

Local Development Framework for Bradford

Core Strategy

Further Issues and Options Consultation

Holme Wood Consultation, TFD Centre
29 November 2008

February 2009



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1.0 EVENT OVERVIEW

BACKGROUND

- 1.1 The Core Strategy is the document that will show broad areas for growth and restraint, and will set out the role that different areas of the District will have in 2026. There are three stages in the production of the Core Strategy, the first being the pre-production stage that is termed the 'Issues and Options' stage; the next is the 'Preferred Option' stage and lastly the examination stage prior to adoption of the document.
- 1.2 In line with the requirements of the new Planning system, Bradford Council conducted a public consultation on the Issues and Options for the Bradford District in January 2007. Following the publication of revised housing figures in the Regional Spatial Strategy (the regional development plan published by the Yorkshire and Humber Assembly) in May 2007, the Council sought to provide further consultation on the issues and options for the broad locations of new housing development – this is named the Further Issues and Options consultation stage.
- 1.3 The Statement of Community Involvement (SCI) places importance in ensuring effective and representative engagement. It recognises that many communities are often hard to reach and need a tailored approach to ensure they are consulted in a meaningful way and that care is taken to remove any potential barriers to their engagement.
- 1.4 Planning Aid provide free, independent and professional advice to people and communities who cannot afford planning consultancy fees. During the Further Issues and Options consultation a range of hard to reach groups were identified, these included ethnic minority or BME communities; older people, younger people and disadvantaged neighbourhoods. To ensure that a representative profile is achieved, the Council is working in partnership with Yorkshire Planning Aid to engage with the residents of Holme Wood and the surrounding areas to ensure that they are well informed of the proposals to expand the area to the east.
- 1.5 Neighborhood Forum Meetings, run by the Council's Area Coordinators Office, were used to raise the profile of the LDF and its challenges, and to set the context for a forthcoming local consultation event. These took place within the surrounding areas at:
- Holme Wood on 20th October 2008
 - Tong Village on 12th November 2008
 - Tong Street on 19th November 2008

OBJECTIVES

- 1.13 The events had two broad objectives:
- To raise awareness of the Local Development Framework for Bradford, in particular the Core Strategy Further Issues and Options consultation.
 - Engage with residents of Holme Wood and the surrounding areas in exploring the key issues for them and the possible options for addressing these issues in the Core Strategy.

PARTICIPANTS

- 1.14 Local residents were informed of the proposal to potentially allocate Holme Wood as a housing growth point, and also of the public consultation event itself, through Local Neighbourhood Forum Meetings. The notices advertising the event can be found in Section 2.0.
- 1.15 Bradford Council's Streets Ahead Team advertised the event via distributed flyers that targeted local residents, organisations and groups with an interest in the area. The flyer can be found in Section 2.0 below.
- 1.16 A total of 175 local residents, the Yorkshire Planning Aid organisers and volunteers, the Bradford Council Streets Ahead Team members, and Bradford Council planners all attended the event.

PROGRAMME

- 1.17 The public consultation event was discussed as an item at three local Neighbourhood Forum meetings. A Special Neighbourhood Forum meeting was held at Tong Street to discuss the proposal as a single item.
- 1.18 The public consultation event took the form of an informal drop-in session and utilised a variety of methods to convey information and obtain feedback from the community, this included:
- Presentation display panels outlining the context and key information;
 - Large table top aerial photograph to stimulate discussions;
 - A series of questions mounted on a wall for people to indicate their response using sticky dots.

DOCUMENTATION

- 1.19 Copies of the Further Issues and Options Reports were available on the Council's website and at the event. These included:
1. Spatial Vision and Strategy
 2. Initial Sustainability Appraisal
 3. Draft Settlement Study
 4. Summary Leaflet - Your District in 2026

INFORMAL DISCUSSIONS

- 1.20 Yorkshire Planning Aid Staff and Council Planners were on hand to facilitate discussions and answer questions. Individuals were directed to consider the positive and negative aspects of the proposed extension to Holme Wood by answering the set of questions.
- 1.21 This Consultation Log provides a detailed record of the event, including the background material, notes of the discussions undertaken and the written representations received. The notes of the discussions at each event are summarised in Sections 3.0 to 5.0.

2.0 PRE-EVENT MEETINGS

City of Bradford Metropolitan District Council

www.bradford.gov.uk

HOLME WOOD

Neighbourhood Forum

MONDAY, 20TH OCTOBER, 2008, 7.00PM

AT ST CHRISTOPHER'S CHURCH

HOLMEWOOD ROAD BD4 9EJ

MEETING AGENDA

- **Open Forum** – Your opportunity to raise any concerns you may have about any local issues.
- **Crime and Community Safety Issues** – An Officer from West Yorkshire Police will attend to discuss local crime and community safety issues.
- **New Houses** - Bradford Council is proposing to release green belt land next to Holme Wood, to allow up to 7,500 homes to be built within the next 20 years.
- **Incommunities** – Representatives of the Estate Management will attend to take residents' issues.
- **Holme Wood Executive** - Pam Riley will update on community environmental work in Holme Wood.
- **Holme Wood Community Council** - Thelma Vinnicombe will update on the work of this local Community initiative.
- **Streets Ahead** – An update will be provided by Neighbourhood Manager, Liz Parker.
- **Community Clean-Ups** – Bradford South Area Committee has been allocated £20,000 for community clean-ups to be carried out in 2009/10. We would like your views and suggestions for improvements within your area.

As part of our commitment to Community Safety, Bradford South Area Co-ordinator's Office and Bradford Safer Communities Partnership are able to offer a **FREE Window Alert Alarm** to all who attend the Neighbourhood Forum

For further information please ring **ARSHAD MAHMOOD** on 431155 or write to Bradford South Area Co-ordinator's Office, 2nd Floor, Jacob's Well, Bradford, BD1 5RW



HOLME WOOD NEIGHBOURHOOD FORUM

**MONDAY, 20TH OCTOBER 2008 AT 7.00PM
AT ST CHRISTOPHER'S CHURCH, HOLMEWOOD ROAD**

MEETING NOTES

N.B: These notes only include the discussions relating to the proposed extension to Holme Wood.

1. Attendance

Councillors Michael Johnson and John Ruding, Andrew Marshall (Planning), Inspector Mark Waine, Sergeant Burridge, PC Dan Bates, PCSOs Sharpe and Relton (West Yorkshire Police), Liz Parker (Neighbourhood Manager), Pam Riley (Holme Wood Executive), Sarah Knight and Lindsey Roche (Incommunities), Donna Wilford (Holme Christian Care Centre), Arshad Mahmood (Assistant Area Co-ordinator), Margaret Knapton (Note Taker) and 22 residents.

2. New Houses

Andrew Marshall, Planning Service, gave an update on the Local Development Framework (LDF) for Bradford. The population of Bradford District is anticipated to grow by 109,700 to 594,300 by 2029 and the Council and its partners need to plan for this growth in terms of providing homes, jobs, healthcare, education, shops and open spaces to cater for the needs of the current and growing population.

This will entail the release of green field – some greenbelt, some field land and it is likely that this will involve Allerton, Apperley Bridge and Holme Wood.

Andrew spoke of the consultation event planned with Streets Ahead on Saturday 29th November between 11am and 3pm where residents are asked to come along and have their say.

Q – Is there a review in October regarding green field sites?

R – Not that the Planning department are aware of.

Q – We need clarity of the scale of urban extension and loss of green space.

Q – What is the process timescale?

R – It is a long process that will not happen until 2016/2020. Documents have to be published. Area Conferences will drill down to local communities, a preferred package will then be drafted up and published, this is then written up and passed to central Government, then published again. All up-to-date information will be available on the Council's website and printed to leaflets.

Q – The LDF document has been out for a year, figures have been released by other means, only now are residents getting to hear about it.

Q – At what point will the owners of green fields hear?

R – Every landowner is not written to personally, where there is potential development, all landowners will be contacted.

Q – What is the current timescale?

R – The present draft by Spring 2009, the final draft by the end of 2009 and a more detailed plan released later.

Q – Is Holme Wood definitely going to be a development?

R - The first plan looks at the District as a whole, there are 4 options and Holme Wood is showing in two of them.

Q – What is the justification in building more properties when lots are empty?

Q – Holme Wood is currently one of the largest estates in the country.

R – There are issues of how to move forward with the current community, not destroy it.

Q – Is the development to be private housing?

R – It is not specified at this point, 50% will have to be affordable.

Q – What is the view of our local ward Councillors?

R – Councillor Johnson said that he would not like to see a development extend across all the green fields to Tong Village, however, there are opportunities for development within Holme Wood.

Q – It would be useful to residents if they could see the benefits per thousand and if better infrastructure would be put in place.

Local Development Framework for Bradford

R - Councillor Johnson said that there was a demand for family three-bedroomed houses to rent so that people could get out of flats.

Q – Growth is necessary but proportionally it needs to be maintained.

Q – Do we really have any say? Is not the decision already made?

R – At the end of the day, it would need approval by the ward Councillors and residents' consultations would be part of the process.

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TONG VILLAGE

Neighbourhood Forum

**WEDNESDAY, 12TH NOVEMBER, 2008, 7.00PM
AT ST JAMES' SCHOOL ROOM
TONG VILLAGE BD4 0RP**

MEETING AGENDA

- **Open Forum** – Your opportunity to raise any concerns you may have about any local issues.
- **Crime and Community Safety Issues** – An Officer from West Yorkshire Police will attend to discuss local crime and community safety issues.
- **New Houses** - Bradford Council is proposing to release green belt land next to Holme Wood, to allow up to 7,500 homes to be built within the next 20 years.
- **Community Clean-Ups** – Bradford South Area Committee has been allocated £20,000 for community clean-ups to be carried out in 2009/10. We would like your views and suggestions for improvements within your area.

