

MATTER 6A: Sub Area Policies, SE Bradford, Holme Wood urban extension

Matter No 6A Sub Area policies, South East Bradford, Holme Wood urban extension

We act as planning consultants to Hallam Land who are strategic land developers & have a controlling interest in circa 100 acres of the land which will fall within the strategic urban extension proposed by BMDC in the Submission draft of the CS.

Hallam have also been in discussions with other Landowners to the immediate north of their current land interests. Johnson Brook (JB) also act for a landowner in the northern sector of the indicative urban extension zone. Consequently these combined land holdings comprise a substantial proportion of this strategic urban extension.

In March 2014 JB made representations with regard to development in the South East Sub Sector of the Bradford Urban area with specific reference to the Holme Wood project. We gave support in principle to the project. Since this time we have been instructed to act as planning consultants by Hallam Land to promote their interests. We and our clients have subsequently had meetings with Bradford Planning and transport officers to clarify our respective positions and examine how we can work together with the Council to take this project forward leading to a Green Belt release and a development of a circa 2000 dwellings urban extension. At our most recent meeting on the 17th February we were advised that an options review process is being carried out for a new highway proposal that would provide the necessary infrastructure to facilitate release of much needed new housing land in the south east sector of Bradford as well as improved connections to key employment zones in the area. The route options being considered all have significant GVA benefits. The new highway infrastructure is known as the South East Bradford Access Route and is included within the West Yorkshire Plus Transport Fund being managed by the new West Yorkshire Combined Authority. This scheme has a planned start on site date of 2021. The proposal is likely to be for a single carriageway route with limited intervening junctions.

Hallam and Johnson Brook have extensive experience of delivering urban extension projects and arriving at Master Plan Schemes which are deliverable and viable and are therefore capable of steering these proposals through the development framework/master plan production process. In our latest meeting with the Council we had a very helpful discussion on key points with relation to the delivery of the road and the urban extension scheme. These can be summarized as follows:-

- The Council propose that the public sector will meet the full cost of the road scheme through the West Yorkshire Plus Transport Fund. Further financial resources are likely to be devolved to the Combined Authority to assist with the delivery of this and other strategic schemes. Consequently we consider that a start on site in 2021 is wholly realistic and might be capable of limited advancement in the road building programme.
- We discussed with the Council proposals for a phased start of residential development in advance of the delivery of the full South Bradford Access Route. The principle of advance housing development was agreed and the total number of dwellings which can be

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delivered in this first phase will be subject to transport assessment and the timing of development starts will be subject to the required application process and an agreed allocation and Green Belt boundary amendment. The early achievement of a Green Belt release will be helpful to the successful delivery of this urban extension primarily within the plan period.

- We also discussed how the scheme could benefit the existing Holme Wood community in terms of social, economic and environmental regeneration all contributing to the health and wellbeing of existing and future residents. The Council officers advised that the new affordable housing contributions in the new urban extension could be reduced given the extent of existing affordable housing in Holme Wood and the wider SE Bradford sector. This will help to enable cross investment into improvements within Holme Wood. Other enhancements can be created by high quality master planning of the urban extension and the provision of appropriate connectivity which avoids extraneous through traffic within the Holme Wood community whilst reducing concerns regarding the isolation of the existing housing area. This can be planned to the benefit of the existing and new communities with a new network of greenspace linking with the open countryside including a potential new country park addition.

The proposal for a South Bradford Access Route as part of these urban extension proposals is supported and we consider that the planned delivery of the route is feasible and will along the majority of its route form a new and very long term defensible Green Belt boundary. We also support the Council's proposals to improve the A650 Tong Street as this will also help to facilitate development in this area by reducing exiting levels of congestion.

For the last 20 years JB have acted as planning & development consultants on the delivery of the East Leeds Extension. The scheme incorporates a new East Leeds Orbital Road (forming the new Green Belt Boundary), construction of up to 7,000 dwellings and supporting infrastructure. There are many parallels and lessons to be learned from this comparable, though significantly larger, development project.

Green belt review & exceptional circumstances

The main exceptional circumstances justifying the release of Land from the Green Belt in this part of the main urban area are:

- 1) The overall quantum of the housing need and requirement for the plan period to 2030; the emphasis on meeting this provision in urban Bradford and the contribution of 6,000 dwellings expected from SE Bradford. There is agreement between the Council & the development industry that a local Green Belt review is required particularly around the main urban area of Bradford, the principal towns and the Local Growth Centres.

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- 2) Green Belt release in this locality is justified in the evidence base of the Growth Study prepared for BMDC by Broadway Malayan as a key part of the evidence base for the CS. This includes an assessment of the relative strength of the functions and purposes of tracts of Green belt around the urban areas. The Growth Study concludes that Green Belt land release in the area to the east of Holme Wood will have limited environmental effects.
- 3) An additional argument in support of this strategic proposal comprises the potential to create regeneration within Holme Wood. This is strongly dependent on a quality master-planned solution linked to a development and delivery framework that ensures a compatible set of outcomes which are beneficial to the current community, the occupants of the newly created linked communities and the developers responsible for the delivery of an integrated scheme.

A new highway link will need to be created from Holme Wood through the development on to the new strategic highway route but this intermediate link will be designed to ensure that it does not allow traffic travelling north on the new link to use a route through Holme Wood as a short-cut.

Footpath and cycling links will also be required providing existing and future residents with access to facilities and to the open countryside to the east of the new north-south highway. The potential for the creation of a new linear country park, lying predominantly to the east of the new highway should be explored. This would help to define the new long term Green Belt boundary formed by the road in both environmental and land use terms.

It is important that in seeking to achieve a quality urban design solution that the design of the highway network does not draw external traffic through the Holme Wood community to the detriment of environmental conditions within the existing community.

It is important that the scale of this strategic urban extension is sufficient to support the desired urban regeneration in the Holme Wood community and to make the required contribution to the overall 6,000 dwelling total distributed to the South East Bradford sub area.

The scale of this Strategic Urban Extension, based on the positive master plan approach outline, will create a new market sub area which meets the aspirations of strategic policy SC9 Making Great Places.