

Bradford Core Strategy Partial Review



Housing & Infrastructure Workshop

Tuesday 3rd September 2019



City of
BRADFORD
METROPOLITAN DISTRICT COUNCIL

Welcome

Housekeeping

Workshop Overview:

- Introduction
- Housing: Our Approach and Priorities (20 mins)
- **Roundtable Discussions (2.20 – 2.50)**
- Supporting Growth: Overview of Infrastructure Planning (10 mins)
- **Roundtable Discussions (3.00 – 3.30)**
- Summary and Next Steps



Introduction

1. Local Plan Overview
2. Strategic Housing Policies
 - Housing Need, Distribution, Affordable Housing, Mix, Quality
3. Infrastructure Planning & Supporting Growth
 - Infrastructure Planning – Importance & Role
 - What infrastructure must be planned for
 - Local Infrastructure Plan



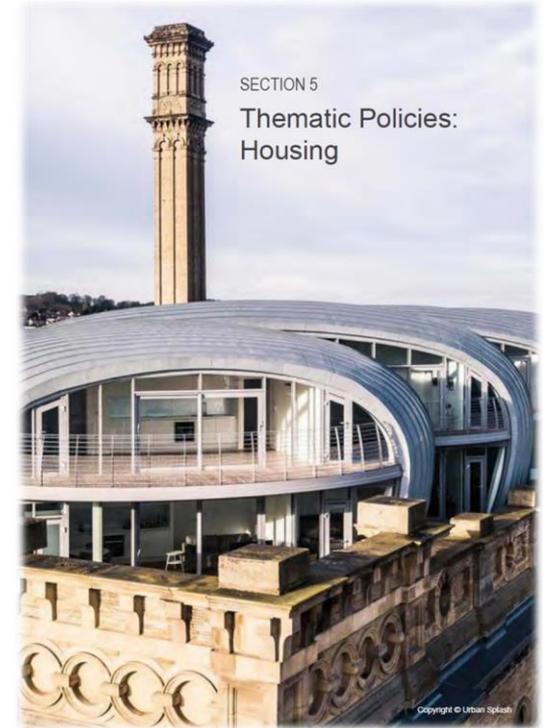
Housing: Our Approach and Priorities

Simon Latimer and Alex Bartle



Housing Approach & Priorities

- Local Housing Need Assessment using the Standard Method (NPPF para 60) to identify minimum housing need.
- 17 Year plan period 2020-2037 for strategic policies (NPPF para 22).
- Focus on maximising brownfield and efficient use of land (NPPF para 137).
- Urban regeneration opportunities.
- Balancing growth while protecting local assets (NPPF para 11).
- Driving high quality housing and place-making & delivering healthy mixed and inclusive communities.



Determining the number of homes and site allocations to be planned for

1. Assess Bradford's Housing Need

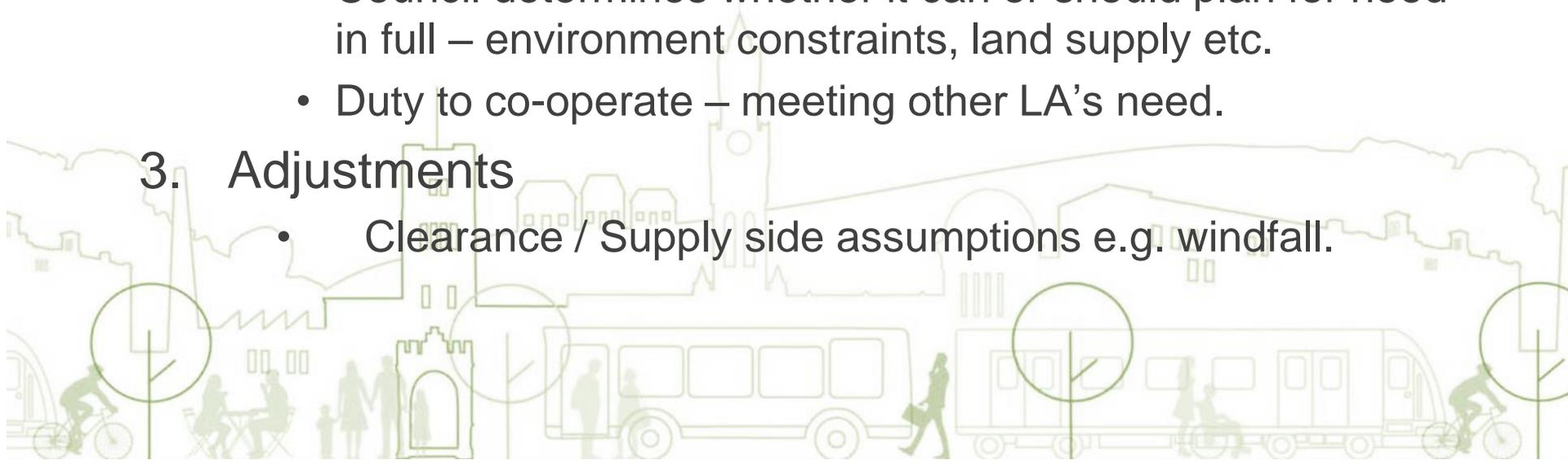
- Govt Standard Methodology sets the minimum number – alternative approaches only in exceptional circumstances.
- If using standard methodology, consider whether there is any justification for uplift.