As part of our commitment to Community Safety, Bradford South Area Co-ordinator's Office and Bradford South Safer Communities Partnership are able to offer a **FREE Window Alert Alarm** to all who attend the Neighbourhood Forum

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TONG VILLAGE NEIGHBOURHOOD FORUM

**WEDNESDAY, 12TH NOVEMBER 2008, 7.00PM
AT ST JAMES' SCHOOL ROOM, TONG VILLAGE**

MEETING NOTES

N.B: These notes only include the discussions relating to the proposed extension to Holme Wood. Statements attributed to individuals in these notes are not to be read as the views or opinions of either Bradford MDC or the Forum, but solely as the views of the person making them

1. Attendance

Councillors Michael Johnson and John Ruding, PCSOs Steve Atkinson and Joanne Kennedy, Andrew Marshall (Strategy Manager, Planning Service), Arshad Mahmood (Assistant Area Co-ordinator), Margaret Knapton (Note Taker) and 70 residents.

2. New Houses

Andrew Marshall, Strategy Manager, Planning Service, gave an update on the Local Development Framework (LDF) for Bradford. The population of Bradford District is anticipated to grow by 109,700 to 594,300 by 2029 and the Council and its partners need to plan for this growth in terms of providing homes, jobs, healthcare, education, shops and open spaces to cater for the needs of the current and growing population.

This will entail the release of greenfield – some greenbelt, some field land and it is likely that this will involve Allerton, Apperley Bridge and Holme Wood.

Andrew spoke of the consultation event planned with Streets Ahead on Saturday 29th November between 11am and 3pm where residents are asked to come along and have their say.

Q – For clarification purposes, are you looking at industrial estates too?

R – Yes, commercial property as well as residential.

Q – A colleague of yours informed me that they were drawing plans up now right up to Holme Lane and after this, the document would be passed.

R – A further plan will be produced taking the process a step further.

Q – Holme Wood has already got problems, triple its size and you will get triple the problems.

R – Urban extension can improve the balance.

Q – Will compulsory purchases be made of the private land?

R – In most cases, money is the incentive to sell to developers.

Q – Will the Council take into account the conservation area status?

R – Planners are proud of this status, as are the Council.

Q – Bringing houses up to Tong Village will exacerbate problems on Holme Wood.

R – The four options indicate how this can be delivered.

Q – What are the timescales for choosing the strategy and who are the stakeholders?

R – Upwards of up to 2-3 years. We are asking key partners, ie transport, highways, tPCT, the Police. This is the draft proposal, consultations are being carried out and Spring could show a hybrid from all consultations. This is then put to the Government after it has been passed by the Council Executive following full Council approval. It all depends on consultations as to the proposal being thrown out or passed. A Public Enquiry would then ensue.

Q – Why has this not been published before now?

R – It was announced in the February issue of Community Pride which is delivered to every household in the Bradford district.

Q – Gordon Day identified a gap and that is why residents requested a meeting.

Councillor Johnson said that an article in the Telegraph & Argus two years ago was based on this proposal which does not tell us anything. 7,500 new homes would not benefit Holme Wood and we need to decide what would.

Q – This will not benefit Bradford, there are large swathes in the centre of Bradford that need redevelopment.

R – The leaflet says that there are supporting documents on the website and a settlement study. Tong Village Conservation Area is not mentioned at all, only Lower Wyke.

Q – A document Volume VII August 2008 concluded that Tong Valley is the least suitable for housing development.

R – The House of Commons Select Committee Report stated that the 3m extra housing figure is unsustainable and strategic plan reviews needed taking back. The centre of Bradford Regeneration Area and Canal Corridor along with brownfield sites cannot all be used for housing.

Q – Which option will be chosen when the decision is made in the Spring? I heard it would be December. Will it be 7,500 houses or 2,000?

R – The preferred option will be produced.

Q – There are a lot of empty houses on Holme Wood.

R – These are already accounted for in the current document.

Q – When is the deadline for comments to be submitted to the Council?

R – 24th December.

Q – Options 1 & 2 do not seem big enough, Options 3 & 4 seem to be decided upon.

R – Options 1 & 2 will not deliver the scale of development market. Options 3 & 4 are greenbelt which could be developed in all areas. There are still questions to be asked.

Q – Bradford would not benefit, it would lean towards Leeds which would be a huge impact on Tong Village.

Q – Tong and Tong Village do not want the greenbelt changed in any way, however periphery growth is necessary in the plan for Holme Wood.

Q – We cannot comment until we know how many houses are to be built and where.

Q – There is no infrastructure in place. We cannot do more.

Q – What acreage would be required?

R – It depends on the density of development, although the average is 50 houses per hectare.

Q – We must encourage people to work for Bradford, to be housed in the Centre of Bradford, developing brownfield sites.

Q – The access in New Lane/Tong Lane needs demolishing.

R – These are not identified sites.

Q – Who ultimately makes the decision? How can we influence this group?

R – There are 90 Councillors, 6 on the Executive who are all Conservatives. Executive meetings are all public meetings.

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TONG STREET

Single Issue Neighbourhood Forum

Wednesday 19th November 2008

7:00pm at

The Gateway Centre, Vulcan Street BD4 0RP

MEETING AGENDA

Local Development Framework for Bradford

- **New Houses** - Bradford Council is proposing to release green belt land next to Holme Wood, to allow up to 7,500 homes to be built within the next 20 years.
- Bradford Council's Planning Officer will be present at the Forum to update you on the Local Development Framework and its implications for your local area.
- This will be your opportunity to ask any questions or raise any concerns you may have about these proposals.

For further information please ring Arshad Mahmood on 431155 or write to Bradford South Area Co-ordinator's Office, 2nd Floor, Jacob's Well, Bradford, BD1 5RW



NEIGHBOURHOOD FORUM - SINGLE ISSUE LOCAL FRAMEWORK DEVELOPMENT FOR BRADFORD

**WEDNESDAY 19TH NOVEMBER 2008 AT 7.00PM
HELD AT THE GATEWAY CENTRE, VULCAN STREET**

MEETING NOTES

N.B: Statements attributed to individuals in these notes are not to be read as the views or opinions of either Bradford MDC or the Forum, but solely as the views of the person making them

1. Introductions and Welcome

Arshad Mahmood introduced the local ward Councillors, David Shepherd (Assistant Director, Housing) and Andrew Marshall (Group Planning Manager, Development Plans & Policies) and explained the purpose of the meeting was to explain the process of consultation.

2. Attendance

Councillor M Johnson, Councillor J Ruding, David Shepherd (Assistant Director, Housing) and Andrew Marshall (Group Planning Manager, Development Plans & Policies), Arshad Mahmood (Assistant Area Co-ordinator), Margaret Knapton (Note Taker) and 53 local residents.

3. Background

Andrew Marshall gave an update on the Local Development Framework (LDF) for Bradford. The population of Bradford District is anticipated to grow by 109,700 to 594,300 by 2029 and the Council and its partners need to plan for this growth in terms of providing homes, jobs, healthcare, education, shops and open spaces to cater for the needs of the current and growing population.

This will entail the release of green field – some greenbelt, some field land and it is likely that this will involve Allerton, Apperley Bridge and Holme Wood.

Andrew spoke of the consultation event planned with Streets Ahead on Saturday 29th November between 11am and 3pm where residents are asked to come along and have their say.

4. Issues Raised

Q – Which bits do you intend to put the houses on? Are there to be doctor's surgeries and a better road network on Holme Lane as access to Holme Wood is very poor.

R – We are in consultation with Metro, tPCT, and other agencies that would need to put in the infrastructure – transport assessments will need to be carried out.

Q – How did you identify Holme Wood? Less than ten years ago, £47m was spent on Holme Wood. Looking at the four options, it seems that there is no choice in 1 & 2 and that either Option 3 or 4 will be chosen.

R – We have looked at banks of land in other communities in Bradford. There was investment in Holme Wood previously, but there are still significant issues and challenges to address through regeneration and sustainable investment by investors.

Q – Council tenants might not worry about this. Have Leeds Council been consulted?

R – Leeds themselves have to find 100,000 houses in their district and have raised concerns of developments this side of Bradford. Leeds Council is going through the same process, but is not as far on as Bradford.

Q – Do all three ward Councillors agree with this?

R – Tong Members are opposed to green belt development. Politically, this is out to consultation. There are 90 members on the Council. Of the four options, we do not want development of green belt land. Holme Wood was built in 1958 and people were taken out of slums to a good environment. In the late 80s things went wrong and a lot of money was put into the estate. There are too many flats and it would be a gain for the community if land was developed, but it could not be to the scale of 75,000. However, numbers are not yet decided. We are opposed to green belt land from Holme Wood to Tong Village being used but we do need some improvements to the area. Our Primary Schools are under subscribed and could accommodate more, we have Highfield and Rooley Health Centres and good buildings for schools and Community Centres. What we don't have is adequate roads as the A650 is the most congested road in Bradford. We would need improvements to the road structure and this would benefit the community. Also, demand for family housing is rising. One house that recently became available drew 82 applications.

Q – Tong Street does need some type of regeneration. We want to know which parts of green belt you intend to develop.

