

## **Bradford District Local Plan**

### **Core Strategy Examination Session Seven**

#### **Matter 6A: SUB AREA POLICIES - Bradford**

**Date: Friday 13<sup>th</sup> March 10.00am**

**Venue: Victoria Hall, Saltaire**

## Issue 6.1

### **Strategic Pattern of Development:**

- a. **Is there sufficient justification and evidence to support the broad distribution of development as set out in Part A of the Policy?**
- b. **Is this element of the policy effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**

### **Response**

1.1 Policy BD1 pulls together the key elements of the development strategy for the respective sub area. This covers the settlements areas as follows:

- Bradford City Centre
- The Shipley & Canal Road Corridor
- Shipley (the remainder of the Shipley settlement not included within the Shipley and Canal Road Corridor AAP)
- Bradford NE
- Bradford SE (which includes Holme Wood and the proposed urban extension to it)
- Bradford SW
- Bradford NW

1.2 The detailed approach to the scale and distribution of housing and economic development are dealt with under the relevant policies namely HO1 – HO3 and EC1 – EC4 and supporting text. The individual settlement targets, including those for the Regional City, have been influenced by a variety of factors and criteria ranging from very strategic ones such as the Plan's Strategic Core Policies, in particular the Settlement Hierarchy, to more specific local factors such as land supply and environmental constraints.

1.3 Even though the final targets are relatively detailed and are settlement specific, the process of deriving those targets has to start off with some strategic building blocks – policy assumptions and goals. The two core strategic building blocks have been the evidence on the drivers of population and household growth which result in the need for new homes and the hierarchy of settlements within the district. The former, the drivers of housing need, as revealed within both the Strategic Housing Market Assessment (SHMA) (EB050 & EB052) and the Housing Requirement Study (EB028) are the expected natural increase (births minus deaths) in the district's population driven by a relatively young age profile and continued international migration. Clearly the main urban areas of the district exhibit the youngest age structures and have had historic and established patterns of international migration from both commonwealth countries and more recently the EU. This means that there is a strong argument for the overall housing distribution to be focused on the urban areas in particular the Regional City. The precise degree of concentration and focus of housing growth may be a matter of debate but the need for a focus is hopefully beyond reasonable argument.

- 1.4 The second strategic building block for deriving a housing distribution is the settlement hierarchy. The Council's proposed settlement hierarchy is set out in Policy SC4. This again is a key factor since the settlement hierarchy has been determined by reference to the size, role and function of each settlement and the range, and balance of services both within that settlement and accessible to that settlement. Settlements with good transport links, particularly good public transport links feature in higher tiers of that hierarchy. Thus any broad approach to housing distribution which has strong regard to the settlement hierarchy is already pre-disposed to being a sustainable option because the development which does occur will be focused in sustainable locations.
- 1.5 Therefore at each stage of the preparation of the Core Strategy the Council has attempted to put forward a distribution which follows the strategic principles of a focus on the urban areas and the use of the settlement hierarchy. This has in turn affected the content of the sub area policies.
- 1.6 The precise targets and the levels of development however also have to reflect – and have reflected – a variety of other evidence. Firstly the distribution also has to reflect the available land supply as indicated in the Strategic Housing Land Availability Assessment (SHLAA) (EB049). The SHLAA provides useful guide to the approximate upper limits to potential housing targets (if no other factors needed to be assessed) as it has analysed the extent of deliverable and developable land supply on a settlement by settlement basis. However this is not enough on its own. The nature of that land supply has to be assessed and here again the SHLAA is useful as it provides an indication of the split between green field and previously developed land, between in settlement and edge of settlement options, and the extent of green belt change, if any, which may be required within each settlement. The SHLAA therefore provides both absolute evidence of whether certain targets are deliverable, and provides an indication of where spare capacity might exist if alternative distribution quantum were put forward and also illuminates the environmental implications of a given approach.
- 1.7 Secondly the distribution has also been assessed against information on a range of environmental constraints. The Council's approach within Policies BD1 and Policy HO3 therefore reflects:
- The results of a district wide Growth Assessment (EB037) which has confirmed that it will be possible to deliver and manage change to the district's green belt boundaries in a way which still maintain a robust green belt at local and strategic level and which still promotes development in sustainable locations. In many ways this reflects the fact that Bradford's green belt boundary has been drawn very tightly into the edges of existing settlements meaning that there are many green belt locations which are relatively accessible to local services and transport routes;
  - The results of a Strategic Flood Risk Assessment (EB048) and more specifically a sequential flood risk assessment. The latter has shown that in the vast majority of settlements the proposed housing targets can be met entirely within the lowest flood risk zone.

