

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 12th November 2020

AJ

Subject:

This is a Reserved Matters application requesting consideration of appearance, landscaping, layout and scale for an industrial and warehousing unit with ancillary office, associated gatehouse, substation, car parking, service yards and landscaping (pursuant to outline approval 17/02463/MAO) at Unit 7, land at Gain Lane and Woodhall Road, Bradford.

Summary statement:

The principle of employment development on the site has been established through the granting of outline planning permission (17/02463/MAO). This application seeks approval for the matters previously reserved as part of the outline permission for consideration at a later stage (appearance, landscaping, layout and scale). The outline planning permission related to a much larger site that incorporated land to the west of this application.

The site is accessed from a road running along the eastern boundary of the site that is currently under construction. The road was approved through a planning application submitted to and considered by the City of Leeds Council.

It is considered that the siting and design of the proposed building is acceptable and it is located sufficiently far enough away from the nearest dwellings located on Foston Lane such that it will not impact on the residential amenities of the occupiers of those dwellings. Conditions were imposed on the outline permission requiring the submission of noise reduction measures relating to the building and the associated parking/servicing areas.

It is considered that, subject to the satisfactory compliance with the conditions attached to the outline planning permission and those recommended within this report, the proposal is acceptable and will not have a detrimental impact on residential and visual 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 appearance, landscaping, layout and scale for an industrial and warehousing unit with ancillary office, associated gatehouse, substation, car parking, service yards and landscaping (pursuant to outline approval 17/02463/MAO) at Unit 7, land at Gain Lane and Woodhall 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.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

A condition was attached to the outline planning permission (17/02463/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 planning permission should be refused, 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.

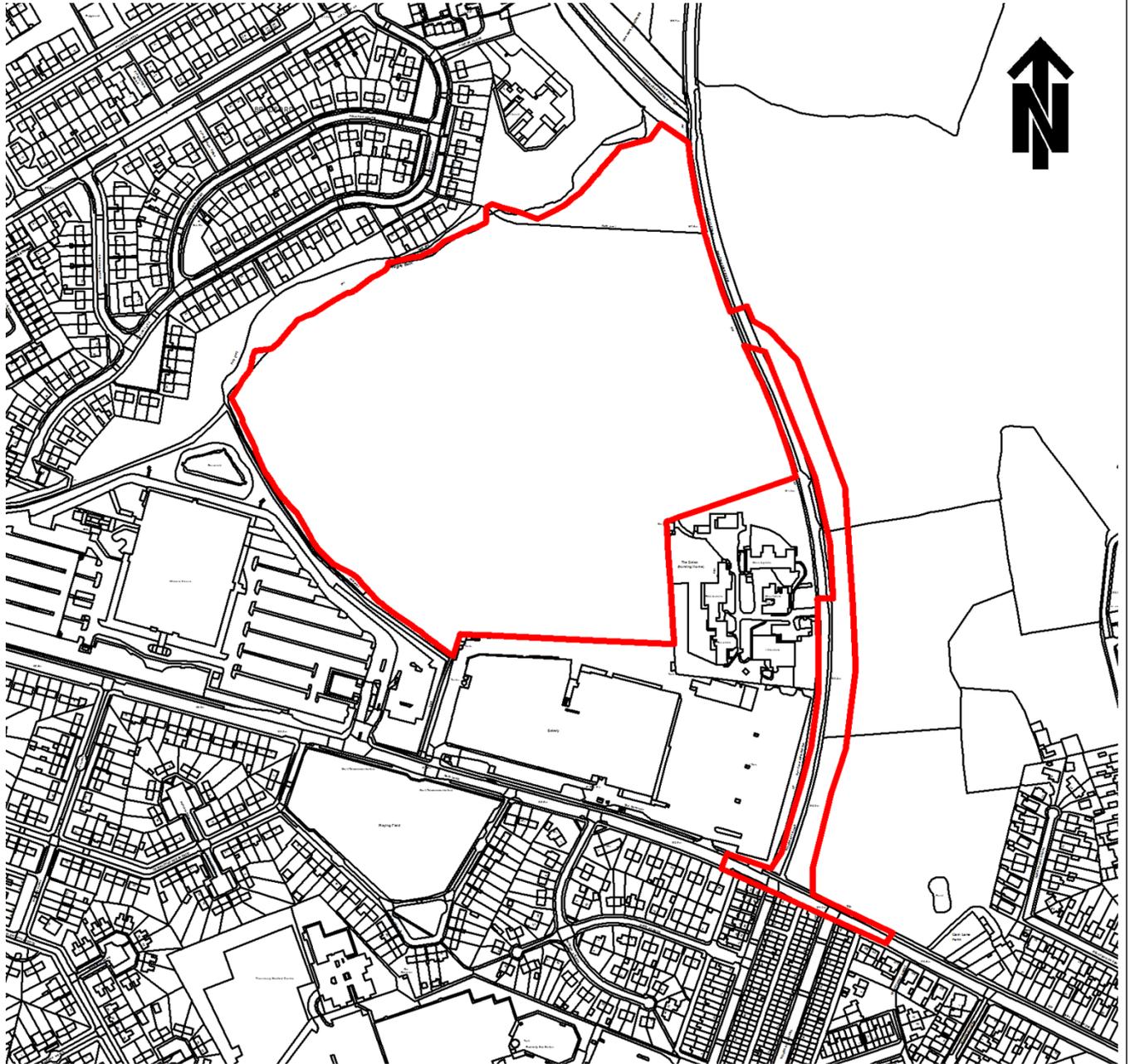
12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Core Strategy
Replacement Unitary Development Plan

