintained properly can result in the appearance of the streetscene becoming unattractive. It is not seen as an essential element in the scheme as it neither adds to the security of the development nor significantly improves the appearance of the streetscene. In this instance therefore it is not recommended that this be secured.*

Natural surveillance: The site does promote good natural surveillance with houses orientated to face each other, however, there are a few plots that would benefit from having a small side window in an active room (i.e. lounge or kitchen) that can provide more natural surveillance for the resident to view their own vehicle. This would apply to the following plots; 4, 6, 52, 74, 75, 85, 91, 102, 109, 110, 141, 152 and 165 – *the inclusion of a side window is not a guarantee of natural surveillance. The parking spaces do benefit from good natural surveillance from the public highway and this is considered to be sufficient.*

External lighting: Each plot should include external lighting above the front and rear access doors such as low energy photo electric cell or dusk until dawn lights with warm white led lights as this will illuminate the entrances – *security of dwellings is outside the control of the planning system and is controlled under Building Regulations Approved Document Q. It is therefore up to the developer to accord with the relevant requirements of this document.*

Security or dwellings: Doors and windows (including locks) should be to standards that comply with Secured by Design standards. Intruder alarms should also be fitted to the dwellings to further improve security – *security of dwellings is outside the control of the planning system and is controlled under Building Regulations Approved Document Q. It is therefore up to the developer to accord with the relevant requirements of this document.*

As such therefore there is no objection to the proposal will regards to the provision of a safe and secure environment for the future residents and the proposal therefore satisfies the requirements of policy DS5 of the Core Strategy.

8. Contaminated land

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

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

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

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

A Geoenvironmental Appraisal has been submitted in support of the application and has been thoroughly assessed by the Councils Environmental Health Department.

The brief anticipates 'that more thorough investigation, including additional trial pitting, chemical and geotechnical testing and a mining investigation (drilling of the underlying Elland Flags Sandstone), is likely to be required prior to discharge of planning conditions and to construction.'

The exploratory geoenvironmental appraisal reviews previous reports prepared for the site and describes the findings of the Lithos investigation. The report conclusions include that 'a more thorough and comprehensive site investigation will be required in order to discharge planning conditions and to provide appropriate advice during construction'. The hotspots of contamination already identified may require further delineation. Environmental Health Department concur with the recommendations which must include the gas monitoring recommended within the report. A site regrade is anticipated and if this does take place there is the potential to expose and move currently unidentified contamination at different levels within the site must be taken into consideration. This should again be taken into consideration in future reports and remediation strategies as should the potential for migration of contamination from adjacent sites should be taken into account in the future site investigation.

The Minerals Team have stated that the site is located in a Minerals Safeguarding Area for sandstone, clay and coal, that is the area has been identified as containing a potential mineral resource. However, with the former quarrying and the fairly constrained site it is highly unlikely to be viable to extract any minerals that maybe present. As such no objection is raised.

Overall therefore there is no objection to the proposal with regards to ground conditions subject to the imposition of appropriate conditions. The proposal therefore satisfies the requirements of policy EN8 of the Core Strategy.

9. Biodiversity

Paragraph 175 of the National Planning Policy Framework states that when determining planning applications, Local Planning Authorities should ensure that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

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

An Ecological Impact Assessment together with a Biodiversity Net Gain Report have been submitted in support of the application. The reports found that the site supported 3 species of bat with the levels of activity being heavily focussed on the tree-lined western boundary and to a lesser extent within 3 mature trees along the northern boundary of the site. It is suggested in the report that where trees are to be removed from the western boundary then they should be replaced with a native species. The creation of the new planting buffer on the northern boundary of the site will create a new wildlife habitat and will tie up with the 3 mature trees further west thus resulting in an enhanced bat flight line and foraging area along the northern boundary. Additional tree planting within the domestic curtilages will also enhance the tree cover throughout the site and be beneficial to the wildlife.

With regards to breeding birds it is acknowledged that the tree cover within the site has the potential to support small numbers of urban/urban-fringe breeding birds. Vegetation removal shall therefore be undertaken outside of the main bird breeding season (March to August inclusive) if possible. The creation of vegetated buffer on the northern Site boundary, combined with the establishment of gardens, many of which are likely to be planted with trees and shrubs, is likely to result in the creation of habitat which is suitable for a similar range of birds, as occur at present. Furthermore, several of the new residents may establish wild bird feeding stations in their gardens and/ or erect nest boxes on their properties. To enhance the Site for a range of birds of conservation concern 5% of the new properties shall have bird nest boxes attached to them, during construction. In this way, new nesting opportunities shall be created for species such as the house sparrow (*Passer domesticus*); starling (*Sturnus vulgaris*); and swift (*Apus apus*).

