

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held On 28th September 2023

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Subject:

A full planning application for the proposed demolition of the former HMRC office and the construction of a mixed-use development comprising 289 residential dwellings and 722 square metres of flexible Class E (Commercial, Business and Service) floorspace providing a workspace hub and café at 2 Riverside Estate, Shipley, BD98 8AA.

Summary statement:

The loss of the existing office space has been robustly justified as it is no longer suitable in terms of its location, accessibility, relationship with neighbouring land uses and market significance. The proposal would re-develop a sustainably located brownfield site with high quality and much needed new housing and complimentary commercial uses, making a valuable contribution towards addressing the under supply and under delivery of housing in the district. The principle of development is considered to be acceptable.

A less than substantial degree of harm would be incurred to the Saltaire World Heritage Site and Saltaire Conservation Area, and this would be outweighed by the public benefits of the development in terms of providing much needed new housing, removing a detractor building, improving views into the World Heritage site, providing new publically accessible greenspaces and enabling new opportunities for appreciating surrounding heritage assets. The development would not result in any adverse implications for the setting of Saltaire Mills, Victoria Works, Roberts Park, 5,6 and 7 Jane Hills, Leeds Liverpool Canal Conservation Area, or Baildon Green Conservation Area.

The development would provide 5 affordable housing units which falls below the 58 units required by policy HO11 of the Core Strategy. However, a Viability Assessment Report has been provided, and independently reviewed by the Valuation Office Agency, which confirms that because of the abnormal costs associated with developing the site a policy compliant level off affordable housing provision is not viable. The reduced level of affordable housing provision is therefore considered to be justified having taken account of scheme viability.

The development presents no significant adverse impacts with regard to landscape character, design, density, housing mix, housing quality, residential amenity, flood risk, drainage, air quality, land quality, nuisance, highway and pedestrian safety, trees, biodiversity, rights of way or community safety.

A full assessment of the application against all relevant planning policies and material planning considerations is included at Appendix 1. Through the attachment of the proposed conditions and a Section 106 Legal Agreement to secure affordable housing, a contribution of £108,551.29 towards offsetting recreational impacts on the South Pennine Moors SPA/SAC and the management arrangements for estates roads, car parking areas, drainage infrastructure and public open spaces the proposal is considered to be acceptable, and it is recommended that planning permission is granted.

EQUALITY & DIVERSITY:

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

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

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

Richard Hollinson
Assistant Director (Planning,
Transportation & Highways)

Portfolio:

**Change Programme, Housing, Planning and
Transport**

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Overview & Scrutiny Area:

Regeneration and Economy

1. SUMMARY

The Regulatory and Appeals Committee are asked to consider the recommendations for the determination of planning application reference 22/04182/MAF made by the Assistant Director (Planning, Transportation and Highways) as set out in 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 set out in the Officer's Report at Appendix 1.

4. FINANCIAL & RESOURCE APPRAISAL

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

5. RISK MANAGEMENT & GOVERNANCE ISSUES

Nonrelevant to this application.

6. LEGAL APPRAISAL

The options set out are within the Council's powers as the Local Planning Authority under the provisions of the Town and Country Planning Act 1990 (as amended).

7. OTHER IMPLICATIONS

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

7.1 SUSTAINABILITY IMPLICATIONS

The application is supported by a detailed Sustainability Strategy. The development will minimise energy and CO2 emissions through the use of passive design measures and the use of energy efficient equipment. The use of potable water in sanitary applications will be minimised using low water use fixtures and fittings. The development will be designed and constructed to conserve resources, increase efficiency and use sustainably sourced materials. The development will incorporate sustainable drainage features through the use of, permeable paving, sediment sumps/catch pits and swales. Construction waste will be minimised with the implementation of a Resource Management Plan. The development will minimise air pollution by incorporating an all-electric building strategy and light pollution will be minimised through the appropriate selection and location of external lighting. Finally, health and wellbeing has been considered as an integral part of the design process with consideration of light and noise levels, natural ventilation and access to on-site greenspaces. No adverse sustainability implications are therefore foreseen.

The development meets the sustainability criteria outlined in relevant national and local planning policies. Namely, the National Planning Policy Framework (2023), The Core Strategy Development Plan Document (2017), The Homes and Neighbourhoods Design Guide (2020) and the Sustainable Design Guide (2006) Supplementary Planning Documents.

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

The development of new buildings and land for residential purposes will invariably result in an increase in greenhouse gas emissions associated with both construction operations and the activities of future users of the site. Consideration should also be given as to whether the location of the proposed development is such that the use of sustainable modes of travel would be best facilitated and future greenhouse gases associated with activities of the residents are minimised.

It is accepted that the proposed development would result in greenhouse gas emissions. However, it is considered that such emissions are likely to be relatively lower than would be the case for alternative, less sustainable locations.

To encourage alternative means of transport Electric Vehicle (EV) charging points will be secured by a planning condition at a rate of 1 per residential unit, for units with allocated parking, in line with the Type 1 Mitigation requirements set out in the Bradford Low Emission Strategy. A Travel Plan will also be implemented to promote walking, cycling and public transport use in the vicinity of the site. A Travel Plan Coordinator will be appointed, and an annual monitoring report will be submitted to the council for review. If the monitoring report shows that the target mode shares have not been achieved information shall be submitted detailing what further measures will be taken to assist with achieving the stated targets. The Travel Plan will continue as a formal process for 5 years after first occupation of the development and its implementation will be secured by a planning condition.

7.3 COMMUNITY SAFETY IMPLICATIONS

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

7.4 HUMAN RIGHTS ACT

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

7.5 TRADE UNION

There are no Trade Union implications arising from the proposal.

7.6 WARD IMPLICATIONS

The Technical Report at Appendix 1 summarises the material planning issues raised by representations and the appraisal gives full consideration to the effects of the development upon residents of Shipley Ward.

7.7 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.8 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

The Committee can approve the application as per the recommendation contained in the main report or refuse the application.

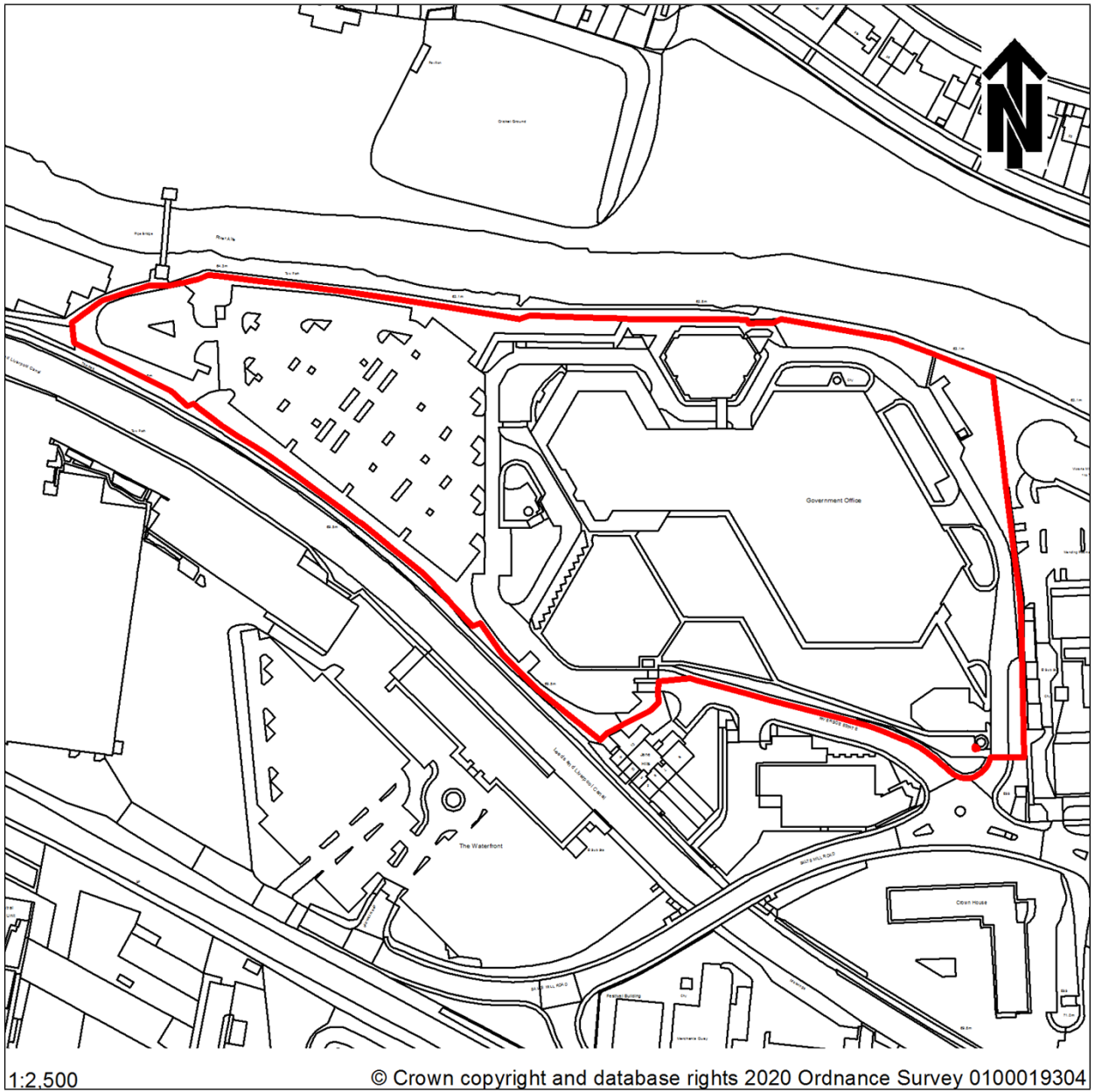
If the Committee decide that planning permission should be refused, the reason(s) for refusal will need to be given based upon development plan policies and/or other material planning considerations.

10. RECOMMENDATIONS

The application is recommended for approval, subject to the conditions included with Appendix 1 and the completion of a Section 106 Agreement.

11. APPENDICES

Appendix 1: Technical Report



Former HMRC Office
2 Riverside Estate
ShIPLEY
West Yorkshire
BD98 8AA

Appendix 1

Ward:
ShIPLEY

Recommendation:

That the Committee grant planning permission subject to a S106 Agreement and with conditions as listed in this report and that the Assistant Director Planning Transportation & Highways be authorised to exercise delegated powers to issue the grant of permission on completion of the S106 Agreement.

Application Number:
22/04182/MAF

Type of Application/Proposal and Address:

A full planning application for the demolition of the former HMRC office and the construction of a mixed-use development comprising 289 residential dwellings and 722 square metres of flexible Class E (Commercial, Business and Service) floorspace providing a work space hub and café.

Applicant:
Artisan Real Estate Ltd

Agent:
Mr Joe Flanagan (ID Planning)

Site Description:

The site is located on the Riverside Estate to the north-west of ShIPLEY and approximately 4 miles from Bradford city centre.

The site currently comprises a large vacant office building with a floorspace of approximately 1.1 hectares (ha), with landscaping, car parking and circulation space giving a total site area of 4.8ha. The building complex consists of a main building of conjoined hexagonal shapes, at two different heights, extending to seven storeys including basement and lower ground floor. On the northern edge of the site, between the main building and the river, is a welfare block which provides recreation spaces including two squash courts, a lounge and bar. The western aspect of the site consists of a large hard surfaced car park and amenity landscaping with an area of approximately 1.2ha.

The River Aire and a riverside public footpath lie on the northern boundary of the site and are separated from the site by 2m high railings and concrete walling. A large section of the southern boundary is adjacent to the Leeds Liverpool Canal towpath and this boundary is secured by 2m high railings and a mature tree line. The eastern boundary separates the site from the Victoria Mills complex with a 3m wide buffer strip of shrubs and trees.

The western corner of the site is located within the Saltaire World Heritage Site and the remainder of the site is within the Saltaire World Heritage Site Buffer Zone. There are three conservation areas situated within 500m of the site, comprising the Saltaire, Leeds-Liverpool Canal and Baildon Green Conservation Areas. The majority of nearby

heritage assets are located within the core of the world heritage site, with the exception of 5, 6 and 7 Jane Hills (Grade II Listed Buildings) to the south of the site and the Victoria Mills complex (Grade II Listed Buildings) to the east.

Relevant Site History:

22/00881/SCR-Screening opinion preparatory to Full Planning Application for a mixed-use development consisting of 350 residential dwellings, circa 700sqm of managed office space, 1000sqm of small scale flexible commercial units-EIA not required.

21/04846/PMJ-Mixed-use redevelopment including circa 330 dwellings and flexible commercial space-30.11.2021.

Further historic applications relate to minor alterations and the installation of additional plant to the HMRC office building.

The National Planning Policy Framework 2023 (NPPF):

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

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

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

The Local Plan for Bradford:

The Core Strategy for Bradford was adopted on 18th July 2017 though some of the policies contained within the preceding Replacement Unitary Development Plan (RUDP), saved for the purposes of formulating the Local Plan for Bradford, remain applicable until adoption of Allocations and Area Action Plan development plan documents. The site is not allocated for any specific land-use in the RUDP, although it does fall within the boundary of the Shipley/Saltaire Corridor mixed-use area (S/UR7.1). The western part of the site is within the limits of the Saltaire Conservation Area and the UNESCO World Heritage Site of Saltaire, with the remaining part of the site within

the World Heritage Site Buffer Zone. The Airedale Landscape Character Area also washes over the site. Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

UR7A-Mixed Use Areas-Shipley/Saltaire Corridor mixed-use area (S/UR7.1)

Core Strategy Policies:

P1- Presumption in Favour of Sustainable Development
SC1- Overall Approach and Key Spatial Priorities
SC2-Climate Change and Resource Use
SC3-Working Together to make Great Places
SC4- Hierarchy of Settlements
SC5- Location of Development
SC6- Green Infrastructure
SC8-Protecting the South Pennine Moors and their Zone of Influence
SC9- Making Great Places
BD1- The Regional City of Bradford including Shipley and Lower Baildon
EC4- Sustainable Economic Growth
EC5-City, Town, District and Local Centres
TR1- Travel Reduction and Modal Shift
TR2- Parking Policy
TR3- Public Transport, Cycling and Walking
TR4-Transport and Tourism
TR5- Improving Connectivity and Accessibility
HO1-Scale of Housing Required
HO2- Strategic Sources of Supply
HO3-Distribution of Housing Requirement
HO5- Density of Housing Schemes
HO6-Maximising Use of Previously Developed Land
HO8- Housing Mix
HO9- Housing Quality
HO11- Affordable Housing
EN1-Open Space and Recreation Provision
EN2- Biodiversity and Geodiversity
EN3- Historic Environment
EN4- Landscape
EN5- Trees and Woodland
EN6-Energy
EN7- Flood Risk
EN8- Environmental Protection
DS1- Achieving Good Design
DS2-Working with the Landscape
DS3- Urban Character
DS4-Streets and Movement
DS5- Safe and Inclusive Places
ID2-Viability
ID3- Developer Contributions
ID7-Community Involvement

Emerging Local Plan

The Emerging Local Plan is still within its early stages of development, having reached the Preferred Options stage (Regulation 18) in February 2021 and was subject to community and stakeholder consultation between 8th February and 24th March 2021.

The application site is identified as one of the preferred allocations for residential development in Shipley (ref SH9/H) in the emerging plan. However, in line with paragraph 48 of the National Planning Policy Framework, given that the plan is still within the early stages of preparation and there are a number of outstanding, unresolved objections to the proposed allocation, only very limited weight can be afforded to the plan in decision making.

In this context, it is considered that full weight should continue to be afforded to the policies of the adopted Core Strategy (2017) and the RUDP (2005) in accordance with the degree of conformity with current national planning policy.

Supplementary Planning Documents

Saltaire World Heritage Site Management Plan (2014)

Homes and Neighbourhoods - A Guide to Designing in Bradford (2020)

Landscape Character Assessment Supplementary Planning Document- Volume 1 Airedale (2008)

Planning for Crime Prevention (2007)

Planning Obligations (2007)

South Pennine Moors SPA/SAC Planning Framework (2022)

Sustainable Design Guide (2006)

Shipley Town Council:

Shipley Town Council notes and agrees with the changes made to Block N, which have addressed previous concerns on visual impact on the Saltaire World Heritage Site. Shipley Town Council is still unclear if rooftop solar is included in the development. In line with Shipley Town Councils declaration of a climate emergency, it expects to see all new developments incorporate renewable energy. Shipley Town Council remain fully supportive of its previous comment, that there should be 20% affordable housing on the site.

Having considered the comments from the Highways Department Shipley Town Council would like to suggest that consideration is given to making Victoria Road one way to cope with increased volumes of traffic. Shipley Town Councils previous comment regarding road names to reflect the current diversity of Shipley still stand.

Publicity and Number of Representations:

The application was publicised by press notice, site notice and neighbour notification letters. The expiry date for the submission of comments was 16th December 2022.

Twenty representations were received in connection with the application consisting of fourteen objections and six letters of support.

Summary of Representations Received:

The following objections were received:

Block N is overbearing and will have a negative impact on heritage assets

Block N will harm key views from Coach Road

Taller buildings should be sited nearer Victoria Mill

The aerial view from Coach Road is not the same as the view of persons on Coach Road

The demolition of the building will cause noise and disruption

The current residents only spaces serving Jane Hills will need to have the hours extended to 24 hours a day 7 days a week.

Suitable access should be retained for residents of Jane Hills

Permit parking should be provided for the 8 homes at Jane Hills

The driveway of 8 Jane Hills will have restricted visibility

Access will be limited to and from 8 Jane Hills

The use of bronze roofs/red brick walls will clash with the buildings in the World Heritage Site.

The development will block natural light to the adjacent Mason's Mill.

Increased traffic and congestion

The height of the development will impact on the Victoria Mills Complex

Increased pollution

The development will harm riverside habitats and wildlife

The buildings do not reflect the character of the surrounding area

Increased flooding and surface water run-off

The development does not reflect the existing character of Saltaire

Appropriate boundary separation is needed between the development and 12 Jane Hills.

The access road is covered in soil

Block N would be within the World Heritage Site boundary and it is not sympathetic in terms it's height, shape, materials or massing.

The schemes presented at the public consultation were a fait accompli.

The design has not been adapted following public feedback.

Views of the development from the surrounding area need to be considered.

The development should incorporate Yorkshire stone.

New open spaces should be appropriately managed in terms of anti-social behaviour

The following letters of support were received:

The scheme looks excellent and is in keeping with the locality

The Council should be pro-active in improving provision doctors, dentists and schools

The development will increase the amount of family housing in the area

The development will be a modern take on Saltaire Village

The development will revitalise the site and bring additional revenue to Shipley

The development would remove an existing eyesore

General Comments

The development should provide an appropriate level of affordable housing

Residents of the development should be protected from flooding.

It should be clarified it solar PV is to be provided.

How will parking be controlled within the development.

The houses should be sold freehold not leasehold

How will existing train services cope

The canal footpath should be lit to ensure safe access

Cycling infrastructure requires improvement in the Shipley area.

Consultations:

Historic England

The proposals represent an opportunity to redevelop a brownfield site in a sustainable location to provide housing, but also have the potential to impact upon the Saltaire World Heritage Site, the Saltaire Conservation Area, the Leeds Liverpool Canal Conservation Area and several listed buildings, including the Grade II* listed Main Block at Saltaire Mills.

The character of the application site is currently negative as a result of the hard surfacing, security infrastructure and security fencing. The proposals would remediate this, introduce green space and enhance access across the site. The scale and form of the development also means it would have a limited impact on the Outstanding Universal Value of the World Heritage Site and the significance of the surrounding heritage assets.

Considering the minimal harm, the proposals would cause, and the enhancements that would be provided through the removal of the former HMRC building and increase in green space, Historic England does not wish to object to the proposals. We recommend this harm is weighed against the public benefits of the scheme, in line with paragraph 202 of the National Planning Policy Framework and bearing in mind the statutory duties of sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

We recommend that your authority ensures that the proposed enhancements to the site such as increased tree planting, removal of the existing security fencing and additional green space would be firmly secured as part of any redevelopment of the site.