2. Determine the Plan's Housing Requirement

- Plan period.
- Council determines whether it can or should plan for need in full – environment constraints, land supply etc.
- Duty to co-operate – meeting other LA's need.

3. Adjustments

- Clearance / Supply side assumptions e.g. windfall.



Considering Potential Uplift and Possible Constraints

- Standard Method baseline = 1703 homes/year
28,951 over the plan period.
- Potential Uplift Factors - Growth Strategies, demographics, strategic infrastructure, affordable housing, unmet need from neighbouring authorities
- Strategic Constraints- Green Belt, SPA/SAC, Flood Risk, Land Supply & Deliverability



NPPF para 11

*b) strategic policies should, **as a minimum**, provide for objectively assessed needs for housing... **unless**:*

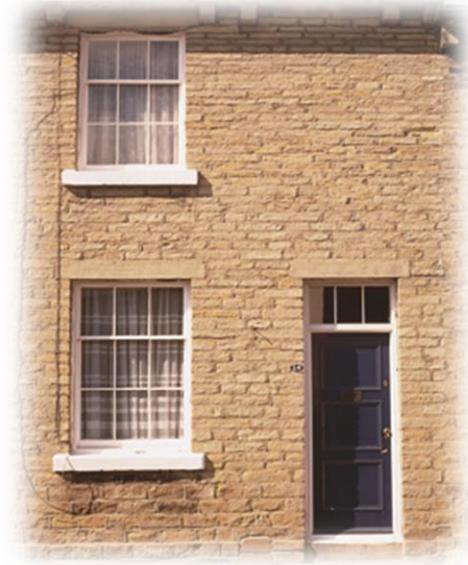
i. policies...that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits,

Housing Requirement (HO1) and Source of Supply (HO2)

Key changes:

- 17 year plan period from 2020 to 2037= housing requirement of **28,951**
- Reduction from 2476 (2013-2030) to 1703 homes/year (2020-2037)
- Allowance for windfall of 300 units/year (years 3-17) /demolitions & losses of 100 units/year (years 1-17) (NPPF para 70)
- Remaining requirement for site allocations **26,150** compared to **42,100** homes



Housing Distribution

- Key Principles
 - Alignment with Core Strategy vision & objectives;
 - Alignment with the settlement hierarchy (which is not subject to review);
 - Maximising benefits of growth
 - Regeneration areas, use of brownfield land, supporting smaller settlements, affordable housing, housing choice;
 - Minimising impact on critical environmental assets
 - Green belt, SPA & SDAC, minimising flood risk, heritage etc.



