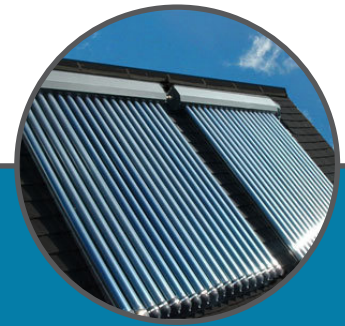




leeds city region
intelligence driving growth

Urban Eco* Settlements

Deliverability Assessment January 2009



Prepared by:



CONTENTS

EXECUTIVE SUMMARY	I
1. INTRODUCTION	1
2. UNDERSTANDING THE OPPORTUNITY	4
3. ASSESSING DELIVERABILITY	17
4. ASSESSING THE HOUSING MARKET	43
5. ASSESSING SUSTAINABILITY	65
6. IDENTIFYING THE 'TRAILBLAZER'	72
7. INVESTMENT PROGRAMME.....	84

APPENDIX 1: SUSTAINABILITY APPRAISAL SCHEDULE

EXECUTIVE SUMMARY

The City Region Partnership has considered with great care the case for a freestanding eco town and concluded that it would not offer the most appropriate, sustainable way forward for meeting the city region's housing and affordable housing needs. Instead the Partnership considers that the city region's unique housing and regeneration needs can be better served by delivering eco principles on a number of major regeneration sites within existing urban environments.

A Memorandum of Understanding between the Leeds City Region and CLG has been developed which records an agreement for both to work in partnership to develop ecologically sustainable urban settlements on brownfield sites. Four specific areas were proposed as Urban Eco* Settlement locations, which were the subject of a previous submission to CLG in October 2008. These were:

- Bradford-Shipley Canal Corridor (5000+ homes)
- Aire Valley, Leeds (7,700+ homes)
- York Northwest (4000+ homes)
- North Kirklees / South Dewsbury Neighbourhoods (4800+ homes)

These major brownfield regeneration sites will be supported as a single programme, complementing the Leeds City Region New Growth Programme of Development, but with one or more sites being fast-tracked as a trailblazer 'urban eco model(s)' to aid learning and act as an urban 'eco-exemplar community', and first phase of a wider City Region Urban Eco* Settlement Programme. Given this context it was necessary to undertake an assessment of the four locations with a view to identifying sites with early delivery potential suitable for 'fast-tracking' with public sector investment support.

Identifying the 'Trailblazer'

GVA Grimley Ltd and Scott Wilson were commissioned in December 2008 to jointly undertake the assessment. As part of this work the relative merits of each proposal have been compared with a view to identifying the optimum location(s) within the city region to be progressed as an eco-exemplar community. This draws on a wide ranging assessment of deliverability factors, alongside sustainability issues and housing market trends. The assessment also sought to assess the characteristics, phasing, and funding issues relating to the development of the preferred location(s). The investment requirements associated with the early development of the remaining locations were also considered.

Delivery Assessment Summary

Location / Site	Clear vision and objectives embedded in policy	Local authority and political support	In principal Developer / Landowner Support	Supportive local planning framework	Readiness (on site by 2011)	Immediate impacts and longer term potential	Unity / Scale scope for innovation and economies of scale	Relatively Strong market supporting scheme viability	Established partnerships and delivery structures	Suitable for showcasing and high profile development
Aire Valley Leeds (Hunslet Riverside)	✓	✓	✓	✓	✓	✓	-	-	✓	✓
Bradford Shipley Canal Corridor	-	✓	✓	✓	-	-	-	-	✓	-
South Dewsbury (Thornhill Lees)	✓	✓	✓	✓	✓	-	-	-	-	-
York Northwest (British Sugar)	✓	✓	✓	✓*	-	✓	✓	✓	✓	✓

*Area Action Plan (AAP) and LDF Core Strategy currently being prepared.

Note: All scores are relative and explained in more detail in the proceeding text.

Aire Valley Leeds

The Hunslet Riverside proposal presents itself as a strong candidate for a new eco-exemplar community. Many of the sites have planning permission in place, which although would need to be revisited, provide a good starting position from which further negotiations can take place.

In deliverability terms the Yarn Street site in particular offers significant potential for the delivery of a phase one eco-exemplar community. With public sector investment support the Yarn Street site offers immediate opportunities to fast track an initial development of up to 280 units with opportunities for further expansion through later phases of development on nearby sites. There is also scope to deliver eco-principals through the master planning of the site, with the scheme acting as a benchmark for future sustainable development across the Aire Valley. The neighbouring Hunslet Mills complex also offers opportunities for the expansion of the programme in the future. In addition demolition works are also taking place on the council owned Copperfields College site providing scope for a further phase of development.

However, in order for this site to proceed the Leeds City Region Partnership and CLG will need to be satisfied that the surrounding land use characteristics of Yarn Street do not detract from the appeal of the proposed eco-community with particular reference to adjacent industrial uses. One of the key criteria for assessing Urban Eco*Settlements is the scale of the opportunity and the ability over time to create a critical mass of activity. Whilst Yarn Street and the Hunslet Mills are proximate to one another, the boundaries of these sites and Copperfields College are not contiguous, with the latter somewhat detached due to existing industrial uses and the new East Link Road which acts as a physical barrier between the two areas.

To be successful Leeds City Council and partners will therefore need to ensure that other development proposals within the immediate vicinity are progressed at a pace that raises the quality of the surrounding land uses in tandem with the Yarn Street site. The proposal would also be subject to further satisfactory negotiations with the landowner regarding the likely levels of public sector funding support required to ensure scheme viability.

Bradford Shipley Canal Corridor

Bradford Shipley Canal Corridor is an area of immense potential, however many of the sites are heavily constrained due to a legacy of industrial activity along the corridor. The current condition of sites limits their potential to be considered as early “trailblazers” within the Urban Eco* Settlement programme. Site investigations, remediation and other preparatory works will need to occur before many of the sites can be considered development ready.

In the short to medium term further work is required to establish a compelling vision for the area, to assemble and treat sites, prepare planning guidance and procure development partners. Consequently it is recommended that funding is allocated to progress a programme of visioning, feasibility and physical enabling works to unlock sites with early delivery potential.

North Kirklees / South Dewsbury

The South Dewsbury neighbourhood programme offers scope for the early delivery of a number of sites. Whilst many of the sites, particularly those in the smaller neighbourhoods, present themselves as development opportunities they are not of an appropriate scale to be taken forward as major new eco-communities. In addition to this, many are heavily constrained due to existing industrial land uses and flood risk, which is likely to prohibit their delivery potential in the short term.

Sites in South Dewsbury do offer the potential to deliver eco-principals on a smaller scale across a number of sites. The site at Brewery Lane could provide an opportunity to achieve eco-principles in a new development by 2011/12, but is not considered to be of an appropriate scale to deliver an Urban Eco* Settlement. It is recommended that this site, which has a supportive ownership, is considered as a small scale exemplar that could be delivered for a relatively modest investment from the public sector. The success of any such exemplar would ultimately be in the applicability of the lessons learned to other sites in North Kirklees/ South Dewsbury and other locations across the City Region.

York Northwest

The York Northwest proposal offers considerable scope for the development of a new eco-exemplar community. The British Sugar site provides an early opportunity to commence development in a sustainable, brownfield location. In market terms, the British Sugar site is also likely to be attractive to prospective developers and households. The York market is perceived have strong underlying demand (despite the current market conditions), however scheme viability remains an important consideration for both developers and landowners, particularly in the context of the costs associated with developing exemplary eco standards.

Early delivery on the British Sugar site would be contingent on the successful completion of site master planning (currently underway) and the York Northwest Area Action Plan (AAP) being prepared in line with its timetable for adoption in 2011.

Recommendations

All four locations and sites offer considerable development potential. However, it is felt that Aire Valley Leeds and York Northwest offer the best prospects for the delivery of an Urban Eco* Settlement. Both offer short-term delivery potential and opportunities to establish a critical mass of new homes in the medium to long term.

On the merits of their proposed development programmes it is recommended that both locations are considered for fast-tracking through the Urban Eco* Settlement Programme. More specifically it is recommended that the following sites are considered as 'trailblazer' locations and phase one 'eco-exemplar communities':

- The Yarn Street and/or Copperfield College sites in Aire Valley Leeds; and
- The British Sugar site at York Northwest.

The progression of these sites as part of the Urban Eco* Settlement Programme would be subject to a number of conditions to mitigate against potential delivery risks. They include:

- Seeking to deliver the Eco Standards set out within existing Eco-town PPS including those relating to sustainable development such as climate change adaptation, pollution control, open space, biodiversity, transport, flooding housing and economic development;
- A commitment from landowners and developers to deliver the highest quality design standards, achieving at least Code for Sustainable Homes Level 4 but where feasible up to Code 6;
- In the case of the British Sugar site, the ability to secure a planning permission on the site once the AAP is sufficiently progressed. This will be contingent on a review of the AAP timetable and definition of the most appropriate time to progress a planning application;
- The enhancement of site accessibility and sustainable transport links to centres of employment, leisure and recreation;
- Ensuring that networks and corridors of green infrastructure are planned as an intrinsic part of the development process.
- A programme of master planning to guide the future development of the new eco-community and promote integration with surrounding sites and land uses. In the case of Aire Valley Leeds master planning should provide further clarity on the relationship between sites and the potential for enhanced physical linkages.

- Advancing proposals in consultation with government and other statutory agencies including the HCA, Yorkshire Forward, the Environment Agency, Highways Agency, Natural England and English Heritage.

To complete the single programme approach for the four UES locations it is also recommended that funding:

- in relation to the Brewery Lane site (North Kirklees/ South Dewsbury) for a small scale exemplar that could be delivered with relatively modest supportive investment by the public sector to kick start development and accelerate housing delivery; and
- to progress a programme of visioning, feasibility and physical enabling works to unlock the delivery potential of sites in preparation for the eventual market upturn. This particularly relates to the Crag Road site which has been identified as having the earliest delivery potential in the Bradford Shipley Canal Corridor. .

Investment Programme

The costs and funding requirements presented below should be read as a sub-set of the full scheme costs submitted to CLG in October 2008. They highlight the priority interventions required to secure an initial programme of development in each of the four locations over the period 2009-2011. Additional funding requirements, post 2011, are also illustrated below. Post 2011 funding is required to ensure that a critical mass of development is achieved.

Funding Requirements 2009-2011 and Post 2011

Location	Funding Requirement (£'M)		
	2009-2011	2011+	Location Total
Aire Valley Leeds – Hunslet Riverside	4.0	7.5	11.5
York Northwest – British Sugar	6.5	12.4	18.9
North Kirklees / South Dewsbury – Early Deliverable Sites	2.9	5.8	8.7
Bradford Shipley Canal Corridor – Early Deliverable Sites	2.3	6.2	8.5
City Region Total	15.7	31.9	47.6

These estimated costs have been based on the delivery of a number of key projects, broadly broken down into three categories. They include:

- **Enabling study costs** associated with any feasibility and survey work required to understand the delivery potential of surrounding sites which would enable the expansion of the new eco-community into to larger settlement;
- **Direct infrastructure costs** outside the parameters of the proposed development that may unlock future housing growth potential within the early deliverable locations. This will include measures that deal with remediation, reclamation, flood risk alleviation and highway access provision.
- Additional **development costs** have also been considered. This includes an estimate of the likely uplift on build costs associated with bringing forward a Code for Sustainable Homes Level 4+ scheme

A summary of the key projects proposed within each location is provided below:

'Trailblazer' Delivery Programme

Location	Key Projects
Hunslet Riverside / Aire Valley	<ul style="list-style-type: none"> • New pedestrian and cycle bridge north/south of the River • Upgrading the existing design standards in line with the requirements of CSH Level 4+ • Professional fees associated with revising the scheme/ master planning and planning applications. • Design of Skelton Grange Bridge which will be a focus for public transport and all movements north and south across the valley. • Knostrop Waste Water Treatment Works Study looking at the feasibility of removing odour from the facility. • Biodiversity Feasibility Study into the potential improvements to watercourses. • Environmental Impact Assessment. • Geotechnical and Remediation works at Copperfields College • Pedestrian and Cycle Bridges (Post 2011) • Improvements to M1 Junction 45 (Post 2011)
British Sugar / York Northwest	<ul style="list-style-type: none"> • British Sugar Link Bridge Feasibility Study. • British Sugar Pedestrian / Cycle access delivery. • Eco Community Financial Appraisal for the whole York Northwest Site. • Additional Planning Officer Support to deliver the new eco-community. • York Northwest Carbon Appraisal / Eco feasibility. • Upgrading the existing design standards in line with the requirements of CSH Level 4+. • York Central Link Bridge Feasibility Study. • Sustainable Transport Strategy. • Passenger Transport Interchange feasibility / viability study. • A59 Bus Priority Development and Design. • A59 Park and Ride Development and Design. • Passenger Transport Interchange Development and Design Study.

Additional Investment Priorities

Location	Key Projects
Bradford Shipley Canal Corridor	<ul style="list-style-type: none"> • Crag Road Feasibility Works • Developer Procurement • Canal Road Corridor Project Development • Crag Road Site Assembly • Crag Road Enabling Works (Post 2011)
North Kirklees / South Dewsbury	<ul style="list-style-type: none"> • PPS25 Sequential Test • Level 2 Flood Risk Assessment • Development of Financial Model • Water Compatible Development Feasibility and Design • Improvements to Ravensthorpe Station • Upgrading the existing design standards at Brewery Lane in line with the requirements of CSH Level 4+ • Professional fees associated with revising the scheme/ master planning and planning applications. • Capital to Acquire Key Site (Post 2011)

1. INTRODUCTION

- 1.1 The City Region Partnership has considered with great care the case for a freestanding eco town in the city region, and concluded that it would not offer the most appropriate, sustainable way forward for meeting the city region's housing and affordable housing needs. Instead the Partnership considers that the city region's unique housing and regeneration needs can be better served by delivering eco principles on a number of major regeneration sites within existing urban environments.
- 1.2 Four specific areas were proposed as Urban Eco* Settlement locations, which were the subject of a previous submission to CLG in October 2008. These were:
- Bradford-Shipley Canal Corridor (5000+ homes)
 - Aire Valley, Leeds (7,700+ homes)
 - York Northwest (4000+ homes)
 - North Kirklees / South Dewsbury Neighbourhoods (4800+ homes)
- 1.3 Each of these major brownfield regeneration locations provide significant potential for pioneering on a large scale, high quality design and sustainable living principles to create new places that deliver truly integrated and sustainable living environments. Together with the Barnsley, Calderdale and Wakefield Growth Point locations these form the City Region's growth and regeneration 'package.' All are essential to delivering the City Region's housing growth, affordable housing and regeneration ambitions, and all have early delivery potential.
- 1.4 Many of these locations are however currently constrained by infrastructure, access, ground condition and contamination issues, which is both impeding these major sites from development and from contributing to an acceleration of city region housing development. With additional public sector resource, such issues could be overcome, enabling early development to take place.
- 1.5 Given this context, the purpose of this study is to undertake a delivery analysis of the four locations outlined above, with a view to identifying the preferred location(s) for 'fast tracking' with public sector investment support. The chosen location(s) would act as a city regional, national and international 'eco-exemplar community', and the first phase of a wider Urban Eco* Settlement Programme.

Approach

- 1.6 GVA Grimley Ltd and Scott Wilson were commissioned in December 2008 to jointly undertake a sustainability and delivery assessment of the four locations. It is recognised that whilst the sustainability credentials of the locations remains an important factor, the early delivery potential of sites will be critical for meeting the housing demands of the city region in the short term and is an important appraisal criteria upon which each locations need to be assessed.
- 1.7 In order to meet the dual outcomes of sustainability and early delivery, Scott Wilson has provided an assessment of the relative sustainability of each of the proposed locations. In tandem, GVA Grimley has worked closely with each of the local authority sponsors to interrogate each of the four locations and to understand the issues which will affect deliverability and viability of sites within these.
- 1.8 Scott Wilson's sustainability appraisal will be considered alongside the headline deliverability issues to arrive at an understanding of those sites which could be advanced by 2011 and incorporate eco credentials. Further consideration will then be given to specific eco-credentials where they exist or could be developed, as well as a recommendation with regard to the 'trailblazer' location(s) suitable for showcasing which exhibits the best prospects of delivery in the short term.

Purpose of this report

- 1.9 This report presents the outcomes of the assessment and recommends a site(s) to be taken forward as part of the emerging Urban Eco* Settlement programme. This builds on the original submission and sets out in more detail the early delivery and sustainability credentials of the four locations previously put forward for consideration by CLG.
- 1.10 Given the current housing growth and affordability pressures faced across the city region the pace at which sites are brought forward for development will be key. The purpose of this assessment is therefore to provide a view on early key projects and funding requirements to bring forward each of the sites for development. This will include a clear indication of the characteristics, phasing, and funding issues relating to the development of the preferred location(s) to be fast tracked and the next steps in taking the proposals forward including as appropriate the requirements for new design standards or masterplanning, to take into account the delivery of higher eco-standards.

- 1.11 This report also provides a commentary on the requirements of the other locations for taking forward their early development, with an indication of potential timescales and early funding priorities.
- 1.12 A comparative analysis of the four locations is then undertaken offering a more detailed interpretation of the evidence collated and a recommendation made on the most appropriate site(s) to be taken forward as part of the programme.

Report Structure

- 1.13 The report is structured accordingly:
- Section 2 presents an overview of the scope of the wider opportunity within each location. This includes details of characteristics of each location and the respective visions, aims and objectives that underpin each development programme.
 - Section 3 takes forward the assessment to consider specific site opportunities within each of the four locations. Of critical importance has been the identification of sites (in dialogue with local authority sponsors) that offer immediate impacts as well as longer term delivery potential.
 - Section 4 provides a review of national, regional and local housing market dynamics. As part of this market assessment exercise the views of developers and landowners have also been sought in order to establish the likely viability of bringing forward an eco-exemplar scheme within the four proposed locations.
 - Section 5 presents the findings of the sustainability assessment (SA) of each location. This has been undertaken by Scott Wilson using the methodology adopted for the Eco-town SA. This is supplemented with feedback from the Environment Agency, Natural England and English Heritage on the environmental / sustainability issues pertaining to each of the sites identified.
 - The proceeding analysis is brought together in section 6 where a comparative analysis of the four locations is provided and recommendation made on the preferred location(s) to be taken forward as part of the programme.
 - Having established the preferred location section 7 presents a delivery programme setting out the likely infrastructure and funding requirements associated with the development of the trailblazer scheme. Measures for securing development in the other three locations are also proposed.

2. UNDERSTANDING THE OPPORTUNITY

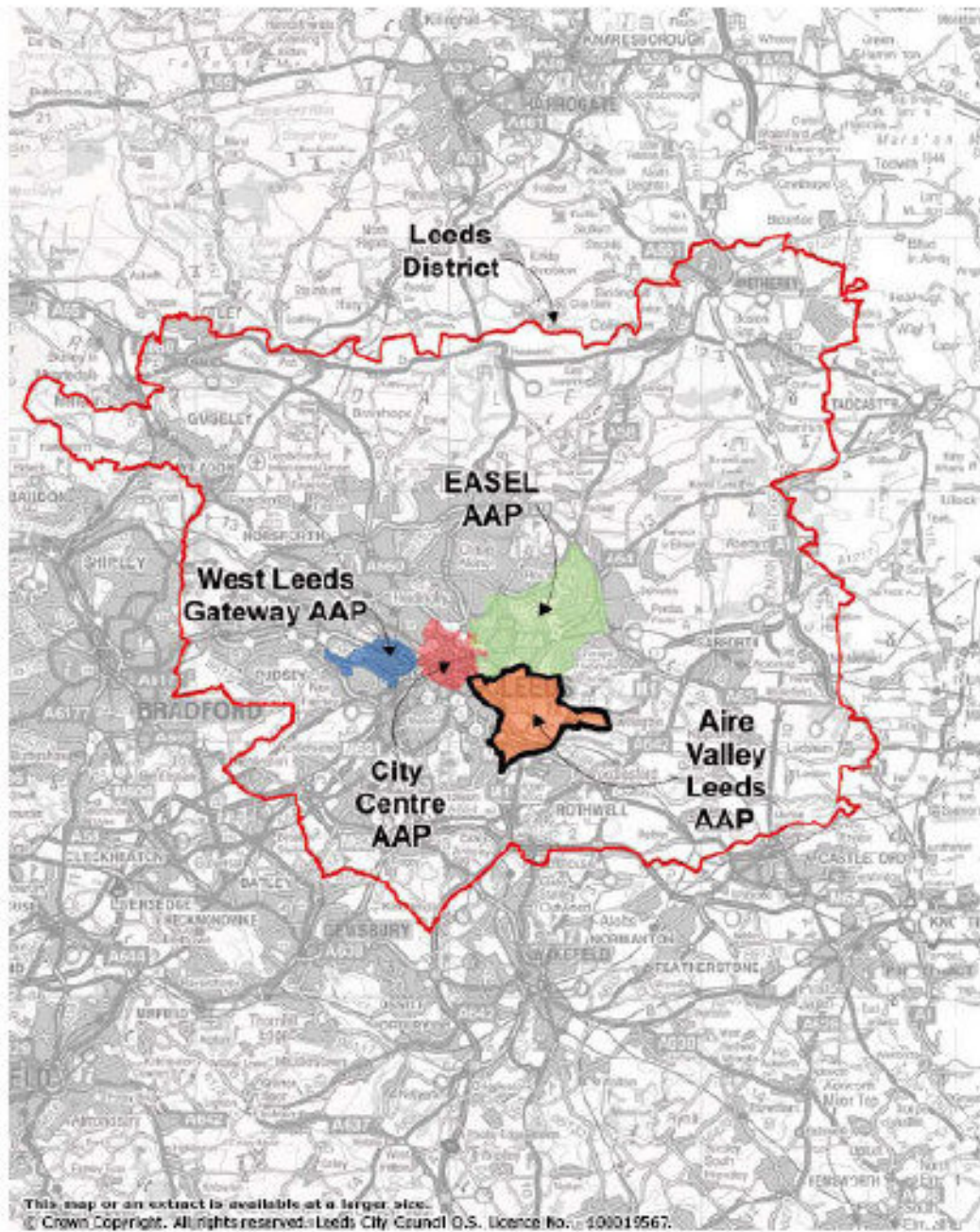
- 2.1 Subject to investment, each of the locations has the ability to deliver an accelerated programme of housing and complementary development. The purpose of this section is to set out the scope of this opportunity and provide an overview of the characteristics, development capacity and long term vision and objectives established for each location that will set the strategic context for the rest of the assessment.

Aire Valley Leeds

Location Characteristics

- 2.2 Aire Valley Leeds (AVL) lies immediately to the south east of Leeds City Centre, and covers an area of approximately 1000 hectares from the Royal Armouries Museum to the M1 motorway and beyond. The area has around 440 hectares of land with potential for mixed use development. Leeds City Council has currently identified a long term development programme with the potential for circa 7,700 homes within Aire Valley.
- 2.3 The area has traditionally been a focus for manufacturing and heavy industry in Leeds. This has resulted in large areas of development land in AVL being heavily contaminated by current and past activity. Other land in the area was formerly mined and some coal reserves remain but much of this land is now back in agricultural use. Some of the land within AVL, alongside the River Aire, is at risk of flooding and this includes some of the major development sites. Managing these risks through adaptation and mitigation is therefore an important issue along with satisfying the PPS 25 exceptions test.
- 2.4 In the past, many of the sites have been constrained by inadequate vehicular access. These problems will be substantially addressed by the construction of the East Leeds Link Road (ELLR) due to open in December, which will link Junction 45 of the M1 with the Inner Ring Road east of the City Centre. The ELLR will provide significant access improvements but further improvements are needed to the transport infrastructure, including a new river bridge and investment in public transport and a network of footpaths and cycleways. There is also potential to link with the rail network and river corridor. The north-south linkages through the area are particularly poor at present, hampered by the lack of a modern bridge across the river/canal between the Inner Ring Road and the M1 motorway.

Figure 2.1: Aire Valley Leeds Location Plan



Source: AVL Area Action Plan, Leeds City Council

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- 2.5 AVL is also an important strategic location for utilities infrastructure. The Knostrop Waste Water Treatment Works (WWTW) is one of the largest treatment works in the UK, covering 136 hectares of land to the north of the river corridor. Significant investment (£50 mill) is being made by Yorkshire Water to improve the process and reduce the environmental impact of the works. This will also result in further land being released for development. However, a major operational facility on the WWTW site is a long term commitment and consequently local amenity issues will be an important consideration for future development, particularly if housing is to form an important element of the mixed use sustainable development option.

