

Report of the Assistant Director, Planning, Transportation & Highways, to the meeting of Regulatory & Appeals Committee to be held on 28 September 2023

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Subject:

A full planning application for the development of 35 dwellings consisting of 12 pairs of semi-detached houses, two detached houses and one three storey block of 9 apartments on Land at Skipton Road, Ilkley.

Summary statement:

The proposal is for the development of 35 affordable dwellings on land within the Green Belt. The development benefits from an exception to inappropriate development under paragraph 149(g) of the National Planning Policy Framework as it consists of the redevelopment of previously developed land to meet an identified affordable housing need without resulting in substantial harm to the openness of the Green Belt. The development would deliver much needed affordable housing in the context of a five-year housing land supply shortfall and the persistent under delivery of affordable housing in the Wharfedale.

The development would result in 'less than substantial harm' to the setting of nearby heritage assets. The harm incurred would be outweighed by the public benefits of delivering much needed affordable housing.

A Section 106 Agreement would secure the affordable housing provision as well a contribution of £16,526.84 towards offsetting recreational pressures arising from the development on the South Pennine Moors SPA/SAC.

The application is recommended for approval subject to completion of the Section 106 Agreement and the imposition of the recommended conditions.

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 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)

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Portfolio:

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

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 21/05075/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 AND GOVERNANCE ISSUES

Non-relevant 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 site is located on the northwestern edge of Ilkley and is well served by public transport connections with frequent bus services along the A65 with bus stops located in close proximity to the site frontage. The site is also within walking and cycling distance of a wide range of facilities and services within Ilkley town centre. A wide range of rail links are also available from Ilkley railway station where there is existing provision of cycle lockers and cycle stands. Accordingly, the site is considered to occupy a sustainable location where access to facilities and services is achievable by modes of transport other than private car. The development meets the sustainability criteria outlined in relevant national and local planning policies. Namely, the National Planning Policy Framework (2021), 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 to the likely traffic levels associated with this development. 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.

In order 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.

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 considered the views of all those who have an interest in, or whom may be affected by the proposal.

7.5 TRADE UNION

None.

7.6 WARD IMPLICATIONS

The Technical Report at Appendix 1 summarises the material planning issues raised by representations and the appraisal considers the effects of the development upon residents of Ilkley ward.

7.7 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.8 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

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

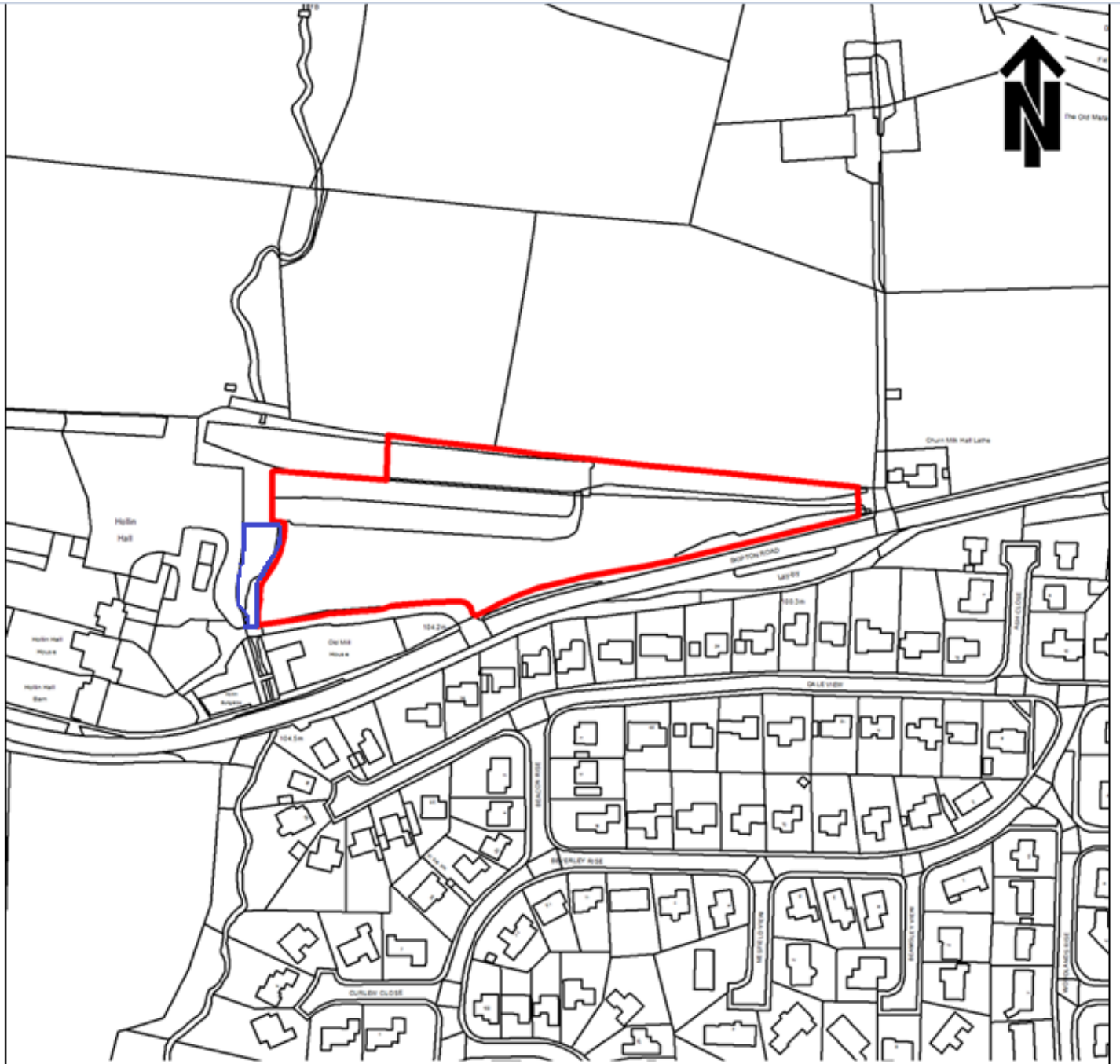
If the Committee decide that planning permission should be refused, reason(s) for refusal will need to be given based upon development plan policies and/or other material planning considerations.

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



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Appendix 1

Ward:

Ilkley

Recommendation:

That members resolve to grant planning permission, subject to the conditions set out in this report and the completion of a Section 106 Agreement.

Application Number:

21/05075/MAF

Type of Application/Proposal and Address:

A full planning application for the development of 35 dwellings consisting of 12 pairs of semi-detached houses, two detached houses and one three storey block of 9 apartments on Land at Skipton Road, Ilkley.

Applicant:

Mr Martin Fox

Agent:

Mr Andrew Croxall-Waller & Partners

Site Description:

The site is located immediately north of Skipton Road (A65) approximately 1.4km west of Ilkley Town Centre. The site is broadly triangular and consists of 1.1 hectares of predominantly despoiled land. Historic OS maps show a railway line and associated embankment in the northern aspect of the site. The railway lines are no longer present, but the embankment remains, and it is populated with mature protected trees extending along the entirety of the northern boundary. Black Beck is located immediately to the west of the site boundary and is culverted beneath the railway line. Beyond Black Beck lies the Grade II listed Hollin Hall Farmhouse. The southern boundary of the site, adjacent to the A65, is enclosed by a natural stone wall and stock proof fencing.

The surrounding area is comprised of residential development of varying age and style. To the west of the site there are traditional stone-built properties surrounding Hollin Hall Farm. To the south, on the opposite side of the A65, properties on Dale View present rear garden boundaries comprised of low stone walling, fencing and hedges towards the road. The properties are elevated above the road level and are constructed of brickwork beneath tiled roofs. Further east, properties take on a more traditional character towards the town centre, with two and three storey dwellings constructed of natural stone beneath slate roofs with timber barge boards.

Relevant Site History:

Nonrelevant.

The National Planning Policy Framework (NPPF) 2023:

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 current Development Plan for the area is comprised of the Replacement Unitary Development Plan (RUDP) (2005) and the adopted Core Strategy (2017).

The Core Strategy for Bradford was adopted on 18 July 2017 though some of the policies contained within the preceding Replacement Unitary Development Plan (RUDP), saved for the purposes of formulating the Local Plan for Bradford, remain applicable until adoption of Allocations and Area Action Plan development plan documents. The site is not allocated for any specific purpose in the RUDP but it is located within the Green Belt as defined by the RUDP proposals map. Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Saved Replacement Unitary Development Plan Policies:

GB1-New Building in the Green Belt

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

SC7-Green Belt

SC8-Protecting the South Pennine Moors and their Zone of Influence

SC9- Making Great Places

WD1-Wharfedale

WD2-Investment Priorities for Wharfedale

TR1- Travel Reduction and Modal Shift

TR2- Parking Policy

TR3- Public Transport, Cycling and Walking

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 Geo-diversity
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 Ilkley (IL2/H - Skipton Road east) in the emerging plan. However, in line with paragraph 48 of the NPPF, 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.

Neighbourhood Planning

Ilkley Neighbourhood Development Plan 2020 – 2030

Supplementary Planning Documents

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)

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 25th November 2021.

Nine objections were received in connection with the application.

Summary of Representations Received:

- Development is on Green Belt land.
- Premature application for development in the Green Belt.
- Encroachment into woodland.
- Out of keeping with the surrounding area.
- Additional strain on schools and medical facilities.
- Access and egress from the development will be dangerous.
- Delays caused by vehicles queuing to access the development.
- There is no easy access to the development by bus.
- Bus users would be at risk crossing the A65A.
- The site has been purposely despoiled using a mechanical excavator and herbicide.
- Overdevelopment of the site
- The height of the dormer units is excessive
- The height of the apartment block is excessive.
- Excessive noise levels from road traffic.
- No details of the pumping station are provided.
- Old Mill and Hollin Bungalow have sewage treatment plants where the pumping station is proposed.
- The development would alter the setting of Old Mill House
- Boundary fencing would be out of keeping with the surrounding area
- Increased traffic congestion
- There should be provision for charging electric vehicles
- Lack of effective community consultation
- Conflict with existing access to the west which serves six properties.
- Footpath widening would reduce the width of the grass verge
- Parking should be reduced to one space per dwelling
- Access to nearby facilities is limited other than by car
- The development should not impact the future route of the Wharfedale Greenway
- Flood risk from tarmac and loss of drainage area.

Ilkley Town Council

Object to the proposal but would welcome the opportunity for further public consultation on this application which has the potential to address the longstanding need within Ilkley for genuinely affordable housing for the local community. A public meeting is requested with the local community/ITC and Ward councillors and an extension granted to the consultation deadline to enable this to happen. If planning permission is granted it is requested the application is considered by the Area Planning Panel (Keighley and Shipley).

Green Belt- The exception for release and limited impact on openness acknowledged in line with NPPF (July 2021) para 149 f) and g) is noted. PDL brownfield within Green Belt for local affordable

housing however this must be properly affordable for local people causing minimal impact on overburdened local infrastructure.

