

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

AM

Subject:

Planning application reference 19/04817/MAF - A full planning application for the construction of 8 dwellings on the site of the former Sandbeds Methodist Church, Swine Lane, East Morton, Keighley.

Summary statement:

This application seeks planning permission for a residential development at the site of the former Sandbeds Methodist Church, Swine Lane, consisting of the construction of 8 new-build dwellings, with associated access and landscaping.

The site is not allocated for any specific land-use purposes in the Replacement Unitary Development Plan. However, the application has been assessed against all relevant local and national planning policies and is considered to meet the requirements of the relevant planning policies and is therefore suitable for the residential development.

The application is therefore recommended for approval subject to the conditions detailed within the technical report at Appendix 1.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy

1. SUMMARY

This application seeks planning permission for a residential development at the site of the former Sandbeds Methodist Church, Swine Lane, East Morton, consisting of the construction of 8 new-build dwellings with associated access and landscaping.

The site is not allocated for any specific land-use purposes in the Replacement Unitary Development Plan. However, the application has been assessed against all relevant local and national planning policies and is considered to meet the requirements of the relevant planning policies and is therefore suitable for the residential development.

The application is therefore recommended for approval subject to the conditions detailed within the technical report at Appendix 1.

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 relatively sustainable location in that it is located within a short distance of facilities including retail, recreation, employment and education as well as having access to bus services.

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. All community safety implications material to the determination of this application are included in the technical report at Appendix 1.

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, they may refuse the application accordingly, in which case planning 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 as set out in Appendix 1.

11. APPENDICES

Appendix 1 Technical Report

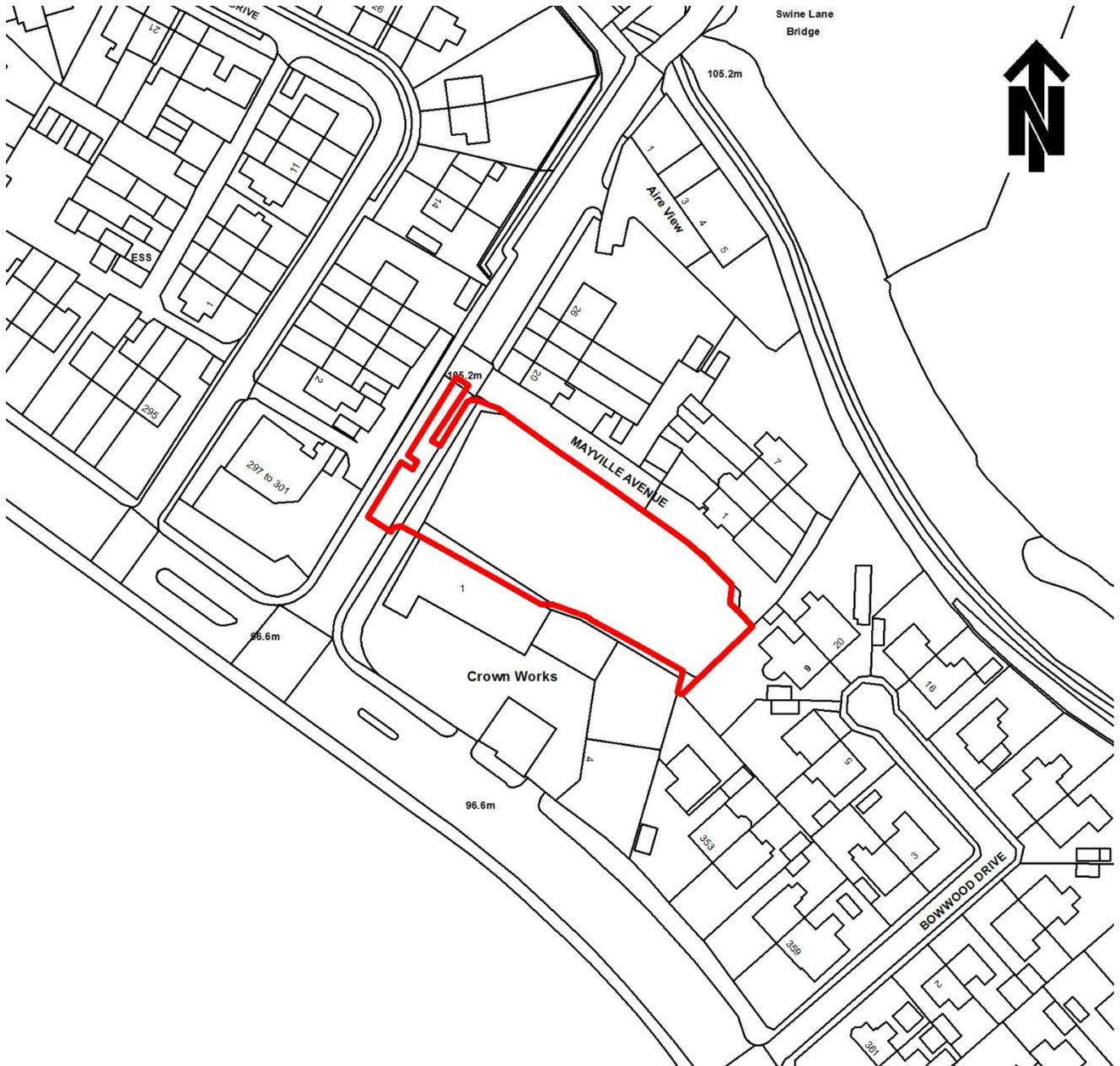
12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Core Strategy Development Plan Document
Replacement Unitary Development Plan

19/04817/MAF



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL



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**Former Site Of Sandbeds Methodist
Church
Swine Lane
East Morton
Keighley
West Yorkshire**

Appendix 1
12th November 2020

Ward: Keighley East

Recommendation:

That the Committee be minded to grant planning permission subject to the conditions as listed in this report.