R – We are at the first document stage and no sites have yet been identified.

Q – Regeneration is one thing, green belt is another.

R – Regeneration vs green belt – green belt must be the last resort but we have to have recreation facilities too.

Q – Are Pudsey and Fulneck involved in this process?

R – All documents go to Parish and Town Councils. They have not been into Pudsey but we have communications with Officers in Leeds.

Q – I have worked in the area for the past 30/40 years and I agree to 99% except about the bits of green belt we could let go. The proposals are not specific enough yet. I know of 4 sites in this area – Tong School's old site (no problem as this is brownfield), Lanscombe Avenue/Holme Lane (old mineworks), Sterling Crescent/Hersham Drive/Halesworth Crescent and Danehill Drive (used currently as a horse paddock). All these sites together would give a large area for development.

R – We have a register of sites to look at in an Urban Potential Study and can estimate that 15,000 homes could be accommodated. Incommunities are also advising.

R – The new Tong School was built on green belt land and the Secretary of State had to grant permission for release of the land.

R – Residents of Westgate Hill need to be consulted. A piece of land below Ogden and Kelvin Houses (blocks of flats) would be a good development site. Pit Hill is not stable enough to build on and there is a piece of land to the back of Mossdale that might develop but would need a road structure to support this.

R – Recreational land – Holme Wood Community Partnership would need to look at splitting up to smaller areas.

Q – There is a shortage of housing – is it to be social or private?

R – For the past two years a Partnership has been working with Incommunities who own a lot of housing on Holme Wood and have identified that there is a need for 3 bedroom properties, both shared ownership and private.

Q – The Holme Lane junction and the field at the corner – who would benefit from the road? Nether Lane – herd of horses at 5pm. Not a priority for Police. Rat runs, traffic issues.

R – Wherever the houses are built, we need to put in wider roads. Developers pay Section 106 money to local Councils.

R – Ned, Tyersal/Holme – need to be brought up to standard.

Q – When the estate was built the Council was going to improve the road but did not. You cannot just put in more houses.

R – This is for the Planners.

R – We need to put in our objections, need to look carefully at plans when they are available to ensure that roads will take extra traffic.

Q – Jobs, education, shops, new schools?

R – We are looking to investors for jobs and talking to education and health.

Q –We cannot reject any scheme lock stock and barrel, it is obvious housing is needed and we have to provide. It is not just about putting up houses, we want the community to grow, eg community centres and churches.

R – The Infrastructure Plan looks at the needs of the community with regard to health, and education.

Q – Of the 4 options, is there a least preferred and a more preferred?

R – We will look at each option and see what can be delivered.

Q – Who makes the final decision?

R – A Government Inspector who looks at how the report came about, who contributed. Before that the full Council Executive (that is predominantly Conservative) who then puts it to full Council.

Q – Can Planners go up Holme Lane at 8.30am and see what the traffic situation is?

R – This will all be looked into at a later stage.

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A record of the issues raised and the responses given at these meetings is provided within Section 2.0 – Pre-event Meetings.

- 1.6 In addition, regular contact is maintained with the community through the Holme Wood Partnership meetings.
- 1.7 A public consultation event was held at the TFD Centre in Holme Wood on the Saturday 29th November 2008 between 10am and 3 pm and was attended by 175 people.

FURTHER ISSUES AND OPTIONS CONSULTATION

- 1.8 The Further Issues and Options consultation process took place between February and December 2008 and included different methods of public consultation that aimed to reach the different groups within the community through help from Yorkshire Planning Aid.
- 1.9 The purpose of the Further Issues and Options consultation was to respond to the increase in the RSS housing requirement and to help determine the issues and possible options emerging from an increase in housing. The revised housing figures for Bradford meant that the Council is now required to supply enough land for 50,000 homes, an annual rate of 2700 up to 2026; an increase of 1140 houses per year.
- 1.10 The Council put forward four options that indicated the possible location of this future development. Each of these four spatial options illustrated how the 50,000 new homes could possibly be accommodated throughout the District by apportioning specific amounts of future development to certain places.
- 1.11 Within two of these four spatial options (Options 3 and 4)¹, four areas were identified as potential housing growth points (Shipley/Canal Road Corridor, Bradford City Centre, Esholt and Holme Wood). Following the Further Issues and Options consultation in March-April 2008 it was identified that the area of Holme Wood needed to be specifically targeted for consultation.
- 1.12 The initial consultation in March-April 2008 sought views from the public, landowners, community groups, infrastructure providers and other interested parties. It aimed to identify the more favourable option of the four, but also whether there was another alternative option emerging from comments received.

¹ Bradford MDC (2008) Core Strategy – Further Issues and Options. Your District in 2026.

3.0 EVENT FLYER

Imagine... a **BIGGER** **Holme Wood!**

Bradford Council is proposing to release green belt land next to Holme Wood, to allow between 2,000 and 7,500 homes to be built within the next 20 years - this could make Holme Wood three times its current size.

What would it mean for you?

Imagine... A bigger Holme Wood!

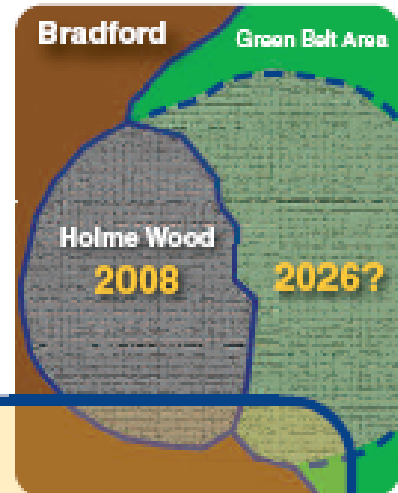
Saturday 29th November, 11.00am – 3.00pm
TFD Youth Centre, Broadstone Way.

Come along to this important family event and have your say.

- Bradford Council planners 'on the spot'
- Ask independent experts Planning Aid for advice
- Face painting fun and performances
- FREE refreshments and raffle
- Giveaways and Christmas goodies!



Holme Wood could grow up to three times its size. What exactly would this mean for **you?**



Pros

- New & better homes?
- More local parks?
- More jobs and opportunities - for you & your children?
- New facilities - health centres, supermarket, schools and shops?
- Better transport - new railway station, new roads?
- A new respect for Holme Wood?

Cons

- Building work & disruption?
- More traffic jams?
- Too many people?
- Longer waiting lists for doctors or schools?
- Less green belt?
- Loss of community spirit?

Holme Wood could become the size of a small town.

**Think about it. Talk about it.
Then have your say!**

You've only got until this December to help decide.

For more information about the future for Holme Wood, visit www.bradford.gov.uk/ldf, ring 01274 432499, 434050 or email ldf.consultation@bradford.gov.uk

Alternatively ring Mike Dando at Yorkshire Planning Aid on 01943 465870 or email mike.dando@planningaid.rtpi.org.uk



4.0 EVENT NOTES -

- 4.1 Yorkshire Planning Aid collected and collated the outputs from the event, these can be found below.

ATTENDANCE

- 4.2 The event was attended by 175 people. The table below provides a break down of the gender and age groups ranges that attended.

Gender Age	MALE	FEMALE	Total
Under 10	8	9	17
10-20	10	11	21
21-30	9	15	24
31-40	12	9	21
41-50	10	13	23
51-60	13	20	33
Over 60	16	20	36
TOTAL	78	97	175

WHERE DO YOU LIVE?

- 4.3 The table below indicates where people who attended the event lived.

AREA	NUMBER
Holme Beck Park	19
Holme Wood Estate	102
Mossdale	10
Tong Street	13
Tong Valley Countryside	2
Tong Village	10
Other	21

- 4.4 The following provides a series of questions which were asked at the event and a break down of the answers that were given. In total there were 14 questions asked which sought to identify what the community may like or want if the proposal to extend Holme Wood went ahead.

Q1. If plans for a bigger Holme Wood in the green belt go through, what's the biggest number of new homes you'd want to see built?

- 7500 4
- 5000 4
- 4000 2
- 3000 2
- 2000 2
- 1000 15
- 500 or less 77
- None 4

Q2. If Holme Wood is to be made bigger, what types of new homes should there be?

- 4 bedroom houses 25
- 3 bedroom houses 40
- 2 bedroom houses 18
- Flats 8
- Bungalows 12
- Elderly persons 23
- Disabled persons 24

Q3. If Holme Wood is to be made bigger, what sort of tenure should the new homes be?

- Private for sale 30
- Affordable for sale 47
- Private rented 3
- Incommunities rented 28
- Housing Association rented 12
- Shared ownership 23

Q4. How would you like any new homes to be designed?

- Similar to existing homes in Holme Wood 8
- Similar to the new homes on the edge of Holme Wood 11
- Modern 'eco-homes' which fit with the environment 73

Comments

- To fit in with surroundings, countryside, materials, design & trees
- No alleyways for criminals to move
- Carbon footprint impact of new houses to be assessed FIRST – even Eco houses have material affect on environment / transport/ food distribution etc.

Q5. If Holme Wood is to be made bigger, would you or any of your family like to live in one of the new homes?

- Yes 19
- No 65

Q6. If Holme Wood is to be made bigger, what new community facilities would you like to see to make it a good place to live?

- Primary schools 30
- Secondary school 21
- Health centres 43
- Community centres 27
- Youth centres 21
- Police station 62

Comments

- Places of worship x 3
- Places of worship – can be dual purpose x 2
- Fire station & Business Park
- A new town requires the full compliment of services. Past experience indicates most 'new towns' attract many problems and need special attention to building a community properly.