Affordability- Very low level of confidence re ability for any developer to provide genuinely affordable new housing for local people - Please provide examples from resident's experience living in existing affordable Stonewater Housing (shared ownership/rented) stock.

The proposed development aims to provide new homes to people with a local connection, where feasible, which would lessen the effects of new housing on local service demands. E.g. educational provision. How will this be achieved in Ilkley? What conditions will be applied? How has this been achieved elsewhere?

Education- Note no or limited availability in some year groups (primary and secondary).

Access-The dwellings should be inclusive and accessible.

Fabric First-More detail needed on insulation values, energy usage and renewable energy contribution to ensure ongoing affordability and sustainability.

Density- It is queried if housing density could be increased to 50+ dwellings per hectare as the site is in a principal town served by high frequency public transport and local amenities as is supported by Core Strategy HO5/Local Plan HO2/Policy.

Contamination-land contamination should be appropriately dealt with given findings of submitted reports. It is queried if radon protection measures will be applied.

Air Quality- An air quality assessment is needed for the benefit of existing and potential residents in the area.

Biodiversity-An up-to-date Preliminary Ecological Appraisal is needed as well as a Habitat Regulations Assessment and Net Gain Assessment. The completed metric should be accompanied by a Biodiversity Landscape Enhancement and Management Plan which identifies the location and character of created or enhanced habitats.

Trees-Tree conditions noted but any intended removals need to be made clear on plan. Tree grouping has TPO Tree protection plan needed ahead of any construction work.

Samples of artificial stone should be requested by a planning condition.

An acceptable surface water drainage strategy should be provided in agreement with the Lead Local Flood Authority.

Highways-A report is required to address concerns about speeds on the A65; impact on access road to Hollin Hall Farm complex; public transport/walking/cycling/wheelchair users' safety and suitability of route in and out of Ilkley centre e.g. the need to provide a layby with a bus stop adjacent to the development and a safe way of crossing the busy A65 on users return.

Security-West Yorkshire Police note the need for increased bike storage surveillance and secure storage.

Rights of Way-Consideration and support needs to be given to the route of the Wharfedale Greenway.

EV Charging-We would advocate for 100% of parking spaces to have EV charging.

Parking and Accessibility Standards-Could a traffic free or car light approach be taken to on-site parking. The provision of 57 car parking spaces is unsustainable.

10% Wheelchair user dwellings (4no.) require 5% of total cycle parking capacity for each of short and long stay parking, co-located with disabled vehicle parking, rounded up to the nearest whole number and disabled parking and disabled cycle storage. All categories must provide parking for adapted cycles for disabled people. There is also a need for protected short stay parking spaces for e.g. GPs/health visitors, trades people etc. and visitors.

Noise-Impact of barrier height on visual amenity example of barrier required as a condition. Request noise assessment is undertaken on pumping station.

Heritage- Request Conservation Officer report regarding impact on listed buildings in SA from development and pumping station. New development at this open site which contains trees would be likely to adversely alter the setting of sensitive heritage assets.

Green Space Management and Costs- It is noted (Parks and Greenspaces Consultee) a condition is required for a full landscape management plan agreeing responsibilities and costs be produced and agreed as part of the planning process.

Community consultation - This is noted as lacking from residents' objections although 5 out of c50 responses to leaflets may have been received, no site notices have been posted. Ilkley Civic Society.

As a point of correction in the Statement of Community Involvement (9.3) it states Further dialogue with the Town Council is underway, as an ongoing action. This is not the case however the Town Council Planning Committee and Deputy Clerk did receive a 5-minute presentation during the public participation time of their meeting on 05/10/21 from a representative of Stonewater about the development proposal and Stonewaters representative provided further information in response to queries raised by councillors (6.1).

The commitment given by the developer to liaise with the Town Council and Ward Members, in respect of this application, as required (9.4) is welcomed and a public meeting with the local community and ITC/Ward Members requested to address the issues above and understand the proposed development better.

Ilkley Civic Society

The submission provides no exceptional circumstances or for compensation Green Belt as required. This site is clearly outside the main built- up area of the town on the northwest side of Skipton Rd.

The site is described variously in the submission as 'previously developed land' (SCI para 8.4), incorrect as only, part, approx 60 % formed the old railway embankment & track bed which could be described as 'previously used', the reminder was pasture.

'Brownfield appropriate for development' it may look it, but it has never been truly industrial land. It may appear brown but clearly something has prevented it returning to nature.

'Brownfield appropriate for development' it may look it, but it has never been truly industrial land.

It may appear brown but clearly something has prevented it returning to nature.

Railway sidings (CBMC IL2/H and App form Q6) incorrect again, the embankment carried the only the double tracks of the former Ilkley to Skipton railway line on part of the site.

'Scrubby, overgrown and partially despoiled' (CBMC IL2/H) but why, it should not be, disused. railway embankments elsewhere return to nature very quickly as is shown on the northern side of the embankment.

Pollution- the different consultants' documents and the application form seem to have different conclusions on this issue.

Affordable Housing - whilst the Civic Society supports the need for new affordable housing in the town we are concerned that this is a highly inappropriate site for a number of reasons-

It sits on the outskirts of Ilkley a bus ride away from all facilities, not on the 'outskirts of the town centre' as stated; more appropriate sites near the town centre have been allowed to become private housing.

The design and layout are typical of a volume housebuilder and do not inspire, affordable housing. deserves better.

It sits on a busy main road and whilst it has bus stops adjacent, it would appear that no one from the applicant's team has tried to cross the 40mph limit section of the A65 with limited sightlines.

This busy main road regularly has standing traffic waiting to enter Ilkley at the traffic lights and in the opposite direction traffic is accelerating westwards out of Ilkley from the 30mph zone.

The houses it appears will sit on made ground that appears to have a degree of 'contamination'/ 'pollution'

Our conclusion is that this is a totally unsuitable location for 'social, affordable or intermediate rent'. now, but with what guarantees that it will not be sold off at a later date even with the 'Unilateral. undertaking' proposed.

Statement of Community Involvement-The community engagement undertaken was not early, proportionate or effective.

Architecture- as an important gateway site it deserves treatment to return it to the natural appearance it should have and prevent it becoming more urban sprawl. The proposals do neither. For a 21st century housing proposal it is unimaginative with repetitive house types irregularly spaced to fit as many properties as possible on the site. Adding small details to a box e.g quoin stones and dentilation, Victorian style dormers and Georgian paned French windows does not make a building good architecture. Such design is neither suitable for affordable housing nor private in the 21st century. The rear elevations facing Skipton Rd will attract sheds and eventually extensions screened only by poor quality boundary treatments (see boundary comments). The site sections drawn at small scale do not give an accurate impression of how the houses and flats will sit on the site relative to the levels of Skipton Road.

Heritage-as well as the Listed Buildings that are adjacent to the site which may merit conservation area status, there is no conservation area 'adjacent the site' as stated. The D&A commits to 'minimise the impact of the areas historical integrity ' but then fails totally to analyse the significance of the heritage assets and the effect the development may have on that significance. Regarding the railway

the only observable remnants are the four substantial cap stones from corner piers of the bridge which crossed the A65 to the east and thence to the track base which carried on towards central Ilkley. These are clearly of historic significance but feature nowhere in the landscape proposals for the site.

Secured by Design-The D&A part one suggests under the para 'layout' that the development will be designed to these standards but fails to confirm any features that will be included in the development.

Flooding & Drainage - It is concluded flooding is not an issue and we note BMDC wishes to see an agreed surface water scheme prior to planning approval. Foul water to decant into existing Skipton Road sewer via a pumping station shown but with no route shown between it and the Skipton Rd between the two a listed building exists?

Access- we cannot see any mention of the traffic lights at Victoria Ave and the queues that form on the A65 as a result; that there is a fast stretch from the west approaching around the bend; that there are frequently long queues into and through Ilkley on the A65 particularly on fine summer late afternoons and at other times stretching back to Addingham; that the A65 is used as the diversion route when the A59 is closed.

There is no indication that the A65 pavement should be wider or at least no narrowing of existing pavements should occur as they are used by pedestrians, runners and cyclists.

The Transport Report was done in October 2020 and some of it is now out of date.

The northern bus stop is shown as moving, but to where, the southern bus stop is not shown on the plans.

The addition of a linkage to the signal-controlled crossing at Victoria Ave is not considered.

It should be noted that whilst there is a bus/train/taxi interchange in central Ilkley there is no service bus to Bradford

Ecology-We believe there are bats in the beck culvert and the tree corridor. How will they be protected during the building work? Construction noise will be an issue. Creating gaps in the northern tree belt will be damaging to bats and other wildlife as will street lighting and house lighting.

Affordable Housing- All the properties are deemed to be 'affordable'. It is not clear at which stage the developer commits to this obligation. We suggest that the commitment should be an absolute condition of planning approval.

What clauses will govern house price fluctuation, rental charges or sale (right to buy), sub-letting? With regard to the development being 'for the people of Ilkley', how are these people defined? Do they have to be living in the town already? And if so, for how long? What about people with strong attachments to the town who can't find anywhere in Ilkley they can afford, and so live elsewhere -what 'interest' in Ilkley do they have to demonstrate? Could this development become second homes? Can the purchasers let them? Can the purchasers subsequently sell them on the open market? If the developer cannot attract sufficient 'local' people, can they recruit buyers or renters on the open market? Has any assessment been made of what the home-seeking Ilkley household can afford in terms of rent and purchase? We find the commitment to 'Affordable' housing is weak.

Noise Study-This recommends 3m high acoustic fencing to the houses nearest Skipton Rd at the

west end of the site which is felt a necessary protection from A65 noise but strangely no acoustic fencing is proposed to the flats that are the nearest properties to the A65. Any such high acoustic fencing similar to that seen on motorways will be a visual eyesore. We note this recommendation has been ignored on the layout drawings

Property sustainability Standards - strangely in the 'layout' para of section 6 in the D&A document is a sentence listing issues to be incorporated in the build to 'tackle fuel poverty' including 'air source heat pumps and photo voltaics' (PV panels), all positive. However, we could find no commitment to 'Zero Carbon' or one of the standards that ensures this eg. BREEAM or Passivhaus. Proposing two car spaces per house is hardly sustainable and no Electric vehicle charging points are noted for each property.

Trees-The belt of trees to the northern boundary is noted as 'a significant feature' in the green belt and to see the plans incorporate removal of trees (7 No) apparently to provide spaces and views for new property we suggest is a very negative feature of the proposals.

Boundary Walls /fences drawing - contains designs of a most basic form with no imagination or thought to visual appeal. The boundary wall & fence drawing refers to the 'Site Plan' for layout when the details are on the 'External works' drawing. This shows a boundary in front of the houses as both the red (wall +fence) and dark blue detail (1.8m fence). We would suggest neither of these is appropriate for a gateway site. To the east end a 0.9 m drystone wall is shown leaving the car parking area visible and the three storey block of flats towering above the road.