Design and Conservation (Saltaire World Heritage Site Officer)

Paragraph 207 of the NPPF states that 'Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance'. Paragraph 206 of the NPPF states that 'Local planning authorities should look for opportunities for new development within Conservation Area and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably'. In this case the removal of the larger HMRC 'detractor' building and replacement with lower level development while retaining trees on the boundary and creating a riverside park is considered to outweigh the less than substantial harm to setting and View 21.

The effect of the proposed development on the attributes of the Outstanding Universal Value are considered to be as follows;

1. Model village ensemble will not be affected.
2. Urban and industrial plan will not be affected.
3. Architectural design quality and uniformity of the original ensemble will not be affected. The new design is contemporary so will not be confused with original buildings, and on balance the scale, materials colour palette, design, form, landscaping of development within the setting is considered acceptable compared to the existing dominant HMRC structures, classed as a 'detractor' which will be removed.
4. Rural valley location and setting – see Appendix 7 Setting Survey – there will be a beneficial impact on Views 4, 6 (critical), 20 (critical), 22, 23 (important), neutral impact on View 7.2 and minor impact on View 21 (important) until landscaping matures.
5. Communal function of village will be enhanced.

In accordance with the UNESCO guidance, the low level of impact on the views towards Salts Mill and the rural setting is considered to be negligible. In accordance with the NPPF Paragraph 202, it is considered that the less than substantial harm to the setting of the World Heritage Site should be weighed against the public benefits of securing optimal viable use by sustainable development on this brownfield site close to amenities. Mitigation measures of tree retention and tree planting minimize the concerns to an acceptable level. There are major positive impacts of removal of the 'detractor' features of the HMRC structures. The authenticity and integrity of the World Heritage Site would be maintained.

Conditions or appropriate Management Plans are requested to ensure that tree retention and tree planting is secured to ensure Policy EN3 of the Local Plan for Bradford and Paragraphs 199, 200, 202, 206 and 207 the NPPF are complied with to protect the Outstanding Universal Value of Saltaire World Heritage Site and the setting of the site and Buffer Zone.

Environment Agency

No objections are raised subject to subject to conditions. The following detailed comments are provided:

Flood Risk

The proposed development will only meet the National Planning Policy Framework's requirements in relation to flood risk if the development is carried out in accordance with the submitted Flood Risk Assessment ((titled "Land at Former HMRC Office, Shipley, Flood Risk Assessment", reference "128708/G/W/R01", revision 4, dated 15/02/2023, compiled by Fairhurst) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 65.58 metres Above Ordnance Datum.
- Level for level, volume for volume compensatory storage shall be in place prior to construction of the development platform and shall be maintained for the lifetime of the development as per sections 5.1 and 5.7.

The above mitigation measures should be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the

lifetime of the development.

The Flood Risk Assessment document should be listed as an approved document on the decision notice. The decision notice should also include informative advice relating to Environmental Permit requirements, Flood Resistance and Resilience Measures and Flood Warning systems.

It is noted that the area designated for compensatory storage includes landscaping and tree planting. The applicant should ensure that any landscaping and/or tree planting does not impact on the volumes of compensatory storage required to ensure the development does not increase flood risk to others.

Drainage

The developer's proposals for dealing with surface water drainage during the construction phase are acceptable.

The LLFA is satisfied that the developers proposed surface water drainage scheme will adequately mitigate the risk of flooding from pluvial and surface water sources.

The following comments are with reference to the developers Flood Risk Assessment,

The report states that the risk of fluvial flooding (from the River Aire) will be mitigated as follows:

The flood levels for a 1 in 100 year + 23% climate change event at the site range from 64.98mAOD in the west to 64.26 mAOD in the east. To mitigate the risk of fluvial flooding, finished floor levels should be set at a minimum level of 65.58 mAOD to provide 600mm freeboard above the 1 in 100 years + climate change flood level.

The proposed development will encroach on a small area of the 1 in 100 year + 23% climate change flood extent, comprising an area of 119 m², with a maximum depth of 0.2 m. An area of 3695 m² is available within the site layout to provide compensatory storage outside of the 1 in 100 year + 23% climate change flood extent, which will enable level-for-level and volume-for-volume compensatory storage to be provided.

Given that the River Aire is a Main River the Environment Agency will need to confirm that the proposed flood mitigation measures are sufficient and acceptable.

Planning conditions are required to secure the submission of a foul and surface water drainage scheme to be designed in accordance with the principles outlined in the Drainage Strategy Report. A condition requiring the submission of a maintenance plan for the surface water drainage system is also required.

Yorkshire Water

A water supply can be provided under the terms of the Water Industry Act 1991. No objections are raised subject to planning conditions requiring the site to be drained using separate systems for foul and surface water drainage; no piped discharge of surface water to take place until works to provide a satisfactory outfall have been completed and no building or other obstruction to be located over or within 3 metres of the centre line of the public sewer.

Biodiversity

Net Gain

Overall we consider the application to be acceptable in relation to biodiversity and likely to contribute positively to the river habitat, hedgerow habitat, area habitats and overall the biodiversity of the district. We would like to see a native hedgerow mix across at least some of the hedges, currently the BNG assessment indicates the hedges will be non-native ornamental hedges.

Ecological Impact Assessment

The EclA responds to our previous comments and assess the value of the ecological features and the likely impacts appropriately. With the additional discussion provided in the response document, we are satisfied that impacts have been identified and characterised appropriately and adequate mitigation has been recommended where necessary. Along with the habitat enhancements detailed in landscape plans and the BNG assessment, the proposed species enhancement; hedgehog highway, integral bat and swift bricks at the numbers stated in 5.3 of the Ecological Impact Assessment (Delta-Simons February 2023, Project No: 22-0114.01), the scheme will supply improvements to the site biodiversity.

Habitat Regulations Assessment

We agree with the findings of the Habitat Regulations Assessment. We will require confirmation that a contribution of £108,551.29 has been made to Bradford MDC's strategic mitigation, or a Unilateral Undertaking agreeing a payment schedule of this sum has been agreed and signed prior to granting of permission.

Planning conditions are required in order to secure details of a Construction Environmental Management Plan for Biodiversity, a Biodiversity Gain Plan and arrangements for Biodiversity Monitoring and Reporting.

Natural England

No objections are raised subject to securing appropriate mitigation.

The development site falls within the 'zone of influence; (ZOI) for the South Pennine Special Area of Conservation (SAC) and Special Protection Area (SPA). It is anticipated that the new residential development is likely to have a significant effect upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by the development. On this basis the development will require an appropriate assessment.

Your authority has measures in place to manage these potential impacts in the form of a strategic solution. It is advised that this solution will be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from recreational impacts associated with this residential development.

N.B The Strategic solution referenced is the payment of a sum of £108,551.29 to offset recreational pressure in line with the requirements of the South Pennine Moors SPA SAC Planning Framework Supplementary Planning Document.

Highways

A Transport Assessment (TA) and Framework Travel Plan (FTP) have been submitted with the application. The TA is accepted in terms of the development's traffic generation and impact on the highway network.

The internal highway layout is not designed to current adoptable standards. It is understood that the access roads will remain private and therefore the developer will need to enter into a S106 agreement that will satisfy us a management company is in place for future maintenance.

The narrow street widths may make it difficult for two large vehicles to pass. Whilst this would be likely to be an infrequent occurrence, it should be considered further as it has implications for pedestrian safety. Passing places may need to be provided in suitable locations.

Inter visibility at all vehicular/pedestrian conflict points such as at junctions with Community Street and access to undercroft parking areas should be assessed and confirmed on the site plan.

The gradients of access ramps into the undercroft car parks should be confirmed.

Any on street parking bays with trees at the end should be 7m in length.

The Local Plan car parking standard is 1.5 spaces average for the development which equates to 433 spaces for the proposed 289 dwellings. The level of car parking proposed is 352 parking spaces for the whole development including the commercial element. Although the proposed level of car parking is less than that required by the parking standards, it is acceptable as the site is situated in a sustainable location close to major transport facilities and a network of pedestrian and cycling routes.

The proposed car parking arrangements are to provide one parking space per residential unit with 271 spaces at undercroft level and 17 on street. The remaining 64 parking spaces are to be located on street for use by visitors to the residential and commercial elements of the development.

A concern was raised regarding the proportion of undercroft car parking and how its use will be enforced given that on-street parking is more convenient. It has been confirmed that under croft car parking has been utilised in order to deliver a high quality place and public realm which is not dominated by car parking. It has also been confirmed that a management presence will be retained, to ensure parking by all users of the site is used correctly and does not affect operation of the internal network.

The location of permit car parking spaces to serve residents of Jane Hills should be clarified. The demarcation between the adopted highways and the internal access road should also be clarified.

The development will also provide a total of 473 cycle parking spaces, as follows: 2 secure cycle parking spaces per dwelling house equating to 288 spaces; 140 secure cycle parking spaces will be provided for the apartments, this equates to just less than 1 space per apartment; 15 secure cycle parking spaces for staff based at the proposed commercial element of the development; and 30 parking spaces within the wider public realm for visitors to the residential and commercial elements of the development. I consider that this is a satisfactory level of cycle parking provision which is in accordance with cycle parking standards.

The site should be designated as a 20mph zone and appropriate signage should be

provided at the entrances and within the site.

Transport Planning

The method of vehicle access management will need to allow cyclists through.

The proposed method of discouraging private vehicle use through locating car storage further away from front doors is welcomed. As such resident parking on-street should be avoided. The applicant should clarify how on-street parking will be charged.

The development is poorly located with respect to the bus network. However, officers may take a view that proximity to public transport hubs (Saltaire and Shipley railway stations, Shipley bus station) within 800m is sufficient.

The developer should look to provide 6 car club spaces across the across the development.

There are only 140 cycle parking spaces in cycle store rooms for the apartments. Cycle parking standards requires 1 secure stand per unit. As there are 145 apartments there should be 145 secure stands. Therefore, 5 further stands need to be provided for the apartments. A total of 289 stands for visitors associated with the residential development should be provided to be in accordance with cycle parking standards. Therefore, the developer should look to provide additional cycle stands for public use across the site without impacting on the walkability and amenity value of the site as a result of too much street furniture. These need to be located across the site in locations with natural surveillance.

The proposed cycle parking provision for staff associated with the commercial uses is in accordance with cycle parking standards.

Travel Plan

The Travel Plan targets should include a greater mode share by sustainable modes. We would like to see a 10%-point reduction in the car mode share i.e. car driver mode share reduced from 50% to 40% with associated increase in sustainable modes.

The Travel Plan does not state what further measures they will take if the mode share targets are not met. This needs to be included in the Travel Plan.

Canal and River Trust

The main issues relevant to the Trust are as follows:

- a) The impact on the structural integrity of the Leeds and Liverpool Canal Embankment;
- b) The impact of the development on the character and appearance of the Leeds and Liverpool Canal Corridor and setting of the Saltaire World Heritage Site;
- c) Measures to accommodate additional pedestrian use on the Canal Towpath caused by the development;
- d) Measures to reduce the risk of pollution towards the canal during construction works; and
- e) Measures to protect and enhance biodiversity associated with the neighbouring canal corridor.

Based on the information available it is advised that suitably worded conditions and a legal agreement are necessary to address these matters.

Conditions are required for the submission of a Construction Management Plan to ensure that the stability of the land adjacent to the canal is not impacted. A further condition is required to ensure provision of soft landscaping and that the landscaped areas close to the canal include native species. A Dust Management Plan should be required to limit the risk of pollution towards the water environment of the canal.

It is confirmed that funding for improvements to the canal towpath is not required from this development as funding has already been secured by CART from elsewhere.

West Yorkshire Police

The development should be covered by a lighting and CCTV strategy for external areas and for the underground car parking areas.

All points of access and egress should achieve the appropriate minimum security standards.

On street car parking provision should benefit from natural surveillance from the residential units.

Suitable hours of use and management arrangements should be put in place for the Community Hub and Café.

The boundary treatments utilised across the site should afford units with a suitable level of defensible space.

There should be a management and maintenance plan for the green spaces to ensure that these remain tidy and maintained in the coming years.

Clean Air Team

These comments are based on information provided in the Delta Simons Ltd Air Quality Assessment (22-0114.03) submitted with the application and the subsequent Delta Simons Air Quality Technical Note provided on 29th November 2022. The latter was provided in response to queries raised by the Clean Air Plan team about traffic and emission factor assumptions made in the air quality assessment. These queries have now been fully addressed by Delta Simons Ltd. air quality.

The Delta Simons Ltd Air Quality Assessment (22-0114.03) provides predicted pollutant concentrations at the proposed development site with and without the development in place. All predicted concentrations are well within current health based standards as expected for a site located away from the major road network. There are no concerns about future exposure of residents to air pollutants on this site.

The Delta Simons Ltd Air Quality Assessment (22-0114.03) contains a detailed air quality impact assessment detailing expected changes in air quality in the surrounding area during the operational phases of the proposed development. The report concludes:

'The Proposed Development is expected to result in a negligible impact associated with the operational phase traffic on nearby receptors and based on the extent of population exposure to the predicted impacts, the residual effects are considered to be not significant'

The Clean Air Plan team have reviewed the assumptions and methodologies used within the air quality impact assessment. A number of queries were initially raised with Delta Simons regarding the modelling inputs and assumptions but these were fully addressed in the subsequent Air Quality Technical Note and the results of the air quality impact assessment are now accepted in full.

Although the proposal will give rise to some pollutant increases on surrounding roads these are not expected to result in additional exceedances of current air quality objectives or have an unacceptable detrimental impact on the aims and objectives of the Bradford CAZ. The assessment provides a worst case scenario in that it has taken no account of the expected reduction in pollutant concentrations expected on the surrounding road network as a result of the Bradford CAZ implementation in September 2022.

To minimise the overall emission impact of the scheme the following emission mitigation measures are required.

-EV Charging provision

-Control of demolition and construction dust emissions

-Low emission travel plan.

The addition of car club spaces is particularly welcomed. It is recommended that this parking space is EV enabled to allow the use of electric car club vehicles hence maximising emission savings.

It is recommended that planning conditions are put in place to ensure the travel plan as presented is delivered in full and effectively monitored.

Subject to Type 1 and 2 emission mitigation being provided the Clean Air Plan team have no objection to this proposal.

Environmental Health Nuisance

The Acoustic Report (reference 22-0114-02) addresses all pertinent noise issues relating to this application. No objections are therefore raised.

Working hours should be limited to the following

- Monday to Friday 7.30 a.m. to 6 p.m.
- Saturday 8.00 a.m. to 1 p.m.
- Sundays, Public/Bank Holidays No working.

Environmental Health Land Contamination

Environmental Health has considered the application and the supplied Geo-Environmental and Geotechnical Interpretative Report by Fairhurst dated March 2021.

No objections are raised and it is recommended that a condition is imposed for the verification of remediation including where necessary quality control of imported soil materials and clean cover systems in accordance with the approved remediation strategy. A further condition is required in order to ensure that any unexpected contamination is dealt with appropriately.

CIL

The Former HMRC Office proposal is a CIL liable use and is within CIL zone 3 which has a current CIL liability of £20 per sqm plus indexation.

It is noted that the proposal includes the demolition of the former HMRC building and that the lawful use has been claimed.

Upon checking records available, it is confirmed that lawful use has taken place and as such the floor space to be demolished has been credited against the proposed floor space which results in the CIL liability being reduced to nil/£0.00.

If planning permission is then granted, a CIL Liability Notice will be issued shortly after the decision notice and will confirm the liability as nil/£0.00. The CIL will be marked as discharged once the Liability Notice has been issued and no further CIL forms will need to be submitted by the applicant prior to works commencing on the development.

Trees

The important tree elements are the linear tree population to the northern side of the Leeds/Liverpool Canal towpath (T23 to G7 inclusive), the trees/vegetation and woodland along the River Aire (T7 to G7) and two groups of trees which are important existing focal points at the “head” of Riverside Estate (G17, T32 & T33). The three trees comprising of G4 are fine examples of the species and are located near the boundary – their retention along with the above would be expected.

There are groups of trees scattered throughout, with some groups being arboriculturally worthy of retention, but their locations are less visually important so it would be anticipated that they could be lost with appropriate mitigation.

Updated sections have been provided in order to illustrate the relationship of the development with the canal side trees along the southern boundary of the site. The information demonstrates that there would be no building foundations or changes in land level within root protection zones. The Trees Officer has confirmed that subject to imposing conditions requiring the submission of an Arboricultural Method Statement and Tree Protection Plan concerns regarding the retention of trees along the southern site boundary are alleviated. Tree removals elsewhere across the site are accepted subject to the carrying out of a comprehensive landscaping scheme for the new development.

Economic Development

The property is one of the largest offices in the district, comprising about 35,000 sq m of accommodation, but it was built to meet a very specific Government requirement, without this requirement it is highly unlikely the site would have been developed for a single office occupier. Since then demand for such large office properties, even in city centres, has diminished and in areas such as Saltaire is now non-existent, there is no market from occupiers requiring a large older property in a secondary location.

The former computer/printing centre has been vacant for many years and despite extensive marketing it has never secured a long term tenant. Lack of demand is also evidenced by the fact that the recent open market sale of the property did not attract a bid from developers with plans to redevelop the whole or even parts of the property.

It is generally accepted there is a lack of commercial development land in Shipley and redevelopment for other commercial uses has been considered. As the site is located within the Saltaire World Heritage site any commercial redevelopment would require a high quality solution and respect the adjacent residential units in Victoria Mills - a converted woollen mill and new build development - and the new care home which is close to completion.

An estate of steel clad portal framed industrial units such as those at Baildon Business Park would be deemed an unsuitable development for the area which has changed from an industrial/manufacturing/commercial zone to residential over the years. With no demand for significant office/business park development the commercial opportunities are therefore very limited.

In 2019 the Council undertook a study of a number of areas of the district, now known as Business Development Zones (BDZ). One area of study was the River Aire corridor of Shipley including the former HMRC site. The consultants looked at HMRC building and potential for future redevelopment and came up with options to do a basic refurbishment and offer it for short term lets, or redevelop to provide hotel etc.

Whilst not adopted planning policy the conclusion in the report on the potential future of the property was as follows:

“This site is likely to attract interest as a residential opportunity, however, that will have negative implications for employment land supply. The development of the site fully for housing should be resisted, although it is accepted that a proportion of housing could form part of a mixed use scheme that may include the part retention of existing buildings as well as new development. (4.79 Ha).”

The applicant has considered this and whilst the redevelopment requires demolition of the whole of the property to deliver a predominantly a residential scheme the application includes some commercial uses such as café/bar and a hub for small businesses. Some of the properties are also being designed as live/work units which provide accommodation for working from home. The demolition of the whole of the building enables significant flood alleviation works to be undertaken which will manage flooding on site and also reduce flooding further downstream.

The applicant has approached hotel operators and crèche providers, but the developers and operators have come to the conclusion that there is not enough demand in the market for these uses, so they cannot be provided at this stage.

The negative impact of the loss of employment land highlighted in the BDZ report is now not considered a significant concern. Since the BDZ report was written a proposal for a commercial development to redevelop part of the Yorkshire Water Esholt estate as a new business park has been through the planning process.

Redevelopment at Esholt has outline permission (subject to s106 agreement) and will bring to the market about 40 hectares of brownfield land for up to 100,000 sq m of commercial development and is the principal site for promotion to occupiers wishing to be based in the area. Based on employment land uptake over many years once brought to market Esholt will supply land for commercial development for the foreseeable future.

As the applicant identifies there is demand for housing in the Saltaire area and redevelopment of a very large brownfield site should be a priority. The type and size of units has been refined to provide properties larger than those in Saltaire village which will provide 'move on' opportunities for residents that wish to stay within the very local area, rather than move to larger properties in Shipley, Baildon, Bingley etc.