- The results of a Habitats Regulations Assessment (HRA) (SD022) - here the impacts of the analysis have been felt more acutely in some of the Principal Towns and lower order settlements – settlements where potential sites are located within 2.5km of the designated South Pennines Special Protection Area (SPA) and Special Area of Conservation (SAC) and where based on the analysis of the HRA the Council are advocating a precautionary approach to ensure that the loss or degradation of areas outside of the designated sites but yet important to those sites (for example by providing foraging resources) is minimised.

1.8 Thirdly the distribution has taken account of other contextual evidence including:

- Transport and infrastructure – it has been clear from the outset that the level and scale of development required to meet future need will provide challenges and will require significant intervention and investment. While objectors concerns naturally reflect the perceived situation of services and infrastructure in their own areas, services and infrastructure are stretched and in some places at and beyond capacity in many areas across the district. The Council has produced a Local Infrastructure Plan (LIP) (EB044), liaised with infrastructure providers and considers that the Core Strategy rather than creating infrastructure problems, will actually provide the basis to begin to tackle the forthcoming issues by giving certainty to service providers and utility providers of the future level of growth so that they can develop their short and medium term investment plans;
- The need for the distribution to reflect the priority for regeneration and the Council's key focus on areas such as the City Centre, the Canal Road Corridor and the Airedale Corridor(in particular the settlements of Keighley, Bingley and Shipley) ;
- The need for the distribution to provide homes in lower tier settlements to support local need, maintain their vitality, support local services and therefore community cohesion, and provide affordable housing;
- The need for the distribution to reflect deliverability and viability issues; on a site by site basis the Council's SHLAA has assessed whether there are any site related deliverability constraints such as land ownership, access issues, steep slopes and so on. It has also sought the views of the SHLAA Working Group on how general market conditions in each area might affect the likelihood and the timing of delivery; the Plan has also been informed by a full local plan Viability Assessment (EB046).

1.9 It should be stressed that the interplay between strategic factors and more detailed environmental and land supply factors is different in each settlement. So for example the need to reflect the 2.5km SPA buffer zone affects some settlements and not others, land supply is more of a constraint in some settlements than others, flood risk is more of a constraint in some areas than others and so on. The Council's Housing Background Paper 2 (SD016) has therefore indicated the key factors which have affected the final housing target and also benchmarked that target against a baseline distribution which reflects only the size of the population within that settlement.

- 1.10 The distribution set out in Policy ED1 is therefore aligned both to the evidence and to other key strategic policies within the plan, in particular SC4 and SC5 which define the settlement hierarchy and broad approach for managing growth.
- 1.11 The approach has been informed by proportionate and up to date evidence in line with NPPF paragraphs 158 to 177 and further relevant guidance in NPPG. Appendix 1 to the Background Paper 1 (SD015)) sets out an overview of the evidence and how it has been used to inform relevant policies of the plan. Background paper 2 (SD016) sets out further detail on the approach to both the evidence to support the scale of development as well as the distribution of development.
- 1.12 In line with Policy SC4 the housing distribution and the overall guidance within Policy BD1 recognises the importance of the Regional City of Bradford in terms of existing development, population and services. It is also the key focus for regeneration. The focus of the approach is to assign the largest proportion of development to the City.
- 1.13 The policy is considered effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance. In line with NPPF paragraph 156 the approach seeks to set out a clear strategy for the delivery of development in particular homes and jobs, and in line with Paragraph 157 indicate where development would be appropriate.

