

Report of the Assistant Director (Planning, Transportation & Highways) to the meeting of Regulatory and Appeals Committee to be held on 16th July 2020

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Subject:

This is a retrospective planning application for the construction of a function hall on land at Grid Ref 418980 432519, Dick Lane, Bradford.

Summary statement:

The application is a retrospective application in relation to the construction of a function hall. Planning permission 17/06698/MAF included a number of pre-commencement conditions and conditions that required the submission of details within a prescribed timescale following the commencement of the development. These conditions were not discharged at the appropriate time thus resulting in the development being unauthorised. The building is also not being built in accordance with the approved plans with changes made to the design of the building. This application has been submitted to regularise the development through the submission of the appropriate information and drawings to show the revised design of the building.

The information submitted is considered to be acceptable to meet the requirements of the conditions whilst the revised design of the building, in that it will be slightly higher than that previously approved, is also considered to be acceptable and will not have a detrimental impact on highway safety or residential and visual amenity.

Subject to the imposition of the recommended conditions it is considered that the proposal is acceptable.

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Regeneration and Economy



1. SUMMARY

This is a retrospective planning application for the construction of Function Hall on land at Grid Ref 418980 432519, Dick Lane, Bradford.

2. BACKGROUND

Attached at Appendix 1 is the Technical Report of the Assistant Director (Planning, Transportation and Highways). This identifies the material considerations relevant to the application.

3. OTHER CONSIDERATIONS

All considerations material to the determination of this planning application are as set out in Appendix 1.

4. FINANCIAL & RESOURCE APPRAISAL

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

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

No implications.

6. LEGAL APPRAISAL

The determination of the application is within the Council's powers as the Local Planning Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

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

7.2 SUSTAINABILITY IMPLICATIONS

No significant issues raised. The site is located within a very sustainable location in close proximity to public transport (bus routes along Dick Lane).

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

A condition is recommended requiring the inclusion of electric vehicle charging points, in accordance with the Council's Low Emissions Strategy.

7.4 COMMUNITY SAFETY IMPLICATIONS

Core Strategy Policy DS5 states that development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime. Conditions are recommended in relation to matters such as boundary treatment to further enhance the security of the site.

7.5 HUMAN RIGHTS ACT

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

7.6 TRADE UNION

None.

7.7 WARD IMPLICATIONS

Ward members have been fully consulted on the proposal and it is not considered that there are any significant implications for the Ward itself.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

The Committee can approve the application as per the recommendation contained within Appendix 1, or refuse the application.

If the Committee decide that planning permission should be refused, reasons for refusal will have to be given based upon development plan policies or other material planning considerations based on national planning policy advice and/or Council adopted planning policies.

10. RECOMMENDATIONS

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

11. APPENDICES

Appendix 1 Technical Report.