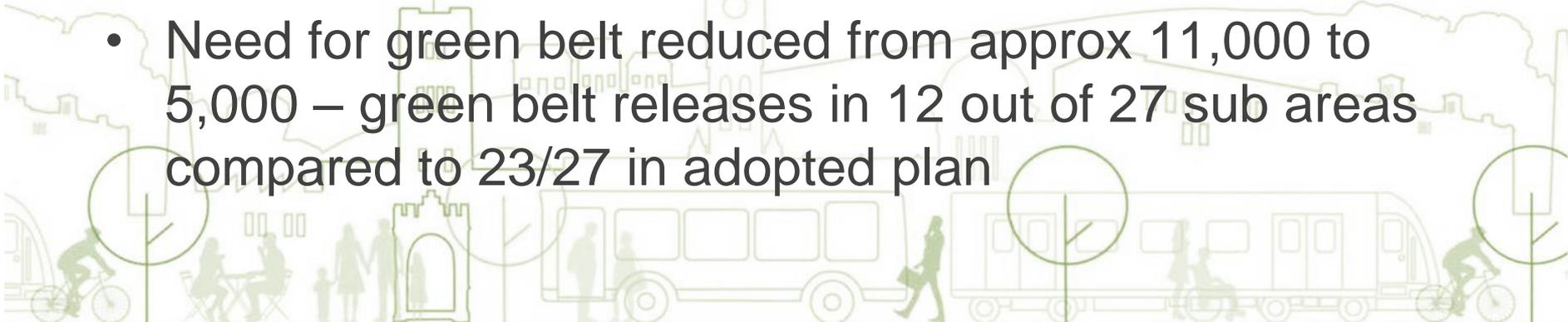
Housing Distribution

- Key Evidence – Current & Emerging
 - SHLAA & Land Supply – scale, nature and distribution;
 - Deliverability & Viability – Revised NPPF focus
 - SHMA – housing type, mix, affordability, housing market drivers etc;
 - Updated SFRA
 - Sequential approach to min flood risk
 - Green Belt Review
 - Infrastructure Planning
 - Transport Modelling / Air Quality
 - HRA & SA