20/03358/MAR



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL



1:5,000

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Unit 7
Land at Gain Lane and Woodhall Road
Bradford

12th November 2020

Ward: Bradford Moor

Recommendation:

APPROVE THE RESERVED MATTERS

Application Number:

20/03358/MAR

Type of Application/Proposal and Address:

This is a reserved matters application requesting consideration of appearance, landscaping, layout and scale for means of access for employment development B1, B2 and B8 uses (pursuant to outline approval 17/02463/MAO) on land at Grid Ref 419205 434606, Woodhall Road, Bradford.

Applicant:

Mrs Miranda Bell (Commercial Development Projects Limited (CDP Ltd))

Agent:

N/A

Site Description:

The site is located to the north of Gain Lane and currently comprises open parcel of land that forms part of a wider site with the eastern section currently under development. To the north and north west of the site are residential properties (Foston Lane). To the south and south east are offices (Morrisons Headquarters) and a bakery, whilst to the west is further residential development. Vehicular access to the site is taken from Woodhall Road to the east of the site. Some trees are located along the boundaries of the larger site.

Relevant Site History:

Outline planning permission was granted on the 8th December 2017 under reference 17/02463/MAO for the construction of an employment development (B1, B2 and B8 uses) with means of access submitted for consideration.

Approval of reserved matters was issued on the 7th February 2020 under reference 19/04818/MAR requesting consideration of appearance, landscaping, layout and scale for means of access for employment development B1, B2 and B8 uses (pursuant to outline approval 17/02463/MAO).

Planning permission was granted on the 30th September 2020 for the installation of an electricity substation within the larger site under reference 20/02996/FUL.

Planning permission was granted by Leeds City Council for the creation of a new access road leading from Gain Lane to the application site.

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 majority part of the site is allocated for as an Employment Site (Ref: BN/E1.17) whilst the northern strip of the site is allocated as a New Site for Recreation Open Space and Playing Fields (Ref: BN/OS4.17) in the RUDP. Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

E1 Protecting Allocated Employment Sites
E2 Protecting Large Employment Sites
TM10 National and local cycle network
OS4 New Open Space Provision

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
EC4 Sustainable Economic Growth
TR1 Travel Reduction and Modal Shift
TR2 Parking Policy
TR3 Public Transport, Cycling and Walking
EN1 Protection and improvements in provision of Open Space and Recreation Facilities
EN2 Biodiversity and Geodiversity
EN3 Historic Environment
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

Parish Council:

There is no Parish Council in the Bradford Moor Ward.