Vision and objectives

- 2.6 The Aire Valley Leeds Area Action Plan sets the broad vision for the area. The vision is that by 2023 the Aire Valley, the “window to Leeds” will be a distinctive place with a quality of life and environment befitting an outstanding mixed use sustainable community. It will be an exemplar in terms of its design, sustainable construction and ecological footprint. It will enhance its role as an economic driver at the heart of the city regions capital, providing 20,000 plus jobs, contributing to narrowing the gap and the economic prosperity of the whole city. The objectives of the programme include:
- To enhance Leeds as a regional economic centre and a regional capital.
 - To make the Aire Valley an economic driver for the city and region by increasing and diversifying employment opportunities.
 - To create a sustainable mixed use area.
 - To bring maximum economic benefit to local people and businesses.
 - To overcome the physical, social and environmental constraints which act as barriers to regeneration.
 - To improve connectivity to and within the area by all modes of transport, particularly public transport.
 - To improve and enhance the image of the area.
 - To maximise the opportunities afforded by the waterways network.
 - To improve the quality of the environment.
- 2.7 These are relatively broad objectives which will be given more specificity as the Vision for AVL is revised in the AAP.

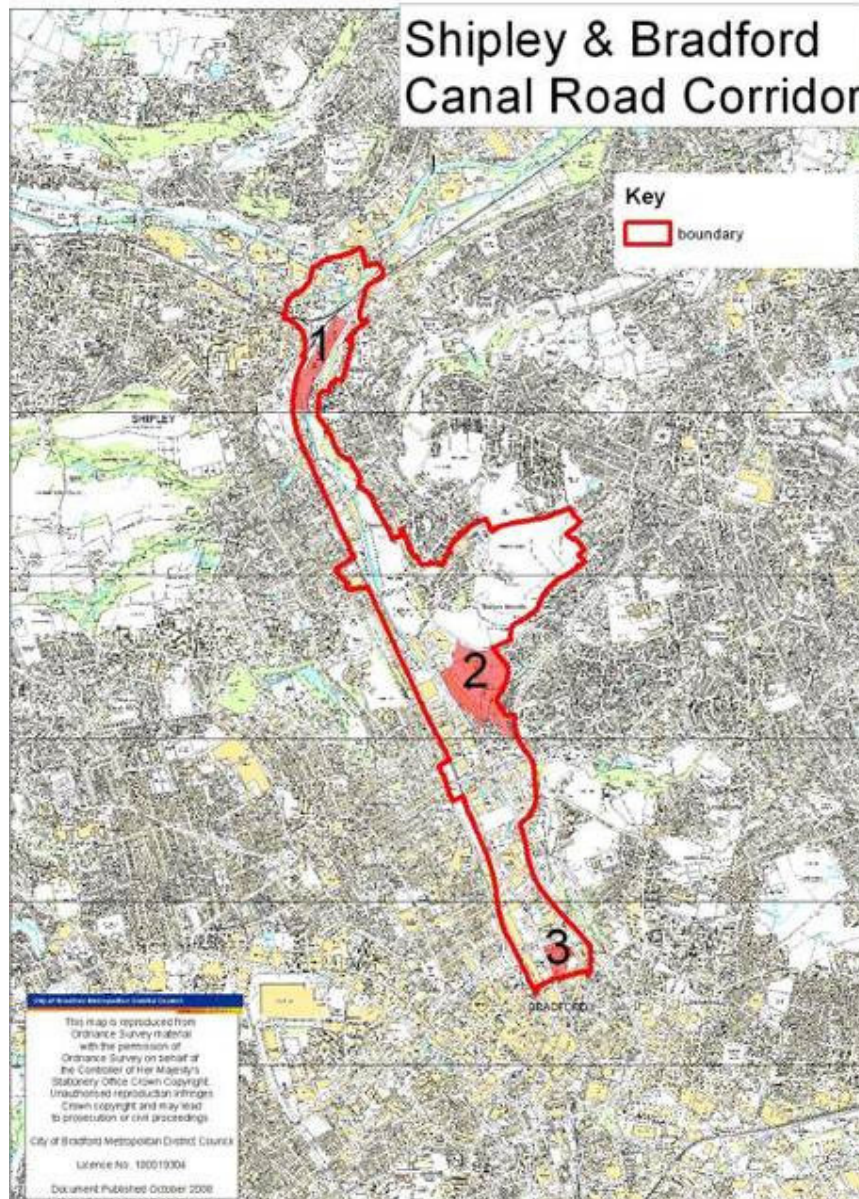
Bradford Shipley Canal Corridor

Location Characteristics

- 2.8 The Bradford Shipley Canal Corridor is located to the north of Bradford city centre. The area comprises large areas of brownfield land along the length of the corridor and extensive opportunities for redevelopment. Bradford MDC have identified the potential for delivery of over 5,000 new homes and are about to commence the preparation of an comprehensive Masterplan to guide the sustainable development of the whole area.
- 2.9 The Project Site is located along what is referred to as the 'Canal Road Corridor' (CRC) that broadly follows the length of the A6037 Canal Road that runs in a north-south direction between Shipley in the southern part of Airedale to Bradford City Centre. The corridor itself is approximately five kilometres long and has an overall area of 118ha. It is a major strategic route not only within the District connecting as it does the District of Craven with Bradford City through Airedale but is also of strategic importance within the wider city-region.
- 2.10 The Shipley end of the corridor is at a key transport infrastructure interchange involving road, rail and canal linkages to Leeds City through the Aire Valley and the Bradford end of the corridor is at a similar juxtaposition with the City Region having direct road, motorway and rail links to the areas of Leeds, Calderdale, Kirklees and South Yorkshire and linking as it does Bradford City and upper Airedale with the Leeds City Region.
- 2.11 The Corridor itself is relatively flat but is defined by the Bradford to Leeds railway line to the west and a steep valley side to the east. Bradford Beck flows south to north along the length of the corridor though for much of its length it is in culvert. The quality of the water in the Beck is poor but improving.
- 2.12 Two other man made features run along the length of the corridor; the first being the A6307 Canal Road and its continuations which run from the edge of the City Centre to Shipley and then on to Northern Airedale and Leeds beyond. The second feature is the line of the now closed and filled Bradford Canal, after which the road is named, and which originally connected the City Centre with the Leeds Liverpool Canal at Shipley.
- 2.13 The corridor valley is predominantly linear in nature and the major transport infrastructure contained therein and constrain east to west accessibility to major established settlements to the west and east of the corridor although crossed by two significant roads, Hamm Strasse and Queens Road.

- 2.14 The corridor is generally mixed-use in nature with a predominance of industrial or commercial use towards the southern end graduating to more significant areas of housing along both valley sides towards the central and northern sections of the corridor as it approaches Shipley.

Figure 2.2: Bradford Shipley Canal Road Corridor



Source: Bradford MDC

Vision and Objectives

- 2.15 The CRC has the potential to become a strategically important area within the Bradford District and the wider Leeds City Region by:-
- Delivering a series of vibrant and diverse new sustainable settlements that will provide a quality environment for local people to live, work and thrive whilst significantly contributing to Bradford's role as a key regional economic driver.
 - Promoting the economic growth and competitiveness of the Bradford District – at present the under utilised and relatively deprived nature of the Corridor could be transformed into a key driver for economic growth for the District and the Leeds City Region through targeted mixed use development.
 - Becoming a unique and high quality location providing a strategic link between Bradford and Shipley – by improving the current road and rail transport links between these two vital urban, commercial and tourist centres and enhancing them through the possible provision of a new waterway link to the Leeds-Liverpool Canal, the area will add to the economic performances of these Centres and the District as a whole.
 - Supporting strategic policy objectives – The Regional Economic Strategy (RES) identifies Bradford as being part of the Leeds City Region and the regeneration proposals for the Corridor support the objectives and priorities of this Strategy whilst at the same time adding to the aspirations and objectives of the District's three aforementioned established and Regionally recognised Masterplan areas.
 - Promoting wider regeneration initiatives – the CRC Regeneration Area will complement and be closely integrated with the strategic spatial regeneration objectives of the three established Masterplan Areas, and will provide a focus and opportunity to stimulate additional initiatives to meet the District's targets in improving economic performance, providing 5,000 new homes, setting new standards of high quality public realm, securing private development investment, attracting more tourism, and promoting increased community engagement between communities.
 - Realising the potential to bring over 100 acres of underused, vacant and derelict land and property into productive use with an estimated development value of circa £1.5 billion.
- 2.16 Due to the scale and nature of the planned infrastructure improvements and redevelopment projects the overall regeneration of the Corridor is likely to be a 15-20 year programme, including an initial period of comprehensive Masterplanning being integrated with the Council's delivery of its statutory LDF scheme.
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- 2.17 However, due to the proposed partnership arrangements with the District's principal social housing provider, InCommunities and their need and market potential for 'quick wins' it is considered that significant progress will be made in the next 3-5 years on delivering a number of significant housing led schemes.

North Kirklees - South Dewsbury Neighbourhoods

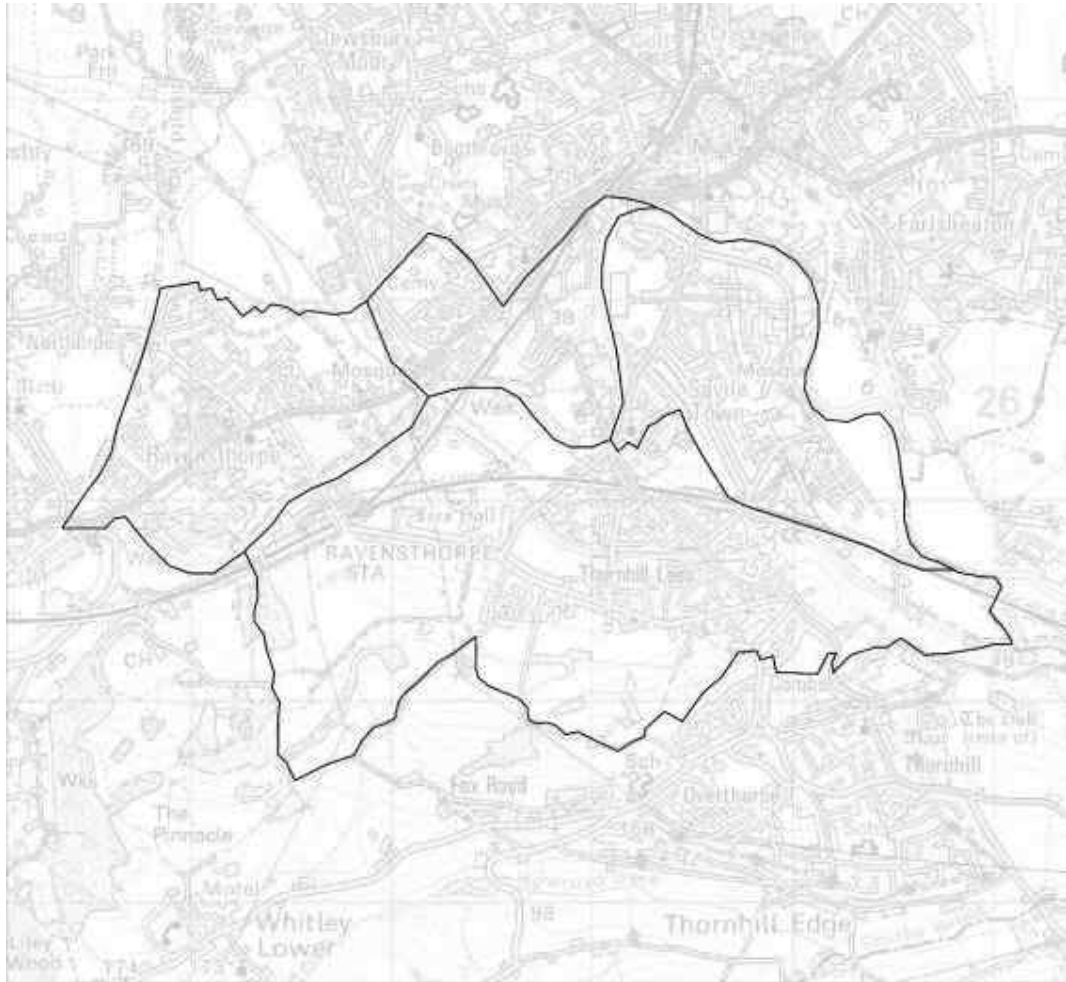
- 2.18 The Urban Eco* Settlement proposal would complement a major regeneration programme for Dewsbury Neighbourhoods. The Dewsbury neighbourhoods programme is a major regeneration programme to deliver a better choice of housing, modern business premises, open space, gateway and transport improvements to support business and residential neighbourhoods. A transformational programme will see the area achieve its full potential, acting as a counterbalance to overheating elsewhere in the City Region and providing for the future of a sustainable settlement.

South Dewsbury's neighbourhoods are distinguished by conditions that are on par with those in the nine Housing Market Renewal Pathfinder areas – but with some outstanding characteristics that warrant investment. South Dewsbury has a concentration of relatively deprived private neighbourhoods where lack of housing and tenure choice have created intense mismatches between household demand and housing supply. The area is also negatively affected by industry and housing located next to one another and causing conflicts of use.

- 2.19 Overall within the area there is potential identified for 5000 new dwellings. It is part of a major regeneration programme and will help to deliver a wider programme of up to £160m of development including 13 ha of employment land. Additional public sector investment would seek to unlock the earliest of these opportunities and to develop sites that will in turn allow for the development of further sites. It provides for the potential to provide new living and working opportunities within the urban fabric of an existing settlement with existing public transport links and access to jobs, shops, and leisure facilities.
- 2.20 The Kirklees programme also looks to develop innovative and sustainable approaches to dealing with housing development pressures in areas affected by flood risk. Since the initial Urban Eco* Settlement submission further opportunities for the development of water compatible development have been explored. These opportunities exist both upstream of the Dewsbury Neighbourhoods area and within the Neighbourhoods themselves. They are a programme of development that both provides for additional residential capacity and alleviates

issues of flood risk down stream. These opportunities provide both for increased development and reduced flood risk to existing residents.

Figure 2.3: North Kirklees - South Dewsbury Neighbourhoods



Source: GVA Grimley

Vision and objectives

- 2.21 The area covered by the Urban Eco* Settlement proposal sits within North Kirklees. The development programme is underpinned by a strategic development framework for North Kirklees which has a collective and shared vision for North Kirklees as **“A Diverse and Distinct Place to Live and a Competitive Place to do Business”** reflecting the area’s unique strengths, original culture and environment.

2.22 Within this framework a vision for the Dewsbury Neighbourhoods has been developed that reflects its role within the wider North Kirklees and sets the challenge:

“To create attractive riverside communities that are well served, linked to the surrounding countryside and enjoy easy access to the immediate opportunities in Dewsbury Town Centre and the wider City Region.”

2.23 There are a set of objectives for each of the four Neighbourhoods. For the phase one eco-community element of the revitalisation of Dewsbury Neighbourhoods the objectives are to:

- Improve the quality range and type of the housing stock;
- Utilise underused areas;
- Improve Public transport facilities, particularly around Ravensthorpe Station;
- Pursue Water Compatible Developments to demonstrate how to tackle development in areas of flood risk and increase development potential.

2.24 The proposed development programme also aligns with the Councils corporate objectives. ‘Kirklees: diverse, young, green and economically strong’ is a four part ambitions that Kirklees is a place, where diversity is a strength; where young people want to be; seen as a beacon for green living; with a strong economy.

2.25 The programme has the support of the Council, particularly as it delivers the chance to address the economic and social needs of Dewsbury in a way that will produce innovative ways of dealing with environmental problems.

2.26 Masterplanning in Dewsbury Neighbourhoods has already provided a high level of consultation with the public, locally elected members and other local partners. The Council has recently approved the use of the Masterplans to inform the consultation process for the local development framework. There is a general feeling of wishing to see change in Dewsbury Neighbourhoods to tackle issues and build on the significant potential of the area as an area of economic growth in the City Region. Urban Eco* Settlement status in Kirklees and additional financial assistance will help to unlock this major regeneration programme and provide the momentum to deliver the change that is needed.

York Northwest

- 2.27 York Northwest is designated a regionally significant investment priority within the Leeds City Region and York Sub Area in the 2008 RSS in recognition of its strategic regional importance. The importance of this strategic role is heightened in terms of housing delivery at a local level by the limited availability of development sites within the city and the resultant pressures imposed through RSS housing targets on the surrounding Greenbelt.
- 2.28 The York Northwest area lies immediately to the north and west of York's historic city centre and railway station. It comprises two significant and distinct brownfield sites – 'York Central' and the former 'British Sugar' site. The sites are located in close proximity to each other next to the East Coast Main Line railway corridor and the A59 road corridor.
- 2.29 York Central comprises approximately 35 ha of developable brownfield land. The site is bounded in its entirety by railway lines (the East Coast Main Line and a Freight Avoiding line). Historically, York Central has been occupied by a broad mix of operational rail related uses and the site still houses these, alongside the National Railway Museum. Other key uses within the site include existing residential dwellings and a number of local businesses in the light industry and trade sectors. Social and green infrastructure provision for existing residential communities within and adjacent to the York Central site is currently very limited.
- 2.30 The former British Sugar site is located immediately to the north west of the York Central area close to the A59, Boroughbridge Road, and again is bounded in part by operational rail lines. The size of the site is approximately 39.5 ha. For the past 100 years, the site was used as a sugar refinery plant. Operations on site ceased in December 2007 and demolition works are in progress.

Figure 2.4: York Northwest



Source: City of York Council

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- 2.31 The combined gross area of the York Central and British Sugar sites is around 100ha, with a net developable area of around 75ha. Given its sustainable location next to a major public transport hub, with opportunities to link into strategic transport infrastructure and create an exemplar sustainable transport system for the area, York Northwest provides an excellent opportunity to create significant new residential accommodation in vibrant mixed neighbourhoods, with new employment opportunities for existing and potential new residents.
- 2.32 York Northwest offers a comprehensive development opportunity of unprecedented scale for York which will enable the planning of new, mixed sustainable communities to meet a broad range of York's housing needs and reduce pressure for urban expansion in greenfield locations.
- 2.33 The York Central and British Sugar sites are currently estimated to yield a total of 4,325 residential units, equating to almost a third of the city's uncommitted housing growth until 2030. In line with current policy, the council will seek to achieve 50% of homes to be affordable in a variety of contexts, from high density urban living to suburban family homes, and incorporating building for life standards and creative solutions to sheltered housing needs.
- 2.34 Due to the scale, complexity and proximity of the two sites, and their potential city-wide impact, the City of York Council is preparing an Area Action Plan (AAP) to comprehensively guide the redevelopment of the area. The AAP makes a significant contribution to the delivery of key objectives within York's Sustainable Community Strategy (SCS), the council's Corporate Plan, and the emerging Core Strategy.

Vision and Objectives

- 2.35 A strong commitment to sustainable principles will underpin the planned redevelopment of the area through the Area Action Plan. These principles have been embraced from the inception of the project and are embodied in the draft Vision and overarching strategic objectives for the area in the emerging AAP.
- 2.36 The draft vision for the area is that:
- “York Northwest in 2026 will be...a distinctive place of outstanding quality and sustainable design...well connected with the city and wider region...contributing to the economic prosperity of the city...a vital and innovative addition to York...fostering new sustainable communities and enhancing quality of life”*
- 2.37 The three overarching strategic objectives for the area are:
-

- To create new sustainable and inclusive communities which achieve the highest standards of sustainability throughout.
- To ensure the new community and development is fully integrated with existing communities, the surrounding area and the city centre.
- To maximise a unique opportunity to contribute to the overall economic prosperity of the city.

2.38 In addition to the above, a number of spatial objectives have also been developed to reflect a more focused approach:

- To create new vibrant mixed use neighbourhoods which assist in meeting the housing needs of York;
- To create a mixed use urban quarter providing a complimentary range of uses to the City Centre, including a central business district, retail, leisure and residential uses, focussed around high quality public realm;
- To create culture and leisure facilities which complement and expand York's regional, national and international cultural offer;
- To create connections with the City which prioritise sustainable modes of transport, including a new public transport interchange;
- To create a new employment area which provides for future employment needs whilst maximising proximity to strategic transport infrastructure.

2.39 Having considered the scope of the opportunity the next section turns to look in more detail at the early delivery potential of specific sites within each of the four locations.

3. ASSESSING DELIVERABILITY

- 3.1 Acknowledging the long term and strategic nature of the four locations and their development programmes this section does not attempt to assess the delivery potential of the whole area, instead it focuses on a small selection of sites within each of the four locations that are considered to offer delivery potential in the short term.
- 3.2 It should be noted that the identification of sites has not involved any primary research and has instead relied on readily available secondary information and nominations provided by the four local authority sponsors. Meetings with representatives from each local authority have also taken place to verify the site information provided and to pinpoint particular sites warranting further investigation.
- 3.3 This section presents an objective assessment of each of the sites identified and discussed with local authority sponsors. Where necessary this has been supplemented with additional desk top research in order to develop an informed view on the delivery potential of each site.

Delivery Tests

- 3.4 A series of deliverability tests have been used to assess each of the four potential Urban Eco* Settlement locations. The indicators used include:
- Site Specification, characteristics and development capacity
 - Ownership(s) – local authority, developer and Landowner commitment
 - Planning status/ route
 - Site Conditions and constraints
 - Proposed timing / phasing
 - Delivery partners/ Partnership structures
 - Market Performance and Viability Analysis
- 3.5 A more detailed overview of each of these criteria is provided below as guidance:

Site Specification

- 3.6 Here we focus on the characteristics of the site(s) put forward by the local authorities. This will include consideration of former uses and current status of sites, as well as site size and

development capacity. This will include any outline scheme proposals in relation to the scale of the proposed development. Given the need for sustainable mixed use communities proposals for other commercial and community uses will also be identified.

Ownership(s) – local authority, developer and landowner commitment

- 3.7 A supportive site ownership will be an important factor in the early delivery of sites. This test therefore investigates any known and potential ownership constraints. Due the scale and urban nature of the proposed developments it is likely that complex ownerships may have an adverse impact on the deliverability of the site. An assessment of whether land is in single/ multiple co-operative ownerships is therefore required.
- 3.8 Corporate and political backing for the proposed eco-community will be critical for its successful early delivery Here consideration is given to the degree of alignment between the proposal and the council's corporate objectives to ascertain the level of support from local authority sponsors. Discussions with representatives have also been used to gauge the level of political support.

Planning status / route

- 3.9 It will be important that the proposed development is supported by the planning policy context for the site. A review of all key national, regional, sub-regional and local planning policy will therefore need to be undertaken, highlighting any potential constraints to delivery. This has been supplemented by detailed discussions with local authority officers to consider the planning, development and design issues pertaining to the area.

Site Conditions and Constraints

- 3.10 Where site investigation work has been undertaken this will be used to identify any contamination issues and related remediation requirements that could act as a constraint on development. Where necessary contact with the Local Authority Contaminated Land Officer has also been established to determine.

Proposed Timing / Phasing

- 3.11 The proposed timing/ phasing of development will be a critical factor in determining the deliverability of each of the four locations. Here consideration is given the timing of any proposed development plan documents and masterplans which will support or constrain the early delivery of the proposed site.

Delivery partners / partnership structures

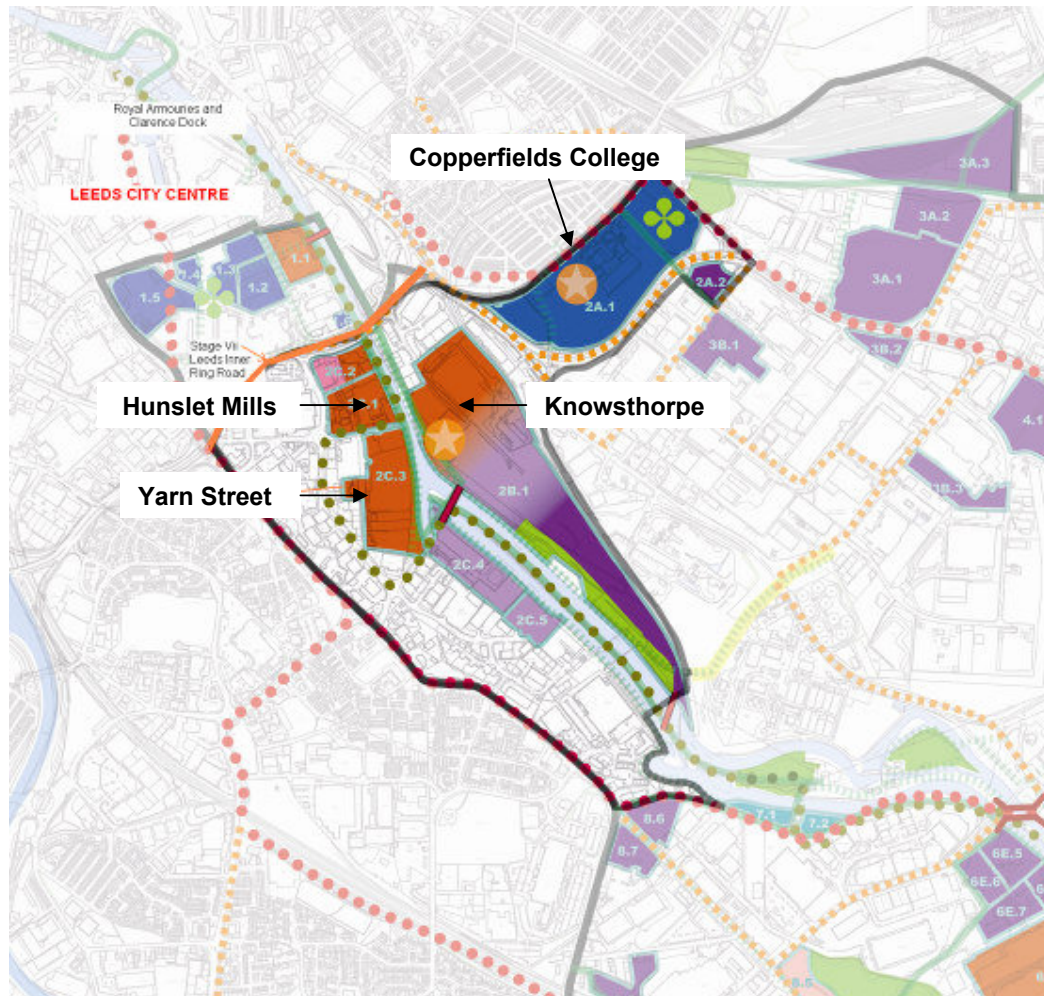
- 3.12 Proposals supported by well developed partnership structures with a previous track record of delivery will be critical for early delivery. It will be important both the public and private sectors are fully supportive of the proposal and that the scheme has the backing of local elected members. Where these are not in place proposals for putting partnership arrangements in place will be discussed.