Application Number:

19/04817/MAF

Type of Application/Proposal and Address:

A full planning application for the construction of eight dwellings with associated access, parking, and landscaping on the site of the former Sandbeds Methodist Church, Swine Lane, East Morton.

Applicant:

Mr & Mrs Gibson

Agent:

Mr Michael Ainsworth (MADP)

Site Description:

The site is situated off Swine Lane, close to the junction with Bradford Road, between Riddlesden and Sandbeds. The site extends to approximately 0.18 hectares and previously accommodated Sandbeds Methodist Church before its demolition a number of years ago. The site is located within a primarily residential area characterised by semi-detached and terraced properties, although directly south of the application site is a cluster of industrial units fronting Bradford Road.

Relevant Site History:

01/01267/FUL - Construction of two blocks of three starter homes with car parking spaces – Granted 03.08.2001

97/02779/OUT - Residential development – Granted 02.12.1997

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.

Planning (Listed Buildings and Conservation Areas) Act 1990

Sections 66(1) and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Any concern related to these provisions is addressed in detail later in this report.

Local Plan for Bradford:

The Core Strategy Development Plan Document 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 was allocated as a Phase 1 housing site (ref. K/H1.18) in the Replacement Unitary Development Plan, however, such housing allocations have not been saved and therefore the Council has no allocated housing sites. In 2011, it was reaffirmed at the Council's Executive that the unimplemented housing sites should be protected to meet the District's housing needs, and noted the extensive and robust statutory process through which the allocated sites were subjected to and that all such allocated sites should be accorded significant weight when considering their use for residential development.

Accordingly, the following Replacement Unitary Development Plan and adopted Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

NE3 Landscape Character Areas

Core Strategy Policies

P1 Presumption in Favour of Sustainable Development

SC1 Overall Approach and Key Spatial Priorities

SC4 Hierarchy of Settlements

SC8 Protecting the South Pennine Moors

SC9 Making Great Places

PN1 South Pennine Towns and Villages

PN2 Investment Priorities for the Pennine Town and Villages Sub Area

HO3 Distribution of Housing Development

HO5 Density of Housing Schemes

HO6 Maximising use of Previously Developed Land

HO8 Housing Mix

HO9 Housing Quality

DS1 Achieving Good Design

DS2 Working with the Landscape

DS3 Urban Character

DS4 Streets and Movement
DS5 Safe and Inclusive Places

EN2 Biodiversity and Geodiversity
EN3 Historic Environment
EN4 Landscape
EN5 Trees and Woodlands
EN7 Flood Risk
EN8 Environmental Protection

TR1 Travel Reduction and Modal Shift
TR2 Parking Policy
TR3 Public Transport, Cycling and Walking
TR4 Transport and Tourism
TR5 Improving Connectivity and Accessibility

Homes and Neighbourhoods - A Guide to Designing in Bradford 2020 SPD

As a supplementary planning document, it supports the local plan policies and advances the Government's agenda by putting high-quality design, healthy & happy communities, and inclusive design principles, at the forefront of market-appropriate and financially viable new housing in Bradford district.

The SPD outlines a number of principles when creating a neighbourhood:

Density and scale
Movement
Green streets
Safe and characterful streets
Open space
Water and drainage
Landscape
Biodiversity
Play
Housing mix
Topography and ground conditions
Roofs and building forms
Key buildings and corners
Parking
Waste
Making inclusive places

Parish Council:

Keighley Parish Town Council – No comments

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 16th January 2020.

The local planning authority has received 20 representations, comprising 11 objections from 7 people and 9 letters in support. There is also a petition against the application signed by 11 people. These representations are summarised below.

Summary of Representations Received:

Objections

Visual Amenity

- 2-metre high fence should not be built on the wall at Mayville Avenue
- 2-metre fence will make it look like a prison
- Proposed houses will look nothing like the neighbouring properties
- Existing houses are two-storey whereas the new houses will be three storeys
- Not characteristic with the area
- Dwellings should be single storey
- High density
- Dormer windows are a feature differing from neighbouring properties
- Overdevelopment with little space for landscaping

Highways

- Parking
- Congestion
- Moving the bus stop closer to junctions is potentially dangerous
- Existing problems for access and egress from Mayville Avenue will be exacerbated
- Construction traffic parking on Mayville Avenue
- Existing problems with access for properties on Beauvais Drive

Residential Amenity

- Loss of privacy
- Overlooking
- Overshadowing
- Noise
- Loss of view
- Loss of light
- Little outdoor space compared with neighbours
- Dwellings should be older peoples' housing or a health centre which would not cause overlooking or overshadowing.
- Should consider the responsibilities of the Council under Articles 1 and 8 of the Human Rights Act. – right to peaceful enjoyment of possessions including home and land, and right to private and family life.

Trees, Environment and Ecology

- Pollution
- Loss of trees
- Neighbours told trees felled due to root damage to drains
- Ecological and arboricultural surveys were both done after all the trees were cut down
- Several rare birds have used the habitat on site before trees felled
- Loss of habitat for bees, insects, and possibly hedgehogs
- Impact on bats
- No benefit in environmental and landscape terms
- Flood risk and lack of permeable landscaping/surfacing

Other

- Overcrowding
- Object to anything adjoining neighbour's boundary
- Reduction in property values
- Developer has not sent consultation letters to residents
- Pile driving would vibrate the ground causing cracks to appear on properties. Developers will be held responsible for any damage.
- Should view the site from Mayville Avenue to see the site from the neighbours' perspective.
- Would anyone be happy living behind a 3-storey brick wall with little or no sunlight.
- Support comments are from people who live further afield.