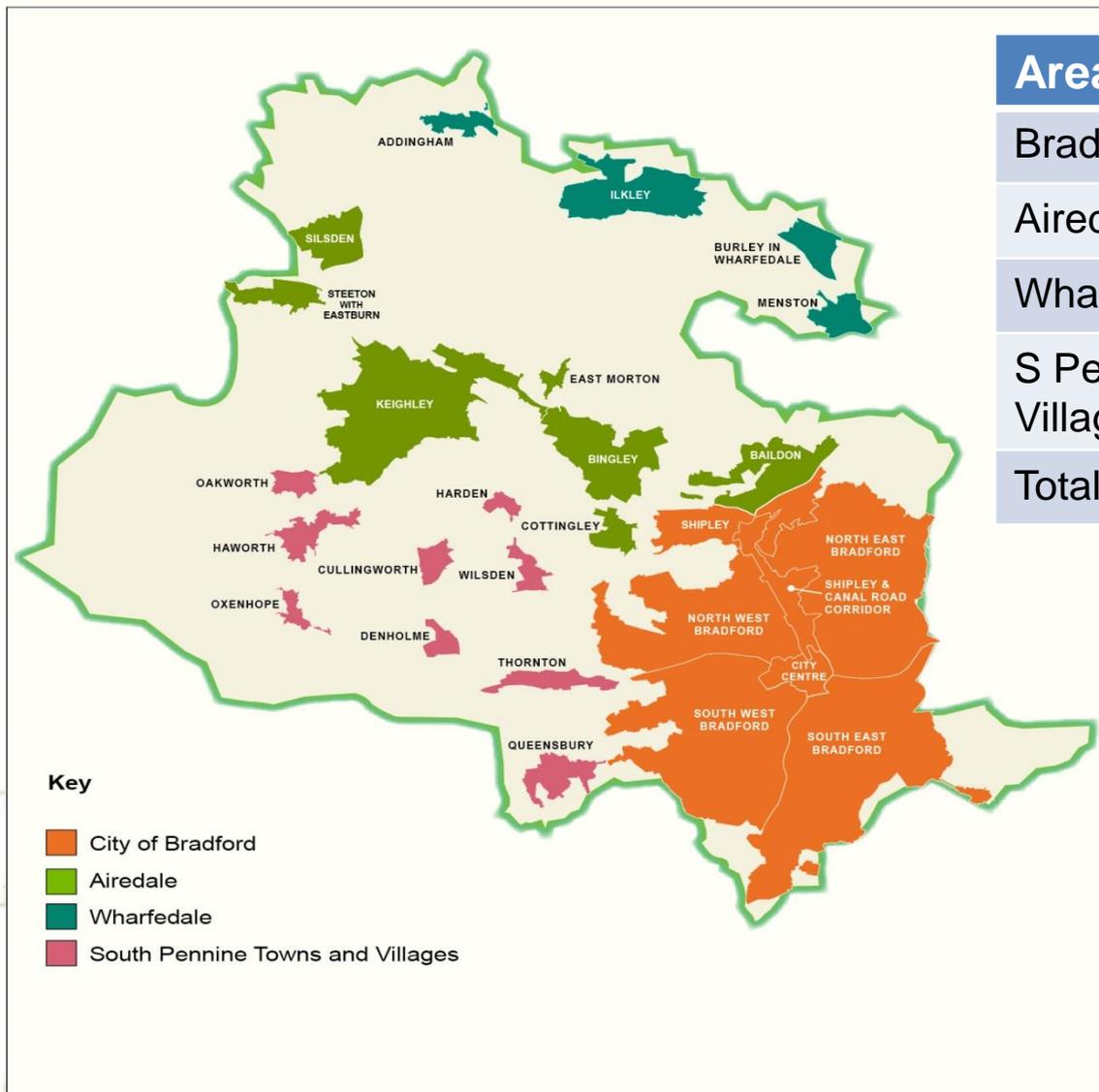
Housing Distribution – Key Points

- Distribution based on a requirement to allocate for 26,150 homes compared to 42,100
- A number of different options tested;
- All settlements / sub areas see reduced targets except for Bradford City Centre
- 81% of homes within Regional City of Bradford & Keighley compared to 77% in adopted Plan
- Use of deliverable and developable PDL maximised
- Need for green belt reduced from approx 11,000 to 5,000 – green belt releases in 12 out of 27 sub areas compared to 23/27 in adopted plan



Housing Distribution

Figure SS2: The District Settlements



Area	Homes	%
Bradford	18,400	70.4
Airedale	4,800	18.4
Wharfedale	1,425	5.4
S Pennine Towns & Villages	1,525	5.8
Total	26,150	100



Housing Policies: Managing Housing Delivery (HO4), Density (HO5) & Maximising PDL (HO6)

Key changes:

- Change from phasing policy to managed release where appropriate- e.g. infrastructure constraints
- Minimum net density increased from 30 to 35 dph based on delivery evidence.
- City & town centres and locations close to railway stations to achieve significantly higher densities
- Maintain district-wide target of at least 50% on PDL
- Over recent years a significant % of new homes have been on PDL. Therefore reduced supply of available PDL in some areas



Housing Policies: Housing Mix (HO8) & Housing Quality (HO9)

Key changes:

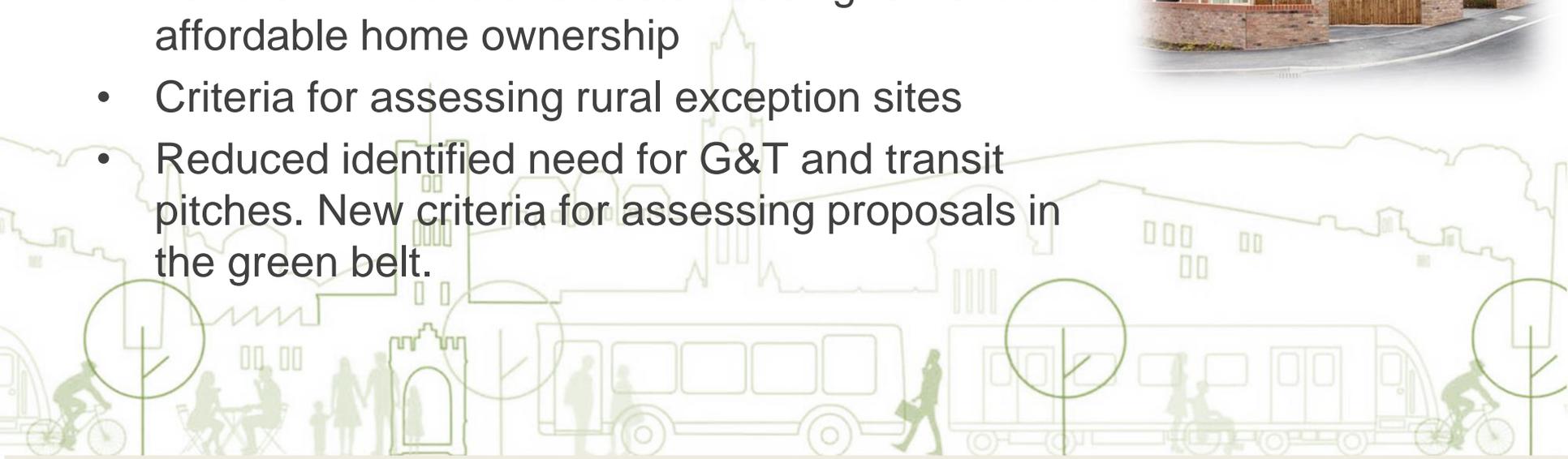
- Strategic priorities: families, older people, BME households.
- On-going need for range of dwellings: houses (2-4 bed), flats and level access/bungalows.
- Need for specialist accommodation for older people(C2/C3), custom/self build
- Focus on housing quality/design- Housing Design Guide SPD
- National Minimum Space Standard and accessible homes- 90% M4(2) 'accessible and adaptable dwellings' 10% M4(3) 'wheelchair user dwellings'



