

Shipleigh and Canal Road Corridor AAP: Housing Delivery Paper

Inspector's Question

It would be very helpful for the Council in preparing for the MIQs for the AAPs to set out clearly, when, and how much housing is to be delivered, and what potential constraints there are to housing coming forward (such as infrastructure etc).

It is particularly important that where the financial viability of a site has been identified as a potential obstacle to be overcome in its delivery that this is made explicit.

Please ensure that the relevant site references are provided.

I note that some of this information is contained within the SHLAA. However, I would like to have the information provided in a consistent manner over both plans so I am able to consider whether the number of housing sites to be delivered over the plan period is realistic and achievable.

Council Response

The SCRC AAP allocates land for approximately 3,235 new dwellings through the allocation of land in the Shipleigh, Centre Section and City Centre Fringe sub areas of the AAP boundary, as set out in AAP Policy SCRC/H1: Housing Requirement. This is in accordance with emerging Core Strategy Policies BD1 and HO3, which subject to main modifications identify a target of 3100 homes for the SCRC AAP. In accordance with the Core Strategy Strategic Core Policies, and with Policies HO3, HO4, the Council propose to allocate sites in the Area Action Plans and set out planning policies to guide development proposals in the areas, along with details of how these proposals will be delivered.

Core Strategy Policy HO1 states that Development Plan Documents (DPDs), such as the AAP, will need to assess the projected losses to the existing housing stock from clearance and increase the level of allocations to compensate accordingly. Information from Registered Providers operating within the Corridor has identified that there are 122 residential units to be lost through stock clearance (AAP Appendix C). Based on the latest Core Strategy target of 3100 new homes for the Shipleigh and Canal Road Corridor, the AAP identifies sites for 3235 new homes to compensate for losses of housing stock, in accordance with Core Strategy Policy HO1.

The proposed sites in the AAP are specific and identifiable. No windfall allowance is used in the housing supply calculations for currently unidentified sites which might come forward between 2015 and 2030; consequently any further windfalls which do occur will be over and above the identified sites below.

The proposed residential allocations in the SCRC AAP are all considered to be deliverable or developable over the plan period. The SCRC AAP identifies of the following site allocations to deliver residential development in the AAP over the plan period:

Site Ref	Site name	Area	Units	Estimated Delivery
Shipley				
STC1	Shipley Indoor Market Hall	0.25	20	2020-2025
STC2	Market square	1.25	25	2020-2025
STC3	Station Road	0.32	50	2015-2020
SCT4	Shipley Gateway Site	0.48	50	2020-2025
SCT5	Atkinson Street	0.02	8	2015-2020
STC6	Buildings along Briggate	0.13	20	2020-2025
SE1:	Shipley East	8.0	101	2015-2025
SE2	Land around Crag Road Flats		30	2020-2025
DF1	Dock Lane, Canalside	2.01	114	2015-2025
DF3	Land between Leeds Road and Dock Lane	0.71	60	2020-2025
DF4/DF5	Dockfield Road North /Dockfield Road South	1.26	90	2020-2025
DF6	Regent House	0.69	93	2020-2025
DF7	Junction of Dock Lane and Dockfield Road	0.06	6	2015-2020
DF8	Dock Lane	0.15	15	2020-2025
DF9	Dockfield Road	0.13	10	2015-2020
Total			692	
Centre Section				
NBW1	New Bolton Woods	49.29	1100	2015-2030
NBW1 (phase 1)	New Bolton Woods	2.22	50	2015-2020
NBW2	Frizinghall Road	0.75	42	2015-2020
NBW3	Thornhill Avenue	0.6	21	2015-2020
NBW4	North Bolton Hall Road	0.84	35	2020-2025
NBW5	Flats East Valley Road	1.29	50	2020-2025
NBW6	North Queens Road	0.8	30	2020-2025