Q7. If Holme Wood is to be made bigger, what new shopping & eating facilities would you like to see to make it a good place to live?

- New shopping centre 26
- Supermarket 36
- Fresh food shops 55
- Clothes shops 13
- Furniture shops 7
- Cafes 24
- Bars 9
- Restaurants 19

Comments

- All of these services need proper funding and planning. Without this an urban nightmare, with all the consequent social problems will erupt.

Q8. If Holme Wood is to be made bigger, what new recreation areas would you like to see to make it a good place to live?

- Sports centre 30
- Swimming pool 40
- Sports pitches 15
- Parks 32
- Playgrounds 29
- Country Park 48
- Urban Farm 29

Q9. If Holme Wood is to be made bigger, what transport improvements would you like to see to make it a good place to live?

	<u>For</u>	<u>Against</u>
• Major new road linking Tyersal Lane & Westgate Hill Street	15	2 (Definitely <u>not</u> x 1)
• Improvements to Tong Street	41	1
• New train station at Laisterdyke	14	1
• Bus link to new train station	24	1
• Better & more affordable bus services	51	1

Q10. Would you like to see new local businesses and jobs along with any new homes?

- Yes 66
- No 17

Q11. Would you want to see the Council and landlords using up existing empty properties and waste land first, before making Holme Wood bigger?

- Yes 109
- No 2

Q12. How do you think the existing estate and any new homes could be merged into a new Holme Wood?

- Move shopping area to a central point 22
- Make road system simpler 19
- Design new homes so they fit in with the existing homes 32
- More community facilities at the centre of a bigger Holme Wood. 35

Comments

- Don't think any of these suggestions would work! x 3
- What does this mean? We need better transport for existing housing before any new housing is considered.
- Even if the homes were similar the estates would be very separate because of attitude.
- This will be very difficult as people from new homes well relate to LEEDS.

Q13. Based on what you've seen and heard today, what do you think about the idea of a bigger Holme Wood?

- For 17
- Against 100
- Not bothered 6

Comments

- Without a doubt a fantastic idea that has been too long coming
- Against using greenbelt

- Bradford has to provide new housing but this should be distributed more evenly through the Bradford area. A huge development here is disproportionate and would reduce the quality of life for existing residents

Q14. If you don't like the idea of Holme Wood growing, WHY don't you like it?

- Loss of green belt/countryside 62
- More traffic problems 43
- Overcrowded health, school and other facilities 34
- Holme Wood would be too big 49
- Loss of community spirit on estate 17
- Don't believe we'd get the promised benefits 44
- Should improve existing estate before build new one 60
- Leeds not Bradford will benefit 29

4.5 GENERAL COMMENTS

TRANSPORT/TRAFFIC

- Transport is already a huge problem. A new solution needs to be found whether the estate increases or not!
- Tong Street already at a standstill, so new route needed x 2
- Link road would slice through beautiful greenbelt and eradicate farms here since Doomsday records x 2
- In need of better bus links at cheaper rates.
- M606, M62 and Tong Street all congested will need new road infrastructure x 4 agreeing with this comment with one adding 'plus Ned Lane and Holme Lane improvement'
- Any development that has a new major road as its centrepiece MUST be ill-advised.
- I can't see them building a station – how realistic is this proposal? It would cost a fortune – CAN'T see the local road network supporting this many new cars – how will this impact on surrounding area?
- The link road would de-value our house as we would see it from our garden.
- Rapid transport is needed to move large numbers of people at rush hour. Buses not the solution.
- Tong Street is a joke. Never mind the houses, improve the transport infrastructure.
- Please help with existing traffic problems generated by recent development Holme Beck. Holme lane is dangerous – traffic calming needed.
- Make transport system work
- Don't allow any more traffic on Tong Lane

Local Development Framework for Bradford

- Need better transport links – fewer cars.
- Where will the road go? Envisage massive traffic problems.
- I wish you would put this much effort into improving existing infrastructure. Traffic lights – Dick Lane/ Tyersal Lane. Clean the place up!
- Existing infrastructure can't cope with the existing population – seems senseless to stick more in. Can't think anyone would want it.
- Make better traffic provision for the current problems – then think about new houses.

COUNTRYSIDE/GREENBELT/ENVIRONMENT

- Don't use the Greenbelt! Find old land or waste land.
- Don't use the green belt.
- Greenbelt?
- It is vital to get the mix right – a) plenty of green areas for kids to play b) good shops & c) community centres
- Why develop on green belt? Plenty of brown belt and un-used building!
- We need open space and views from Holme Wood. People without cars need access to the countryside. Holme Wood is big enough. Fill the derelict spaces first. Reduce traffic – not increase it.
- Leave the countryside for animals and nature. What's wrong with the empty homes stood for months?
- Who has done any sort of environmental impact assessment? Issues of past mining and slope stability must feature before making plans!
- There is plenty of brown belt land site for development. When will the rape of our greenbelt and countryside stop? DON'T LET BMDC BULLDOZE AND RAILROAD YOU INTO THINKING OTHERWISE.
- Protect greenbelt
- Beware of steep relief, flooding in Pudsey Bank & old mine shaft.
- Preserve conservation area and listed buildings
- Land to be kept for horses not build up all land.
- BUILD BUILD BUILD WHAT USE ARE GREEN FIELDS
- Once the Countryside is gone it's gone FOREVER! Don't let it happen
- Don't want to loose the valuable greenbelt land between Tong & Holme Wood. We enjoy walking in this area as a family.
- We need more open spaces, more trees and more protection for the stunning countryside around BD4.
- Don't build on the greenbelt. Holme Wood is nice with the fields.

Local Development Framework for Bradford

- Greenbelt vital for physical, mental and spiritual health of any community. Plus marvellous educational benefit.
- Don't build on the greenbelt. We need these areas for quality of life.
- The greenbelt is vital. Any material encroachment would be a serious threat to community environment.
- What's wrong with redeveloping existing housing stock? What's wrong with the huge open area in Tyresal? Greenbelt is Greenbelt, not for building on!
- Greenbelt is so important, when you live on an estate, surrounded by houses. NO building on Greenbelt
- This is a complete waste of countryside. A waste of money, area can be found elsewhere.
- Open spaces are good. It's nice to know that you can walk out onto greenbelt.
- BMDC are thieves! Leave our countryside alone!
- Stealing the greenbelt land is entirely unacceptable.

HOUSING

- I hate the idea of Holme Wood being bigger x 4
- It makes me want to move away from the area. I hate the idea.
- Why are so many useable houses boarded up in Holme Wood? Sort it out!!
- First of all get the empty property up to living standard. Then see where you should go from there. Don't ruin peoples lives just for the sake of money.
- If you really want to encourage a social mix some provision should be made for homes for young professionals, perhaps apartment blocks around a central garden with a concierge provision. This would encourage people to live in an area they might not otherwise have considered, especially if there is an efficient rail link to Leeds & Bradford.
- Too large a development will not be integrated into the Holme Wood Community, but will stand alone. Less than 1,000 well placed may be able to add benefit to HW.
- If you repair houses in Holme Wood you won't have to build new ones.
- Hundreds of people are sleeping on the streets or in hostel accommodation so we can look at fields. Buy a picture and Build!!!
- Holme Wood is big enough already x 2
- Surely we have learnt that building big social estates in 50s – 70s was a mistake. It would be lunacy to make this one 2x as big as it already is!
- Holme Wood is already big enough. Must preserve the green belt. How will this impact on Pudsey, Leeds and Tong – can't imagine they will be happy with such an influx so close.

Local Development Framework for Bradford

- Make existing Holme Wood a better place – fill the houses. Make better housing rather than build more houses x 4
- Holme Wood is big enough. We must preserve the green belt or lose our quality of life.
- However many?? Will fit in with surrounding countryside and blend sympathetically with nature. Use some imagination.

SERVICES

- Why build houses if there is no employment and no services.
- It is unrealistic to plan new houses in South Bradford, without first having evidence of employment there.
- Don't feel that the new amenities will really benefit Holme Wood people – only the new residents. So don't want a bigger Holme Wood.
- The Council can't provide for the community at present. This is just a way of shrouding the current problems.
- Need spiritual support – what about a mosque for incoming Islamic community?
- More safety for disabled people. How will shared spaces be dealt with as far as disabled people concerned.
- I would put more shopping area's around Bradford x 4
- Would like a supermarket
- There are already lots of services in Holme Wood which need revenue funding. Surely new services will be placed in the new development not HW as it stands, so really you are trying to bribe us.
- The effect of extending Holme Wood into Tong Valley would be to remove country park facilities.
- The existing playgrounds on Holme Wood need better maintenance – free from glass and litter before new playgrounds should be built.
- We have farms already. Why wreck what's there?

OTHER

- I feel new development between Bradford and Leeds will only advantage Leeds – New residents on Holme Beck often relate to Leeds not Bradford. We must preserve a unique and beautiful area - Tong/CockersDale develop it and make it more accessible. Not everybody has a car.
- Are you sure this is not a plan to make Holme Wood one of the last suburbs of Bradford a mixed race area.
- All these need to be addressed to make a new town work.
- I think it's a bad idea.

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- Where does figure of 50,000 come from – even on estimated growth of 109,000 that is only 2 per house – surely 30,000 is maximum needed for projected increased population (even if projection is accurate).
- People with money think they can tell others BUILD NOW
- You won't win, not a chance
- Can't see the benefits to existing people of Holme Wood & will ruin the view from my window and make me move.