Support

- Area needs more housing
- Nicer than an overgrown untidy site
- Site is disused and an overgrown eyesore
- Would give more options for families to move to the area

Consultations:

Biodiversity – Although the preliminary ecological appraisal is of a high enough standard, because of the location, the development constitutes infilling of urban areas close to a Local Wildlife site, with the loss of connective habitat, so a full impact assessment is required with a calculation of net gain incorporated. Cannot support the application as there is insufficient information to assess its impact according to local and national policies.

Biodiversity (update) – Submitted updated ecological information and landscaping plan provides opportunities for biodiversity enhancements, although any approval should include conditions to secure native planting and a long term management plan.

Canal and River Trust – No comments.

Drainage – There is potential for surface water flooding so floor levels should be raised at least 150mm above ground level. Yorkshire Water need to confirm that discharge into the public sewer is acceptable. A surface water drainage strategy should be agreed before determination.

Drainage (update) – No objections to the proposed development subject to suggested conditions requiring the approval of a scheme for foul and surface water drainage, a maintenance plan for the surface water drainage scheme, and a requirement for finished floor levels above ground level as per the flood risk assessment.

Education – The development is unlikely to cause significant concerns regarding where children might attend school. There are currently places available in every year group across primary and secondary schools within a reasonable distance.

Environmental Health Air Quality – Development will need to provide type 1 mitigation consisting of the provision of electric vehicle charging points and adherence to the best practice on the control of dust and emissions from construction and demolition. The air

quality screening assessment demonstrates that the site is not at risk from exposure to elevated concentrations of air pollutants and that traffic emissions arising from the site will be negligible. Suggested conditions to control these matters.

Environmental Health Land Contamination – Agree with the recommendations presented in the Phase 1 Desk Study and therefore recommend conditions relating to further site investigations and remediation.

Highways – The proposal is unacceptable and requires the following amendments. ‘keep clear’ road marking indicated on plan and funded by the applicant. Relocation of the existing bus stop to be agreed with Metro. Access should be designed to adoptable standards, conforming to Type 3a or Type 3b street. Parking should be in curtilage and driveways should comply with LSDG; all driveways require 6m adjacent to allow turning.

Access to the shared area from Swine Lane should be ramped, service margins should continue around the full perimeter of the access. Tapers to visitor parking bays should be increased to have an angle of 30 degrees to ease access. The development may need to be reduced to meet adoptable standards. All existing redundant dropped crossing along the site frontage on Swine Lane need to be formally closed and replaced with full height kerbs and footway raised to an agreed specification; relevant annotations on plan required. If adoptable standards cannot be achieved, no more than five dwellings should be proposed from a private drive.

Highways (first update) – Amended plan alleviates many previous concerns, however the following amendments are required. ‘Keep clear’ marking needs to comply with current regulations as per the Traffic Sign Regulations and General Directions. It should be annotated on plan as such, explaining that details are to be agreed with the Council. This area of highway should be included within the red line boundary along with the bus stop bay to be relocated and redundant dropped crossing, such that these works can be conditioned. Details of bus stop relocation need to be agreed with WYCA.

With regard to the junction with Swine Lane, a ramped access with footways continuing into the site should be provided prior to tapering down to the proposed service margin. The radius kerbs around the junction should be reduced to 4m in order to encourage lower speeds upon entering the lower order street and aid crossing pedestrians and tactile paving should be provided at the dropped crossing along Swine Lane. The junction design should be checked with vehicular autotracks for a refuse vehicle.

Driveway dimensions to plots 1, 2, 6, and 7 fall short of minimum dimensions set out in the LSDG; for two spaces side by side the minimum width is 5.5m or 5.8m if pedestrian access is combined. Vehicular access to plot one is approximately just 6m from the site access with Swine Lane. Vehicles turning into these spaces could lead to vehicles waiting on Swine Lane in order to enter the site, in turn obstructing the free flow of traffic at the signalised junction.

Highways (second update) – The amended plan (drawing number 207F) alleviates previously raised highway safety concerns. Therefore, if approving the development, highways conditions and footnotes are suggested.

Landscape Design – The proposed gardens are inadequate for family use. Boundary

treatments are unclear and the street scene is dominated by the car and is a bland space. Detail of external works is required that improves the overall character and individual garden areas for residents. Cross sections are needed to enable an understanding of the external works, in particular the relationship between the development and Mayville Avenue. It is unclear what boundary treatment will face towards Mayville Avenue. Clarification needed regarding which areas will be public and private spaces. Public spaces will require management and details of this will be required.

Trees – Trees have been cut down pre-emptively. The pre-emptive felling of trees should be mitigated by commensurate tree planting on site. However, the proposed layout will not allow for any meaningful tree planting and therefore the application fails on policy EN5.

West Yorkshire Police – Suggest a series of measures that could be implemented across the development to improve security and reduce opportunities for anti-social behaviour and crime. Measures include window and door security, external lighting, boundary treatments, bin storage, and surveillance of garden and parking areas.

Yorkshire Water – The submitted Flood Risk Assessment requires additional information regarding the means of draining surface water from the development, which should demonstrate adherence to the surface water disposal hierarchy. Additionally, conditions are suggested to ensure separate drainage systems and implementation of drainage system before first drainage discharge.

Yorkshire Water (update) – The Flood Risk and Drainage Assessment is generally acceptable. Surface water may discharge to the public sewer at a maximum rate of 1.5 litres per second. Conditions recommended to control drainage.