Landscaping- the section in the D&A omits any mention of the new government standard of one (fruit) tree for every new property and shows only minimal provision of street trees. The D&A refers to part of the site being given over to public open space but this is not defined on the drawings unless this is the fenced pathway shown on the streetscene elevations? It also suggests that the landscaping should 'retain the rural feel of the place' we would disagree that this has been achieved (see boundary wall & fence comments).

Streetscape drawing & site sections - This first drawing fails to include the large block of flats and gives a misleading impression. The cross sections also omit showing the flats.

Conclusions- Clearly as noted we feel the scheme is disappointing in terms of the many items of detail where the documentation provided is not seen through to the drawings or where errors or omissions occur. On the basis of the information provided Ilkley Civic Society recommend refusal of this application

Consultations:

Local Plan Policy

Green Belt

In accordance with the NPPF substantial weight should be given to any harm to the Green Belt. Very special circumstances (VSC) will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. In particular, this will need to consider a judgement of the extent of the proposals harm to the openness of the Green Belt based on the particular circumstances of the application.

The application should be supported by an assessment of the impact of the proposal on the Green Belt and justification in relation to the Very Special Circumstances test in line with NPPF paragraph 148.

It is considered that the delivery of new housing to meet identified need, including affordable housing should be given significant weight. This is on the context of the council being unable to demonstrate a 5-year land supply and continued under-delivery of housing and affordable in the District to meet identified need.

This application would make a contribution towards meeting the overall target of Ilkley, however on its own it would not make a significant contribution to the districts 5-year land supply or overall settlement target for Ilkley.

It is considered that unmet housing need (including affordable housing need) by itself, is unlikely to constitute very special circumstances. A key factor in determining the application will be a judgement over whether the harm resulting from the proposal to the green belt, and any other harm, is clearly outweighed by other material considerations including meeting housing need. Housing Mix, Quality and Affordable Housing.

Design and Conservation

Site West Boundary

It is pleasing to see that the west boundary will be strengthened through tree planting and that hedging will be introduced on the back- side of the plots 15-20. The fences of these should be 2m in height. I consider there is still scope for further (evergreen) shrub planting that can strengthen the screening especially in the fall seasons. All new tree planting should be heavy standard.

Pumping Station

Due to the proposed site levels, the above ground projections of the pumping station are not expected to be overtly prominent. A 900mm stone boundary wall is proposed between the access track and the pumping station so the prominence of the above ground units from Old Mill House are not anticipated to be overtly detrimental to the setting of the listed property. Dependant on YW requirements the introduction of a masking shrub hedge around the pumping station would be a favoured.

Construction Design, Details and Materials

The application site is not located within a conservation area, the cues for design and materials should be taken from the surrounding development character and palette, primarily that of the listed properties. The proposed facing stone should be a visually close match to the heritage assets and the roofing material should be a good quality reproduction conservation grey slate. There are no objections to integrated solar panels. Samples of the materials should be secured by a planning condition.

Apartment Development

On the understanding that the materials for the apartment building are a match to remainder of the development, it is determined that a combination of offset distance, and enhanced boundary screening is sufficient enough to suggest there will not be an overtly detrimental impact to the setting of the listed buildings.

Boundary Walls

Dry stone walling is to be used for the development site boundary facing onto Skipton Road and along the access track to Old Mill House. This is agreeable and would be an enhancement to the streetscape approach into Ilkley.

The updated plans have mostly addressed the concerns relating to the character and setting of the

heritage assets. If the above recommendations are incorporated, the level of impact to the listed assets should then be weighed against the public benefit of the scheme.

Trees Team

No objection is raised to the proposed development. Whilst there are some encroachments into root protection areas the development is considered to be acceptable. The maintenance plan for the woodland area should cover a period of 25 years.

Planning conditions are required to secure the proposed tree planting across the site and the implementation of the woodland planting scheme. Further conditions are required for the submission of a Tree Protection Plan and the implementation of tree protection measures prior to the commencement of development.

Highways

The applicant has demonstrated that there is adequate visibility onto both sides of the A65 when emerging from the site.

A pedestrian refuge crossing facility on the A65 will be provided close to the site access. The existing 30mph speed limit on the A65 to the east will be extended across the site frontage.

The proposed site access arrangement has been subject to a Stage 1 Road Safety Audit and the auditor's recommendations accepted and incorporated into the design. I consider that the proposed site access arrangement is now acceptable in principle subject to detailed design.

A S278 agreement with the Highway Authority will be required for the off-site highway works. Any Traffic Regulation Orders (TRO) and Speed Limit Orders (SLO) can also be included in the S278.

The internal site layout is acceptable in principle subject to detailed design at S38 stage.

Planning conditions are required to secure the provision of the vehicular and pedestrian access, visibility splays, car parking areas and off-site highway works. Further conditions are needed to secure a Construction Management Plan and the provision of wheel washing facilities for construction vehicles.

Drainage (Bradford Lead Local Flood Authority)

The Flood Risk Assessment, Doc. Ref: 20428-FRA-001-REV A, dated October 2020 is acceptable.

The LLFA do not have any objections to the proposed development provided that conditions are imposed requiring the submission and approval of details of a scheme for foul and surface water drainage and a maintenance plan for the surface water drainage infrastructure.

Parks and Greenspaces

The proposed development will have a minimal impact on surrounding facilities due to the introduction of 35 new residential units. A financial contribution will be sought from CIL funds to help mitigate these impacts.

Education

The development is unlikely to cause significant concerns over where children of families coming to reside in the development might attend school.

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.

Rights of Way

There are no recorded public rights of way within or immediately adjacent to the site.

The Council's Rights of Way Improvement Plan has a request identified relating to a potential cycleway adjacent to the site. The requested route is along Skipton Road, outside the red outlined area so could be affected by the access arrangements to the proposed site.

West Yorkshire Police

The proposed boundary treatments are acceptable. The car parking serving the dwellings and apartments benefits from adequate natural surveillance. The bicycle store serving the apartments would benefit from improving natural surveillance from habitable room windows. The development should benefit from a comprehensive lighting scheme. Recommendations are made in relation to the minimum security standards for doors, windows and intruded alarms.

Biodiversity

Bat Survey

An upto date Bat Roost Assessment has been provided and it is accepted that the trees and culvert provide very few potential features for use by roosting bats and offer negligible bat roost suitability. The findings of the report are accepted and there are no constraints to development in relation to bats in either the trees or the culvert.

Biodiversity Net Gain

The creation of 0.18 habitat units, 0.08 hedgerow units and 0.374 riverine units represents an appropriate level of net gain. The delivery and management of the units should be secured by a planning condition requiring a Biodiversity Gain Plan and monitoring and reporting arrangements.

Further planning conditions are suggested to secure details of an Invasive Species Management Plan, lighting scheme, bat and bird box provision and a Construction Environmental Management Plan relating to biodiversity features.

Environmental Health

No objections are raised subject to the imposing of a planning condition detailing how any unexpected contamination will be dealt with and for the submission of a methodology for the quality control of any imported material.

West Yorkshire Combined Authority

The site is located within the recommended 400m from the nearest bus routes that operate on Skipton Road.

Bus services which operate on Skipton Road include the 62 which operates between Ilkley and Keighley at a 30-minute frequency, along with the 64 which operates between Ilkley and Skipton at a 60-minute frequency. The bus availability for the site is therefore considered to be acceptable. The size of the development is unlikely to change the bus route of frequency.

The closest bus stop on this corridor 14165 would benefit by the installation of a Real Time Information display at a cost to the developer of £10,000.00. This installation would be a battery unit to accommodate the bus pole.

A contribution of £17,902.50 towards the provision of Residential MetroCards is required.

Development and Enabling

The site provides an opportunity for affordable housing to be provided in a high value area. We note the applicant is a Registered Provider and Housing Association. The housing would all fall in affordable housing as defined under NPPF guide and would be a mix of rent and affordable sales. The provision of affordable housing in this area has traditionally been difficult and on that basis would be seen as provision that would be backed Development & Enabling and we have supported the bid to Homes England for funding on this site.

Clean Air Plan

Exposure Assessment

Whilst this site is adjacent to the busy Skipton Road it is not in an area of current air quality concern. On the basis of the current site layout no air quality exposure assessment is required. To minimise exposure of new residents to traffic pollutants it is recommended that habitable rooms (living rooms and bedrooms) should be orientated away from the roadside as far as possible, especially within the apartment block which appears to be located closest to the roadside.

EV Charging

All dwellings should be provided with access to a purpose-built EV charging point with Mode 3 type 2 capability at the rates set out in the Bradford and West Yorkshire LES planning guidance. This is currently one charging point per dwelling with dedicated off street parking and 10% of all shared parking spaces (not including visitor parking). The EV charging provision should be secured by a planning condition.

Control of Construction Emissions

Minor developments are required to adhere to Best Practice Guidance on the Control of Dust and Emissions from Construction and Demolition (as issued by IAQM) during all demolition, site preparation and construction activities. Prior to commencement of works on this site it is recommended that a site-specific dust risk assessment and dust management plan are prepared for the site and submitted to the local authority for approval.

Summary of Main Issues:

Principle of development

Green Belt

Whether the proposal would be inappropriate development

Previously Developed Land

Affordable Housing Need

Impact on Openness and Purposes of the Green Belt

Green Belt Balance

Housing Land Supply

Affordable Housing

Density

Housing Mix

Housing Quality

Visual Amenity
Impact on Heritage Assets
Impact on Landscape Character
Highway and Pedestrian Safety
Trees
Biodiversity
Residential Amenity
Community Safety
Land Quality
Air Quality
Drainage
Further Issues Raised by Representations
Planning Obligations

Appraisal:

Principle

Green Belt

Paragraph 147 of the Framework states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. However, paragraph 149 goes on to list certain categories of development which form an exception to the general policy of restraint. Part (g) of paragraph 149 is relevant to the proposed development and it relates to development involving the partial or complete redevelopment of previously developed land.

The Replacement Unitary Development Plan (RUDP) for the Bradford District was adopted in 2005 and pre dates the Framework. Paragraph 219 of the Framework requires that in such circumstances due weight should be given to existing policies in accordance to their degree of consistency with the Framework.

Saved policy GB1 deals with new development in the Green Belt. Unlike paragraph 149(g) of the Framework the policy does not specifically refer to proposals involving the redevelopment of previously developed land. Policy GB1 states that the Local Planning Authority will need to be satisfied that the proposals do not conflict with the purposes of including land in the Green Belt and that they preserve the openness of the Green Belt. This differs from paragraph 149(g), which does not refer to Green Belt 'purposes' and addresses effects on openness in relation to whether or not a proposal would have a 'greater impact' or would cause 'substantial harm', depending on the circumstances.