## **Issue 6.2**

### **Urban Regeneration and Renewal Priorities:**

- a. **Is there sufficient justification and evidence to support the specific proposals for development, including at Bradford City Centre and Shipley/Canal Road Corridor? Has the policy considered the regeneration, environmental, viability, use of brownfield land, impact on heritage assets and infrastructure requirements, and is it clear, effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**
- b. **Is the proposed policy approach to peripheral communities, including the specific villages listed, justified, effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**

### **Response**

- 2.1 There is sufficient justification and evidence to support the specific proposal for development in Bradford city centre and the Shipley Canal Road Corridor.

- 2.2 Bradford City Centre and Shipley Canal Road Corridor are key regeneration priorities for the District and have been subject to extensive work. The two areas are identified in the LDS (SS054) as requiring comprehensive Area Action Plan DPDs in order to support the delivery of their long term regeneration. Bradford City Centre and the Shipley and Canal Road Corridor have been identified within the Leeds City Region Strategic Economic Plan, 2014 (PS/B001b/15, PS/B001b/16, PS/B001b/17) as key growth areas which are being supported. The City Centre also benefits from a Growth Zone funded by the Council and the Regional Growth Fund.
- 2.3 The Council and its partners have been undertaking detailed regeneration work in Bradford city centre over the last 15 years. In 2003, the Bradford Centre Regeneration Urban Regeneration Company produced the City Centre Masterplan (Will Alsop, 2003) which set out a new vision for the future of the city centre. The Masterplan was followed up with four detailed neighbourhood design frameworks which were adopted by the Council in 2007 as material consideration in the determination of planning applications pending the adoption of the Bradford City Centre AAP.
- 2.4 Further work was commissioned by the Council in 2013 to review the Masterplan and the Neighbourhood Development Frameworks. The Council approved the Bradford City Plan on 10 February 2015 which will help support delivery of the Council's ambitions for the City Centre and will inform the detailed work on the AAP in line with the Core Strategy. The City Plan is a non statutory plan which will act as the overarching regeneration delivery plan for the development of the city, including the establishment of shared principles to govern regeneration in the city centre, establish investment priorities, align planning and infrastructure investment and ensure a partnership approach to tackling issues affecting the city centre.
- 2.5 With regard to the Shipley & Canal Road Corridor, the Council's Executive in November 2009 granted approval for the establishment of a Joint Venture Company (JVCo) between the Council and Urbo Regeneration Ltd, as part of the preferred mechanism to pursue proposals to implement the comprehensive regeneration of the centre section of the Shipley & Canal Road Corridor.
- 2.6 The fundamental principle behind the JVCo is to deliver large scale regeneration through maximising the development potential, latent value and borrowing capacity of the combined land assets of both parties within the designated Joint Venture Partnership Area.
- 2.7 A Masterplan for the comprehensive regeneration of the Centre Section has been prepared and submitted to the Council by Canal Road Urban Village Ltd (CRUVL). In October 2012 the Council Executive agreed to approve the 'New Bolton Woods Masterplan' becoming material consideration, which can be taken into account in

decision making. The Council has endorsed the emerging New Bolton Woods masterplan as a material consideration.

- 2.8 In November 2014, CRUVL submitted a planning application to the Council for a major mixed used development scheme called New Bolton Woods consisting of up to 1,000 new houses, local shops, health centre, new primary school and sports pitches. The planning application is being considered by the Council and is pending a decision.
- 2.9 In 2010, the Council commissioned consultants BDP to prepare a Strategic Development Framework to provide the sound basis for the AAP. The purpose of this commission was to test the development capacity of the whole Shipley & Canal Road Corridor and to produce a strategic masterplan in support of the AAP process. The Strategic Development Framework was supported by a detailed baseline study which considered economic, environmental and infrastructure issues.
- 2.10 The Council has also been working on a range of technical studies and assessments in accordance in support of the Bradford City Centre and the Shipley & Canal Road Corridor AAPs.
- 2.11 The Council will be publishing the technical studies as part of the Bradford City Centre AAP and Shipley & Canal Road Corridor AAP Publication Draft consultations in summer 2015.
- 2.12 The above clearly demonstrates that Policy BD1 has considered the regeneration, environmental, viability, use of brownfield land, impact on heritage assets and infrastructure requirements.
- 2.13 Much of the detailed work identified above has fed into the land supply analysis within the SHLAA. The SHLAA indicates that the proposed housing quantum for these 2 growth areas is deliverable. The provisional SHLAA 3 data now shows a significant surplus capacity rather than a deficit which was the case within the SHLAA Update of 2013 (total capacity is now in excess of 5,000 units).
- 2.14 Policy BD1 is therefore clear, effective, positively prepared, deliverable, soundly based and consistent with the latest national guidance.