NBW7	Bolton Woods Flats	1.4	70	2015-2020
BWQ	Bolton Woods Quarry	29.33	1000	2015-2030
Total			2398	
City Centre Fringe				
CCF1	Bolton Road Wapping	1.6	46	2015-2020
CCF2	Bolton Road	0.31	16	2020-2025
CCF3	Wapping Road, Bolton Road	0.46	23	2015-2020
CCF4	Singleton Street	0.39	60	2015-2020
Total			145	
AAP total			3235	

AAP Housing Delivery

The Council has assessed the AAP sites, in terms of their projections of future delivery. To contribute to supply in the first five years the NPPF requires sites to be 'available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered within five years and in particular that development of the site is viable' (NPPF paragraph 47 Footnote 11). To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged. In accordance NPPF paragraph 159, the delivery of residential development in the AAPs have been informed the Council's Strategic Housing Land Availability Assessment (SHLAA)(SCRC SD-034 and SD-035) to establish assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.

The AAPs are also supported by a Viability and Delivery Strategy (SCRC/SD/032), in line with NPPF paragraphs 173 and 174. The findings of this report indicate that there are viability constraints under current market, in particular schemes with 100% flatted development. However, the results indicate that under mid and upper value scenarios housing developments (40dph) in the Corridor are viable. The report sets out that, with the benefit of a continued improvement in market conditions it is expected that there will be an enhanced ability to meet policy standards. It is therefore considered that flexibility is required in the wording of AAP policies and that supplementary measures are required to support delivery. This has been the approach taken forward in the AAP. The viability report identifies a range of intervention options to support and accelerate delivery of sites where viability may be an issue.

The NPPF and NPPG sets out that Local Plans should be deliverable and an understanding of plan viability is important to the overall assessment of deliverability. The AAPs are informed by a range of

evidence, including the SHLLA and Viability and Delivery Strategy. The NPPG sets out that viability evidence should be proportionate to ensure plans are underpinned by a broad understanding of viability (Paragraph: 005 Reference ID: 10-005-20140306). However it should be noted that assessing the viability of plans does not require individual testing of every site or assurance that individual sites are viable (Paragraph: 006 Reference ID: 10-006-20140306). Based on the evidence it is considered that all the sites identified in the AAP are considered to be in suitable locations for development and there is a reasonable prospect that all proposed AAP sites will be available and could be viably developed over the plan period.

The Council has made assumptions about future delivery based on a number of factors including whether the site has an approved planning permission or is being progressed through the development management process, the landowner's intentions, the scale of development and any potential constraints to delivery, including viability issues or infrastructure requirements. It is considered that sites with planning approval are deliverable in line with NPPF paragraph 47 (Footnote 11).

Sites identified to contribute to supply in the first five years of the SCRC AAP are considered to be available and deliverable. This has been assessed based on if the sites have planning approvals or are being progressed through the development management process and do not have any significant constraints to housing delivery.

AAP sites where constraints (such as infrastructure or viability under current market conditions) have been identified as an issue, or where there is no planning approval or landowner intentions are currently uncertain have not been considered available in the first five years and have been assessed as being developable in medium (5-10 years) or longer term (10-15 years). Given the scale of development proposed it is assumed that the larger scale housing sites at New Bolton Woods (NBW1) and Bolton Woods Quarry (BWQ1) will be delivered in phases over the plan period.

The following table provides a list of AAP sites with links to the SHLAA, identified site constraints, current planning status and any relevant viability/delivery issues. Where viability is considered a constraint under current market conditions interventions have been identified alongside the relevant sites in the table to indicate how viability issues may be overcome to enable the delivery of planned residential development.

Site Ref	Site name	Units	Type	SHLAA Ref availability/achievability	Constraints/Infrastructure	Site overview/Planning status	AAP Estimated delivery	Viability summary
STC1	Shipleigh Indoor Market Hall	20	PDL	CR/026: The site's availability is currently uncertain and is considered to be unachievable at present.	Ownership/ Legal	<p>Indoor market hall and attached retail units with capacity for conversion to residential use on upper floors or through comprehensive redevelopment. The site is within Shipleigh Town Centre and is expected to deliver higher density flatted type residential development.</p> <p>The site does not have planning approval and is not currently in the development management process</p>	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions.</p> <p>The site is on land owned by the council. The existing buildings could be redeveloped with residential units delivered on upper floors through permitted development/change of use. This option could increase the viability of residential development as there would be less development costs associated with conversion than for new build flats.</p> <p>Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> Utilising public sector assets, for example deferred land payment and/or direct investment to address site development costs.