Publicity and Number of Representations:

The application was publicised by neighbour notification letters. The expiry date for the publicity exercise was the 15th September 2020.

As a result of the publicity exercise no representations have been received commenting to the proposal.

Summary of Representations Received:

None received

Consultations:

Rights of Way – Bradford North Public Footpath 70 abuts Unit 7 but is not affected by the proposed development. The Applicant should ensure that the proposed boundary treatments do not encroach onto the footpath. The original outline planning permission included an upgrade to the section of footpath 70 that runs from Gain Lane between the Morrisons and Hovis sites.

Highways – No objection to the proposed development

West Yorkshire Police – No objection to the principle of the development but comments are made on specific aspects of the development including boundary treatments, capable guardian/gate house, the gated access for the industrial entrance and Woodhall Road, external lights and CCTV, and, doors and windows

Lead Local Flood Authority – No objection as the drainage issues were covered at outline stage through conditions 4 to 9

Trees Section – Object to the proposal on the grounds that next to no arboricultural detail despite there being protected trees adjacent to the site (within the former BUPA care home). These trees are likely to be adversely affected by, in particular, proposed grade changes which are implied in the layout but not detailed in section drawings. A tree protection plan should be submitted together with details showing the grade changes outside of the root protection areas of the protected trees. The Management Plan is only for a 12 month period and is short of the typical 5 years plan required to ensure trees are replaced where necessary

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

Appraisal:

The application relates to the construction of an industrial unit pursuant to outline permission 17/02463/MAO. It is located in the western part of the larger site and is accessed via a new access road that has been created along Woodhall Road.

1. Principle of development

The site forms part of a larger site that was granted outline planning permission under reference 17/02463/MAO for the construction of an employment development comprising B1, B2 and B8 uses. The site is located within an allocated Employment Site within the Replacement Unitary Development Plan under reference BN/E1.17 (Woodhall Road, Thornbury) and would be subject to consideration against policy E1 of the Replacement Unitary Development Plan.

Policy E1 of the Replacement Unitary Development Plan has been superseded by Core Strategy Policy EC4 but it has been saved until the adoption of the Core Strategy and the adoption of the Allocations Development Plan Document and Area Action Plans. The policy supports proposals for employment development on sites shown on the proposals maps as employment sites.

Policy EC4 of the Core Strategy seeks to support economic and employment growth in a sustainable manner.

An end user has been identified for the unit and whilst it will involve the company moving from existing premises it will allow them to remain within the Bradford District. It is a long established company who have been located in Bradford for in excess of 40 years and employ over 70 people. The move to bigger premises will enable them to implement their planned programme of expansion which will include an increase in employment up to around 100 staff. The existing premises they occupy on Staithgate Lane is relatively modern and it is considered that this building will soon be reoccupied due to its location and it being new.

The principle of employment development on the site has been established through the granting of outline planning permission under reference 17/02463/MAO. This application seeks approval for the matters previously reserved as part of the outline permission for consideration at a later stage (appearance, landscaping, layout and scale). These details are considered in the following sections of the report.

2. Visual amenity

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

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

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

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

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

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

The building is located within the western section of the larger employment site and is at a slightly lower level than the remainder of the site. The building is large in terms of its floor area (120,000 square feet) and eaves and ridge heights of 14 metres and 15½ metres respectively. It will be constructed using profiled steel cladding on both the elevations and the roofs in a goosewing grey colour. The design of the building is considered acceptable in that it is a traditional design of modern industrial/commercial premises.

The servicing and car parking areas are adjacent the eastern and southern elevations of the building and are therefore well related to the building. Some landscaping is proposed adjacent to the northern elevation of the building which should further soften the visual impact it will have on the area.