The site is also very sustainable, being within walking distance of public transport, both rail and buses, will have direct towpath access for pedestrians and cyclists and Shipley town centre is a short distance away.

The proposed redevelopment of a substantial brownfield site in a very sustainable location for modern housing and some commercial accommodation, which will provide improvements to manage flood water and also open up an underused riverside walk for residents and public use is to be welcomed.

Parks and Greenspaces

The proposed development will have a significant impact on the surrounding facilities and a financial contribution will be sought from CIL funds to help mitigate these impacts.

Education

A development of this size is likely to attract a significant number of additional children requiring school places in the area. Current methodology estimates an additional 27 primary school children and 15 secondary school children.

Any District Community Infrastructure Levy (CIL), if granted to the Children's Services department, may be used to expand provision where possible to accommodate any additional children.

Landscape Architect

The development presents a valuable opportunity to enhance the setting of the World Heritage Site by removing significant visual detractors and replacing these with a more harmonious development.

The reduction in height of building N has removed the most significant visual issue with the original proposal. By reducing the building height from 7 to 4 stories the building will sit below the upper floors of Salts Mill allowing views of it from key locations. This is demonstrated by the revised visuals provided as part of the LVIA. The new proposal would now step up to Salts Mill rather than competing with or blocking views of it.

The use of contemporary architecture to create a high density development that reflects the pattern of terraced housing in the World Heritage Site is to be commended.

The introduction of stone to elevations adjacent to the canal is very welcome. This will harmonise well with adjacent listed buildings and break up the buff brick and bronze cladding.

The proportion of bronze cladding has been reduced with additional buff brick and some stone used on building elevations. The balance looks to be far better. I would expect the mix of colours and materials to break up the mass of the proposed buildings and blend well with adjacent stone buildings. This would reduce the visual impact of the development from neighbouring open spaces and the wider landscape.

The proposed open spaces look to be well thought out and would provide a high quality setting for the development.

Whilst some tree removals are unavoidable but this should be minimised wherever possible. Replacements trees should be planted where trees are removed. Any gaps created in boundary planting to the canal and river could have a significant visual impact and as such any such gaps should be addressed through new tree planting. Retained trees should be protected from damage through tree protection measures and the use of no dig construction methods.

Proposed links to existing path networks are excellent and will provide sustainable connections to the wider area. Paths to and along the riverside and the canal towpath are particularly valuable. However, in making these links every effort should be made to avoid removing trees and where this is not possible replacements planted to retain screening and enhance landscape character.

Site boundaries are particularly important in terms of visual impact and landscape character. Heritage features such as stone walls should be retained and repaired. Intrusive elements such as modern fencing should be removed and replaced with more suitable boundary treatments.

Summary of Main Issues:

Principle
Density
Housing Mix
Design
Housing Quality
Residential Amenity
Community Safety
Impact on heritage assets
Landscape Character
Trees
Biodiversity
Highways
Rights of Way
Drainage
Land contamination
Air Quality
Nuisance
Community Engagement
Further Issues Raised by Representations
Planning Obligations
Community Infrastructure Levy

Appraisal:

Principle

Employment

The site is not allocated for any specific land-use in the Council's adopted Replacement Unitary Development Plan, although it does fall within the boundary of the Shipley/Saltaire Corridor mixed-use area.

Saved RUDP Policy UR7A relates to development within mixed-use areas and with reference to this Shipley/Saltaire mixed-use area, it regards the area to the west of Otley Road primarily as an employment location. It identifies that residential and commercial uses could sit alongside appropriate "B1" (now Class E as defined by the Uses Classes Regulations 2020) uses to widen the mix of developments taking advantage of the riverside frontage.

The proposed development would be primarily residential delivering 289 dwellings alongside 722 square metres of flexible Class E (Commercial, Business and Service) floorspace providing a workspace hub and café. Although the development would include some commercial floorspace it would be less than the existing provision.

Policy EC4 of the Core Strategy relates to sustainable economic growth and it advises that planning permission will be refused for alternative development of land and buildings currently or last in use for business purposes unless it can be demonstrated to the Council that the site is no longer suitable for such use in terms of:

1. Location
2. Accessibility
3. Adjacent land uses
4. Environmental Impacts
5. Market significance-where it can be shown that the site has been continuously marketed for employment uses at local land values for a period of at least 2 years.

The submitted Planning Statement identifies that the site is not attractive for large scale office use because it is not located within a city centre or close to a motorway junction. The surrounding land uses are also identified as wholly residential with the exception of the Ortho Care office and manufacturing building and the Regus office building which is said to have extensive vacancies. Finally, the impact of the Coronavirus pandemic is said to have enormously diminished the need for large scale office space. The existing office building was marketed for sale but there was no interest in acquiring the site for its current office use.

The Council's Economic Development Department have reviewed the submission and confirmed that the demand for large office properties, even in city centres, has diminished and in areas such as Saltaire it is non-existent. There is no market from occupiers requiring a large older property in a secondary location. Lack of demand is also evidenced in the fact that the recent open market sale did not attract a bid from developers with plans to re-use the whole or even parts of the existing property. In respect of alternative commercial uses, they have noted that an estate of steel-clad portal framed industrial units is unlikely to be considered appropriate in proximity to sensitive heritage assets and that over the years the area has changed from an industrial/manufacturing/commercial zone to residential. With no demand for significant office or business park development the opportunities for commercial use are very limited.

In 2019 the Council carried out a study of a number of areas of the district, now known as Business Development Zones (BDZ). One area of study was the River Aire corridor

of Shipley and it included the application site. The study looked at the HMRC building and potential for future redevelopment and came up with options to do a basic refurbishment and offer it for short term lets or redevelop it to provide a hotel. The report concluded as follows:

“The site is likely to attract interest as a residential opportunity, however, that will have negative implications for employment land supply. The development of the site fully for housing should be resisted, although it is accepted that a proportion of housing could form part of a mixed-use scheme that may include the part retention of existing buildings as well as new development”

The applicant has approached hotel operators and crèche providers, but the developers and operators have reached the conclusion that there is not currently sufficient demand in the market for these uses.

In respect of the negative impact of the loss of employment land highlighted by the BDZ report the Economic Development Department have indicated that this is now not considered to be a significant concern. Since the BDZ report was written a resolution to grant planning permission, subject to completion of a Section 106 Agreement, has been reached which would provide 100,000m² of employment floorspace as part of the redevelopment of the Yorkshire Water Esholt estate. This will be the principal site of commercial occupiers wishing to be based in the area and based on historic employment land uptake it is likely to supply land for commercial development for the foreseeable future.

In conclusion it has been demonstrated that the existing large scale office building is no longer suitable in terms of its location, accessibility, relationship with neighbouring land uses and market significance. Furthermore, the focus for employment floorspace in this part of the District is now considered to be located elsewhere.

Accordingly, the proposal is considered to accord with the requirements of policy EC4 of the Core Strategy. The proposal would accord with the requirements of policy UR7A in terms of providing a mixed-use scheme including residential units and commercial floorspace. Whilst the amount of commercial floorspace is less than the level anticipated by policy UR7A it is justified in terms of the change in site circumstances and market conditions since the policy was formulated.

Housing

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

Paragraph 60 of the National Planning Policy Framework (“NPPF”) stresses the need for Local Planning Authorities to significantly boost the supply of new housing. The adopted Core Strategy underscores this strong planning policy support for the delivery of new housing, emphasising that one of the key issues for the future development of

the district is the need to house Bradford's growing population by delivering 42,100 new residential units by 2030.

Policy HO3 of the Core Strategy sets out the distribution of new housing development and it targets the largest proportion of units (27,750) towards The Regional City of Bradford, which includes a need to provide 750 new homes in Shipley.

Paragraph 74 of the NPPF states that Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. Where there has been a record of persistent under-delivery of housing the local planning authority should identify an additional 20%.

Bradford Council cannot currently demonstrate a five-year supply of housing land and has recently failed the Housing Delivery Test. The Bradford Council 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 2.08 years. Under these circumstances paragraph 11d of the NPPF confirms that the relevant policies for the supply of housing should not be considered up-to-date and that in such circumstances permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

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. This proposal would provide a substantial amount of much needed new housing in a sustainable location and on a previously developed site. The principle of development is therefore considered to be acceptable.

In addition to the above it should be noted that the site is identified as a preferred option for housing allocation in Shipley (ref SH9/H) within in the Emerging Local Plan, with an indicative capacity of 266 dwellings. However, in line with paragraph 48 of the NPPF, given that the plan is still within the early stages of preparation, only very limited weight can be afforded to the emerging plan in decision making. This is however an indicator of the Council's strategic aspiration for the site as a source of housing supply within Shipley.

Density

The proposal is for a development of 289 dwellings on a site area of 4.8 hectares.

Policy HO5 of the Core Strategy advises that developments should usually achieve a density of 30 dwellings per hectare, whilst taking account of the need to arrive at a well-designed layout which reflects the nature of the site and its surroundings and given the type and size of housing needed in the area. Higher densities will be possible in areas that are well served by public transport and/or close to the City Centre and Principal Town Centres. The proposal would provide 289 units on a site with a total area of 4.8 hectares yielding 60 dwellings per hectare. The density of the development is comparable to other nearby residential accommodation, and it would make efficient use of brownfield land in a sustainable location. The development is therefore considered to

accord with the requirements of policy HO5 of the Core Strategy and paragraph 124 of the framework.

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 all types and sizes of housing however delivering more family housing and increasing the supply of high-quality flats, particularly in city and town centres and accessible locations, are identified as strategic priorities.

A total of 289 dwellings are proposed consisting of 144 houses and 145 apartments.

Within the provision of 144 houses, there will be;

1x 1 bed house
33x 2 bed house
48x 3 bed house
62x 4 bed house

Within the provision of 145 apartments, there will be;

44x 1 bed apartments
76x 2 bed apartments
2x 3 bed apartments
11x 2 bed penthouse apartments
12x 3 bed penthouse apartments

The overall mix of 289 residential dwelling will be;

1 bed x 45 (16%)
2 bed x 120 (42%)
3 bed x 62 (21%)
4 bed x 62 (21%)

The proposed scheme mix is considered to make a substantial contribution towards the supply of family housing and high quality apartments in a sustainable location in accordance with the requirements of policy HO8 of the Core Strategy.

Design

The development would provide 289 residential dwellings and 722 square metres of commercial floorspace laid out around a network of new streets located to the east and west of a central greenspace and plaza. A riverside park would span the entire width of the site from east to west along the northern boundary.

To the east of the central green three new streets would be formed in a north-south orientation perpendicular to the course of the river Aire. These streets (Wainwright Lane, Moulson Lane and Hills Lane) are intersected at approximately half way along their length by a pedestrian street (Community Street) which runs east to west from the eastern end of the scheme upto the central green.

To the west of the central green two new streets (Hogg Court and Brook Croft) would be formed in a south-west to north-east orientation approximately perpendicular with the Leeds Liverpool Canal.

The proposed town houses would be predominantly two storeys in height with three storey units forming the ends of the rows. The units would be primarily constructed of buff brick beneath grey slate pitched roofs with bronze and grey detailing. The units would be approximately 9 metres in height with the rows stepping up at regular intervals from north to south. The three storey units at the end of the rows would be approximately 12 metres in height and would be constructed of a matching palate of materials.

The buildings at the eastern end of the site would be of a larger scale with Block E consisting of three storey townhouses bookended by four and five storey apartment buildings. The elevations of these buildings would be constructed primarily of buff brickwork with some areas of hessian coloured cladding panels.

Block F would be the tallest building at the eastern end of the site and would be a part four, part seven and part eight storey building rising to a height of 23 metres. The elevation treatments would consist predominantly of buff brickwork to the lower storeys with hessian cladding panels and warm bronze cladding utilised for feature details and for the treatment of the upper storeys. Block F would be arranged around a podium park contained on three sides by the apartments and houses.

Block B would be located at the south-east corner of the central park and it would form a landmark building within the site containing the workspace hub at the ground floor and apartments to the upper floors. The southern half of the building would be five storeys in height with four storeys of buff brickwork and the fifth storey constructed of warm bronze cladding with pitched roofs extending to a height of 18 metres. The northern half of the building would be four storeys in height with buff brickwork construction for the first three storeys and the fourth storey constructed of bronze cladding panels.

Block A would be visible on arrival into the development from Riverside Estate as well as from the newly formed pedestrian connection with the canal towpath and in views across the proposed plaza. Block A would consist of a short length of two storey dwellings, nearest to the existing Jane Hills properties before transitioning into three and four storey apartment buildings the latter of which would contain a ground floor coffee shop. The buildings would be constructed of buff brickwork and bronze cladding panels with areas of slate roofing.

Block N is located at the westernmost tip of the site within the boundary of the World Heritage Site. The building rises by one storey in height along its length from east to west. The eastern part of the building would be constructed with a single storey of stone cladding and two storeys of bronze cladding with a maximum height of 9 metres. The western end of the building narrows to a round nose and has a maximum height of 13 metres, with three storeys of stone cladding and a recessed fourth storey constructed of bronze cladding.

The proposed palette of construction materials is considered to be acceptable. The use of natural stone at the western tip of the site alongside a buff colour palate of other materials across the site is considered to ensure that the development sits

appropriately within its heritage setting whilst also conveying a contemporary aesthetic. A planning condition will be imposed requiring the approval of samples of all walling and roofing materials.

The layout is considered to provide an appropriate response to the site and its surroundings. The high density and compact terraced streets are reflective of the nearby model village whilst the development blocks are of high quality contemporary design ensuring that the development reads as a distinct and separate entity. Landmark and gateway buildings have been used effectively at key locations across the site to provide visual interest and focal points. The layout is unified by a permeable network of streets and by high quality greenspaces and public spaces throughout the site. Scale has been used effectively to ensure that the development would be predominantly of a domestic two and three storey scale, framed by taller buildings at the eastern and western ends of the site, stepping up towards the heights of buildings beyond the site boundaries.

In conclusion the development is considered to be of high quality in terms of design and placing making. It would create a strong sense of place and would be appropriate to the surrounding context in terms of layout, scale, design, details, and construction materials. The development would include a permeable network of streets connecting to the existing street and path networks which would be well overlooked and convenient for people to understand and move around. Finally, the development would include new landscape features and open spaces which would be visually attractive and functional with appropriate maintenance and management arrangements.

The development is therefore considered to accord with the requirements of policies DS1, DS2, DS3 and DS4 of the Core Strategy and the Homes and Neighbourhoods: A Guide to Designing in Bradford Supplementary Planning Document.

Housing Quality

Policy HO9 requires that all new housing developments should be high quality and achieve good design. The Council's Homes and Neighbourhoods Design Guide Supplementary Planning Document provides detailed guidance on how this can be achieved.

The policy requires the council to encourage and support new residential development to achieve high sustainable design and construction standards. The proposed development is supported by a detailed Sustainability Statement which demonstrates that sustainability has been embedded within the design process from the inception of the scheme.

The development will minimise energy and CO2 emissions through the use of passive design measures and the use of energy efficient equipment such as Air Source Heat Pumps for all houses and zero fossil fuel use across the site. The use of potable water in sanitary applications will be minimised through low water use fixtures and fittings. The development will be designed and constructed to conserve resources, increase efficiency and use sustainably sourced materials. The development will incorporate sustainable drainage features through the use of permeable paving, sediment sumps/catch pits and swales. Construction waste will be minimised with the implementation of a Resource Management Plan. The development will minimise air

pollution by incorporating an all-electric building strategy and light pollution will be minimised through the appropriate selection and location of external lighting.

Policy HO9 advises that new development should provide private outdoor space for homes, unless site constraints make this clearly unfeasible and/or unviable. The development includes provision of dedicated outdoor amenity space with a combination of private gardens, communal gardens, terraces and balconies serving the majority of properties. In some instances, smaller apartment units do not benefit from dedicated outdoor amenity space. However, the site includes extensive open space within the 'central green' and the riverside parkland areas as well as a pocket park providing high quality outdoor space for use by residents. The level of amenity space provision is therefore considered to be acceptable across the development.

Policy HO9 requires that new homes should be well laid out internally, provide suitable space standards and achieve adequate levels of daylight. There is also a need to provide adequate storage for bins, recycling and bicycles, with the facilities located or designed in a way that is convenient for residents and supports the quality of the street scene.

In respect of floorspace the proposed units would meet or exceed the sizes required by the Nationally Described Space Standards.

A detailed Daylight and Sunlight Assessment has been undertaken which demonstrates that the development has been designed to optimise daylight levels within the dwellings and apartments and allow high levels of sunlight availability to the private gardens and public spaces.

A Refuse Management Strategy has been provided which details the arrangements for bin storage and collection. The strategy includes two approaches to refuse storage consisting of local storage and communal storage. Each house will have its own private refuse store for general waste at the rear of the building. The communal garden spaces then have recycling hubs at each end where communal recycling facilities are provided. The apartment blocks will be served by centralised stores which will house general waste and recycling facilities. The refuse for commercial spaces will be stored within dedicated storage areas. The Refuse Management Strategy includes a plan identifying all refuse storage and collection points. The plan demonstrates that the carry distances are acceptable, and the collection locations are accessible by a refuse vehicle.

In terms of cycle storage all dwellings benefit from dedicated storage areas within the rear garden and apartment blocks and commercial buildings are served by readily accessible storage areas to the fronts of the buildings.

A total of 508 cycle parking spaces are proposed consisting of 288 in garden/garage stores to serve dwellings, 145 in cycle store rooms to serve apartments, 15 within the commercial buildings for shared use and 60 on street spaces for short stay use

In conclusion the proposed development would meet the design standards required by policy HO9 of the Core Strategy and The Council's Homes and Neighbourhoods Design Guide Supplementary Planning Document.

Residential Amenity

Policy DS5 of the Core Strategy requires that development proposals should not harm the amenity of prospective users and residents. Layouts must ensure that the siting of homes provides adequate privacy. Development proposals must also ensure that houses do not impact negatively on existing nearby properties with respect to light, outlook and scale.

Typical separation distances for maintaining adequate levels of privacy are 21 metres from window to window and 10.5 metres from window to curtilage boundary. However, achieving typical separation distances can be limiting and the Homes and Neighbourhoods Design Guidance encourages that the issue is addressed by considering housing layout and building design with creativity and innovation.

The development seeks to create a high density scheme with an urban grain reflective of Saltaire. Accordingly, street widths between front elevations vary from 11.5 metres to 15.5 metres and rear elevations are separated by private gardens and communal gardens at distances of between 14 metres to 19 metres. At first floor levels balconies and terraces are utilised to ensure that habitable room windows are set back from the building line and where necessary windows are off-set to ensure that there is no direct overlooking of neighbouring windows or garden areas. In instances where street widths are narrower, such as 'Community Street', the elevations are designed to include secondary windows with vertical proportions ensuring that rooms benefit from additional light without compromising privacy. The layout and design are therefore considered to appropriately mitigate any significant overlooking and ensure that future residents would benefit from a sufficient level of amenity.

In terms of the relationship of the development with the habitable room windows and amenity spaces of existing neighbouring dwellings there are three areas for consideration. Firstly, the relationship of proposed Block A with properties at Jane Hills, secondly the relationship of Blocks E and F with the adjacent apartments to the east and finally the relationship of Block N with the apartments to the west.

Block A would be sufficiently separated and appropriately orientated to ensure that the units would not overlook the amenity areas or habitable room windows of the Jane Hills properties. A Daylight and Sunlight Assessment has been carried out which confirms that the development would not result in a loss of daylight to the habitable room windows, or sunlight to the amenity areas of the Jane Hills Properties.

Block E would be separated from the adjacent Masons Mill and New Mill by a minimum distance of 30 metres and a maximum of 38.5 metres. The separation distances are therefore sufficient to ensure that no overlooking would occur. The separation and orientation of Block E would also ensure that there would be no overbearing or overshadowing implications for the neighbouring residential buildings to the east.