								<ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Investment in off-site 'place-making' <p>The site has an estimated delivery in the medium term (5 to 10 years) to reflect the site's availability is presently uncertain, site constraints and current viability constraints.</p>
STC2	Market square	25	PDL	CR/039: The site's availability is currently uncertain but is considered developable (5-10 years)	Ownership/ Legal	<p>Land and buildings around Market Square with capacity for conversion to residential use on upper floors or through comprehensive redevelopment. The site is within Shipley Town Centre and is expected to deliver higher density flatted type residential development.</p> <p>The site does not have planning approval and is not currently in the</p>	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions.</p> <p>The site is on land owned by the council. The existing buildings could be redeveloped with residential units delivered on upper floors through permitted development/change of use. This option could increase the viability of residential development as there would less development costs associated with conversion than for new build flats.</p> <p>Development may be supported or accelerated by the following</p>

						development management process		<p>interventions:</p> <ul style="list-style-type: none"> Utilising public sector assets, for example deferred land payment and/or direct investment to address site development costs. Reduce planning gain Simplified planning Investment in off-site 'place-making' <p>The site has an estimated delivery in the medium term (5 to 10 years) to reflect the site's availability is presently uncertain and site constraints and current viability constraints.</p>
STC3	Station Road	50	PDL	Site not included in SHLAA (2015)	Access	The site is currently in industrial use and is located in within an old quarry. The site is within Shipley town centre and is expected to deliver higher density flatted type residential development.	2015-2020	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions.</p> <p>The site is in private ownership. The owners have promoted the site for residential development with an outline application submitted for new</p>

						Outline planning application submitted for flat/apartment complex 14/03370/MAO. Application now elapsed		<p>build flat/apartment complex in 2014.</p> <p>The site is identified as available and deliverable in the short term (0-5) and viable for residential redevelopment. However, as the does not currently have detailed planning permission and to reflect site viability constraints it is considered that estimated delivery should be put back to the medium term (5-10 years).</p>
SCT4	Shipley Gateway Site	50	PDL	CR/040 The site's availability is currently uncertain but is considered developable (5 to 10 years)	Ownership/ Legal	<p>Retail and commercial units on Otley Road with potential for mixed use redevelopment to include residential uses.</p> <p>The site does not have planning approval and is not currently in the development management process</p>	2020-25	<p>The site was tested in the AAP viability appraisal and generated a positive residual site value for mixed use development but below the land value threshold.</p> <p>The site is on land in council ownership. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Utilising public sector assets, for example deferred land payment and/or direct investment to address site development costs. • Direct investment in property

								<ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Investment in off-site 'place-making' <p>The site has an estimated delivery in the medium term (5 to 10 years) as the site's availability is presently uncertain and to reflect viability constraints and site constraints.</p>
SCT5	Atkinson Street	8	PDL	CR/030: The site is considered available and developable in the short term (0-5 years)	N/A	Vacant building with approved detailed planning permission for demolition and re-build for 8 apartments	2015-2020	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions.</p> <p>The site has detailed planning approval. It is considered sites with detailed planning approval with no significant constraints are deliverable.</p> <p>The site is considered available and deliverable in the short term (0-5 years) for residential redevelopment.</p>
STC6	Buildings along Briggate	20	PDL	CR/031: The site's availability is currently uncertain but is	N/A	This is a flat site consisting of hardstanding from the former cinema and a	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under</p>

				considered developable (5-10 years)		<p>building fronting Briggate</p> <p>The site is within Shipley town centre and is expected to deliver higher density residential led mixed use development.</p> <p>The site does not have planning approval and is not currently in the development management process</p>		<p>current market conditions.</p> <p>The site is in private ownership. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Investment in off-site 'place-making' • Direct investment in property • Direct investment to address site development costs • Funding sources/mechanisms <p>The site has an estimated delivery in the medium term (5 to 10 years) as the site's availability is presently uncertain and to reflect current viability constraints</p>
SE1:	Shipley East	100-150	Mix	CR/024: The site is currently considered available and deliverable in the	Physical constraints Flood risk	The site consists of a large area of underused land to the east of Shipley station with detailed planning	2015-2025	The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions. The viability study indicates that under

