

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 20th August 2020

T**Subject:**

This is a Reserved Matters application requesting consideration of access, appearance, landscaping, layout and scale of school car park (pursuant to outline approval (16/06146/MAO) on land South of Woodlands CE Primary School, Mill Carr Hill Road, Oakenshaw.

Summary statement:

Outline planning permission was approved on the 20th July 2018 under reference 16/06146/MAO for the construction of the car park. The application was submitted as part of a package of off-site highway works associated with an application for the redevelopment of the North Bierley Waste Water Treatment Works in Kirklees. This permission accepted the principle of the development in this location subject to conditions.

The current application has now been submitted to seek approval for the details of the car park including access, appearance, landscaping, layout and scale. The provision of the car park will allow cars to pull clear of the highway and reduce the level of traffic on the road in the vicinity of the school. The outline planning permission (16/06146/MAO) included a condition requiring the provision of a pelican crossing to allow safe access from the car park to the school and vice versa.

Subject to the imposition of conditions, together with the conditions attached to outline planning permission 16/06146/MAO, the scheme is considered to be acceptable and will not be detrimental to either visual or residential amenity or highway safety.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy



1. SUMMARY

This is a Reserved Matters application requesting consideration of access, appearance, landscaping, layout and scale of school car park (pursuant to outline approval (16/06146/MAO) on land South of Woodlands CE Primary School, Mill Carr Hill Road, Oakenshaw.

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.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

A condition was included within the outline planning permission (16/06146/MAO) 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.

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 ASSESMENT

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 the Reserved Matters should not be approved, they may refuse the application accordingly, in which case reasons for refusal will have to be given based upon development plan policies or other material planning considerations.

10. RECOMMENDATIONS

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

11. APPENDICES

Appendix 1 Technical Report.

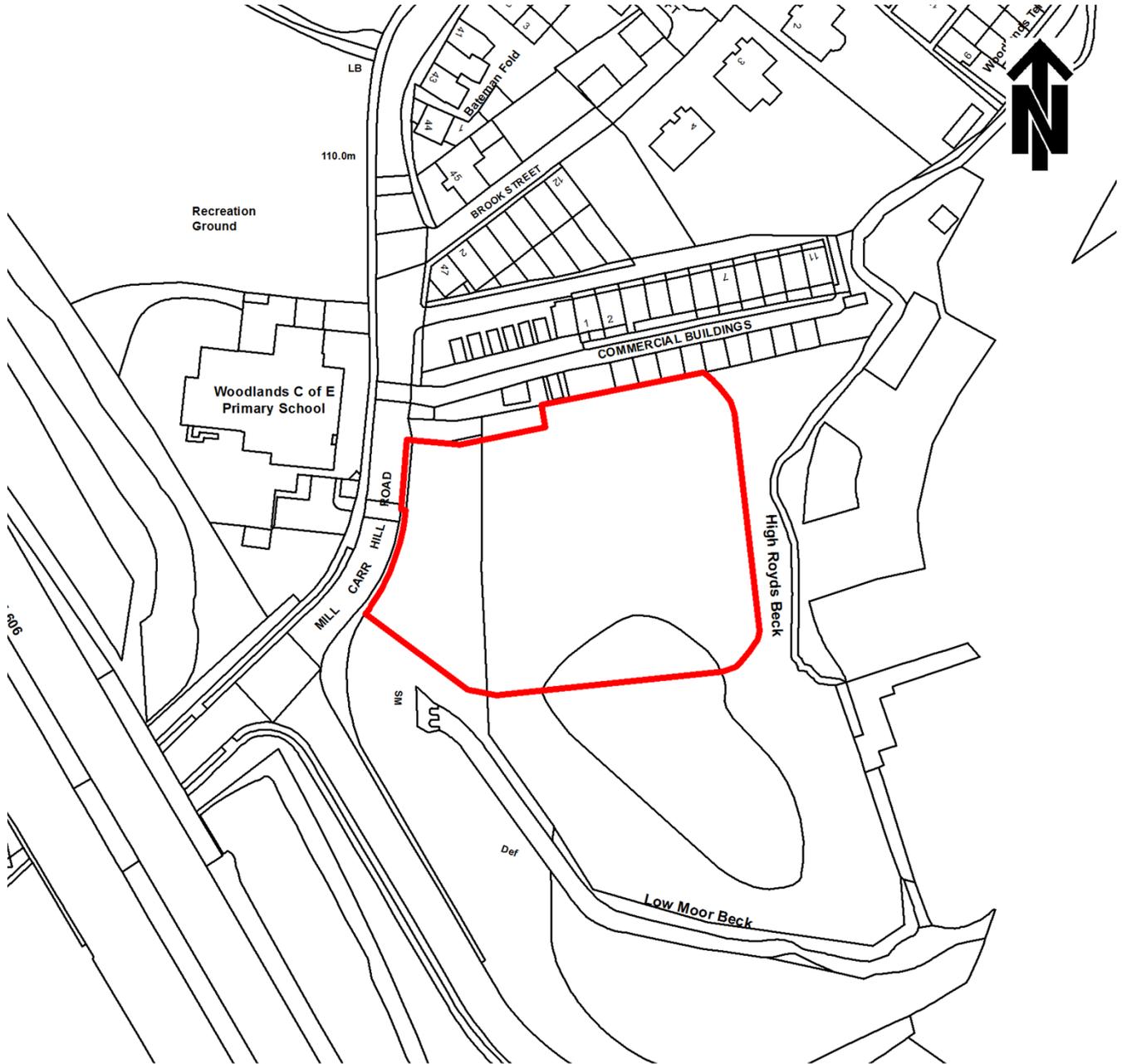
12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Core Strategy
Replacement Unitary Development Plan