NOTES FROM THE AREIAL PHOTOGRAPH

- 4.6 A large table top aerial photograph was used to stimulate debate on the proposed extension of Holme Wood. Attendees were encouraged to use post-it notes to write comments and place them on the map if they were aware of any local issues or had any site specific comments.
- 4.7 The table below provides a summary of the comments made:

No.	Comments	Location on map
MAP – Section 1		
1.1	We need a masterplan first	Greenbelt land in vicinity of Black Carr Woods
1.2	Please protect our woods and Greenbelt	Black Carr Woods
1.3	Bats in Black Carr Woods – Protected	Black Carr Woods
1.4	Do not build on Greenbelt land	Greenbelt land in vicinity of Black Carr Woods
1.5	Black Carr Woods is exciting and a good place to go when your bored so don't do put houses here.	Black Carr Woods
1.6	What about the homes of animals. Countryside will be destroyed.	
1.7	No to building on Green belt	
1.8	This is a place where people can walk safely and see an attractive view	Greenbelt land in vicinity of Black Carr Woods
1.9	Mining area and bats	Charles Pit & Scholebrook
1.10	<u>Springfield Gardens</u> – This is a horticulture project for adults with learning disabilities (it caters 7 ¼ acres)	Edge of Stirling Crescent
1.11	Please don't build over it	Land at Dane Court Road
1.12	From this spot I can see countryside, the sunrise, frost and fog. I do not want to see houses, houses, houses.	Stirling Crescent – opposite greenfields)

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MAP – Section 2		
2.1	Mining and bats – Holme Lane bottom end	Greenfield to middle off Holme Lane
2.2	House bought for outlook onto Greenbelt why would we want you to take this away – Mossdale	Land to bottom of Kirkdale way
2.3	Protect the greenbelt and our views across the valley	Land at junction of Holme Lane and Raikes Lane
2.4	We love horses. Build bigger riding stables.	Land around Raikes Hall Farm
2.5	If you really need housing try here ONLY!	Land to rear of former Tong School
2.6	Gonner be a sports centre	New Tong School site
2.7	New houses could be build on old Tong School	Former Tong School Site
2.8	Education is on old Tong school where the new farm will be built	Land in vicinity of former Tong School Site
2.9	We think we need brand new houses	Land to north of Westgate Hill Street, opposite employment site
2.10	We have enough houses. SAVE THE GRASS.	Land to rear of Tong Garden Centre, Tong Lane
2.11	All non greenbelt land should be used before we even look at changing use of greenbelt	Land to centre of hotel & Tong Village, Tong Lane
2.12	Tong Hall and St James Church are glorious Georgian listed buildings and should not have their setting compromised in any way.	Tong Village - Tong Hall & St James Church

5.0 EVENT FEEDBACK

5.1 Yorkshire Planning Aid sought to obtain feedback for the event in terms of how people felt generally about how it was run and organised. The figures and comments below provide feedback of the event.

What did you think of this event?

5.2 In general, the majority of people who attended the event indicated that they thought it was 'good', with only two people having negative feelings about the consultation.

- Good 67
- OK 8
- Bad 2

5.3 Comments

- Well presented information and I think sticking the dots on is brilliant to indicate our choices. Appreciated being able to speak to planners and councillors.
- Biased (in favour) when we do NOT have relevant info.
- Even if places such as Tong Village are not disturbed by buildings they will be disturbed by excess traffic travelling through to Leeds.
- Event presented as if this is a foregone conclusion We will resist BMDC taking away our greenbelt especially when there are a multitude of other options for housing development!
- Good event and planners more open than at other consultation meetings – but still too vague on how this proposal benefits Bradford as a whole.
- Underlying assumption – it will happen. Asking how we would like it to happen is not proper consultation.

6.0 WRITTEN REPRESENTATIONS

LIST OF CONSULTEES THAT SUBMITTED GENERAL COMMENTS ON THE CORE STRATEGY - FURTHER ISSUES & OPTIONS – PROPOSAL TO EXTEND HOLME WOOD

6.1 In total, the Council received 24 written representations these are listed on the page below.

- | | | | |
|-----|------------------|-----|-------------------|
| 1. | Gordon Dey | 14. | Ian & Lisa Dowson |
| 2. | Karl Payne | 15. | Carl Rodrigues |
| 3. | Ceri Lloyd | 16. | C Cousins |
| 4. | Neil Wrathmell | 17. | Yvette Guy |
| 5. | David Smith | 18. | Delphine Dorgu |
| 6. | Anthony Silson | 19. | Richard Barran |
| 7. | John Muddiman | 20. | Mrs Mandy Miller |
| 8. | Angela Moulson | 21. | James Rowan |
| 9. | James Reddington | 22. | Jonathan Brindle |
| 10. | Simon Lewis | 23. | Catherine Watson |
| 11. | John Miller | 24. | Mr & Mrs Finnigan |
| 12. | Gilly Hoyle | | |
| 13. | Michael Branford | | |

* N.B – a number of residents each submitted the same response. This has been treated as one representation and is highlighted in the table below.

In addition to the written representations provided below, a petition was presented to the Council on Tuesday 20th January 2008 entitled ‘Protecting the Tong Valley and the Communities of Tong and Holme Wood’. This has currently been referred for consideration by the Council’s Executive Committee.

GENERAL COMMENTS ON THE CORE STRATEGY - FURTHER ISSUES & OPTIONS – PROPOSAL TO EXTEND HOLME WOOD

Rep.No	Name	Comments
1	Gordon Dey	<p>Our overall position is to oppose Options 3 & 4 set out in Part 4 of the “Spatial Vision and Strategy Document (individually referred to as “Option 3” and “Option 4” and together referred to as “Options 3 & 4”) because of</p> <ol style="list-style-type: none"> 1. the extent of the proposed release of Green Belt land which would compromise the effectiveness of the remaining Green Belt land (including that adjacent land within the Leeds MDC boundary) and have an adverse effect upon the landscape character and amenity value of the Tong Valley (as defined at paragraph 3 a. below); 2. the material levels of transport infrastructure required to support a large scale development, and the absence of meaningful proposals. 3. uncertainty as to the effects of a north/south link road on the community; 4. the adverse environmental effects of increased traffic through the Tong Conservation Area; 5. the need to create and maintain a sustainable community in South Bradford and the adverse social impact of a new large scale housing estate on the existing community; 6. The adverse effect upon the Bradford economy which would result from the creation of substantial Leeds-centric commuter housing development in South Bradford or an attempt to bring Holme Wood within a “Leeds/Bradford Corridor”. <p>Omissions and updates</p> <p>The document “Settlement Study” excludes from the settlements reviewed those areas not shown coloured in the Appendix 3 maps. The area coloured pink, described as “Bradford South East” excludes the whole of the Green Belt area comprising the Tong Valley (which in this document means the area bounded on the West by Ned Lane, Home</p>

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Rep.No	Name	Comments
		<p>Wood Lane, the Kirkdale Estate, Denbrook Avenue and the A650, on the South East by Tong Lane, on the East by the boundary with Leeds MDC at Roker Lane and on the North by the boundary with Leeds MDC at Pudsey/Tyersal).</p> <p>Consequently no reference is made at paragraphs 6.29 and 6.32 to the settlement at Tong Village (which presumably does not rank sufficiently highly in the Settlement Hierarchy definition at Schedule 5), nor of the Tong Conservation Area. Whilst size may be a reason for the exclusion of reference to Tong Village as a settlement, it is difficult to understand why reference is not made anywhere in the document to the Tong Conservation Area in view of its intimate relationship with, and amenity value to, the Bradford South East Area and its relationship with the proposed Green Belt release..</p> <p>Members of the public reading the Settlement Study may therefore be drawn to the conclusion that the absence of any such references, means that the Tong Village Conservation Area, is not intended to be “affected” by any of the options, and indeed that the Tong Valley is excluded from the proposed location of development. This is particularly the case as the Summary Document states that the Settlement Study “forms an evidence base to support the development of a hierarchy for the location of development at the next stage of the Plan preparation” and contains no evidence at all in respect of the Tong Valley.</p> <p>However planning officials responding to enquiries have made it clear that the Tong Valley is indeed proposed to be one of the major locations for development. The reference in Options 3 & 4 to “<i>an extensive Green Belt release to the east of Bradford at Holmewood</i>” contemplates material levels of housing development in the Tong Valley. Planners said that they would outline the contemplated development areas at a consultation exhibition organised by Planning Aid held in Holme Wood as late as 27 November 2008.</p> <p>At that meeting a possible development area was shaded which included the whole of the western half of the Tong Valley bounded in the East by a line from Tong Lane (south of the Tong Garden Centre), the western boundary of Park Wood, and the line of Tong Beck as far as Black Carr Woods, and to the West by the Holme Wood Estate / Denbrook Estate / A650 (that area being referred to in this document as the “Tong Valley Development Area”). In</p>