				<p>short term (0-5 years)</p> <p>Part of site Intersects High Pressure Pipeline , the National Grid Electricity Transmission</p> <p>Site specific infrastructure- highways</p>	<p>permission (13/03792/MAF) for mixed use redevelopment including supermarket and 101 residential units (houses and flats).</p> <p>The site has received £1.8 million HCA Starter Homes funding for 50 additional units and enabling infrastructure work. The additional HCA funding will increase the site's estimated development potential from 101 to 151 residential units.</p>	<p>mid and upper value scenarios housing development in the Corridor is viable.</p> <p>The site is on land in council ownership. The Council have entered into a legal agreement with a private developer to promote the residential development element of the site and are actively supporting development by the following interventions:</p> <ul style="list-style-type: none"> • Utilising public sector assets • Funding sources/mechanisms <p>The Council has secured £1.8m of HCA grant funding to contribute to the cost of dealing with several constraints impacting on the viable redevelopment of the site, with such monies to be used to carry out essential 'enabling works' that will include the provision of a new site access off Crag Road, internal estate roads including a bridge over Bradford Beck, land remediation works, improvements to the Bradford Beck and construction of a new car park for</p>
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								<p>Shipleigh Station.</p> <p>The HCA funding is conditional on the Council/developer delivering 50 additional new Starter Homes by March 2019. Current proposals are for the Starter Homes to be 1 and 2 bedroom apartments in 3 3 or 4 storey blocks. The enabling funding will also support the delivery of the 100 units of market housing on the site.</p> <p>The site is considered available and deliverable over the short to medium term (0-10 years) to reflect the scale of development, site and viability constraints and the need for site remediation.</p>
SE2	Land around Crag Road Flats	30	Greenfield	CR/023: The site's availability is currently uncertain but is considered developable (5-10 years)	Access	<p>The site consists of a mature grassy bank with trees and residential flats. The site offers potential for infilling.</p> <p>The site does not have planning approval and is not currently in the development</p>	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flattened development under current market conditions. The viability study indicates that under mid and upper value scenarios housing development in the Corridor is viable.</p> <p>The site is on land in Incommunities ownership. Incommunities are a</p>

						management process		<p>Registered Provider. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Funding sources/mechanisms (HCA affordable homes programme) <p>The site is considered developable over the medium term (5-10 years) as the site's availability is presently uncertain and to reflect site constraints.</p>
DF1	Dock Lane, Canalside	114	PDL	CR/035: The site is considered available and developable (5-10 years)	Access	<p>The site has been previously developed for industrial use and is currently vacant.</p> <p>The site is expected to deliver housing and higher density flatted type residential development as part of the housing mix.</p> <p>Renewal of permission approved in 2015 (13/04594/MAO) for a</p>	2015-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions. The viability study indicates that under mid and upper value scenarios housing development in the Corridor is viable.</p> <p>The site is in private ownership. The owners have promoted the site for residential led mixed use re-development with renewal of outline permission approved in 2015. It is</p>

						<p>mixed use development including business (B1) and 114 residential units (houses and flats)</p>		<p>considered that sites with planning approval are deliverable. Site access constraints relating to highways have been addressed through the planning approval.</p> <p>The site is considered available and deliverable over the short to medium term (0-10 years) to reflect the scale of development, and that the site currently only has outline planning permission.</p>
DF3	Land between Leeds Road and Dock Lane	60	PDL	Site not included in SHLAA (2015)	<p>Physical constraints Part of site currently used as storage/scrap yard Heritage</p>	<p>The site is in use for industrial/business/scrap yard. The site is expected to deliver higher density flatted type residential development.</p> <p>Outline planning application has been submitted for residential development of 60 apartments (16/04715/MAO) Currently pending decision</p>	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions.</p> <p>The site is in private ownership. The owners have promoted part of the site for residential development with submission of outline permission for 60 new build apartments in 2016. The site is currently in the development management process.</p> <p>The site is considered available and developable over the medium term (5-10 years) to reflect the site does not have planning approval and site</p>