Block F would be separated from Masons Mill by a minimum distance of 24.5 metres and a maximum of 29 metres. The south-east corner of Block F would be separated from Masons Mill by a distance of 23.5 metres. The separation distances are sufficient to ensure that no adverse overlooking would occur. The separation and orientation of Block F would also ensure that there would be no overbearing or overshadowing implications for the neighbouring residential buildings to the east.

Block N would be substantially separated from the east elevation of Riverside Court by a large intervening car parking serving the neighbouring development. The separation

distance is sufficient to ensure that there would be no adverse overlooking, overbearing or overshadowing.

The development includes commercial floorspace in the form of a coffee shop within Block A and a works space Hub within Block B. The commercial uses are compatible with the proposed residential development and neighbouring residential properties and subject to a planning condition limiting the hours of operation no adverse residential amenity implications are foreseen.

In conclusion the development would not adversely impact the residential amenity of existing neighbouring residents or prospective users and residents. The development is considered to accord with the requirements of policy DS5 of the Core Strategy.

Community Safety

Policy DS5 requires that development proposals are designed to ensure a safe and secure environment and reduce opportunities for crime.

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

It is considered that the development has been designed to incorporate Secure-by-Design principles and that the dwellings and spaces created would not be unacceptably insecure or susceptible to anti-social behaviour or criminal activity.

The matters raised by the Police Architectural Liaison Officer in respect of the postal delivery system, access control arrangements, CCTV coverage and the security standards of doors and windows are noted. However, it is not appropriate for the planning system to regulate these aspects of the development as they are not generally considered to be land use planning concerns.

It is considered that there are no grounds to conclude that the proposed development would create an unsafe or unsecure environment and the proposal is considered to accord with policy DS5 of the Core Strategy.

Impact on Heritage Assets

The site occupies a particularly sensitive location in relation to heritage assets. The western tip of the site is located within the UNESCO World Heritage Site of Saltaire and the Saltaire Conservation Area. The remainder of the site is located within the World Heritage Site Buffer Zone. A large extent of the southern boundary is adjacent to the boundary of the Leeds Liverpool Canal Conservation Area. The Baildon Green Conservation Area is located approximately 350 metres to the north-east of the site.

The site is within the immediate setting of the Grade II* listed Salts Mill and Grade II listed New Mill to the west. Further west is the Grade I listed Congregational Church and Grade II Registered Roberts Park and Garden. To the south-west lies the main core of the model village of Saltaire which consists of a well-preserved stone built model village of Grade II listed terraced houses and associated buildings.

Immediately east of the site lies the Grade II listed Victoria Mills complex where the mill buildings have been converted for residential use.

To the immediate south of the site there are a collection of Grade II Listed cottages at 5,6 and 7 Jane Hills.

The site itself does not contain any listed buildings and the existing buildings within the site were granted a certificate of immunity from listing by Historic England in August 2021.

Saltaire World Heritage Site

The western tip of the site is located within the boundary of the Saltaire World Heritage Site with the remainder of the land located within the Saltaire World Heritage Site Buffer Zone.

Policy EN3 of the Core Strategy requires the Council to proactively preserve, protect and enhance the character, appearance, archaeological and historic value and significance of the District's designated and undesignated heritage assets and their settings.

In relation to the Saltaire World Heritage Site this will be achieved by:

Ensuring the protection, management and enhancement of the Outstanding Universal Value (OUV) of the Saltaire World Heritage Site through the implementation of the Saltaire World Heritage Site Management Plan and associated documents, and;

Requiring development proposals within the boundary of Saltaire World Heritage Site Saltaire or within its Buffer Zone to demonstrate that they will conserve those elements which contribute towards its OUV, including its setting and key views.

The Outstanding Universal Values and attributes of Saltaire are set out in detail in the Saltaire World Heritage Site Management Plan and can be summarised as follows:

1. Model village ensemble-textile mills, public buildings, houses and facilities
2. Urban and industrial plan.
3. Architectural design quality and uniformity
4. Rural valley location and setting.
5. Communal Function of Village.

The aim is to ensure the OUV of the World Heritage Site is protected, to ensure developments are appropriate and detrimental impacts are minimised within the Site, the Buffer Zone, the site's immediate setting, gateways, and approaches.

The proposals would facilitate the redevelopment of a sustainably located brownfield site opening up public access into and through the site providing new opportunities for appreciating the nearby World Heritage Site. The development would therefore accord with the requirements of paragraph 206 of the NPPF in terms of assisting with better revealing the significance of heritage assets.

The overall scale, design, form and materials of the development are considered to be appropriate to the setting of the World Heritage Site. The development takes inspiration

from the urban plan of Saltaire in terms of its density and compactness, but the buildings are of a contemporary design, allowing the original legibility of the form and design of the World Heritage Site to be distinguished and understood as a unique and separate settlement. A variety of unit types and sizes are proposed across the site providing visual interest and this would be unified by a limited palette of construction materials, green spaces and an extensive landscaping scheme.

In order to assess the impact of the development on the World Heritage Site and its Buffer Zone it is necessary to consider how the development would alter the key views within and towards the World Heritage Site. The Saltaire World Heritage Site Management Plan details the relevant views. The submission has been supported by a Landscape and Visual Impact Assessment which considers the impact of the development from the relevant viewpoints.

The submission is supported by a Heritage Impact Assessment and a Landscape and Visual Impact Assessment which consider and address how the proposed development is appropriate to the OUV's of the World Heritage Site.

The following considerations are made in respect of key views from and across the World Heritage Site:

The development will not be visible from most viewpoints within the World Heritage site. The scale of the development is such that it will have a positive impact on views from Roberts Park (Viewpoints 4 and 6) as a result of the removal of the HMRC building and chimney. The introduction of an extensively landscaped riverside park along the northern edge of the site will have a beneficial impact on views from Roberts Park once the landscaping matures.

The greatest impact on a viewpoint within the World Heritage Site would be experienced in the view looking eastwards from the Leeds Liverpool Canal towpath (Viewpoint 7.2). This is categorised as an important view within the management plan. The mills create an industrial character with Idle Hill and Wrose Hill forming the backdrop to the view. The views along the canal towpath are aesthetic and illustrate the World Heritage Sites rural valley location and setting and the quality and uniformity of its architecture. The view also provides evidence of how the canal was integrated into the urban and industrial plan of the village. Updated visualisations have been provided to demonstrate the impact of the development in this location. The visualisations are based on winter tree cover and they therefore represent the worst case scenario. The reduction in the height of Block N to four storeys ensures that the development would not protrude above the tree line and that it would only be visible in filtered views through the tree line. The proposed development will be closer to and partly within the World Heritage Site but it will be of a smaller scale than the existing HMRC buildings. The development is therefore considered to have a neutral impact on views eastwards along the canal.

The development is considered to have a similar impact on the approach into the World Heritage Site from the east along the canal towpath. This approach is identified within the setting survey of the Saltaire World Heritage Site Management Plan as a 'critical' historically related feature and it forms a 'Critical Approach' within an important gateway to the World Heritage Site. The site is located within Zone G in the Setting Survey and this area encompasses the majority of the Eastern Gateway to the site and contains a number of key approaches, of which the canal towpath is one. The area is noted as

having been in continual redevelopment since the 1970's which has imbued a modern character dominated by business uses, including the HMRC and Waterfront Buildings, and residential uses within the converted Victoria Mills Complex.

The development would introduce new buildings which would be closer to the World Heritage Site than the existing HMRC buildings. Whilst the western end of the development site is currently free from buildings it is comprised of hard surfaced car parking enclosed by railings. Accordingly, this aspect of the site does not provide a historic or green setting for the approach into the World Heritage Site along the canal towpath and its impact is currently negative.

Whilst the new buildings would be constructed on what is currently an open area they would not be inappropriate or discordant as the eastern gateway into the World Heritage Site has a modern character comprised of business and residential uses. The tree screening extending along the southern boundary of the site would also assist with filtering views of the development from the canal and on the approach into the World Heritage Site. Subject to the retention of the tree screening along the southern boundary the impact of the development on the approach into the World Heritage site from the east is considered to be acceptable.

The following considerations are made in respect of key views towards the World Heritage Site:

In terms of key distant views into the World Heritage Site there are three distinct groupings of viewpoints. Firstly, views from the north into the World Heritage Site from the steeply rising ground of Baildon Hill and Hope Hill (Viewpoints 16-18). Secondly, views from the north east from Baildon Green, Baildon Bank and Coach Road (views 19-21), and finally views from the south east from Idle Hill, Wrose Hill and Gaisby Hill (views 22-24).

The views from Baildon Hill (16-18) are of unparalleled quality and the World Heritage site's rural valley location and the distinctive grid plan of residential streets are immediately evident. The scale of the proposed buildings and their siting mean that the development would not encroach on or compete with views of the World Heritage site from this location. In the longer term, the maturing of trees and landscaping within the riverside park, central green and streets of the development will increase screening and allow the development to intermingle with the existing tree canopies within the views.

The views from Baildon Green (19), Baildon Bank (20) and Coach Road (21) provide an appreciation of Saltaire's river valley location and setting as well as the architectural quality and uniformity of the model village ensemble. The mill complex forms a strong component in each of the views. The development would be almost entirely obscured in views from Baildon Green by existing vegetation and buildings. Where the new development would be visible it would be of an appropriate scale and it would not unduly encroach within the view. All views from Baildon Bank would be either partially or entirely obscured by the existing vegetation on Baildon Bank and on the banks of the River Aire. In this view the removal of the HMRC building and the introduction of a development of an appropriate scale and massing would have a positive effect.

The view from Coach Road provides an appreciation of Saltaire within a landscaped setting. The floodplain and playing fields to the north of the River Aire are a key component of the view. Salts Mill and New mill rise above the trees lining the river and

the towers of Victoria Hall and the United Reformed Church are also visible. The proposal would introduce development closer to the World Heritage site than is currently the case. However, the development would be largely screened by existing tree cover with further screening provided as the proposed landscaping scheme matures. The reduction in the height of Block N from 7 storeys to 4 storeys has ensured that it would not be highly visible above the tree line and that it would remain subservient to the more prominent Salts Mill buildings. A small portion of the upper part of the 4th storey ridgeline of Block N would be visible above the tree line but this would diminish over time with the maturing of landscaping. The muted bronze roofing material would also assist with blending the roofscape into the landscaping in the longer term.

In views from Idle Hill (22) the demolition of the HMRC buildings and the introduction of development of a more appropriate form and scale will allow for the a re-ordering of the view with the development framed by Salts Mill to the west and Victoria Mill to the east. The proposed landscaping scheme will assist with assimilating the development further into the surroundings in the long term. The development is considered to have a minor beneficial impact on the World Heritage Site and its buffer zone from this vantage point.

The view looking north west from Wrose Hill (23) is largely obscured by existing buildings on the valley floor. However, the taller components of the World Heritage site consisting of Salts Mill chimney, the United Reformed Church, New Mill and Victoria Hall are all distinguishable. The development would be of an appropriate form and scale which would amalgamate with existing buildings within the canal corridor to the east of the World Heritage Site. It would not obscure views of any of the taller structures that are currently visible within the World Heritage Site. The development is considered to have a neutral impact on the World Heritage Site and its buffer zone from this vantage point.

Similarly, the views from Gaisby Hill (24) are largely obscured by intervening buildings on the valley floor. The larger buildings of Salts Mill, Salts Mill, New Mill, Victoria Hall and the United Reformed Church are visible in the view and would not be obscured by the proposed development. The development would restore balance across the valley with the removal of the HMRC buildings and the introduction of buildings of a more appropriate form and scale. The development is considered to have a minor beneficial impact on the World Heritage Site and its buffer zone from this vantage point.

Turning to the impact of the development on the OUV of the World Heritage Site it is necessary to consider the impact on each of the individual attributes underpinning the OUV designation. In this regard it is considered that the *Model Village Ensemble* and the *Urban and Industrial Plan* form of Saltaire will be unaffected. The *Architectural Design Quality and Uniformity* of the ensemble will also be unaffected.

In respect of the *Rural Valley Location and Setting* the site is not identified as a 'rural backdrop' in the World Heritage Site Management Plan but it does allow views out to the rural backdrop identified on Wrose and Idle Hill. The development would be sited behind a retained tree line and it would not encroach into the aforementioned views. The introduction of new development closer to the existing built form of Saltaire would result in a very low level of harm to the World Heritage Site in terms of how the location of Saltaire in a rural valley setting was a key part of Titus Salt's approach to planning the settlement. However, it is also acknowledged that there would be an increase in green space at the western end of the site which would be an improvement on the existing hard surfaced car park. Historic England and The Saltaire World Heritage

Officer have reviewed this aspect of the development and confirmed that there would be a very low level of harm falling within the category of 'less than substantial'.

The development is considered to enhance the *Communal Function* of the village by introducing a high quality sustainable residential development into the nearby area with new residents likely to make use of businesses and community groups within the World Heritage Site.

Paragraph 206 of the NPPF requires Local Planning Authorities to look for new opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset should be treated favourably.

A review has been carried out of the effect of the proposed development on the attributes forming the Outstanding Universal Value of Saltaire and it is concluded that the development would not affect the model village ensemble, urban and industrial plan or architectural design quality of the village. There would be a beneficial impact on the appreciation of the site within its rural valley location and setting from a number of key vantage points with only a very low level of harm incurred as a result of introducing new development closer to the World Heritage Site than exists at present. Finally, the communal function of the world heritage site would be enhanced through the introduction of new residential development the occupants of which would contribute towards businesses and community groups within the World Heritage Site.

The very low level of harm incurred to the rural valley setting of the World Heritage Site is considered to be in the category of 'less than substantial harm' and in accordance with paragraph 202 of the NPPF this harm should be weighed against the public benefits of the proposal. The development would provide a substantial amount of much needed new housing in the context of a lack of a five-year housing land supply and under delivery with associated economic benefits arising from the construction of the development and occupation of the dwellings. The proposal will result in public benefits by removing a detractor building and improving views into the World Heritage site from a number of key vantage points. The development would also provide new publically accessible greenspaces and enhanced permeability across the site enabling new opportunities for appreciating surrounding heritage assets.

The mitigation and enhancement brought about by the landscaping scheme, tree retention and the use of high-quality materials will be ensured by planning conditions as requested by both Historic England and the Saltaire World Heritage Site Officer. Subject to imposing the aforementioned conditions the authenticity and integrity of the World Heritage Site would be maintained and the development would accord with the requirements of policy EN3 of the Core Strategy and paragraphs 199, 200, 202 and 206 of the NPPF.

Saltaire Conservation Area

The boundary of the Saltaire Conservation Area is largely the same as the boundary of the World Heritage Site, other than on the eastern side of Saltaire where it extends further to include features and spaces that contribute to the special architectural and historic interest of the village. An assessment has been carried out of the impact of the development on the Saltaire Conservation Area and in particular the features and spaces that extend beyond the World Heritage Site Boundary. The same conclusions

are reached in respect of the very low level of harm arising to the valley setting and the public benefits which would be brought about as a result of the development. Consequently, the development is not considered to unduly harm the character of the Saltaire Conservation Area and the development would accord with the requirements of policy EN3 of the Core Strategy and paragraphs 199, 200, 202 and 206 of the NPPF.

Saltaire Mills

The Saltaire Mills complex consists of three Grade II* listed assets and a Grade II listed asset.

The Grade II* elements are the Main Block, Entrance Block and Mill Chimney and the Grade II listed element is the North Block (New Mill) and its Chimney. The Grade II* assets are located south west of the development site on the opposite side of the Leeds Liverpool Canal. The Grade II listed building and chimney are located on the same side of the canal and to the east of the site.

As the mill complex is an intrinsic component of the World Heritage Site the impact of the development on its setting is best understood through consideration of how any views into the World Heritage Site containing the mill buildings would be affected.

The Saltaire World Heritage Site Management Plan details the most important viewpoints within and towards the World Heritage Site. The submission is supported by a Landscape and Visual Impact Assessment and accompanying visualisations which utilise the viewpoints from the management plan in order to consider the impact of the development.

In relation to the Saltaire Mill complex the relevant views are from the north from the steeply rising ground of Baildon Hill and Hope Hill (viewpoints 16-18), from the north-east from Baildon Green Baildon Bank and Coach Road (views 19-21) and from the south-east from Idle Hill, Wrose Hill and Gaisby Hill (22-24).

In views from Baildon Hill and Hope Hill the foreground consists predominantly of farmland and open pasture, with the World Heritage Site visible beyond the ridgeline with its characteristic grid layout distinguishing it from later urban development. Principal buildings including Salts Mill and its chimney can be seen. The development would be predominantly two and three storeys in height at the western end of the site, with the exception of the four storey Block N. The scale of the new development and its separation from the Salts Mill complex would ensure that it would not compete with or detract from views of the mill buildings and chimney.

In views from Baildon Green Salts Mills can be seen rising above the trees at the western edge of open ground. From this vantage point views of the development would be almost entirely obscured by existing vegetation and buildings on Milner Road, Lower Green and Green Lane. Whilst the upper section of the roofline of Block N would be perceptible within the view it would be observed against the backdrop of the ridgeline of an existing warehouse building and it would not encroach within the views of the mill complex.

The view looking south from Baildon Bank provides an elevated panorama which includes all of the development site and the entirety of the Salts Mill complex. From this vantage point all views of the scheme would be partially or substantially obscured by vegetation on Baildon Bank or on the riverbank of the River Aire. The scale of this view

would be reordered as a result of the removal of the HMRC building and the introduction of a development which would be more appropriate in scale and complimentary to the urban grain of the surroundings. Consequently, the development is not considered to detract from the setting of the Salts Mill complex.

In views from Coach Road the foreground is formed by playing fields. Salts Mill and New Mill rise above the mid-ground which is formed by the River Aire and the trees along its embankments.

Block N would be closest to the Salts Mill complex with a separation distance of approximately 80 metres. A small portion of its roofline would be visible above the trees in views from Coach Road. However, Block N would appear lower and subservient to the mill buildings and the top two storeys of Salts mill will remain visible above the tree line as is currently the case. The use of a warm bronze roofing material with a none shiny or reflective finish would assist with assimilating any visible elements of the roof into the view appropriately. Accordingly, the development would not harm the setting of the listed mill complex when viewed from this vantage point.

The view from Idle Hill looking west towards Saltaire includes Salts Mill Chimney which is identifiable as the tallest structure within the valley and the scale of the Salts Mill complex can be appreciated at long distance. The removal of the HMRC building would better reveal the significance of the second and third storeys of the old engine room of the Salts Mill building which would be visible above the upper storeys of Block F of the proposed development. The scheme would introduce a finer grain of development which would allow for a better appreciation of Salts Mills as forming the western end of the building assemblage in the centre of the valley view. The development is considered to have a beneficial impact on the setting of Salts Mill from this vantage point.

The view north-west from Wrose Hill also includes Salts Mill Chimney which is identifiable as the tallest structure in the valley. Views of the Salts Mill complex are largely obscured by existing buildings on the valley floor. The development would not impact views of the mill chimney and the scheme would be amalgamated with existing buildings within the canal corridor. The development is considered to have a neutral impact on the setting of Salts Mill from this vantage point.

The view from Gaisby Lane is formed by open space in the foreground. Shipley dominates the mid ground and obscures most of the village buildings. However, the larger structures including Salts Mill are visible from this vantage point. The removal of the HMRC building and the introduction of a development of appropriate scale would have a beneficial impact in terms of removing the substantial discordant features and creating a more balanced view allowing for a better appreciation of Salts Mill and Victoria Mills. The development is considered to have a minor beneficial impact on the setting of the Salts Mill complex from this vantage point.

In conclusion the scheme would remove existing detractor features from the setting of the mill complex and introduce a development of an appropriate form and scale resulting in beneficial impacts from some of the key vantage points. From the remaining vantage points the development would have a neutral impact on the setting of the mill buildings. The development is therefore considered to have an acceptable impact on the setting of the Grade II* and Grade II Listed assets comprising the Salts Mill complex

and the development accords with the requirements of policy EN3 of the Core Strategy and paragraphs 199 and 200 of the Framework.