Market Assessment - Financial / Viability Analysis

- 3.13 Issues of development viability, scale and ability to create value over time will be of up most importance to private sector developers and investors. In recognition of this and to support the above analysis a high level market assessment will be undertaken. This will offer both a quantitative and qualitative perspective on current market trends and the appetite for an eco style development within the proposed locations.
- 3.14 This will incorporate a high level market assessment setting out current trends nationally, regionally and on a more local basis. It will be supplemented with telephone discussions with active developers and land owners in order to establish any potential viability issues that may arise from an eco-community proposal.
- 3.15 All of this work forms a critical part of the deliverability assessment that will help establish the potential level of public funding dependency associated with delivering the proposed eco-community.

Aire Valley Leeds

- 3.16 Within AVL discussions with representatives from Leeds City Council have led to the identification of a number of sites within the Hunslet Riverside area as being suitable candidates for consideration for an initial phase eco-community which could be rolled out over other adjacent or nearby sites and the wider Aire Valley.
- 3.17 This area is located to the south of Stage 7 of the Leeds Inner Ring Road and its junction with the East Leeds Link Road, which have recently opened following the investment of some £85 million in this key infrastructure. The Hunslet Riverside area spans the riverside incorporating the historic and listed Hunslet Mills complex, land at Yarn Street to the south of the river and the Knowsthorpe site and former Copperfield College to the north. A site plan of the area is provided below in figure 3.1

Figure 3.1: Hunslet Riverside Site Plan

Site Specifications

- 3.18 For the purposes of the AVL AAP the Hunslet Riverside Area is divided into three broad areas The Former Copperfields College Site; Knowsthorpe and Hunslet Riverside South.
- 3.19 The former Copperfields College site (Area 2A) is located on the north western boundary of AVL, where it abuts the EASEL Regeneration area. The south east and south west boundaries of the Copperfield site are formed by the new East Leeds Link Road, which links the M1 at junction 45 to the Leeds City Centre. The site itself comprises three elements:
- The core area (10.5ha) comprising the buildings and playing fields of the former Copperfields College.

- The rectangular area of land to the north of the school (4.9ha) comprising a grassed area for informal recreation and some former allotments that are unused and overgrown. This area is divided from the main school site by Snake Lane.
 - A triangular parcel of land (2.2ha), to the south of the former school site. This area is divided from the main school site by a footpath linking Knowsthorpe Lane with Cross Green Lane.
- 3.20 The AAP notes that development of the site needs to be considered alongside proposed improvements to the adjacent Cross Green housing, which is generally in poor condition and lacks local facilities. This area is covered by the East and South East Leeds (EASEL) AAP.
- 3.21 Knowsthorpe (Area 2B) is a 19 hectare site which lies between the River Aire and a railway branch line which serves a freight operation and the Tarmac site. Although the site is currently leased by rail freight operator EWS who wish to retain the south eastern part of the site for freight related business, they also recognise the opportunity for the release of the north western part of the site for development of housing and have had positive discussions with a house builder (Bellway).
- 3.22 This is consistent with the site's allocation in the Development Plan (Leeds UDP 2006) and its inclusion in the Hunslet Riverside Housing and Mixed Use site and will be complementary to residential proposals on the opposite bank of the river.
- 3.23 Hunslet Riverside South (Area 2C) includes the waterfront sites to the south of the river/canal corridor from Richmond Bridge on the Inner Ring Road down towards Thwaite Gate. The listed Hunslet Mills complex (Site 2C.1) dominates the area and offers future opportunity to provide a focal point for the regeneration of the riverside area. The site and the adjacent Yarn Street (Site 2C.3) have planning permission for residential development. A further site (Site 2C.2) comprises existing commercial development. A planning application to redevelop the site for a mixed residential and office scheme in conjunction with the Hunslet Mills site has been submitted to the City Council.

Development Capacity

- 3.24 The AAP states that the immediate area can accommodate around 3300 new homes in addition to employment development.
- 3.25 The following dwelling capacities have been identified for each of the sites within the Hunslet Riverside Strategic Housing site:

- Copperfields (11.4ha) 400 dwellings
 - Knowsthorpe (19ha) 380 dwellings
 - Hunslet Mills Phase 1 (2.3ha) 699 units (through conversion)
 - Hunslet Mills Phase 2 (1.3ha) 300 units (through conversion)
 - Yarn Street (4.7ha) up to 400 dwellings
- 3.26 It should be noted that there are further housing opportunities nearby recognised by committee decision or agreed planning brief at Braimes (site 1.5 for 500+ units) and Clarence Road (1.1 and 1.2 for 625 apartments), which make up the total for this riverside location, with good access to the strategic highway network and public transport.
- 3.27 All of these developments would be delivered through a mix of housing types and sizes ranging from apartments to larger family properties. This would form part of a much wider opportunity across the wider AVL AAP area of 7700+ homes.
- 3.28 These figures have been determined through the AAP process and subsequent residential planning applications received by Leeds City Council for each of the sites. Further details of these are provided below.

Ownership – local authority, developer and landowner commitment

- 3.29 Each of the sites within the Hunslet Riverside Area are in single ownership. Initial discussions have revealed that the Leeds City Council is the landowner of the former Copperfields site and would support the principle of an eco-community on part of this site.
- 3.30 The other non council ownerships include a national house builder who own and have commenced development of the Yarn Street site. Representatives from the City Council feel that there is potential for them to enter into negotiations regarding the proposed eco-community. Initial discussions with the landowner of Yarn Street have indicated in principal support for the eco-community concept on their site.
- 3.31 It is understood that informal discussions with the other landowners have taken place and they are aware of the proposed eco-community however further discussions are required to establish their aspirations and appetite for such a development.
- 3.32 As an authority Leeds City Council is committed to facilitating the delivery of new communities and the regeneration of existing neighbourhoods to ensure that there is a mix of housing types and tenures including affordable housing (30 to 50%). This will be complemented by a full range of

supporting social infrastructure and facilities. The plans for AVL will seek to maximise the connectivity of Aire Valley's green infrastructure in order to gain the benefits for wildlife, health and recreation.

Planning status / route

- 3.33 Residential development in the Hunslet Riverside area is consistent with the areas designation as a 'Strategic Housing and Mixed Use Development Site' in the Leeds City Council Unitary Development Plan 2006 and the Preferred Options of the AVL AAP. Officers have advised that the work undertaken since the Preferred Options consultation in 2007 may result in the AAP being revised, however this will not have implications for the proposed development at Hunslet Riverside.
- 3.34 The local planning framework is therefore supportive of an eco-community within AVL, with a suitably advanced AAP covering the whole area and the sites in question. More specifically the AAP states that housing is considered to be an appropriate and realistic alternative use in AVL, although not all sites in the area will be suitable. This is consistent with the approach taken in the emerging RSS which emphasises the need to make better use of urban areas for housing growth and regeneration.
- 3.35 'Preferred Option 2: Housing' seeks to promote new housing within mixed use development in a number of locations close to the city centre. This includes in areas Area 2A – Copperfields; Area 2B – Knowsthorpe; and Area 2C - Hunslet Riverside South. The preferred option states that development in these locations will provide for:
- a mix of house types, sizes and tenures, including family housing; affordable housing;
 - neighbourhood shopping and services, where appropriate;
 - high quality pedestrian and cycling links to existing facilities, the public transport network and the waterfront, including new or enhanced bridge crossings, where appropriate; and
 - new areas of green space or public realm improvements.
- 3.36 This policy supports the creation of new mixed communities across AVL.

Site conditions and constraints

- 3.37 AVL offers the availability of large development sites which are accessible to the City Centre, motorway network and to residential areas of Leeds and adjoining towns. However the wider area to the east (within AVL) is currently constrained due to large areas of development land being heavily contaminated by current and past activity. In this Hunslet Riverside location

Petro-chemical industries previously occupied most of the Knowsthorpe site. The site has now been cleared of its large tanks but further site preparation work will be needed to make it ready for development.

- 3.38 Some of the land within AVL, alongside the south side of the River Aire, is at risk of flooding and this includes some of the housing sites. In the Hunslet Riverside location all of the housing sites have planning consent or have been “minded to approve” and are therefore not opposed by the Environment Agency (EA). Leeds jointly commissioned with the EA a Strategic Flood Risk Assessment (SFRA) to satisfy the requirement of PPS25 and the preferred options and the housing proposals have been subjected to a Sequential test, by Leeds, which shows that 7700 homes remain deliverable without resorting to an exceptions test. In addition to this a flood alleviation scheme has been committed for the Hunslet Riverside area which will mitigate against any potential flood risks that are posed.
- 3.39 Downstream of Hunslet Riverside site industrial development dominates the southern part of the waterfront. There is potential to open up the waterfront and embrace its opportunities by promoting high quality and distinctive employment development. This entire area is located within a high risk flood zone, which has significant implications for the design and layout of new development.
- 3.40 Looking longer term, site assembly in other parts of the Aire Valley is not generally a problem as most of the development sites are controlled by a few landowners (35% is in the control of one Joint Venture Company). Large areas of land are to be promoted for a new sustainable settlement (2250 to 3500). Other land could also come forward for housing subject to some key barriers being overcome, namely Knostrop and some accessibility issues, which if overcome could provide expansion space for the further housing development in the future.
- 3.41 The north-south linkages through the area are particularly poor at present, hampered by the lack of a modern bridge across the river/canal between the Inner Ring Road and the M1 motorway. Whilst this would not hamper the early delivery potential of the Hunslet Riverside area, it is difficult for people living in surrounding areas to readily access the job opportunities available in AVL. The ELLR will provide significant access improvements however longer term further improvements are needed to the transport infrastructure across the Aire Valley.

Proposed timing & phasing

- 3.42 The estimated timescales for delivery of each site varies in accordance with the issues raised above. On this basis it is understood that the Yarn Street, Hunslet Mills and Copperfields sites offer the most potential for early delivery with development capable of starting from 2009

onwards. These sites benefit from fewer constraints or existing investment to enable development to proceed.

- 3.43 This is supported further by a number of planning applications that have been granted or submitted allowing residential development to take place on these sites. The Hunslet Mills site (2C.1) already has planning permission for 699 new apartments and an application for 335 flats and 12,455 sq m of offices has been submitted on the adjacent site (2C.2) between Hunslet Mills and Richmond Bridge.
- 3.44 Yarn Street site (2C.3) has also been granted planning consent. As mentioned above this ex British Waterways site is currently owned by a national house builder. It is intended that this development once off the ground will provide a mix of housing types and sizes, including family sized units and may offer scope, with public sector investment support, to increase the standard of development to at least Code Level 5.
- 3.45 It is also understood that the re-provision of the existing playing fields at Copperfields has been agreed with Sport England which will help facilitate development on this site from 2010 and the receptor site has been studied and is suitable to accommodate the use and a pavilion and the relocation has also been agreed with the club which currently uses the facility.

Delivery partners / partnership structures

- 3.46 Leeds City Council will lead the overall project, in partnership with the HCA, land owners and other stakeholders. Partnership working has already been established and work is on-going through the development of the Area Action Plan. An Aire Valley Board and an investor's forum are already established and a Project Group will now seek to maximise sustainable objectives and optimise outputs, whilst recognising the issues and problems of overcoming the overall funding gap for the entire infrastructure.
- 3.47 There are also proposals by the Core Cities Group to pilot innovative financial proposals at Aire Valley which could help fund infrastructure deficits and support the long term viability of the programme. This includes the potential costs and benefits of using new and existing funding tools, such Community Infrastructure Levy (CIL) and Business Rate Supplement (BRS), to deliver major regeneration projects with particular consideration given to the use of financial tools to bridge the gaps in core project funding.

Bradford Shipley Canal Corridor

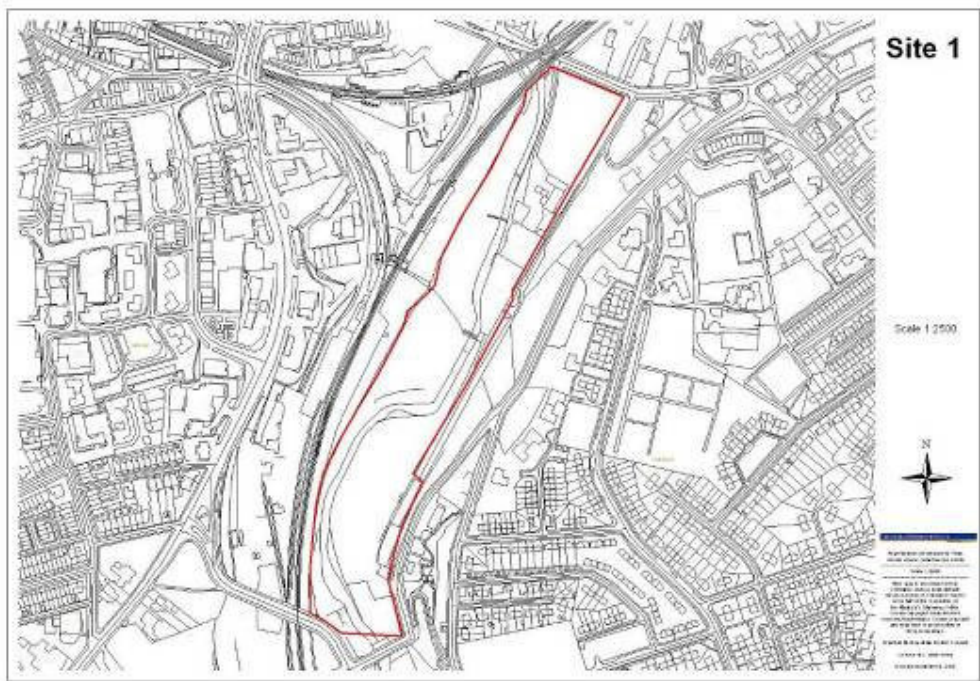
3.48 As stated previously the Bradford Shipley Canal Corridor Programme is spatially focussed around three sections following the line of the former Bradford Canal. Initial discussions with the Bradford MDC has identified three development sites that offer the potential for early delivery as eco-communities as part of the Urban Eco* Settlement programme. For the purposes of this report they are named as site 1, 2, and site 3.

Site Specifications

3.49 Crag Road (Site 1) is long narrow site located is located at the northern end of the CRC Regeneration Corridor, adjacent to Shipley Town Centre and Shipley Station. The Site is bounded by Leeds Road (A657) to the North, Crag Road (B6149) to the East, Valley Road (A6083) to the South and the Aire/Leeds Railway line to the West. The site is also within walking distance of Shipley Station Town Centre with good accessibility to all modes of public transport. The site has a gross area of 6.79 Ha (16.78 acres) and is allocated for Mixed Use Development within the current Revised UDP.

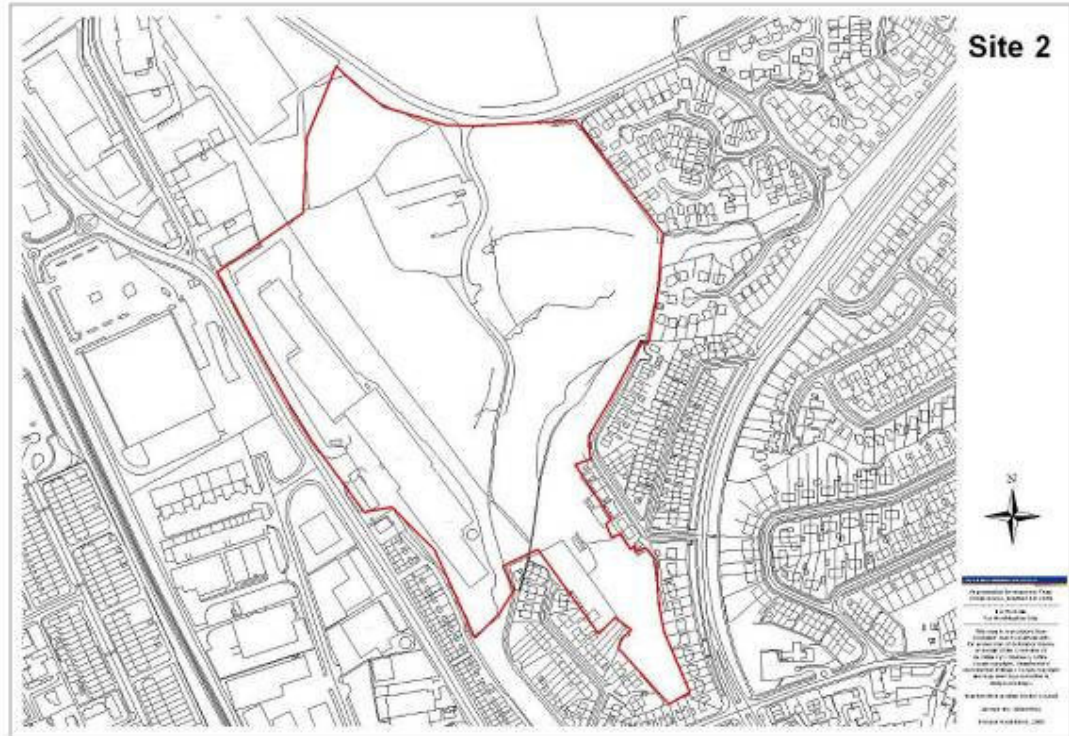
3.50 It is located within the Northern Section of the Canal Road Corridor Regeneration Area and as such forms part of the proposed Joint Venture arrangements that are the subject of ongoing discussions with the District's largest registered social landlord, InCommunities.

Figure 3.2: Site 1 Location Plan



- 3.51 Site 2 located in the central section comprises a large employment site and 4.88 ha greenfield housing site. It is understood that the current occupiers are looking to relocate enabling the site to be released for a housing development of up to 40ha.

Figure 3.3: Site 2 Location Plan



Source: Bradford MDC

- 3.52 Site 3 is located close to Bradford City Centre. The site currently has a planning permission for 2000 apartments as part of an urban village; however the developer has since run into financial difficulties and has pulled out of the scheme.
- 3.53 Options for the future development of the site are currently being explored, however the site is relatively self contained and surrounded by occupied premises calling into question the longer term impact of the development in this part of the corridor.

Figure 3.4: Site 3 Location Plan

Source: Bradford MDC

Ownership – local authority, developer and landowner commitment

- 3.54 Bradford Council's Executive has endorsed the Canal Road Corridor as a key regeneration area that will 'plug the gap' between the established 'Masterplan' Areas of Airedale, Manningham and the City Centre that are considered critical to the wider regeneration of the Bradford District. As such the Council will act as Lead Organisation promoting and delivering the Corridor regeneration initiative.
- 3.55 The Bradford Shipley Canal Corridor benefits from large areas of public sector owned land. The Crag Road site The Crag Road Site is currently vested in three different owners including City of Bradford Metropolitan District Council, Highways Agency and Marrtree Developments Ltd. The Council is currently in negotiation with the Highways Agency for the proposed purchase of their land which is surplus to the Agency's requirements and it is anticipated that a transfer of the freehold interest may be achieved by summer 2009.
- 3.56 As outlined previously, the Crag Road site would form part of the proposed Joint Venture arrangements that are the subject of ongoing discussions with the InCommunities. It would be the intention of the two parties to include the Crag Road Site within their Comprehensive programme of key sites development throughout the Northern Section with the proposed

methodology for delivery being a procurement exercise to appoint a Sub Developer to undertake the development of the Site on a phased basis, following the completion of Enabling Works to remediate, reclaim and prepare the site for subsequent development in accordance with a scheme that is compliant with the Sustainability, Urban Design and development outputs of the Principal Joint Venture Partners and the Masterplanning principals of the entire CRC Regeneration Area.

- 3.57 It is understood that InCommunities are supportive of delivery eco principles and could be interested in a possible UES scheme within this area.
- 3.58 It is also understood that Arnold Lavers are also looking to relocate from site 2. This however can only be achieved in line with the emerging masterplan which is being prepared for the corridor. It is also understood that the proposed relocation is likely to be outside the timescales for delivery of the first phases of the Urban Eco* Settlement programme.

Planning status / route

- 3.59 The Corridor has been identified in the Council's preliminary LDF Core Strategy statement due to be submitted in June 2009, and when confirmed the Core Strategy document will confirm the Corridor as a priority area for development and regeneration, establish the principle of financial contributions from developments along the corridor to support infrastructure provision and confirm the concept of the proposed major transport improvements and a reopened Canal as a regeneration catalyst for regeneration.
- 3.60 A masterplan/AAP is being proposed for the corridor, which will determine the final mix of land uses within the corridor. In addition to this extensive site investigations have already been undertaken on site 1 with further detailed design, feasibility and site preparation work required.
- 3.61 A draft masterplan has also been prepared for the Arnold Lavers site however further site investigation work is required to establish the levels of any potential contamination which could act as a constraint to development. As stated previously parts of this site have already been allocated for housing in the replacement UDP for Bradford District.

Site conditions and constraints

- 3.62 The predominant natural feature of the Corridor is one of being a narrow, steep sided valley with the flat valley bottom being relatively congested with redundant, aged and inadequate infrastructure including Canal Road, the Bradford/Airedale/Leeds railway line, Bradford Beck

and the Canal. The current condition and position of these various items of infrastructure have a negative affect on development investment in the area and limit the quality, scale and number of potential development sites that can be exploited.

- 3.63 The Corridor has a long history of previous industrial uses that have left a legacy of brownfield land often suffering from significant dereliction and contamination. Bradford Beck flows down the length of the regeneration Corridor running in open channel in some areas and in underground culvert in others. The Beck has poor water quality, suffers from significant areas of disrepair and acts as a constraint on riparian development opportunities due to flood risk implications.
- 3.64 The current secondary industrial and commercial uses predominating in the City and Centre Sections of the Corridor and predominance of outdated social housing in the Northern Section has contributed to market failure stimulating the need for new investment in high quality mixed use developments.
- 3.65 Although a potential opportunity there are a number of constraints associated with the development of site 1. Essentially the entire site contains significant depths of made ground and this material contains varying degrees of contamination. Up to 13 metres of 'made ground' has been encountered. Variety of materials present including clay, gravel, ash, coal fragments, brick, slag, clinker. Plastic rubble, general builders' rubble and glass. It is also suspected that industrial waste has been disposed off at various locations. From previous site investigations pockets of more serious contamination have been identified in the southern part of the site and it is suspected that material from the former Dockfield Road gas works site may have been tipped here.
- 3.66 The presence of potentially contaminated fill means that only viable foundation solutions for most of the site will be pile foundations. Bradford Beck also shows evidence of contamination considered to be a result of industrial discharges up stream. Given its proximity to Bradford Beck a significant proportion of the site is located within the 1 in 100 year's flood plain due to the presence of the Bradford Beck and plain and there are no effective flood defences on the Site.
- 3.67 A high pressure gas main runs through the site from its central point adjacent to Crag Road over Bradford Beck and to the Eastern boundary with Leeds Road. A 7m easement should be left either side of this gas main in which construction of buildings should not be proposed. No mains services appropriate for comprehensive redevelopment purposes are currently supplied to the Site.