20/01010/MAR



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL



1:1,250

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**Land South of Woodlands CE Primary
School,
Mill Carr Hill Road,
Oakenshaw,
Bradford**

Appendix 1

20th August 2020

Ward: Tong

Recommendation:

APPROVE THE RESERVED MATTERS

Application Number:

20/01010/MAR

Type of Application/Proposal and Address:

This is a Reserved Matters application requesting consideration of access, appearance, landscaping, layout and scale of school car park (pursuant to outline approval (16/06146/MAO) on land South of Woodlands CE Primary School, Mill Carr Hill Road, Oakenshaw.

Applicant:

Interchange 26 LLP

Agent:

Mr Fraser Dann (WSP Indigo)

Site Description:

The site is located to the north east of the junction of Mill Carr Hill Road and Cliff Hollins Lane and currently comprises an open piece of land that is set at a lower level than the neighbouring land. To the north of the site is a row of terraced dwellings, to the west is a primary school, to the east is a copse of trees whilst to the south is open land. Vehicular access to the site is taken from Mill Carr Hill Lane on the western boundary.

Relevant Site History:

Outline planning permission was granted on the 20th July 2018 under reference 16/06146/MAO for the provision of a school car park for Woodlands Primary School (proposal linked to an application within Kirklees MDC for re-development of former waste water treatment works following demolition of existing structures to provide employment uses classes B1(C), B2 and B8 on Land off Cliff Hollins Lane). The outline application related solely to the principle of the development with all matters reserved for consideration at a later stage.

The outline planning application referred to above was submitted in conjunction with an application within the Kirklees Council area under reference 2016/60/92298/E. This is an outline planning application for the re-development of former waste water treatment works following demolition of existing structures to provide employment uses (use classes B1(c), B2 and B8) that was considered by Kirklees Council.

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 a specific purpose within the RUDP but is located within the Green Belt. Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

None

Core Strategy Policies:

TR2 Parking Policy
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 Place

Parish Council:

There is no Parish Council in the Tong 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 15th May 2020.

As a result of the publicity exercise 14 representations have been received objecting to the proposal. However, a significant number of the objections raised relate to issues that are not relevant to this application in that they don't object to the details that are being submitted for consideration but relate to the principle of development, highway safety, drainage, biodiversity, and, the associated development within the Kirklees Council area. These were all addressed when granting outline planning permission application under reference 16/06146/MAO and are not relevant to the consideration of the Reserved Matters now being considered.