Summary of Main Issues:

1. Principle of development
2. Housing density
3. Housing mix
4. Design, landscape, and trees
5. Residential amenity
6. Highway and pedestrian safety
7. Heritage implications
8. Drainage and flood risk
9. Biodiversity
10. Land quality
11. Planning obligations
12. Other planning matters
13. Community safety implications
14. Outstanding matters raised by representations

Appraisal:

1. Principle of development

The proposal seeks permission for the construction of 8 dwellings on the site of the former Sandbeds Methodist Church, Swine Lane, East Morton. The site extends to 0.18 hectares

and comprises a vacant and partly overgrown rectangular parcel of land, with access directly onto Swine Lane between the junctions with Bradford Road and Mayville Avenue. Directly north of the site is Mayville Avenue, to the south is a series of industrial units fronting onto Bradford Road, and to the east are residential properties on Bowwood Drive. Although the site is classed as being within East Morton, it sits within the relatively linear stretch of development alongside Bradford Road, between Sandbeds and Riddlesden.

The site previously benefitted from full planning permission for the construction of six dwellings (application reference 01/01267/FUL) and an earlier outline consent approved an indicative scheme of 8 dwellings in a similar layout to this current proposal (application reference 97/02779/OUT), although neither of these schemes have been implemented and both approvals expired a significant number of years ago.

The site was previously identified as a Phase 1 housing site in accordance with Policy H1 of the RUDP, however this policy and the associated housing allocations were not saved as part of the RUDP and therefore the Council has no allocated housing sites. Nevertheless, in 2011, the Council's Executive resolved to clarify the status of these sites, affirming the need to give significant weight to any such unimplemented sites based upon the extensive work and statutory processes undertaken in their original allocation as part of the RUDP.

When considering this application consideration must be given to paragraph 59 of the revised NPPF, which continues to stress the need for Local Planning Authorities to boost significantly the supply of new housing. The Core Strategy reiterates this strong policy support for delivering new housing and emphasises that housing delivery is one of the key issues facing the district.

Paragraph 73 of the NPPF directs that Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against the identified housing requirement as set out in adopted strategic policies, or against the local housing need where strategic policies are more than five years old. Where there has been a record of persistent under delivery of housing the LPA should identify an additional 20%.

The Council's Five Year Housing Land Statement (2018-2023) indicates that there is a substantial shortfall in housing land relative to the aforementioned requirements with a current supply of 2.06 years. Under these circumstances paragraph 11 of the NPPF confirms that the relevant policies for the supply of housing should not be considered up-to-date.

In light of the record of persistent under-delivery and the housing land supply shortfall relative to the requirements of the NPPF, there is an urgent need to increase the supply of housing land in the District.

Core Strategy Policy HO3 identifies a need for 100 dwellings in East Morton and 4500 in the broader Keighley area, so the development of 8 dwellings would therefore make a small, but helpful, contribution towards meeting the district's identified housing need and would make use of previously developed land.

The relatively sustainable location of the site, the absence of a five-year housing land

supply, and the use of previously developed land, weigh heavily in favour of accepting the principle of development.

2. Housing density

The development site has an area of approximately 0.18 hectares and proposes the construction of 8 dwellings, which achieves a density of approximately 44 dwellings per hectare. This exceeds the minimum density promoted by Core Strategy HO5, which indicates that developments should normally achieve a minimum density of 30 dwellings per hectare. Detailed density targets applying to specific sub-areas will be set out within the Allocations DPD, although at present 30dph is the target minimum density.

On this basis, the proposal is considered to present an acceptable housing density in accordance with the requirements set out within policy HO5 of the Core Strategy DPD.

3. Housing mix

Policy HO8 of the Core Strategy seeks to ensure that a mix and balance of housing is provided to meet the needs of the District's growing and diverse population. The policy identifies that there is a need for a variety of housing across the district in terms of the type, size, price, and tenure. Until the adoption of the Land Allocations DPD, there is no detailed guidance available on housing mix, although Policy HO8 promotes a particular emphasis on family housing.

The proposed development consists entirely of three-bedroomed properties, although plots 6-8 include a study, which could be used as an additional, fourth bedroom. The proposal will contribute towards meeting the objectives of providing family homes, which is a key aim of policy HO8.

4. Design, landscape, and trees

The Core Strategy DPD and Revised NPPF require that development proposals make a positive contribution to achieving good design and high quality places. Core Strategy Policy SC9 directs that development proposals should take opportunities to improve areas, create a strong sense of place, and provide a well-connected network of attractive routes and spaces.

Policies DS1, DS2, and DS3 of the Core Strategy DPD set out a number of criteria against which the LPA will assess development proposals. The criteria include that, among others, proposals should create a strong sense of place and be appropriate to their context in terms of layout, scale, density, details, materials, and landscaping.

The site lies within the Airedale Landscape Character Area and therefore Policy EN4 of the Core Strategy is relevant. This requires that development proposals should make a positive contribution towards the conservation, management, and enhancement of the diversity of landscapes within the District.

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.

Earlier this year, the Council adopted a design guide titled 'Homes and Neighbourhoods: A Guide to Designing in Bradford'. This SPD sets out the Council's priorities and detailed design guidance for residential developments. The SPD carries weight when assessing planning applications for residential development. The SPD details the Council's expectations and helps to identify schemes that deviate significantly from expected design standards and opportunities.

The Government's National Design Guide supports the NPPF's renewed focus on improving design and supplements design guidance contained within the Government's planning practice guidance.

The general layout, design, and appearance of the proposed dwellings are acceptable. The development respects the scale and layout of existing buildings in the vicinity, which are primarily two storey semi-detached and terraced dwellings. The proposal will introduce two rows of three dwellings and one pair of semi-detached properties, all of which will be two-storey but with habitable rooms in the loft spaces. Dwellings will be constructed with natural stone walls and grey slate roofs with white UPVC windows and doors.

The dwellings will sit comfortably within the street scene, being similar in scale to surrounding residential properties, and following the gradient of Swine Lane such that they sit at a slightly lower level than adjacent properties on Swine Lane and Mayville Avenue. The landscaping plan indicates the introduction of soft landscaping along the Swine Lane frontage to help soften the site's appearance and improve the environmental setting of the development.