Leeds Liverpool Canal Conservation Area

The Leeds and Liverpool Canal Conservation Area boundary is located adjacent to the southern boundary of the site. The development would include the demolition of the existing HMRC buildings and chimney and the removal of the extensive hard surfaced car parking and 330 metres of railings adjacent to the canal towpath. The demolition of the buildings and the removal of the aforementioned elements is considered to have a positive impact on the setting of the conservation area.

The proposal would introduce new development into the setting of the conservation area on land that is currently open. However, the setting of the canal in this location and extending eastwards towards Shipley is characterised by modern business uses and the existing car park and security fencing do not make a positive contribution to its appearance.

The development would be predominantly two storeys in height adjacent to the conservation area boundary, with the exception of the landmark 'fairburn' and 'Ives' buildings which would be four storeys in height. The scale and form of development would not be inappropriate, and it would be in keeping with existing developments within the setting of the Leeds Liverpool Canal Conservation Area between Saltaire and Shipley.

The southern boundary of the site is defined by a mature tree line which filters views into the site and makes a positive contribution towards the setting of the conservation area. The tree line would be retained with the exception of the removal of a small number of trees to provide a pedestrian connection between the site and the canal towpath. The level of tree removal would be extremely limited, and the overall integrity of the tree group would not be compromised. Accordingly, this aspect of the development would not adversely harm the setting of the conservation area.

The landscaping proposals include the repair and rebuilding of an extensive natural stone boundary wall along the southern boundary of the site adjacent to the canal towpath. Subject to the approval of a sample of the material this is considered to have a positive impact on the setting of the conservation area.

In conclusion, subject to ensuring that the tree line along the southern boundary of the site is adequately protected and the imposing of planning conditions requiring the approval of construction materials the proposed development would not have a detrimental impact on the setting of the Leeds Liverpool Canal Conservation Area. This aspect of the proposal accords with policy EN3 of the Core Strategy and paragraphs 199 and 206 of the NPPF.

Victoria Works

The Victoria Works complex consists of three Grade II listed heritage assets located immediately to the east of the site. The assets comprise the Victoria Works Main Blocks North West and South and the associated works chimney.

The north and south blocks are substantial multi-storey buildings constructed of stone with natural slate roofs. The chimney is located between the aforementioned blocks and it is a substantial octagonal structure also constructed of stone. The mill buildings

have been converted for residential use and new apartment blocks have been introduced to the north between the mill buildings and the River Aire.

The height of the mill buildings and chimney mean that the setting of the complex is relatively extensive. The buildings form part of the historic skyline and views are achievable from north of the river and from elevated vantage points further north and south of the site. The complex is a particularly prominent feature in short range views from Salts Mill Road. In the majority of views, the buildings are viewed in the context of more recent development.

The HMRC buildings significantly detract from the setting of Victoria Works on account of their scale and unsympathetic construction materials. The removal of the buildings would therefore have a positive impact on the setting of Victoria Works from all of the key surrounding vantage points.

Blocks E and F would be the nearest aspects of the new development to the Victoria Works Buildings and they would be constructed predominantly of buff brickwork. The buff brick would complement the stonework of the neighbouring listed buildings whilst ensuring the buildings would be read as separate entities.

Block F would be a part four, part 7 and part 8 storey building and would be 23 metres at its highest point. It would be 4 metres lower than the tallest part of the current HMRC building, 2 metres lower than the main blocks of the Victoria Mills complex and 7 metres lower than the modern round apartment block to the north of Victoria Works. Block E would comprise of three storey townhouses bookended by four and five storey apartment units.

The scale of Block F would be commensurate with the buildings within the Victoria Works complex and it would not detract from or obscure key views of the listed assets. Block E would be entirely subservient to the Victoria Works buildings and it would not detract from their setting.

The development would enable public access across the site where it does not currently exist. This is considered to have a beneficial impact in terms of opening up new opportunities for the public to appreciate the Victoria Works assets.

In conclusion the development is not considered to have an adverse impact on the setting of the three Grade II listed assets comprising the Victoria Works complex and the development accords with the requirements of policy EN3 of the Core Strategy and paragraphs 199 and 200 of the NPPF.

5,6 and 7 Jane Hills

5, 6 and 7 Jane Hills are a row Grade II listed two storey stone-built properties which form part of a horseshoe shaped enclave of residential properties positioned between the Leeds Liverpool canal and the development site. The south-west gabled elevation of the row faces onto the canal towpath. To the south-east lies the gardens of the properties and the development site is located to the northwest separated by a parking area and the Riverside Estate Road. The setting of the buildings primarily relates to the canal where the buildings are visible from the towpath and from the bridge over Salts Mill Road.

The buildings date from 1796 meaning they pre-date the construction of Saltaire. They are one of the few remnants of the earlier landscape prior to its industrialisation. The domestic nature of the buildings is in contrast with the surroundings and the juxtaposition adds to the interest of the buildings.

The development site is located to the north of 5,6 and 7 Jane Hills and whilst the HMRC buildings do not obscure views towards Jane Hills they are a dominant feature which distracts the viewer's attention from the appreciation of the heritage assets. In this regard the existing HMRC buildings are harmful to the setting of 5,6 and 7 Jane Hills.

The proposed development would facilitate the removal of the HMRC buildings which would have a beneficial impact on the setting of 5, 6, and 7 Jane Hills. The new development would introduce buildings of a more appropriate scale and siting. The nearest element of Block A would be located to the west of Jane Hills and it would be of a domestic two storey height. The taller three and four storey elements of Block A would be located further to the west as would the four and five storey elements of Block B. The removal of the security railings from the southern boundary of the development site and the rebuilding of the historic stone boundary walling is considered to provide a minor beneficial impact on the setting of Jane Hills.

The new development would be adequately separated from Jane Hills and it would allow for the relationship of the buildings with the canal to be more readily appreciated without substantial buildings encroaching within the backdrop. In conclusion the proposed development would not have a detrimental impact on the setting of 5,6 and 7 Jane Hills and it would accord with the requirements of policy EN8 of the Core Strategy and paragraph 199 and 200 of the NPPF.

Baildon Green Conservation Area

The Baildon Green Conservation Area is located 340m north of the site and covers the surviving elements of a historic hamlet and the open spaces separating it from more modern residential development to the south. There are views across Airedale from within the conservation which include views of Saltaire. The key viewpoint towards Saltaire is identified at View 19 of the Saltaire World Heritage Site Management Plan.

The view is described as an important view across the areas of open space to the south and west of Baildon Green providing good views towards Salts Mill. Saltaire's housing and the tower of Victoria Hall are also visible.

In this location views of the scheme would be almost entirely obscured by existing vegetation and buildings on Milner Road, Lower Green and Green Lane. A small number of the upper roofscapes of the development would be visible from within the conservation area but these elements would be barely perceptible.

Accordingly, the proposed development is not considered to detract from the setting of the Baildon Green Conservation Area. This aspect of the proposal accords with policy EN3 of the Core Strategy and paragraphs 199 and 206 of the NPPF.

Landscape Character

Policy EN4 of the Core Strategy requires development proposals to make a positive contribution towards the conservation, management and enhancement of the diversity of landscapes within the district.

At the District wide level, the site is located within the Airedale Landscape Character Area. At the local level the site lies within the Airedale Industrial Corridor.

The Airedale Industrial Corridor comprises two locations. Area 1 the eastern extent of the Airedale character area centred around Shipley; and Area 2 centred around the Beechcliffe area of Keighley. Both areas are exclusively within the valley floor and consist mainly of mixed industrial and commercial developments.

The application site is unique within the landscape area as it straddles the boundary of the Saltaire World Heritage Site. As such the sensitivity of the site is higher than many of the other developed areas on the valley floor. The proximity of the Leeds and Liverpool Canal and adjacent conservation areas further increases the sensitivity of the site to new development.

The HMRC building is a visual detractor and its removal and replacement with a scheme of appropriate form and scale is considered to be beneficial to the landscape character of the area. The construction materials, boundary treatments and landscaping scheme will be key to ensuring that the development assimilates with and enhances the surrounding area and the delivery of the aforementioned elements of the scheme will be ensured by planning conditions.

Subject to the aforementioned conditions the development is considered to make a positive impact on the Airedale Landscape Character Area and it accords with policy EN3 of the Core Strategy.

Trees

Policy EN5 of the Core Strategy requires the Council to preserve and enhance the contribution that trees and areas of woodland cover make to the character of the District. In making decisions on planning applications, trees that contribute towards, the character of the settlement or its setting and the amenity of the built-up area, valued landscapes, or wildlife habitats, will be protected.

The site contains 49 trees comprised of 42 individual trees and 7 tree groups. There are no tree preservation orders in place within the site. The western tip of the site is within the Saltaire Conservation Area and the trees in this area are protected by this designation. The substantial tree line along the southern boundary of the site is adjacent to the Leeds Liverpool Canal Conservation Area but not within it.

A limited amount of tree removal is proposed from the linear belt to allow for a pedestrian connection to be formed with the canal towpath. Tree removal in this location would be minimal and it would not compromise the overall amenity value of the tree line. In this location site sections indicate that land levels would remain as existing and that the construction of the adjacent road and buildings would occur outside of root protection zones. A planning condition will be imposed in order to secure an Arboricultural Method Statement detailing the construction methods to be used in proximity to retained trees. A further condition will be imposed requiring the submission

and Tree Protection Plan to ensure that retained trees are adequately protected throughout development.

Tree removal across the remainder of the site is limited to what is necessary to facilitate the development and the losses are in discreet locations where the trees make a lesser contribution to the amenity of the surrounding area. Whilst tree removal is regrettable it is necessary to facilitate a development with an appropriate layout and density. Furthermore, the losses incurred would be far outweighed by the amenity value of the extensive areas of greenspace and replacement planting which would be introduced as a result of the development. The implementation of the landscaping scheme will be secured by a planning condition.

Subject to the imposing of the aforementioned conditions the proposed development would retain those trees which are healthy and of clear public amenity value and sufficient replacement planting would be provided to offset tree removal required as a result of the development. The proposals are therefore considered to accord with the requirements of policy EN5 of the Core Strategy.

Biodiversity

The site is not specifically designated for its biodiversity value. However, it is within 6km of the South Pennine Moors Special Area of Conservation (SAC) and Special Protection Area (SPA) which is also a national statutory designated site, being a Site of Special Scientific Interest (SSSI). The site is also within 5m of the Leeds Liverpool Canal Local Wildlife Site (LWS) and 120m from Fairbank Wood LWS.

The submission is supported by a Preliminary Ecological Appraisal, Ecological Impact Assessment and a Biodiversity Net Gain Assessment. The information has been reviewed by the Council's Biodiversity Officer who has confirmed that the information assesses the value of the ecological features and the likely impacts appropriately and that adequate mitigation has been recommended where necessary.

The habitat enhancements detailed within the landscaping plans and quantified within the BNG assessment along with species enhancements consisting of hedgehog highways and integral bat and swift bricks will result in improvements to the biodiversity value of the site. The Biodiversity Net Gain Assessment confirms that the development will result in a 37% increase in habitat units, 177% increase in hedgerow units and 45% increase in river units. The delivery of net gains will be secured by a planning condition along with a requirement for a programme of monitoring and reporting to be carried out to ensure that the enhancement works remain in situ in perpetuity.

To ensure that existing biodiversity features are adequately protected during demolition and construction a planning condition will be imposed requiring the submission of a Construction Environmental Management Plan addressing Biodiversity.

The development will introduce new residential properties within 7km of the South Pennine Moors SPA/SAC boundary. A Habitat Regulations Assessment has been carried out and it identifies that there would be likely significant effects arising from the development because of increased recreational pressure on the protected area. The South Pennine Moors SPA/SAC Planning Framework Supplementary Planning Document sets out the necessary mitigation requirements for the recreational impacts of new development and it requires a financial contribution of £375.61 per residential

unit. A financial contribution of £108,551.29 is therefore required, and the developer has confirmed that they will enter into a Section 106 Agreement to secure the necessary payment.

It is considered that subject to the aforementioned conditions and the developer entering into a section 106 agreement to secure mitigation of recreational impacts the development would not result in any adverse biodiversity implications for habitats and species in designated or undesignated sites and the development would deliver substantial net gains for biodiversity. Accordingly, the development is considered to accord with the requirements of policies EN2 and SC8 of the Core Strategy and paragraph 180 of the NPPF and the SPA/SAC Planning Framework Supplementary Planning Document.

Highways

Paragraph 110 of the framework requires that in assessing planning applications it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
- safe and suitable access can be achieved to the site for all users;
- the design of streets, parking areas and other transport elements reflects current national guidance;
- 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 111 of the Framework makes clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

At the local level the objectives of the framework are reflected in the Transport and Movement policies of the adopted Core Strategy. Specifically, policy TR1 sets out how development decisions will aim reduce the demand for travel, encourage and facilitate the use of sustainable travel modes, limit traffic growth, reduce congestion and improve journey time reliability. Policy TR2 seeks to manage car parking to help manage travel demand, support the use of sustainable travel modes, meet the needs of disabled and other groups whilst improving quality of place. Policy TR3 seeks to improve public transport, walking and cycle infrastructure. Finally, policy TR4 requires that Areas of tourist, cultural and heritage significance should not be adversely affected by the impact of transport, in particular additional trips arising from development.

Capacity and Congestion

A Transport Assessment (TA) has been provided which considers the changes in traffic flows associated with the proposed development. The document concludes that traffic flows can be satisfactorily accommodated by the existing highway network and that when compared with the existing scenario queues are either reduced with the development in place, or increased by a limited amount which would be negligible in terms of the operation of the wider highway network.

The Highways Development Control Department have reviewed the submitted TA and confirmed that they agree with its findings in terms of traffic generation and the impact on the highway network.

In conclusion the development is not considered to have a significant impact on the surrounding highway network in terms of capacity or congestion.

Access and Internal Layout

Vehicular access from the wider highway network will be achieved from Riverside Estate. A planning condition will be imposed requiring a Speed Limit order to be implemented limiting traffic speeds to 20 miles per hour on Riverside Estate and subject to this condition the points of access are considered to achieve an acceptable level of visibility.

The internal highway layout is comprised of a network of new streets with an access road loop linking back to two new junctions to be provided on Riverside Estate. This arrangement will serve blocks B-J, with blocks K, L and M served by the 'Fearnley Boulevard' spur road and Block E served by 'New Mill Lane' which will make use of an existing point of access onto the Salts Mill Road Roundabout.

The proposed highway design seeks to create attractive streets and areas of public realm, whilst reinforcing low traffic speeds through shared surfacing, road width and geometry. The approach is one that prioritises pedestrians and cyclists whilst still allowing necessary access for vehicles.

The majority of the internal streets will incorporate vehicle running areas of 4.1 metres, which is the minimum width necessary for two cars to pass carefully at slow speed.

A small number of streets within the site are fully prioritised for pedestrians with vehicle running areas of 3.7 metres designed to discourage use of the streets by non-residents and general access traffic.

All streets benefit from multi-functional passing and servicing areas at regular intervals with inter-visibility allowing cars to pass occasional larger vehicles (e.g. refuse collection, delivery vans) at slow speed.

The submission includes swept path analysis which confirms that refuse vehicles and fire appliances can safely and efficiently access and manoeuvre throughout the site.

The Highways Development Control Department have reviewed the layout and have advised that some modern cars are of a width which would not allow two cars to pass within the narrower streets without one over-riding the footway. However, this would be an infrequent occurrence and the layout provides places where larger vehicles can pass. Specifically, on all streets running north-south. It is therefore considered that the highway layout includes adequate provision of passing places and pedestrian safety would not be compromised by vehicles over-riding the footway.

A request was made to ensure that inter-visibility between pedestrians and vehicles is adequate across the site. Community Street (as the east-west route) is intended for pedestrian use only. Vehicles will be accommodated on the north-south streets of Hills Lane, Wainwright Lane and Moulson Lane. The crossing points on community street are comprised of open shared surfaced areas, which are unencumbered by street

furniture. Accordingly, intervisibility in these locations is considered to be sufficient to ensure that pedestrian safety would not be compromised.

The layout achieves 2.4m x 25m visibility splays at all junctions throughout the site. The visibility splays are based on vehicle speeds of 20mph. However, given that the highway layout has been designed to encourage lower vehicle speeds the assessed splays represents a worst-case scenario.

The internal highway layout is considered to successfully provide a permeable network of streets which priorities pedestrians and cyclists over vehicles. The necessary vehicle access is still accommodated but with the highway layout and geometry designed to ensure that vehicle speeds are naturally limited. Vehicle speeds will be limited to 20mph and signage will be erected to enforce this. The layout is considered to provide safe and suitable access for all users.

Parking

Policy TR2 and Appendix 4 of the Core Strategy set out the Council's requirements for vehicle and cycle parking. In respect of vehicle parking there is a requirement for the provision of an average of 1.5 spaces per unit across the development. In respect of cycle parking there is a requirement for 1 long stay and 1 short stay stand per residential unit

The development of 289 units would yield a requirement for a total of 433 vehicle parking spaces. The proposal is for the provision of 352 car parking spaces for the entirety of the development including the commercial floorspace.

The proposed car parking arrangements would provide one space per residential unit with 271 spaces at undercroft level and 81 on street. The proposed level of car parking provision would fall marginally below the level required by the parking standards. However, the site is considered to occupy a sustainable location with nearby access to rail and bus services as well as a network of pedestrian and cycling routes. Accordingly, the level of car parking provision is considered to be acceptable in this instance. Furthermore, it is evident that a design led approach to car parking provision has been taken ensuring that it is well integrated within the overall layout so that it supports the street scene and creates a safe and pleasant environment.

In addition to the above car parking provision 3 on street 'car club' spaces are to be provided on Riverside Estate at the primary entrance to the development. These spaces are a positive inclusion as they will serve to reduce the need for private car ownership and car parking spaces whilst allowing users to have occasional access to a vehicle.

Jane Hills consists of an enclave of 8 properties accessed from Riverside Estate and it is located at the main vehicular entrance to the development site. At present the dwellings benefit from 8 permit parking spaces. The proposed layout includes provision of 8 permit parking spaces for use by the residents of Jane Hills and the level of provision is therefore considered to be acceptable. The permit car parking space provision will be secured by a planning condition requiring the existing TRO on Riverside Estate to be amended.

A total of 508 cycle parking spaces are proposed consisting of 288 in garden/garage stores to serve dwellings, 145 in cycle store rooms to serve apartments, 15 within the

commercial buildings for shared use and 60 on street spaces for short stay use. The level of cycle parking provision is considered to be sufficient to serve residents and visitors whilst also ensuring that the public realm is not dominated by cycle parking infrastructure.

Maintenance and Management Arrangements

The estate roads will not be offered for adoption and their maintenance and management will be the responsibility of a Residential Management Company. The submitted Development Management Company Planning Guidance Document details that the streets, pavements and carriageways will be constructed to an appropriate standard and that inspections will be carried out on a bi-annual basis, with residents also able to report any emergency damages directly to enable an immediate remedy.

In terms of car parking, residents will be allocated a space within the nearest undercroft car park and the plot deed plan will identify the bay assigned to the dwelling. On street car parking will be managed for use by visitors to the residential and commercial elements of the development. The monitoring and enforcing of the visitor and short stay parking arrangements will be the responsibility of the management company.

The responsibilities of the residential management company will be secured as part of the Section 106 Agreement. Subject to completion of the agreement it is considered that the development would benefit from sufficient highway maintenance and management arrangements.

Travel Plan

The submitted Travel Plan seeks to promote sustainable travel to and from the site by implementing the following Travel Plan Measures:

- Travel Plan Coordinator made available to promote transport advice to residents. Travel information pack provided to prospective new residents.
- Provision of legible walking and cycle routes within the site and links onto local walking and cycling routes.
- Provision of adequate levels of cycle parking.
- Provision of cycle maintenance stand / repair facilities.
- Provision of e-bike charging points
- Provision of appropriate levels of parking (including disabled and motorcycle spaces).
- Provision of Electric Vehicle Charging Points.
- Allocation of 3 car parking spaces for use by a Car Club operator
- Promotion of EVs and local charging points
- Promotion of WY carshare scheme.