### **Issue 6.3**

#### **Growth Areas:**

##### **a. South-East Bradford:**

- i. **Is there sufficient justification and evidence to support the proposals for South-East Bradford, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**
- ii. **Holme Wood Urban Extension: Is there sufficient justification and evidence to support the proposals for the**

**Holme Wood Urban Extension, including the exceptional circumstances necessary to release Green Belt land, the impact on existing uses, historic/heritage assets, landscape and regeneration, the need for additional infrastructure, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**

**Response**

- 3.1 The justification and evidence in support of the housing distribution is set out under policy HO3 and associated Background Paper 2 (SD012). The work already carried out in relation to the Holme Wood Neighbourhood development Plan has informed where relevant the Council's SHLAA. Both the SHLAA Update 2013 and the provisional results of the third SHLAA indicate that sufficient land supply exists to meet the proposed level of housing growth.
- 3.2 The option of a Holme wood urban extension was proposed as part of the Holme Wood and Tong Neighbourhood Plan (PS/B001b iii). The neighbourhood plan was support by further evidence (see baseline report PS/B001b iv). The Neighbourhood plan sought to look at the options for the long term sustainable regeneration of the area in particular the former council estate of Holme Wood, including possible change to the Green belt on the edge of the estate if required under Exceptional Circumstances in the Local Plan and deemed appropriate when tested against other options. The Housing figure for the Bradford South East includes an assumption for the delivery of an urban extension. However the Core Strategy does not specify the exact extent and capacity of such an urban extension. This will be defined through the Allocations DPD.
- 3.3 The Bradford Growth Assessment (EB037) reviewed all land around the settlements and this confirmed that the area around Holme wood performed well with regards to other options and could be achieved without undermining the key functions of green belt within this area.
- 3.4 The exceptional circumstances for the release of green belt in line with NPPF paragraph 83 are set out in response to policy SC7 with further details within page 28 and Appendix 3 of the Council's Housing Background Paper 2 (SD016).
- 3.5 In response to representations by English Heritage (EH) the Council undertook a Heritage Impact Assessment (HIA) for Adwalton Moor Registered Battlefield in consultation with EH. This was completed in draft prior to submission and has now been finalised by the Council in light of comments by EH. This confirms the relevant considerations which should constitute as start point when assessing impact of the local Plan on the battlefield. The initial HIA does not raise any issues which would render the Core Strategy housing distribution in the South East including an urban extension undeliverable.



3.6 The approach has also had regard to other considerations including the Tong Conservation Area and associated Assessment and impact on landscape which is informed by the Landscape character SPD and also the Growth Study (EB037).

**b. North-East Bradford:**

- iii. Is there sufficient justification and evidence to support the proposals for North-East Bradford, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?
- iv. Is there sufficient evidence to justify the need for some local Green Belt changes?

**Response**

3.7 The justification and evidence in support of the housing distribution is set out under Policy HO3, the Council's position statement in relation to Policy HO3 and in background paper 2 (SD016)

3.8 The housing quantum proposed for Bradford NE reflects its position as part of the Regional City which is the main focus for growth within the Core Strategy, reflects the settlement hierarchy and reflects the fact that the Regional City is likely to see the highest rates of population and household growth over the plan period,.

3.9 Though the broad scale of development proposed is deliverable, the provisional data from the third SHLAA indicates that land supply capacity has reduced compared to the second SHLAA and this may require a small reduction of the total for this area as part of the Council's main modifications.