-
- 3.68 Road infrastructure adjacent to site is perceived to be at capacity and measures to deal with this issue form part of the comprehensive package of major Highways Improvements contained within the Airedale Connections Scheme that are contained within a submission for funding currently being considered by the Regional Transport Board. Access on and off site is difficult due to level differences between the site and Crag Road and the width of the current railway bridge on Briggate makes a turning lane difficult to achieve and again redress for this matter is contained within the Airedale Connections proposals.
- 3.69 Due to the industrial nature of site 2 it is anticipated that contamination is likely to be an issue. This will need to be thoroughly investigated to establish the development potential of the site.
- 3.70 It is also understood that the Greenfield housing site, associated with the development of site 2 is severely constrained as it is adjacent to a site of local conservation value. Any development of the site must therefore mitigate against damaging the nature conservation value of the adjacent site.

Proposed timing & phasing

- 3.71 The proposed timing and phasing of development is currently being established, however it is likely that with investment site 1 could offer an initial phase of development. This would occur post 2011 and once site assembly and enabling works are complete
- 3.72 Development on site 2 may be possible in line with the relocation of Arnold Lavers, however it is understood that due to the current economic downturn the timescales for this may have been put back beyond 2011.

Delivery partners / partnership structures

- 3.73 It is intended that the Project governance will be managed through the Council establishing a Special Purpose Vehicle involving participation from a number of key stakeholder partners including the District's main Social Housing provider InCommunities Ltd., Yorkshire Forward, British Waterways and Lavers
- 3.74 For delivery purposes the Corridor has been divided into three areas termed the City, Centre and Northern Sections and development is intended to be managed through the establishment of joint venture partnerships (JVP) with preferred development partners covering each individual section.

- 3.75 Heads of Understanding have been prepared in respect of the proposed JVPs for the Northern and Centre Sections between the Council and InCommunities Ltd., and Arnold Laver plc respectively, on the basis that they together with the Council form the largest land holdings in both areas.
- 3.76 Due to the complex nature of ownerships in the City Section it is anticipated that development will be progressed on a series of JVPs being created to deliver individual projects. In all cases it is proposed that the JVPs will operate on the basis of commercial developments capitalising on 'market value uplift' generated by a high quality development environment created by new and improved transport infrastructure, significant Public Realm provision and attractive waterside development opportunities from the restoration of the Bradford Canal. In turn the 'value uplift' will be harnessed to help to cross fund the creation of the desired high quality development environment.

North Kirklees - South Dewsbury Neighbourhoods

- 3.77 A number of development opportunities have emerged across the South Dewsbury Neighbourhoods and these are detailed below.

Site Specifications

- 3.78 The South Dewsbury area comprises the neighbourhood areas of Thornhill Lees, Savile Town, Scout Hill and Ravensthorpe all of which have been identified as offering potential to accommodate new housing development.

Thornhill Lees

- 3.79 Thornhill Lees lies approximately 2km south of Dewsbury Town Centre, located south of Savile Town and to the east of Ravensthorpe. The settlement is bounded by the Huddersfield-Wakefield railway line to the north and green field land to the south. The neighbourhood is predominantly residential in nature, with many of the former coal mining and industrial sites that once dominated the area now exhausted and derelict. Recent remedial work and redevelopment is beginning to occur around the centre of the neighbourhood, yet large areas of brownfield land opportunities remain within the area.
- 3.80 A number of development opportunities are presented in Thornhill Lees. The empire works site on Brewery Lane site currently has planning permission for residential development and could be used as a catalyst for the development of a number of sites within the area, including over time a large allocated housing site.

Savile Town

- 3.81 Savile Town is located less than one mile from Dewsbury Town Centre. It is bounded by the Calder and Hebble Navigation to the west, north and east, and by the Huddersfield-Wakefield railway line to the south. Savile Road/Wilton Street is the main thoroughfare, linking the Dewsbury Ring Road to Thornhill Lees and other settlements to the south. Savile Town is characterised by a mixture of industrial properties located along Mill Street/Bretton Street on the northern, eastern and southern fringes of the neighbourhood which envelope the residential and community uses in the centre.
- 3.82 A single site, located on the former bowling green, presents itself as a key early opportunity within this neighbourhood.

Ravensthorpe

- 3.83 Ravensthorpe is a small neighbourhood located approximately two miles from Dewsbury Town Centre on the A644 (Huddersfield Road). It forms part of a continuous urban area within the Calder Valley, to the west of Dewsbury, lying between the settlements of Scout Hill and Mirfield. Ravensthorpe is characterised by traditional large industrial uses, of low quality and condition, and retains some of the original mill buildings.
- 3.84 The neighbourhood masterplan has identified a number of development sites across the neighbourhood. In addition to this site a number of large sites across the south-eastern and central parts of Ravensthorpe area are also however earmarked for future mixed use redevelopment. These are sites characterised by older traditional industrial buildings mostly derelict/semi-derelict and would present longer term development opportunities within this neighbourhood. The early redevelopment of a site adjacent to Calder Road and the Calder River will help unlock the full potential of this riverside location and form positive new mixed use area. The site currently has a mineral extraction permission which needs to be explored in more detail.

Scout Hill

- 3.85 Scout Hill is a located approximately two miles from Dewsbury town centre on the A644 (Huddersfield Road). It forms part of a continuous urban area within the Calder Valley to the west of Dewsbury, lying between the settlements of Ravensthorpe and Savile Town. To the south of the A644 is a mix of late 19th century residential uses and predominantly modern, underused, industrial properties, with the area to the north of the A644 mainly residential in character, containing predominantly interwar housing, and green space provided within the

local cemetery .The A644 is the main thoroughfare cutting the neighbourhood in two. This is characterised by pre 1900 back of pavement terraces and low quality industrial frontages, resulting in no obvious centre.

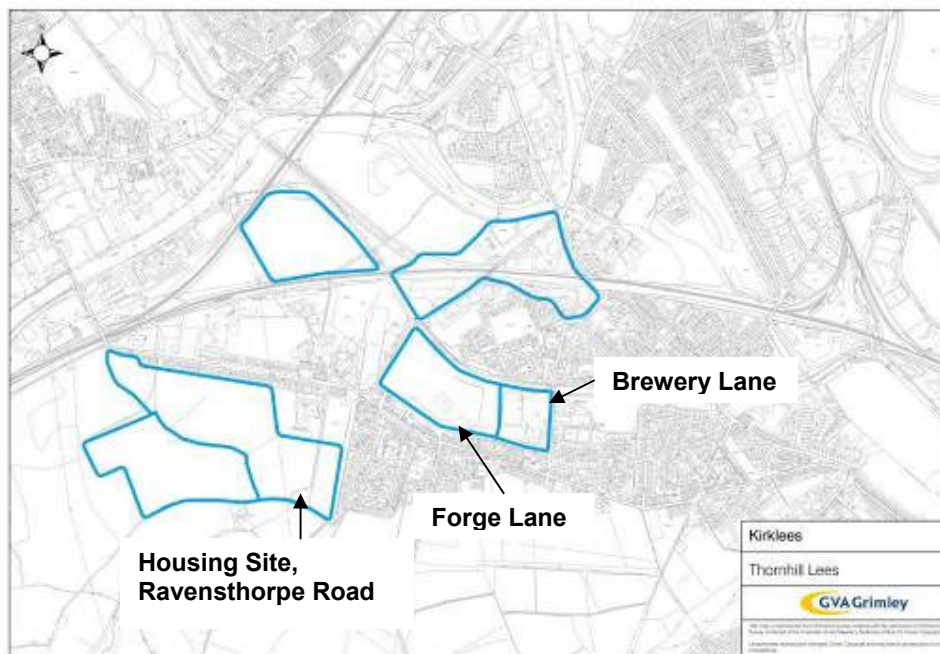
- 3.86 Up to 5 industrial sites in Scout Hill could be brought forward for housing development. These vary in size and complexity with some currently occupied by established industrial uses.

Mirfield

- 3.87 Opportunities for water compatible development are also being explored on a number of sites to the west along the River Calder Corridor in Mirfield which would present an innovative solution to bring forward development on otherwise redundant sites. This would form part of a phased programme with development commencing to the west of the Calder Valley in Mirfield and migrating eastwards linking up with development occurring in the South Dewsbury neighbourhoods.
- 3.88 Development here can not only meet housing need for Mirfield and the wider area but provides the opportunity to reduce flood risk and increase opportunities within Dewsbury Neighbourhoods.

Development Capacity

- 3.89 The South Dewsbury Neighbourhoods are covered by the Strategic Development Framework and have been subject to detailed masterplanning. This has identified a number of opportunity sites suitable for housing development.
- 3.90 The total developable area identified through the masterplanning process is in excess of 200 ha. This is a long term programme however and the immediate proposal looks to unlock 17ha across a number of sites plus a further 6ha at one large site which will in-turn enable the development of a further 18ha. Early development appraisal work has indicated that up to 800 homes can be developed on 8 sites, and unlocking of a large site could lead to the development of a further 1200 dwellings. Water compatible residential development could provide further residential opportunities.
- 3.91 Whilst a number of these sites, including the Savile Town site and a number of the Scout Hill sites will ultimately serve as infill housing development sites to meet local demand, the compactness of other sites in the Thornhill Lees would allow for a programme of sites to be assembled which would provide immediate impact alongside a longer term programme of development. For the purposes of this assessment the sites within this neighbourhood will be the primary focus of the remainder of the assessment.

Figure 3.5 Thornhill Lees Sites, South Dewsbury

Ownership – local authority, developer and landowner commitment

- 3.92 The whole South Dewsbury neighbourhood area is characterised by a complex pattern of ownership. Initial discussions with landowners on the prospect of an eco-community have been undertaken in relation to a number of sites in Thornhill Lees in which a single developer has an interest. The developer, a national house builder, has demonstrated in principal support for a proposed eco-community at the Brewery Lane site and would be interested in exploring the potential for such a development on a nearby greenfield site which they part own.
- 3.93 However an uncooperative ownership on a nearby site is currently limiting the wider development potential of the area. The delivery of this site is key to the overall programme and further negotiations are required to overcome the issue.
- 3.94 There also council and political support for the proposal in the context of the Strategic Development Framework. It is also in line with wider council sustainability objectives. The Council is extremely committed to achieving green living and has this as a corporate ambition. Combining this ambition with an ability to tackle issues within Dewsbury Neighbourhoods particularly in relation to flood risk is an important opportunity. The Council's Cabinet has

considered an eco-community development within South Dewsbury Neighbourhoods, including pursuing water compatible developments, and has endorsed the approach.

- 3.95 The Council has long been recognised as a leading local authority in the field of sustainable development. It began investing in carbon reduction technologies more than a decade ago, retrofitting solar thermal devices into parts of its social housing stock to provide low-cost hot water to low-income households. By 2005, Kirklees had installed 5 per cent of the UK's total solar photovoltaic and solar thermal capacity. Kirklees Council is also a leading member of the European Union's Eco-Management and Audit Scheme (EMAS).
- 3.96 One of the council's three borough wide ambitions is for Kirklees to be a beacon of green living in the UK and at a European level by enabling the Council to continue to place its environment work at the forefront of action in the UK and to mainstream sustainability into decision-making.

Planning status / route

- 3.97 Two sites within Thornhill Lee's current have a residential planning permission enabling early development to take place. An additional site on the southern side of Ravensthorpe Road has been designated as a housing development site within the councils UDP. This has been identified by the Council as a strategic housing site to be brought forward over the coming years due to the sustainability of the site with good accessibility to work, leisure and shopping areas and the availability of public transport.
- 3.98 The sites in Ravensthorpe are either unallocated or allocated for business use. All of the sites are however identified for residential development in the Masterplan's and are included in Kirklees Strategic Housing Land Availability Assessment - this adding further weight to their designation as housing sites within the emerging Local Development Framework. Despite the phase 1 site in Ravensthorpe, whilst presenting itself as a possible short term win, currently has mineral extracts rights which require further exploration.

Site conditions and constraints

- 3.99 Given the areas rich industrial heritage much of the development the area suffers a fragmented pattern of ownership and land use. As such much of the development would require site assembly, relocation, and remodelling of existing uses before development can take place, however on certain sites early development could proceed, allowing time for some of the issues surrounding the more complex sites to be resolved.

- 3.100 Many of the sites also accommodate existing industrial uses resulting in possible contamination which would need to be overcome before development could commence. These issues are not insurmountable however.

Proposed timing & phasing

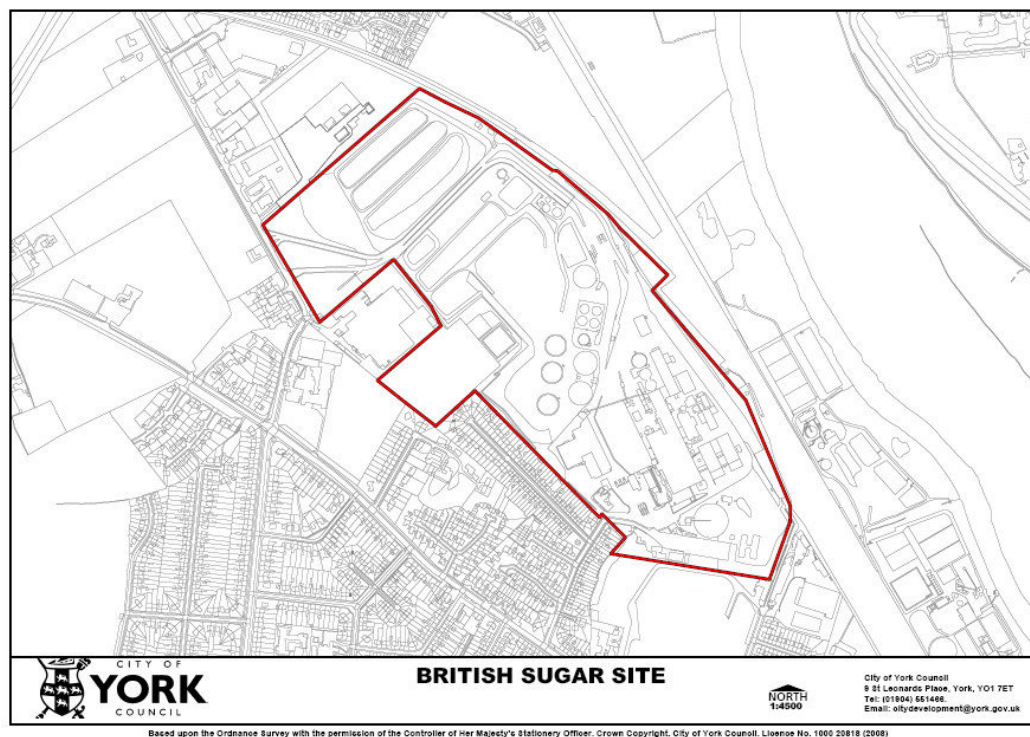
- 3.101 The proposed timing and phasing of development will be dependent on the pace at which land use and ownership constraints can be resolved. Whilst some sites will be the subject of a longer term programme of land use change, other with residential planning permissions could be brought forward in the short term.
- 3.102 For example, two of the Thornhill Lees sites currently have planning permission and therefore could be brought forward by 2011 – this subject to obtaining support from the landowners for the proposed eco development.

Delivery partners / partnership structures

- 3.103 Work is ongoing to scope the form of partnership that would best deliver this ambitious project, but soft market testing has so far indicated that with the right partner, regeneration in the area could provide sustainable employment and housing growth to match the aspirations of the local population.
- 3.104 A process of competitive dialogue may be required to formally appoint a partner. A critical step in achieving progress is the development of a more sophisticated financial model of the development programme. This will help to provide a benchmark of outputs, outcomes, costs and values, and sensitivities to development assumptions that can be shared with and tested by potential private sector partners.

York Northwest

- 3.105 York Northwest, comprising 2 major development sites, York Central and British Sugar, presents a significant opportunity to create an Urban Eco Settlement. Early opportunities have been highlighted to bring forward a first phase of works at the British Sugar site, in conjunction with enabling works for joint infrastructure provision for the wider York Northwest UES. Future phases of work will include the York Central site and delivery of joint infrastructure for the wider York Northwest UES.

Figure 3.6: British Sugar Site Plan

Source: City of York Council

Site Specifications

- 3.106 The former British Sugar site is located immediately to the north west of the York Central area close to the A59, Boroughbridge Road, and is bounded in part by operational rail lines. For the past 100 years, the site was used as a sugar refinery plant. Operations on site ceased in December 2007 and demolition works are in currently in progress.
- 3.107 Surrounding uses include agricultural land/greenbelt to the northwest and trading estate and transformer station to the north, Manor school and residential properties to the west, a new residential estate, a new light industrial estate, a former Tarmac/Topmix plant to the south-east, with allotments beyond; and Railway lines to the east, beyond which the south-east lie a water treatment plant and further to the east, the river Ouse.
- 3.108 The site is complex in terms of built form, land form and vegetation. Prior to demolition the central and south eastern parts of the site contained the main factory complex, including several large concrete silos, and concrete, steel and brick buildings. Between the buildings

are concrete and tarmac access roads, storage areas and car parks. Towards the northwest the site contains a series of very large, sub-rectangular, settling ponds, which have been built up by up to 10m above the adjacent ground surface. There are also areas of shrub and tree planting around the periphery of the site, some naturally regenerated scrub along the railway corridor, a disused railway siding (adjoining the Harrogate branch line) and a sports field.

Development Capacity

- 3.109 The British Sugar site is approximately 40ha in size. Work is progressing to demolish the factory and masterplanning work is being progressed by consultants working on behalf of Associated British Foods, the parent body of British Sugar and owner of the site.
- 3.110 City of York Council, Strategic Housing Availability Assessment (Phase 1, April 2008) identifies a broad indicative figure of up to 1325 dwellings on the British Sugar site. In the absence of a formal planning permission it is difficult to determine the exact dwelling capacity for the site as this will be dependent on the mix and type of development proposed and the area of land designated for housing and other uses. This is due to be determined in the AAP Preferred Options Report due to be published early in 2009.

Ownership – local authority, developer and landowner commitment

- 3.111 Associated British Foods (ABF) own British Sugar Site. As the principle landowner they are aware of the current appraisal process and have offered in principal support for the proposal. It is likely however that before a commitment can be made a full appreciation of the likely cost implication and impacts on scheme viability, including the potential for any gap funding, will need to be understood.
- 3.112 There is cross party support for delivering eco principles on the York Northwest site. Amongst other initiatives the council is currently working with the Stockholm Institute to develop a tool to measure the eco footprint of any new development.

Planning status / route

- 3.113 York Northwest is designated a regionally significant investment priority within the Leeds City Region and York Sub Area in the 2008 RSS in recognition of its strategic regional importance. The importance of this strategic role is heightened in terms of housing delivery at a local level by the limited availability of development sites within the city and the resultant pressures imposed through RSS housing targets on the surrounding Greenbelt.

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- 3.114 Due to the scale, complexity and proximity of the two sites which make up York Northwest, and their potential city-wide impact, the council is preparing an Area Action Plan (AAP) to comprehensively guide the redevelopment of the area. The AAP makes a significant contribution to the delivery of key objectives within York's Sustainable Community Strategy (SCS), the council's Corporate Plan, and the emerging Core Strategy.
- 3.115 The British Sugar site was not allocated as a housing site in the current local plan it and is therefore considered to be a significant brownfield windfall site, comprising up to 38.4ha of developable land.
- 3.116 The emerging spatial relationships for the site could suggest that the sites would in the future incorporate a mix of uses. This could involve the creation of a new employment area which provides for future employment needs to the north with the larger southern portion being designated as a new vibrant mixed neighbourhoods which assist in meeting York's housing needs. The sites are being considered as part of the ongoing work on the city wide Employment Land Review in terms of future employment needs for the city.

Site conditions and constraints

- 3.117 Transport and accessibility present the largest constraints. The existing access points into York Northwest are extremely limited. Both York Central and British Sugar sites are constrained by railway lines, the river and existing built environment and existing road network, all of which enclose the sites. New accesses are therefore required to serve new development.
- 3.118 Vehicular access between York Central and the city centre is only currently available via Marble Arch/Leeman Road via an unattractive foot and road tunnel to the north of the station. Access to the north of the British Sugar site is currently limited by the existing site topography and a transformer station.
- 3.119 The AAP Issues and Options Report notes that the cost of providing new accesses into the development could proportionally be high and could affect the viability of the development, particularly at York Central. At the British Sugar site access is less constrained and is unlikely to preclude on the viability of any proposed development.
- 3.120 As part of the wider development of the York Northwest site it will be important to provide an attractive public transport corridor to enable residents living at the north western end of the site to reach the city centre by walking, cycling and bus. The feasibility of a tram-train facility which would link the British Sugar and York Central sites with the wider region is also

being promoted by Leeds City Region. However it has been noted that whilst the creation of an exemplar public transport solution, including a new transport interchange is needed this will be a considerable challenge.

- 3.121 As a former sugar refinery plant, it is highly likely that some of the site will be contaminated. A survey of the sites ground conditions suggest that there are elevated levels of ammoniacal nitrogen, Extractable Petroleum Hydrocarbons (EPHs), Polycyclic aromatic Hydrocarbons (PAHs), Volatile Fatty Acids, nitrate concentrations, methane and carbon dioxide. The initial report was carried out in 2006 and was not considered to be comprehensive therefore it is likely that further site investigation surveys will be required.
- 3.122 Flooding is less of an issue than at the York Central site. Most of the site falls within Flood Zone 1 therefore there are no constraints on the allocation of sites due to flooding. Decommissioning and demolition has commenced and the Integrated Pollution Prevention and Control (IPPC) permit held by British Sugar has now been handed back.
- 3.123 In terms of ecology, it is reported that there are no designated wildlife sites within the British Sugar site. A recent Ecological Survey has, however, identified the presence of a high quality habitat for Aculeates. The presence of these species merits the designation of the railway sidings as a Site of importance for Nature Conservation (SINC).

Proposed timing & phasing

- 3.124 The timing and phasing of development on the British Sugar site will coincide with the adoption of the York Northwest AAP. The timetable for the development of the AAP stipulates that adoption of the AAP is programmed for December 2010.
- 3.125 Masterplanning work for the British Sugar site is taking place concurrently, rather than subsequent to, the preparation of the AAP to enable early delivery. Given the significant scale of the development and its city wide implications, phasing will be a key consideration of the AAP, though with fewer barriers to delivery, it is anticipated that housing could potentially be delivered on the British Sugar site from 2011.
- 3.126 Initial discussions with council officers have also confirmed that stakeholders are keen to deliver development on the British Sugar as soon as possible. On this basis it is anticipated that a planning application would be progressed on the site to enable development to commence at the earliest opportunity following the completion of the AAP in late 2010.

3.127 Whilst this has the potential to fall outside the timescales of the programme, there is an opportunity for the council to take a different approach through the planning process as a result of PPS12. Although a firm commitment to take this approach has not yet been made, there is increasing evidence to support a change, particularly if York Northwest were selected as the trailblazer Urban Eco* Settlement in Leeds City Region. This would have the effect of reducing timescales for delivering the project¹.

Delivery partners / partnership structures

- 3.128 The Council has been actively engaged with stakeholders to promote and bring forward development of York Northwest. In view of the complexity of issues, initially in relation to the York Central site, a York Central Steering Board was set up in 2004 to provide a vehicle for high level strategic direction and resolution of overarching strategic issues under the direction of an independent Chair.
- 3.129 Representation on the Steering Board currently comprises City of York Council, Yorkshire Forward (the Regional Development Agency), Network Rail, the National Museum of Science and Industry (parent body of the National Railway Museum), Associated British Foods (owners of the British Sugar site) and National Express East Coast (holders of the franchise for York Railway Station).
- 3.130 ABF, as the single landowner of the British Sugar site, has commenced masterplanning work prior to disposal of the site. It is anticipated that the Steering Board, or similar body, will continue to provide a forum for discussion between parties at a high level. This is in addition to the regular meetings and discourse between the Council and other stakeholders on specific issues.

¹ Early delivery on the British Sugar site would be contingent on a review of the AAP timetable and definition of the most appropriate time to progress a planning application.

4. ASSESSING THE HOUSING MARKET

- 4.1 A key delivery factor in the short term will be the operation of the residential property market. The market assessment below provides a concise assessment of the residential market for each potential location in order to inform a high level understanding of the likely levels of demand and therefore developer appetite over the period to 2016/17. It provides an overview of the national and regional picture before moving on to look in more detail at how the local market is operating. This has been compiled using secondary sources and previous market research undertaken by GVA Grimley's research team.
- 4.2 In addition to secondary research, telephone based research with residential agents and developers has been carried out to test in more detail local market trends and constraints, together with appetite for a development of this nature. Specifically:
- General market related issues
 - Views on the proposed sites / locations
 - Views on appropriate types of development - density, mix, values
 - Appetite for developing to eco-standards
- 4.3 Additional discussions have also taken place with landowners to ascertain the level of support for an eco-community on their sites.

National and Regional Context

Latest Average Prices

- 4.4 The latest information from the Nationwide Monthly Index shows that house prices fell in December 2008 by 2.5%, taking the average house price in the United Kingdom down to £153,048. This is 15.9% or £29,000 lower than a year ago. Prices have now fallen for 14 consecutive months and they are now 18% less than their peak in October 2007.
- 4.5 This is in line with information from Halifax Monthly Index, which reported a fall of 2.2% in December 2008 to £159,896, and an annual decline of 16.2%- the largest annual decline since the bank began keeping records in 1984 and equivalent to average house prices in 2004.