The justification for policy GB1 is set out at paragraph 13.2 of the RUDP and it is apparent that the policy was formulated in the context of 'Planning Policy Guidance 2: Green Belts' (PPG2) which has since been superseded by the Framework.

The tests set out in Annex C of PPG2, relating to the redevelopment of major developed sites, are framed in different terms to the Framework. PPG2 prescribed height and footprint limitations for new development in the context of existing buildings, paragraph 149(g) of the Framework, and bullet point 2 which refers to 'substantial harm' requires the decision-maker to exercise discretion in assessing impacts on openness.

Accordingly, policy GB1 is inconsistent with paragraph 149(g) of the Framework and for the purposes of this application with the Framework as a whole. For this reason, policy GB1 is afforded limited weight and the application is assessed with reference to the Framework.

Whether the proposal would be inappropriate development

Paragraph 149 of the Framework sets out a number of exceptions where new buildings should not be regarded as inappropriate development within the Green Belt.

The exception relevant to this proposal is set out in the second bullet point of paragraph 149(g) which allows for the limited infilling or partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary building) which would not cause substantial harm to the openness of the green belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Previously Developed Land

Annex 2 of the Framework defines previously developed land as *“land which is or was occupied by permanent structure, including the curtilage of the developed land”*.

A significant part of the site is occupied by a railway embankment which is a substantial and permanent manmade structure. The remainder of the site is made up of land where the ground levels are not natural and have been altered as part of the works undertaken to form the embankment. Accordingly, whilst the southern part of the site is devoid of structures it is considered to form part of the curtilage of the railway embankment. The site is therefore considered to constitute previously developed land.

Affordable Housing Need

The latest Strategic Housing Market Assessment (SHMA 2019) confirms the net annual affordable housing imbalance by sub-area. The site falls within the Wharfedale sub-area where there is a net annual imbalance of 232 affordable homes. The total annual imbalance for the district is 441 homes meaning that the net imbalance in Wharfedale accounts for 52% of the total district need. It is therefore evident that there is an acute need for affordable housing within the sub-area in which the site is located.

Turning to the net annual affordable housing imbalance by unit type in Wharfedale the SHMA identifies a need for the following:

- 1 bedroom-63 units
- 2 bedroom-49 units
- 3 bedroom-80 units
- 4 bedroom-32 units

The proposed development would deliver the following affordable housing units:

- 1 bedroom-3 units
- 2 bedroom- 16 units
- 3 bedroom- 14 units
- 4 bedroom- 2 units

The proposed development would therefore deliver a mix of units to suit the identified needs of the Wharfedale sub-area.

In terms of tenure the SHMA confirms that the preferred tenure split of affordable housing in the

Wharfedale sub area is 47% social/affordable and 53% intermediate. The development would provide 60% of the units for rent and 40% shared ownership which would assist with meeting the local demand for affordable home ownership and affordable rented units.

In conclusion, there is an identified need for affordable housing within Ilkley and the Wharfedale sub-area as confirmed by the SHMA 2019. The proposed development would make a significant contribution towards meeting the identified unmet affordable housing need and it would provide dwellings of a type and tenure appropriate to the needs of the housing market sub area.

Impact on Openness and Purposes of the Green Belt

In order for the development to benefit from the relevant exception identified by paragraph 149(g) it must not cause “*substantial harm to the openness of the Green Belt*”. Paragraph 149(g) therefore acknowledges that where a development is on previously developed land and contributes to meeting affordable housing need some harm to the openness of the Green Belt is acceptable providing that the harm is not “substantial”.

Assessing the impact of the proposal on the openness of the Green Belt requires a judgement based on the circumstances of the particular case, but Planning Practice Guidance identifies a number of matters which may need to be taken into account in making this assessment. These include, but are not limited to:

- The visual and spatial impacts of the proposal
- The duration of the development and its remediability; and
- The degree of activity likely to be generated, such as traffic generation.

In visual or perceived terms, the openness of the Green Belt derives from an absence of built development. Whilst the site is free from buildings short range views from the southern boundary are of despoiled land and the railway embankment.

In terms of visual impact, the site is most readily visible in short range views from the A65. From this location the railway embankment and despoiled land are visible, and the site is devoid of the green and tranquil characteristics that would ordinarily be associated with Green Belt land. The site is contained along the entirety of its northern boundary by the railway embankment and tree line meaning that views of open countryside across the site from the A65 are extremely limited. Given the current appearance of the land and the extent to which the site is contained along its northern boundary the introduction of the proposed dwellings and apartments would have a limited visual impact on the openness of the Green Belt in short range views from the A65.

Longer range views towards the site are possible from public footpath Ilkley 4 which is located to the north of the site in the valley bottom. The views from this location are likely to be dynamic as the observer travels east or west along the footpath. From the footpath the foreground view is comprised of agricultural fields and associated features which ascend towards the site boundary. The site occupies the mid-ground of the view with the embankment and mature tree line visible. To the east, in the mid-ground view the existing properties along the A65 are visible. The higher ground across the entirety of the view is formed by Ilkley Moor.

The development would be largely obscured by the mature tree line when viewed from the public footpath and although some of the upper elements of the apartment block are likely to be visible above the trees this would be set against the backdrop of the existing residential development on the south side of Skipton Road and dwellings to the east of the site. Accordingly, the visual impact of the development on the openness of the Green Belt would be minimal in longer distance views.

Turning to the spatial impact of the development the site is currently free from buildings and the introduction of 35 dwellings would quite obviously increase the volume of built form. However, whilst the volume of built form would increase the spatial impact of the development would be largely mitigated by the extent to which the site is contained by the railway embankment and tree line along its northern edge. The presence of the embankment and tree line mean that the site does not currently allow for views of the open countryside to the north, and this would remain the case following the construction of the development. The spatial impact of the development on the openness of the Green Belt is therefore moderate.

The development would be permanent but given that the impact on the visual and spatial characteristics of the Green Belt would only be moderate this is considered to be acceptable.

The degree of activity generated at the site would be subsumed into existing daily activity given the location of the site immediately north of the A65 and the main urban area of Ilkley.

Paragraph 138 of the Framework advises that the Green Belt serves the following five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The site is located on the edge of the urban area and is positioned between the A65 to the south and a railway embankment and mature tree line to the north. The latter forms a strong defensible boundary separating the site from the open countryside beyond. The development is therefore not considered to result in unrestricted sprawl, coalescence of settlements, or encroachment into open countryside. The development would be well separated from the historic core of Ilkley and it is therefore not considered to result in harm to the setting and special character of a historic town. The development would contribute towards urban regeneration facilitating the recycling of derelict previously developed land. Accordingly, the proposed development is not considered to conflict with the five purposes of including land within the Green Belt.

Green Belt Balance

The development would consist of the redevelopment of previously developed land, and it would contribute towards meeting an identified affordable housing need in the Bradford District. The development would not result in substantial harm to the openness of the Green Belt. Accordingly, the development would constitute an exception to inappropriate development under the provisions of paragraph 149(g) bullet point two of the Framework, which allows for the complete redevelopment of previously developed land, where it would not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Housing Land Supply

Paragraph 60 of the Framework 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 Ilkley is identified as a Principal Town requiring the provision of 1,194 dwellings over the plan period.

Paragraph 74 of the framework 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 (2022-2027) 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 framework 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 Framework, there is an urgent need to increase the supply of housing land across the district and particularly affordable housing within the Wharfedale sub-area. This proposal would provide much needed affordable housing in a sustainable location and on a previously developed site. Accordingly, the provision of a substantial amount of affordable housing is a factor weighing significantly in favour of the proposal.

In addition to the above it should be noted that the site is identified as a preferred option for housing allocation in Ilkley (ref IL2/H) within in the Emerging Local Plan. 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 Ilkley.

Affordable Housing

Policy HO11 of the Core Strategy sets out the affordable housing requirements for the district. The site is within Wharfedale Ward, where there is a requirement for 30% affordable housing provision on developments of 10 units or more. The development proposal is for 35 units and there is therefore a need to provide 10 affordable units in order to achieve policy compliance. The proposed development is for an entirely affordable scheme and therefore the proposal would exceed the required level of provision by 25 units.

The Strategic Housing Market Assessment (2019) confirms the net annual affordable housing imbalance by sub-area and identifies Wharfedale as the area with the largest net annual imbalance of affordable homes at 232. The total annual imbalance for the district is 441 homes meaning that the net imbalance in Wharfedale accounts for 52% of the total district need. It is therefore evident that there is an acute need for affordable housing within the sub-area in which the site is located. The recommended tenure split is 65% social/affordable rented and 35% intermediate tenure (that is affordable home ownership).

The proposed development would deliver 44 affordable housing units with 60% of the units offered for

rent and 40% shared ownership to reflect the needs identified within the SHMA 2019. The proposed development would therefore make a valuable contribution towards meeting unmet affordable housing need in Wharfedale and it would provide dwellings of a type and tenure appropriate to the needs of the housing market sub area. This is a factor weighing significantly in favour of the proposed development. The affordable housing provision will be secured in perpetuity by a Section 106 Agreement.

Density

The proposal is for a development of 35 dwellings on a gross site area of 1.18 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 35 dwellings on a site with a total area of 1.18(ha) yielding 30 dwellings per hectare. The density is considered to be appropriate having taken account of the site constraints and the density of existing development in the surrounding area.

The proposal is of sufficient density to make efficient use of the site in accordance with the requirements of policy HO5 of the Core Strategy and paragraph 125 of the Framework and policy INPD1 of the Ilkley Neighbourhood Plan.

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 delivering more family housing and sufficient affordable housing as the most important strategic priorities.

The development would deliver 35 affordable housing units with a mix of 1 bed (3), 2 bed (16), 3 bed (14) and 4 bed (2) properties. The scheme mix has also been tailored to meet the imbalance of affordable housing unit types in Wharfedale as identified within the SHMA (2019).

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

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 advises that the council will encourage new development to achieve high sustainable design and construction standards. The minimum acceptable sustainable housing standards are set out in the Building Regulations and the development will be required to accord with the aforementioned standards. In relation to sustainable design, it is notable that the proposed dwellings would include integrated photovoltaic panels within the roofscape.

New development should provide private outdoor space for homes, unless site constraints make this clearly unfeasible and/or unviable. The proposed dwellings would benefit from dedicated outdoor

amenity space and the apartment units would be served by a shared garden space. The level of outdoor amenity space provision is therefore considered to be acceptable.

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.

The new dwellings and apartment units would be suitably laid out and achieve adequate levels of daylight to habitable room windows and amenity areas. Dedicated bin and recycling storage would be provided to all dwellings and apartment units.

In respect of floorspace the proposed units would meet and exceed the sizes required by the Nationally Described Space Standards. The dwellings and apartment units would benefit from dedicated bin storage the provision of which can be secured by a planning condition. The provision of dedicated cycle storage facilities for the dwellings and apartments will also be secured by a planning condition.

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.