By implementing the above measures the plan seeks to reduce the mode share of journeys by car travel to 40%, with 20% of journeys made by train and 19% on foot.

The effectiveness of the Travel Plan will be monitored through annual travel surveys compiled by an appointed Travel Plan Coordinator. An annual monitoring report assessing the effectiveness of the travel plan will be submitted to the council for review. In the event that the monitoring report shows that the target mode shares have not been achieved information shall be submitted detailing what further measures will be taken to assist with achieving the stated targets.

The Travel Plan will continue as a formal process for 5 years after first occupation of the development and its implementation will be secured by a planning condition. Subject to the aforementioned condition the Travel Plan is considered to encourage and facilitate the use of sustainable travel modes, limit traffic growth and reduce congestion in accordance with the requirements of policies TR1 and TR3 of the Core Strategy.

Rights of Way

Policy TR3 of the Core Strategy requires that through planning decisions the Council will improve public transport, walking and cycling infrastructure. This is to be achieved by requiring the layout of new development to encourage walking and cycling by taking opportunities to connect to the existing street and path network, local facilities and public transport in obvious and direct ways and requiring that new development creates attractive places that encourage walking and cycling by providing a permeable network of routes that are well overlooked, and which balance the needs of all users by treating highways as streets rather than as roads.

ShIPLEY Public Footpath 1 runs along the northern boundary of the site, adjacent to the River Aire. This route is also promoted as the Aire Sculpture Trail. The Leeds-Liverpool canal towpath abuts the southern edge of the site and is used as a National Cycle route, forms part of the Dales Way recreational link path, and is promoted as one of the Council's self-guided walks.

It is proposed to carry out improvement works to ShIPLEY Public Footpath 1 and for it to be incorporated into an extensive riverside park spanning the width of the site from its boundary with the adjacent Victoria Mills complex upto the point at which the footpath meets with the towpath of the Leeds Liverpool Canal. A Grampian condition will be imposed in order to secure full details of the footpath improvement works including the surface treatment, width, gradient, lighting and incorporation of the Aire Sculpture Trail. Subject to approval of the necessary details it is considered that the development will facilitate improvements to the footpath and its setting.

The development involves works which will require the temporary diversion or closure of ShIPLEY Public Footpath 1. A temporary diversion or closure order must be obtained and this will be subject to advertisement the cost of which will be borne by the applicant. A footnote will be imposed on the decision notice alerting the developer of the need to obtain the necessary diversion or closure order.

A pedestrian connection is proposed midway along the southern boundary of the site in order to form a connection between the proposed canal side square and the Leeds Liverpool Canal towpath. The connection is welcomed as it will ensure that the development will link with the canal towpath in a logical and convenient location where pedestrian access can then be achieved throughout the development site. The creation of the access point to the canal towpath will require an agreement from the Canal and River Trust estates section in their capacity as landowner. A footnote will be imposed advising the developer to make contact with the Canal and River Trust's Estates section to ensure that any relevant consent is obtained.

The site layout provides a permeable network of routes where pedestrians are prioritised and links are made with the existing footpath network in obvious and direct ways.

In conclusion the development is considered to provide a permeable network of routes across the site whilst also connecting with the existing footpath network in obvious and direct ways. The development is therefore considered to accord with the requirements of policy TR3 of the Core Strategy.

Drainage

Paragraph 167 of the NPPF advises 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 in light of this assessment it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- the development is appropriately flood resistant and resilient;
- it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- any residual risk can be safely managed; and
- safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

Paragraph 169 of the Framework 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 framework 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.

Flood Risk

The application is supported by a detailed Flood Risk Assessment. The document details that the risk from fluvial flooding will be mitigated as follows:

The flood levels for a 1 in 100 year + 23% climate change event at the site range from 64.98 mAOD in the west to 64.26 mAOD in the east. To mitigate the risk of fluvial flooding, finished floor levels should be set at a minimum level of 65.58 mAOD to provide 600mm freeboard above the 1 in 100 year + climate change flood level. The proposed development will encroach on a small area of the 1 in 100 year + 23% climate change flood extent, comprising an area of 119 m², with a maximum depth of 0.2 m. An area of 3695 m² is available within the site layout to provide compensatory storage outside of the 1 in 100 year + 23% climate change flood extent, which will enable level-for-level and volume-for-volume compensatory storage to be provided.

The Environment Agency have reviewed the submitted information and confirmed that the development is acceptable subject to a condition requiring that the development is carried out in accordance with the mitigation measures contained within the Flood Risk Assessment. Specifically, that finished floor levels shall be set no lower than 65.58 metres Above Ordnance Datum and that level for level, volume for volume compensatory storage shall be in place prior to the construction of the development platform and shall be retained and maintained for the lifetime of the development.

Subject to the aforementioned condition the proposed development is considered to be sufficiently resistant and resilient in respect of fluvial flood risk.

Foul and Surface Water Drainage

The submitted Drainage Strategy report provides details of the proposed foul and surface water drainage arrangements.

In respect of foul water drainage, a Yorkshire Water (YW) foul sewer crosses the site from south to north and a YW combined sewer runs adjacent to the site on the northern boundary parallel to the River Aire. It is proposed that the development will connect into the existing YW sewer system.

In respect of surface water drainage, the site will be served by a number of distinct surface water systems. Surface water will be collected by linear drains, gullies and downpipes, tree pits, permeable paving and green roofs. Surface water will be conveyed to swales, pipes and subterranean geo-cellular tanks before controlled release to the River Aire.

The LLFA and YW have reviewed the submitted information and confirmed that the proposals outlined in the Drainage Strategy Report are acceptable. A planning condition shall be imposed requiring the submission of details of the finalised foul and surface water drainage arrangements which shall be designed in accordance with the principles outlined in the Drainage Strategy Report. Further conditions shall be imposed to ensure that the development is drained on separate systems; that no piped discharge will take place until works to provide a satisfactory outfall have been completed; and, no building or other obstruction shall be located over or within 3 metres either side of the centreline of the public sewer. Finally, a condition shall be imposed requiring the submission of a Maintenance Plan for the surface water drainage scheme to ensure its long term maintenance.

The proposed development is considered to be appropriately flood resistant and flood resilient. Through the imposing of the suggested planning conditions the development will be served by acceptable drainage infrastructure based on SuDS principles and suitable maintenance arrangements will be put in place to ensure an acceptable standard of operation for the lifetime of the development. The development is therefore considered to accord with the requirements of policy EN7 of the Core Strategy and paragraphs 167 and 169 of the NPPF.

Land Contamination

Paragraph 183 of the NPPF requires that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. After remediation, as a minimum, land

should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and any application should ensure that adequate site investigation information, prepared by a competent person, is available to inform these assessments.

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

The submission includes a Geo-Environmental and Geotechnical Interpretive Report. The information confirms that no specific gas mitigation measures are necessary for this site. The recommendations made for site remediation include the removal of fuel tanks, pumps, pipework and interceptors from the northeast corner of the site and the breaking out of ground to a minimum of 1.5m below the proposed ground level. A minimum 300mm of clean over is to be incorporated into landscaped areas to provide a suitable rooting zone for planting. A methodology for the quality control of imported materials and proposals for the verification of the remedial works are also included within the submitted reports.

The submission has been reviewed by the Environmental Health Department and the development is considered to be acceptable subject to a condition requiring the submission of a remediation verification report prior to the occupation of each phase of the development. A further condition is required detailing the procedure to be followed in the event that any unexpected contamination is encountered during construction.

It is considered that subject to the aforementioned conditions the development will not pose a risk to human health, public safety, or the environment. The proposal is therefore considered to accord with policy EN8 of the Core Strategy and paragraph 183 of the NPPF.

Air Quality

Paragraph 186 of the Framework requires that new development should take the opportunity to improve air quality or mitigate any impacts, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning Decision should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

At the local level Core Strategy policy EN8 requires the Council to take a proactive approach to maintaining and improving air quality in the district in line with both National Air Quality Standards, the European Union limit values and the principles of best practice. Development proposals that have the potential to adversely impact on air quality will be required to incorporate measures to mitigate or offset their emissions and impacts, in accordance with the Low Emission Strategy for Bradford and associated guidance documents.

The application is supported by a detailed Air Quality Assessment and a subsequent Technical Note.

The development is classified as 'medium' for the purposes of the Bradford Low Emission Strategy. This classification is based on the fact that the development is not

expected to increase traffic flow by more than 5% on any road which is currently carrying 10,000 trips per day and that no other 'major' criteria are triggered. The submitted Technical Note provides predicted changes in Annual average daily traffic flow data to support this position.

Exposure Assessment

The submitted Air Quality Assessment provides predicted pollutant concentrations at the development site with and without the development in place. The Clean Air Plan Team have reviewed the submitted information and confirmed that all predicted concentrations are well within current health based standards as expected for a site located away from the major road network and that there are no concerns in respect of future exposure of residents to air pollutants at the site.

Air Quality Impact Assessment

The Air Quality Assessment details the expected changes in air quality in the area surrounding the site during the operational phases of the development. The report concludes that the development is expected to result in *"a negligible impact associated with the operational phase traffic and based on the extent of population exposure to the predicted impacts."*

The Clean Air Plan Team have reviewed the submitted information. A number of queries were initially raised regarding the modelling inputs and assumptions but these were fully addressed in the subsequent Air Quality Technical Note. Accordingly, the Clean Air Plan Team have confirmed that the results of the Air Quality Impact Assessment are accepted in full.

The proposal will give rise to some pollutant increases on surrounding roads however these will not result in additional exceedances of current air quality objectives or have an unacceptable detrimental impact on the aims and objectives of the Bradford Clean Air Zone. It should also be noted that the submitted assessment provides the worst case scenario as it does not take account of the expected reduction in pollutant concentrations expected as a result of the implementation of the CAZ in September 2022.

Mitigation Requirements

The development is required to provide Type 1 mitigation in the form of electric vehicle charging infrastructure for every new dwelling with associated parking and through the provision of a site-specific Construction Dust Management Plan. The aforementioned requirements will be secured by suitably worded planning conditions.

Low Emission Travel Plan

The submitted Travel Plan sets out options for walking, cycling and public transport use in the vicinity of the site and how these will be improved to serve the proposed development. A number of the measures included will assist with mitigating the air quality impact of the development. Specifically, cycling and walking will be promoted by the creation of pedestrian and cycle routes throughout the scheme; provision of secure cycle parking provision of cycle maintenance and repair facilities and the provision of e-bike charging. The use of public transport will be promoted and car club spaces will be provided to reduce the need for private car ownership. A planning condition will be imposed to ensure that the measures detailed in the Travel Plan are fully implemented and monitored.

Subject to the provision of Type 1 and Type 2 mitigation, as detailed, the development is not considered to give rise to any unacceptable implications for air quality in accordance with the requirements of policy EN8 of the Core Strategy and the NPPF.

Nuisance

Paragraph 185 of the NPPF requires planning decisions to mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life. At the local level Core Strategy policy EN8 requires development proposals to identify potential nuisance issues (including noise, vibration, odour, light and dust) arising from the nature of the proposal and address impacts on that development from existing land uses.

A Noise Impact Assessment has been provided which considers the ambient noise levels at the site boundaries. The levels recorded are then used to predict the likely internal noise levels for the proposed dwellings. The assessment concludes that the predicted levels of noise across the site would have no adverse impact on the proposed dwellings. The assessment also considers the noise impact of the traffic flows associated with the development. The document concludes that the development would result in an increase for one receptor (Riverside Estate) by 1.8dB and that there would be no significant increase for all other receptors.

The development includes the provision of 722 square metres of flexible Class E (Commercial, Business and Service) floorspace providing a workspace hub and café. Given the nature of the commercial uses they are not considered likely to give rise to any adverse noise implications for existing or future residents. The operating hours of the commercial premises can be secured by a planning condition to ensure that there is no activity during unsociable hours. If any external plant equipment is required, then this will be subject to further approval and assessment to ensure that it does not give rise to disturbance.

The Environmental Health Nuisance Team have reviewed the submitted information and have confirmed that they concur that existing noise sources will have no adverse impact upon the amenity of future residents of the development.

In respect of the construction phase of the development they have recommended that the hours of operation are limited to 0730-1800 Monday to Friday, 0800-13:00 Saturday and no working on Sundays or public/bank Holidays. The aforementioned working hours will be secured by a planning condition.

The proposals involve the demolition of the existing vacant building and the crushing and screening of the demolition material for reuse on-site. Indicative Information has been provided in order to demonstrate that this could take place without resulting adverse noise implications for neighbouring properties. A planning condition will be imposed requiring the submission of a detailed methodology for the crushing and screening of material including any necessary mitigation measures and ensuring that noise emissions do not exceed 55 decibels when measured from any point around the site boundary.

A Light Pollution Statement has been provided which includes an external lighting plan. The proposed external lighting strategy has been designed to mitigate the impact of the

development on surrounding areas in terms of glare, light spill, and environmental impact, whilst ensuring the lighting is adequate for its purpose. The proposed lighting scheme is not considered to give rise to any adverse implications in respect of neighbouring residents or occupants of the development.

The proposed development will be subject to a site specific Construction Dust Management Plan which will ensure that it will not give rise to any adverse dust related implications as a result of demolition and construction.

In conclusion the development is not considered to give rise to any adverse nuisance implications for existing neighbouring residents or future residents of the development in accordance with the requirements of policy EN8 of the Core Strategy and paragraph 185 of the NPPF.

Community Engagement

The proposed development has been the subject of pre-application submissions and feedback. The developer has sought to engage local stakeholders including ward councillors, residents and businesses through a series of consultation events. The following consultations were undertaken:

February 2022-A design workshop was held, and local stakeholders were invited to give their views on initial proposals for the site and for priorities for its redevelopment.

May 2022-A second design workshop was held, and local stakeholders were invited to view and provide their views on a revised scheme and construction materials.

July 2022-A public presentation was held. The public were invited to view the finalised masterplan and physical massing model to get a clear understanding of the development and the design team were on hand to assist with queries.

It is considered that the applicant has undertaken a level of community consultation that is commensurate with the scale of development proposed. The requirements of policy ID7 and the Council's Revised Statement of Community Involvement 2018 – 2023 are fulfilled.

Further Issues Raised by Representations

Block N is overbearing and will have a negative impact on heritage assets.

Block N has been reduced in height from seven storeys to four storeys. The scale and siting of the building are not considered to result in any adverse overbearing implications. The impact of this building on heritage assets has been considered and a very low level of harm has been identified resulting from the development of what is currently 'open' land within the World Heritage Site and Saltaire Conservation Area. Whilst the land is open it is a hard surfaced car park enclosed by railings and it does not make a positive contribution to the heritage setting.

Block N will harm key views from Coach Road

Block N has been reduced in height and it would appear lower and subservient to the more prominent Grade II Listed Salts Mill buildings in views from Coach Road. The top two storeys of Salts Mill will remain visible, as at present, above the tree line. A small

portion of the upper part of the 4th storey ridgeline of Block N would be visible above the tree line but subject to the use of appropriate construction materials this is not considered to form an intrusive feature within views from Coach Road

Taller buildings should be sited nearer Victoria Mill

The tallest buildings within the development are located at the eastern end of the site nearest to the Victoria Mills complex.

The aerial view from Coach Road is not the same as the view of persons on Coach Road

View 21 of the Landscape and Visual Impact Assessment takes into consideration the view of pedestrians looking south from Coach Road. View 22 considers pedestrian views looking southwest from Coach Road.

The demolition of the building will cause noise and disruption.

A planning condition will be imposed requiring the submission of a demolition method statement based on the recommendations of the pre-demolition audit to be approved by the Local Planning Authority before any demolition activity takes place. This is considered sufficient to ensure that any noise arising from demolition will be suitably mitigated or controlled. Subject to the aforementioned condition the demolition activity is not anticipated to result in any significantly adverse noise or disruption.

The current residents only spaces serving Jane Hills will need to have the hours extended to 24 hours a day 7 days a week.

The provision of the residents only spaces serving Jane Hills will be subject to an updated Traffic Regulation Order to ensure that they are made permanently available.

Suitable access should be retained for residents of Jane Hills

Vehicular and pedestrian access will be retained for the residents of Jane Hills

Permit parking should be provided for the 8 homes at Jane Hills

Eight permit parking spaces are included within the layout to serve Jane Hills

The driveway of 8 Jane Hills will have restricted visibility

The development would not alter the visibility afforded to the driveway of 8 Jane Hills

Access will be limited to and from 8 Jane Hills

The development does not alter the access arrangements to and from 8 Jane Hills

The use of bronze roofs/red brick walls will clash with the buildings in the World Heritage Site.

Bronze roofing is considered to provide a modern and complimentary construction material subject to the approval of a sample to ensure that it is not unduly reflective or

shiny. The bronze material will be used alongside natural stone and a buff brickwork ensuring that the development compliments local distinctiveness without seeking to directly replicate it.

The development will block natural light to the adjacent Masons Mill.

Block E would be located adjacent to Mason's Mill and it would consist of three storey townhouses bookended by four and five storey apartment units. The five-storey north-east corner of Block E would be separated from the west elevation of Masons Mill by a distance of 30 metres. The scale of Block E and the separation distance achieved are considered to be sufficient to ensure that there would be no significant loss of natural light for neighbouring residents of Masons Mill.

Block F would be located 23.5 metres to the northwest of Masons Mill and the buildings would not have a direct relationship. Accordingly, this aspect of the development is not considered to block natural light from the adjacent Masons Mill.

Increased traffic and congestion

A Transport Assessment (TA) has been provided which considers the changes in traffic flows associated with the proposed development. The document concludes that traffic flows can be satisfactorily accommodated by the existing highway network and that when compared with the existing scenario queues are either reduced with the development in place, or increased by a limited amount which would be negligible in terms of the operation of the wider highway network.

The Highways Development Control Department have reviewed the submitted TA and confirmed that they agree with its findings in terms of traffic generation and the impact on the highway network.

The height of the development will impact on the Victoria Mills Complex

Block E would comprise of three storey townhouses bookended by four and five storey apartment units. The buildings are considered to be of an appropriate scale in relation to the neighbouring mill complex.

Block F would be a part four, part 7 and part 8 storey building and would be 23 metres at its highest point. It would be 4 metres lower than the tallest part of the current HMRC building, 2 metres lower than the main blocks of the Victoria Mills complex and 7 metres lower than the modern round apartment block. Block F is therefore considered to be of an appropriate height in relation to neighbouring buildings.

Increased pollution

It is accepted that the proposed development would result in greenhouse gas emissions. However, it is considered that such emissions are likely to be relatively lower than would be the case for alternative, less sustainable locations. The development will minimise energy and CO₂ emissions through the use of passive design measures and the use of energy efficient equipment such as Air Source Heat Pumps for all houses and zero fossil fuel use across the site. The use of potable water in sanitary applications will be minimised through low water use fixtures and fittings. The development will be designed and constructed to conserve resources, increase

efficiency and use sustainably sourced materials. The development will incorporate sustainable drainage features through the use of permeable paving, sediment sumps/catch pits and swales. Construction waste will be minimised with the implementation of a Resource Management Plan. The development will minimise air pollution by incorporating an all-electric building strategy and light pollution will be minimised through the appropriate selection and location of external lighting.

The development will harm riverside habitats and wildlife

The Council's Biodiversity Officer has reviewed the submitted information and confirmed that the information assesses the value of the ecological features and the likely impacts appropriately and that adequate mitigation has been recommended where necessary. To ensure that existing biodiversity features are adequately protected during demolition and construction a planning condition will be imposed requiring the submission of Construction Environmental Management Plan: Biodiversity.

The buildings do not reflect the character of the surrounding area.