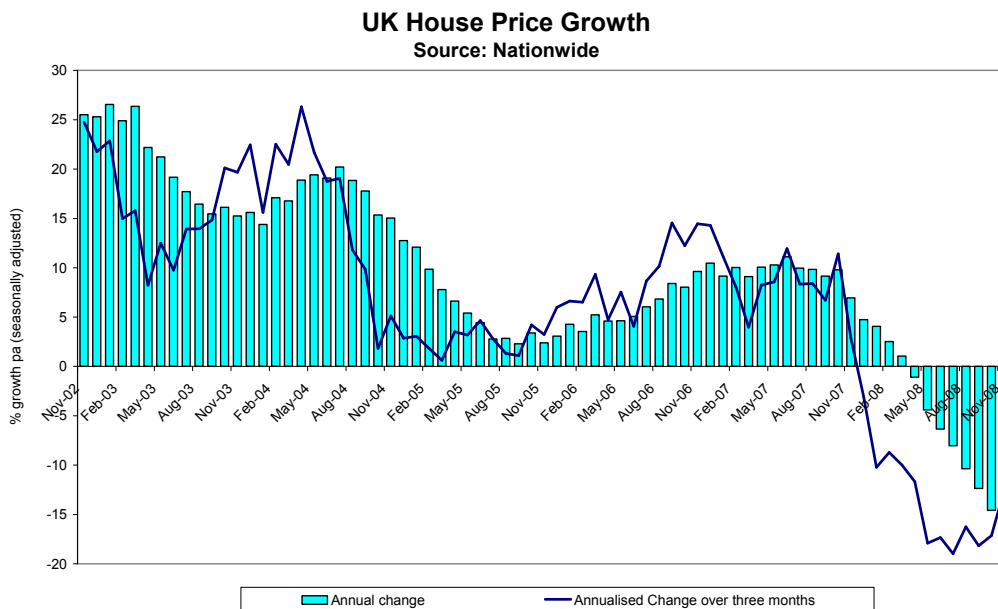
- 4.6 In Yorkshire and Humber, the average house price in the fourth quarter of 2008, according to Nationwide, was £133,632, a 5% drop compared with the third quarter. This was also 13.6% lower than the average house price in the fourth quarter of 2007 and 14.6% lower than the highest recorded average house price of £156,429, which was set in the third quarter of 2007. According to Halifax, the average quarterly house price in the region in the third quarter of 2008 was £128,591, a quarterly fall of 5.7%, and a year on year fall of 14.2%.
- 4.7 As widely reported in the media, the main attributable causes to these steep declines relate to a reduction in the supply of mortgage products and the rising cost of obtaining mortgage finance, which was followed by a sharp fall in the demand for mortgages as falling house prices coupled with rising consumer prices and lack of consumer confidence have fed through to buyer sentiment. Whilst the dramatic cuts in interest rates in November and December 2008, which saw the Bank of England base rate fall to 2%, will undoubtedly help reduce the cost of servicing existing mortgage rate payments (for those not on fixed rates), there is little evidence that the availability of finance for first time buyers is improving.

National and Regional Trends

- 4.8 A report in December 2008 by GVA Grimley's research team on the outlook for the UK housing market² examines the recent trends in house prices and places them in context with historical data on the UK housing market.
- 4.9 It reports that following the boom and bust of the late 1980s/early 1990s, the UK housing market saw almost a decade of sustained very strong house price growth from late 1996 (when house prices were below trend and house price to earnings ratios were low) to early 2005. Indeed, from the end of 1996 to the end of 2004, prices rose by 178% (or 13.6% per annum) according to the Nationwide. The market then cooled in 2005, as a reaction to the modest interest rate rises in 2004, and a lack of affordability, notably for first-time buyers, with growth bottoming out in September 2005 at 2.2% pa (Source: Nationwide seasonally adjusted figures). Following the slowdown in activity during 2005, the housing market saw price growth accelerate again during 2006, as interest rates decreased and economic growth accelerated.
- 4.10 However, growth started to decelerate in the second half of 2007, and price levels reached a peak in October 2007. Nationwide figures suggest that prices were 15% lower (as of November 2008) than their October 2007 peak, and 13.2% lower than at the start of 2008. The trend in UK house prices from November 2002 to November 2008 is depicted in Table 4.1 below.

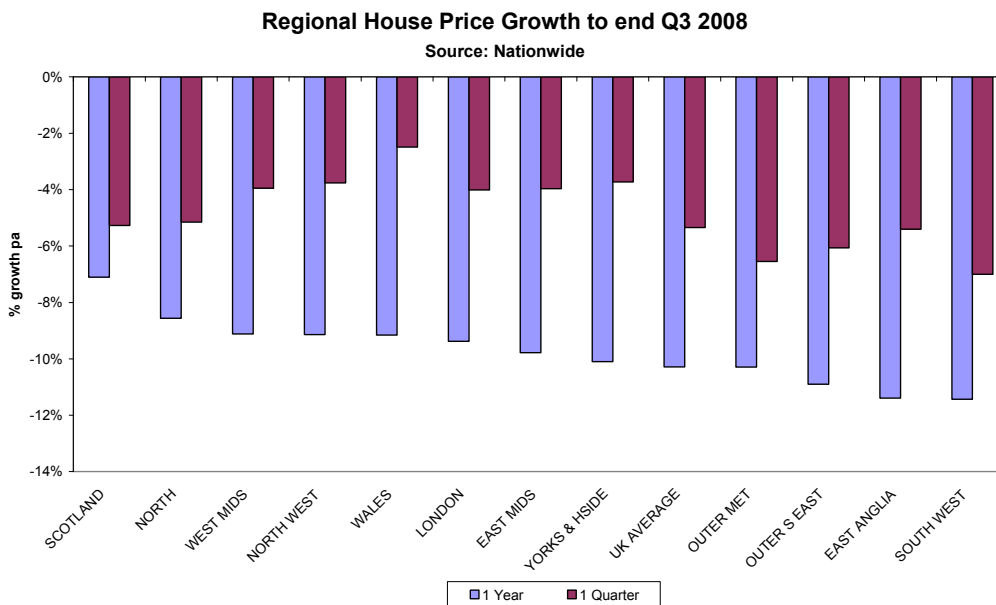
² Outlook for the UK Housing Market, GVA Grimley, December 2008

Figure 4.1: % Trend in UK House Prices November 2002- November 2008



4.11 All regions are now seeing significant falls in prices, as shown in Figure 4.2. The fall in prices in Q3 was greater than that in Q2 in almost all regions. The South West saw a particularly marked acceleration in house price falls over the quarter, from -1% in Q2 to -7% in Q3, with other sharp falls also occurring in the South East and East Anglia. However, there were some notable exceptions, including Yorkshire and Humber (no change at -3.7% in both Q2 and Q3), and also Wales, where the rate of decrease slowed from -5.5% in Q2 to -2.5% in Q3.

Figure 4.2: Regional Trends in House Prices

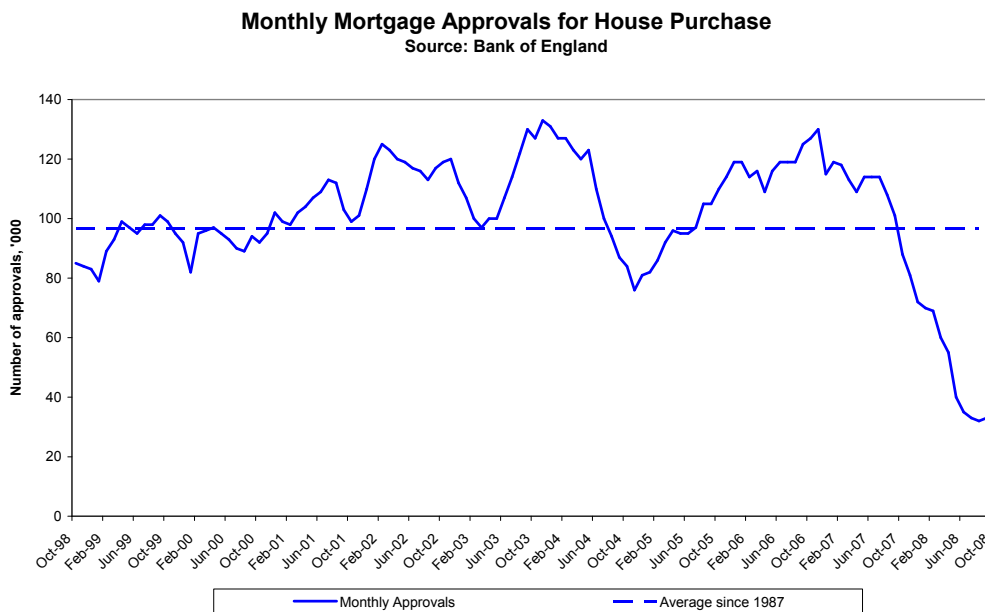


Housing Transactions

4.12 In addition, the volume of housing transactions has fallen rapidly since autumn 2007, from an average of more than 110,000 transactions per month in the first nine months of 2007, to just 32,000 in October 2008. Looking at the quarterly figures, only 99,000 transactions were recorded in Q3 2008, compared with the worst quarterly figure recorded during the crash of the early 1990s of 191,000 in Q4 1992. The magnitude of the collapse in transactions is illustrated in the chart below. Low transactions levels reflect the lack of willingness by the financial institutions to lend, but also deteriorating buyer sentiment.

4.13 Whilst the number of available properties is inevitably rising as average sales times increase, the number of new properties coming onto the market is lower than would normally be the case, according to Rightmove, with mainly forced rather than discretionary sellers entering the market. This in itself can have a negative impact on pricing, as forced sellers are more likely to accept a lower price for their properties.

Figure 4.3: House Price Transactions October 1998- October 2008



Short Term Outlook

- 4.14 The UK economy and the UK housing market are both cyclical, and there is a close relationship between the two. Over the last decade the UK economy experienced an environment of low inflation, low interest rates and stable, reasonably strong, economic growth compared with the 'boom and bust' that characterised much of the post-war period. However, the recent turmoil in the financial system, culminating in the effective part-nationalisation of a large part of the UK banking system, creates considerable uncertainty and the economy is now in uncharted territory.
- 4.15 Economic output dramatically shrank 0.5% in Q3, the first quarterly fall since Q2 1992. The effect on the economy of the UK base rate interest rate cuts will not be felt until well into 2009 and 2010, and fiscal stimulus is increasingly regarded as a necessary stimulus for the economy.
- 4.16 A recession similar or worse than that experienced in the early 1990's now seems likely, and the latest consensus forecasts suggest a decline in output of 1.1% in 2009, although even this figure is now looking optimistic. This will be followed by weak growth in 2010; with some years before trend growth is reached. The 1990's recession saw output shrink 2.6% over five quarters and the UK can now expect something similar over the next 18 months.

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- 4.17 In the light of slowing growth and a highly uncertain and volatile economic backdrop, it appears very unlikely that there will be any improvement in housing demand over the coming months. Therefore, even if the actions of Government to tackle the problems within the banking sector prove successful and the supply of mortgages increases, demand is unlikely to respond.
- 4.18 We expect house prices to continue to fall for the rest of this year and into next year, a view which is now widely held by house price forecasters. There is, however, considerable uncertainty over the extent to which house prices will fall. This is due to a number of factors, including:
- Uncertainty over how long the recession in the UK will last, and how deep it will be.
 - Uncertainty over how successful the Government's initiatives to help the banking sector will be, and how quickly credit conditions will improve in the UK mortgage market.
 - The unpredictable nature of buyer sentiment.
 - The tendency of markets to overshoot in upturns and downturns.
- 4.19 The continued fall in prices will ultimately lead to significantly improved affordability, with prices moving back to a position more in line with their long-term trend rate. However, the full benefits of this will only be felt in the housing market if price falls are accompanied by a reduction in the rates of interest being charged on home loans, higher loan-to-value ratios being accepted, and a general increase in the availability of mortgage finance.
- 4.20 We do not believe that the fall in prices will be prolonged much beyond 2009. 2010 should see prices stabilise, due to improved affordability and improving conditions in the wider economy. In addition, considerable pent-up demand will have built up from those purchasers who have been either unable or unwilling to enter the market, and this will contrast with a supply shortage, particularly for new homes, as developers have significantly scaled back their building programmes. Accordingly, assumptions made in relation to the timing and build out rates of potential Urban Eco* Settlements have been tailored to reflect this more favourable outlook in the post 2010 period.

Long Term Outlook

- 4.21 Although prices will continue falling in the short term, the longer-term outlook is for above-inflation house price growth. Real UK house price growth over the last decade has been exceptional, at 8.5% pa to December 2007. This has been due to a market low point at the start of the period- the one-off adjustment reflecting the UK economy's move to a low inflation,

low interest rate environment, coupled with a decade of stable and healthy economic and employment growth. We would therefore not expect growth over the next ten years to be as high as the rates over the last ten years, particularly as affordability will constrain the rate at which prices are able to increase.

- 4.22 However, the continued limited supply of new developments combined with the expectation of strong demand should mean continued upward pressure on prices. After the market recovers from the current downturn, house price growth should resume, and begin to move back towards the historical long-term trend rate of around 2.5% per annum in real terms, or around 5% in nominal terms (assuming RPI inflation of around 2.5%).
- 4.23 An alternative way to assess future house price growth is a comparison with the expected rate of wage growth, which should be a major determinant of how rapidly prices can rise over the long term. We expect wages to rise by around 4% pa over the next decade, assuming that our expectations for a continued low interest rate and inflation economy hold true. Overall, therefore, our expectation for nominal long-term house price growth is around 4-5% per annum.

Local market performance

- 4.24 This section examines in further detail average house prices for each of the four areas under consideration. Firstly, house prices of the four local authorities within which they are contained, Bradford, Kirklees, Leeds and York are summarised using Land Registry data; this is followed by analysis by property type using information from Rightmove, which is also based on Land Registry data. The most up to date information for 2008 currently available is for the first nine months of the year at national/regional/local authority level (Land Registry) and the first 10 months of the year at postcode level (Rightmove).
- 4.25 The annual average house prices in Bradford, Kirklees, Leeds and York are compared with both England and Wales, and Yorkshire and Humber in table 4.4. This shows that the average house price in York exceeds the figures for both England and Wales, and Yorkshire and Humber each year, while prices in Leeds also exceed the regional averages. Bradford and Kirklees experienced the most significant increases in price, and both continued to grow by more than 1% in the first nine months of 2008. This is perhaps indicative of greater affordability in these areas. Leeds prices also rose slightly in 2008, while England and Wales, Yorkshire and Humber and York all experienced decline.

Table 4.4: House prices and annual percentage change 2004-2008* (Source: Land Registry)

	England and Wales		Yorkshire and Humber		Leeds		York		Bradford		Kirklees	
	Average Price	% +/-	Average Price	% +/-	Average Price	% +/-	Average Price	% +/-	Average Price	% +/-	Average Price	% +/-
2004	£148,829		£113,487		£122,878		£160,094		£87,290		£106,534	
2005	£158,184	6.29	£126,379	11.36	£135,419	10.21	£172,735	7.90	£102,537	17.47	£121,637	14.18
2006	£166,485	5.25	£134,428	6.37	£141,579	4.55	£178,032	3.07	£113,391	10.59	£129,365	6.35
2007	£180,543	8.44	£144,126	7.21	£152,138	7.46	£191,961	7.82	£123,267	8.71	£138,032	6.70
2008	£179,868	-0.37	£142,787	-0.93	£152,423	0.19	£191,480	-0.25	£125,713	1.98	£139,458	1.03

*2008 figure represents sales from January 1st to September 30th only

Aire Valley, Leeds

- 4.26 The sites under consideration for the Aire Valley, Leeds are in the Hunslet Riverside area, which is within postcode sector LS10 1.
- 4.27 Table 4.5 provides details of average prices and numbers of property sales in this area between 2004 and 2008. This data reveals that the vast majority of residential sales have been for flats, at between 92.9% (2005) and 97.1% (2004). Easily the highest annual number of transactions was recorded in 2007, when 556 units were sold. This had dropped to 108 for the first 10 months of 2008. The average price peaked at £192,348 in 2005, falling 16.4% to £160,327 by 2007, and 33.9% to £127,237 by 2008. As well as factors relating to the decline in the economy, the fall in average house prices since 2005 may be indicative of the local market becoming increasingly saturated with single housing types (apartments).

Table 4.5: House prices and number of property sales, LS10 1, 2004-2008* (Source: Rightmove)

2008	Property Type				Overall- All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	102	3	3	0	108
Average Price	£128,430	£101,233	£112,667	n/a	£127,237
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	532	15	8	1	556
Average Price	£162,046	£122,227	£122,219	£122,000	£160,327
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	265	7	10	2	284
Average Price	£171,818	£114,999	£138,300	£99,950	£168,731
2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	262	11	7	2	282
Average Price	£199,180	£98,536	£102,929	£126,250	£192,348
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	301	5	3	1	310
Average Price	£190,115	£83,189	£98,298	£99,995	£187,211

*2008 figure represents sales from January 1st to October 31st only

- 4.28 The average sales prices and annual rates of growth of LS10 1 are compared with the figures for Leeds in figure 4.6. This further illustrates the volatility in the housing market in the LS10 1 postcode sector, with four of the five years exceeding the city wide average and three consecutive years of decline taking prices well below the averages for both Leeds and indeed the region. The fragility of the market in this postcode compared with Leeds as a whole is compounded by the rapid decline of the market for flats in the past three years.

Table 4.6: Comparison of average prices and growth rates in Leeds and LS10 1, 2004-2008* (Sources: Land Registry; Rightmove)

	Leeds		LS10 1	
	Average Price	% change	Average Price	% change
2004	£122,878		£187,211	
2005	£135,419	10.21	£192,348	2.74
2006	£141,579	4.55	£168,731	-12.28
2007	£152,138	7.46	£160,327	-4.98
2008	£152,423	0.19	£127,237	-20.64

*2008 data represents January 1st to September 30th for Leeds, and January 1st to October 31st for LS10 1

York Northwest, York

- 4.29 The site under consideration in York is York Northwest, which incorporates the former British Sugar site. This is located within postcode sector YO26 5. Table 4.7 provides details of average prices and numbers of property sales in this area between 2004 and 2008. The property type recording the highest number of transactions each year was semi-detached, accounting for more than half of all sales annually, followed by terraced properties at between 20% and 35% each year. Sales of detached houses only accounted for between 3.8% and 9.9% of total sales each year. This indicates a prevalence of traditional and small to medium sized family houses in the area, and a lack of large modern family houses. Sales of flats ranged between 6% and 15.2% of transactions. The highest average annual house price was recorded in 2007 at £184,061; this fell by 2.9% to £178,754 in the first 10 months of 2008.

Table 4.7: House prices and number of property sales, YO26 5, 2004-2008* (Source: Rightmove)

2008*	Property Type				Overall-All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	16	21	64	4	105
Average Price	£136,450	£180,273	£182,332	£282,750	£178,754
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	15	50	117	20	202
Average Price	£135,840	£164,040	£189,623	£237,740	£184,061
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	17	92	154	18	281
Average Price	£123,239	£170,343	£171,384	£204,119	£170,227

2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	22	91	133	12	258
Average Price	£149,315	£154,726	£168,406	£223,949	£164,536
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	31	67	133	16	247
Average Price	£137,906	£140,953	£150,987	£227,593	£151,586

*2008 figure represents sales from January 1st to October 31st only

- 4.30 The average sales prices and annual rates of growth of YO26 5 are compared with the figures for York in table 4.5. This shows that house prices in YO26 5 were between 4.1% and 6.6% lower than for York as a whole over the five periods. Housing price growth was slightly higher than York between 2005 and 2007, although the decrease in 2008 was larger for YO26 5. However, the figures for this year are not directly comparable as the YO26 figures include one month more (October) than the York figures. Despite the fact that house prices in YO26 were lower than York, the figures for all five years were higher than the national and regional figures shown in Table 4.8.

Table 4.8: Comparison of average prices and growth rates in York and YO26 5, 2004-2008* (Sources: Land Registry; Rightmove)

	York		YO26 5	
	Average Price	% change	Average Price	% change
2004	£160,094		£151,586	
2005	£172,735	7.90	£164,536	8.54
2006	£178,032	3.07	£170,227	3.46
2007	£191,961	7.82	£184,061	8.13
2008	£191,480	-0.25	£178,754	-2.88

*2008 data represents January 1st to September 30th for York, and January 1st to October 31st for YO26 5

Bradford Shipley Canal Corridor, Bradford

- 4.31 In Bradford, the sites under consideration are within the Shipley Canal Corridor in two postcode sectors- BD1 4 and BD18 2. Sales and average prices recorded for each between 2004 and 2008 are shown in 4.9.
- 4.32 The vast majority of property transactions in BD1 4 were for flats, accounting for 100% of all sales in 2005 and the first 10 months of 2008. The total percentage of sales for all other property types peaked at 15.8% in 2006. The highest number of transactions recorded was just 75 in 2005, which fell to 19 in 2006 and 2008, and just 13 in the first 10 months of 2008. This suggests that the postcode sector has a fairly low housing density at present. The

highest average annual house price was also recorded in 2005, at £132,834. This had fallen by 19.4% to £106,971 by 2008.

Table 4.9: House prices and number of property sales, BD1 4, 2004-2008 (Source: Rightmove)

2008*	Property Type				Overall- All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	13	0	0	0	13
Average Price	£106,971	n/a	n/a	n/a	£106,971
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	16	1	0	2	19
Average Price	£98,356	£150,000	n/a	£311,500	£123,510
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	18	1	0	0	19
Average Price	£116,914	£145,000	n/a	n/a	£118,392
2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	75	0	0	0	75
Average Price	£132,834	n/a	n/a	n/a	£132,834
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	54	0	1	0	55
Average Price	£102,817	n/a	£220,000	n/a	£104,948

*2008 figure represents sales from January 1st to October 31st only.

- 4.33 In contrast, the housing market in BD18 2 is dominated by traditional and small to medium sized family houses. Combined sales of terraced and semi-detached properties accounted for between 85.7% and 91.4% each year. The peak year for transactions was 2006, when 156 were recorded, dropping to 58 in the first 10 months of 2008. Despite this, the highest annual average price was actually recorded in 2008 at £114,378, a 1.4% rise compared with 2007. However, this was the smallest annual increase over five consecutive years of growth.

Table 4.10: House prices and number of property sales, BD18 2, 2004-2008 (Source: Rightmove)

2008*	Property Type				Overall- All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	4	27	26	1	58
Average Price	£63,750	£119,720	£114,096	£180,000	£114,378
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	7	59	57	4	127
Average Price	£67,350	£106,294	£118,411	£207,488	£112,773
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	4	74	61	17	156
Average Price	£51,400	£98,781	£112,628	£160,090	£109,662
2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	8	65	30	6	109
Average Price	£41,250	£87,238	£94,115	£145,331	£88,953
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	12	57	45	5	119
Average Price	£39,950	£77,942	£77,208	£126,190	£75,861

*2008 figure represents sales from January 1st to October 31st only

- 4.34 The average sales prices and annual rates of growth of in BD1 4 and BD18 2 are compared in the table below. This demonstrates how house prices in each of the two postcodes have performed differently from each other and from Bradford as a whole over five yearly periods. Between 2004 and 2007, average prices in BD1 4 were higher than both Bradford and BD18 2, although there were some fairly inconsistent fluctuations. This is indicative of the low volume of sales and lack of diversity of housing types, with the vast majority of sales being for flats. However, in 2008 sales largely evaporated and the average price was considerably lower than the other two comparators. Both Bradford and BD18 2 saw average house prices grow over the five periods. In 2004, prices in BD18 2 were 13.1% lower than Bradford- this gap narrowed to just 3.3% in 2006 before expanding to 9.1% by 2008. These figures indicate fairly healthy housing markets in both Bradford and BD18 2. However, prices were consistently lower than the regional average, shown in table 4.11 below.

Table 4.11: Comparison of average house prices and growth rates in Bradford, BD1 4 and BD18 2, 2004-2008* (Sources: Land Registry; Rightmove)

	Bradford		BD1 4		BD18 2	
	Average Price	% change	Average Price	% change	Average Price	% change
2004	£87,290		£104,948		£75,861	
2005	£102,537	17.47	£132,834	26.57	£88,953	17.26
2006	£113,391	10.59	£118,392	-10.87	£109,662	23.28
2007	£123,267	8.71	£123,510	4.32	£112,773	2.84
2008	£125,713	1.98	£106,971	-13.39	£114,378	1.42

*2008 data represents January 1st to September 30th for Bradford, and January 1st to October 31st for BD1 4 and BD18 2.