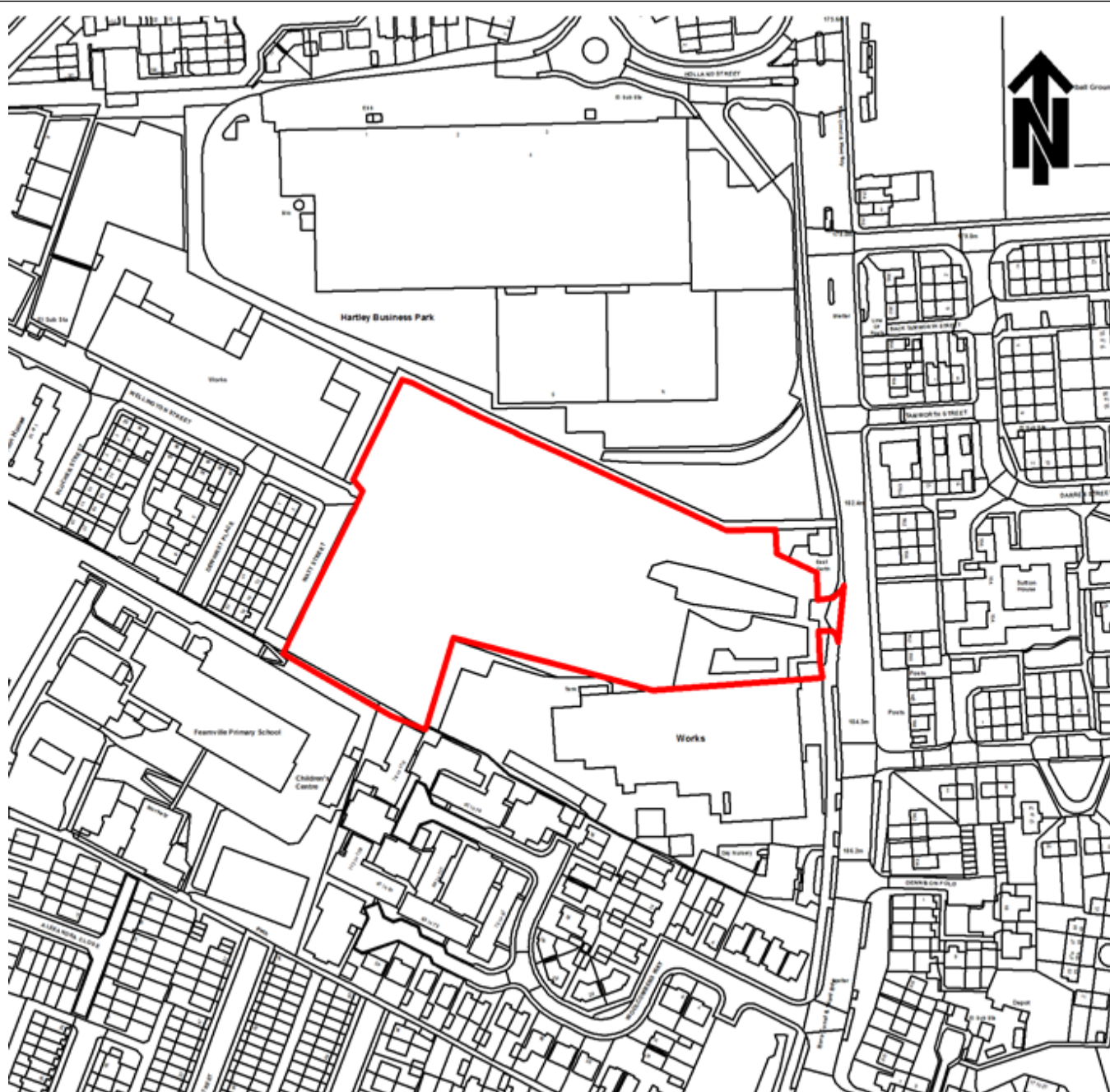
12. BACKGROUND DOCUMENTS

National Planning Policy Framework
Core Strategy
Replacement Unitary Development Plan

19/04438/MAF



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL



1:2,500

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**Land at Grid Ref 418980 432519,
Dick Lane,
Bradford**

Appendix 1

16th July 2020

Ward: Bowling & Barkerend

Recommendation:

TO GRANT PLANNING PERMISSION

Application Number:

19/04438/MAF

Type of Application/Proposal and Address:

This is a retrospective planning application for the construction of Function Hall on land at Grid Ref 418980 432519, Dick Lane, Bradford.

Applicant:

Mr A Hussain

Agent:

Mr Mo Ali (MDA)

Site Description:

The site is located to the west of Dick Lane and is currently under construction for a function hall. Vehicular access to the site (albeit currently blocked up) is taken from Dick Lane. It is bounded to the north, north west and south by existing industrial/commercial uses. Adjacent to the western and southern boundaries is residential development whilst a primary school is also located to the south. To the east of the site, fronting onto Dick Lane is a mix of commercial and residential development. A single residential property is located immediately adjacent to the north eastern corner of the site.

Relevant Site History:

Planning permission was granted on the 15th November 2018 under reference 17/06698/MAF for the construction of a function hall.

The National Planning Policy Framework (NPPF):

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

- i) Planning for prosperity (an economic role) - by ensuring that sufficient land of the right type and in the right places is available to allow growth and innovation;
- ii) Planning for people (a social role) - by promotion of strong, vibrant and healthy communities by providing an increase supply of housing to meet the needs of present and future generations and by creating a good quality built environment with accessible local services;
- iii) Planning for places (an environmental role) - by protecting and enhancing the natural, built and historic environment, adapting to climate change including moving to a low-carbon economy.

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

The Local Plan for Bradford:

The Core Strategy for Bradford was adopted on 18 July 2017 though some of the policies contained within the preceding Replacement Unitary Development Plan (RUDP), saved for the purposes of formulating the Local Plan for Bradford, remain applicable until adoption of Allocations and Area Action Plan development plan documents. The site is not allocated in the RUDP but is located within a Mixed Use Area (Ref: BN/UR7.1 – Cutler Heights). Accordingly, the following adopted saved RUDP and Core Strategy policies are applicable to this proposal.

Replacement Unitary Development Plan Policies:

UR7A Mixed Use Areas

TM10 The National and Local Cycle Network

Core Strategy Policies:

P1 Presumption in Favour of Sustainable Development

SC1 Overall Approach and Key Spatial Priorities

SC9 Making Great Places

EC4 Sustainable Economic Growth

EC5 City, Town, District and Local Centres

TR1 Travel Reduction and Modal Shift

TR2 Parking Policy

TR3 Public Transport, Cycling and Walking

TR4 Transport and Tourism

EN2 Biodiversity and Geodiversity

EN5 Trees and Woodland

EN7 Flood Risk

EN8 Environmental Protection

DS1 Achieving Good Design

DS2 Working with the Landscape

DS3 Urban Character

DS4 Streets and Movement

DS5 Safe and Inclusive Places

Parish Council:

There is no Parish Council within the Bowling and Barkerend Ward.

Publicity and Number of Representations:

The proposal was advertised by press notice, site notice and neighbour notification letters. The expiry date for the publicity exercise was the 20th December 2019.

As a result of the publicity exercise 14 representations have been received objecting to the proposal.

An email has been received from Cllr Hassan Khan (Bowling & Barkerend Ward) expressing support for the proposal and asking that if we are minded to refuse the scheme it be submitted to Committee for member's consideration.

Summary of Representations Received:

Principle:

- It is not an appropriate place to have the venue as it is so close to houses

Highways:

- Traffic is bad on here normally if you include this venue it will be worse and cause more havoc than there already is if this building happens then traffic will be so bad on this road it's going to cause so much trouble
- Will the site be big enough to house all the cars from the expected guests and if not it will mean people parking on the road or over onto our estate taking up residents parking
- The road is a mess, with clay and mud all over the entire road

Residential amenity:

- Impact of fireworks being set off
- Noise and fuel pollution
- They're working at all hours

Other issues:

- Some neighbours didn't get a letter about this application or the previous one despite living next to the site
- It is not what was originally proposed
- There will be more rubbish
- It will attract more drug users

Consultations:

Rights of Way – No objection to the principle of the development but state that Public Footpath No. 326 (Bradford South) is adjacent to the site and this must not be impacted upon either through the boundary treatment along the joint boundary or by surface water drainage

Environmental Health Land Contamination – No objection subject to conditions relation to the submission of a remediation verification report

Environmental Health Air Quality – No objection to the principle of the development subject to the imposition of conditions relating to the provision of electric vehicle charging points and Construction Environmental Management Plan if issues of dust are not resolved prior to the decision being made

