

Additional Statement from Councillor Jeanette Sunderland

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My original comments have been overtaken by events so I have arranged my further submission under three headings to demonstrate my concerns about the deliverability, soundness and sustainability of the spatial development framework described in Section 4, 4.1 in particular on the impact on Idle and Thackley ward.

Population growth in Bradford is set to grow above the national average at 8.5% over the next 5 years and 25% of our population is under 25. Terraced housing accounts for 59% of the stock which is generally of poor quality and found in some of the most deprived parts of the district and sits alongside some of the most expensive homes in the District. Idle and Thackley ward is an area where there are more old, older people and single person households who want to move from larger family homes but remain in the area, close to their friends, families and community. North East Bradford is an area that needs housing to meet its needs. It has also lost significant amounts of employment land to housing so I welcome the provision of a high quality research and development led Technology Park and commercial enterprise located at Apperley Bridge. With a quarter of the population under 25 I welcome opportunities for high quality employment opportunities. However this proposal is currently unsustainable on two grounds. Firstly its failure to ensure that housing will meet local needs and secondly on its reliance on improvements to the Harrogate Road/New Line junction which are not being modelled to sustain such a large increase in traffic. This is an area that needs development to meet the needs of its population. It is not an area that can sustain an urban sprawl and a transport quick fix that if it was built tomorrow will still only reduce current congestion by 60%. The reality for people living in NE Bradford and those reliant on access to Leeds Bradford Airport and the employment opportunities at Apperley Bridge is that the current plan to release green belt will be unsound and unsustainable unless significant changes are put into place.

Dealing firstly with housing need; the historical pattern of migration for Idle and Thackley has been for couples moving out from Leeds down the Aire Valley and into new housing built in Thackley, Idle Moor and Apperley Bridge and to a lesser extent from the inner city as families have become wealthier. The families have moved into new mainly 3,4 and 5 bed-roomed houses with very little affordable housing or housing for older single person households being created. This pattern of migration has caused the current housing need and a crisis in the lack of school places. All but one of the local primary schools has doubled in size and the authority has declared the area at saturation point. There are currently no plans to increase the secondary school despite in two years time the first cohort of children requiring a school place.

Since autumn of 2014 there have been 10 proposals for housing brought forward which are in Idle and Thackley ward or immediately over the border in Eccleshill ward. These proposals are detailed here:

Development site	Status of the land	No of houses	Affordable	Planning status
Thackley Grange	Brownfield	19	0	Approved in outline
Cote Farm	Major Urban	270 in	20	Refused at

	Greenspace	outline 60 in detail		Committee now at appeal stage
Simpson Green	Phase 2 Housing site	267	0	Approved at Committee now awaiting Judicial Review Process
BPL Site – Apperley Bridge	Former employment	80	0	Approved in outline
Carr Bottom Road	Phase 2 Housing site outline for access	130	?	Under consideration
Westfield Lane	Phase 2 Housing	14	0	A/W application
Harrogate Road	Employment Land	130+	3	W/W application
Fagley Quarry	Mixed use	600	No provision sought in outline	Approved
Thorpe Edge	Former Housing site	19	19	Under consideration
Sandhill Fold	Major Urban Greenspace	70	17	Approved on appeal
	Totals	1597	59	

This development represents around 70% of the Districts annual housing target but has less than 4% of affordable housing set against a District target of between 20-25%. This failure to provide smaller and affordable housing to meet the needs of people local to Idle and Thackley population has led to a failure to re-cycle family sized homes and people staying in larger homes that are expensive to heat and maintain. A more sustainable approach would be to build single storey lifetime homes which would free-up family homes rather than the current approach which is to build further family sized homes and ease the pressure on school places. The local community is not against development which meets housing need but it must be done in a sustainable manner. I would wish to see a greater ratio of affordable housing and/or lifetime home standard homes on any land that is to be released from the green belt. The local community wishes to see all remaining urban green space protected. There is evidence of increasing numbers of people needing homes that meet the needs of young and older households and if the urban greenspace is to be protected then there is justification for limited changes the local green belt.

The second reason that the proposal for growth is not sound or sustainable is its reliance on the improvement to the New Line Harrogate junction. This plan is not sustainable because the preferred option for the junction the ‘P loop’ relies only on including in the model the increased traffic from the new railway station and the 267 houses at Simpson Green. I cannot find evidence that they have modelled the impact of the increased business expected at Leeds Bradford Airport, the significant business development at the water treatment site at Apperley Bridge or indeed the impact of 4700 new homes.

Furthermore it is reliant on funding being released from the Simpson Green development which is now subject to a Judicial Review and in a report to the Council Regulatory Committee officers reported that if this development “is not delivered in the time span the opportunity to improve the

Harrogate Road/New Line junction with a scheme that includes significant traffic growth could be lost.” P 23 Report to the Council’s Regulatory and Appeals Committee 16.12.2014. The junction improvement scheme is failing at its first Gateway Review in its ability to improve capacity, or its ability to evidence reduction in emissions (already a significant problem) or provide significant improved pedestrian safety. In order for this proposal to be sustainable all development on the Leeds side of the river and canal (leading up to Rawdon) must be phased until after the capacity and safety of the junction has been increased to support the proposal unless this happens then the residual cumulative impacts of these plans will be severe.

I cannot consider that the current proposals are deliverable, soundly based and consistent with the latest national guidance and ask that they are amended to show how the proposed homes will meet local housing needs and not exacerbate the schools places crisis and that the capacity of the New Line/Harrogate junction will support the entire proposal and not leave a severe unsustainable residual impact.

Jeanette Sunderland