3.10 Based upon the findings of the SHLAA (EB/049) in terms of land supply it is anticipated that some green belt changes would be required to meet the housing figure for the North east.

**c. North-West Bradford:**

- i. **Is there sufficient justification and evidence to support the proposals for North-West Bradford, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**

**Response**

3.11 The justification and evidence in support of the housing distribution is set out under policy HO3, the Council's position statement in relation to Policy HO3 and in Background Paper (SD016)

- 3.12 The housing quantum proposed for Bradford NW reflects its position as part of the Regional City which is the main focus for growth within the Core Strategy, reflects the settlement hierarchy and reflects the fact that the Regional City is likely to see the highest rates of population and household growth over the plan period,.
- 3.13 The SHLAA indicates that there is sufficient capacity to deliver the proposed level of housing growth for Bradford NW though this will require a significant contribution from green belt.
- d. **South-West Bradford:**
- i. **Is there sufficient justification and evidence to support the proposals for South-West Bradford, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**

**Response**

- 3.14 The justification and evidence in support of the housing distribution is set out under policy HO3, the Council's position statement in relation to Policy HO3 and in Background Paper (SD016).
- 3.15 The housing quantum proposed for Bradford SW reflects its position as part of the Regional City which is the main focus for growth within the Core Strategy, reflects the settlement hierarchy and reflects the fact that the Regional City is likely to see the highest rates of population and household growth over the plan period.
- 3.16 The SHLAA indicates that there is sufficient capacity to deliver the proposed level of housing growth for Bradford SW though this will require a significant contribution from green belt.
- e. **Economic Development:**
- i. **Is there sufficient justification and evidence to support the proposals for economic development in the Regional City of Bradford, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**
- ii. **What is the specific justification for the specific proposals identified in Bradford City Centre, South Bradford, Shipley Town Centre and Saltaire, and are these backed up with available evidence?**

**Response**

- 3.17 The justification and evidence in support of economic development is set out under Policies EC1 – EC4 and

associated background paper 3 (SD018). Further detailed information was used to inform the approach is contained in the following:

- Bradford District Employment Land Review and Update (EB027)
- Local Economic Assessment (PS/B001b xiv)
- Leeds City Region Strategic Economic Plan (PS/B001b xv)

- 3.18 The focus of economic development within Bradford City reflects and seeks to meet the NPPF requirements, in particular paragraph 21, to support sustainable economic growth in the right locations to meet both existing business sectors but also new ones in particular linked to clusters and networks, as well as setting out the key areas for economic development including priority areas for regeneration.
- 3.19 Bradford City Centre is a key growth area for the district with a range of existing land uses and services and significant concentration of employment in a sustainable location accessible by a range of transport modes. The City centre is a long standing priority with commitment in the plan to support its long term regeneration and focus for a range of development including homes and jobs. It is recognised in the recently approved Leeds City Region Strategic Economic Plan ( as of strategic importance.
- 3.20 South Bradford is well located to the Strategic road network and has historically been a successful location for economic development and already has a number of clusters of uses.
- 3.21 Shipley is a key existing centre with key connections into Bradford, Airedale and into Leeds, which is a priority for regeneration. The Retail and Leisure study reaffirms the role and viability issues in relation to the centre.
- 3.22 Saltaire as a designated World Heritage Site is a key location for tourists providing opportunities for economic development linked to tourism and leisure. The World Heritage Site Management plan (PS/B001b xxxiv) recognises this and promotes tourism development as a key principle. Objective 6 of the management plan seeks to Support the economic success and sustainability of the area by developing strategies which maximise the tourism potential of Saltaire World Heritage Site, its setting and the Buffer Zone.

f. **Environment:**

- i. **Is there sufficient justification and evidence to support the proposals to improve the environment, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**

**Response**

- 4.1 The proposals are linked to the regional and sub-regional work and data relating to green infrastructure, heritage-related data, ecological network mapping and future work in local and neighbourhood plans. Implementation will however be dependent on Council priorities. The approach is considered to be broadly consistent with national guidance.