Environmental Health Nuisance – No objection to the principle of the development but states that a noise impact assessment be undertaken due to the noise and activity likely to be generated by the proposed end use

West Yorkshire Police – No objection to the principle of the development but comments made on specific aspects including intruder alarms, doors and windows, natural surveillance of car park and bicycle storage, external lighting and CCTV, boundary treatments, noise/ASB, and, parking

Landscape Design Unit – No objection to the principle of the development but seek the submission of full landscaping details

Highways DC (Non-transport Assessment) – No objection to the principle of the development but conditions are sought

Lead Local Flood Authority – No objection to the proposal subject to the imposition of appropriate conditions

Summary of Main Issues:

1. Principle of development
2. Visual amenity
3. Residential amenity
4. Highway safety
5. Drainage
6. Trees
7. Secured by design
8. Contaminated land
9. Biodiversity issues
10. Inclusivity
11. Other issues

Appraisal:

The proposal relates to the construction of a function hall which will provide 2,450 square metres of floor space over 3 floors. Access to the site will be taken directly off Dick Lane into a car park that will accommodate 293 car parking spaces, 25 cycle spaces and 3 coach parking spaces.

The application has been submitted because work has commenced on building the scheme approved under reference 17/06698/MAF without having discharged the pre-commencement conditions or conditions requiring the submission of details within a prescribed period attached to the planning permission. This application does include appropriate information to satisfy the conditions.

However, the scheme also introduces changes to the design of the building. The main change is the introduction of steeper pitched roofs which will increase the height of the building from 14.5 metres to 18.2 metres along the central section of the building and from 12.5 metres to 15.75 metres along both sides. The front elevation will look more grandiose with more glass and 2 stairways leading up to an entrance at first floor level.

The conditions attached to planning permission 17/06698/MAF that were not discharged prior to work commencing on site were as follows:

Condition 2: Means of vehicular access

Before any works towards construction of the development commence on site, 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.

Condition 5: Closure of existing vehicular access

Concurrently with the construction of the new access and prior to it being brought into use, the existing vehicular access to the site from Watt Street shall be permanently closed off with a full kerb face, and the footway returned to full footway status, in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority.

Condition 6: Construction plan

Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, 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 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) a wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt onto a highway adjoining the development site;
- viii) 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.

Condition 7: Preventive measures: mud on highway

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 on the site unless otherwise agreed in writing by the Local Planning Authority.

Condition 11: Disposal of surface water

Notwithstanding the details contained in the supporting information, the drainage works shall not commence until details of the proposed means of disposal of surface water drainage, including details of any balancing works and off -site works, have been submitted to and approved by the Local Planning Authority. If discharge to public sewer is proposed, the information shall include:

- i) evidence that other means of surface water drainage have been properly considered and why they have been discounted; and
- ii) the means by which the discharge rate shall be restricted to a maximum rate of 5 (five) litres per second.

Furthermore, unless otherwise approved in writing by the Local Planning Authority, there shall be no piped discharge of surface water from the development prior to the completion of the approved surface water drainage works.

Condition 13: Means of disposal of foul water drainage

Notwithstanding the details contained in the supporting information, the drainage works shall not commence until full details and calculations of the proposed means of disposal of foul water drainage, have been submitted to and approved by the local planning authority. The development shall thereafter only proceed in strict accordance with the approved drainage details.

Condition 15: Site Investigation Implementation

Prior to the commencement on the construction of the building a Phase 2 site investigation and risk assessment must be completed in accordance with the approved site investigation scheme included in the Phase 1 report. A written report, including a remedial options appraisal scheme, shall be submitted to and approved in writing by the Local Planning Authority.

Condition 16: Remediation strategy

Unless otherwise agreed in writing with the Local Planning Authority, prior to the commencement on the construction of the building a detailed remediation strategy, which removes unacceptable risks to all identified receptors from contamination, shall be submitted to and approved in writing by the Local Planning Authority. The remediation strategy must include proposals for verification of remedial works. Where necessary, the strategy shall include proposals for phasing of works and verification. The strategy shall be implemented as approved unless otherwise agreed in writing by the Local Planning Authority.

Condition 21: Submission of landscaping scheme

Within 6 months of the development hereby permitted commencing on site details of a scheme of hard and soft landscaping, including the proposed ecological area, shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall show the following details:

- i) Position of trees to be felled, trees to be retained, proposed trees and defined limits of shrubs and grass areas.
- ii) Numbers of trees and shrubs in each position with size of stock, species and variety.
- iii) Proposed topsoil depths for grass and shrub areas.
- iv) Timetable for undertaking the landscaping works

Condition 24: Boundary treatment

Notwithstanding the details submitted, within 3 months of the development hereby permitted commencing on site, details of the proposed boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. This shall include, in relation to the outer boundaries which border the residential properties, an appropriately designed acoustic fence. The approved details shall be implemented in full prior to the first occupation of the development.

Condition 25: External lighting

Notwithstanding the details shown on plan, within 6 months of the development hereby permitted commencing on site, full details of the type and position of down-lighting units for the buildings and car parking areas, including measures for ensuring that light does not shine directly on the adjacent public highways or is visible to highway users, shall first have been submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be carried out and maintained thereafter whilst ever the use subsists.

Condition 29: Materials

No development above damp proof course level shall be carried out until arrangements have been made with the Local Planning Authority for the inspection of all 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.

Condition 31: Traffic Regulation Order

A drawing indicating the extent and full details of a Traffic Regulation Order for parking restrictions on Dick Lane in the vicinity of the site access/egress shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the development continuing above damp proof course. No part of the development hereby approved shall be brought into use until best endeavours to implement the Traffic Regulation Order have been undertaken by the Highway Authority with all costs borne by the applicant.