It is noted that a number of trees and low-level vegetation have been removed from the site, however this occurred prior to the submission of this planning application and did not include the removal of any protected trees. Therefore, the pre-emptive site clearance did not require consent. Nevertheless, any approval should require the submission of a scheme of hard and soft landscaping to ensure appropriate planting is introduced, particularly around the site boundaries to help soften its visual impact from surrounding viewpoints and ensure the development sits comfortably within the local environment and does not adversely affect the local environment.

Overall, the development will achieve an acceptable design and result in an improvement in the general character and appearance of the site and its connection with the wider area. Appropriately worded conditions should be appended to the decision notice regarding approval of materials, landscaping, and bin storage and, subject to compliance with such conditions, the development is considered acceptable in terms of its impact on the local environment.

5. Residential amenity

Policy DS5 of the Core Strategy DPD and the NPPF require that development proposals make a positive contribution to quality of life through high quality design and that developments should not harm the amenity of existing or prospective users and residents.

Policy HO9 of the Core Strategy identifies that a key objective for the District is to ensure that new housing creates popular neighbourhoods with high standards of quality and

design. It is important that new housing is designed to create sustainable, high quality places where people aspire to live, and which supports strong communities and healthy lifestyles.

The site layout provides for residential dwellings that would achieve acceptable internal space and accommodation, and receive adequate levels of daylight and outlook for habitable rooms. Appropriate outdoor private amenity space and parking is included within individual curtilages and there is sufficient space for bin storage.

In terms of the relationship between the new-build dwellings and existing adjacent residential properties, the layout, site sections, and proposed plans demonstrate a reasonable relationship between properties. Dwellings would maintain appropriate separation distances and would not adversely affect the amenity of residents through overlooking, overshadowing, or other adverse impacts.

It is noted that directly south of the site is a small complex of industrial units, which present a blank façade towards the development site. Planting will be introduced alongside sections of this boundary but Environmental Health have raised no concerns in regard to noise or other disturbances from this adjacent commercial site. It is therefore considered unlikely that there will be any significant implications resulting from this.

The proposed development will not create adverse living conditions and is acceptable in terms of the impact on residential amenity, thereby compliant with policies DS5 and HO9 of the Core Strategy DPD, the Homes and Neighbourhoods SPD, and the NPPF.

6. Highway and pedestrian safety

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

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

Paragraph 109 of the NPPF makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraphs 108 and 110 of the NPPF confirm that development should be designed to minimise traffic and highway safety implications.

Core Strategy Policy TR1 requires that developments should aim 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. Policy TR2 seeks to manage car parking to help manage travel demand, support the use of sustainable travel modes, and meet the needs of disabled and other groups whilst improving quality of place. Appendix 4 provides indicative parking standards for new developments and Policy DS4 sets out design criteria for streets and car parking, indicating that developments should support the

overall character of the place and take a design led approach to car parking.

Policies TR3 and DS4 of the Core strategy require that development proposals should take the opportunities to encourage people to walk, cycle and use public transport through, amongst other things, creating a network of routes which are well overlooked and convenient, connecting to existing street and path networks and integrating existing footpaths/cycle routes on the site into the development.

The proposal has undergone various revisions in response to comments raised by the Council's Highways Engineer regarding a number of technical design matters. The revised site plan now shows that the site will be accessed via a ramped access, with footways into the site from Swine Lane, appropriate visibility splays, and a 'keep clear' box to ensure that traffic does not back up at the junction of Bradford Road.

The revised internal layout now includes a suitable turning facility, which allows for servicing of the dwellings, including for refuse collection, and the number of parking spaces is sufficient for the development.

The site is located in a relatively sustainable location with shops and services within the area and regular bus routes operating between the local centres. As such, occupants will not be reliant upon private car ownership to access day-to-day facilities. In order to facilitate the ownership and use of electric vehicles, a condition should be appended to the decision requiring the installation of an electric vehicle charging point for each property.

The revised site plan provides an acceptable scheme in terms of the access points onto Swine Lane, internal access and turning facilities, and sufficient off-street parking to serve future residents. The development will not result in the generation of a significant level of traffic movements and the overall impact of the proposed development on highway safety is therefore acceptable in accordance with the abovementioned policies.

7. Heritage implications

Core Strategy Policy EN3 relates to developments affecting the historic environment. This policy requires that developments, among other things, preserve, protect, and enhance the character, appearance, and historic value and significance of heritage assets; this would include the conservation area, listed building, and setting of nearby listed buildings.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Paragraph 193 of the National Planning Policy Framework advises that when considering the impact of development on the significance of a designated heritage asset, great weight

should be given to the asset's conservation.

The application site does not form part of a heritage asset and the nearest designated heritage assets are the Leeds Liverpool Canal conservation area and the grade II listed Swine Lane bridge, both of which are located to the north of the application site.

Considering the separation distances, topography, and intervening built form between the application site and the nearest heritage assets, the proposed development is not considered to cause harm to their setting. The proposal does not present any adverse heritage implications and is therefore acceptable when considered against the requirements of the abovementioned policies and legislation.

8. Drainage and flood risk

Paragraph 163 of the NPPF requires that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood risk assessment. Development should only be allowed in areas at risk of flooding where it meets the five criteria set out within paragraph 163.

Paragraph 165 of the NPPF sets out the importance of the use of sustainable drainage systems for major developments and requires that the systems used should take account of advice from the lead local flood authority; have appropriate proposed minimum operational standards; have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and where possible, provide multifunctional benefits.

At the local level, the objectives of the NPPF are reflected in Policy EN7 of the Core Strategy, which states that the Council will manage flood risk pro-actively. In assessing development proposals this will require that all sources of flooding are addressed, that proposals will only be acceptable where they do not increase flood risk elsewhere, and that any need for improvements in drainage infrastructure is taken into account.