Visual Amenity

Policy DS1 requires development proposals to contribute to achieving good design and high-quality places through putting the quality of place first and being informed by a good understanding of the site and its context. Policy DS3 requires development proposals to be appropriate to their context in terms of layout, scale, density, details and materials. Policy DS2 seeks to ensure that new landscaping is appropriate to local character and visually attractive. Further design guidance is also set out within The Council's Homes and Neighbourhoods Design Guide Supplementary Planning Document and the Ilkley Neighbourhood Development Plan.

The site surroundings include a small enclave of traditional and historic buildings immediately to the southwest which are constructed of natural stone beneath stone slate roofs. By contrast the properties to the south of the site are of more recent construction with brickwork elevations and tiled roofs. The cues for the design and materials of the development should therefore be taken from the surrounding development character and palette, primarily that of the nearby historic buildings.

The proposed development would be comprised of 35 two storey dwellings consisting of 12 pairs of semi-detached houses, two detached houses and one three storey block of 9 apartments. The proposed dwellings and apartment block would be constructed of artificial pitched faced stone beneath reproduction slate roofing. A planning condition will be imposed requiring the submission and approval of sample materials to ensure that they are a visually close match to the nearby heritage assets.

The proposed dwellings would be two storeys in height and incorporate traditional style design features including artificial stone heads, cills and quoins, gutter course corbels and conservation style fenestration. House Type 4 would also include traditional style pitched roof dormers to the front roofscape. The dwelling designs are considered to be appropriately related to the site and its immediate context.

The proposed apartment building would be three storeys in height and surmounted by a pitched roof with central gable features to the elevations. The inclusion of a pitched roof, gabled features to the elevations and stone quoins and corbels would ensure continuity of design across the site and a

cohesive appearance to the overall development. The scale and massing of the building would be successfully tempered by the inclusion of extensive areas of glazing and central gabled projections to the primary elevations. In views looking east on Skipton Road the apartment building would be viewed in the context of the existing two storey properties on the opposite side of the road. As the aforementioned properties are located at a higher level the three-storey height of the apartment building would not appear incongruous. In views looking west the apartment building would be largely screened by existing tree cover, where the site narrows at its eastern boundary, ensuring that the building would not be visually intrusive.

The Skipton Road site boundary would be improved with a 1.5 metre stone boundary wall to the rear of plots 1-10 and a 0.9 metre stone wall enclosing the apartment building and associated car parking area. Subject to the approval of a sample of the walling material the boundary treatment is considered to be acceptable. A comprehensive hard and soft landscaping is proposed across the remainder of the site the provision of which can be secured by planning condition.

The proposed development is not considered to result in any adverse visual amenity implications and it is considered to accord with policies DS1, DS2 and DS3 of the Core Strategy, The HNDG, and policy INDP5 of the Ilkley Neighbourhood Plan.

Impact on Heritage Assets

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.

Old Mill House is a Grade II listed building, and it is located immediately beyond the southern boundary of the site, separated by an access road and boundary hedging. Hollin Hall Farm is also a Grade II listed building, and it is located immediately to the west of the site beyond Black Beck.

The site although presently open is not considered to contribute positively towards the setting of the listed buildings as it lacks the green and tranquil characteristics that could be considered as providing a rural setting. The residential development of the site is therefore considered to be acceptable subject to the development achieving an appropriate interface with the nearby listed buildings.

The land level of the site will be raised in order to create a level development platform for the new dwellings. This will require the construction of a retaining wall along the western boundary of the site which will vary in height from 1.5 metres to 2.5 metres. The retaining wall will be surmounted by the rear garden boundaries of plots 15-20 which are formed by fencing and hedges.

The newly formed retaining would not be substantially higher than the land level on the opposing side of Black Beck and the proposed dwellings and pumping station would be separated from Hollin Hall by approximately 40 metres with intervening vegetation present. The development is therefore considered to be sufficiently separated and screened from Hollin Hall to ensure that it would not compromise the setting of the listed building.

In relation to Mill House the proposed pumping station would be located to the north of the property on the opposite side of the existing access road. The pumping station would be separated from Old Mill House by a newly constructed 900mm stone wall along the northern side of the access road. The pumping station would be further enclosed by a 1.8 metre black powder coated bow top railing behind the wall. The pumping station kiosks would not exceed 1.3 metres in height and the over pumping infrastructure would not exceed 1.5 metres. The separation distance and intervening boundary treatments are considered to be sufficient to ensure that the pumping station infrastructure would not

compromise the setting of Old Mill House.

The nearest new dwellings would be separated from Old Mill House by a newly formed turning head, garden areas and the hard surfaced access to the pumping station, all of which would be separated from the existing access road by a 900mm stone boundary wall. The new dwellings would be sufficiently separated from Old Mill House and the development would achieve an acceptable interface with the listed building ensuring that its setting would not be adversely impacted.

The wider residential development of the site is not considered to have an adverse impact on the setting of the listed buildings subject to the approval of sample construction materials which will be required to be a visually close match to the nearby heritage assets.

The Conservation Officer requested further information in order to assess the relationship of the listed buildings with the proposed three storey apartment block. A site section has been provided and the Conservation Officer has confirmed that subject to the approval of appropriate construction materials the separation distance and intervening boundary screening are sufficient to ensure that the apartment block would not unduly encroach within the setting of the listed buildings.

The development would result in a very low level of harm, falling within the category of less than substantial, to the setting of Hollin Hall Farm and Old Mill House by introducing new development into an area that currently allows for an appreciation of the listed buildings as an isolated group set within a rural backdrop. However, the very low level of harm incurred is outweighed by the public benefits derived from the scheme in terms of providing new dwellings in the absence of a five-year supply of housing land and providing a substantial number of affordable dwellings in the housing sub-area with the most acute need. More broadly there would be economic benefits arising from the development derived from the construction of the dwellings.

The site is sufficiently separated from the Ilkley Conservation Area to ensure that the proposals would not result in any adverse implications on its setting.

In conclusion the 'less than substantial harm' incurred to the setting of nearby heritage assets would be outweighed by the public benefits of the development and no adverse impacts are foreseen in relation to the Ilkley Conservation Area. The development is therefore considered to accord with policy EN3 of the Core Strategy.

Impact on 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.

The site is located within the Wharfedale Landscape Character Area, and it forms part of the Enclosed Pasture Landscape Character Type, which also extends to the north and west of the site. The settlement boundary of Ilkley is located immediately south of the site.

The Landscape Character Supplementary Planning Document Volume 8: Wharfedale identifies Enclosed Pasture as having a medium sensitivity to change. The site itself does not contain any of the features that are typical of the character area other than the woodland on the northern edge of the site which would be retained and enhanced as part of the development and would assist with separating the new residential development from the more typical enclosed pasture to the north. To the west the development would be buffered from the wider area of enclosed pasture by the existing collection of dwellings and their curtilages. To the south lies the existing settlement boundary of Ilkley which is

formed by the A65 with residential properties beyond.

It is considered that the proposed development would be adequately buffered from the wider enclosed pasture landscape character area to the north by the embankment and tree line and to the west by existing properties. In views from the public footpath to the north of the site the development would read as forming part of the existing settlement rather than as encroachment into the wider area of enclosed pasture. Accordingly, the proposed development is not considered to have a negative impact on the Wharfedale Landscape Character Area, and it accords with the requirements of policy EN4 of the Core Strategy.

Highway and Pedestrian Safety

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.

A Transport Statement (TS) has been submitted to address the traffic and transport implications of the proposed development.

The proposed development of 35 dwellings is anticipated to generate 20 two-way vehicle movements in the AM peak hour and a total of 19 two-way vehicle movements in the PM peak hour. The level of vehicle movements generated is not considered to be sufficient to result in a severe adverse impact on the highway network in respect of capacity or congestion.

In terms of the site access a Stage 1 Road Safety Audit has been carried out in order to consider any existing conditions in the vicinity of the proposed site access which could present safety implications for road users. The proposed access design has been formulated in accordance with the recommendations of the Road Safety Audit. Specifically, vehicular and pedestrian access to the site will be taken by means of a formalised priority ghost island junction.

The priority ghost island junction will consist of a 6 metre junction radii and a 6-metre-wide access road, narrowing to 5.5 metres once 15 metres from the main carriageway. Footways will be provided

at the site access of 2 metres in width. On the A65, a right turn lane width of 3 metres and through lane widths of 3.65 metres will be provided. The access accommodates visibility splays of 4.5m x 120m in both directions. The existing 30mph speed limit to the east of the site will be extended across the site frontage. A new pedestrian refuge island is to be provided on the western side of the new access junction in order to ensure that pedestrians can safely access bus services on the southern side of Skipton Road. The provision of the access arrangements and visibility splays will be ensured by imposing planning conditions.

The off-site highway works will be subject to detailed approval through a S278 Agreement. This process will also include the Speed Limit Order (SLO) to extend the 30mph zone across the site frontage and a Traffic Regulation Order (TRO) prohibiting parking across the site frontage.

The internal road layout would assist with limiting vehicle speeds, and it would allow for the safe manoeuvring of vehicles including refuse collection. It is considered that the proposed layout would ensure that safe and suitable access to the site can be achieved for all users. The Highways Development Control Team have confirmed that the layout is acceptable.

Policy TR2 and appendix 4 of the Core Strategy require the provision of an average of 1.5 off street car parking spaces per unit for residential development.

The proposed development would provide 49 spaces to serve the 35 dwellings. The level of provision is slightly deficient of the 1.5 space average set out in appendix 4 of the Core Strategy. However, the site is considered occupy a sustainable location and therefore a slight under provision is considered to be acceptable in this instance.

Cycle parking facilities are indicated for the proposed apartments, but the extent of the provision is not clear. The submission does not provide details of dedicated cycle storage for the individual dwellings. Accordingly, details of all cycle parking facilities to serve the apartments and dwellings will be required by imposing a planning condition. Subject to the aforementioned condition the development is considered to accord with the cycle parking standards set out in Appendix 4 of the Core Strategy.

In conclusion the development is considered to occupy a sustainable location with access to public transport facilities. The development would not have a severe impact on the highway network in terms of capacity or congestion and the site access and internal layout are considered to be safe and suitable for all users. The level of car parking provision is considered to be acceptable given the sustainable location of the site and appropriate cycle parking facilities can be provided. The development is therefore considered to accord with paragraph 110 of the Framework, policies TR1 and TR2 of the Core Strategy and policies IDNP14, INDP15 and INDP21 of the Ilkley Neighbourhood Development Plan.

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 application, 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 railway embankment on the north side of the site includes a mature tree line protected by a woodland Tree Preservation Order. The trees are primarily Common Oak, Ash and Sycamore with an understorey of Hawthorn.

Following concerns raised by the Trees Officer the layout has been amended in order to increase the

separation distance of plots 19-26 from the root protection areas of protected trees. The Trees Officer has confirmed that the proposed dwellings would now achieve an acceptable relationship with the protected trees. To ensure that retained trees are adequately protected throughout development the Trees Officer has requested that a condition is imposed requiring the submission of a Tree Protection Plan to be approved in writing prior to the commencement of development.