1. Principle of development

This application has been submitted as a result of the development approved under reference 17/06698/MAF being commenced without planning conditions, some of which were pre-commencement conditions, having been satisfied. The submission also incorporates some amendments to the elevations of the building and it is currently being constructed in line with the revised plans.

Whilst this application is very similar to that approved under reference 17/06698/MAF it has to be assessed as a stand-alone planning application and not just a consideration of the amendments to the design of the scheme. However, it has to be stressed that the previously approved scheme is a material consideration and did find significant aspects of the scheme to be acceptable. Where aspects of the previous scheme have not changed then it would be necessary to demonstrate what change in circumstances there has been to explain why they are no longer acceptable.

The principle of this form of development on the site has previously been accepted through the granting of planning permission under reference 17/06698/MAF and it is not considered that there has been any change in material considerations since the granting of that planning permission that would suggest the principle of development is no longer acceptable.

2. Visual amenity

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

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

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

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

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

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

The site is located in a mixed-use area comprising industrial, commercial, residential and education. As would be expected in such an area there is a mix of building styles and materials used for the varying uses. The heights of the buildings do vary with the residential units to the south of the site being 3½ storeys in height.

The previously approved building was 3 storeys in height with shallow pitched roofs running along the northern and southern side sections of the building and a flat roof running along the central section. A mono-pitched roof was incorporated over the main entrance way. The height of the building was 15.3 metres to the highest part of the monopitch roof over the entrance way and 12.5 metres to the ridge of the hipped roof. The building was designed to have a more imposing entrance way.

The amended design the subject of this planning application incorporates a more grandiose front entrance way removing the mono-pitch roof and replacing it with a

pitched roof (highest point is 18.2 metres) and also increasing the pitch of the roof running along the northern and southern sections of the building to 15.75 metres. The higher roof over the entrance way does not extend along the full length of the building and only extends for approximately 15 metres and then reverts back to a flat roof.

There are also changes to the front elevation in terms of the staircases leading up to the first floor and the level of glazing which has increased. The side elevations have also been simplified in that the number of window openings has been reduced and the external staircases have also been removed.

Whilst there is an overall increase in the height of the building it is considered that the design of the building includes elements that are more in keeping with the character of the area, such as the steeper pitched roofs, and are of a higher quality than the previous scheme. The entrance way will be more imposing when viewed from the access road leading in from Dick Lane.

In terms of materials it is proposed to use stone and cladding on the elevations with composite aluminium sheets on the roof. These materials are considered to be acceptable and thereby meet the requirements of condition 29 attached to permission 17/06698/MAF.

Two other conditions attached to planning permission 17/06698/MAF relating to the submission of a landscaping scheme and details of the boundary treatments should have been discharged prior to development commencing and within 6 months of the development commencing on site respectively. Details of both the hard and soft landscaping, and, the boundary fencing have now been submitted and are considered acceptable.

The design is considered appropriate for the area in which the site is located and it is not therefore considered that it will be significantly detrimental to the visual character and appearance of the locality or wider streetscene. As such there is no objection to the proposal on visual amenity grounds and the proposal accords with policies DS1 and DS2 of the Core Strategy.

3. Residential amenity

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

The site is located in a mixed-use area with both residential and industrial uses adjoining the site. It is important that the relationship of the proposal to the existing residential units is considered and that it should not have a significant impact on the residential amenities of the occupiers of these units.

The proposed use of the site is as a function hall that will include weddings. On the previous approval under reference 17/06698/MAF a condition was imposed restricting the hours of use of the premises to 10:00-00:00 Monday to Sunday. This condition would be carried forward onto any subsequent decision as there is no justification to extend them to allow later use. There are 3 main wedding seasons which all directly correspond with the Council's school holidays – Easter, Summer and October half term. During the peak seasons it is expected to host some during the week events however

for the remaining 9 months of the year it is likely that the weddings will only be on weekends. In winter (October to February) there are minimal bookings as due to the weather they are not desirable dates. It should be pointed out that the application does relate to a function hall not specifically a wedding hall but the comments from the applicant relate specifically to weddings. The assessment of the proposal, in terms of its potential impact on the residential amenities of the occupiers of the neighbouring dwellings, is therefore based on its use as a function hall that could be used a lot more frequently than if just a wedding venue.

To the west of the site is a row of terraced properties located on Watt Street whose front elevations face onto the site. To the south of the site are properties located on Woolcombers Way. The westernmost block of units (78-110) have a gable end facing directly onto the site which has 3 windows (1 at each level) within it. The northernmost block is separated from the site by an extended curtilage to an existing industrial unit. A car park separates the main part of the block (front elevation) from the joint boundary with the industrial unit. A single dwelling is also located to the immediate north of the access from Dick Lane.

The layout of the site is such that the function hall is towards the northern boundary of the site away from the residential units on Watt Street and Woolcombers Way. The majority of the car parking to serve the function hall is located in the western and south western section of the site. The function hall is located such that there are separation distances of 55 metres and 67 metres between the nearest residential units on Watt Street and Woolcombers Way respectively. The building is approximately 3 metres nearer the dwellings on Woolcombers Way than previously approved layout.

The design of the building has changed with there now being a steeper pitched roof incorporated along the northern and southern sections of the building. Both the eaves height and right height have increased from 12.0-13.5 metres and 12.5-15.75 metres respectively. The proposed southern and western elevations which face onto the adjacent residential properties have been simplified through the reduction in the number of window and door openings and the removal of the external staircases.

It is not considered that the slight reduction in the separation distance between the southern elevation and the dwellings located on Woolcombers Way will impact on the residential amenities of the occupiers of those dwellings. As such it is considered that the proposed building is of a sufficient distance away such that any noise emanating from the building will not adversely affect the residential amenities of the occupiers of those units.