The site is located within flood zone 1, which is the lowest category of flood risk. The site area is less than the 1-hectare threshold for requiring the submission of a flood risk assessment. The Environment Agency's flood maps indicate that a small part of the site is at low risk from overland flow.

The Council's Drainage Engineer and Yorkshire Water reviewed the submitted information and initially requested further details, including clarification of ground levels and means of surface water disposal.

Following receipt of an update flood risk and drainage impact assessment, both the Council's Drainage Engineer and Yorkshire Water have confirmed that the development is acceptable in terms of the risk of surface water flooding and the proposed means of foul and surface water drainage, subject to a number of suggested conditions.

Therefore, in order to ensure the appropriate drainage of the site and to mitigate against potential surface water flooding, any approval should include appropriately worded conditions to require the approval of a scheme for foul and surface water drainage, a

maintenance plan for surface water drainage scheme, and for finished floor levels to be set higher than adjacent ground level, all in accordance with the submitted flood risk and drainage impact assessment.

Subject to the approval of appropriate details and implementation of such drainage systems, the proposed development is considered acceptable and does not present any significant concerns for drainage or flood risk.

9. Biodiversity

Core Strategy Policy EN2 states that proposals should contribute positively towards the overall enhancement of the District's biodiversity resource. They should seek to protect and enhance species of local, national, and international importance and to reverse the decline in these species. The Council will seek to promote the creation, expansion, and improved management of important habitats within the district and more ecologically connected patchworks of grasslands, woodlands, and wetlands. Core Strategy policy EN5 confirms that, in making decisions on planning applications, trees and areas of woodland that contribute towards the character of a settlement or its setting or the amenity of the built-up area, valued landscapes or wildlife habitats will be protected.

Opportunities for specific habitat creation within development proposals will be sought, including provision for future management. Development that would cause serious fragmentation of habitats, wildlife corridors or have a significantly adverse impact on biodiversity networks or connectivity will be resisted. Paragraph 170 of the NPPF confirms that one of the government's objectives for the planning system is to minimise impacts on biodiversity and provide net gains in biodiversity where possible.

The Council's Biodiversity Officer initially objected to the application on the basis that it did not include sufficient information regarding biodiversity and net gain. Following the submission of an updated biodiversity impact assessment, including an assessment of net gain using the Defra biodiversity metric, the Council's Biodiversity Officer has confirmed that the proposal is acceptable subject to certain conditions, as listed below.

The biodiversity metric indicates a relatively high net loss of biodiversity as a percentage of the existing biodiversity value, but this is in the context of the site having a very low existing value of only 0.35 units. The landscaping plan has been updated in response to Officer's suggestions and now includes a greater level of native planting, particularly in public areas and along the site frontage, which will support biodiversity. The proposal also includes the introduction of bat and bird boxes to provide further mitigation and enhancement.

Whilst the removal of some trees and vegetation has occurred, this did not require consent and the introduction of native tree species and flora will enhance the value of the site. Subject to suitably worded conditions requiring the submission of an appropriate scheme of landscaping and a landscape and ecological management plan (LEMP), the proposed development is considered acceptable in terms of the biodiversity implications.

10. Land quality

Paragraph 178 of the Revised NPPF states that planning decisions should ensure that the

site is suitable for its proposed use taking account of ground conditions, land stability, and contamination, including risks arising from natural hazards, former activities such as mining, or pollution from previous uses. The NPPF also advises that in cases where land contamination is suspected, applicants must submit adequate site investigation information, prepared by a competent person.

Policy EN8 of the Core Strategy requires that where land may be contaminated or unstable appropriate investigation and remediation is undertaken in order that the development will not pose a risk to human health, public safety and the environment.

The Council's Environmental Health team have reviewed the submitted ground investigation report and confirm their agreement with the recommendations presented in the report. Historically, a Methodist church occupied the site, between 1961 and 1993, approximately. Based on the proposed end use of residential properties, it is recommended that a limited intrusive site investigation is undertaken to obtain samples from areas of previous development and close to the boundary with the previous industrial area of land use.

Environmental Health therefore suggest a series of conditions to secure the necessary ground investigations and to control the remediation of the site, to ensure ground conditions are appropriate for residential purposes.

Subject to the recommended conditions to secure appropriate remediation of the site, the proposed development will be acceptable in terms of land quality and would accord with the requirements of the aforementioned NPPF and Core Strategy DPD.

11. Planning obligations

The application seeks permission for the construction of eight dwellings, which falls below the threshold for affordable housing provision in accordance with Policy HO11 of the Core Strategy DPD.

The site is located within CIL residential zone 3, within which there is a charge of £20 per square metre of newly developed floor space, although this is currently £23.34 per sqm with the current index rate of 16.7%. Based on the net additional floor area of 796 sqm, the development generates a CIL charge of £18,594.

12. Other planning matters

The proposal raises no other planning related matters that have not been addressed within the report or through appropriately worded conditions, as listed below.

13. Community safety implications

Whilst anti-social behaviour, crime, and vandalism are generally a matter for the Police, paragraph 91 of the NPPF states that decisions should promote a 'safe and accessible environment where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion'.

West Yorkshire Police have advised regarding a number of measures to improve the

general security of properties and to minimise opportunities for crime and antisocial behaviour. The planning related measures can be controlled through conditions which should require approval of boundary treatments and landscaping to ensure these are of an appropriate scale, type, and position to achieve the desired level of security, and approval of bin storage details.

Subject to the necessary conditions listed below, the proposal does not pose any significant apparent community safety implications and accords with the requirements of Policy DS5 of the Core Strategy DPD and the NPPF.

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

14. Outstanding matters raised by representations

- Dwellings should be older peoples' housing or a health centre which would not cause overlooking or overshadowing.