								constraints.
DF4/DF 5	Dockfield Road North /Dockfield Road South	90	PDL	CR/020, CR/021 : The site's availability is currently uncertain and is considered developable(5-10 years)	Flood risk Intersects High Pressure Pipeline	Cleared sites with expired permission for residential led mixed use redevelopment. The site is expected to deliver higher density flatted type residential development The site's planning approval has expired and is not currently in the development management process	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions</p> <p>The site is in private ownership. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Investment in off-site 'place-making' • Direct investment to address site development costs • Funding sources/mechanisms <p>The site is considered developable and has an estimated delivery in the medium term (5 to 10 years) as the site's availability is presently uncertain and to reflect site constraints and current viability constraints.</p>

DF6	Regent House	93	PDL	CR/025: The site is considered available and deliverable in the short term(0-5 years)	Heritage	In 2012 renewal of planning permission was approved for the conversion of existing buildings and redevelopment for residential use (93 flats) (11/05724/FUL)	2020-2025	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions.</p> <p>The site is in private ownership and has outline planning approval for conversion and re-development for residential use.</p> <p>Development may be accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Investment in off-site 'place-making' • Direct investment to address site development costs • Funding sources/mechanisms <p>The site is considered available and developable over the medium term (5-10 years) as the site's availability is presently uncertain and to reflect site and viability constraints.</p>
DF7	Junction of Dock	6	PDL	CR/029: The site is considered	N/A	Detailed planning approval for demolition	2015-2020	The site has detailed planning approval.

	Lane and Dockfield Road			available and deliverable in the short term(0-5 years)		of existing building and construction of 4 terraced houses (16/02019/FUL). This reduces the expected development of the site from 6 to 4 units		The site is considered available and deliverable in the short term (0-5 years) for residential redevelopment.
DF8	Dock Lane	15	PDL	CR/041: The site's availability is currently uncertain and is considered developable(5-10 years)	N/A	<p>Vacant land bounded by residential and commercial uses. The site is expected to deliver higher density flatted type residential development.</p> <p>The site does not have planning approval and is not currently in the development management process</p>	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions</p> <p>The site is in private ownership. Development may be accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Investment in off-site 'place-making' <p>The site has an estimated delivery in the medium term (5 to 10 years) as the site's availability is presently uncertain and to reflect current viability constraints.</p>

DF9	Dockfield Road	10	PDL	CR/042: The site's availability is currently uncertain but is considered developable (5-10 years)	N/A	<p>The site comprises a vacant industrial building with neighbouring residential and industrial. The site is expected to deliver medium high density residential development</p> <p>The site does not have planning approval and is not currently in the development management process</p>	2015-2020	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions. The viability study indicates that under mid and upper value scenarios housing development in the Corridor is viable.</p> <p>The site is in private ownership. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Investment in off-site 'place-making' • Direct investment to address site development costs • Direct investment in property <p>The site has an estimated delivery in the short term (0 to 5 years). However as the site's availability is presently uncertain and to reflect current site viability constraints it is considered that the estimate delivery should be</p>
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								put back to the medium term (5-10 years).
Centre Section								
NBW1	New Bolton Woods	1100	mix	CR/011A, CR/011B, CR/019 Site considered available and deliverable (0-15 years)	Physical constraints-topography/Unstable land Flood risk Part of site Intersects the Northern Gas Networks /High Pressure Pipeline Site specific infrastructure - education /recreation/open space/highways	The site covers a large area of land, which includes existing areas of open space, playing fields, employment land and the Bradford beck running alongside canal road. The site forms part of the Joint Venture Company area. Planning approval (12/03708/MAF) was granted in 2013 for residential development with outline for up to 93 dwellings on former RUPD housing site. Planning approval was granted in 2014 for a hybrid planning application for New Bolton Woods mixed	2015-2030	The Council has established a Joint Venture Company (JVco) to support comprehensive regeneration of the site. The Council and JVCO are committed to bringing the site forward re-development. Phase 1 on former RUDP housing has been delivered. Development is actively being supported and accelerated by the following interventions <ul style="list-style-type: none"> • Joint Venture Company • Investment in off-site infrastructure • Direct investment to address site development costs • Utilising public sector assets • Reduce planning gain