The remainder of the site will be hard surfaced and will serve as the internal access route as well as car/bus/cycle parking. This will abut the western and southern boundaries of the site. A potential concern arising from the use of the car park is that of the noise from high powered super cars which are often a feature of weddings. The cars generally are at their noisiest when they are just starting up or being revved. The Applicant is proposing to undertake some planting together with a 2 metre high acoustic fence along these boundaries to try and minimise the impact of the parking on the residential amenities of the occupiers of the adjacent dwellings. Appropriate conditions are recommended in relation to the provision of this landscaped strip and the acoustic fence and their future maintenance.

One issue that the objectors have raised is that of the use of fireworks during the wedding events particularly at unsocial hours. In a supporting statement submitted with the previous application the Applicant has stated that during an Asian wedding fireworks are only used during one point, this being the Baraat Day (2nd day) as the groom is arriving and never when the guests are leaving as this is considered to be the most sombre part of the occasion as the bride is given away by her family to the groom and she heads to her new home. Any loud noise at this part of the function would be considered extremely disrespectful. The Environmental Health Department did thoroughly assess the additional information submitted at the time with regards to the use of fireworks on the site and did not raise an objection. The same principles apply with this current proposal as it is not introducing any new on the site.

Overall it is not considered that the proposal would have a significantly detrimental impact on the residential amenities of the occupiers of the neighbouring residential units subject to the recommended conditions including, amongst others, hours of use and the inclusion of an acoustic fence along the western and eastern boundaries.

4. Highway safety

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

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

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

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

There were a number of pre-commencement conditions attached to planning permission 17/06698/MAF that were not discharged prior to work commencing on site.

These conditions related to the proposed means of vehicular access, the closure of existing vehicular access, the submission of a construction plan, the submission of details relating to preventive measures for mud on highway, and, the implementation of a Traffic Regulation Order on Gain Lane.

The application site is currently accessed to the east from Dick Lane by a single point of access with another potential access from Watt Street to the west. Both accesses at present are blocked up. The proposal intends to improve the existing access from Dick Lane to 6.5 metres and permanently close the access from Watt Street. The access will lead to a car park comprising 293 car parking spaces, 11 disabled spaces, 25 cycle spaces and 3 coach parking spaces. The Highways Department have not raised an objection to the proposed point of access or the level of parking within the car park.

However, given the large capacity of the proposed building (up to 800 people) concern has been raised at the potential for overspill parking to take place on Dick Lane, particularly in close proximity to the point of access/egress. In order to overcome this concern the Highways Department have requested that a Traffic Regulation Order be imposed in the proximity of the point of access/egress to provide double yellow line "No Waiting at Any Time" restrictions along the site frontage. This TRO was to be secured through a pre-commencement condition (No. 31) attached to planning permission. The Applicant has submitted a plan showing the extent of the proposed TRO but this does not secure the TRO, an application will still need to be made and determined through the Area Committee. Following legal advice, it is considered that the imposition of a condition requiring the implementation of a TRO is unlawful and the correct procedure for securing it would be either through a Grampian condition requiring the development to be carried out in accordance with the submitted plan showing the off-site highway works (with an informative advising that this will require a TRO) or a Section 106 Legal Agreement. A plan (reference: BD/521/P14) showing the extent of the proposed TRO has been submitted and therefore it is recommended that an appropriate Grampian condition be attached to a planning permission requiring the development to be carried out in accordance with the off-site highway shown on the submitted drawing. An informative is also proposed that states that these works will require the making of a TRO.

The Applicant has submitted a Construction plan together with wheel wash facilities to meet the requirements of condition 6 attached to planning permission 17/06698/MAF. The details are considered to be acceptable.

The 2 other pre-commencement conditions not complied with relate to the construction of the proposed means of vehicular access to the site and the closure of existing vehicular access to the site from Watt Street. The Applicant is using a separate access in relation to the construction phase of the development and therefore the main access to the site that will be used to serve the development has not been constructed. This does not raise any significant concerns as the condition can be reworded that it should be completed to a constructional specification approved in writing by the Local Planning Authority prior to the building first being brought into use. This can also be relevant to the blocking up of the existing access to the site from Watt Street.

Overall therefore there is no objection to the proposal on highway grounds subject to the provision of a Traffic Regulation Order around the access to the site and to the recommended conditions. The proposal is therefore considered to comply with the requirements of policies TR1 and TR2 of the Core Strategy.

5. Drainage

Paragraph 163 of the National Planning Policy Framework states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 165 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:

- a) take account of advice from the lead local flood authority;
- b) have appropriate proposed minimum operational standards;
- c) have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) where possible, provide multifunctional benefits.

Policy EN7 of the Core Strategy states that the Council will manage flood risk proactively which policy EN8 states that proposals for development will only be acceptable provided there is no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and the important ecological features they support.

There were a number of pre-commencement conditions attached to planning permission 17/06698/MAF that were not discharged prior to work commencing on site. These conditions related to the disposal of surface water and the means of disposal of foul water drainage

The Applicant intends to connect to the mains sewer in relation to the disposal of foul sewage and the use of a soakaway for the disposal of surface water. A Drainage Strategy has been submitted in support of the application and this has been assessed by the Lead Local Flood Authority and is considered to be acceptable. In terms of the proposed surface water drainage scheme they are not able to support it at present and have recommended conditions to secure the submission of the appropriate details. The conditions they have recommended are pre-commencement conditions but obviously these cannot be imposed on a permission as the development has already commenced. As such it is proposed to word the conditions such that the details have to be submitted and agreed prior to the building being brought into use.

As such therefore, subject to the imposition of the appropriate conditions, there is no objection to the proposal on drainage grounds and it is considered that it satisfies the requirements of policies EN7 and EN8 of the Core Strategy.