The application must be assessed as submitted and on its own planning merits.

- Should consider the responsibilities of the Council under Articles 1 and 8 of the Human Rights Act. – right to peaceful enjoyment of possessions including home and land, and right to private and family life.

The human rights of local residents and those of future residents have been considered in the assessment of the application.

- Neighbours told trees felled due to root damage to drains

- Developer has not sent consultation letters to residents

- Object to anything adjoining neighbour's boundary

- Reduction in property values

- Loss of view

- Construction traffic parking on Mayville Avenue

- Pile driving would vibrate the ground causing cracks to appear on properties. Developers will be held responsible for any damage.

- Should view the site from Mayville Avenue to see the site from the neighbours' perspective.

- Would anyone be happy living behind a 3-storey brick wall with little or no sunlight.

- Support comments are from people who live further afield.

These are not material planning considerations that can be taken into account in the assessment of this application beyond any considerations detailed in the report above.

Reason for Granting Planning Permission

The scheme proposes a residential development of an unallocated and previously developed site. The scale, form, layout, and design of the proposal are acceptable and raise no concerns in regard to the aforementioned considerations. The proposal is therefore considered acceptable and, subject to the listed conditions, satisfies the requirements of the above-listed policies of the Replacement Unitary Development Plan, Core Strategy Development Plan Document, and the National Planning Policy Framework.

Conditions of Approval:

1. Approved plans

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

Location plan - 100A - received 26th October 2020

Site plan - 207G - received 19th October 2020

Block plan and visibility splay plan - 208G - received 19th October 2020

Site sections - 204C - received 19th October 2020

Landscaping plan - 205G - received 19th October 2020

Plots 1-5 plans and elevations - 206C - received 19th October 2020

Plots 6-8 plans and elevations - 209A - received 19th October 2020

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

2. Three Year Time Limit

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

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

3. Sample materials

Before development above damp proof course commences on site, samples of all external facing and roofing materials to be used in the development shall be submitted to the Local Planning Authority. The samples shall then be approved in writing by the Local Planning Authority and the development constructed in accordance with the approved details.

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

4. Implement means of 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 207G, dated August 2019 and received by the Local Planning Authority on 19th October 2020 and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to accord with Policy DS4 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

5. Close existing access

Concurrently with the construction of the new access and prior to it being brought into use, the existing vehicular access to the site shall be permanently closed off with a full kerb face and the footway returned to full footway status, in accordance with the approved plan numbered 207G, dated August 2019 and received by the Local Planning Authority on 19th

October 2020.

Reason: In the interests of highway safety and to accord with Policies TR2 and DS4 of the Core Strategy Development Plan Document.

6. Provide parking areas

Before any part of the development is brought into use, the off-street car parking facility shall be laid out, hard surfaced, sealed and drained within the curtilage of the site in accordance with the approved drawings. The gradient shall be no steeper than 1 in 15 except where otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to accord with Policies TR2 and EN7 of the Core Strategy Development Plan Document.

7. Provide turning area

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

Reason: To avoid the need for vehicles to reverse on to or from the highway, in the interests of highway safety and to accord with Policy TR2 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

8. Off-site highway improvements

Before any part of the development is brought into use, the off-site highway improvement works, which includes 'keep clear' road markings on Swine Lane at the site access junction, and which is indicated on drawing number 207G received by the Local Planning Authority on 19th October 2020, shall be implemented on site in accordance with a specification to be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure safe and free flow of traffic, in accordance with Policy DS4 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

9. Electric vehicle charging points

Before the date of occupation of each residential unit on site dedicated parking shall be provided with access to a fully operational 3-pin socket on a dedicated 16A circuit, capable of providing a 'trickle' charge to an electric vehicle. Charging points should be provided via outdoor, weatherproof sockets within easy access of the parking areas or within a dedicated garage space. All EV charging points shall be clearly marked with their purpose and drawn to the attention of new residents in their new home welcome pack/travel planning advice.

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 Policy EN8 of the Core Strategy Development Plan Document, the West Yorkshire Low Emission Strategy, and the National Planning Policy Framework.

10. Separate drainage systems

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 EN8 of the Core Strategy Development Plan Document.

11. Drainage details

The development shall not commence 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 surface water drainage scheme shall be designed in accordance with the principles outlined in the Flood Risk and Drainage Impact Assessment, ref. 2019-093-A, dated 07/01/2020 by FRDS. The maximum surface water discharge rate, off-site, shall not exceed 1.5 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 Core Strategy Development Plan Document and the National Planning Policy Framework.

12. Drainage maintenance plan

The surface water drainage infrastructure serving the development shall be managed in strict accordance with the terms and agreements, over the lifetime of the development, as set out in a Surface Water Drainage Maintenance and Management document to be submitted to the Council (as Lead Local Flood Authority) for approval prior to the commencement of the drainage works.

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 Core Strategy Development Plan Document and the National Planning Policy Framework.

13. Finished floor levels

The Finished floor levels shall be set higher than the adjacent ground level, as per the recommendations in the Flood Risk and Drainage Impact Assessment, ref. 2019-093-A, dated 07/01/2020, by FRDS.

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 Core Strategy Development Plan Document.

14. Site investigation

Prior to construction of the development, a 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 Core Strategy Development Plan Document.

15. Site investigation implementation

Prior to construction of the development, the Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme. A written report, including a remedial options appraisal scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Core Strategy Development Plan Document.

16. Remediation strategy

Prior to construction of the development, a detailed remediation strategy, which removes unacceptable risks to all identified receptors from contamination, shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Core Strategy Development Plan Document.

17. 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 completion of the development.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with policy EN8 of the Core Strategy Development Plan Document.