The proposed buildings are a contemporary response to the site surroundings and draw on elements of local distinctiveness to ensure that a complimentary appearance is achieved without seeking to directly replicate the existing architecture.

Increased flooding and surface water run-off

The submission is supported by a Flood Risk Assessment and Drainage Strategy the details of which have been reviewed by the Lead Local Flood Authority, Environment Agency and Yorkshire Water. No objections have been raised and subject to imposing the recommended planning conditions the development will not result in increased flooding or surface water run-off

Appropriate boundary separation is needed between the development and 12 Jane Hills.

A planning condition will be imposed requiring the submission of details of the boundary screening to be provided along the extent of the common boundaries with 11 and 12 Jane Hills. The screening shall be a minimum of 1.8 metres in height to ensure that the amenity of neighbouring residents is not compromised.

Block N would be within the World Heritage Site boundary and it is not sympathetic in terms it's height, shape, materials or massing.

Block N has been reduced in height to four storeys and the materials amended to include substantial expanses of natural stone across the elevations. The height, shape, materials and massing of the building are considered to be sympathetic to the World Heritage site and its setting.

The schemes presented at the public consultation were a fait accompli.

The developer has undertaken public consultation commensurate with the scale of development and in accordance with the requirements of policy ID7 of the Core Strategy and the Council's Revised Statement of Community Involvement 2018 – 2023.

The design has not been adapted following public feedback.

Whilst the development may not include all of the suggestions made as a result of the public consultation exercise the design will be subject to assessment in accordance with adopted planning policy to ensure that it is of an acceptable standard.

Views of the development from the surrounding area need to be considered

A Landscape and Visual Impact Assessment has been provided which considers the impact of the development in key views surrounding the site.

The development should incorporate Yorkshire stone.

Natural stone is incorporated within the scheme and extensively on the elevations of Block N which falls within the boundary of the World Heritage Site.

New open spaces should be appropriately managed in terms of anti-social behaviour

All new public open spaces will benefit from appropriate natural surveillance and lighting to discourage anti-social behaviour.

Planning Obligations

Affordable Housing

Core Strategy policy HO11 sets out the affordable housing requirements for the district. The site is within Shipley Ward, where there is a requirement for 20% affordable housing provision on developments of 10 units or more. The development proposal is for 289 units and there is therefore a need to provide 58 affordable units in order to achieve policy compliance.

Where a variation to policy requirements is sought to due to financial viability policy ID2 of the Core Strategy requires that a viability assessment must be submitted to the Council. Where a development is economically unviable consideration will be given to individual scheme financial viability in the determination of the application.

Carter Jonas have carried out a Viability Assessment Report on behalf of the applicant and the document concludes that nil planning gain (affordable housing) can viably be delivered by the development. Despite the conclusions of the report the developer has committed to the provision of 5 affordable housing units to be offered for sale at a discounted market rate.

The Valuation Office Agency and a specialist Quantity Surveyor have carried out a review of the Viability Assessment Report and the abnormal costs relating to undercroft car parking, on behalf of the Council, and they have provided recommendations and conclusions within a Viability Review Report.

The conclusion of the Viability Review report is that a planning policy compliant scheme is not viable. The primary factor influencing this is the £10,331,105 construction costs associated with the provision of undercroft car parking. These costs have been reviewed by a Quantity Surveyor and a shadow costing of this aspect of the development using SPON'S book rates arrived at a cost of £10,397,105. This is a variance of 0.6% or £66,370 greater than the cost anticipated by the developer.

The Viability Review Report also contains a Sensitivity Analysis whereby the most sensitive appraisal inputs relating to sales revenues and base construction costs are adjusted in upward and downward steps of 2.5% from the base appraisal assumption to determine if any of the scenarios result in a policy compliant scheme becoming viable. None of the 25 adjusted scenarios produce a viable scheme.

In relation to the £10,331,105 of construction costs associated with the car parking these would need to reduce by 67% or a saving of £6,891,726 in order to deliver a policy compliant scheme. Given that the developers construction costs are already lower than the SPON'S book rates the construction costs associated with the car parking are not considered likely to fluctuate to such a degree that it would alter the outcome with regard to the provision of affordable housing.

Therefore, having regard to scheme viability as set out in policy ID2 of the Core Strategy and paragraph 58 of the NPPF it is considered that in this instance the provision of a reduced level of affordable housing has been robustly justified and policy HO11 of the Core Strategy is therefore satisfied.

South Pennine Moors Recreation Impact

The South Pennine Moors SPA/SAC Planning Framework Supplementary Planning Document sets out the necessary mitigation requirements for the recreational impacts of new development on the South Pennine Moors SPA/SAC. A contribution of £375.61 per residential unit is required. A financial contribution of £108,551.29 is therefore required to mitigate the proposed development. The necessary payment will be secured by a Section 106 Agreement.

Community Infrastructure Levy

The Former HMRC Office proposal is a CIL liable use and is within CIL zone 3 which has a current CIL liability of £20 per sqm plus indexation.

The Planning Obligations Officer has reviewed the available records and has confirmed that a lawful use has taken place and as such the floor space to be demolished has been credited against the proposed floor space which results in the CIL liability being reduced to nil/£0.00.

Reason for Granting Planning Permission:

The loss of the existing office space has been robustly justified as it is no longer suitable in terms of its location, accessibility, relationship with neighbouring land uses and market significance. The proposal would re-develop a sustainably located brownfield site with much needed new housing and complimentary commercial uses, making a valuable contribution towards addressing the under supply and under delivery of housing in the district. The principle of development is considered to be acceptable.

A less than substantial degree of harm would be incurred to the Saltaire World Heritage Site and Saltaire Conservation Area and this would be outweighed by the public benefits of the development in terms of providing much needed new housing, removing a detractor building, improving views into the World Heritage site, providing new publically accessible greenspaces and enabling new opportunities for appreciating surrounding heritage assets. The development would not result in any adverse implications for the setting of Saltaire Mills, Victoria Works, Roberts Park, 5,6 and 7

Jane Hills, Leeds Liverpool Canal Conservation Area, or Baildon Green Conservation Area.

The development would provide 5 affordable housing units which falls below the 58 units required by policy HO11 of the Core Strategy. However, a Viability Assessment Report has been provided, and independently reviewed by the Valuation Office Agency, which confirms that because of the abnormal costs associated with developing the site a policy compliant level of affordable housing provision is not viable. The reduced level of affordable housing provision is therefore considered to be justified having taken account of scheme viability.

The development presents no significant adverse impacts with regard to landscape character, design, density, housing mix, housing quality, residential amenity, flood risk, drainage, air quality, land quality, nuisance, highway and pedestrian safety, trees, biodiversity, rights of way or community safety, subject to the imposition of the conditions listed below.

The proposed development would meet the requirements of RUDP policy UR7A, Core Strategy policies P1, SC1, SC2, SC3, SC4, SC5, SC6, S8, SC9, BD1, EC4, EC5, TR1, TR2, TR3, TR4, TR5, HO1, HO2, HO3, HO5, HO6, HO8, HO9, HO11, EN1, EN2, EN3, EN4, EN5, EN6, EN7, EN8, DS1, DS2, DS3, DS4, DS5, ID2, ID3 AND ID7 and the relevant policies of the National Planning Policy Framework.

Conditions:

1.Approved Plans

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

27639(00)00-Site Location Plan
27639(00)01-Site Planning Boundary
27639(00)04-House Type Key Plan- Rev E

27639(00)19-Site Block Plan L-1-Rev C
27639(00)20-Site Block Plan L0-Rev C
27639(00)21-Site Block Plan L1-Rev C
27639(00)22-Site Block Plan L2-Rev C
27639(00)23-Site Block Plan L3-Rev C
27639(00)24 -Site Block Plan L4-Rev C
27639(00)25-Site Block Plan L5-Rev C
27639(00)26-Site Block Plan L6-Rev C
27639(00)27-Site Block Plan L7-Rev C
27639(00)28-Site Block Plan L8 Roof-Rev C
27639(01)02-Demolition Plan Rev C
27639(01)03-Phasing Plan Rev D

27639(01)05-Site Plan Flood Zones-Proposed
27639(01)08-Masterplan-Rev R
27639(01)09-Site Plan-Parking Strategy-Rev D
27639(01)10-Site Plan Street Type Diagrams-Rev D
27639(01)12-Site Plan Street Widths-Rev D
27639(01)13-Site Plan - Building Heights & Materials-Rev D

27639(01)14-Site Plan Servicing Strategy Refuse-Rev C
27639(01)15- Site Plan - Servicing Strat - Fire L-1 Rev A
27639(01)16 Site Plan - Servicing Strat - Fire L0-Rev B
27639(01)17 Site Plan - Servicing Strat - Fire L1 Rev B
27639(01)18-Road Layout Site Plan-Rev C
27639(01)20-Parking Strategy L0-Rev D
27639(01)21-Parking Strategy L1-Rev D

27639(02)101- Block A Plan – L1-Rev C
27639(02)102 Block A Plan – L2-Rev C
27639(02)103-Block A Plan – L3-Rev C
27639(02)104- Block A Plan – L4-Rev C
27639(02)105- Block A Plan – L5-Rev C

27639(02)111-Block B Plan-L1-Rev C
27639(02)112-Block B Plan-L2-Rev C
27639(02)113-Block B Plan-L3-Rev C
27639(02)114-Block B Plan-L4-Rev C
27639(02)115-Block B Plan-L5-Rev C
27639(02)116-Block B Plan-L6-Rev C

27639(02)121-Block C Plan-L1-Rev D
27639(02)122-Block C Plan-L2-Rev D
27639(02)123-Block C Plan-L3-Rev D
27639(02)124-Block C Plan-L4-Rev D

27639(02)131-Block D Plan-L1-Rev D
27639(02)132-Block D Plan-L2-Rev D
27639(02)133-Block D Plan-L3-Rev D
27639(02)134-Block D Plan-L4-Rev D

27639(02)141-Block E Plan-L1-Rev D
27639(02)142-Block E Plan-L2-Rev D
27639(02)143-Block E Plan-L3-Rev D
27639(02)144-Block E Plan-L4-Rev D
27639(02)145-Block E Plan-L5-Rev D
27639(02)146-Block E Plan-L6-Rev D

27639(02)150-Block F Plan-L0-Rev C
27639(02)151-Block F Plan-L1-Rev C
27639(02)152-Block F Plan-L2-Rev C
27639(02)153-Block F Plan-L3-Rev C
27639(02)154-Block F Plan-L4-Rev C
27639(02)155-Block F Plan-L5-Rev C
27639(02)156-Block F Plan-L6-Rev C
27639(02)157-Block F Plan-L7-Rev C
27639(02)158-Block F Plan-L7-Rev C

27639(02)160-Block G Plan-L0-Rev C
27639(02)161-Block G Plan-L1-Rev C
27639(02)162 Block G Plan-L2-Rev C
27639(02)163-Block G Plan-L3-Rev C

27639(02)170-Block H Plan-L0- Rev C
27639(02)171-Block H Plan-L1- Rev C
27639(02)172-Block H Plan-L2- Rev C
27639(02)173-Block H Plan-L3- Rev C

27639(02)180-Block J Plan-L0-Rev C
27639(02)181-Block J Plan-L1-Rev C
27639(02)182-Block J Plan-L2-Rev C
27639(02)183-Block J Plan-L3-Rev C

27639(02)190-Block K Plan-L0-Rev C
27639(02)191-Block K Plan-L1-Rev C
27639(02)192-Block K Plan-L2-Rev C
27639(02)193-Block K Plan-L3-Rev C
27639(02)194-Block K Plan-L4-Rev C

27639(02)200-Block L Plan-L0-Rev B
27639(02)201-Block L Plan-L1-Rev B
27639(02)202-Block L Plan-L2-Rev B
27639(02)203-Block L Plan-L3-Rev B
27639(02)204-Block L Plan-L4-Rev B

27639(02)210-Block M Plan-L0-Rev C
27639(02)211-Block M Plan-L1-Rev C
27639(02)212-Block M Plan-L2-Rev C
27639(02)213-Block M Plan-L3-Rev C
27639(02)214-Block M Plan-L4-Rev C

27639(02)220-Block N Plan-L0-Rev D
27639(02)221-Block N Plan-L1-Rev D
27639(02)222-Block N Plan-L2-Rev D
27639(02)223-Block N Plan-L3-Rev D
27639(02)224-Block N Plan-L4-Rev D
27639(02)225-Block N Plan-L5-Rev D

27639(03)10-Site Sections Key-Proposed-Rev A
27639(03)11-Site Section AA-Proposed-Rev A
27639(03)12-Site Section BB-Proposed Rev D
27639(03)13-Site Section CC-Proposed Rev G
27639(03)14-Site Section DD-Proposed Rev G
27639(03)15-Site Section EE-Proposed Rev D
27639(03)16-Site Section FF-Proposed Rev D
27639(03)17-Site Section GG-Proposed Rev D
27639(03)18-Site Section HH-Proposed Rev D
27639(03)19-Site Section JJ-Proposed Rev C
27639(03) 20-Site Section KK-Proposed Rev D
27639(03) 21-Site Section LL-Proposed Rev D
27639(03)22-Site Section MM-Proposed Rev D
27639(03)23-Site Section NN-Proposed Rev D
27639(03)24-Site Section PP Proposed Rev C
27639(03)25-Site Section QQ Proposed Rev A

27639(03)26-Site Section RR Proposed Rev A
27639(03)27-Site Section SS Proposed Rev C
27639(03)28-Site Section TT Proposed Rev A

27639(04)100-Block A Elevations Rev C
27639(04)101-Block A Elevations Rev C
27639(04)102-Block A Elevations Rev C
27639(04)103-Block A Elevations Rev C
27639(04)104-Block A Elevations Rev A

27639(04)110-Block B-Elevations-Rev D
7639(04)111-Block B-Elevations-Rev D
7639(04)112-Block B-Elevations-Rev D
7639(04)113-Block B-Elevations-Rev D

27639(04)120-Block C Elevations-Rev D
27639(04)121-Block C Elevations-Rev D
27639(04)122-Block C Elevations-Rev D
27639(04)123-Block C Elevations-Rev D
27639(04)124-Block C Elevations-Rev D
27639(04)125-Block C Elevations-Rev D

27639(04)130-Block D Elevations-Rev D
27639(04)131-Block D Elevations-Rev D
27639(04)132-Block D Elevations-Rev D
27639(04)133-Block D Elevations-Rev D
27639(04)134-Block D Elevations-Rev D
27639(04)135-Block D Elevations-Rev D

27639(04)140-Block E Elevations Rev D
27639(04)141-Block E Elevations Rev D
27639(04)142-Block E Elevations Rev D
27639(04)143-Block E Elevations Rev D
27639(04)144-Block E Elevations Rev D

27639(04)150-Block F Elevations Rev E
27639(04)151-Block F Elevations Rev E
27639(04)152-Block F Elevations Rev E
27639(04)153-Block F Elevations Rev E
27639(04)154-Block F Elevations Rev E
27639(04)155-Block F Elevations Rev E

27639(04)160 –Block G Elevations Rev D
27639(04)161 –Block G Elevations Rev D
27639(04)162 –Block G Elevations Rev D
27639(04)163 –Block G Elevations Rev D
27639(04)164 –Block G Elevations Rev D
27639(04)165 –Block G Elevations Rev D

27639(04)170-Block H Elevations-Rev D
27639(04)171-Block H Elevations-Rev D
27639(04)172-Block H Elevations-Rev D

27639(04)173-Block H Elevations-Rev D
27639(04)174-Block H Elevations-Rev D
27639(04)175-Block H Elevations-Rev D

27639(04)180-Block J Elevations-Rev D
27639(04)181-Block J Elevations-Rev D
27639(04)182-Block J Elevations-Rev D
27639(04)183-Block J Elevations-Rev D
27639(04)184-Block J Elevations-Rev D
27639(04)185-Block J Elevations-Rev D

2763-9(04)190-Block K Elevations-Rev D
2763-9(04)191-Block K Elevations-Rev D
2763-9(04)192-Block K Elevations-Rev D
2763-9(04)193-Block K Elevations-Rev D
2763-9(04)194-Block K Elevations-Rev D
2763-9(04)195-Block K Elevations-Rev D

27639(04)200-Block L Elevations Rev C
27639(04)201-Block L Elevations Rev C
27639(04)202-Block L Elevations Rev C
27639(04)203-Block L Elevations Rev C
27639(04)204-Block L Elevations Rev C
27639(04)205-Block L Elevations Rev C

27639(04)210-Block M Elevations Rev A
27639(04)211-Block M Elevations Rev A
27639(04)212-Block M Elevations Rev B

27639(04)220-Block N Elevations Rev D
27639(04)221-Block N Elevations Rev D

27639(06)01-Accommodation Schedule-Rev J
27639(06)03-Dwelling Mix Summary-Rev L

7639(90)02-Materials Schedule
27639(93)01 Materials Benchmark-Rev C
3201-Rev P3-Cut and Fill Stage 1
3302-Rev P2-Cut and Fill Stage 2

001-ND2114-d Rev 01 Landscaping Plan and Arrangement
27639(01)16 Rev B-Fire Strategy L0
27639(01)17B-Fire Strategy L1

Leeds HOF-01 Method Statement Demolition and Dismantling Activities dated 28.02.2023

Flood Risk Assessment, reference 128708/G/W/R01, revision 4, dated 15/02/23, compiled by Fairhurst.

Saltaire Riverside Drainage strategy, reference 00.22024-ACE-ZZ-ZZ-RP-C-0001 Rev P4, dated May 2022, by Adept Civil and Structural and Consulting Engineers

Travel Plan Version 1.1 dated 22/06/23 compiled by Fore Consulting Limited.

Biodiversity Net Gain Assessment –Reference 22-0114-01, dated February 2023, by Delta Simons.

Geo-Environmental and Geotechnical Interpretative Report, dated March 2021, by Fairhurst.

Neighbour Engagement & Communication Document reference ARE_SR_NECD1, dated September 2023 by Artisan Real Estate.

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

2. 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. Hours of Use: Block A

The approved Class E floorspace located within Block A of the development shall not be open for business between the hours of 2200 and 0700 and no customer shall be served or otherwise make use of the premises between these hours.

Reason: In order to safeguard the amenity of nearby residents and to accord with the requirements of policy DS5 of the Core Strategy.

4. Hours of Use: Block B

The approved Class E floorspace located within Block B of the development shall not be open for business between the hours of 20:00 and 07:00 and no customer shall make use of the premises between these hours.

Reason: In order to safeguard the amenity of nearby residents and to accord with the requirements of policy DS5 of the Core Strategy.

5. PD Rights Removed: A-E

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 E of Part 1 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 to accord with Policies DS3 and DS5 of the Core Strategy Development Plan Document.

6. Bin Storage

Prior to the occupation of each dwelling the bin storage arrangements serving the dwelling shall be provided in full in accordance with the approved plans. The bin storage facilities shall then be retained thereafter for the lifetime of the development.

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

7. Phasing Plan

The development shall be phased in accordance with plan reference 27639(01) 03 Rev D "Site Phasing Plan.

Reason: To ensure that satisfactory phasing of the development and to ensure that it is delivered in a coordinated and planned way and to accord with policy DS1 of the Core Strategy

8. Materials Samples: Walling and Roofing

Before development above damp-proof course commences on the relevant phase of the development, arrangements shall be made with the Local Planning Authority for the inspection of all external facing and roofing materials to be used in the construction of the relevant phase. The samples shall then be approved in writing by the Local Planning Authority and the development constructed in accordance with the approved details. As a minimum the materials shall achieve the benchmark standards illustrated on drawing reference 27639(93)01 Rev C-Materials Summary, dated 13.02.2023 and received by the council on 27.02.2023.

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

9. Footpath Upgrades: Shipley Public Footpath 1

Prior to the commencement of any above ground works full details of the footpath upgrades to be undertaken to Shipley Public Footpath 1 shall be submitted to and approved in writing by the Local Planning Authority. As a minimum the details shall include the surface treatments, width, gradient, and lighting arrangements as well as details of how the Aire Sculpture Trail will be incorporated across the route.