6. Trees

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

There were a number of trees located within the site, the majority of which were self-seeded, and they were not considered to be of any particular amenity value to the area. Neither did they provide any screening of the site from the neighbouring residential properties. The trees will be lost as a result on the development but the Applicant is intending to undertake some planting along the boundaries of the site to act as a screen to the development but also to retain some greenery within the site and this is

shown on the layout plan. The landscaping plan that was previously required by condition 21 of planning permission 17/06698/MAF has now been submitted and is considered to be acceptable.

There is no objection to the proposal on the grounds of the loss of the trees within the site and with the agreed planting scheme it is considered that the proposal satisfies the requirements of policy EN5 of the Core Strategy.

7. Secured by Design

Paragraph 91 of the National Planning Policy Framework states that Planning decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

Policy DS5 of the Core Strategy states that development proposals should make a positive contribution to people's lives through high quality, inclusive design. In particular, they should, amongst other things, be designed to ensure a safe and secure environment and reduce the opportunities for crime.

West Yorkshire Police have not objected to the principle of the development but have made comments on specific aspects of the development and these are as follows:

Parking: Whilst the number of parking bays have been increased within the car park, for the size of the venue parking could overspill onto the surrounding streets which will increase demand for on street parking, this can create inconsiderate parking which can cause parking disputes/issues. The information on the decision notice for the original application mentions that double yellow lines should be installed along the front entrance of the site, which should deter parking from this specific location which will reduce any obstruction of sight lines when drivers are exiting the site – the purpose of the TRO that was secured as part of the previous planning approval is to ensure that there is no on-street parking in the vicinity of the access to the site and will protect visibility splays.

Noise/ ASB: Function/wedding venues can experience noise from both vehicles and guests within the car park and other outdoor festivities such as fireworks, especially if these are being used late at night and into the early hours of the morning. Conditions should be applied to ensure that noise/fireworks are not being used at unsociable hours of the night/early hours of the morning which reduces nuisance noise and disturbance to nearby residential areas – a condition is recommended regarding the hours of operation of the building and the scheme will incorporate a boundary fence that will act as a noise attenuation barrier. The use of fireworks cannot be controlled by planning conditions as it would be extremely difficult to enforce against and therefore it would be the responsibility of the operators of the site to ensure they are not used.

Boundary treatments: The site plan shows that acoustic fencing will be used around the perimeter of the site to a height of 2000mm. The height of the fencing is acceptable as this will secure the boundary of the site. There is a public right of way which runs around the north of the site which falls outside of the red location line, the style/design of the acoustic fence is likely to reduce natural surveillance of the footpath from the

north boundary, however there appears to be a closed welded mesh fence on the opposite side of the footpath which borders the adjacent business which allows surveillance onto the route. The design for the automated gates is acceptable, there should be maintained plan for the gates to ensure that they remain in working over and continue to secure the car park and business when it is closed.

External lighting and CCTV: The details submitted on the site plan, with the lighting attachment show that there will be many led column down lights installed, there is no information as to what the uniformity levels of lighting there will be within the car park. SBD and ILP (Institute of Lighting Professionals) guidance mentions that uniformity levels for lighting are ideal at 40%, however the minimum level of uniformity that can be accepted is 25%. This will help increase natural surveillance within the car park and reduce any opportunities for crime – the submitted lighting levels are considered acceptable to provide a safe and secure environment for the users of the car park.

There is no mention as to whether any CCTV will be installed. For the size of the venue and car park, West Yorkshire Police would recommend that CCTV is installed which can cover the car park, access doors leading into the building, bicycle storage and internal areas such as entrance/foyer – it is the responsibility of the developer as to whether or not CCTV is incorporated within the development as it is outside the control of the planning system.

Natural surveillance of car park and bicycle storage: From looking at the ground floor layout, there are windows on the first floor however surveillance is only visible if a person looking over the balcony. There appears to be no surveillance from rooms such as the office that can overlook the car park, entrance or bicycle storage. It would be prudent for the office and the prayer room to change location so that there would be a window within the office that can increase natural surveillance over these areas – the site will be well lit by the lighting columns and does benefit from good natural surveillance from the car park. The nature of the use of the site will likely always result in a number of people being outside and it will therefore be self-policed. The inclusion of side windows does not always guarantee a safe and secure environment as they are not always being constantly looked out of.

Doors and windows: Doors and windows should look to achieve an appropriate standard to achieve Secured by Design status – this is outside the control of the planning system and will be the responsibility of the developer to determine what standard of windows and doors are installed in the building.

Intruder alarm: Installing a monitored alarm within the premises would provide additional security, a monitored alarm would allow key holder(s) to be alerted should there be any attempts of entry. Suitable standards are to BS EN 50131 or PD6662 (wired alarm system) or BS 6799 (wire free alarm system) – this is outside the control of the planning system and will be the responsibility of the developer as to whether an intruder alarm is installed in the building.

Overall therefore there is no objection to the proposal from a security and safety point of view and the proposal is considered to accord with policy DS5 of the Core Strategy.

8. Contaminated land

Paragraph 178 of the National Planning Policy Framework states that decisions should ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
- b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Paragraph 179 states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Policy EN8 of the Core Strategy states that proposals which are likely to cause pollution or are likely to result in exposure to sources of pollution (including noise, odour and light pollution) or risks to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity.

Two pre-commencement conditions were imposed on planning permission 17/06698/MAF that were not complied with related to the submission of a Phase II Site Investigation Report and a Remediation Strategy. These documents have been submitted in support of this application and have been assessed by the Environmental Health Department.

The intrusive investigation detailed in the Geoenvironmental Appraisal by G&M Consulting Ltd indicates that site is underlain by made ground soils which contained fragments of brick, concrete, tarmac, ash, furnace slag, glass, sandstone, siltstone and metal. Chemical analysis was undertaken on representative soil samples recovered from across the site and did not identify any unexpected contamination. The ground gas risk assessment rates the site as Situation CS1, in accordance CIRIA C665 (2007), and recommends that “no gas protection measures” are required for the development.