North Kirklees/ South Dewsbury Neighbourhoods

- 4.35 Potential UES locations have been identified within North Kirklees, all in the vicinity of South Dewsbury. These are Scout Hill/Savile Town (postcode sector WF12 9), Ravensthorpe (WF13 3) and Mirfield (WF14 8). House prices and number of property sales in each area for 2004-2008 are shown in Tables 4.12 to 4.14.
- 4.36 In Scout Hill/Savile Town (WF12 9), the property type with the most prevalent number of sales each year was terraced, at between 46.1% and 55.3% of total sales. Annual sales peaked at 114 in 2004 and fell each year, recording just 31 for the first 10 months of 2008. Conversely, sales prices increased each year, including a rise of 13.5% in 2008 to £137,650, bucking national and regional trends. This is perhaps indicative of significant unmet demand in the local housing market.

Table 4.12: House prices and number of property sales, WF12 9, 2004-2008* (Source: Rightmove)

2008*	Property Type				Overall- All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	0	15	10	6	31
Average Price	n/a	£114,709	£144,750	£183,167	£137,650
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	4	43	29	13	89
Average Price	£40,300	£110,639	£120,464	£183,462	£121,316
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	1	52	20	21	94
Average Price	£60,500	£97,443	£116,750	£178,144	£119,189
2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	3	47	32	20	102
Average Price	£53,832	£98,462	£107,156	£169,650	£113,835
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	2	60	33	19	114
Average Price	£42,730	£81,344	£99,455	£160,741	£99,142

*2008 figure represents sales from January 1st to October 31st only

- 4.37 Terraced housing was also the housing type which accounted for most sales each year in Ravensthorpe, at between 58.1% and 70.8% of total sales. Semi-detached properties ranked second each year, with the peak for detached property sales being 2008 at 7.8%. Across all of the five periods recorded, only four flats were sold. The peak year for property transactions was 2006, falling to 77 for the first 10 months of 2008. As with WF12 9, average prices increased each year, albeit more modestly in 2008, which saw a 0.76% increase over 2007 to £111,640.

Table 4.13: House prices and number of property sales, WF13 3, 2004-2008* (Source: Rightmove)

2008*	Property Type				Overall- All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	1	47	23	6	77
Average Price	£31,000	£105,560	£113,782	£164,492	£111,640
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	2	118	67	11	198
Average Price	£55,000	£99,887	£126,737	£140,945	£110,800
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	0	157	62	3	222
Average Price	n/a	£97,584	£117,154	£121,667	£103,375
2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	0	141	53	7	201
Average Price	n/a	£83,491	£108,772	£160,714	£92,845
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	1	122	80	7	210
Average Price	£46,000	£61,413	£88,946	£108,643	£73,403

*2008 figure represents sales from January 1st to October 31st only

- 4.38 In Mirfield (WF13 3), sales were spread somewhat more across the four housing types, although terraced houses still represented the type with most sales in four of the five years (2004-2007). Unlike the other two postcode areas in Kirklees, the market for detached houses was significant, with percentage sales peaking at 21.8% in 2005. Total number of transactions reached 141 in 2007, dipping to 33 for the first 10 months of 2008. House prices increased over each of the five years, reaching an average of £185,840 in 2008, a rise of 24.6% year on year. Although this was bolstered by sales of seven detached properties at an average of £300,643 each, average prices for all four of the property types were much higher than the other two postcode sectors in Kirklees.

Table 4.14: House prices and number of property sales, WF13 3, 2004-2008* (Source: Rightmove)

2008*	Property Type				Overall-All Types
	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	4	7	15	7	33
Average Price	£129,197	£115,142	£180,363	£300,643	£185,840
2007	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	68	39	19	15	141
Average Price	£133,840	£130,779	£154,671	£258,800	£149,094
2006	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	53	39	27	16	135
Average Price	£132,598	£133,495	£181,996	£271,798	£159,235
2005	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	10	40	25	21	96
Average Price	£128,578	£100,762	£148,782	£277,712	£154,873
2004	Flat	Terraced	Semi-Detached	Detached	
Number of Sales	18	34	15	15	82
Average Price	£114,441	£96,026	£140,530	£227,033	£132,174

*2008 figure represents sales from January 1st to October 31st only

- 4.39 The average sales prices and annual rates of growth of WF12 9, WF13 3 and WF14 8 are compared with the figures for Kirklees in Table 4.15. The data shows that over the five yearly periods, the postcode sector to most closely mirror the local authority averages was WF12 9 (Scout Hill/ Savile Town). In 2004, the average price in WF12 9 was 6.1% lower than Kirklees, although this had narrowed to just 1.3% by 2008. Prices in WF13 3 (Ravensthorpe) were significantly lower than WF12 9. The gap was at its widest in 2004 at 26%. This had narrowed to 8.7% by 2007 but grew again to 18.9% in 2008- a consequence of much more significant yearly house price growth in Scout Hill/Savile Town than Ravensthorpe.
- 4.40 In contrast, house prices in WF14 8 (Mirfield) were significantly higher than for Kirklees each year. In 2004 the difference was 24.1%, which narrowed to 8% in 2007, when house prices in WF14 8 experienced a decline. However, this increased spectacularly to 33.2% in 2008, when at £185,840 house prices in Mirfield exceeded the national average (£179,868); for each of the other four years, the average house price in Mirfield exceeded the regional average.

Table 4.15: Comparison of average house prices and growth rates in Kirklees, WF12 9, WF13 3 and WF14 8, 2004-2008* (Sources: Land Registry; Rightmove)

	Kirklees		WF12 9		WF13 3		WF14 8	
	Average Price	% change	Average Price	% change	Average Price	% change	Average Price	% change
2004	£106,534		£99,142		£73,403		£132,174	
2005	£121,637	14.18	£113,835	14.82	£92,846	26.49	£154,873	17.17
2006	£129,365	6.35	£119,187	4.70	£103,375	11.34	£159,235	2.82
2007	£138,032	6.70	£121,316	1.79	£110,800	7.18	£149,094	-6.37
2008	£139,458	1.03	£137,650	13.46	£111,640	0.76	£185,840	24.65

*2008 data represents January 1st to September 30th for Kirklees, and January 1st to October 31st for WF12 9, WF13 3 and WF14 8

Developer consultation

- 4.41 To gain further commercial insight into each of the four potential areas for the Urban-Eco* Settlement, a series of informal developer consultations was undertaken, engaging relevant personnel from prominent house builders, all of which operate in the areas under consideration. A sample of regional and national house builders was selected in order to provide a broad perspective on the prospects for each location.
- 4.42 This consultation revealed some common themes regarding the attractiveness to developers of sites within the four broad locations. The findings are summarised below under key headings that were discussed during the market engagement process.

Leeds

- 4.43 Leeds is a relatively strong and buoyant market and the Aire Valley would be a suitable location for exemplary urban development, with house builders most certain of the prospects in the medium to long term. However, the Aire Valley is perceived as having strong associations to industry. To unlock its full potential, the planned infrastructure projects would need to be completed along a programme of environmental enhancement. In its current land use configuration, the potential value of development will not be maximised.
- 4.44 All developers consulted agreed that an appropriate mix of housing types would be traditional 2, 3 and 4 bedroom houses including townhouses. Due to the supply position in Leeds' apartment market, it was the opinion of developers consulted that there will be no market appetite for apartment development in this location in the short term. There is a perception that the surrounding areas have seen extensive apartment development in recent years.

York

- 4.45 The York market is seen as very strong, with the area in which the British Sugar site is situated perceived to be a significant opportunity. It is seen as accessible and capable of going some way to meet the significant latent demand for new family housing in York.
- 4.46 The most appropriate mix in this location was perceived by the developers consulted to be 2, 3 and 4 bedroom family houses, with densities potentially reflecting the suburban character of the surrounding areas. According to market sentiment, townhouses may also work in this location, particularly given the popularity of traditional townhouses in the city. Developers are more sceptical about the appetite for apartments in any scheme coming forward over the next 2-3 years.
- 4.47 All developers expressed interest in this location, citing strong market fundamentals plus latent demand for family housing in the medium to long term.

Bradford

- 4.48 The market perception of the Bradford Shipley Corridor is that it offers enormous potential, but significant projects related to infrastructure and the relocation/ improvement of unattractive industrial uses would need to occur in order for it to realise its full potential.
- 4.49 The Shipley end of the canal corridor is most attractive to the market and new development here would be popular and link effectively to the quality of the existing settlement. The developer sample that was consulted suggested that they would have most confidence investing in this area as an early phase of any development opportunity. However, the views expressed need to be tempered by other comments relating to the need for environmental enhancement and infrastructure works.
- 4.50 The appropriate housing mix is generally seen to be traditional 2, 3, 4 and 5 bedroom properties. It would also be appropriate to build apartments along the waterfront, subject to a successful restoration project being delivered.

North Kirklees / South Dewsbury

- 4.51 There are mixed perspectives on the performance and potential of North Kirklees/ South Dewsbury neighbourhoods. Positively, there is a strong indigenous demand from households' resident in the area and with family associations. Large average household sizes and unmet

housing needs give some level of confidence that there is a latent demand for homes within this locality.

- 4.52 However, traditionally, areas such as Dewsbury and surrounding neighbourhoods have been viewed as relatively insular and have not benefited from investment by incoming households across a spectrum of socio-economic groups. Development of new homes in these areas is also perceived to have been relatively small scale over recent years.
- 4.53 There is a perception that the supply of development land is relatively constrained, with many sites being complex to deliver. It was commented by several developers that it may be difficult to achieve the critical mass needed to establish an Urban Eco* Settlement given the dispersed nature of sites and the tightly drawn Green Belt.
- 4.54 The settlement of Mirfield, located to the west of Dewsbury, was perceived as a stronger location in terms of market performance and potential. This location is perceived as offering a better mix of homes, better links to the surrounding countryside and good access to the motorway network.
- 4.55 In terms of future potential, the most appropriate types of housing were seen to be 2 and 3 bedroom houses in locations such as Mirfield. In the more urban neighbourhoods of South Dewsbury there is a perception that larger homes may help to meet household needs as part of a mix of house types.

Sustainable Homes Development

- 4.56 All developers consulted expressed that developing homes to Code for Sustainable Homes Levels 4-6 would add significant costs. Taken in the context of a weakened demand for homes and depressed prices, Code Levels 4-6 are only likely to be viable in instances where public sector support can be achieved.

Timescales for Development

- 4.57 The developers were asked how realistic they perceived the chance of the Urban- Eco Settlement being able to get started on the ground by 2011. With the exception of one developer, which viewed York as potentially being able to commence in 2011, all the developers believed that 2012 or 2013 would be a more realistic start date, taking into account the current problems with the market, the process of acquiring the land and the length of time needed to obtain planning permission.

Landowner Discussions

4.58 Landowners in Leeds, Kirklees and York were also consulted in order to establish the level of support for the programme. Whilst all felt that viability would be in issue, particularly in the current market climate, they each provided in principal support for a proposed eco-community on their sites.

Leeds and North Kirklees / South Dewsbury

4.59 The landowner in Leeds and South Dewsbury felt that developing eco principles in a strong market area such as Leeds would deliver greater returns than in a more difficult market area. Indeed the strength of the local market was considered to be a critical factor, as was the availability of financial assistance to deliver the scheme.

4.60 Two levels of support were proposed:

- An 'eco-subsidy' to enable the landowner / developer to deliver high design standards; and
- A 'market subsidy' to provide the landowner / developer with the confidence that if they develop that they could market and sell the properties.

4.61 It was found that the landowner would also be interested in exploring innovative delivery routes with the HCA and other funding bodies to facilitate the development. It was felt that in the current climate there would need to be a strong business case to enable the Groups board to consent to a development starting on site. A potential Joint Venture with the HCA was seen as a possible option.

York

4.62 In York, the landowner is currently undertaking a process of site preparation and master planning on the British Sugar site. They are keen to progress this work and obtain a planning consent for the site before taking it to the market. Again viability was the biggest concern however the landowner would be interested in entering into negotiations regarding potential gap funding opportunities that may facilitate the development of the site as an eco-exemplar community in York.

4.63 The British Sugar site is a prime site and the landowner is keen to maximise value. They would not want this to be jeopardised through the adoption of eco-standards without some degree of financial assistance.

- 4.64 As landowners at York Northwest, Yorkshire Forward was also consulted. It is understood that Yorkshire Forward are keen to progress a sustainable scheme at York Central, incorporating commercial and residential uses on this site. In particular they are trying to promote sustainable transport solutions and achieve 20% car use. It was felt that this would support the eco-credentials being proposed by the UES programme.
- 4.65 In terms of the other three locations it is understood that Yorkshire Forward ownership is minimal. Proposals should however acknowledge, as appropriate, the Renaissance Programmes in Airedale and Kirklees. Further discussions with Yorkshire Forward will therefore need to be undertaken as the programme progresses.

5. ASSESSING SUSTAINABILITY

- 5.1 The approach to undertaking the Sustainability Appraisal (SA) draws on the methodology and experience used for the SA of the draft Eco-towns Programme.
- 5.2 As the SA is being undertaken at a strategic level, it is necessarily broad in its assessment, conclusions, and recommendations. It takes a 'snapshot' of locations and proposals in, recognising that the proposals are continuing to be developed, and constitutes the first of a series of successive assessments that will be required as eco-community proposals are taken forward.
- 5.3 This will include an assessment of the degree of 'fit' with the Government's eco-town criteria as set out in the draft PPS. It is acknowledged that whilst differences exist between Eco-towns and proposed phase one eco-communities a number of these criteria will have relevance to each. The approach to the SA for the first eco-community will therefore include an appraisal of the potential development on the sites in regard to the standards set out in the Urban Eco* Settlements document, as well as, against the standards set out for Eco-towns in the draft PPS.
- 5.4 The scale of settlement is important in allowing for economies of scale in development costs and in allowing for a reasonable degree of self-containment in terms of employment and services to reduce the need to travel. This is compensated by the provision of convenient public transport to a higher order centre for higher order services. Rather than simply being urban extensions, the concept envisages the creation of new eco settlements on major brownfield sites within existing urban areas. Whilst they will need to integrate with their surroundings, there may also be a degree of separation between individual sites and this will enable a range of innovative approaches to be adopted in relation to waste to energy, renewable energy and grey water recycling .Over the longer term an "area based" approach to the adoption of sustainability principles will help to encourage behavioural change.
- 5.5 In assessing the comparative merits of the four locations in the Leeds City Region the following strategic criteria are used:
- Scale – generally the larger the development, the greater the scope for innovation and economies of scale
 - Unity – generally one large site is more likely to enable innovation than a collection of smaller individual sites

5.6 In the draft Planning Policy Statement (PPS) on Eco-towns (November 2008) the Government has stated that “Alongside eco-towns we want to see development in towns, cities, suburbs and urban extensions built to the very highest environmental standards.” It is reasonable therefore to assess the proposed Leeds Urban Eco-settlements against the locational criteria set in the PPS. These refer to:

- Complying with existing PPSs including those relating to sustainable development such as: climate change adaptation, pollution control, open space, biodiversity, transport, flooding, housing and economic development.
- Proximity to a higher order centre where there is clear capacity for public transport links to that centre.
- Where the development can play an important role in delivering other planning, development and regeneration objectives.

5.7 The approach taken to the Leeds sites relates first to considering the situation as existing, and in the future with and without development. The discussion is structured around the following issues derived from the discussion above:

- Scale
- Unity
- Biodiversity and green infrastructure
- Climate change adaptation and flood risk
- Climate change mitigation
- Landscape and historic environment
- Waste
- Water resources and water quality
- Land contamination
- Air quality
- Community infrastructure
- Community wellbeing
- Decent and affordable homes
- Transport and accessibility

- Employment and economy
- Spatial (policy) issues

5.8 The analysis has assessed both the broad development areas identified in the exercise and the more localised developments sites identified by GVA Grimley. To assist in understanding the analysis and to make comparisons between the areas and sites, a summary table has also been produced taking the key appraisal criteria, expressing these in terms of objectives and providing indicators of sustainability. A “key” to the objectives indicators is provided below.

Table 5.1: Key to Sustainability Appraisal objectives and indicators (example)

SA Issue	Site Specific Issues	Indicators	Comment	Rationale
Biodiversity and green infrastructure	Conserve and enhance biodiversity	SSSIs within or adjacent to the site	No	No presence of SSSI – positive.
	Protect and enhance priority habitats and species	Presence of priority habitats/species	Not known	Requires further investigation or study to determine.
	Increase and enhance green infrastructure			
Climate change adaptation and flood risk	Avoid development in areas of high flood risk	Area of flood risk 3 within site	Yes – most of the site is within Flood Zone 3	Presence of area of flood risk 3 within site – negative as development will create further flood risk.
	Avoid exacerbating flooding in the vicinity of the site	Area of flood risk 3 adjacent to the site	Yes – Flood Zone 3 adjacent to the site	Presence of area of flood risk 3 adjacent to site – negative as development will exacerbate flooding in the vicinity of the site.
Climate change mitigation	Maximise use of renewable energy	Potential of the site for renewable energy	Certain uses nearby may constrain options e.g. wind turbines	Potential constraints to renewables – potential negative.
Key:				
Positive	Not known	Potential Negative	Negative	

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- 5.9 An SA schedule has been included in Appendix 1. This represents the findings of an appraisal of the four locations using available secondary data sources.
- 5.10 In order to gain a more in depth understanding of the key environmental and sustainability issues pertaining to the specific sites, the outcomes of the SA have been augmented with discussions with the Environment Agency, Natural England and English Heritage. A summary of these discussions is provided below.

Environmental Considerations

- 5.11 The sustainability/ eco-credentials of each site have been assessed further by the Environment Agency, Natural England and English Heritage. Their assessment was based on available information, but it was noted that extensive research must be undertaken on all of the sites, in order to ensure a comprehensive evaluation occurs.

Aire Valley Leeds – Hunslet Riverside

- 5.12 The south bank of the River Aire is subject to a flood alleviation programme, as a large proportion of the area falls into Flood Zone 3. This has been addressed by Leeds City Council, and the area has now been divided according to their risk factor, in order to inform where development is acceptable. Contaminated land is likely to be an issue throughout the area, and this will need to be investigated at cost.
- 5.13 The ability to provide this open space was felt to be important in terms of realising the eco-credentials of the site. Concerns were expressed about the ability of the Yarn Street site to meet the requirements for 40% open space provision, this of course presuming that this specific criteria of the PPS applies to the site. In reality however it is more likely that the 40% open space provision will need to be negotiated as part of the wider proposal rather than on the basis of a single phase one site. Although it is unlikely that Yarn Street will provide 40% open space, development would serve to open up the Riverside walk which is currently blocked off, enabling long distance routes and providing an attractive waterside location in compliance with the approved Waterside Strategy.
- 5.14 At Copperfield College flood risk is not an issue and there is more opportunity for open space provision. However, the sloping nature of the site may be problematic.
- 5.15 Hunslet Mills is a Grade II* listed building, and there is a group of listed buildings on the site. Conversion of the existing buildings in line with eco-principals could be costly in terms of the need to safeguard the special character of historic buildings.

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- 5.16 There are serious concerns with flood issues in this area. Compatibility with the proposed flood alleviation scheme is therefore an important consideration for future development proposals. Generally, it was felt that the Copperfield site is likely to be the most reasonable and has the best chance of avoiding flooding issues, and meeting green space requirements, therefore meeting two of the key eco-town criteria.

Bradford Shipley Canal Corridor

- 5.17 The Bradford – Shipley corridor includes Bradford Beck, and there are significant parts within flood zone 3. The redevelopment of this area could increase the impacts on culverts, and create additional surface water run off. Many aspects of work in the area are in the early stages, and further investigation on a wide range of issues would need to be undertaken before any of the sites are taken forward. A strategic flood risk assessment specific to this corridor of development would need to be undertaken to enable the PPS25 Sequential Test to be applied.
- 5.18 Much of this area has been used for heavy industry, and there are a number of historic landfill sites which would need investigation and remediation. The remediation of this area is likely to carry a significant cost and the current canal path is under many buildings, car parks and highway crossings. This would severely constrain the ability to open up the canal in time. However, there is an opportunity to deliver biodiversity enhancements of Bradford Beck.
- 5.19 Crag Road (Site 1) is within Flood Zone 2, which follows Bradford Beck. Bradford MDC is currently undertaking a Strategic Flood Risk Assessment, and so these zones would need to be investigated with further modelling and a more site-specific focus. The site is also within the buffer zone of a World Heritage Site, which includes a Management Plan and a Capacity Study to understand the level of development that could be withstood by the site before it had an adverse effect. It would be important to understand the sensitivity of areas within this buffer zone, in order to establish where development is visible from key aspects of the World Heritage Site, and this could limit what can come forward.
- 5.20 The Local Authority are quite advanced with their mapping work in relation green links, and significant opportunities are presented here. The green link from the City Centre to the Aire Valley, runs through the Crag Road site and has the potential to be a positive feature of the site.
- 5.21 The Arnold Lavers site (site 2) is on sloping land, but is felt to be a lower flood risk. Land contamination issues may also need to be investigated, as there is a nearby quarry that may have been used for landfill. However, the prominent nature of this site means that it forms
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part of the key views from the Grade II listed park opposite. Any development here would need to ensure that impact is minimised. However, this also works the opposite way, in terms of being able to be a prominent site in terms of displaying eco-credentials to the surrounding area.

- 5.22 Site 3 falls within Flood Zone 3. There is also a former landfill (an old gasworks) on part of the site, which could pose significant problems.

North Kirklees / South Dewsbury Neighbourhoods – Thornhill Lees

- 5.23 At Thornhill Lees there are a number of sites falling into the functional floodplain, and there are serious flood problems in the area. A Level 2 assessment is being undertaken which will give a better idea about flows, danger to property and flood risk. This could help to inform the scope for future development. However, if adopting the PPS guidance then the EA felt that given the flood risk issues this would not be a suitable location for an eco-community.
- 5.24 There are also issues with historic landfill sites and contamination which would need to be fully investigated and resolved before development could take place.
- 5.25 However, there is a Grade II* listed building (Thornhill Lees Hall) and this could potentially benefit from an improved setting brought about through investment in the area.

York Northwest – British Sugar

- 5.26 The British Sugar site has only a small area within the high risk Flood Zone 3, with the remainder in Flood Zone 1. There is an authorised landfill (sewage and sludge lagoon) to the northern end of the site. This is unlikely to be actively used, but would require further investigation in order to assess the need for remediation in the future. They may have landfill gas issues requiring full assessment. There is also likely to be wildlife interests on the site.
- 5.27 In terms of access to green space, there is the possibility of an access bridge linking the site to Clifton Ings (nature reserve).
- 5.28 Surface water is currently being pumped from the British Sugar site to the Sewage Treatment Works due to the industrial nature of the site. Redevelopment would require surface water to be redirected which could cause flooding to the River Ouse.
- 5.29 Parts of the York Central is a site falls within Flood Zone 2/3 and it is recommended that commercial rather than residential uses are pursued in areas suffering the highest risk (flood zone 3).

- 5.30 The site is also situated within a historic environment, and it is highly likely that there will be significant archaeology on the site. There are also access problems as a result of close proximity to the city walls and Grade II listed station. These issues create concern for safeguarding the historical importance and character of York. There is a potential impact of tall buildings on the views of the Minster, and this would need to be taken into account.
- 5.31 The implications of development activity include an increase in the passage of people and traffic, and this could threaten this character. A holistic assessment of both sites, on the impact on York City Centre, would need to be undertaken.
- 5.32 Finally, all sites will need to be subject to a water cycle study, in order to reinforce or supplement what has already been picked up in Area Action Plans and previous studies. All sites must ensure that any built design is based upon a landscape character assessment basis.

6. IDENTIFYING THE 'TRAILBLAZER'

- 6.1 At this point in the assessment the relative merits of each proposal are compared with a view to identifying the optimum location(s) within the city region to be progressed as an eco-exemplar community. Its primary purpose is to offer an objective interpretation of the strengths and weaknesses of each location and sites therein drawing on the deliverability, sustainability and market assessment exercises undertaken previously. The headline findings from this assessment are summarised in table 6.1 below.
- 6.2 This section will conclude with a recommendation on the preferred location(s) to be taken forward in partnership with CLG. Having identified a site(s) for fast tracking the overall funding ask for each of the sites will then be determined in the investment programme that follows. As has been demonstrated through the assessment, all of the sites offer development potential, which with investment could make a significant contribution to the Leeds City Region's housing delivery agenda. The development programme will therefore set out a phased programme of housing delivery across each of the four locations, identifying where opportunities for future 'eco-exemplar communities' may exist.