						<p>use masterplan (14/04818/MAF), including detailed application for small foodstore 14/04817/MAF</p>		<ul style="list-style-type: none"> • Funding sources/mechanisms - Leeds City Region Growing Places Fund loan investment for essential reclamation and enabling works (2014-15), - Government Local Pinch Point Fund (£2.6 million) Canal Road / Stanley Road Junction Improvement Scheme (2015) - WYCA- Local Growth Funding to address the abnormal development costs and project viability issues and facilitate the delivery of the proposed development scheme (TBC). <p>The site is considered available and deliverable over the plan period (0-15 years) to reflect the scale of development, site and viability constraints and the need for supporting infrastructure.</p>
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NBW1	New Bolton Woods	50	greenfield	CR/011A	Physical constraints-topography Unstable land	Part of former RUDP housing site. Site with planning permission (12/03708/MAF). The site commenced development post 2013 and is approaching completion.	2015-2020	The site commenced development post 2013 and is considered available and deliverable (0-5 years)
NBW2	Frizinghall Road	42	PDL	CR/034: The site is considered available and deliverable in the short term(0-5 years)	Physical constraints	Site consist of warehouse building and surface car park currently in use by Bower Green Warehousing. Outline planning approval grated in 2013 (12/01153/OUT) for residential development of 42 dwellings comprising of 24 houses and 18 flats	2015-2020	The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions. The viability study indicates that under mid and upper value scenarios housing development in the Corridor is viable. The site is in private ownership. The site is considered available and deliverable in the SHLAA. However, as the site does not have detailed planning permission and to reflect site viability constraints it is considered the site is developable and estimated delivery should be put back to the medium term (5-10 years).
NBW3	Thornhill	21	Greenfield	CR/037: The site is considered	Physical constraints-	The site has detailed planning approval for	2015-2020	The site is in private ownership and has detailed planning approval. The

	Avenue		d	available and deliverable in the short term(0-5 years)	topography Access	the construction of 21 dwellings (14/03648/MAR)		site is considered available and deliverable in the short term (0-5 years) for residential redevelopment.
NBW4	North Bolton Hall Road	35	PDL	CR/036: The site's availability is currently uncertain but is considered developable (0-5 years)	N/A	Disused warehouse with previous outline permission for residential development. This permission has now expired. The site is expected to deliver medium density residential development.	2020-25	<p>The AAP viability study indicates viability issues for higher density new build flatted development under current market conditions. The viability study indicates that under mid and upper value scenarios housing developments in the Corridor are viable.</p> <p>Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Funding sources/mechanisms • Investment in off-site 'place-making' <p>The site has an estimated delivery in the medium term (5 to 10 years) as the site's availability is presently uncertain and to reflect site viability</p>

								constraints
NBW5	Flats East Valley Road	50	PDL	CR/038: The site's availability is currently uncertain and is considered developable in the medium term	Physical constraints-topography	<p>Site containing existing flats, where some demolition has taken place.</p> <p>The site does not have detailed planning approval and is not currently in the development management process</p> <p>Planning approval granted for new fire station on southern part of site (15/03729/FUL), which has reduced the site size from 1.29 to 0.76ha. It is estimated this will reduce the site's expected development from 50 to 30 residential units.</p>	2020-25	<p>The viability study indicates that under mid and upper value scenarios housing developments in the Corridor are viable.</p> <p>The site is on land in Incommunities ownership. Incommunities are a Register Provider. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Funding sources/mechanisms (HCA affordable homes programme) <p>The site is considered developable in the medium term (5-10 years) as the site's availability is presently uncertain</p>
NBW6	North Queens Road	30	PDL	CR/033: The site's availability is currently uncertain and is	N/A	Site partly used for reclamation yard. The landowner has indicated the site will be	2020-25	The site is expected to deliver medium density residential development. The viability study indicates that under mid and upper value scenarios