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Rep.No	Name	Comments
		<p>response to questions a planning official stated that the Tong Valley Development Area could accommodate up to 7500 houses at greatest levels of density, but that a number of 5000 houses was a more reasonable maximum estimate.</p>
		<p>Additionally planners indicated at the exhibition the line of a possible north/south road from the end of the Drighlington by-pass on the A650 to an unspecified northern point (possibly Tyersal Lane) intersecting the proposed housing development (in this document referred to as the "North/South Road").</p>
		<p>Both (or either of) the optional housing development or the North/South Road would have material effects upon the settlement at Holme Wood, and, even though not contiguous with the Tong Conservation Area, the housing development would have a material effect on traffic in the Tong Conservation Area (see comments on "Transport infrastructure" at paragraph 5 below).</p>
		<p>None of the three consultation documents contains, in express terms, the information referred to at paragraphs d, e and f above.</p>
		<p>Nor does the Settlement Study contain any express settlement analysis of the Holme Wood Estate, except as part of the analysis of Bradford South East where, in particular, the comments on the transport infrastructure are inappropriate to Holme Wood. In the light of the magnitude of the effects of Options 3 & 4 on the communities living in the Holme Wood Estate and adjacent settlements it is unfortunate that the Settlement Study does not attempt a separate evidential analysis giving a more complete view of the nature of those settlements, to inform the consultation exercise.</p>
		<p>It is equally noteworthy that the settlement analysis does not give any definition of the "Esholt" area which is described in Options 3 & 4 as being a potential growth point. Nor does it provide any settlement analysis of "Esholt". It is believed (but difficult to determine from an examination of the consultation documents) that "Esholt" is a misnomer for the Apperley Bridge area. As with Holme Wood Estate, "Esholt" would have benefited from a separate profile from that given to the Bradford North urban area in which it is located.</p>

Local Development Framework for Bradford

Rep.No	Name	Comments
		<p>The absence of evidential profiles applicable to the Holme Wood and “Esholt” areas makes meaningful consultation on the options for significant growth points in those areas difficult. Those compiling the Settlement Study made the point that the Canal Road Corridor (pop 1171) merited separation from the Bradford Urban Area profiles as it was identified as an area <i>“for considerable regeneration and growth...”</i> and the same argument should have been applied to Holme Wood and “Esholt”.</p>
		<p>The Settlement Survey also contains no separate analysis of the Ravenscliffe and Laisterdyke communities. However each of those communities, together with Holme Wood, is identified in the JHS”) as being areas with <i>“significant growth opportunities ”</i> where <i>“...upward of 6000 new homes could be provided...”</i></p>
		<p>The JHS also refers to the provision of five Housing Development Frameworks, being “The Canal Road Corridor”, Manningham, The Leeds/Bradford Corridor, the Airedale Corridor and the City Centre. It is clear that the JHS regards the Leeds/Bradford Corridor as a significant location for housing development in the period 2008-2020, having as an aim to <i>“boost developer confidence to build between Leeds & Bradford”</i>, and yet none of the consultation documents makes any reference to the Leeds/Bradford Corridor as forming any part of the strategic consideration for consultation, nor is there evidence of support from Leeds MDC for extensive building in Green Belt land between Leeds and Bradford, indeed indications at political level are that Leeds does not support material Green Belt incursions between the cities.</p>
		<p>Paragraph 1.23 of the “Spatial Vision and Strategy” states that <i>“As will be seen in part four of this document, spatial options 3 & 4 consider the NGP initiative in the proposals for locating development across the District.”</i> That statement is unsupported by any reference in the text of part four to the NGP other than at 4.25 in relation to Option 3 that the option is <i>“in line with the growth point initiative being promoted by the Leeds City Region”</i>, without explanation as to how it lines up or indeed what the initiative is. Table 1 claims as strength of Option 3 that <i>“This option attempts to link the RSS Core Approach with the emerging Leeds City Region Growth Point Initiative”</i>, but no such claim is raised in respect of Option 4. The significant additional housing growth points in Options 3 & 4 are in</p>

Local Development Framework for Bradford

Rep.No	Name	Comments
		<p>Holme Wood and Esholt. These are the areas which the JHS describes as being within the “Leeds/Bradford Corridor”. However the NGP report refers only the “Bradford/ShIPLEY Canal Road Corridor” as being a new growth area within its terms, and all 4 Options pinpoint growth in the Canal Road Corridor. Furthermore the NGP Report indicates that Bradford is not one of the authorities who can bid for further funding at this point (paragraph 4.3 of the NGP Report). Those authorities whose bids were successful had committed to growth additional to the RSS growth. Presumably therefore the NGP benefits of Option 3 (whatever they were) can now be discounted.</p> <p>The JHS was obviously published well after the three consultation documents, but within the consultation period, and the absence of reconciliation between the vision clearly stated in the JHS for a joint approach between authorities for the development of housing in the Leeds/Bradford Corridor which sees Holme Wood as forming part of that corridor, and the approach set out in Options 3 & 4 which does not attempt to place Holme Wood development in that context but as a stand alone location needs to be explained. Without such reconciliation it appears that there is a mismatch between the current planning vision and the current housing vision, which could compromise consultation on the three Core Strategy documents.</p> <p>A further document which has been published after the three Core Strategy consultation documents is Tong Landscape Character SPD. This was not published until August 2008 and is therefore not referred to in the three consultation documents. As a SPD this should be taken into account as a material consideration in relation to any current development proposals. The Tong Landscape Character SPD concludes at paragraph 5.2 that of all the Landscape Character areas in the District, the Tong Valley is the landscape least appropriate for further development. As this conclusion is fundamental to and inconsistent with the viability of Options 3 & 4 one can only think that the Tong Landscape Character SPD should have been produced before the Options were formulated.</p> <p>Transport Infrastructure</p> <ul style="list-style-type: none"> • Because of the inadequacy of the arterial road links from the Bradford South area to Leeds there is a tendency for traffic, including heavy goods traffic to seek alternative routes into Leeds. This has led to increasing volumes

Local Development Framework for Bradford

Rep.No	Name	Comments
		<p>of traffic using Tong Lane as a link down the Tong Valley and through the Tong Conservation Area and Tong Village into Leeds via the Leeds Ring Road at Farnley. This is currently the source of much concern. Although traffic calming measures have been introduced which initially reduced speed, traffic volume on Tong Lane has increased and the absence of policing has resulted in speeds increasing. Any expansion of housing development into the Tong Valley, particularly at the Westgate Hill area would have a devastating effect on the flow of traffic through Tong Village without positive action to restrict use, and any such restriction might serve to move the same problem into the Leeds District by increasing traffic flow on the A58 from Drighlington.</p> <ul style="list-style-type: none"> • It is feared that the proposed housing development in the Tong Valley would become part of the strategy described in the JHS as the Leeds/Bradford Corridor with proposals to link the development growth directly into Leeds by the construction of a road link along the Tong Valley to join the Leeds Ring Road at Farnley. That would be regarded as totally unacceptable, and would destroy what part of the Tong Valley might escape the housing development. • Option 4 states in Table 1 that <i>“Development will be based on existing transport infrastructure”</i>. For the reasons given above we do not believe that any housing development east of Holme Wood can be undertaken without radical improvements to the existing transport infrastructure and accordingly could not support that Option. • Option 3 is unspecific as to how transport infrastructure would be affected, but we assume that the North/South Road is one of the options under consideration. • If the North/South Road was intended as an arterial link road dividing the existing Holme Wood Estate from the new housing development that would have serious implications for the creation of an expanded but integrated

Local Development Framework for Bradford

Rep.No	Name	Comments
		<p>community. We can see the reasons why an arterial link might be considered, but fear that rather than link into Tyersal Lane as indicated on the plan displayed at the consultation meeting on 27 November, there may be a temptation to seek to follow the route of the “Pudsey/Dishworth Motorway” as proposed in the 1970s and link into the Leeds Ring Road at Dawson’s Corner. Such a link would result in heavy volumes of traffic being filtered through Holme Wood to link with the M62 at Junction 27.</p> <ul style="list-style-type: none"> • If on the other hand it is seen as a link road to provide better estate access then further major infrastructure would need to be undertaken to alleviate traffic flow both along the A650 and through Tong Village. This would almost certainly be unsuccessful without improvements to the link from the present end of the M606 and the Canal Road Corridor. • If there is an ambition to create a Leeds/Bradford Corridor we do not think that it is suitable to regard Holme Wood as being part of that corridor. A link down the Aire Valley through Ravenscliffe/Apperley Bridge, or along the A 647 would be more realistic, but in each of those cases our concern for the preservation of Green Belt would apply, and our view is that the Leeds/Bradford Corridor per se should not be part of the Spatial Vision for Bradford. • Paragraph 6.31 of the Settlement Survey contemplates provision of a new railway station at Low Moor. There may be good reasons for this in terms of benefit to other parts of Bradford South east, but it would have no benefit for housing development at Holme Wood. • Paragraph 6.31 of the Settlement Survey contemplates provision of a new railway station at Laisterdyke. This would no doubt be beneficial to housing expansion in the Laisterdyke area as contemplated by the JHS, as it