Summary of Representations Received:

The representations have been split into those that are relevant to the Reserved Matters that have been applied for and those that relate to the principle of the development that are not considered relevant to this application:

Visual amenity:

- The scheme will not enhance visual character of the area

Highways:

- The proposed drop off zone further limits the number of parking spaces in what was already an inadequately sized car park
- The drop off zone will effectively become car parking as parents accompany children across the road
- No provision for disabled drivers/parents
- The car park is not big enough to accommodate the teachers' cars and those of the parents resulting in parents parking on the road being unsafe
- The car park shows as only having 20 spaces which is far less than the number of cars dropping off all at the same time. With no alternative as a parent who needs to be at work for a certain time, what are we supposed to do?

Principle:

- There is a large recreation ground adjoining the school and it is felt that the car park would be much safer and would not be prone to flooding if built on a cordoned plot there – this site needs more investigation
- The school and Trust (BDAT) have made several attempts to discuss a different and safer location next to the school which would alleviate most of these issues and concerns. Contact with the owner of the land has been made and he is prepared to consider this
- Highway safety implications for parents dropping off/picking up children as Mill Carr Hill Road is used as a rat run
- This is an unsafe location, as it means the children would have to cross the road to get into school
- No Road Safety Assessment of the site has been carried out
- All mitigating works in relation to the Interchange 26 development (such as the car park) should be in place before the development commences
- Half of the Interchange 26 development can be built without any consideration of the safety aspects relating to the mitigating works required on the local highway network
- The increased heavy traffic is a real concern for anybody within the area and particularly the school who are very worried, without the traffic calming issues being dealt with before the bulk of the development goes ahead
- 2 independent surveys of school traffic showed an average of 50 cars requiring parking
- Who will upkeep the car park – the school is small and only has a small budget which is spent on the education of the children with no extras for maintaining the car park
- If parents are not accompanying children across the road there is considerable risk to their safety even with the provision of a zebra crossing
- The impact of this on traffic on the narrow roads of Mill Carr Hill and Cliff Hollins Lane is not described neither is the impact of earth movement on this scale to the residents of neighbouring properties

- The increase in traffic will impact on air quality
- There is a stream running across 3 sides of the site and it regularly floods
- Developing the site will result in adjacent properties/land flooding
- Impact on wildlife
- There is no chance of any proposal enhancing what it currently there

Other issues:

- Some properties on the Cringles have not been consulted but it is acknowledged they are located within Kirklees Council area
- Concerns regarding existing and likely fly-tipping on the site
- Will Bradford Council be objecting to the Kirklees Interchange 26 development to which this car park is linked
- We strongly believe this needs further investigation and a real desire to meet the residents and schools concerns
- I do not consider that the documents submitted adequately inform people unfamiliar with the site the extent to which the topography of the landscape will be changed

Consultations:

Highways DC – No objection subject to the imposition of a condition relating to the provision of the access

West Yorkshire Police – No objection in principle to the development but comments are made on specific aspect of the layout including boundary treatment, access control barrier/gate, lighting, and, management of the open space

Lead Local Flood Authority – No objection to the proposal and the conditions attached to the outline planning permission are sufficient and no further conditions are required

Landscape Design Unit – No objection to the principle of the development but seek the submission of additional information including cross-sectional plans to indicate the relationship between the existing ground levels and the proposed ground levels, full details of soft landscaping, and, a maintenance scheme for the future management of the landscaped area

Kirklees Metropolitan Borough Council – No objection to the proposal

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. Other issues

Appraisal:

The proposal relates to the construction of a car park comprising 20 standard parking spaces, 3 electric vehicle charging spaces and 2 drop off zones running along the

northern and southern boundaries. Access to the site is taken from Mill Carr Hill Road to the west.

The application does relate simply to the details of the application and does not relate to the principle of the development which was discussed as part of the consideration of planning application 16/06146/MAO. A significant number of the objections raised relate to issues that are not relevant to this application in that they don't refer to the details that are being submitted for consideration and relate to the principle of development, highway safety, drainage, biodiversity, and, the associated development within the Kirklees Council area. These were all addressed through the consideration of application 16/06146/MAO where they were either considered to be acceptable or conditions were attached to the planning permission requiring the submission of details to make them acceptable.

The only matters to be considered in this application are access, appearance, landscaping, layout and scale of the proposed car park.

1. Principle of development

The principle of the development was accepted through the granting of outline planning permission under reference 16/06146/MAO. There have been no material changes in circumstance since the granting of planning permission that will impact on the principle of the development.