Housing Policies: Affordable Housing (HO11) & Gypsy and travellers (HO12)

Key changes:

- Net affordable need of 441/year- 25% of housing requirement
- AH threshold required on major developments, 10 or more units or over 0.5 ha- targets subject to viability testing
- Tenure mix- 65% affordable housing for rent 35% affordable home ownership
- Criteria for assessing rural exception sites
- Reduced identified need for G&T and transit pitches. New criteria for assessing proposals in the green belt.



Roundtable Discussion 1

- What are your views on how the plan addresses housing growth? e.g. baseline housing need, uplift, constraints, sources of supply
- Your views on the approach to determining distribution. Should any specific targets be changed – if so how and why?
- Will the housing policies support the delivery of the right type, size and mix of housing?



Supporting Growth: Overview of Infrastructure Planning

Iain Cunningham



Infrastructure Planning – Importance & Role

- Great importance is attached to making sure sufficient infrastructure is in place in the right locations at the right time to support growth and investment.
- Embedded in National Planning Policy Framework (NPPF) (paragraph 20) and Planning Practice Guidance.
- Investing in infrastructure is essential for supporting the growth outlined in the Local Plan.



Infrastructure Planning – Importance & Role

- Need to understand what type of infrastructure needed to meet current and future needs as well as how our assets can be better used.
- Involves working closely with range of partners (Public & Private)
- Funding can come from a range of sources, e.g. developer contributions (s.106/CIL); capital budgets; sub-regional funding; central government; New Homes Bonus.
- Infrastructure planning is an on-going process.



What infrastructure do we need to plan for?

Infrastructure – the range of services and facilities needed for the proper functioning of sustainable communities

Physical Infrastructure

Transport

Utilities &
Communications

Waste & Recycling

Social Infrastructure

Housing

Education

Sport, Leisure &
Recreation

Community & Cultural
Facilities

Emergency Services

Health & Wellbeing

Environmental Infrastructure

Green Infrastructure
Networks

Biodiversity &
Geodiversity

Blue Infrastructure
Networks

Local Infrastructure Plan (LIP)

- Essential part of the Local Plan evidence base.
- Produced to support the delivery of growth set out in the Bradford Local Plan (Core Strategy: Partial Review and Allocations DPD).
- Examines existing infrastructure provision/issues, and will seek to determine:
 - What infrastructure is needed for the future;
 - When it will need to be provided;
 - Who will be responsible for delivering and/or providing it;
 - How much it will cost and how it will be paid for; and
 - Whether there are any gaps in funding and how it will be bridged.



Local Infrastructure Plan (LIP)

- Must to consider the plans, strategies and programmes of a range of infrastructure providers (public and private) and other key bodies.
- Can be used as part of bids for infrastructure funding.
- A “living document” that will be regularly updated as information becomes available or new infrastructure schemes are identified.