Table 6.1: Delivery Assessment Summary

Location / Site	Clear vision and objectives embedded in policy	Local authority and political support	In principal Developer / Landowner Support	Supportive local planning framework	Readiness (on site by 2011)	Immediate impacts and longer term potential	Unity / Scale scope for innovation and economies of scale	Relatively Strong market supporting scheme viability	Established partnerships and delivery structures	Suitable for showcasing and high profile development
Aire Valley Leeds (Hunslet Riverside)	✓	✓	✓	✓	✓	✓	-	-	✓	✓
Bradford Shipley Canal Corridor	-	✓	✓	✓	-	-	-	-	✓	-
South Dewsbury (Thornhill Lees)	✓	✓	✓	✓	✓	-	-	-	-	-
York Northwest (British Sugar)	✓	✓	✓	✓*	-	✓	✓	✓	✓	✓

*York Northwest AAP and LDF Core Strategy currently being prepared

Note: All scores are relative and explained in more detail in the proceeding text

Aire Valley Leeds

6.3 The Hunslet Riverside area and wider Aire Valley exhibit a number of positive attributes. The key strengths of this area include:

- A supportive planning framework with the majority of housing sites forming part of a wider 'Strategic Housing and Mixed Use Development' area enabling early development to proceed.
- An Area Action Plan covering the whole area which provides a clear framework for development and is supportive of the development of eco-standards.
- Potential to deliver in excess of 2500 homes across a number of sites in the Hunslet Riverside area, providing immediate impact (particularly at Yarn Street and Copperfields) and longer term development potential of up to 7800 homes across the wider Aire Valley AAP area.
- A number of sites also benefit from having residential planning permissions in place.
- Direct infrastructure costs associated with the development of the Hunslet Riverside area are relatively low and would be met by the developer.
- All sites are in single ownership, with the Leeds City Council being the landowner of the Copperfields site. The development of this site also has the potential to act as a catalyst for the wider regeneration of the surrounding neighbourhoods which form part of the EASEL AAP
- Scale and location provides the opportunity to deliver a high profile development at the heart of the city region.
- Leeds is a buoyant housing market and there is evidence of some developer interest in developing family housing within the Hunslet Riverside area.

6.4 The following delivery challenges should however be highlighted:

- Residential planning permissions would need to be modified to reflect higher design standards.
- A number of schemes are apartment led which in the short term may not be viable given the saturation of the Leeds apartment market in recent years. This applies specifically to the proposed developments at Clarence Road and Braimes, but also poses a potential risk to the delivery of Hunslet Mills.

- The Hunslet Riverside is an area of high flood risk, however mitigation will be achieved through the delivery of the flood alleviation scheme.
- Adjacent industrial uses may detract from the appeal of the proposed eco-community, particularly if development proposals within the immediate vicinity are not progressed at a pace that raises the quality of the surrounding land uses.
- Although a compact area scale may be an issue, especially if the apartment led schemes can not be brought forward.

Summary conclusion

- 6.5 In deliverability terms the AVL proposal presents itself as a strong candidate for a new eco-exemplar community. Many of the sites have planning permission in place, which although would need to be revisited, provide a good starting position from which further negotiations can take place.
- 6.6 The landowner has offered in principle support for the proposal and would be interested in entering into discussions with CLG and the City Region Partnership regarding the likely levels of public sector investment support that may be available to bring forward the Yarn Street development in line with higher eco-standard. Of all the sites Yarn Street also offers the most potential for early delivery, given that a developer is already engaged and site preparation works are underway.
- 6.7 The neighbouring Hunslet Mills complex also offers opportunities for the expansion of the programme in the future. Demolition works are also taking place on the council owned Copperfields College site providing scope for a further phase of development. Should Yarn Street prove unviable to the developer then this site, being in council ownership, may provide greater flexibility for the delivery of eco-principles.
- 6.8 Whilst in principle these sites offer scope for a new eco-exemplar community at the heart of the city region there are a number of potential risks associated that should be highlighted. The first issues are in terms of scale and unity of the proposed sites. Whilst Yarn Street and the Hunslet Mills are proximate to one another, the boundaries of these sites and Copperfields College are not contiguous, with the latter somewhat detached due to existing industrial uses and the new East Link Road which acts as a physical barrier between the two areas.
- 6.9 Secondly, and given this context, there is risk that an initial phase of development on Yarn Street may be somewhat isolated if the development of the Hunslet Mills could not be progressed in the short term. There is a degree of risk that this may prove difficult under

current market conditions, particularly as a large proportion of pipeline schemes in this location are apartment led and unlikely to come forward in an already saturated market. It is however understood that Leeds City Council are in negotiations with the owners of the site regarding a revised scheme that may be more appropriate in the current market. To be successful Leeds City Council and partners will therefore need to ensure that other development proposals within the immediate vicinity are progressed at a pace that raises the quality of the surrounding land uses in tandem with the Yarn Street site.

- 6.10 The eco-town PPS prohibits development within flood zone 3 and it has been identified that Yarn Street falls within a flood zone 3 area. Despite this a commitment has been put in place to deliver a flood alleviation scheme for the site as part of a wider infrastructure investment within the Aire Valley Corridor. This will have the effect of reducing the risk of flooding on the site enabling development to take place.

Bradford Shipley Canal Corridor

- 6.11 The evidence gathered as part of this assessment has identified a number of opportunities within the Bradford Shipley Canal Corridor. Despite this the proposals for the corridor are still in their infancy compared to the other schemes assessed.
- 6.12 The corridor does however demonstrate a number of positive characteristics which form the basis of an exciting regeneration programme. The key strengths include of the corridor include:
- A number of brownfield opportunity sites located within close proximity stretching 5km from Bradford to Shipley.
 - Large public sector land holdings, with large proportions of the area to form part of a Joint Venture Partnership being established for the corridor.
 - The corridor affords good accessibility and is served by both road and rail.
 - Land at Crag Road is within walking distance of Shipley train station.
 - Opportunity sites in the north of the corridor (e.g. Crag Road) likely to benefit from proximity to Shipley which is considered to be a more sustainable housing market area.
- 6.13 However, delivery is likely to be contingent on the following issues being resolved:
- Development is likely to be dependent upon the wider transformational change taking place along the corridor.

- Development is unlikely to occur in the short term and in the absence of a wider vision established through the planning process. At present AAP and Masterplanning proposals are not suitably advanced to provide this wider framework.
- The industrial nature of the corridor means that infrastructure costs are likely to be high.
- Immediate impacts possible however longer term potential could be constrained due to pace of relocation and potential contamination issues.
- Quality of surrounding neighbourhoods may detract from the market appeal of the corridor, particularly towards Bradford.

Summary conclusion

- 6.14 The evidence gathered as part of this assessment has identified a number of opportunities within the Bradford Shipley Canal Corridor, however many of the sites are heavily constrained due to a legacy of industrial activity along the corridor. The current condition of sites limits their potential to be considered as early “trailblazers” within the Urban Eco* Settlement programme. Site investigations, remediation and other preparatory works will need to occur before many of the sites can be considered development ready.
- 6.15 Many sites, including the Crag Road site that has been identified as the most deliverable site in the corridor, suffer contamination issues and require extensive remediation. Similarly a substantial programme of land use change involving the transfer of existing employment uses is also required before the true development potential of the corridor can be realised.
- 6.16 Although this is unlikely to take place within the timeframes of this programme, with a clear vision established for the area via a comprehensive masterplan or AAP and proposed joint venture arrangements formalised the corridor will offer scope for a phase two eco-community.

North Kirklees / South Dewsbury Neighbourhoods

- 6.17 The key strengths of the South Dewsbury neighbourhoods include:
- Early deliverable sites identified within Thornhill Lees offering immediate impacts and longer term delivery potential.
 - Developer engaged and on site enabling an initial development of up to 170 units.
 - Direct infrastructure costs associated with the initial development are likely to be low.
 - Opportunities for innovative design solutions through the delivery of water compatible development on sites in Mirfield and eastward along the river corridor.

- Existing access to rail network via Ravensthorpe train station.

6.18 Delivery challenges include:

- Achieving the critical mass required as part of the programme could be an issue
- Scale could limit scope for delivering high profile development in the short term
- Uncooperative ownerships have the potential to act as a constraint to delivery
- Existing industrial uses and potential contamination limits the early delivery potential of a number of sites.
- Many of the sites fall within areas of high flood risk.
- Generally poor perceptions and market appeal – limited to a niche local market.

Summary conclusion

- 6.19 The South Dewsbury neighbourhood programme offers scope for the early delivery of a number of sites. Whilst in deliverability terms this can be seen as positive, the suitability of these sites being taken forward as a new urban eco-community is less so.
- 6.20 Whilst many of the sites, particularly those in the smaller neighbourhoods, present themselves as development opportunities they are not of an appropriate scale to be taken forward as major new eco-communities. In addition to this, many are heavily constrained due to existing industrial land uses and flood risk, which is likely to prohibit their delivery potential in the short term.
- 6.21 Sites in Thornhill Lees do offer some scope for the delivery of a number of smaller eco-communities. A developer with a scheme at Brewery Lane, has shown some interest in bringing forward eco-principles on future developments within this area. The success of any such exemplar would ultimately be in the applicability of the lessons learned to other sites in North Kirklees/ South Dewsbury and other locations across the City Region.
- 6.22 In market terms, South Dewsbury is also less favourable from a developer's perspective. The level of demand for a new eco-community may therefore impact of the viability of such a development in this location.

York Northwest

6.23 The key strengths of York Northwest include:

- Clear vision and objectives emerging through the AAP process which support the development of new sustainable communities founded on eco-principals.
- Compact urban location with the potential to deliver over 4000 new homes across the British Sugar and York Central sites.
- Good potential to offer both immediate impact at the British Sugar site and to do preliminary work to support delivery of UES for wider York Northwest. Longer term programme of development from 2013 onwards for York Central and delivery of joint infrastructure
- Of appropriate scale offering strong prospects for showcasing and the delivery of a high profile development.
- Direct infrastructure costs associated with bringing forward the British Sugar site are likely to be low with the potential for delivery prior to completion of major infrastructure works.
- Strong housing market in an area of high demand

6.24 Delivery challenges include:

- Timescales for the adoption of the AAP are likely to be in the last year of the phase one programme i.e. 2011/12.
- Longer term infrastructure requirements and costs associated with the wider development of York Central are likely to be high.
- Poor access currently acts as a constraint to development at York Central and would need to be overcome prior to development. The British Sugar site is however not constrained in its early delivery potential.

Summary Conclusion

6.25 Like Aire Valley Leeds, the York Northwest proposal offers considerable scope for the development of a new eco-exemplar community. In deliverability terms the British Sugar site provides an opportunity for a compact urban development offering both immediate impact and longer term development potential. With an estimated development capacity of 1325 units it is the largest of the four proposed sites, and therefore offers the greatest scope for delivering

innovation and economies of scale. The British Sugar site is also less constrained by flood risk.

- 6.26 Discussions with the landowner have indicated in principle support for a proposed eco-community at this location. As with all of the sites this is subject to further clarification of the likely levels public sector support that could be offered to facilitate the development.
- 6.27 In market terms, the British Sugar site is likely to be an attractive location to prospective developers and households. The York market is perceived have strong underlying demand (despite the current market conditions) and is perceived to be suitable for this type of development, however scheme viability remains an important consideration for both developers and landowners, particularly in the context of the costs associated with developing exemplary eco standards.
- 6.28 As with the other three proposals there is an element of risk associated with the York proposal, relating primarily to the proposed timescales for the delivery of the AAP and granting of outline planning consent. Early delivery on the British Sugar site would be contingent on the successful completion of site master planning (currently underway) and the York Northwest AAP being prepared in line with its timetable for adoption in 2011.
- 6.29 The delivery of the site will also be dependent on the ability of the landowner and willingness of the local authority to progress a planning application on the site prior to completion of the AAP. The City of York Council has provided assurances that the planning process would not necessarily be an impediment to promoting an eco-community at the British Sugar site within the timescales of the phase one programme. More specifically there is an opportunity for the council to take a different approach through the planning process as a result of PPS12, which would have the effect of reducing the timescales for developing the AAP.

Recommendation

- 6.30 All four locations and sites offer considerable development potential. However it is felt that of the four, Aire Valley Leeds and York Northwest offer the best prospects for the delivery of an Urban Eco* Settlement, offering short-term delivery potential and opportunities to establish a critical mass of new homes in the medium to long term.
- 6.31 On the merits of their proposed development programmes it is recommended that both of these locations are considered for fast tracking through the Urban Eco* Settlement Programme. More specifically it is recommended that the following sites are considered as 'trailblazer' locations:

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- The Yarn Street and/or Copperfield College sites in Aire Valley Leeds; and
 - The British Sugar site at York Northwest.
- 6.32 The **Yarn Street** site within AVL is a strong candidate for commencing the delivery of a first phase of an Urban Eco* Settlement by 2011.
- 6.33 With public sector investment support the Yarn Street site offers immediate opportunities to fast track an initial development of up to 280 units with opportunities for further expansion through later phases of development on nearby sites. There is also scope to deliver eco-principals through the master planning of the site, with the scheme acting as a benchmark for future sustainable development across the Aire Valley.
- 6.34 However, in order for this site to proceed the Leeds City Region Partnership and CLG will need to be satisfied that the surrounding land use characteristics of Yarn Street do not detract from the appeal of the proposed eco-community with particular reference to adjacent industrial uses. One of the key criteria for assessing Urban Eco*Settlements is the scale of the opportunity and the ability over time to create a critical mass of activity.
- 6.35 This proposal would also be subject to further satisfactory negotiations with the landowner regarding the likely levels of public sector funding support required to ensure scheme viability.
- 6.36 The **Copperfields College** site within Aire Valley also offers good prospects in deliverability terms. The site is currently being cleared and could accommodate a development of up to 400 residential units, a neighbourhood centre and new commercial uses. Whilst the Copperfields site is not directly adjacent to Yarn Street, the site is in public ownership ensuring control of the timing and pace of development in future years. The EASEL AAP area also borders the site. This is a priority investment area for both the council and the HCA offering the potential for the delivery of a larger affordable element and HCAs financial involvement in delivering the project. For these reasons, development of an Urban Eco* Settlement within the Aire Valley would strategically align and complement other aspects of the regeneration and housing delivery agenda.
- 6.37 It is recommended that the **British Sugar** site at York Northwest also be taken forward as a phase one Urban Eco* Settlement. In principle, the British Sugar site is also a very strong candidate in deliverability and market terms. Although a planning consent would need to be achieved for the site before development could proceed it is not envisaged this would impact adversely on the timescales of the project, subject to progress on the York Northwest AAP in line with its timetable for adoption in 2011. Whilst development is not likely to occur immediately, this may indeed coincide with a potential recovery in the market in the period
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post 2010. The site also performs better from an environmental and sustainability perspective further supporting the eco-credentials of the site.

The progression of any of these sites as part of the Urban Eco* Settlement Programme would be subject to the following conditions:

- Seeking to deliver the Eco Standards set out within existing Eco-town PPS including those relating to sustainable development such as climate change adaptation, pollution control, open space, biodiversity, transport, flooding housing and economic development;
- A commitment from landowners and developers to deliver the highest quality design standards, achieving at least Code for Sustainable Homes Level 4 but where feasible up to Code 6;
- In the case of the British Sugar site, the ability to secure a planning permission on the site once the Area Action Plan (AAP) is sufficiently progressed. This will be contingent on a review of the AAP timetable and definition of the most appropriate time to progress a planning application;
- The enhancement of site accessibility and sustainable transport links to centres of employment, leisure and recreation;
- Ensuring that networks and corridors of green infrastructure are planned as an intrinsic part of the development process.
- A programme of master planning to guide the future development of the new eco-community and promote integration with surrounding sites and land uses. In the case of Aire Valley Leeds master planning should provide further clarity on the relationship between sites and the potential for enhanced physical linkages.
- Advancing proposals in consultation with government and other statutory agencies including the HCA, Yorkshire Forward, the Environment Agency, Highways Agency, Natural England and English Heritage.

6.38 In terms of the remaining two locations, although there are limiting factors to large-scale development, South Dewsbury offers the potential to deliver eco-principles on a smaller scale across a number of sites. The site at Brewery Lane could provide an opportunity to achieve eco-principles in a new development by 2011/12, but is not considered to be of an appropriate

scale to deliver an Urban Eco* Settlement form of development. It is recommended that this site, which has a supportive ownership, is considered as a small scale exemplar that could be delivered for a relatively modest investment by the public sector.

- 6.39 Bradford Shipley Canal Corridor is an area of immense potential, however in the short to medium term further work is required to establish a compelling vision for the area, assemble and treat sites, prepare planning guidance and procure development partners. Consequently it is recommended that funding is allocated to progress a programme of feasibility and enabling works to unlock sites with early delivery potential.
- 6.40 One such site has been identified on Crag Road. The site is in public sector ownership and InCommunities (joint venture partner with the Council) has indicated their interest in delivering a mixed tenure scheme on the site. It is specifically recommended that development feasibilities and land assembly is commenced in relation to the Crag Road site as an early phase of a wider area which offers the scale and critical mass to become an Urban Eco* Settlement in the future.

Issues for consideration

- 6.41 The purpose of this assessment has been to identify the optimum site(s) within the four locations that could be fast tracked as an eco-exemplar community. It should be noted however that this assessment has been undertaken objectively to identify a deliverable site(s) and **does not represent a commitment** from any landowner or developer to participate in the UES programme.
- 6.42 In all cases this will be subject to further negotiations between the Local Authority, CLG, HCA and landowners regarding the terms and conditions of the programme. It is also likely that involvement in the programme would be subject to clarification of the following points:
- The level of funding available to support the delivery of key infrastructure projects;
 - Expectations in relation to delivering eco-principals, including the requirement to deliver at least Code for Sustainable Homes Level 4+.
 - The availability of gap funding to ensure scheme viability is maintained and landowners / developers are not disadvantaged.
 - Flexibility in terms of requirements and delivery routes within the current market.
 - CLG and/or HCA commitment to a longer-term programme of investment to support future Urban Eco* Settlement proposals be delivered.

7. INVESTMENT PROGRAMME

- 7.1 Detailed investment programmes were submitted to CLG in October 2008 as part of the original Urban Eco* Settlement submission. As part of the assessment it will be important to isolate the costs and funding requirements associated with bringing forward specific sites. This will ensure an appropriate and realistic funding programme is identified that can be used to guide the development of the trailblazer location(s) and progress the delivery of the other locations.
- 7.2 This section will therefore set out the short-term infrastructure and funding requirements of the preferred location(s). The investment requirements associated within the development of the remaining locations will also be provided at this stage. It will also provide a phased delivery programme setting out the sequencing in which sites will be brought forward. This will help demonstrate both immediate impacts and the longer term potential of the development.
- 7.3 The costs and funding requirements presented below should be read as a sub-set to the full scheme costs submitted to CLG in October 2008. They highlight the priority interventions required to secure an initial programme of development. Given the wider strategic context for each location these interventions should also be viewed as part of a wider investment framework that has the potential to unlock large areas of brownfield land for regeneration and housing growth purposes.
- 7.4 Estimated costs have been broken down into three broad categories. A definition for each categorisation is provided below:
- **Enabling study costs** associated with any feasibility and survey work required to understand the delivery potential of surrounding sites which would enable the expansion of the new eco-community into to larger settlement;
 - **Infrastructure costs** associated with the sustainable development of the proposed site. This will include any direct infrastructure costs outside the parameters of the proposed development that may unlock future housing growth potential within the preferred location. This will include measures that deal with remediation, reclamation, flood risk alleviation and highway access provision.
 - Additional **development costs** have also been considered. This includes an estimate of the likely uplift on build costs associated with bringing forward a Code for Sustainable Homes Level 4 scheme, as well as any additional preparation costs and professional fees

that may be incurred as a result of revising the existing planning application and scheme design.

- 7.5 In the absence of detailed masterplans for the new eco-settlements, it is extremely difficult to give an accurate view of the scheme's viability, given the large number of unknown factors at this stage of the development process. Indeed there are likely to be significant variations in values depending on the final mix of uses proposed, infrastructure costs required to service the development and commitments required to achieve Urban Eco* Settlement status.
- 7.6 For the purposes of this exercise an estimate of the *additional* build costs associated with the development are therefore provided. In the absence of detailed scheme proposals these costs are provided on the basis that the site would be viable for standard market housing. Whilst some of these development costs may be absorbed by the developer, it is likely most will create a gap funding requirement that will need to met through public sector investment support. Indeed, developer and landowner consultations have revealed that in the current market meeting the requirements of the Code for Sustainable Homes is likely to place pressure on the development. This could have the adverse effect of turning a viable standard development into unviable proposition with a substantial gap-funding requirement.

Code for Sustainable Homes

- 7.7 Additional build costs will be associated with the increased specification required under the Code for Sustainable Homes (CSH). Increasing the standard of the development by just one code level may have a drastic effect on the viability of the development.
- 7.8 CLGs Guidance³ shows the estimated costs of compliance for each level of the Code for a detached house, mid/end terrace house and flat under a best, medium and worst-case scenario:
- Best Case (Market town scenario with low ecological value and low flood risk)
 - Medium Case (Market town scenario with medium ecological value and low flood risk)
 - Worst Case (Small scale scenario with high ecological value and medium/high flood risk)
- 7.9 The cost differential and percentage uplift for each of these scenarios is provided below (note these base dwelling costs do not include allowance for infrastructure beyond the demise of the property):

³ Cost Analysis of the Code for Sustainable Homes (2008)

Table 7.1 Estimated Costs in 2008

CSH Level	Detached		Mid/End Terrace		Flat	
	Total Cost (£)	% Increase on Building Regs	Total Cost (£)	% Increase on Building Regs	Total Cost (£)	% Increase on Building Regs
Best Case						
Code 4	11593	13%	9000	12%	5487	7%
Code 5	21847	24%	17528	23%	10264	13%
Code 6	37817	41%	31207	41%	19080	24%
Medium Case						
Code 4	11733	13%	9490	13%	6059	8%
Code 5	22197	24%	18738	25%	12267	15%
Code 6	38817	43%	31747	42%	21251	27%
Worst Case						
Code 4	13529	15%	8415	11%	6199	8%
Code 5	28832	32%	20217	27%	14710	19%
Code 6	47533	52%	37688	50%	22555	28%

Source: CLG, 2008

- 7.10 As is evident from the table presented above, the cost differential associated with the development of the different code levels varies significantly across all property types. Depending on the type of property the build cost uplift ranges 7-15% for achieving code 4, 13-32% for achieving code 5 and 24-52% for code 6. Given this context, viability testing with any degree of accuracy can only be undertaken once the final mix of uses and tenures has been established.
- 7.11 For the purposes of this report a sensitivity analysis is undertaken on Yarn Street and British Sugar site proposals to provide an indication of the potential costs uplift associated with delivering each of these codes. This can then be used as a starting point for further negotiations with developers and landowners to establish the likely costs and level of public sector investment required to bring forward the new eco-community.

‘Trailblazer’ Delivery Programme (2009-2011)

- 7.12 The costs provided below relate to the priority interventions required to secure an initial programme of development over the period 2009-2011. Additional funding requirements post 2011 required to sustain a longer term programme of investment are also provided.
- 7.13 The delivery programme also sets out an estimate of the build cost uplift associated with the delivery of CSH Level 4 standards. Due the large number of unknowns and potential market constraints CLGs ‘worst case’ scenario has been adopted for this exercise.

Yarn Street, Aire Valley Leeds

Enabling works and infrastructure Costs

- 7.14 Site preparation works on the Yarn Street site are well advanced. The landowner is currently undertaking on site infrastructure works including a flood alleviation scheme.
- 7.15 No other major infrastructure costs are associated with the development of Yarn Street itself however additional funding would be required for a new pedestrian and cycle bridge north/south of the River at a cost of £900,000 and Public Transport Enhancements along National Road at a cost of £510,000.

Development costs

- 7.16 The main costs associated with the development of Yarn Street are associated with upgrading the existing design standards in line with the requirements of CSH Level 4. It is anticipated that professional fees associated with revising the scheme/ master planning and planning applications would be in the region of £250,000.
- 7.17 Additional build cost estimates for the development of Yarn Street are provided below. These costs have been based on an existing scheme proposal incorporating 238 open market homes and 42 affordable units. As Yarn Street is located in an area of flood risk the “worst case scenario”⁴ has been adopted for the purpose of this exercise.
- 7.18 The table below illustrates that the estimated whole life cost of upgrading the standard of design to achieve Code Level 4 would be £2,681,776 over standard building regulation costs.