2. Visual amenity

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

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

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

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

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

The site is located to the east of Mill Carr Hill Road and is on land that is at a lower level than both Mill Carr Hill Road and land to the north (Commercial Buildings). As such the car park itself will not be visually prominent when viewed from the surrounding land. There will be some lighting incorporated within the car park to ensure that during the winter the safety of the users will not be impacted upon. Whilst these lights will be visible from the surrounding land the times during which they are in operation can be controlled solely to the hours that the car park is in use so they will not be lit throughout the night. This will enable the impact to be further controlled.

There will be limited landscaping proposed to screen the development. The main landscaping will be on the site frontage with Mill Car Hill Road and this will screen the site from the main public vantage points. The remainder of the site, i.e. the banking down to the main body of the car park, will comprise a wild flower area which is considered appropriate in this location. The inclusion of a substantial landscaped area would reduce the overall size of the car park. As the lighting serving the car park will not be left permanently on it is not considered that a substantial landscaped area would be required.

As such therefore it is considered that in visual amenity terms the proposals meets the requirements of policies DS1 and DS2 of the Core Strategy and no objection is raised to the proposal.

3. Residential amenity

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

There is a terrace of residential properties (Commercial Buildings) located to the immediate north of the application site which have their front elevations overlooking the site. The main body of the car park is located approximately 25 metres away from these dwellings and is on land at a much lower level. Whilst the car park will incorporate lighting columns these are again a sufficient distance not to impact on the residential amenities on the occupiers of those dwellings in that there will be no light spread from the car park onto the dwellings.

Overall therefore it is considered that the proposal satisfies the requirements of policy DS5 of the Core Strategy and no objection is raised to the proposal on residential amenity grounds.

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 TR2 seeks to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place.

The proposed car park incorporates 23 permanent spaces and up to 9 spaces in 2 drop off zones for parents. Walkways and safe routes through the car park have been incorporated and these are welcomed to ensure that there are clear routes for pedestrians to walk through the car park. The point of access from Mill Carr Hill Road and its design are considered to be acceptable and will not be detrimental to highway safety. As part of the outline planning permission (16/06146/MAO) a condition was imposed which secured the provision of a pelican crossing which will allow users of the car park to cross Mill Carr Hill Road safely to gain access to the school.

Whilst the proposal will not result in an increase in car numbers visiting the school, it is intended that the car park will incorporate a number of electric vehicle charging points that were secured as part of the outline planning permission and this is to help mitigate the impact on air quality in the vicinity of the site.

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.

Drainage details have been submitted with the application and have been assessed by the Lead Local Flood Authority who state that the details are satisfactory and that they are in accordance with the conditions attached to the outline permission.

As such there is no objection to the proposal and it is considered to comply with 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 small copses of trees located adjacent to the site and these will not be affected by the proposed development. Some additional landscaping is proposed that will help screen the development.

Overall therefore it is considered that the proposal satisfies the requirements of policy EN5 of the Core Strategy and no objection is raised to the proposal with regards to the impact on existing trees.

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 regarding site specific aspects of it, these being as follows:

Boundary treatment: The site plan shows the outer boundary of the car park as a post and rail fence with mesh insert, however here is no mention of the height. This type of fence can be easily damaged so it may be prudent to change the fence type to either a picket style of fence which is treated to prevent any type of arson to the wood, alternatively railings or a paladin fence would be suitable which incurs less maintenance over the years. As crimes are not exceptionally high within this location, the height could be placed at 1200mm that will provide defensible space around the car park and allow natural surveillance into the site – *the site has good natural surveillance from the adjacent footpath on Mill Carr Hill Road to the west and also the dwellings on Commercial Buildings to the north. It will only be used during school hours and vehicles will not be left in the car park overnight. The boundary treatment should be of a height that will provide a safe and secure environment for the users and therefore a condition is proposed to secure an appropriate height for the proposed fencing.*