Overall it is not considered that the proposal will have a detrimental impact on the visual character and appearance of the locality and there is no objection to the proposal. As such it is considered that it satisfies the requirements of policies DS1 and DS2 of the Core Strategy.

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 larger site is bounded to the north and north west by existing residential development (Foston Lane) and it is important therefore to assess the impact the proposal will have on the residential amenities of the occupiers of these dwellings.

The layout of the site is such that there is an open area that separates the existing dwellings on Foston Lane from the development area which allows an adequate buffer zone to reduce the potential impact on the residential amenities of the occupiers of those dwellings. The separation distance between the existing dwellings and the proposed building is in excess of 90 metres. This distance is considered to be acceptable. Some limited landscaping is proposed adjacent to the northern elevation of the building and this will provide some softening of the view of the development from those dwellings.

The issue of noise and the potential impact on the residential amenities of the occupiers of the nearest dwellings were considered at outline stage and a number of conditions were imposed on the outline planning permission (17/02463/MAO). Condition 26 sets noise limits for both day time and night time levels at both Foston Lane to the north and the Dales nursing home to the south. Condition 27 requires the submission of a "noise and traffic management plan for the service yards" and condition 28 also requires the submission of "details of noise mitigation measures to be incorporated within the design of the building and its curtilage". These conditions are aimed at reducing the potential impact on the residential amenities of the occupiers of the properties to the north.

As such therefore, subject to compliance with the conditions attached to the outline planning permission it is not considered that the proposal would have a detrimental impact on the residential amenities of the occupiers of the nearest dwellings and the proposal would therefore comply with policy DS5 of the Core Strategy.

4. Highway safety

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

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

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

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

The site is accessed via a new access road currently under construction. This will provide access from Gain Lane along Woodhall Road with a new improved junction at Gain Lane. This access road is located within the administrative area of Leeds City Council and was subject to planning approval issued by them. The road is considered acceptable to accommodate the level of traffic likely to be generated by the development of the larger site.

The Highways Department have not objected to the principle of the development and are satisfied that the access arrangements will not be detrimental to highway safety. With regards to parking the scheme proposes 103 car parking spaces within the curtilage of the development together with a covered cycle area that could accommodate 44 cycles. The company who are to take over the occupancy of the unit currently employ in excess of 70 people and as such the level of parking is considered acceptable. Whilst the move will allow the company to expand it is not considered that through the expansion there will be a shortfall in the level of parking within the site.

The Rights of Way Officer has stated that Bradford North Public Footpath 70 abuts the proposed building. This predominately comprises a 2 metre wide grassed/stoned footpath that was provided on third party land when the adjoining Morrison's site was developed. As submitted these proposals do not appear to adversely affect this public footpath and the retention and enhancement of a green corridor along the site boundary is also welcomed.

The Rights of Way Officer has also stated that to encourage sustainable travel (and to compliment proposed cycle parking within the site) the original outline approval included an upgrade of the section of footpath 70 that runs from Gain Lane between the Morrisons and Hovis sites. The proposed upgrade should provide a shared footway/cycleway to link with the existing footway/cycle superhighway on Gain Lane. Provision of this route should be included as part of the proposed development of the rest of the site. This is not the case as the footpath referred to is not the main access to the site and therefore with it being outside the application site improvements could not

be secured. The main route into the site is via the new vehicular access road from Gain Lane that runs along the route of Woodhall Road. Should the Applicant wish to improve the footpath as part of the proposal discussions would need to take place with the Rights of Way Officer as they cannot be secured as part of this Reserved Matters application.

Overall therefore it is not considered that the proposal will be detrimental to highway safety and it complies with 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.

The Lead Local Flood Authority have not raised an objection to the proposal as the issues of drainage were fully considered during the outline planning application (17/02463/MAO) and appropriate conditions were attached to that permission.

Subject to the compliance with the conditions attached to the outline planning permission the proposal complies with the requirements of policies EN7 and EN8 of the Core Strategy and no objection to the proposal is raised on drainage grounds.