The development would require the removal of three trees two of which (23T and 24t) are within retention category U and require removal for health reasons. The third tree (19T) falls within retention category C2 and is therefore categorised as unremarkable and of very limited quality. The proposed tree removal is therefore considered to be acceptable.

Pruning works to provide clearance for construction are required. Namely a reduction in the southerly canopy spread of 20T, 22T, 27T, 28T, 29T and 31T by 2 metres and crown lifting the lower canopy to 3.5 metres above ground level of 22T 27T and 29T. It is considered that the proposed level of pruning can be undertaken without compromising the overall amenity value of the protected woodland. Ongoing cyclic pruning to the canopy fringe of those trees that overhang the new dwellings is likely to be required. However, this is adjudged to only comprise the need to maintain cyclic pruning back to previous pruning points every three to five years and the extent of the works will need to be agreed with the Local Planning Authority through the submission of a “works to trees” application.

The impact of the proposed tree removal and pruning works is considered to be limited and the overall amenity value of the woodland would be enhanced through the introduction of 48 new trees consisting of Common oak, Bird Cherry, Field Maple, Rowan, and Silver Birch and 497 new shrubs within the understorey. The woodland would also benefit from the implementation of a Woodland Management Plan which would assist with increasing biodiversity and enhancing the woodland belt as a piece of green infrastructure. Specifically, by providing new planting to a satisfactory standard, discouraging access into the woodland area to enhance its biodiversity benefit, monitoring tree condition on a bi-annual basis and cyclic management. Notwithstanding the submitted details the Woodland Management Plan will be required to remain in place for a period of 25 years.

Subject to the imposition of planning conditions requiring the submission of a Tree Protection Plan, retention of tree protection measures throughout the development and the implementation of the woodland planting scheme and management plan the proposed development is considered to accord with the requirements of policy EN5 of the Core Strategy.

Biodiversity

The site is generally comprised of habitat of low distinctiveness with the exception of the woodland along the northern section of the site and Black Beck beyond the western boundary which provide value as habitats and wildlife corridors. The woodland would be retained and enhanced as part of the proposals with additional tree and shrub planting and the implementation of a Woodland Management Plan. A River Condition Assessment report has been provided for Black Beck which categorises its condition as *fairly poor*. The development would have a positive impact on the beck by introducing managed ground cover to the bank top in the form of vegetated gardens bordered by a hedge. The introduction of the pumping station would have a slight negative effect by increasing reinforcement to the bank and reducing the channel width. Overall, the development would have a minor positive impact on the beck but its condition classification would remain *fairly poor*.

The submitted Net Gain Assessment indicates that the development would need to deliver 0.76 habitat units in order to achieve 10% net gain and that this could be generated by enhancing the woodland area within the blue line for the site from Poor to Moderate condition.

A Bat Activity Survey has been carried out which identifies that the site is of limited value with a low level of activity focused on the higher value habitat primarily in the north-west corner of the site. To minimise potential impacts, the vegetation along the northern boundary will be buffered and an appropriate lighting scheme provided to prevent light spillage into sensitive areas. A Bat Roost Assessment has been carried out to assess the suitability of the woodland and culvert for bat roosts. The assessment concludes that the trees and culvert provide very few potential features for use by roosting bats and offer negligible bat roost suitability. The Biodiversity Officer has reviewed the information and has confirmed that the findings of the report are accepted. Accordingly, there are no constraints to development in relation to bats in either the trees or the culvert.

Given the presence of badgers in the wider area, a pre-works check to confirm the continued absence of badger setts on-site was recommended in the Preliminary Ecological Assessment. A badger Assessment was undertaken which identified a single mammal hole that could be classified as a single badger outlier sett, but more likely attributable to a rabbit or fox. As the presence of badger could not be ruled out a period of remote camera trapping was undertaken which confirmed that there were no active badger setts on site.

The submitted net gain assessment indicates that the development would result in the creation of 0.18 habitat units and 0.08 hedgerow units. This will be achieved by enhancing the woodland area from Poor to Moderate condition, planting of 80 metres of hedgerow across the site. An enhancement in riverine units is also anticipated as a result of improvement works to the bank top, bank face, channel margin and channel bed of Black Beck. The delivery of the enhancements and the on-going management arrangements will be secured by a planning condition.

The Biodiversity Officer has indicated that in addition to habitat improvements the development should incorporate bat roosting and bird nesting features. These should include bat roost bricks and roof tiles and swift bricks within buildings as well as bat and bird boxes on retained trees which can be secured by a planning condition.

The development will introduce new residential properties within 2.5km (Zone B) of the South Pennine Moors SPA/SAC boundary. The site does not contain any habitat for foraging SPA bird species. However, there would be likely significant effects arising from the development as a result 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 £16,526,84 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 net gains for biodiversity. Accordingly, the development is considered to accord with the requirements of paragraph 180 of the Framework, policies EN2 and SC8 of the Core Strategy, policy INDP13 of the Ilkley Neighbourhood Development Plan and The South Pennine Moors SPA/SAC Planning Framework 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.

The Homes and Neighbourhood Design Guide advises that typical separation distances for maintaining adequate levels of privacy and outlook are 21 metres from window to window and 10.5 metres from window to curtilage boundary.

The proposed layout ensures that the development would not include any dwellings with an unrestricted view within 10.5 metres of the rear garden boundary, or within 21 metres of the habitable room windows of any other dwelling. As such no adverse overlooking implications are foreseen.

The proposed dwellings achieve sufficient separation distances to ensure that no adverse overbearing or overshadowing implications are incurred either within the development site or on existing neighbouring residential properties.

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.

The site is located alongside the A65 where noise will arise from road traffic. A Noise Assessment has been carried out which considers the impact of traffic noise on the habitable rooms and amenity areas of the new dwellings. A glazing specification and ventilation strategy is proposed in order to meet the necessary noise targets for bedrooms and living areas. The implementation of appropriate glazing and ventilation will be secured by a planning condition.

The predicted ambient noise levels in the amenity areas of units 1-15 would exceed the recommended upper limit of 55 decibels L Aeq,16hour. The amenity areas of the remaining units would achieve noise levels below the upper limit. The provision of 1.8-metre-high close boarded boundary fencing and hedging to the side and rear of units 15-20 and the construction of a 1.5-metre-high dry-stone wall to the rear boundaries of units 1-10 would assist with reducing noise levels within the amenity areas of the new dwellings. However, the noise levels are still likely to exceed the recommended upper limit. In such circumstances BS8233:2014 recognizes that whilst the guideline values are desirable, they may not be achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.

In this instance the development of a sustainably located brownfield site with 35 affordable units is considered to be desirable and boundary treatments are proposed which are designed to achieve the lowest practicable noise levels in external amenity spaces whilst maintaining an appropriate visual appearance adjacent to the A65 and within the setting of heritage assets.

Subject to securing the glazing and ventilation scheme and the provision of boundary treatments by planning conditions the proposed development is considered to be acceptable and would accord with policies DS5 and EN8 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 unsecure 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 have been noted. However, it is not appropriate for the planning system to regulate these aspects of the development as they are not 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.

Land Quality

Policy EN8 (B) of the Core Strategy 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 Environmental Health Department have assessed the submitted information and have raised no objection to the proposed development subject to planning conditions. Planning conditions are required to determine how any unexpected contamination will be dealt with and for the submission of a methodology for the quality control of any material brought to the site for use in filling, level raising, landscaping and garden soils. Subject to the aforementioned conditions the proposed development is considered to accord with policy EN8 of the Core Strategy.

Air Quality

Policy EN8(A) requires development proposals that have the potential to adversely impact on air quality 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 proposed development is classified as *minor* for the purposes of the Low Emission Strategy. The Clean Air Team have therefore advised that Type 1 mitigation is required in the form of the provision of electric vehicle recharging facilities at the rates set out in the LES and adherence to best practice for the control of dust and emissions during site preparation and construction activities.

A planning condition will be imposed requiring every dwelling to be provided with access to a purpose built EV charging point in accordance with a scheme to be submitted and approved in writing.

The Clean Air team have confirmed that whilst the site is adjacent to the A65 it is not in an area of current air quality concern. The plans show the proposed dwellings set back from the immediate roadside with adequate opportunity for pollutant dispersion.

In conclusion no adverse air quality implications are foreseen and the proposal is considered to accord with policy EN8 of the Core Strategy.

Drainage

Policy EN7 of the Core Strategy requires that all sources of flooding are addressed and that development proposals will only be acceptable where they do not increase flood risk elsewhere and that any need for improvements in drainage infrastructure are taken into account.

The Councils Drainage Team (acting as Lead Local Flood Authority) have advised that they have no objection to the proposed development subject to the imposition of planning conditions requiring the submission of full details and calculations relating to the proposed means of foul and surface water drainage to be submitted and approved in writing by the Local Planning Authority. The surface water drainage proposals will be required to be based on drainage principles that promote water efficiency and water quality improvements through the use of SuDS and green infrastructure to reduce its effect on the water environment. The developer will also be required to submit a Surface Water Drainage Management document and the developer will be required to manage the drainage infrastructure serving the development in accordance with the terms and conditions of the agreement across the lifetime of the development.

The proposed development is considered to be appropriately flood resistant and flood resilient. Through the imposition 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 proposal is therefore considered to accord with the requirements of policy EN7 of the Core Strategy.

Further Issues Raised by Representations

Development of Green Belt land

The proposal would result in the development of Green Belt land for residential purposes. However, the development benefits form an exception to inappropriate development under the provisions of paragraph 149(G) of the National Planning Policy Framework

Premature application for development in the Green Belt.

Paragraph 50 of the National Planning Policy Framework indicates that refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination. The development is not considered to be so substantial that to grant planning permission would prejudice the outcome of the plan process by predetermining decisions about the scale and location of new development which ought properly to be taken in the development plan context.

Encroachment into woodland

The development would require the removal of three trees two of which (23T and 24t) are within retention category U and require removal for health reasons. The third tree (19T) falls within retention category C2 and is therefore categorised as unremarkable and of very limited quality. The Trees Officer has confirmed that the proposed dwellings would achieve an acceptable relationship with the retained protected trees.

Additional strain on schools

The Education Department have indicated that the development is unlikely to cause significant concerns over where children of families coming to reside in the development might attend school. 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.

Additional strain on medical facilities

In terms of NHS services eg. GP', this is a matter for the NHS, not the Council and it would be for the NHS to plan for any increased demands on its services.

Access and egress from the development will be dangerous

A Stage 1 Road Safety Audit has been carried out in order to consider any existing conditions in the vicinity of the proposed site access which could present safety implications for road users. The proposed access design has been formulated in accordance with the recommendations of the Road Safety Audit. Specifically, vehicular and pedestrian access to the site will be taken by means of a formalised priority ghost island junction. The Highways Development Control Team have confirmed that the access arrangements are acceptable.