The Biodiversity officer has assessed the supporting documentation and have suggested that a well justified net gain analysis has been provided. Additional tree planting, both within gardens and in open areas outside the domestic curtilages, and the provision of ecological enhancements such as integrated bat and bird boxes will ensure that the scheme does provide appropriate ecological benefits to the wider area. An appropriate condition is recommended with regard to securing these benefits during the construction phase and their future maintenance for a 10 year period.

Subject to the imposition of appropriate conditions to secure the ecological benefits there is no objection to the proposal with regards to ecological impact and the proposal satisfies the requirements of policy EN2 of the Core Strategy.

10. Affordable housing

Policy HO11 of the Core Strategy states the Council will ensure that there is a sufficient supply of good quality affordable housing distributed throughout the District and, subject to viability, will negotiate up to 15% in towns, suburbs and villages.

The site is located in an area where the affordable housing requirement is the on-site provision of up to 15% of the number of units to a Registered Provider for delivery at affordable rent. The provision of the affordable housing would normally be secured via a Section 106 Legal Agreement. However the Applicant has stated that the development cannot incorporate the provision any affordable housing as this would make the development unviable. In support of this the Applicant has submitted a Financial Viability Appraisal that has been independently assessed and has concurred with the conclusion that the development could not support the provision of any affordable housing without have a significant impact on the viability of the proposal.

In this instance therefore it is recommended that no affordable housing is secured as part of the development and through the evidence submitted it is considered that the proposal satisfies the requirements of policy HO11 of the Core Strategy.

11. Community Infrastructure Levy (CIL)

The application site is located within CIL zone 4 which has a liability of £0 per square metre of newly developed floor spaces.

12. Other issues

One other issue has been raised during the publicity exercise that has not been addressed in the earlier sections of this report. This issue, together with the response, is as follows:

The site could be used as a cemetery and could take up to 50 years to fill – *the application under consideration is for a residential development scheme. Other possible uses of the site may be considered more suitable by members of the public but these cannot be used as a reason to refuse an application.*

Community Safety Implications:

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

Equality Act 2010, Section 149:

Section 149 of the Equality Act 2010 states that the Council must, in the exercise of its functions “have due regard to the need to eliminate conduct that this is prohibited by the Act, advancing equality of opportunity between people who share a protected characteristic and people who do not share it, and fostering good relations between people who share a protected characteristic and people who do not share it. For this purpose Section 149 defines “relevant protected characteristics” as including a range of

characteristics including disability, race and religion. In this particular case due regard has been paid to the Section 149 duty but it is not considered there are any issues in this regard relevant to this application.

Reason for Granting Planning Permission:

The scheme provides a residential scheme on an unallocated previously developed site. The scale, form, layout and design of the proposal are acceptable and present no concerns with regard to residential amenity, visual amenity and highway safety. The proposal is considered acceptable and, with the attached conditions, satisfies the requirements of policies E3 and E6 of the Replacement Unitary Development Plan together with policies P1, SC1, SC4, SC9, TR1, TR2, TR3, H05, H06, H08, H09, H11, EN2, EN5, EN7, EN8, EN12, DS1, DS2, DS3, DS4, DS5, ID2, and, ID3 of the Local Plan for Bradford, and, the relevant paragraphs of the National Planning Policy Framework.

Conditions of Approval:

1. Time limit

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

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

2. Approved plans

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

Drawing showing the Arboricultural Impact Assessment dated November 2018 and received by the Local Planning Authority on the 21st March 2019;

Drawing showing the Tree Constraints Plan and received by the Local Planning Authority on the 21st March 2019;

Drawing number S8983 showing the Site Survey and received by the Local Planning Authority on the 21st March 2019;

Drawing number 201/1F showing the 201 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 202/1F showing the 202 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 212/1 showing the 212 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 301/1G showing the 301 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 3028-0-000 showing the Site Location Plan and received by the Local Planning Authority on the 21st March 2019;

Drawing number 303/1E showing the 303 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 304/1E showing the 304 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 307/1B showing the 307 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 309/1E showing the 309 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;