6. Trees

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

The Tree Officer has objected to the application on the grounds that it provides next to no arboricultural detail despite there being protected trees adjacent to the site (within the former BUPA care home). These trees are likely to be adversely affected by the proposed grade changes which are implied in the layout but not detailed in section drawings. A tree protection plan to BS5837:2012 should be submitted and further details showing the grade changes outside RPAs of the protected trees is shown.

The issue of the trees both within and adjacent to the site was considered during the assessment of the outline planning application (17/02463/MAO) and a condition was imposed on the permission that requires the installation of temporary tree protective

fencing that will ensure that the trees are not damaged during the construction phase of the development.

It should be noted that the site is not near the former BUPA care home that is located adjacent to the entrance to the larger site. The proposal will therefore have no impact on those trees.

Subject to the compliance with the conditions attached to the outline planning permission (17/02463/MAO) the proposal complies with the requirements of policy EN5 of the Core Strategy and no objection to the proposal.

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 treatments: A 2.4 metre high timber acoustic fence is proposed to the north of the building. The site plan shows an existing public right of way on the west boundary which leads into Fagley Estate which has 2 footpath routes on the north boundary which can access the rear of the site. Care should be taken to ensure that appropriate boundary treatment is incorporated along the boundaries to ensure that they prevent unauthorised access to the site and damage to the fence itself. From the information on the site plan it is unclear as to what the remaining boundaries will be along the east, south and west elevations of the site? If the intention is defensive planting only which the site plan shows, whilst this can create a natural boundary, for any determined offender they can still get through planting by cutting back foliage and crawling through or trampling over any plants if they are not fully established in height/width. It is recommended that a 2.4m high fence, such as closed welded mesh fencing to standards LPS 1175 SR2 or above, be installed around the whole perimeter of the site (except in the areas which need acoustic fencing) which will increase security and secure the boundary. Planting can still be used to create green areas – *the 2.4 metre high acoustic fence is to be located along the northern edge of the servicing/delivery area which will help in reducing any potential noise disturbance to the occupiers of the dwellings to the north of the site. A 2.4 metre high perimeter fence is proposed around the boundary of the site as a security fence. No details have been submitted as to the design of the fence and therefore a condition is recommended requiring the submission of appropriate details.*

Capable guardian/gate house: The site plan shows there will be a gate house on the vehicle entrance, if there is intended to be a capable guardian/staff member on site this can increase natural surveillance for any vehicles/person/s trying to enter the site. There is no mention of the opening times of the whole site, If the site opens from 7am until 10pm – 11pm at night, will there be security at the site overnight or is the intention to have staff working in the gate house during business hours only? There is no information regarding this – *Whether or not a person is employed to occupy the gate house during the operating hours of the proposed building is outside the control of the planning system and it is up to the future occupier of the site as to how it operates.*

Gated access for the industrial entrance and Woodhall Road: The site plan shows the access road into the industrial estate is open plan, which can allow any vehicle to drive into this area, park up and either commit anti-social behaviour such as drug dealing or criminal damage. Woodhall Road is a secluded road, which has reduced lighting levels, limited natural surveillance due to its semi-rural location which makes this area more vulnerable to potential crime and anti-social behaviour problems. Open access roads to industrial areas can also allow travelling families access to an area, where locks are broken to enter a site and empty land or car parks become site areas. If the main entrance leading into the industrial units could include a manual lockable vehicle access gate/barrier this prevents any unknown vehicles from entering this business area out opening hours which reduces the opportunities for crime/anti-social behaviour problems – *the access road within the wider site will likely be an adopted highway and therefore a gated access would unlikely be acceptable. There would be difficulties involved with a manual lockable gate across the access in that who would be responsible for unlocking and locking it at the start and end of each working day. Businesses will work different hours and therefore it would be virtually impossible to ensure that such a system operated effectively. A much more effective system would be for each building to have a lockable gate across their access. As such it is not recommended in this instance that such a gate be incorporated within the scheme.*