The Remediation Strategy by G&M Consulting Ltd details the works necessary to render the site suitable for its intended use. The works include, but are not limited to, the “Removal and disposal from site to a suitably licensed facility, of unsuitable made ground soils” in the areas of soft landscaping, and the inclusion of a “subsoil/topsoil cap” comprising of “750mm of clean soils”, which should include a “150mm thick granular 'no-dig' layer along its base.”

The report states that “Where made ground is left beneath the area of the footprint of the building and other areas of proposed hardstand (driveways, paths and car parking etc.), it is considered to pose a negligible risk to end users, as pathways are severed due to capping by the hardstanding.”

Proposals for the verification of the remedial works and a methodology for the quality control of imported material are included in the report.

The Environmental Health Department concurred with the findings of the G&M Consulting Ltd Preliminary Investigation and the recommendations included in the Remediation Strategy by G&M Consulting Ltd. As such the submitted information relating to the previously imposed conditions requiring the submission of a Phase II Site Investigation Report and Remediation Strategy have been satisfied. A Remediation Verification Report will still be required to show that the site has been satisfactorily remediated in accordance with the recommendations in the Remediation Strategy.

Subject to the imposition of appropriate conditions there is no objection to the proposal in relation to ground conditions and the proposal therefore satisfies the requirements of policy EN8 of the Core Strategy.

9. Biodiversity issues

Policy EN2 of the Core Strategy states that development proposals that may have an adverse impact on important habitats and species outside Designated Sites need to be assessed against the impact it will have on habitats and species as well as the extent to which appropriate measures to mitigate any potentially harmful impacts can be identified and carried out.

There are no features on, or adjacent to, the site that are of any particular ecological value and therefore no objection is raised to the proposal.

As such there is no objection to the proposal in relation to biodiversity and the proposal therefore satisfies the requirements of policy EN2 of the Core Strategy.

10. Inclusivity

The layout of the building is such that the main function hall is located on the first floor. There is a requirement for all buildings to be easily accessible by all, this being covered by Building Regulations Approved Document M – Volume 2 – Buildings Other Than Dwellings. In this instance lifts are provided within the building to allow an alternative means of access to the first floor other than the staircases.

11. Other issues

A number of other issues have been raised during the publicity exercise that have not been addressed in the earlier sections of this report. These issues, together with the response, are as follows:

Some neighbours didn't get a letter about this application or the previous one despite living next to the site – the application has been advertised in accordance with the Councils Protocol for publicising planning applications

It is not what was originally proposed – the development has commenced and is not being built in accordance with the approved plans. This application has been submitted to regulate the development in relation to the revised design

There will be more rubbish – the proposal hasn't significantly changed and will accommodate the same number of visitors as per application 17/06698/MAF and it is not considered that there will be an increase in the level of rubbish

It will attract more drug users – the development will be used as a function hall and it will be the responsibility of the management group to ensure that it is not used for anti-social activities. It is more likely to be used for such activities if the site is vacant than if it is developed

Community Safety Implications:

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

Equality Act 2010, Section 149:

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

Reason for Granting Planning Permission:

The proposal provides a development on a brownfield site that presents no concerns with regard to residential or visual amenity and highway safety. The proposal is considered acceptable and, with the attached conditions, satisfies the requirements of policies UR7A and TM10 of the Replacement Unitary Development Plan and policies P1, SC1, SC9, EC4, EC5, TR1, TR2, TR3, TR4, EN2, EN5, EN7, EN8, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford, and, the relevant paragraphs of the National Planning Policy Framework.

Conditions of Approval:

1. Approved plans

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

Drawing number BD/521/P01 showing the Location Plan and received by the Local Planning Authority on the 24th October 2019;

Drawing number BD/521/P02 showing the Previously Approved Ground/First Floor Plan and received by the Local Planning Authority on the 24th October 2019;

Drawing number BD/521/P03 showing the Previously Approved Balcony and Roof and Layout received by the Local Planning Authority on the 24th October 2019;

Drawing number BD/521/P04 showing the Previously Approved Elevations and received by the Local Planning Authority on the 24th October 2019;

Drawing Number BD/521/P05 showing the Proposed Ground Floor Plan and received by the Local Planning Authority on the 24th October 2019;

Drawing Number BD/521/P06 showing the Proposed First Floor Plan and received by the Local Planning Authority on the 24th October 2019;

Drawing Number BD/521/P07 showing the Proposed Second Floor Plan and received by the Local Planning Authority on the 24th October 2019;

Drawing number BD/521/P08 showing the Proposed Elevations received by the Local Planning Authority on the 24th October 2019;

Drawing number BD/521/P09A showing the Proposed Site Plan and received by the Local Planning Authority on the 12th February 2020;
Drawing Number BD/521/P10 showing the Proposed Boundary Fence and received by the Local Planning Authority on the 1st November 2019;
Drawing Number BD/521/P11 showing the Access Road, Footpath and Kerb Reinstatement Details and received by the Local Planning Authority on the 1st November 2019;
Drawing Number BD/521/P12 showing the Proposed Access Gate & Rail Details and received by the Local Planning Authority on the 1st November 2019;
Drawing number BD/521/P13 showing the Proposed Hard and Soft Landscaping Plan received by the Local Planning Authority on the 12th February 2020;
Drawing number BD/521/P14 showing the TRO Double Yellow Line Extent and received by the Local Planning Authority on the 12th February 2020;
Drawing Number ESE-DR-S-001 Rev P1 showing the Drainage Layout Plan and received by the Local Planning Authority on the 12th February 2020; and,
Drawing Number WLC317-1300-001 showing the Proposed Exterior Lighting layout and received by the Local Planning Authority on the 12th February 2020.