Delays caused by vehicles queuing to access the development

The development will be served by a priority ghost island junction which will ensure that vehicles accessing the development from the east will not be stationary within the highway. Accordingly, the site access arrangements will not prevent the free flow of traffic on the A65.

There is no easy access to the development by bus

The site is located within the recommended 400m from the nearest bus routes that operate on Skipton Road. Bus stop reference 14165 is located on the site frontage whilst bus stop reference 50152 is located on the opposite side of Skipton Road. A pedestrian refuge island will be provided in order to assist pedestrians crossing the road to access bus services.

Bus users would be at risk crossing the A65A.

The existing 30mph zone will be extended across the site frontage and a pedestrian refuge island is to be provided in order to assist pedestrians with crossing the road to access bus services. No adverse pedestrian safety issues are foreseen.

The site has been purposely despoiled using a mechanical excavator and herbicide

No evidence has been provided to support this comment. In any case the appearance of the site is not a fundamental factor in determining the acceptability of the principle of development in this instance.

Overdevelopment of the site

Policy HO5 of the Core Strategy seeks the provision of a minimum of 30 dwellings per hectare and identifies that higher densities are possible in areas well served by public transport and/or close to Principal Town Centres. The proposal would achieve a density of 30 dwellings per hectare which is considered to be appropriate and accords with the requirements of policy HO5.

The height of the dormer units is excessive

House Type 4 is a two storey dwelling with a pitched roof dormer window located on the front roof plane. The dwelling would have an eaves height of 5.4 metres and a ridge height of approximately 9 metres. The submitted street scene elevations demonstrate that whilst the house type is marginally taller than the other house types it would sit appropriately within the street scene.

The height of the apartment block is excessive

The provision of a three-storey building in this location is not considered to be unduly harmful to the visual amenity of the site or the surrounding street scene.

Excessive noise levels from road traffic

Subject to the implementation of the proposed glazing specification and ventilation strategy and the provision of boundary treatments in accordance with the submitted details the noise levels are considered to be acceptable.

No details of the pumping station are provided

Full details illustrating the appearance of the pumping station have been provided and they are considered to be acceptable subject to the provision of appropriate boundary treatments.

Old Mill and Hollin Bungalow have sewage treatment plants where the pumping station is proposed

The pumping station will be located on land within the ownership of the applicant. Any alterations to existing private drainage infrastructure will be required to be resolved between the respective parties involved. The agent has indicated that the intention is for the foul water drainage requirements of any impacted properties to be catered for by the proposed pumping station.

The development would alter the setting of Old Mill House

The development would result in 'less than substantial harm' to the setting of the listed building and the public benefits of the development are considered to outweigh the harm incurred.

Boundary fencing would be out of keeping with the surrounding area

The Skipton Road site boundary would be improved with a 1.5 metre stone boundary wall to the rear of plots 1-10 and a 0.9 metre stone wall enclosing the apartment building and associated car parking area. The boundary walling would be in keeping with existing boundary treatments along Skipton Road.

Increased traffic congestion

The development is anticipated to generate 20 two-way vehicle movements in the AM peak hour and a total of 19 two-way vehicle movements in the PM peak hour. The level of vehicle movements generated is not considered to be sufficient to result in a severe adverse impact on the highway network in respect of capacity or congestion.

There should be provision for charging electric vehicles

A planning condition will be imposed requiring every dwelling to be provided with access to a purpose built EV charging point in accordance with a scheme to be submitted and approved in writing.

Conflict with existing access to the west which serves six properties

The submitted highway layout plan demonstrates that the site access would benefit from 4.5m X 120m visibility to the east and west. The visibility is sufficient to ensure that the development would not conflict with the existing access to the west of the site.

Parking should be reduced to one space per dwelling

All residential developments should provide adequate in curtilage parking to prevent on-street car parking issues from arising. This is consistent with policy TR2 of the Core Strategy which recommends minimum car parking standards for residential developments.

Access to nearby facilities is limited other than by car

Ilkley town centre provides a wide range of services and facilities and is accessible from the site by walking, cycling and public transport. It is therefore considered that the site would benefit from a range of transport options to access local facilities other than by car.

The development should not impact the future route of the Wharfedale Greenway

The Rights of Way Officer has noted that the Council's Rights of Way Improvement Plan has a request identified relating to a potential cycleway adjacent to the site. They have also noted that the requested route is along Skipton Road and outside of the site boundary.

The route of the Wharfedale Greenway has not been confirmed in this location nor is its provision protected by the RUDP proposals map. The A65 forms part of the National and Local Cycle Network

and the proposed site access arrangements would not impede use of the A65 for this purpose. Accordingly, the development cannot seek to protect the future route of the Wharfedale Greenway when the route is unconfirmed and there is no planning policy requirement to do so in this location.

Flood Risk

The site is located in Flood Zone 1 and it is therefore in an area that has less than 0.1% annual probability of river or sea flooding. The Lead Local Flood authority have reviewed the submitted Flood Risk Assessment, Doc. Ref: 20428-FRA-001-REV A, dated October 2020 and confirmed that it is acceptable.

Will the development provide genuinely affordable housing for local people?

The development will provide affordable housing of a type which accords with the definition of affordable housing provided in Annex 2 of the National Planning Policy Framework. The affordable units will assist with meeting the demand for such units in the Wharfedale sub-area.

More Information is required on the sustainability credentials of the units.

The proposed dwellings will be required to meet acceptable sustainable design and construction standards as part of Building Regulations Approval.

Could the density be increased to 50+ dwellings per hectare

The proposed density of 30 dwellings per hectare is considered to be appropriate taking into account the nature of the site and its surroundings.

Will Radon Protection measures be applied?

The site is in an area where between 1% and 3% of homes are estimated to be above the action level. Consequently, Building Regulations Approved Document C does not require the provision of basic radon protection measures in this location.

Lack of community consultation

The application is supported by a Statement of Community Involvement. The document advises that consultation on the application has taken place with Ward Members, Ilkley Town Council and local residents.

The land is not previously developed

The application provides sufficient evidence to demonstrate that the site is previously developed land consisting of the railway embankment and its curtilage.

The houses would sit on contaminated ground

The Environmental Health Department have assessed the submitted information and have raised no objections subject to planning conditions.

The development would constitute urban sprawl

The site is located on the edge of the urban area and is positioned between the A65 to the south and a railway embankment and mature tree line to the north. The latter forms a strong defensible boundary separating the site from the open countryside beyond. The development is therefore not considered to constitute unrestricted urban sprawl.

How will it be ensured that the development will be for residents of Ilkley

The development will provide affordable housing in Ilkley in accordance with the definition of affordable housing set out in Annex 2 of the NPPF.

The rear garden areas will attract unsightly sheds and extensions

A standardised shed type is proposed for all dwellings to ensure a uniform appearance. A planning condition will be imposed removing permitted development rights A-E meaning that no outbuildings or extensions can be constructed without the approval of the Local Planning Authority.

No route is shown for the disposal of foul water between the pumping station and Skipton Road
The Outline Drainage Strategy plan illustrates that the pipework connecting the pumping station with the combined sewer on Skipton Road will be located beneath the internal access road of the site.

The Transport report is out of date

The Transport Statement dates from 2020 however a more recent Stage 1 Road Safety Audit (Ref SCP/190559/RSA/0) was carried out in March 2022. The Highways information is therefore considered to be sufficiently up to date to allow for an accurate assessment of the application.

The northern bus stop is shown as moving, but to where?

The final location of the bus stop will require the developer to consult with and seek agreement from West Yorkshire Metro.

Community Infrastructure Levy

The site is located within CIL Zone 1 where there is a charge of £124.10 per sq m for new residential floorspace. However, the development benefits from an exemption from Social Housing Relief

Planning Obligations

The applicant has agreed to enter into a Section 106 Agreement to secure the entirety of the development as affordable housing in accordance with the definition provided in Annex 2 of the National Planning Policy Framework. The Section 106 Agreement will also secure the payment of a contribution of £16,526.84 for the mitigation of recreation impacts arising from the development on the South Pennine Moors SPA/SAC.

West Yorkshire Combined Authority have requested the payment of £10,000 for the provision of a real time information display at bus stop reference 14165 and the payment of £17,902.50 towards the provision of Residential MetroCards. Existing services operate from the site frontage towards Ilkley and Keighley at a 30-minute frequency. The site is 0.8 miles from Ilkley town centre which can be reached in 20 minutes on foot or 5 minutes by bicycle.

The site is considered to occupy a sustainable location with access to facilities and services by transport modes than private car. The provision of a real time information display and Residential MetroCards is therefore not required to make the development acceptable in planning terms and the requested financial contributions cannot be justified in this instance.

Conditions

1. Approved Plans

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

Location Plan-4775-101 Rev A-received 05.09.23

Existing Site Plan-4775-102-Rev A-received 05.09.23

Proposed Site Plan-4775-103 Rev D-received 05.09.23

Existing and Proposed Site Sections-4775-104-Rev B received 05.12.2022

Hard Landscaping Plan-4775-105-Rev C-received 17.03.23

Soft Landscaping Plan-4775-106 Rev D- received 17.03.2023
Apartment Floor Plans and Elevations 4775-107 Rev C- received 17.03.2023
House Types 1 & 2 Floor Plans & Elevations-4775-108 Rev D received 17.03.2023
House Types 3 & 4 Floor Plans & Elevations-4775-109 Rev D received 17.03.2023
Streetscene Elevations-4775-110 Rev C- received 17.03.2023
Boundary Wall and Fence details-4775-111 Rev A-dated 17.03.2023
Pumping Station Details-4775-112-Rev A-dated 17.03.2023.
Proposed Earthworks-DR-C-0102 Rev P7-Proposed Earthworks
Proposed Pedestrian Crossing & 90m Forward Visibility Splays-SCP/190559/SK04-received 21.08.23

Biodiversity Gain Assessment-ER-4246-07C –received 30.05.23.
Woodland Planting Proposals-6090.03-received 08.03.2022
Management Plan (Woodland) document reference MG/6090/WMP/FEB 22-received 08.03.2022
River Condition Assessment Report Reference ER-4246-08A received 30.05.2023

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

2. Three Year Time Limit

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

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

3. 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.

4. Construction Management Plan

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, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) location of site management offices (including wc's) and/or sales office;
- iii) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- iv) car parking areas for construction workers, sales staff and customers;
- v) 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;
- vi) temporary warning and direction signing on the approaches to the site.

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

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

5. Construction Hours

Construction work shall only be carried out between the hours of 0730 and 1800 on Mondays to Fridays, 0730 and 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.

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

6. Bin Storage

Prior to the occupation of each residential unit the bin storage arrangements serving the unit shall be provided in full in accordance with approved plan reference 4775/105 Rev C Proposed External Works Hard Landscaping Plan, dated 10.03.2023. 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. Facing and Roofing Samples

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

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

8. Boundary Wall: Sample

Prior to the construction of the stone boundary wall to the southern boundary of the site a sample panel of the walling shall be constructed on site for inspection by the Local Planning Authority. The details shall then be approved in writing by the Local Planning Authority and the development constructed in accordance with those approved details.