18. Unexpected contamination

If, during the course of development, contamination not previously identified is found to be present, no further works shall be undertaken in the affected area and the contamination shall be reported to the Local Planning Authority as soon as reasonably practicable (but within a maximum of 5 days from the find). Prior to further works being carried out in the identified area, a further assessment shall be made and appropriate remediation implemented in accordance with a scheme also agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is remediated appropriately for its intended use and to comply with Policy EN8 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

19. Materials importation

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

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 Core Strategy Development Plan Document and the National Planning Policy Framework.

20. PD Rights removal

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any subsequent equivalent legislation) no development falling within Classes A to F of Part 1, or Class A of Part 2 of Schedule 2 of the said Order shall subsequently be carried out to the development hereby approved without the prior express written permission of the Local Planning Authority.

Reason: To safeguard the amenities of occupiers of adjoining properties and in the interests of visual amenity and to accord with Policies DS3 and DS5 of the Core Strategy Development Plan Document.

21. Landscaping scheme

No development above damp proof course level shall be carried out on the hereby approved dwellings until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall show the following details:

- i) Position of any trees to be felled, trees to be retained, proposed trees and defined limits of shrubs and grass areas.
- ii) Numbers of trees and shrubs in each position with size of stock, species, and variety.
- iii) Types and scale of enclosures (fences, railings, walls).
- iv) Types of hard surfacing (pavings, tarmac, etc.).
- v) Regraded contours and details of changes in levels, including any necessary retaining structures.
- vi) Details of measures for management and maintenance of any communal landscaped areas not comprising part of the domestic curtilages

The landscaping scheme so approved shall be implemented in its entirety to the satisfaction of the Local Planning Authority during the first available planting season following the completion of the dwellings hereby approved.

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

Reason: In the interests of visual amenity and landscape character and to accord with policies DS1, DS2, DS3, and EN5 of the Core Strategy Development Plan Document.

22. Landscape maintenance

Prior to the occupation of any part of the development, a schedule of landscape maintenance for all amenity and recreation open space areas within the site and covering a minimum period of 25 years shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include a plan to define all communal hard and soft

landscaped areas to be maintained under the maintenance regime, an outline of maintenance works to be undertaken and the frequency of those works, 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 EN5 of the Core Strategy Development Plan Document.

23. Landscape and ecological management plan

No development above damp proof course level shall be carried out on the hereby approved dwellings until a landscape and ecological management plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall be complied with and shall include the following:

- i) Description and evaluation of features to be managed.
- ii) Any ecological constraints on site that might influence management.
- iii) Identify ecological enhancement measures such as SUDs features, tree planting, inclusion of nectar and pollen species and berry and seed producing species, native tree, hedge and shrub species, connected habitats and green spaces, swift ledges, bat tiles and bricks, and bird features.
- iv) Aims and objectives of management.
- v) Appropriate management options.
- vi) Preparation of a work schedule including an annual work plan capable of implementation across a five-year period.
- vii) Details of the body or organisation responsible for implementation of the plan.
- viii) Ongoing monitoring and remedial measures.

Reason: To ensure protection and enhancement of biodiversity, to achieve a satisfactory standard of landscaping in the interests of visual amenity, and to accord with policies SC9, EN2, EN3, DS1, DS2, and DS3 of the Core Strategy Development Plan Document and National Planning Policy Framework.

24. Implement biodiversity and landscape works

All biodiversity and landscape works shall be carried out in accordance with the approved details. The works shall be carried out in accordance with a programme that shall be submitted for approval in writing to the Local Planning Authority prior to the occupation of the hereby approved dwellings.

Reason: To achieve a satisfactory standard of landscaping in the interests of amenity and to accord with Policies DS1, DS2, DS3, EN2, and EN3 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

25. Bat and bird box details

Prior to the occupation of the dwellings, details of bat and bird nest boxes to be incorporated into the design of dwellings shall be submitted to and approved in writing by the local planning authority. The bat and bird nest boxes 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: To ensure that the development contributes positively towards the overall enhancement of the District's biodiversity resource and to accord with policy EN2 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

26. Bin storage

Full details of the proposed bin storage enclosures shall be submitted to and approved in writing by the Local Planning Authority. The enclosures shall then be provided in accordance with the approved details prior to the first occupation of the dwellings hereby permitted and retained thereafter.

Reason: In the interest of visual amenity and highway safety and to comply with policies DS3 and DS5 of the Core Strategy Development Plan Document.

Informatives:

Yorkshire Water:

The developer should also note that the site drainage details submitted have not been approved for the purposes of adoption or diversion. If the developer wishes to have the sewers included in a sewer adoption agreement with Yorkshire Water (under Section 104 of the Water Industry Act 1991), they should contact Yorkshire Water's Developer Services Team (telephone: 0345 120 84 82, email: technical.sewerage@yorkshirewater.co.uk) at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with the WRc publication 'Sewers for Adoption - a design and construction guide for developers' 6th Edition, as supplemented by Yorkshire Water's requirements.

Street lighting:

If your development affects any street lighting columns, please contact Mr A Preece on 01274 434019 of the Street Lighting Section before works commence.

EV charging:

- A standard electric vehicle charging point is one which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is however more likely to be future-proof (see current government consultation).
- Standard charging points for single residential properties that meet the requirements specified in the latest version of "Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)" by the Office for Low Emission Vehicles will be acceptable. Charging points that provide Mode 3 charging with a continuous output of least 16A (3.5kW) and have Type 2 sockets would be acceptable.
- The electrical supply of the final installation should allow the charging equipment to operate at full rated capacity.
- The installation must comply with all applicable electrical requirements in force at the time of installation.
- It is the responsibility of the developer to ensure that the provision of EV charging is adequately incorporated into the design of the development such that there are no health and safety matters arising from trailing cables in public areas. If necessary, supply cables may need to be placed beneath footpath areas and charging points positioned adjacent to

parking areas on mounting posts or similar.