Drawing number 310/1D showing the 310 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number 311/1A showing the 311 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number 313/1 showing the 313 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number 314/1 showing the 314 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number 315/1 showing the 315 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number 401/1G showing the 401 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number 403/1H showing the 403 Dwelling Type and received by the Local Planning Authority on the 21st March 2019;
Drawing number SD-100 Rev D showing the Boundary Treatments – 1800mm High Timber Fence and received by the Local Planning Authority on the 21st March 2019;
Drawing number 06.01 showing the Longitudinal Sections (Sheet 1 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 06.02 showing the Longitudinal Sections (Sheet 2 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 06.03 showing the Longitudinal Sections (Sheet 3 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 06.04 showing the Longitudinal Sections (Sheet 4 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 08.01 showing the External Works Layout (Sheet 1 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 08.02 showing the (Sheet 2 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 08.03 showing the (Sheet 3 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 08.04 showing the (Sheet 4 of 4) and received by the Local Planning Authority on the 31st May 2019;
Drawing number 2994/1 Rev B showing the Detailed Landscape Proposals and received by the Local Planning Authority on the 13th June 2019;
Drawing number 2994/2 Rev B showing the Detailed Landscape Proposals and received by the Local Planning Authority on the 13th June 2019;
Drawing number 03.01 showing the Section 104 Layout (Sheet 1 of 2) and received by the Local Planning Authority on the 5th September 2019;
Drawing number 03.02 showing the Section 104 Layout (Sheet 2 of 2) and received by the Local Planning Authority on the 5th September 2019; and,
Drawing number 3028-0-001 Rev Q showing the Proposed Site Layout and received by the Local Planning Authority on the 5th September 2019.

Reason: For the avoidance of doubt as to the terms under which this planning permission has been granted since amended plans have been received.

3. Vehicular/pedestrian access

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 and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

4. Off-street car parking

Before any individual dwelling is first occupied, the off street car parking facility relating to that dwelling unit shall be laid out, hard surfaced, sealed and drained within the curtilage of the site. This shall be in accordance with constructional details, including those of the proposed gradient and surfacing of the driveways, which shall first have been submitted to and agreed in writing by the Local Planning Authority.

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

5. No mud on highway

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

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

6. Wheel washing facilities

Before any development commences on site, full details of arrangements for wheel cleaning of construction vehicles and equipment, including the location of such a facility in relation to the highway and arrangements for disposal of contaminated surface water shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be installed, maintained in good operational condition and used for wheel cleaning whilst ever construction or delivery vehicles are leaving the site.

Reason: To prevent mud being taken on to the public highway in the interests of highway safety and to accord with policies DS4 and DS5 of the Local Plan for Bradford.

7. Construction Plan

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

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

- vii) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- viii) temporary warning and direction signing on the approaches to the site

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

Reason: To ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with policies TR1, TR3, DS4, and, DS5 of the Local Plan for Bradford.

8. 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.

9. Materials importation

A methodology for quality control of any material brought to the site for use in filling, level raising, landscaping and garden soils shall be submitted to, and approved in writing by the Local Planning Authority prior to materials being brought to site.

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

10. Site Investigation Scheme

Prior to development commencing, a further Phase 2 site investigation and risk assessment methodology, to assess the nature and extent of any contamination on the site, whether or not it originates on the site, must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to comply with policy EN8 of the Local Plan for Bradford.

11. Site Investigation Implementation

Prior to development commencing the Phase 2 site investigation and risk assessment, in addition to that already submitted, 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.

12. Remediation strategy

Prior to construction of the development commencing on site, 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.

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

13. Remediation verification

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 first occupation of any part of the development (if not phased).

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

14. Domestic Electric Vehicle Recharging Points

Before the date of first occupation every household on the development shall be provided with access to a purpose built EV charging point. The charging points shall be provided in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output:-

- A Standard Electric Vehicle Charging point (of a minimum output of 16A/3.5kW) provided at every residential unit that has a dedicated parking space
- One Standard Electric Vehicle Charging Point (of a minimum output of 16A/3.5kW) for every 10 unallocated residential parking spaces
- Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational.
- Charging points installed shall be retained thereafter.

Reason: To facilitate the uptake and use of low emission vehicles by future occupants and reduce the emission impact of traffic arising from the development in line with the council's Low Emission Strategy, policy EN8 of the Bradford Local Plan and National Planning Policy Framework (NPPF).

15. Materials

Before development above damp proof course commences on site, arrangements shall be made with the Local Planning Authority for the inspection of all external facing and roofing materials to be used in the development hereby permitted. The samples shall

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

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

16. Landscape scheme 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, landscaping and new tree planting shall be implemented at the site in accordance with the approved Detailed Landscape Proposals drawings referenced 2994/1 Rev B and 2994/2 Rev B dated 07 Dec 18 and received by the Council on the 13th June 2019.

Any trees or plants comprising the approved landscaping becoming diseased or dying or which are removed or damaged within the first 10 years after the completion of planting shall be removed immediately after the disease/death and a replacement tree or planting of the same species/specification shall be planted in the same position no later than the end of the first available planting season following the disease/death of the original planting.