External lights and CCTV: There is no mention of any lighting or CCTV within the site. There should be good lighting levels above the access doors/fire doors, delivery areas, parking areas/cycle storage to increase visibility and natural surveillance. Any CCTV should work in harmony with the lighting plan to provide good quality evidential images in high definition. CCTV should record the time, date and be retained for a period of time where images can be reviewed and downloaded when required for evidence – *the installation of external security lighting and CCTV is outside the control of the planning system and it is up to the developer or occupier of the building to determine what measures are included within the design to provide a safe and secure environment.*

Doors and windows: Doors and windows should look to achieve Secured by Design standards – *the installation of doors and windows is outside the control of the planning system and it is up to the developer or occupier of the building to determine what measures are included within the design to provide a safe and secure environment.*

Overall therefore, subject to the imposition of a condition relating to the proposed boundary treatment, there is no objection to the proposal with regards to the provision of a safe and secure environment for the future occupiers of the building and the proposal therefore satisfies the requirements of policy DS5 of the Core Strategy.

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 proposal provides a new industrial development which is considered to be acceptable and presents no concerns with regard to residential or visual amenity and highway safety. The proposal is considered acceptable and, with the attached conditions, satisfies the requirements of policies E1, E2, TM10, and, OS4 of the Replacement Unitary Development Plan and policies P1, SC1, SC4, SC9, EC4, TR1, TR2, TR3, EN1, EN2, EN3, EN5, EN7, EN8, EN12, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford, and, the relevant paragraphs of the National Planning Policy Framework.

Conditions of Approval:

1. Time limit

The Development to which this notice relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason: To accord with the requirements of Section 92 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 number M3141-01E showing the Unit 7 Floor Plan – Base Build and received by the Local Planning Authority on the 10th August 2020;

Drawing number M3141-02E showing the Unit 7 Proposed Elevations – Base Build and received by the Local Planning Authority on the 22nd October 2020;

Drawing number M3141-03C showing the Unit 7 Proposed Office Plans – Base Build and received by the Local Planning Authority on the 10th August 2020;

Drawing number M3141-05 showing the Unit 7 Roof Layout and received by the Local Planning Authority on the 10th August 2020;

Drawing number M3141-EXT-04 showing the Substation Details and received by the Local Planning Authority on the 10th August 2020;

Drawing number M3141-EXT-05 showing the Gatehouse Details and received by the Local Planning Authority on the 10th August 2020;

Drawing number M3141-EXT-06 showing the Site Sections and received by the Local Planning Authority on the 10th August 2020;

Drawing number SF 3088 LL01 showing the Landscaping Plan and received by the Local Planning Authority on the 10th August 2020;
Drawing number M3141-EXT-01 Rev B showing the Location Plan and received by the Local Planning Authority on the 21st August 2020; and,
Drawing number M3141-SK03 Rev E showing the Unit 7 Schematic Site Layout and received by the Local Planning Authority on the 21st August 2020.

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. Implementation of 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.

4. Landscape management plan

Notwithstanding the details submitted, no development shall take place above damp-proof course until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than privately owned domestic gardens, 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

No development shall take place above damp-proof course until a plan showing the positions, design, height and materials of boundary treatments has been 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 occupation of the development 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. Parking provision

Before any part of the development is brought into use, the proposed car parking spaces shall be laid out, hard surfaced, marked out into bays and drained within the curtilage of the site in accordance with the approved plans. The car parking facilities so provided shall be kept available for use while ever the development is in use.

Reason: In the interests of amenity and highway safety, and in accordance with Policies TR2, DS4 and EN7 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

7. Servicing & turning area area

Before any part of the development is brought into use, the vehicle servicing and turning area shall be laid out, hard surfaced and drained within the site, in accordance with details shown on the approved plans and retained whilst ever the development is in use.

Reason: To ensure that a safe and suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policies TR2 and DS4 of the Core Strategy Development Plan Document and the National Planning Policy Framework.