Reason: For the avoidance of doubt as to the terms under which this planning permission has been granted since amended plans have been received.

2. Means of vehicular access

Prior to the development hereby permitted being brought into use, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site 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.

3. Provision of car park

Before any part of the development is brought into use, the proposed car parking spaces shall be laid out, hard surfaced, sealed, marked out into bays and drained within the curtilage of the site in accordance with the approved plan and to a specification to be submitted to and approved in writing by the Local Planning Authority. The car park so approved shall be kept available for use while ever the development is in use.

Reason: In the interests of highway safety and to accord with Policy TR2 of the Local Plan for Bradford.

4. 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.

5. Closure of existing vehicular access

Concurrently with the construction of the new access and prior to it being brought into use, the existing vehicular access to the site from Watt Street shall be permanently closed off with a full kerb face, and the footway returned to full footway status, in accordance with the approved plans.

Reason: In the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

6. Travel Plan

Within 6 months of the building becoming operational, a Travel Plan shall be submitted to the Local Planning Authority for written approval. The Travel Plan shall be based on the measures set down in the Travel Plan framework document submitted by EJS Associates. The Travel Plan will be reviewed, monitored and amended as necessary on an annual basis to achieve the aims and targets of the Plan.

Reason: To promote sustainable travel options, minimise reliance on the private car and reduce traffic congestion and demand for on street parking in the locality, in the interests of pedestrian and highway safety and to accord with Policy TR1 of the Local Plan for Bradford.

7. Scheme of foul and surface water drainage

Prior to the development being brought into use, details of a scheme for foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The maximum surface water discharge rate, off-site, shall not exceed 5.0 (five) litres per second. The scheme so approved shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies DS5, EN7 and EN8 of the Core Strategy Development Plan Document.

8. Maintenance Plan for the surface water drainage scheme

The development shall not begin until a Maintenance Plan for the surface water drainage scheme has been submitted to and approved in writing by the Lead Local Flood Authority. Once built, the drainage scheme shall be maintained thereafter, in accordance with the approved Plan.

Reason: In the interests of the amenity of future occupiers, pollution prevention and the effective management of flood risk and to accord with Policies DS5, EN7 and EN8 of the Core Strategy Development Plan Document.

9. Use of oil, petrol and grit interceptors

Surface water run-off from hardstanding (equal to or greater than 800 square metres) and/or communal car parking area (s) of more than 49 spaces must pass through an oil, petrol and grit interceptor/separator of adequate design that has been submitted to and approved by the Local Planning Authority, prior to any discharge to an existing or prospectively adoptable sewer.

Reason: To prevent pollution of the aquatic environment and protect the public sewer network and to accord with Policy EN7 of the Local Plan for Bradford.

10. Remediation verification

A remediation verification report, including where soil is to be imported, a quality control of imported soil materials and clean cover systems, prepared in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

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

11. Unexpected contamination

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

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

12. Electric Vehicle Recharging Points

From the date of first occupation a minimum of 6 car parking spaces shall be marked out as dedicated EV charging spaces and equipped with fully operational fast EV charging points capable of supporting both mode 2 and mode 3 charging. A further 6 spaces shall be provided with enabling cabling for EV charging points to allow future expansion of the dedicated EV charging provision. All EV charging points shall be clearly marked with their purpose and information about how to use them. The location of the charging points shall be clearly signposted at the entrance to the facility and their existence highlighted in staff induction packs and information provided to hirers of the venue. Details of the types of charging points to be provided, their location and details of the planned maintenance schedule shall be provided to City of Bradford MDC for their approval prior to the opening date of the function hall.

Purpose: To facilitate the uptake and use of low emission vehicles by future occupants and reduce the emission impact of traffic arising from the development in line with the Council's Low Emission Strategy and the National Planning Policy Framework (NPPF)

13. Implementation of landscaping

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

Reason: To achieve a satisfactory standard of landscaping in the interests of visual amenity and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

14. Construction hours

Construction work shall only be carried out between the hours of 07:30 and 18:00 on Mondays to Fridays, 07:30 and 13:00 on Saturdays and at no time on Sundays, Bank

or Public Holidays, unless specifically agreed otherwise in writing by the Local Planning Authority.

Reason: To protect the amenity of the occupants of nearby dwellings and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

15. Hours of use

The use of the premises shall be restricted to the hours of 10:00-00:00 Monday to Sunday.

Reason: In the interests of the amenities of neighbouring residents and to accord with policies SC9, DS1, DS2, DS3, DS4, and, DS5 of the Local Plan for Bradford.

16. Parking Review Study

Within 12 months of the development hereby permitted becoming operational, a timetable for the implementation of a Parking Review Study shall be submitted to and approved in writing by the Local Planning Authority. The Review Study shall examine the impact of the development on the overflow parking within the local area and identify any mitigation measures that may be required. Any mitigation measures identified in the approved Review Study shall then be carried out in full accordance with the agreed timetable and at the expense of the Developer.

Reason: In the interests of highway safety and to accord with Policies DS4 and DS5 of the Local Plan for Bradford.

17. Off-site Highway Works

Prior to the development being brought into use, the off-site highway works shown on drawing number BD/521/P14 indicating the TRO Double Yellow Line Extent shall be implemented in full.

Reason: In order to ensure that a safe access is maintained and to mitigate vehicular movements in the interest of highway safety and to accord with Policies TR2 and DS4 of the Core Strategy Development Plan Document and the National Planning Policy Framework.

Informative:

1. The off-site highway works shown on drawing number BD/521/P14 will require the making of a Traffic Regulation Order. You are advised to contact the John Rowley of the Councils Highways Department to discuss the procedure for making the Traffic Regulation Order.