				considered developable in the medium term		<p>available for residential use but is currently in use and consequently could come forward in medium term.</p> <p>The site does not have planning approval and is not currently in the development management process</p>		<p>housing developments in the Corridor are viable. Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Simplified planning • Direct investment to address site development costs • Investment in off-site 'place-making' <p>The site has an estimated delivery in the medium term (5 to 10 years) as the site's availability is presently uncertain and current site viability constraints.</p>
NBW7	Bolton Woods Flats	70	PDL	Site not included in SHLAA 2015	Physical constraints- topography/Unstable land	<p>The site comprises former social flats and incidental open space, where some demolition has taken place.</p> <p>Detailed planning application submitted for affordable housing residential development</p>	2015-2020	<p>The site is on land in Incommunities ownership. Incommunities are a Register Provider of social housing.</p> <p>The site owners have promoted the site for residential redevelopment with submission of detailed planning permission in 2016.</p> <p>The site is considered available and</p>

						(16/04735/MAF). Pending consideration		deliverable over the short term (0-5years).
BWQ1	Bolton Woods Quarry	1000	mix	CR/014: Site considered available and developable (5-15 years)	Physical constraints/Unstable land Access Part of site intersects the National Grid Electricity Transmission Site specific infrastructure - recreation/open space/highways	The site covers a large area being located on existing working quarry identified as approaching end of its operational life. Outline planning application submitted for residential redevelopment of quarry (15/06249/MAO). Pending consideration	2015-2030	The Council has established a collaborative working arrangement with the quarry owners who have indicated that they intend to cease quarrying operations and are committed to bringing the site forward for comprehensive residential re-development. The site owners have promoted the site for residential redevelopment with submission of outline planning application in 2015 for residential redevelopment of the quarry. The site was tested in the AAP viability report and generated a substantial residual site value, however this below the land value threshold and therefore considered unlikely to policy requirements in current market conditions. With the benefit of a continued improvement in market conditions, it is expected to see an enhanced ability to meet policy standards. Development may be supported or

								<p>accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Investment in off-site 'place-making' • Funding sources/mechanisms <p>The site is considered available and deliverable over the plan period (0-15 years) to reflect the scale of development, site constraints and and the need for site remediation/restoration.</p>
City Centre Fringe								
CCF1	Bolton Road Wapping	46	greenfield	CR/015: Site considered available and deliverable in the short term(0-5 years)	N/A	Detailed planning approval for residential development to create 46 dwellings (12/04161/FUL). The site commenced development post 2013 and is approaching completion	2015-2020	The site is considered available and deliverable (0-5 years)

CCF2	Bolton Road	16	greenfield	CR/004: The site's availability is currently uncertain and is considered developable in the medium term	Physical constraints-topography	<p>Grassy bank sloping to the west containing some trees. The site is suitable for medium/high density residential development.</p> <p>The site does not have planning approval and is not currently in the development management process</p>	2020-2025	<p>The AAP viability study indicates viability issues for higher density new build flattened development under current market conditions.</p> <p>The site is in part council ownership. Development could be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Utilising public sector assets • Simplified planning • Direct investment to address site development costs • Funding sources/mechanisms <p>The site has an estimated delivery in the medium term (5 to 10 years) as</p>