Infrastructure Delivery Schedule

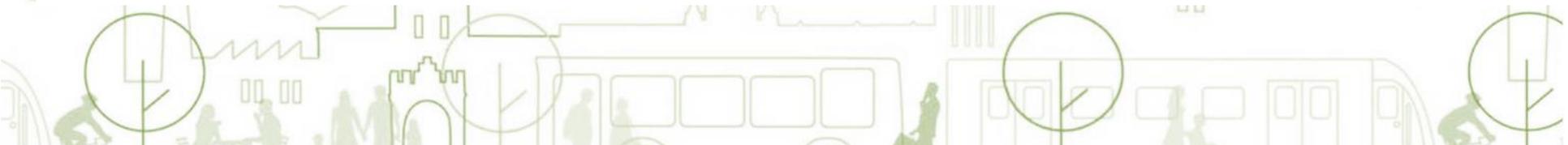
8 Infrastructure Schedule

The Infrastructure Schedule details all the required infrastructure provision in the Bradford District, based on available information in September 2012. The schedule details all the infrastructure requirements for the Bradford District up to 2030, with funding costs provided where available. The schedule also details any committed funding sources and potential funding mechanisms, before confirming if there is a gap in infrastructure provision.

'Essential' infrastructure is defined as infrastructure that is required to make development acceptable in planning terms.

'Desirable' infrastructure is described as infrastructure which would improve the capacity and deliver place making benefits.

Location (Where)	Scheme	Essential / Desirable	Need for scheme (Why)	Requirements of scheme	Lead delivery agency/ management organisation	Delivery mechanism	Cost	Delivery phasing (When)	Gaps in funding	Baseline source
Transport										
District Wide	Bus Network	Essential	Improve public transport access and encourage modal shift.	Development of bus network in line with Metro specification if Metro opts for quality contracts. Alternative formal partnership approach will also bring benefits	Metro	Could be delivered as part of a West Yorkshire quality contract or formal partnership scheme.	Minimal capital cost; however, significant revenue risk.	Medium term 5 – 10 years	LTP funding allocated.	Discussions with CBMDC Highway Officers.
District wide	Area wide Urban Traffic Management Control (UTMC) Package	Essential	More effective traffic management across the district.	Network of Variable Message Signs (VMS), Automatic Number Plate Recognition (ANPR) to effectively manage traffic	CBMDC	Possible funding through the West Yorkshire Plus Transport Fund or Local Transport Plan. For more details see Appendix A.	TBC	Medium term 5 – 10 years	VMS signing being implemented through the LTP and potentially SLGF	Discussions with CBMDC Highway Officers.
District Wide	Walking and Cycling Network	Essential	Improve facilities and enhance take up of sustainable modes.	Provision of enhanced walking and cycling network including the Shipley to Bradford 'living streets' network and Leeds Bradford Cycle Route.	CBMDC / Leeds City Council / Metro	Funding through the Local Transport Plan, LSTF and Cycle City Ambition Grant	£5 million approx	Short to medium term 0 – 10 years	No committed funding confirmed.	Discussions with CBMDC Highway Officers.
District Wide Including cross boundary	Tram-train or fixed rail to Leeds Bradford International Airport	Essential	Would provide improved international connections via LBIA.	Direct link between Bradford & LBIA. Connection of the existing Harrogate Line to a new station close to LBIA. This would allow tram-train vehicles to run from the centre of Bradford to LBIA or via a connection at Leeds.	Metro	Transformational scheme in West Yorkshire Plus Transport Fund. For more details see Appendix A.	£257 million	Long term 10 - 15 years	No committed funding confirmed.	Discussions with CBMDC Highway Officers.
City of Bradford, including	Bradford City Centre	Essential	Improve the quality of interchange	Bradford Interchange - aims to enhance public transport integration and support the city centre regeneration project. Includes measures to	Metro/ Network Rail	Possible funding through the West Yorkshire Plus Transport Fund. For more details see	£30 million+	Medium term 5 – 10 years	No committed funding	Discussions with CBMDC



Roundtable Discussion 2

- What are the key infrastructure priorities to support housing growth?
- Can these be categorised/prioritised? Short, Medium & Long Term
- What do you consider the key information and intelligence gaps in infrastructure planning?



Feedback



Consultation

- The consultation on the Core Strategy Partial Review: Preferred Options Report runs until **24th September 2019.**
- **New published evidence – subject to 6 weeks consultation from date of issue (viability / retail)**



Other Housing & Infrastructure Issues?

- Are there any other housing and/or infrastructure issues that we should be addressing in the Core Strategy Partial Review or Allocations DPD?



Bradford Core Strategy Partial Review



Thank you



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