Access control barrier: There is a mention of an access control barrier on the vehicle entrance, will this be automated or manual style of barrier/gate? If the barrier or gate is manual, this is fine however it would require a management plan or rota so that either staff/capable guardians can open the car park early to allow staff and parents access the car park and then close this after school entry time. Automated barriers ensure that the barrier closing after entry, however barriers can easily be damaged by vehicles and can often end up being repaired, so installing a gate or larger style of access barrier will make this more visible. If this is automated with keypad or key fob access this allows teachers/ authorised staff easy access, however there would need to be the ability to have access on a timer so that at peak times it can remain open if parents are using the car park – *the inclusion of the access control barrier is to ensure there is no unauthorised usage of the car park outside the operating hours as well as providing additional security during the day. It is up to the Applicant with regards to the type of barrier that is used and it is considered that the swing barrier proposed in this instance is acceptable.*

Lighting: The proposed lighting has good uniformity levels so this will provide suitable coverage at night or during winter months, these could be switched off or dimmed when the school closes to minimise light pollution. It would be prudent to include CCTV within the car park so that reception staff can monitor activity in the car park during the daytime and if there was an accident or vehicle crime there is evidence to support this – *the level of lighting is acceptable but it is the responsibility of the Applicant as to whether any CCTV is installed within the proposed car park to increase the level of security as this is outside the control of the planning system.*

Management Plan: The notes show that there will be plants around the site, however, there should be a management plan to ensure that these are maintained over the coming years and that the area remains tidy – *a condition is recommended in relation to the maintenance of the open areas.*

It is therefore considered that the proposal meets the requirements of policy DS5 of the Core Strategy and no objection is raised to the proposal.

8. Other issues

A number of other issues have been raised during the publicity exercise that have not been addressed in the above sections of this report, these being as follows:

Some properties on the Cringles have not been consulted but it is acknowledged they are located within Kirklees Council area – *the application has been advertised in accordance with the Councils protocol for advertising planning applications*

Concerns regarding existing and likely fly-tipping on the site – *fly-tipping is the responsibility of the owner of the land to ensure the site is protected and doesn't allow it to take place. Once a site is in use and not vacant it is likely that any potential fly-tipping would be reduced as the site would be managed properly*

Will Bradford Council be objecting to the Kirklees Interchange 26 development to which this car park is linked – *this is not relevant to the consideration of this application*

We strongly believe this needs further investigation and a real desire to meet the residents and schools concerns – *the application has been advertised and the local population can make their comments on it*

Community Safety Implications:

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

Equality Act 2010, Section 149:

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

Reason for approving the Reserved Matters:

The design of the proposal is considered to be acceptable and presents no concerns with regard to visual or residential amenity and highway safety. The proposal is therefore considered acceptable and, with the attached conditions, satisfies the requirements of policies TR2, EN5, EN7, EN8, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford, and, the relevant paragraphs of the National Planning Policy Framework.

Conditions of Approval:

1. Approved plans

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

Drawing number 1856 PL 100 showing the Location Plan and received by the Local Planning Authority on the 12th March 2020;

Drawing number 1856 PL 105E showing the Car Parking Details and received by the Local Planning Authority on the 17th July 2020;

Drawing number 798/LA3A showing the School Car Park Landscape Plan and received by the Local Planning Authority on the 12th March 2020;

Drawing number 92011 Revision P02 showing the Car Park Drainage Scheme and received by the Local Planning Authority on the 12th March 2020; and,

Drawing number D38459/JB/A showing the External Lighting Calculations and received by the Local Planning Authority on the 12th March 2020.

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

2. Landscaping

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reason: To achieve a satisfactory standard of landscaping in the interests of amenity and to accord with Policy DS1 of the Local Plan for Bradford.

3. Landscape management plan

Prior to the development being brought into use a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to the Local Planning Authority for concurrent approval in writing with the landscaping scheme. The landscape management plan shall be carried out as approved.

Reason: To ensure proper maintenance of the landscaped areas in the interests of amenity and to accord with Policy DS1 of the Local Plan for Bradford.

5. Boundary treatment

Prior to the development being brought into use details of the proposed boundary treatment, including the design and height of the fencing and design of the access barrier, shall be submitted to and approved in writing by the Local Planning Authority. The boundary details so approved shall then be provided in full prior to the first use of the car park and shall thereafter be retained as long as the development is in use.

Reason: In the interests of amenity and privacy and to accord with Policies DS2, DS3 and DS5 of the Local Plan Core Strategy.

6. 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 numbered 1856 PL 105E and completed to a constructional specification to be 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 and to accord with Policy DS4 of the Core Strategy Development Plan Document and the National Planning Policy Framework.