Reason: In the interests of visual amenity and to accord Policies EN5, DS2 and DS3 of the Local Plan for Bradford.

17. Landscape management programme

Prior to occupation of any part of the development, a schedule of landscape maintenance for a minimum period of 10 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 DS 5 of the Local Plan for Bradford.

18. Biodiversity enhancements

The development shall be carried out in accordance with the biodiversity enhancement recommendations contained within both the Ecological Impact Assessment reference 424.03044.00107 and dated June 2019 and the Biodiversity Net Gain Report reference 424.03044.00107 and dated September 2019. A timetable for the implementation of the recommendations shall first be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted commences above damp proof course on site.

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

19. Retention of garages

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any subsequent equivalent legislation) the integral garages within the dwelling(s) hereby permitted shall remain available for the purposes of garaging and no subsequent alterations to convert these garages to primary residential accommodation addition shall be carried out without the express written permission of the Local Planning Authority.

Reason: To ensure these facilities remain for parking purposes, in the interests of amenity and highway safety and to accord with Policies TR2, DS4 and DS5 of the Local Plan for Bradford.

20. Implementation of tree protection fencing

The development shall not begin, nor shall there be any demolition, site preparation or ground works, nor shall any materials or machinery be brought on to the site, nor any works carried out to any trees that are to be retained on the site until the tree protection fencing and other tree protection measures have been installed in the locations and in strict accordance with the specifications and details shown on the submitted Arboricultural Impact Assessment and associated drawings.

No ground works, development or demolition shall begin until the Local Planning Authority has inspected and given its written confirmation that the agreed tree protection measures have been installed in accordance with those details.

Reason: To ensure that trees are adequately protected prior to development activity beginning on the site in the interests of amenity and to accord with Policy EN5 of the Local Plan for Bradford.

21. Traffic Regulation Order

The development shall not be brought into use until all reasonable endeavours have been undertaken to promote a Traffic Regulation Order to restrict parking on Northside Road together with a yellow box junction at the junction of Northside Road and Ingleby Road as identified on the approved plans. Reasonable endeavours shall constitute instructing the Council to proceed with the required Traffic Regulation Order and paying all reasonable costs incurred in processing the aforementioned Order.

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

22. Noise attenuation measures

The development hereby permitted shall be carried out in accordance with the recommendations contained within the Memorandum from SLR Consulting Ltd dated 10th October 2019 and referenced 403.03044.00108 in relation to the standards for glazing and ventilation to be installed in the residential dwellings.

Reason: In the interests of the amenities of occupiers of surrounding properties and air quality and to accord with policies DS3, DS5 and EN8 of the Local Plan for Bradford.

23. Separate system of foul and surface water

The site shall be developed with separate systems of drainage for foul and surface water on and off site.

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

24. Means of disposal of surface water drainage

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

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

25. Surface Water Drainage Maintenance and Management

If the surface water drainage scheme isn't going to be adopted by Yorkshire Water, the development shall not begin until a Maintenance Plan for the surface water drainage scheme has been submitted to and approved in writing by the Lead Local Flood Authority. Once built, the drainage scheme shall be maintained thereafter, in accordance with the approved Plan.

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

26. Temporary drainage strategy

Notwithstanding the drainage details contained in the supporting information, no groundworks to the development shall commence until a temporary drainage strategy outlining the drainage arrangements for different construction phases of the project has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only proceed in strict accordance with the approved temporary drainage strategy.

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

27. Disposal of foul water drainage

The development shall not begin until details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The maximum surface water discharge rate, off-site, shall not exceed 100 litres per second. The scheme so approved shall thereafter be implemented in accordance with the approved 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 DS5, EN7 and EN8 of the Local Plan for Bradford.

Footnote:

1. YALPAG

The applicant should have regard to:

- YALPAG (formerly YAHPAC) 'Technical Guidance for Developers, Landowners and Consultants. Development on Land Affected by Contamination'
- YALPAG 'Verification Requirements for Cover Systems' if remediation or quality control of imported soil materials is required, and

- YALPAG (2016) guidance on 'Verification Requirements for Gas Protection Systems' if gas protection is necessary.

Current editions of these documents are available on the Bradford MDC website

[https://www.bradford.gov.uk/planning-and-building-control/planning-](https://www.bradford.gov.uk/planning-and-building-control/planning-applications/planning-application-forms/)

[applications/planning-application-forms/](https://www.bradford.gov.uk/planning-and-building-control/planning-applications/planning-application-forms/)