								the site's availability is presently uncertain and to reflect site and viability constraints
CCF3	Wapping Road, Bolton Road	23	mix	CR/017: Site considered available and deliverable in the short term(0-5 years)	Physical constraints-topography	<p>The site is suitable for medium/high density residential development.</p> <p>Outline permission granted for residential development 9 homes on part of the site (12/03244/OUT)</p> <p>Detailed application submitted for change of use of former public house to 8 flats (16/03512/FUL). Currently pending consideration</p>	2015-2020	<p>Development may be supported or accelerated by the following interventions:</p> <ul style="list-style-type: none"> • Reduce planning gain • Investment in off-site 'place-making' • Funding sources/mechanisms <p>The site is private ownership. The owners have promoted part the site for residential redevelopment with submission of outline planning application in 2012 and 2016.</p> <p>The site is considered available and deliverable in the short term (0-5 years)</p>
CCF4	Singleton Street	60	PDL	CR/044: Site considered available and deliverable in the	Flood risk	Building where prior notification has been validated under permitted development	2015-2020	<p>The site is in private ownership with approval for change of use under permitted development rights.</p> <p>The site is considered available and</p>

				short term(0-5 years)		rights to convert this former office building to residential use (13/04596/PNC)		deliverable in the short term (0-5 years)
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Update to Estimated AAP Housing Delivery

Following submission of the SCRC AAP there have been a number of submitted/approved planning applications and funding bids, which the Council consider will impact the estimated development for the number of residential units on certain AAP sites. These sites are set out in the table below

Site Reference	AAP Submission Draft Expected development	Updated Expected development	Reason
DF7	6	4	In 2016 planning permission was granted for demolition of existing single storey building and construction of four three-storey terraced houses (16/02019/FUL)
SE1	101	151	Update to expected development following approval of HCA Starter Homes funding for an additional 50 units
NBW5	50	30	Update to expected development due to reduced site size from 1.29 ha to 0.76ha following approval of planning permission (15/03729/FUL) for construction of new fire station on southern part of the site.

In addition the Council propose that changes to the expected development timing of sites STC3, DF9 and NBW2 should be made for reasons as set out previously.

These proposed changes results in the following change to the SCRC AAP housing delivery as follows.

Site Ref	Site name	Units	Expected development
Shipleigh			
STC1	Shipleigh Indoor Market Hall	20	2020-2025
STC2	Market square	25	2020-2025
STC3	Station Road	50	2015-2020 <u>2020-2025</u>
SCT4	Shipleigh Gateway Site	50	2020-2025
SCT5	Atkinson Street	8	2015-2020

STC6	Buildings along Briggate	20	2020-2025
SE1:	ShIPLEY East	101 151	2015-2025
SE2	Land around Crag Road Flats	30	2020-2025
DF1	Dock Lane, Canalside	114	2015-2025
DF3	Land between Leeds Road and Dock Lane	60	2020-2025
DF4/DF5	Dockfield Road North /Dockfield Road South	90	2020-2025
DF6	Regent House	93	2020-2025
DF7	Junction of Dock Lane and Dockfield Road	6 4	2015-2020
DF8	Dock Lane	15	2020-2025
DF9	Dockfield Road	10	2015-2020 2020-2025
Total		692 740	
Centre Section			
NBW1	New Bolton Woods	1100	2015-2030
NBW1	New Bolton Woods (phase 1)	50	2015-2020
NBW2	Frizinghall Road	42	2015-2020 2020-2025
NBW3	Thornhill Avenue	21	2015-2020
NBW4	North Bolton Hall Road	35	2020-2025
NBW5	Flats East Valley Road	50 30	2020-2025
NBW6	North Queens Road	30	2020-2025
NBW7	Bolton Woods Flats	70	2015-2020
BWQ	Bolton Woods Quarry	1000	2015-2030
Total		2398 2378	
City Centre Fringe			

CCF1	Bolton Road Wapping	46	2015-2020
CCF2	Bolton Road	16	2020-2025
CCF3	Wapping Road, Bolton Road	23	2015-2020
CCF4	Singleton Street	60	2015-2020
Total		145	
AAP total		3235 3262	

Conclusion

In summary the Council consider that the AAP residential and mixed use allocations are deliverable or developable over the plan period and that there is a reasonable prospect that the sites will be available and could be viably developed at the point envisaged, in accordance with NPPF paragraph 47.

The Council is willing to propose to update the SCRC AAP housing figures, site expected development yields and estimated site delivery dates through main modifications to the AAP.