The works shall then be carried out in full in accordance with the agreed details prior to the first occupation of the development.

Reason: To ensure that the footpath is appropriately integrated into the development in accordance with policies DS4 and TR3 of the Core Strategy.

10. Demolition Methodology Implementation

All demolition work shall occur in strict accordance with the details contained within the Leeds HOF-01 Method Statement Demolition and Dismantling Activities dated 28.02.2023 and the Neighbour Engagement & Communication Document reference ARE_SR_NECD1, dated September 2023 by Artisan Real Estate.

Reason: To ensure that the amenity of neighbouring residents is not compromised as a result of demolition activity and to accord with policies DS5 and EN8 of the Core Strategy.

11. Material Crushing and Screening: Methodology

Prior to the processing of any demolition material on-site a methodology for the crushing and screening of the material shall be submitted to and approved in writing by

the Local Planning Authority. The information shall include details of any mitigation measures necessary to ensure that noise emissions arising from the crushing and screening activities do not exceed 55 decibels when measured from any point on the site boundary. The crushing and screening activity shall then occur in strict accordance with the approved details.

Reason: To ensure that the amenity of neighbouring residents is not compromised as a result of excessive noise levels and to accord with policies DS5 and EN8 of the Core Strategy.

12. Construction Management Plan: General

Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any subsequent legislation no above ground works shall take place until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) hours of delivery of materials;
- iii) location of site management offices and/or sales office;
- iv) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- v) car parking areas for construction workers, sales staff and customers;
- vi) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- vii) temporary warning and direction signing on the approaches to the site.

The construction plan details as approved shall be implemented before the development hereby permitted is begun and shall be kept in place, operated and adhered to at all times until the development is completed.

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

13. Construction Hours

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

Monday to Friday 0730 to 18:00
Saturday 0800 to 1300
Sundays, Public/Bank Holidays No working.

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

14. Dust Management Plan

Prior to commencement of development a Construction Dust Management Plan for minimising the emission of dust and other emissions to air during the site preparation and construction shall be submitted to and approved in writing by the Local Planning Authority. The dust management plan must be prepared with due regard to the guidance set out in the IAQM Guidance on the assessment of dust from demolition and construction and include the recommended mitigation measures in section 6.0 of the Delta Simons Ltd Air Quality Assessment (22-0114.03). The development shall be carried out in accordance with the approved Dust Management Plan.

Reason: To protect amenity and health of surrounding residents and to accord with policy EN8 of the Core Strategy.

15. Development Carried out in accordance with FRA

The development shall be carried out in accordance with the submitted flood risk assessment (titled "Land at Former HMRC Office, Shipley, Flood Risk Assessment", reference "128708/G/W/R01", revision 4, dated 15/02/2023, compiled by Fairhurst) and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 65.58 metres Above Ordnance Datum
- Level for level, volume for volume compensatory storage shall be in place prior to construction of the development platform and shall be maintained for the lifetime of the development as per sections 5.1 and 5.7

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with policy EN7 of the Core Strategy.

16. Temporary Drainage Strategy

Prior to the commencement of development, the temporary drainage strategy as detailed on drawing reference ACE-ZZ-XX-DR-C-199 Rev P2 –Temporary Drainage Plan dated 16.02.2023 shall be implemented in full. The temporary drainage arrangements shall remain in situ until the surface water drainage arrangements serving the relevant phase of development have been provided in full.

Reason: To minimise the discharge of surface water outside of the curtilage of the site during the construction phase of the development in accordance with policies EN7 and EN2 of the Core Strategy.

17. Foul and Surface Water Drainage Scheme

The development of each phase (excepting demolition and enabling works) shall not begin until details of a scheme for foul and surface water drainage to serve the relevant phase has 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 Drainage Strategy Report, Document ref: 00.22024-ACE-ZZ-ZZ-RP-C-0001- Rev P4, Dated: May 2022. The maximum surface water discharge rate, off-site, shall not exceed 310 (Three hundred and ten) 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.

18. Surface Water Maintenance Plan

Prior to the commencement of any above ground works a Maintenance Plan for the surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. Once built, the drainage scheme shall be maintained thereafter, in accordance with the approved Plan.

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.

19. Construction Method Statement: Canal Stability

Prior to any works relating to blocks A, K, L, M and N a Method Statement, detailing the construction of foundations in proximity to the Leeds and Liverpool Canal embankment shall have first been submitted to and approved in writing by the Local Planning Authority. The details shall include the design, depth and means of construction of the foundations, including details of any piling works, details of the location of construction equipment and any stockpiling on site; and protection measures employed to protect the embankment during the works. The development shall thereafter be carried out in strict accordance with the approved Method Statement.

Reason: In the interests of ensuring that the development safeguards the stability of land adjacent to the canal and to accord with the requirements of policy EN8 of the Core Strategy.

20. Drainage Separate Systems

The development hereby permitted shall be drained using separate foul sewer and surface drainage systems. No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with details submitted to and approved in writing by the Local Planning Authority.

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.

21. Public Sewer Easement

No building or other obstruction including landscape features shall be located over or within 3 metres either side of the centre line of the public sewer i.e. a protected strip width of 6 metres, that crosses the site. Furthermore, no construction works in the relevant area(s) of the site shall commence until measures to protect the public sewerage infrastructure that is laid within the site boundary have been implemented in full accordance with details that have been submitted to and approved by the Local

Planning Authority. The details shall include but not be exclusive to the means of ensuring that access to the pipe for the purposes of repair and maintenance by the statutory undertaker shall be retained at all times. If the required stand-off or protection measures are to be achieved via diversion or closure of the sewer, the developer shall submit evidence to the Local Planning Authority that the diversion or closure has been agreed with the relevant statutory undertaker and that, prior to construction in the affected area, the approved works have been undertaken.

Reason: In the interest of public health and maintaining the public sewer network and to accord with policies DS5, EN7 and EN8 of the Core Strategy.

22. Construction Environmental Management Plan-Biodiversity

No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: to ensure the protection of existing biodiversity features in accordance with policy EN2 of the Core Strategy.

23. Biodiversity Gain Plan

Prior to the commencement of development, excepting demolition and enabling works, a Biodiversity Gain Plan (BGP) shall be submitted to, and be approved in writing by, the local planning authority. The Plan shall deliver a minimum of 11.92 Biodiversity (Area Habitat) Units, 0.07 Biodiversity (Hedgerow) Units and 1.16 Biodiversity (Riverine) Units on land identified in the Biodiversity Metric Spreadsheet Version 3.1 referred to in Biodiversity Net Gain Assessment Delta-Simons, February 2023, Project No: 22-0114.01 (Issue No. 2) and include details of the following:

- a) Description and evaluation of features to be created, managed and enhanced
- b) Extent and location/area of proposed habitats and Biodiversity Units on scaled maps and plans
- c) Ecological trends and constraints on site that might influence management
- d) Aims and Objectives of management to include Target Biodiversity Units and Condition Criteria
- e) Appropriate management Actions for achieving Aims and Objectives

- f) An annual work programme (to cover an initial 5-year period)
- g) Details of the specialist ecological management body or organisation responsible for implementation of the Plan
- h) Details of how the plan will be funded
- i) For each of the first 5 years of the Plan, a progress report shall be submitted to the Local Planning Authority reporting on progress of the annual work programme and confirming the actions required for the next 12-month period
- j) The Plan will be reviewed and updated every 5 years and implemented for perpetuity.

The Plan shall also set out how contingencies and/or remedial action will be identified, agreed and implemented when necessary. The approved Plan will be implemented in accordance with the approved details.

Reason: to ensure the long-term protection and enhancement of biodiversity in accordance with policy EN2 of the Core Strategy.

24. Monitoring and Reporting

Prior to occupation of the first dwelling a Biodiversity Monitoring Programme and Monitoring Report carried out by an appropriately qualified ecological consultant shall be submitted to and agreed by the Local Planning Authority. It shall include the first Monitoring Report, to take place after full implementation of approved landscaping and habitat creation establishment works, and specify the frequency and timing of subsequent Monitoring Reports to cover a minimum period of 30 years to be submitted to the Local Planning Authority. The Monitoring Report will include the following:

- a) Confirmation of the number of Biodiversity Units present based on a survey at an appropriate time of year and how this compares to the 11.92 Biodiversity (Area Habitat) Units, 0.07 Biodiversity (Hedgerow) Units and 1.16 Biodiversity (Riverine) Units on land identified in the Biodiversity Metric Spreadsheet Version 3.1 referred to in Biodiversity Net Gain Assessment Delta-Simons, February 2023, Project No: 22-0114.01 (Issue No. 2)
- b) Where the Target Condition is not yet met provide an assessment of time to Target Condition for each habitat and any changes to management that are required
- c) How the monitoring is funded and the specialist ecological body responsible
- d) Confirmation by photographs that all integral bird nesting and bat roosting features are in place as approved.

Subsequent Monitoring Reports will be submitted to the LPA at timescales stated in the Monitoring Programme and where remedial measures or changes in management are required these will be addressed in the subsequent Biodiversity Gain Plan annual work programmes.

Reason: To ensure biodiversity units are delivered as agreed in the approved Biodiversity Gain Plan in perpetuity and to accord with policy EN2 of the Core Strategy.

25. EV Charging

Before the date of first occupation an EV charging infrastructure scheme shall be submitted to and approved in writing by the Local Planning Authority. All charging points provided must be purpose built and have a minimum output of 7kW with Mode 3 charging capability. Information about the EV charging infrastructure and how to use it should be included in the new home welcome pack. Buildings and parking spaces that

are to be provided with charging points shall not be brought into use until the charging points are installed and operational. Charging points installed shall be retained in full working order thereafter.

Purpose: To facilitate the uptake and use of low emission vehicles by future occupants and reduce the emission impact of traffic arising from the development in line with the council's Low Emission Strategy and policy EN8 of the Core Strategy.

26. Low Emission Travel Plan

Travel plan measures shall be implemented in accordance with the details and timescales contained within the submitted Travel Plan Version 1.1 dated 22/06/23 compiled by Fore Consulting Limited.

The Travel Plan shall be monitored annually for a period of five years from first occupation of the development. An annual monitoring report shall be submitted to and agreed in writing by the Local Planning Authority and it shall include, but not be limited to, the following:

- i) Details of progress made since the submission of the previous annual report and any other changes which have occurred over the year which are significant to the Plan.
- ii) An assessment of travel survey results and any other monitoring such as vehicle counts.
- iii) An assessment of whether targets have been met or are on track to be met.
- iv) Any revisions to be made to the Travel Plan.
- v) Whether or not remedial measures are to be implemented at this stage.
- vi) Actions for the forthcoming year which should be set out in a Travel Plan Action Plan

Reason: To encourage and facilitate the use of sustainable travel modes, limit traffic growth and reduce congestion in accordance with the requirements of policy TR1 of the Core Strategy.

27. Remediation Verification

Prior to the first occupation of each phase of the development 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

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

28. Unexpected Contamination

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

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

29. Hard Landscaping: Material Samples

Prior to the commencement of any hard landscaping works samples of all the hard landscaping materials shall be submitted to and approved in writing by the Local Planning Authority. The hard landscaping works shall be carried out with material which accord with the approved samples.

Reason: In the interests of the character and visual amenity of the area and to accord with policies DS1, DS3 and EN3 of the Core Strategy.

30. Soft Landscaping Scheme Details/Implementation

In the first planting season following the completion of the development the soft landscaping proposals and new tree planting shall be implemented at the site in accordance with a detailed planting schedule which must first be submitted to and approved in writing by the local planning authority.

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

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

31. 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 DS 5 of the Core Strategy Development Plan Document.

32. Boundary Treatment: Common Boundary of 12 Jane Hills

Prior to the first occupation of Block A details of the boundary treatment to be provided along the common boundaries of 11 and 12 Jane Hills shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall have a minimum height of 1.8 metres and it shall be installed in accordance with the approved details prior to the first use of Block A and retained thereafter.

Reason: To ensure that the level of amenity afforded to neighbouring occupants is maintained in accordance with policy DS5 of the Core Strategy.

33. Lighting Scheme: Details

Prior to the first occupation of each phase of the development, details of all external lighting serving that phase, including its location, height, design, luminance and the extent of any spillage, shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall then be installed in accordance with the approved details in full prior to the first occupation of the relevant phase of development.

Reason: To ensure that the development is served by adequate lighting in the interests of site security and the protection of surrounding habitats in accordance with the requirements of policies DS5 and EN2 of the Core Strategy.

34. Arb Method Statement/Tree Protection Plan

All trees shown on the approved drawings to be retained, including any trees whose canopies overhang the development site, shall be protected throughout the construction period with tree protection fencing or other tree protection measures that are in accordance with BS 5837: 2012 Trees In Relation to Construction.

Notwithstanding any details that were submitted with this planning application, the development shall not begin until a detailed Arboricultural Method Statement and Tree Protection Plan, setting out full details of proposals to protect trees within or adjoining the site during the development process, have been submitted to and agreed in writing by the Local Planning Authority. The Arboricultural Method Statement and Tree Protection Plan shall accord with recommendations contained in BS: 5837.

Following the approval of such tree protection details, the development shall not begin, nor shall there be any demolition, site preparation or ground works, nor shall any materials or machinery be brought on to the site until the tree protection measures have been installed in accordance with the approved details.

Reason for pre-commencement condition: Trees on the site are of high amenity value and implementation of the tree protection measures prior to any development work beginning on the site is essential to ensure that trees are adequately protected in the interests of amenity and to accord with Policy EN5 of the Core Strategy Development Plan Document.

35. Retention of Tree Protection

The approved tree protection measures, shall remain in place for the duration of the construction period, and shall not be removed or altered except in accordance with such phasing proposals as are described within the approved Arboricultural Method Statement or in accordance with alternative tree protection details that have been formally approved. There shall be no excavations or alteration of ground levels within the tree protection areas/construction exclusion zones created on the site, and no engineering or landscaping works, service runs, or installations shall take place and no materials shall be stored within them.

Reason for pre-commencement condition: Trees on the site are of high amenity value and implementation of the tree protection measures prior to any development work beginning on the site is essential to ensure that trees are adequately protected. In the interests of amenity and to accord with Policy EN5 of the Core Strategy Development Plan Document.

36. Access Before Us

Prior to the first occupation of each block of the development, the proposed means of vehicular and pedestrian access serving the relevant block, shall be laid out, hard surfaced, sealed and drained within the site in accordance with the approved plan reference 27639(01)08-Masterplan-Rev R dated 13.02.2023 and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway and pedestrian safety and to accord with policy DS4 of the Core Strategy and paragraph 110 of the National Planning Policy Framework.

37. Parking before Use

Prior to the first occupation of each block of the development, the car parking spaces serving the relevant block shall be laid out, hard surfaced, sealed and marked out in accordance with approved plan references 27639(01)21F and 27639(01)20D. The car parking spaces so approved shall be kept available for use whilst ever the development is in use.

Reason: In the interests of highway safety and to accord with Policy TR2 of the Core Strategy Development Plan Document and Paragraph 110 of the National Planning Policy Framework.

38. Visibility Splays

Prior to the first occupation of each phase of the development the visibility splays required at the junctions serving the relevant phase shall be laid out and there shall be no obstruction to visibility exceeding 900mm in height within the splays so formed above the road level of the adjacent highway.

Reason: To ensure that visibility is maintained at all times in the interests of highway safety and to accord with paragraph 110 of the National Planning Policy Framework

39. Undercroft Ramp Details

Prior to the first use of each undercroft car parking area details of the access ramp arrangements serving the individual block's car park shall be submitted to and approved in writing by the Local Planning Authority and the access ramps shall be provided in full in accordance with the approved details and retained and maintained whilst ever the development subsists.

Reason: To ensure that a suitable form of access is made available to serve the parking areas in accordance with policy TR2 of the Core Strategy and paragraph 110 of the National Planning Policy Framework.

40. Travel Plan

The travel plan shall be implemented in accordance with the details, timescales and monitoring arrangements contained within the submitted Travel Plan Version 1.1 document, dated 22/06/23, compiled by Fore Consulting Limited.

In the event that the mode share targets as detailed in Table 1 of the Travel Plan are not achieved additional information shall be submitted to and agreed in writing by the Local Planning Authority detailing what further measures will be taken to assist with

achieving the stated targets. The agreed further measures shall then be implemented for the remainder of the travel plan period.

Reason: To encourage and facilitate the use of sustainable travel modes, limit traffic growth and reduce congestion in accordance with the requirements of policy TR1 of the Core Strategy.

41. Traffic Regulation Order: Riverside Estate

The development hereby approved shall not be brought into use or occupation until the Traffic Regulation Order (TRO) on Riverside Estate has been amended to make provision for 8 permit parking spaces and 3 car club spaces as detailed on Parking Strategy Plan Reference 27639(01) 21 Rev F dated 15.05.2023.

Reason: In the interests of highway safety and to accord with policy TR2 of the Core Strategy and paragraph 110 of the National Planning Policy Framework.

42. Speed Limit Order: Riverside Estate

The development hereby approved shall not be brought into use or occupation until a Speed Limit Order (SLO) limiting traffic speeds to 20 miles per hour on Riverside Estate has been implemented. A scheme indicating the extents and full details of the SLO shall first be agreed with and approved in writing by the Local Planning Authority.

Reason: In the interest of highway and pedestrian safety and to accord with paragraph 110 of the National Planning Policy Framework.

Informatives:

1. Permitting

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

2. Flood Resistance and Resilience

It is strongly recommended that flood resistance and resilience measures are incorporated into the development. Physical barriers, raised electrical fittings and

special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. More information about reducing flood damage can be found in the Flood Risk and Coastal Change planning practice guidance. The following documents may also be useful;

- CIRIA Code of Practice for property flood resilience
- British Standard 85500 – Flood resistant and resilient construction

3. Flood Warnings

The development should be registered for flood warnings under Flood Warnings Direct Service provided by the Environment Agency.

The developer should contact Floodline 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message.

4. Consent for towpath link

The creation of the access point to the canal towpath, as shown on the submitted plans, would require an agreement from the Canal and River Trust estates section in their capacity as landowner. The developer is advised to contact the Trust's Estates section on 03030404040 in order to ensure that any relevant consent is obtained.

5. Code of Practice

The Canal and River Trust in their capacity as Landowner and Navigation Authority for the adjacent Canal, wish to advise that works in proximity to the waterway (including proximity to the retaining wall) would likely need to comply with the 'Code of Practice for Works Affecting the Canal & River Trust'.

Prior to the commencement of any works in proximity to the canal the developer is advised to contact the Canal and River Trust's Engineering Team at enquiries.TPWNorth@canalrivertrust.org.uk or on 03030404040.

6. EV Charging

- Units that provide Mode 1 and/or Mode 2 charging only will not 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 cables may need to be placed beneath footpath areas and brought back to the surface nearer the parking areas.

- It is the responsibility of the developer to ensure the EV charging scheme on this development meets the minimum requirements of Building Regulations (Document S Building Regulations)

Failure to address the need to provide EV charging points at the design stage (both in terms of cost and practical implementation) will not be accepted as a reason for varying any EV charging conditions at a later date.

Environmental Health Land Contamination

The applicant should have regard to:

- YALPAG (formerly YAHPAC) 'Technical Guidance for Developers, Landowners and Consultants. Development on Land Affected by Contamination'
- YALPAG 'Verification Requirements for Cover Systems' if remediation or quality control of imported soil materials is required, and
- YALPAG (2016) guidance on 'Verification Requirements for Gas Protection Systems' if gas protection is necessary.

Current editions of these documents are available on the Bradford MDC website <https://www.bradford.gov.uk/planning-and-building-control/planning-applications/planning-application-forms/>

7. Section 278 Agreement

Highways works, required on the public highway as a result of development works are subject to a S278 Agreement under the Highways Act 1980. Works cannot begin until the developer has entered into a S278 Agreement with the Highway Authority.