Rep.No	Name	Comments
		<p>would provide rapid access to Leeds and beyond. It is unlikely to be used for access to Bradford City Centre, nor without a cross City Centre rail link, for access to the Canal Road Corridor/Shingley/Bingley. Most particularly it is too far from Holme Wood to be of any benefit to a housing development in the Tong Valley. We would however encourage the expansion of material Park/Ride facilities based on a Laisterdyke station, as Park/Ride at New Pudsey is generally unavailable to daytime commuters as the car park there is used as an overflow for the Green Flag offices at Dawson's Corner.</p> <ul style="list-style-type: none"> • Quite independently of any large scale housing development at Holme Wood we would encourage investment in transport infrastructure improvements for the Tong Street area. <hr/> <p>Tong Valley Amenity</p> <ul style="list-style-type: none"> • Encroachment into this section of Green Belt by either authority would have adverse effects on the other. At present the Tong and Cockersdale Valleys contain a network of interlinked public pathways and bridle paths from Farnley in the west up the Cockersdale Valley through Sykes Wood, across from Drighlington to Tong (where three paths cross the valley), down the Tong Valley to Fulneck and up the Tong Valley through Park Woods to Black Carr Woods and Tyersal, all without crossing any road other than Tong Lane. This interconnectivity would be destroyed by housing development in the Tong Development Area. <hr/> <p>Social Impacts</p> <ul style="list-style-type: none"> • The Initial Sustainability Appraisal paragraph 3.10 identifies Option 2 as providing residents with the widest choice of potential locations for future housing and opportunity for flexibility in housing type and affordability. • Paragraph 3.16 of the same document recognises that focusing development at growth points puts greater pressure on infrastructure, and that principal towns provide access to a wider range of existing services,

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Rep.No	Name	Comments
		<p>employment and transport links than “<i>Esholt</i>” or Holme Wood are likely to offer.</p> <ul style="list-style-type: none"> • Paragraph 3.17 recognises that a significant influx of people into a few communities could put pressure on social cohesion, particularly in deprived neighbourhoods. The same comment is made at paragraph 3.22 in respect of Option 4. • We believe that far more evidence is needed of the effect on the social cohesion of Holme Wood of the addition of up 5000-7500 new houses to the estate, tripling it in size. Bradford MDC will be aware that without the dedication of a substantial body of publicly funded officials and community volunteers the problems of Holme Wood, which are and have been manifold, would be even greater. Holme Wood itself is still in need of further infrastructure and services to meet the desired objectives of social sustainability, and there is a lack of confidence, based on evidence of past performance, that whatever optimistic promises of infrastructure and services are made in support of a large scale development, the actuality will be that the infrastructure and service support will not be adequate to support the social need. • If the intention is to build commuter houses to support a medium to upper income Leeds facing population heavily dependent on the car, the result would be to create a two tier community, possibly physically divided by the North/South Road, but certainly socially divided from the existing Holme Wood community, with little prospect of integration. • If the intention, on the other hand, is to build substantial numbers of affordable homes and rented social housing to meet the aspirations of a growing existing inner-city population, the commitment to infrastructure to avoid the social pressures which would otherwise result will be massive, and far beyond anything offered in the Spatial Vision and Strategy Document.

Rep.No	Name	Comments
		<p>Economic Growth in Bradford</p> <ul style="list-style-type: none"> • Options 1 & 2 provide a better balance of housing mix and provide houses where they are most likely to be needed. • There is clearly some case for further house building within the Holme Wood Estate and for moderate in-fill development in the Westgate Hill area (bearing in mind that part of the Yorkshire Martyrs school site will be vacated); and Options 1 & 2 might encompass such development. But we view the objectives of Options 3 & 4 as being more radical and harmful to the community. • Our view is that the skewing of housing development away from the Aire and Wharfe valleys, towards a heavier concentration in South Bradford will be bad for the Sub-regional economy • The economic downturn, which has occurred since the publication of the Core Strategy documents, has had a devastating effect on the financial services sector which is a major employer in both Bradford and neighbouring Calderdale. The acquisition of the retail part of Bradford & Bingley Bank by Banco Santander and the nationalisation of the remainder may result in job losses or in relocation of activities. It is unlikely that expansion at Yorkshire Building Society in Rooley Lane, which appears to remain viable, will compensate, whereas similar threats of restructuring and relocation of jobs may result in employees of HBOS presently located in Halifax seeking to commute to Bradford to mop up any new jobs in the financial services sector. Employment prospects in that sector (and the secondary activities which it supports) are therefore unlikely to require housing growth to be directed to South Bradford. However particular help will be needed for the Bingley and Shipley area and Option 2 seems the best proposal to give that support.

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		<ul style="list-style-type: none"> • There is some prospect for warehousing and distribution growth in the Rooley Lane/ M606 area, but without clearer guidance than that contained in the consultation documents it is not clear how many jobs would be created, nor as to what other industrial or commercial growth offerings are in prospect. The Holme Wood Estate contains a relatively high proportion of un-jobbed and it is to be hoped that employment growth in the area would be directed first to them and not to job seekers from the proposed new housing development. • Clearly the economic downturn will result in pressure being placed on existing jobs over at least the next two years, before any prospect can be entertained of new jobs, and housing development plans which do not take into account the knock-on effects of this, and of reduced public spending budgets, which will affect growth for at least the next five years, will not gain the support of developers. There is no evidence that South Bradford is likely to become an employment “hot-spot” for the District. • The JHS admits that Bradford has <i>“higher than average numbers of people in low skilled occupations”</i>, but has a vision that by 2020 a <i>“shift in the economic climate [will create] conditions which lead Bradford to becoming a high skill, high wage economy”</i>. The housing strategy is based upon that vision, but none of the consultation documents give any indication of how the underperforming skill-base of Bradford is to be turned around to produce the anticipated high skill outcome. • The most likely result of diverting housing development from the heart of the Bradford District to its southern fringes would be to encourage settlement by a largely commuter orientated and car dependent population looking to employment opportunities in Leeds or possibly Kirklees rather than contributing to the Bradford economy. Again this is a good reason for emphasising the strength of Options 1 & 2 over Options 3 or 4.

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		<ul style="list-style-type: none"> • The Initial Sustainability Appraisal seems to recognise the weakness of the economic case for Option 3 when it says at paragraph 3.16 <i>“This Option could reduce the overall investment attracted to the district.”</i> and <i>“It underplays the potential of Airedale to attract people and high quality employment into the district”</i>. In respect of Option 4 it seems to accept that the emphasis on connectivity with Leeds will offer <i>“the opportunity for residents to benefit from a range of job opportunities there”</i>, which seems to amount to a resigned acceptance that under that Option Bradford will become a dormitory suburb of Leeds. • Little is said in the consultation papers about the relationship between Leeds and Bradford. It needs to be emphasised that Leeds current policy is that it seeks to protect the Green Belt between the cities. Options 3 & 4 therefore would be unsupported by Leeds MDC, and accordingly transport infrastructure corridors would be moulded around the MDC boundaries in an arbitrary and ineffective way. • There is a risk that the proposed North/South Road would develop into an arterial route towards the Leeds Ring Road, rather than provide infrastructure support to housing development in Home Wood. • In conclusion, if Bradford were to place its housing development emphasis on South Bradford, the inevitable consequence would be that the area would either become economically unsustainable or it would be absorbed into the Leeds dormitory belt and would serve to grow the Leeds economy at the expense of that of Bradford, particularly the Aire Valley.
2	Karl Payne	<p>I am extremely concerned about the planned expansion of this area, any building on Green Belt, I think should be challenged.</p> <p>What would the investment from the council / government for this project be ? Could it not be used on other projects</p>

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		<p>especially with the current state of Bradford City centre! surly these developments should be completed before using more Tax Payers money on new projects that could end up, inevitably, half finished.</p> <p>Also this will personally effect me as being close to the Green Belt was the main reason for moving into this area 7 years ago and seeing it swallowed up by housing is of real concern.</p>
3	Ceri Lloyd	<p>I think that building on the Greenbelt between Holmewood / Mossdale and Tong village would be a backward move. The area is the only large green space between Leeds and Bradford now and the environmental impact of building on this space is great.</p> <p>I bought my home on the edge of the Greenbelt 4 months ago, in an attempt to get on to the edge of the city and be able to walk and relax in it and breath more easily. I thought, however naively, that this area would be green for years to come.</p> <p>The road networks and access are limited and already overused.</p> <p>I would strongly urge that whatever plans are decided upon, they do not encroach on this precious part of Greenbelt land, which not only give us definition between the two sities, but environmentally give us 'lungs' between Leeds and Bradford.</p> <p>I do understand that more housing does need to be built and I am sure that many people in other areas do not want their greenbelt land built upon either, however, looking at those areas, they have more green land about them than there is this side of Bradford.</p>

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		<p>I do also think that the idea of consultation needs to be thought through again. Not many people are articulate or have the confidence to speak in front of a room full of people even when they feel strongly about a subject. Maybe one idea would be to break the consultations down into small groups where someone writes down comments and have a spokesperson. A lot of people had very real concerns last night that they didn't have the confidence to speak out about, but would speak to the person next to them. Their voice counts too.</p>
4	Neil Wrathmell	<p>I moved into the new development on the edge of Holmewood built by Gladedale. One of the reasons for buying the house was because it was next to green belt, so i would be opposed to any expansion into the green belt. Holmewood has had plenty of investment but the estate still looks and is in a poor state and i dont see the point in expanding the problems. The roads and paths are in a poor state and have weeds growing out of them, even on the new parts built by gladedale, who have been poor developers. If there is any green spaces in Holmewood they have gipsy horses tethered on it, kids fly about on bikes and quads. I am currently looking for a primary school for my son, there are a few on Holmewood but they are all poor and i am hoping i dont have to consider one for my child. Transport is a major concern too, Tong Street is the only real way into Holmewood, and it was too busy 20 years ago, there is no way traffic can be increased in this area. Why would the council consider expanding Holmewood and its problems. Why not start with Tong village and expand towards Drighlington and the bypass</p>
5	David Smith	<p>I am writing this email as a very concerned resident of Holmewood.I along with every single one of my neighbours i have spoke to feel that even considering the expansion of the place is an absolutely ridiculous idea. Everybody knows the problems we've had in the past and this would almost certainly cause even more trouble, greater unrest and more misery for us residents.</p> <p>Why ruin this beautiful countryside we do have surrounding us just to build a few new houses, especially in the current climate when houses aren't even selling.</p>