g. **Transport:**

- i. **Is there sufficient justification and evidence to support the transport proposals, and is the policy effective, deliverable, soundly based and consistent with the latest national guidance (NPPF/PPG)?**
- ii. **What is the specific justification for the specific transport proposals identified, and are these deliverable and backed up with available evidence?**

**Response**

- 5.1 The council believes that the transport proposals and policy elements contained in the Regional City of Bradford including Shipley and Lower Baildon sub area policies are effective, deliverable, justified with evidence, soundly based and consistent with the latest national guidance. The measures proposed are consistent with standard transport planning practice and reflect and were developed in the context of existing local and national transport policy, strategy and programmes. These include 'My Journey' the West Yorkshire Local Transport Plan, (to be referred to as the LTP) , the West Yorkshire Plus Transport Fund (WY+TF) and the Leeds City Region Strategic Economic Plan and NPPF. The policies were deemed to be viable within the Bradford District Local Plan Core Strategy Publication Draft – Viability Assessment. (EB046)
- 5.2 The policies also reflect and support the policies in the Transport and Movement section of the Local Plan Core Strategy Publication Draft
- 5.3 Policies BD1 F1 and F8 are consistent with NPPF which in paragraph 30 states that “local planning authorities should support a pattern of development, which where reasonable to do so, facilitates the use of sustainable modes of travel” and paragraph 34 also states “plans and decisions should ensure that developments that generate significant

movement are located where the need to travel will be minimised". Policy BD1 F1 states that that "development should be located to reduce the need to travel and maximise sustainable travel". This will be achieved through the application of the Accessibility Standards in Appendix 3 as referred to in policy BD1 F1.

- 5.4 The specific transport proposals contained in the policies are consistent with NPPF. Section 30 states 'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.' The public transport and walking and cycling proposals contained in the policies support this. The highway proposals are specifically aimed at reducing congestion and facilitating development.
- 5.5 Section 41 of NPPF states 'Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.' All of the transport proposals contained in the policies meet that criteria as will be demonstrated in the following paragraphs.
- 5.6 The great majority of the specific future transport projects identified in policy BD1 F are referenced either explicitly in the West Yorkshire Plus Transport Fund Programme or are included in programmes of work contained within it. A number of these schemes also address issues identified in the District Transport Study (EB039).
- 5.7 The West Yorkshire Plus Transport Fund programme has been demonstrated to assist both housing and employment growth. This was achieved through the application of an Urban Dynamic Model which was specifically informed by anticipated future development aspirations and opportunities. The Fund forms a central part of the Leeds City Region Strategic Economic Plan which in turn secured a 'City Deal' with Government which is providing a major element of the funding stream for delivery, with remaining funds coming from local contributions. The strength of the evidence provided to the Department for Transport led to the Leeds City Region securing £783m of Growth Fund and devolved Major Schemes funding for transport schemes over 20 years.
- 5.8 The schemes named in Policy BD1 F that have been identified in the West Yorkshire Plus Transport Fund programme are as follows:
  - i. Improvements to Bradford Interchange station and Bradford Forster Square station in Bradford City Centre. (*WY+TF project: Station Gateways*)
  - ii. Improve public transport within and to Bradford City Centre and Shipley Town Centre including enhancements to the Caldervale, Airedale and Wharfedale lines and provide new bus priority measures and other public transport enhancements where feasible on radial routes to both centres. (*WY+TF projects: Highways Efficiency and Bus*)

*Package, Calder Valley Line Enhancements, Rail Station Parking Package)*

- iii. Develop critical road and public transport infrastructure in South East and North West Bradford, the Canal Road Corridor (*WY+TF projects: South East Bradford Access Route, Tong Street Improvements, Shipley – Bradford Corridor Improvements, Highways Efficiency and Bus Package*)
- iv. Improve public transport access between Regional Cities of Bradford and Leeds through the Leeds Bradford Corridor. (*WY+TF projects: Highways Efficiency and Bus Package, Calder Valley Line Improvements*)
  - e) Improve highway and public transport access to Leeds Bradford International Airport, including a new rail or tram train link from Bradford and Shipley and improvements to the junction of Harrogate Road and New Line / Light railway or New Generation Transport (trolleybus) linking Bradford Interchange, and Bradford Forster Square.  
(*WY+TF projects: Transformational Package, Harrogate Rd / New Line Junction Improvements*)