⁴ Source: CLG – Cost Analysis of Code for Sustainable Homes 2008

Table 7.2: Estimated CSH Cost Uplift at Yarn Street

Scenario (Worst Case)	Estimated Scheme cost over 2006 building regs
Code Level 4	£ 2,680,776
Code Level 5	£ 6,008,856
Code Level 6	£ 9,959,264
Assumptions:	
2 & 3 bed houses assumed as the 'end terrace' category in the CLG report 4 & 5 bed houses assumed as 'detached' category in the CLG report Costs obtained from Tables 4.1, 4.2 and 4.3 of the 2008 CLG report The totals found represent only a rule of thumb for funding applications, full development appraisals are recommended should this route be pursued Assume sites have no large wind production on site Excludes professional fess that may be associated, say added design costs	

Additional Funding Requirements

7.19 Additional funding is required for the following key projects. Collectively these proposals have the potential to unlock additional land for housing across the wider Aire Valley and to integrate development with its surroundings. These project include:

- Design of Skelton Grange Bridge which will be a focus for public transport and all movements north and south across the valley. Funding requirement: £1m
- Knostrop Waste Water Treatment Works Study looking at the feasibility of removing odour from the facility. Funding requirement: £50,000
- Validation of the draft transport model for AVL. Funding requirement: £50,000
- Biodiversity Feasibility Study into the potential improvements to watercourses. Funding Requirement: £60,000
- Environmental Impact Assessment. Funding Requirement: £60,000
- Demolition works are currently underway on Copperfields College. Further Geotechnical and Remediation works would be required at a cost of £250,000 prior to development starting on site.

7.20 A summary of all costs is provided in the table below:

Hunslet Riverside, Aire Valley Leeds Investement Requirements						
	Estimated Costs / funding requirement (£,000)		Capital / Revenue	Timescales		
	2009-2011	Post 2011		2009/2010	2010/2011	2011+
Development Area / Site: Yarn Street						
<u>Infrastructure Costs</u>						
New pedestrian and cycle bridge North/South of River	£	900		Capital		
Public Transport Enhancements	£	510		Revenue		
<u>Additional Development costs</u>						
Additional Residential Build Cost (CSH4*)	£	862	£ 1,819	Capital		
Professional Fees	£	250		Revenue		
Yarn Street Sub-Total	£	2,522				
Development Area / Site: Wider Aire Valley						
<u>Enabling Study Costs</u>						
Design of Skelton Grange Bridge	£	1,000		Revenue		
Knostrap Feasibility Study - Odour Removal	£	50		Revenue		
Validation of AVL Transport Model	£	50		Revenue		
Biodiversity Feasibility Study	£	60		Revenue		
Environmental Impact Assessment	£	50		Revenue		
Copperfields Geotechnical & Remediation	£	250		Revenue		
<u>Infrastructure Costs</u>						
Pedestrian and Cycle Bridges			£ 2,250	Capital		
Improvements to M1 Junction 45			£ 3,500	Capital		
Aire Valley Leeds Total	£	3,982	£ 7,569			
Total Capital	£	1,762	£ 7,569			
Total Revenue	£	2,220	£ -			
*Assumptions						
Total Development Capacity of 280 homes						
24 month Programme minus 6 months Masterplanning / Planning Application						
Development of 90 homes assuming 18 months at 5 completions per month						
Assumes 60/40 House-Flat Split						
Assumes residual gap funding / build cost uplift requirement of £1,819,000 post 2011 for the delivery of the remaining 190 homes						

7.21 In addition to the above costs it will important that future public and private sector investment support is secured for the delivery of major infrastructure projects across the wider Aire Valley. These projects, although not critical for the delivery of Yarn Street, are essential for the longer term sustainable development of the area.

7.22 Specific measures include:

- The delivery of the Skelton Grange Bridge/Road Link. This single carriage way link from Pontefract Road to sites north of the River Aire will include a new river crossing and is essential for the longer term development of up to 3500 homes across the wider Aire Valley.
- The delivery of the Knostrop Waste Water Treatment Works Project. Subject to the outcome of the Knostrop feasibility study this will include the delivery major capital works to remove 20ha of filter beds, replacing them with a facility that is enclosed so as to reduce the odour generated from the works.

British Sugar, York Northwest

Enabling and infrastructure costs

7.23 Enabling works and direct infrastructure costs associated with the delivery of the British Sugar site would be met by the landowner or through developer contributions. The landowner is currently undertaking site preparation works including the remediation and masterplanning of the whole British Sugar site. It is understood that once complete they will then progress a planning application for the site before taking it to the market.

7.24 However, to support the longer term sustainable development of the York Northwest site the following key projects need to be delivered in the initial years of the Urban Eco* Settlement programme:

- British Sugar Link Bridge Feasibility Study. Total cost and funding requirement: £90,000
- British Sugar Pedestrian / Cycle access delivery. Total Cost £7m. Funding requirement: £3m
- Eco Community Financial Appraisal for the whole York Northwest Site. Total cost and funding requirement: £80,000
- Additional Planning Officer Support to deliver the new eco-community. Total cost and funding requirement: £150,000

- York Northwest Carbon Appraisal / Eco feasibility. Total cost and funding requirement: £110,000

Development Costs

7.25 Additional build cost estimates for the development of the British Sugar site are provided below. In the absence of a detailed proposal for the site these have been based on a total development capacity of approximately 1,325 (City of York SHLAA) developed at medium density in a range of property types.

Table 7.3: Estimated CSH Cost Uplift at the British Sugar Site

Scenario (Worst Case)	Estimated Scheme cost over 2006 building regs
Code Level 4	£ 13,431,172
Code Level 5	£ 29,925,434
Code Level 6	£ 50,002,541
Assumptions: 2 & 3 bed houses assumed as the 'end terrace' category in the CLG report 4 & 5 bed houses assumed as 'detached' category in the CLG report Costs obtained from Tables 4.1, 4.2 and 4.3 of the 2008 CLG report The totals found represent only a rule of thumb for funding applications, full development appraisals are recommended should this route be pursued Assume sites have no large wind production on site Assume 70/30 House/flat mix Excludes professional fess that may be associated, say added design costs	

- 7.26 The table above illustrates that the estimated cost of upgrading the standard of design to achieve Code Level 4 would be £13,431,172 over standard building regulation costs. However, this cost is for the completion of the whole development and in reality it is likely that a phased approach would be adopted.
- 7.27 The additional build cost for an initial phase of development would need to be established in line with the proposed timescales for the disposal of the site. However, for the purposes of the analysis presented below an initial phase of 120 homes has been assumed over the initial funding period to 2011.

Additional Funding Requirements

- 7.28 Funding is also required to support the wider sustainability and integration of York Northwest in the context of the City. Funding is sought for the following measures:

- York Central Link Bridge Feasibility Study. Total cost £160,000. Funding Requirement £80,000
- Sustainable Transport Strategy. Total cost £145,000. Funding Requirement £100,000
- Passenger Transport Interchange feasibility / viability study. Total Cost and funding requirement £150,000
- A59 Bus Priority Development and Design. Total Cost and funding requirement £180,000
- A59 Park and Ride Development and Design. Total Cost and funding requirement £710,000
- Passenger Transport Interchange Development and Design Study. Total Cost and funding requirement £750,000

7.29 A summary of all costs is provide in the table below disaggregated by 2009-11 and post 2011 funding requirements:

British Sugar, York Northwest Investment Requirements						
	Estimated Costs / funding requirement (£,000)		Capital / Revenue	Timescales		
	2009-2011	Post 2011		2009/2010	2010/2011	Post 2011
Development Area / Site: British Sugar						
<i>Enabling Works Costs</i>						
British Sugar Link Bridge Feasibility Study	£ 90		Revenue			
Eco-community financial appraisal	£ 80		Revenue			
Enhancement of Local Authority Capacity	£ 150	£ 150	Revenue			
<i>Infrastructure Costs</i>						
Delivery of pedestrian/cycle bridge	£ 3,000		Capital			
<i>Additional Developer costs</i>						
Additional Residential Build Cost (CSH 4)	£ 1,216	£ 12,215	Capital			
British Sugar Sub-Total	£ 4,536					
Development Area / Site: Wider York Northwest						
<i>Enabling Study Costs</i>						
York Central Link Bridge Feasibility Study.	£ 80		Revenue			
Sustainable Transport Strategy Development.	£ 100		Revenue			
PTI feasibility / viability study.	£ 150		Revenue			
<i>Infrastructure Costs</i>						
A59 Bus Priority Development and Design.	£ 180		Capital			
A59 Park and Ride Development and Design.	£ 710		Capital			
PTI Development and Design Study.	£ 750		Capital			
York Northwest Total	£ 6,506	£ 12,365				
Total Capital	£ 5,856	£ 12,215				
Total Revenue	£ 500	£ 150				
*Assumptions						
Total Development capacity of 1325 homes						
Development of 120 homes over period at 10 completions per month for 12 months						
Assumes residual gap funding / build cost uplift requirement of £12,215,000 post 2011 for the delivery of the remaining 1205 homes						

7.30 In addition to the above costs it will important that future public and private sector investment support is secured for the delivery of major infrastructure works to progress development at the York Central site. These projects, although not critical for the delivery of the British Sugar site, are essential for the longer term development of the wider York Northwest Programme and to ensure that the future housing needs of York are met in the most sustainable way.

7.31 Specific measures include:

- The delivery of the York Central Pedestrian and Cycle Access Package. The works comprise a significant cost element of the York Central regeneration programme that will be born principally by developers, though additional public sector investment support would help to maximise the levels and quality of provision, securing attractive sustainable travel options that improve both the short term use of this major development site.
- The delivery of a new Public Transport Interchange (PTI) providing multi-modal sustainable transport choices for residents of York Northwest and the wider city.
- The delivery of a Youth and Sports Facility under the 'MyPlace' initiative to provide expanded youth and sports facilities at the Railway Institute. Investment support would provide a much needed community facilities for new and existing communities as well as potentially offering the opportunity to rationalise operations at the facility, allowing improved access to the York Central site.

Additional investment priorities

7.32 Through the delivery assessment it has also been possible to identify a series of actions required to secure an initial programme of development across the remaining locations in the period to 2010/11.

7.33 Given the different stages each site is at within the development process these relate to infrastructure and enabling works that will help accelerate initial development (Bradford Shipley Canal Corridor) and financial assistance to help deliver a smaller scale exemplar (North Kirklees/ South Dewsbury). The funding requirements associated with each location are detailed below.

Bradford Shipley Canal Corridor

7.34 Funding totalling £2,300,000 is required to deliver priority investment projects in the Bradford Shipley Canal Corridor. This funding would support an initial programme of development to the north of the corridor. A summary of the required funding is provided below:

Bradford Shipley Canal Corridor Early Delivery Investment Requirements						
Development Area / Site: Crag Road	Estimated Costs / funding requirement (£,000)		Capital / Revenue	Timescales		
	2009-2011	Post 2011		2009/2010	2010/2011	2011+
Enabling Study Costs						
Crag Road Feasibility Works	£ 250		Revenue			
Developer Procurement	£ 50		Revenue			
Canal Road Corridor Project Development	£ 500	£ 500	Revenue			
Infrastructure Costs						
Crag Road Site Assembly	£ 1,500		Capital			
Crag Road Enabling Works (remediation, reclamation, floodrisk alleviation, highway access improvement)		£ 5,695	Capital			
Bradford Shipley Canal Corridor Total	£ 2,300	£ 6,195				
Total Capital	£ 1,500	£ 5,695				
Total Revenue	£ 800	£ 500				

7.35 Additional infrastructure requirements associated with the future sustainable development of the Bradford Shipley Canal Corridor include:

- The delivery of the Bradford Shipley Canal Restoration Project (Phase 1 and 2). A key element of the proposed regeneration of the corridor is the proposed restoration of the Bradford Canal that will create a high quality environment and green infrastructure link that will generate significant redevelopment opportunities connected to, and benefiting from new waterway activities.
- The delivery of the Connecting Airedale Project, as staged multi-modal transport improvement scheme, providing local highway, public transport and access improvements.

North Kirklees / South Dewsbury Neighbourhoods

7.36 Funding totalling £2,912,000 is required to deliver priority investment projects in the South Dewsbury Neighbourhoods area. This includes feasibility and enabling works to unlock a number of key sites collectively capable of bringing forward up to 5000 residential units.

7.37 Specifically, an allowance has been made for complementary public sector investment in a small scale exemplar scheme at the Brewery Lane site. The public sector investment in the site would enable the scheme to be augmented to at least Code for Sustainable Homes Level 4 standard.

7.38 A summary of the required funding is provided below:

North Kirklees / South Dewsbury Neighbourhoods Early Delivery Investment Requirements						
	Estimated Costs / funding requirement (£,000)		Capital / Revenue	Timescales		
	2009-2011	Post 2011		2009/2010	2010/2011	Post 2011
Development Area / Site: South Dewsbury Neighbourhoods						
Enabling Study Costs						
PPS25 Sequential Test	£ 20		Revenue			
Level 2 Flood Risk Assessment	£ 20		Revenue			
Development of a Financial Model	£ 40		Revenue			
Water Compatible Development Feasibility and Design	£ 150		Revenue			
Infrastructure Costs						
Improvements to Ravensthorpe Station	£ 1,570		Capital			
Capital to Acquire Key Site		£ 5,000	Capital			
Additional Developer costs (optional)						
Additional Residential Build Cost at Brewey Lane (CSH Level 4*)	£ 862	£ 766	Capital			
Professional Fees	£ 250		Revenue			
South Dewsbury Neighbourhoods Total	£ 2,912	£ 5,766				
Total Capital	£ 2,432	£ 5,766				
Total Revenue	£ 330	£ -				
*Assumptions						
Development Capacity of 170 homes						
24 month Programme minus 6 months Masterplanning / Planning Application						
Development of 90 homes assuming 18 months at 5 completions per month						
Assumes 60/40 House-Flat Split						
Assumes residual gap funding / build cost uplift requirement of £766,000 post 2011 for the delivery of the remaining 80 homes						

Programme of Development 2009-2016

7.39 A phased programme of development for all four locations is provided below. This sets a number of development sites that demonstrate delivery potential and which subject to investment could be included within later phases of the Urban Eco* Settlement Programme.

UES Delivery Programme 2009-2016																																	
Location / Site	Dwelling Capacity	2009				2010				2011				2012				2013				2014				2015				2016			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Aire Valley Leads																																	
Yam Street (Phase 1 Eco-Community)	300																																
Copperfields College	400																																
Hunslet Mills (Phase 1)	699																																
Hunslet Mills (Phase 2)	300																																
Clarence Road	625																																
Braimes	700																																
Knowsthorpe	380																																
Additional sites identified through AAP	4300																																
TOTAL Dwellings	7704																																
Bradford Shipley Canal Corridor																																	
Crag Lane, Shipley	1500																																
Arnold Lavers Depot	800																																
Urban Village Site	2000																																
Additional sites identified	1500																																
TOTAL Dwellings	5800																																
South Dewsbury Neighbourhoods																																	
Brewery Lane	170																																
Forge Lane (1)	600																																
Ravensthorpe Road (housing site)	623																																
Forge Lane (2)	505																																
Additional sites identified	3100																																
TOTAL Dwellings	4998																																
York Northwest																																	
British Sugar	1325																																
York Central	3000																																
TOTAL Dwellings	4325																																
Potential Phase One Eco Community																																	
Potential Phase Two Eco Community																																	
Standard Development																																	

Appendix 1
Sustainability Appraisal Schedule

SA Issue	Site Specific Issues	Indicators	Aire Valley Comments	Bradford-Shipley Comments	North Kirklees Comments	York Northwest Comments
Scale	Scale of development - sufficient to allow for innovation and behavioural change	Area available for development	The area has, in total, some 440ha of land with potential for mixed use development which could accommodate up to 7,700 new homes. However, in the short term, the Hunslet Riverside Area offers the potential for an initial development of 680 homes across 2 sites (Yarn Street and Copperfields). Longer term the area could accommodate up to 3300 dwelling across a range of property types.	The Corridor has an overall area of 118ha with potential for up to 5,000 new homes. However, short term development potential is limited.	The total developable area identified through masterplanning is in excess of 200ha with potential for 5,000 new homes.	The York Central (35ha) and British Sugar (39.5) sites contain a net developable area of approximately 75ha with potential for 4,325 new homes.
Unity	Degree to which sites are unified	Number of sites and distances between them	Development of up to 7700 homes is achievable, but across a number of different sites. The boundaries of these sites are not contiguous.	There are three large areas of brownfield land located along the length of the corridor. The Council are soon to commence the preparation of a comprehensive masterplan for the development of the area. Not all sites would be suitable for housing and they are separated.	The development would be accommodated in a number of small and dispersed sites across four neighbourhoods.	The sites are located in close proximity to each other (around 700m (0.7km or 0.4 miles)). Although the overall area is smaller than the other sites, these are the two largest sites identified and available for development.
Biodiversity and green infrastructure	Conserve and enhance biodiversity	SSSIs within or adjacent to the site	No	Yes – the Corridor either contains or is adjacent to the north of the site a Site of Geological Importance (UDP policy NE9).	No	No
	Protect and enhance priority habitats and species	Presence of priority habitats/species	Not known.	Not known; however there is a Site of Local Conservation Importance (UDP policy NE9) adjacent to the south east of the corridor.	Not known	A recent Ecological Survey of the British Sugar site has identified the presence of a high quality habitat for Aculeates. The presence of these species merits the designation of the railway sidings as a Site of Importance for Nature Conservation (SINC).
Climate change adaptation and flood risk	Avoid development in areas of high flood risk	Area of flood risk 3 within site	Yes – mainly along the course of the River Aire is in Flood Zone 3. A flood alleviation scheme is proposed for the Hunslet Riverside area to mitigate against the potential flood risk posed. 3a (ii) applies to areas identified for employment purposes, which are acceptable forms of development in such a zone. The housing areas within this zone have been consented or agreed with the EA.	Area of Flood Zone 3 within Corridor is not known. Flood risk is a highly significant issue in Bradford and Shipley (Defra). Bradford Beck runs through the whole area	Yes – mainly along the course of the River Calder is in Flood Zone 3.	Yes – a third of the York Central site to the north west and a very small part of the British Sugar site, at the south-eastern tip, is within Flood Zone 3.

SA Issue	Site Specific Issues	Indicators	Aire Valley Comments	Bradford-Shipley Comments	North Kirklees Comments	York Northwest Comments
	Avoid exacerbating flooding in the vicinity of the site	Area of flood risk 3 adjacent to the site	Yes – along the course of the River Aire adjacent to the north west and south east of the area is in Flood Zone 3	Not known. No SFRA available.	Yes – along the course of the River Calder adjacent to the north, east & west of the site.	Yes – adjacent areas to the north, north west and south west of the York Central site and adjacent areas to the south east of the British Sugar site are within Flood Zone 3.
Climate change mitigation	Maximise use of renewable energy	Potential of the site for renewable energy	CHP potential.	Not known.	Not known, but potential in the District for wind and solar power and energy generation from waste.	Consideration will be needed as to how renewable energy systems, such as photovoltaic panels on the roof, solar hot water systems, and wind turbines, can be used to generate some of the energy requirements of residential dwellings.
Landscape and historic environment	Protect and enhance the landscape	Designated landscapes across or adjacent to the site	Yes – adjacent to the west of the site is a special landscape area (UDP policy N37).	No	Adjacent to the south west of the area is an area of high landscape value (UDP policy NE8)	No
	Protect and enhance heritage assets and their settings	Listed buildings/ancient monuments within or adjacent to the site	Yes – 12 listed buildings in wider area (one Grade II* and 11 Grade II). One SAM close to the site boundary to the west. Hunslet Mills, within the Hunslet Riverside area is listed, but has planning permission for 699 apartments.	Listed buildings/ancient monuments within or adjacent to the site is not known. However there is a Conservation Area either within or adjacent to the north of the Corridor and Conservation Areas adjacent to the south west of the corridor.	No, however an archaeological site (UDP policy BE9/10) within the area and several archaeological sites and two Conservation Areas adjacent to the site.	Yes – 5 listed buildings on York Central site (one Grade II* and four Grade II). No SAM within York Central site, one SAM (the City Walls) close to the site boundary to the south east.
Water resources and water quality	Minimise impacts on water resources and water quality	Water supply status	According to Yorkshire Water there are unlikely to be resource constraints in anything other than localised areas. The growth points identified within Yorkshire fall within the area covered by their grid system and have been taken into account in their Water Resource Strategy (draft 2008).	According to Yorkshire Water there are unlikely to be resource constraints in anything other than localised areas. The growth points identified within Yorkshire fall within the area covered by their grid system and have been taken into account in their Water Resource Strategy (draft 2008).	According to Yorkshire Water there are unlikely to be resource constraints in anything other than localised areas. The growth points identified within Yorkshire fall within the area covered by their grid system and have been taken into account in their Water Resource Strategy (draft 2008).	According to Yorkshire Water there are unlikely to be resource constraints in anything other than localised areas. The growth points identified within Yorkshire fall within the area covered by their grid system and have been taken into account in their Water Resource Strategy (draft 2008).
	Utilise existing infrastructure within its capacity	STW capacity	Knostrop WWTW on-site, capacity not known.	Not known.	Not known.	Not known.
Community infrastructure / wellbeing	Complement broader planning policies/objectives	Will contribute to retaining character of higher order centre	Yes – location being developed through the Local Development Framework (LDF) as an Area Action Plan (AAP).	Yes – location will be developed through the LDF as an AAP.	Yes – location will be developed through the LDF using the Core Strategy together with allocations (as appropriate) in the Development and Open Space Development Plan Document.	Yes – location being developed through the Local Development Framework (LDF) as an Area Action Plan (AAP).
	Regeneration	Will facilitate regeneration	Yes as above.	Yes as above.	Yes as above.	Yes as above.
	Proximity to area of poor air quality	Within or adjacent to Air Quality Management Area (AQMA)	One AQMA close to junction 4 of the M.621 at Hunslet but some distance from the Yarn Street site.	AQMA junction of Manningham Lane and Queens Road is located within or close to the area.	AQMA Scout Hill, Dewsbury is within the area.	The York Central part of the York Northwest area lies in close proximity to the AQMA.

SA Issue	Site Specific Issues	Indicators	Aire Valley Comments	Bradford-Shipley Comments	North Kirklees Comments	York Northwest Comments
Decent and affordable homes	Meet housing need	Demand for housing	Yes, 2,778 new homes were completed in Leeds in 2006/2007. RSS housing target for Leeds is 4,300 between 2008-2026.	Yes, 1,578 new homes were completed in Bradford in 2006/2007. RSS housing target for Bradford is 2,700 between 2008-2026.	Yes, 2,267 new homes were completed in Kirklees in 2006/07. RSS housing target for Kirklees is 1,700 between 2008-2026.	Only 798 new homes were completed in York in 2006/07. RSS housing target for York is 850 between 2008-2026. However, developer consultation has indicated strong market demand within the York area. Affordability pressures are also very high
		Demand for affordable housing	Yes, the affordable housing requirement is 1,889 dwellings per annum.	Yes, however unknown numbers of affordable homes needed per annum.	Yes, annual shortfall identified of 1,473 affordable homes.	Yes, need for 1,218 new affordable homes per annum for the next five years.
Transport and accessibility	Provide easy access to a higher order centre	Proximity to higher order centre (distance)	Leeds c.1.2kms (0.7miles).	Bradford c. 0.3kms (0.2 miles).	Huddersfield c. 12.8kms (8 miles).	York; The York Central site adjoins the York City Centre boundary.
	Provide easy access to a railway station	Proximity to railway station (distance)	Leeds c.1.2kms (0.7 miles) Hunslet Riverside site is also close to Leeds Central Bus Station	Bradford Forster Square c. 0.3kms (0.2 miles)	Ravensthorpe within area.	York; The location lies immediately north and west of the station.
	Proximity to employment	Proximity to existing sources of employment (scale/distance)	Some employment in wider area. Leeds c.1.2kms (0.7 miles)	Bradford c. 0.3kms (0.2 miles)	Employment land sites within the area.	York; The York Central site adjoins the York City Centre boundary
	Discourage long distance commuting	Proximity to motorway/strategic road network (distance)	A.61 runs through area. Also, the Inner Ring Road Stage 7 and East Leeds Link Road (A63) for AVL are adjacent to Hunslet Riverside.	A.6037 follows the length of the Corridor.	A.644 is located within the site boundary.	A59; close proximity to location.
Spatial issues	Use brownfield land wherever possible	Area of previously developed land within the site	206ha of vacant or derelict previously developed land out of 440ha.	Large areas of brownfield land along the length of the Corridor.	Not known; from UDP Proposals Map the majority of the site is previously developed land.	Approximately 100ha gross of brownfield land (approximately 75ha net developable area). 38.4ha British Sugar site; 35ha York Central site.
	Reduce the loss of and damage to the most versatile agricultural land	Area of grade 1/2 land within the site	No	No	No	No
	Reduce the quantity of contaminated land	Area of contaminated land	There are no substantial areas of contaminated land in Hunslet Riverside that would preclude immediate development. However some sites coming forward later in the programme are likely have contamination issues. Site of former sewerage works (Lagoon No 1) is basically liquid and expensive remediation would be required (Defra).	The Corridor has a long history of previous industrial uses that have left a legacy of brownfield land often suffering from significant dereliction and contamination.	Not known.	Not known, but extremely likely on the British Sugar site due to its former use as a former sugar refinery plant.
	Green Belt	Part or all of site within Green Belt	No	No	None of the sites identified for development are within the Green Belt although it lies adjacent to/forms part of the larger area.	No
	Growth Area status	Within growth area	Yes	Yes	Yes	Yes