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		<p>I'm telling u now that if this was to go ahead, i along with a lot of decent people in the area would almost definitely leave and move somewhere i'd feel more appreciated and welcome.</p> <p>PLEASE PLEASE PLEASE listen and don't let it happen.</p>
6	Anthony Silson	<p>I write with reference to the four spatial options. It is uncertain how many new houses will be needed by 2006. Accordingly, it is wrong at this stage to prepare for the possible release of green belt land for housing. Indeed, I believe that existing green <i>belt</i> land must be retained so that it is close to where large numbers of people already live. If green <i>field</i> housing does prove to be necessary, it must be beyond existing green <i>belt</i> land. As all four options involve the loss of green belt land, none meet with my approval.</p> <p>The two worst options are 3 and 4 as both indicate building in the Holmewood area. For many years I have walked in that rural borderland that lies between Leeds and Bradford. I believe that building down the Tong Valley would not only ruin fine scenery for Bradford folk, but for Leeds residents too.</p> <p>Of the remaining options, 2 is marginally better than 1. However, I am unhappy with large scale building at Baildon. I would hate to see one of Yorkshire's finest walks from Saltaire to Ilkley ruined by building being extended westward from Baildon to Shipley Glen. So Baildon should not be a centre for great growth.</p> <p>Crucially, I consider this is not the time to plan for a release of green belt land in the future. Build on brown field sites first and then review if more houses are actually needed.</p>
7	John Muddiman	<p>We stand to lose the beautiful, breathtaking views across the valley.</p>

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		<ul style="list-style-type: none"> • The proximity of the countryside is one of the most attractive aspects of living at Holme Beck • Park. If we lose this, the value of all of our houses will be reduced. • The Green Belt should be PROTECTED. • Traffic will increase and so will noise levels. • Where will 'Urban Sprawl' end? In 50 years time, will the Government allow every square metre of green land to be built on? It's time to take a stand on this now. • There is plenty of 'Brown field' land elsewhere in Bradford that can be used for development. • We have shamefully been given until December to make our voices heard, which is less than one week. This is not a proper consultation period and we sense that the planners are trying to rush this through. Please can you use your influence to make the planners give my neighbours and I more time to launch a proper campaign against their proposal, and can you please lobby against the destruction of our little piece of the countryside. <p>ONCE THE COUNTRYSIDE IS GONE, IT IS LOST FOREVER.</p>
8	Angela Moulson	<p>Speaking on behalf of the Healthy Lifestyle Healthy Living Centre as its chair following a management board meeting I have been asked to raise concerns about the proposal to expand Holmewood by up to three times its present size using green belt land. I also speak on behalf of the practice of Drs Micallef & Moulson. We are not totally opposed to expansion, but have concerns if it is too big that valuable land used for walking, cycling and other healthy pursuits will be lost. We also have concerns about the infrastructure e.g., roads, schools and health services to support an expansion would need to be well planned and implemented. Holmewood is already one of the largest estates in Bradford and at present is classed in the fourth quintile of deprivation i.e., highly deprived, so services are already under pressure. We hope this would be recognised in any planning for the future. We would like to be involved in any plans for expansion as it affects us greatly.</p>

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9	James Reddington	<p>I am a resident of Mossdale Estate and I would like to raise my objections to the planned extension of the Holmewood estate on the following grounds:</p> <p>1) Holmewood already suffers from crime and anti-social behavior, which extends onto the Mossdale estate. Extra housing between the two areas will likely see an increase in such behavior.</p> <p>2) Increasing Holmewood to the size of a small town would see the community spirit, that we on Mossdale have worked hard to build disappear. This would also be true on the Holmewood estate.</p> <p>3) The A650 Tong Street is already the most congested stretch of road in Bradford - your own planners tell us it is not feasible/practical to create extra lanes to ease this. Extra houses will turn this to gridlock - making Bradford less attractive for potential new businesses, instead Holmewood/Mossdale/Tong would simply attract a community of commuters to Leeds etc.</p> <p>4) There is very little greenbelt land in the Holmewood area - building up to 7,500 house would remove almost all of this - having a hugely negative impact on local residents - especially when other areas in the Bradford district have much greater areas available (in particular to the North & West of the city).</p> <p>1) Creating one large urban area/small town will create another unmanageable area for the local Police who appear to be unable to prevent the repeated burglaries, fly tipping and burnt out cars in the area.</p> <p>It can sometimes take 30 minutes to travel from the roundabout at the start of Tong Street to Holme Lane. This will become even more unbearable and the traffic down New Lane will also become a far greater issue. This would be</p>
10	Simon Lewis	
11	John Miller	
12	* Gilly Hoyle	
13	Michael Branford	
14	Ian and Dowson	
*15	Carl Rodrigues	
16	C Cousins	
17	Yvette Guy	
18	Delphine Dorgu	
20	Mrs Mandy Miller	
21	James Rowan	
22	Jonathan Brindle	
23	Catherine Watson	
*15	Carl Rodrigues	

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		wholly unacceptable.
* 17	Gilly Hoyle	<p>Greenbelt is Greenbelt, the Government set the rules on building on Greenbelt and now they are doing U turns!!!</p> <p>What is the LA stating regrading building on Greenbelt.?</p> <p>New shops, new play areas, please stop using this as a "selling point" have you seen the state of the shops they have in Holmewood at the moment. I will not go into those areas after dark or after 6pm as it is. You put those people in new houses, give them new shops do you really think their behaviours will change? They can't use bins provided now, but to be honest what is another pile of rubbish along with the piles of horse muck in front of the shops.</p> <p>New green areas? more areas for the travellers to tie up nags and horses up, and the pony carts. I moved to Bradford 4 years ago and thought I had been sent back in time to the 1900's !!!!!!!!</p> <p>We are sick to death of getting burgled by Holmewood residents if you wish I will send you over 400 emails that the Mossdale residents have on burglaries, we have the police reports now from Holmewood, we have regular meetings with the police they know they are from Holmewood. The police helicopter is over my house now every night 2-5am , will they be all day now?</p> <p>Well I for one will be moving out of here.No doubt the new housing will include private buyers as well as landlords that don't care and housing tenants who don't care.</p> <p>The only winners are the land owners who sell their land to the developers. The road network can't take the vehicles now never mind more, The small roads are congested never mind Tong Street which is horrendous at any time especially with the new High School and the numerous worthless traffic light every hundred yards.</p>
19	Richard Barran	1. There are areas of 'Brown field' around Tong and Homewood which could be used as an alternative to

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		<p>developing on greenbelt, specifically on the Tyresal side of Homewood.</p> <p>2. Tong Street / Wakefield Road / Rooley Lane / Dick Lane and Sticker Lane are already congested stretches of road, adding 7500 additional homes would cause further traffic problems on roads which do not have the potential for widening.</p> <p>3. Public transport within the area is already of a poor standard so there isn't an alternative to using cars which will add to congestion problems.</p> <p>4. Many of the houses within Homewood have stood empty or are derelict, why can't these existing sites be utilised as alternatives to greenbelt.</p> <p>5. Public transport would need developing before new housing developments should be built. A railway station with a good sized car park could be re-opened at Tyersal / Laisterdyke and the old line from Laisterdyke should be reopened as far as Birkenshaw with a station at Dudley Hill and Birkenshaw (ideally the line should continue to Drighlington, Gildersome and Morley and connect to the Leeds / Wakefield line at East Ardsley). As a minimum Laisterdyke station should be re-opened and the old track bed through Dudley Hill and beyond should be protected to allow for re-opening at a later date.</p> <p>6. Why are 7500 new homes required when Bradford Council has been sitting on plans for developing the commercial centre of Bradford for several years. Until the City centre is improved and brought back to at either it's former glory or better why would people want to move to Bradford?</p>
24	Mr & Mrs Finnigan	Please note that it is our view that Options 3 and 4 which refer to substantial Green Belt release in the Tong Valley

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		<p>area should not be perused in view of the severely adverse effects upon the amenity and recreational value of the green space provided by the Tong Valley, and the desirability of retaining a material green corridor between Leeds and Bradford conurbations.</p> <p>Whilst we appreciate the need for further housing development in Bradford 9but challenge the basis upon which the Government's target for 50,0000 new homes by 2026 has been determined), it is our view that substantial estate development on the southern boundary of the district would do little to enhance the economic development and prosperity of the Bradford MDC, nor to provide homes in a location which would be most useful for a growing population. Our view is that the main thrust of housing development should be concentrated in the Aire valley.</p> <p>If development of a Leeds Bradford corridor is endorsed by both authorities, this should be targeted on the most viable communication routes, that is in the particular down the Aire valley between Bingley / Shipley / Idle / Apperley Bridge and Ravenscroft / Calverley areas. Any development between Leeds and Bradford to the south of those routes would require substantial improvements to transport infrastructure, which in the current economic climate, we doubt would be implemented. The suggestion that a railway station may be opened art Laisterdyke may benefit the housing in Laisterdyke / Tyersal areas, but would be of no benefit to a housing development east of Holme Wood. Without material improvements to the Tong Street/ Westgate Hill road system the effect of any material further development in Holme wood could be exacerbate traffic problems through Tong Village to the detriment of the Tong Conservation area.</p>

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