Reason: To assist the selection 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. Retaining Wall: Sample

Prior to the construction of the gabion retaining wall as identified on drawing reference 4775 Rev C-Proposed External Works Hard Landscaping Plan, dated 10.03.2023 a sample of the fill material shall be submitted to and approved in writing by the local planning authority and the development shall be constructed in accordance with the approved details.

Reason: To assist the selection 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.

10. Unexpected Contamination

If, during the course of development, contamination 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 UR3 of the Replacement Unitary Development Plan.

11. Materials Importation

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

A verification report prepared in accordance with the approved quality control methodology shall be submitted to and approved in writing by the Local Planning Authority on completion of the development.

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

12. Access Before Use

Prior to the occupation of the development the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site to base course level in accordance with the approved plan and completed to a constructional specification approved in writing by the Local Planning Authority.

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

13. Parking Before Use

Prior to the occupation of the development the off-street car parking facilities shall be constructed and laid out with a gradient no steeper than 1 in 15.

Reason: In the interests of amenity, flood risk and highway safety, and in accordance with Policies TR2 and EN7 of the Local Plan for Bradford

14. Visibility Splays

Before any part of the development is brought into use, the visibility splays hereby approved 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 Policies DS4 and DS5 of the Local Plan for Bradford.

15. Off Site Highway Works

Prior to the occupation of the development the off-site highway works as set out on drawing reference SCP/190559/SK04 dated 31.03.2022 and received by the council on 21.08.2023 shall be completed

in full.

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

16. Cycle Parking Arrangements: Apartments and Dwellings

Prior to the occupation of the development details of the cycle parking arrangements to serve the dwellings and apartments shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall then be made available for use in accordance with the approved details and thereafter retained.

Reason: To ensure that sufficient cycle parking facilities are made available to serve the development and to accord with policies TR1 and TR2 of the Core Strategy.

17. Wheel Washing Facilities: Details

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

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

18. Arboricultural Method Statement

The development shall not begin, nor shall there be any demolition, site preparation or groundworks, nor shall any materials or machinery be brought on to the site, nor any works carried out to any trees until the tree protection fencing and other tree protection measures are installed in strict accordance with an arboricultural method statement or tree protection plan to BS5837:2012 to be approved in writing by the Local Planning Authority.

The development shall not begin until the Local Planning Authority has inspected and given its written approval confirming that the agreed tree protection measures are in place in accordance with the submitted details.

Reason: To ensure that trees are adequately protected prior to development activity beginning on the site which would otherwise harm trees to the detriment of visual amenity. To accord with Policy EN5 of the Bradford Local Plan Core Strategy.

19. Retention of Tree Protection Measures

The approved and agreed tree protection measures shall remain in place, and shall not be moved, removed or altered for the duration of the development. There shall also be no excavations, engineering or landscaping work, service runs, or installations, and no materials will be stored within any construction exclusion zones or tree protection areas without the written consent of the Local Planning Authority.

Reason: To ensure that trees are adequately protected during development activity on the site which would otherwise harm trees to the detriment of visual amenity. To accord with Policy EN5 of the Bradford Local Plan Core Strategy.

20. Woodland Planting

In the first planting season (November-March) following the completion of the development the Woodland Planting Proposals as illustrated on drawing reference 6090.03 shall be implemented.

Any trees or plants comprising the approved woodland planting 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 replacement planting provided using the same or similar species/specifications in the same position no later than the end of the first available planting season following the demise of the original landscape planting.

Reason: To ensure that the development contributes positively towards the overall enhancement of the district's biodiversity resource and to accord with policies EN2 and EN5 of the Core Strategy.

21. Woodland Management Plan

The woodland area as identified on drawing reference 6090.03 shall be managed in accordance with the Woodland Management Plan Schedule of Operations contained within Appendix A of the Management Plan (Woodland) document reference MG/6090/WMP/FEB 22. Notwithstanding the details provided in the submitted document the Woodland Management Plan Schedule of Operations shall be carried out for a period of 25 years.

Reason: To ensure effective future maintenance of the woodland area in accordance with policies EN2 and EN5 of the Core Strategy.

22. Soft Landscaping

In the first planting season following the completion of the development the soft landscaping proposals as detailed on drawing reference 4775/106 Rev D-Proposed External Works Soft Landscaping, dated 10.03.2023, 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.

23. Hard Landscaping

Prior to the occupation of the development the hard landscaping proposals as detailed on drawing reference 4775/105 Rev C-Proposed External Works Hard Landscape Plan, dated 10.03.2023, shall be carried out in full.

Reason: In the interests of visual and residential amenity and to accord with policies DS1 and DS5 of the Core Strategy.

24. Bat and Bird Box Details

Prior to the occupation of the dwellings details of bat and bird nest boxes to be incorporated into the design of all units and within the retained woodland shall be submitted to and approved in writing by the local planning authority. The bat and bird nest boxes so approved shall then be provided in full prior to the first occupation of the development and shall thereafter be retained as long as the development is in use.

Reason: To ensure that the development contributes positively towards the overall enhancement of the District's biodiversity resource and to accord with policy EN2 of the Core Strategy.

25. Lighting Details

Details of the location, height, design, and luminance of any external lighting which shall be designed to minimise light spillage on the protected woodland and Black Beck shall be submitted to and approved in writing by the Local Planning Authority before any external lighting is used on site. Any external lighting provided shall conform with the approved details.

Reason: To ensure that adequate measures are taken to protect wildlife and habitats in accordance with policy EN2 of the Core Strategy.

26. Biodiversity Gain Plan

Prior to the commencement of development, a Biodiversity Gain Plan (BGP) shall be submitted to, and be approved in writing by, the local planning authority. The Plan shall deliver 0.18 habitat units, 0.08 hedgerow units and the post-development opportunities identified at paragraphs 40-43 of the River Condition Assessment Report Reference ER-4246-08A dated 11/04/2023

The content of the BGP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a 30 year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The BGP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the BGP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: To ensure that the development contributes positively towards the overall enhancement of the District's biodiversity resource and to accord with policy EN2 of the Core Strategy.

27. Invasive Species Management Plan

Prior to the commencement of development, an Invasive Species Management Plan detailing measures for the containment, control and removal of Himalayan balsam and the timescales for carrying out the work shall be submitted to and approved in writing by the Local Planning Authority. The approved actions shall be implemented in accordance with the approved details and timescales.

Reason: To ensure invasive species are appropriately controlled so as not to impact on biodiversity and any biodiversity enhancements and to accord with policy EN2 of the Core Strategy.

28. Construction Biodiversity Management Plan

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 put in place measures to retain and protect the woodland habitat (1.61 Biodiversity Habitat Units) and the watercourse included in the blueline (0.34 River Habitat Units) as described in Biodiversity Gain Assessment ER-4246-07C (Brooks Ecological, 25/05/2023) and 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, unless otherwise agreed in writing by the local planning authority.

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

29. Monitoring and Reporting

Prior to occupation a Biodiversity Monitoring Programme & 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 30-year period to be submitted to the LPA. 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 1.95 identified for Retention and Enhancement in Biodiversity Gain Assessment ER-4246-07C (Brooks Ecological, 25/05/2023)
- 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 time-scales stated in the Monitoring Programme and where remedial measures or changes in management are required these will be addressed in the subsequent Landscape & Biodiversity Net Gain Management Plan annual work programmes.

Reason: to ensure Biodiversity Units are delivered as agreed in the approved Management Plan for perpetuity

30. EV Charging: Details

Before the date of occupation every dwelling on the site shall be provided with access to a purpose built EV charging point with Mode 3 Type 2 capability. The charging points shall be provided in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The scheme shall meet at least the following minimum standard for numbers and power output: -

- A Standard Electric Vehicle Charging point (of a minimum output of 16A/3.5kW) with Mode 3 type 2 capability provided at every residential unit that has a dedicated parking space and/or garage
- One Standard Electric Vehicle Charging Point (of a minimum output of 16A/3.5kW) with Mode 3 type 2 capability for every 10 unallocated residential parking spaces (not including visitor spaces).
- Buildings and parking spaces that are to be provided with charging points shall not be brought into use until the charging points are installed and operational.
- Charging points installed shall be retained thereafter.
- Information about the provision of the EV charging point and how to use it should be included in the new home welcome pack.

Reason: To facilitate the uptake and use of low emission vehicles by future occupants and reduce the emission impact of traffic arising from the development in accordance with policies TR1 and EN8 of the Core Strategy.

31. Construction Dust Risk Assessment and Management Plan

Prior to commencement of the development a Construction Dust Risk Assessment and 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. These must be prepared with due regard to the guidance set out in the IAQM Guidance on the assessment of dust from demolition and construction. The development shall be carried out in accordance with the approved management plan.

Reason: To protect amenity and health of surrounding residents in line with policies EN8 and DS5 of the Core Strategy.

32. Glazing and Ventilation Scheme

Prior to first occupation of the units glazing and ventilation shall be installed in accordance with the specifications detailed in section 8.2.1 of Noise Assessment report reference 21261R01OP dated 15.10.19, by Envri noise Acoustic Noise Consultants. The glazing and ventilation shall then be retained in accordance with approved specification.

Reason: To ensure that residents are not adversely impacted by noise emanating from the A65 and to accord with policies DS5 and EN8 of the Core Strategy.

Informative

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.

Bus Stop Relocation

The development includes the relocation of Bus Stop ID: 45014165. The applicant is encouraged to consult with West Yorkshire Metro regarding this aspect of the proposal and any costs incurred will need to be met in full by the developer.

EV Charging

- A standard electric vehicle charging point is one which is capable of providing a continuous supply of at least 16A (3.5kW). A 32A (7kW) is however more likely to be future-proof.
- Standard charging points for single residential properties should have Mode 3 type 2 capability and meet the requirements specified in the latest version of “Minimum technical specification - Electric Vehicle Homecharge Scheme (EVHS)” by the Office for Low Emission Vehicles. <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-minimum-technical-specification>
- 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.

Please note: This recommended EV charging condition and informative is based on the current Bradford / WY LES planning guidance however new national building regulations have recently been published requiring mandatory provision of EV charging points on new homes. The applicant must ensure that EV charging provided on this site also meets building regulation requirements as detailed here: [Infrastructure for charging electric vehicles: Approved Document S - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/infrastructure-for-charging-electric-vehicles-approved-document-s)

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.

Biomass

It is noted that this is to be a gas free development with provision of other sustainable heat and energy sources such as air source heat pumps and solar. This approach supports the Bradford Low Emission Strategy and is welcomed. It is strongly recommended that biomass heat sources are not provided on this development, including the provision of wood burning stoves as these can be detrimental to local air quality.