5.9 Of the above schemes the following are already at the feasibility stage and will be delivered by 2021 or earlier subject to the outcome of feasibility and the usual consultation and legal processes:

- Harrogate Rd / New Line Improvement
- Tong Street Improvement
- Station Car Park extension at Shipley

5.10 Additionally masterplans have been developed for Forster Square Station and Bradford Interchange and these are moving to the feasibility stage. Feasibility work will also commence on Canal Road Improvements early in 2015 with scheme delivery planned by 2021.

5.11 The projects in the list identified in policy BD1 F that are not being supported through the West Yorkshire Plus Transport Fund are being funded from a range of sources or are currently unfunded. Although the funding sources may vary the projects identified are assessed either formally or informally to ensure they are supported by evidence in the Strategic Economic Plan, West Yorkshire Plus Transport Plan and other relevant documents and whilst also supporting the delivery of the Local Plan. These projects are as follows:

- **Low Moor Rail Station**  
Funded from Local Transport Plan – opening 2015/16 financial year – full business case developed

- **Apperley Bridge Station**  
Funded from Leeds Rail Growth Package (Department for Transport) – opening 2015/16 financial year - full business case developed – in construction
- **Road infrastructure to the east of Shipley (Shipley Eastern Relief Road)**  
Funding made available from Department for Transport to develop feasibility and business case. Initial modelling has demonstrated significant benefits for Shipley and improved access to Wharfedale and Baildon. Scheme as yet unfunded but not critical to likely early elements of Local Plan delivery.
- **Improvement to Inner Ring Road**  
Inner ring road improvement provides opportunities to redevelop Goitside and Westgate areas of City Centre - part funded - not critical to likely early elements of Local Plan delivery.
- **Improvement to Outer Ring Road**  
Provides opportunity to reduce traffic in city centre and assists access to development on western side of city – not currently funded but could form part of West Yorkshire Plus Transport Fund Highways Efficiency and Bus Package subject to further testing.
- **Improve and provide new cycling and pedestrian infrastructure. Improve public rights of way and canal towpaths.**  
Cycle City Ambition Grant and local contributions funding the in construction 'City Connect' Leeds – Bradford Cycle Routes (including towpath) and a business case has been submitted to Department for Transport for further funding to extend the Shipley - Bradford cycle route to the City Centre. Other cycling and pedestrian infrastructure is funded through the Local Transport Plan or specific grants as they become available.

5.12 In conclusion it should be noted that Bradford Council and its partners in the West Yorkshire Combined Authority, the Highways Agency and Network Rail have a strong track record in developing transport projects that are supported by robust evidence and there is no reason to doubt that this will continue over the life of the Local Plan. These projects will be developed further in the context of the Allocations DPD to ensure that they are responsive to the specific requirements of sustainable development in the District.

h. **Outcomes:**

- i. **Is there a reasonable or realistic prospect of the Outcomes set out in the Plan (paragraphs 4.1.1- 4.1.11) actually being delivered by the end of the Plan period, and what measures are**

**in place to monitor success or enable contingencies to be put in place?**

**Response**

- 6.1 Paragraphs to 4.1.1 to 4.1.11 set out the high level outcomes in support of the policy and delivery of the spatial vision and sub area policy. They will be delivered by the policy requirements of the sub area policy and wider policies of the Core Strategy as well as supporting non planning interventions through other actions of the Council and partners in particular in key regeneration areas subject of masterplans. The Outcomes while aspirational are realistic and are informed by the key evidence supporting the Core Strategy.
  
- 6.2 The key performance framework within the Core Strategy as outlined in Section 7 will be used to monitor the policies of the Local Plan. These will be published in the Annual Monitoring Report. The outcomes also link to other monitoring linked to the Community Strategy and State of the District work undertaken by the Council. Individual regeneration areas have their own monitoring systems and report to the Councils Executive at appropriate period on progress.