

## **Q and A Responses - Session 2: Regional City – 1<sup>st</sup> March 2021**

<b>Session Questions / Matters Raised</b>	<b>Response</b>
Complaint about major consultation during lockdown and only those with IT kit can attend and the meetings are all within the working day.	Government is keen for Local Planning Authorities to progress with producing up to date local plans quickly and has introduced changes to the planning regulations to enable online consultations to progress at this time. The technology used for the events also allows access via telephone should this be easier than through IT equipment. The Council is running multiple events proving people with the opportunity and flexibility to join at lunchtime or late afternoon to fit around other activities if working at home. It is recognised that there is no ideal time to suit the requirements of everybody.
Not sure I understand the percentage of district wide total and employment land total columns.	Refers to Regional City overview slide – the Local Plan is providing for a district wide housing requirement of over 26,000 new homes over the plan period (2020 to 2038). The slide shows that the plan is proposing that 72.5% (20,075 dwellings) of that district wide total is accommodated within the Regional City - and also shows the number and percentage within each of the 7 sub areas which make up the Regional City. The employment land hectare figures in the table set out the levels of proposed employment allocations at a total (by Regional City) and by specific area.
Can you explain why there is an area called Shipley Canal Corridor and Shipley?	<p>The current adopted Development Plan includes the Shipley and Canal Road Corridor Area Action Plan (AAP)</p> <p><a href="https://www.bradford.gov.uk/planning-and-building-control/planning-policy/shipley-and-canal-road-corridor-area-action-plan-dpd/?Folder=Adoption">https://www.bradford.gov.uk/planning-and-building-control/planning-policy/shipley-and-canal-road-corridor-area-action-plan-dpd/?Folder=Adoption</a></p> <p>The New Local Plan moves to a ‘one Local Plan approach’ where the AAP will be reviewed and brought into a single Local Plan for the District. The new Local plan proposed various sub areas across the District. The boundaries for Shipley and the Canal Road Corridor area are proposed to be re defined with Shipley now being a larger sub area including the town centre and surrounds, which was previously part of the SCRC AAP boundary.</p>
Is the transforming cities plan not essentially the real plan for Bradford City Centre. No mention of transforming cities.	The plan supports a number of funding and masterplaning ambitions including the Transforming Cities Plan. This is set out in Section 5- City Centre
What assumptions have you made how many offices will go to residential development in the housing numbers?	The plan includes a ‘windfall’ calculation of circa 300 dwellings per annum, this is calculated based upon past trends in windfall developments (changes in uses for example from office to residential) and a forecast forward of future trends and policy directions.

What happened to the plans to build an eco-village on Esholt Sewage Works – did this not get approved?	A hybrid planning application was submitted to the planning authority for the development of housing (in detail) with certain environmental standards on part of the site and employment (in outline) on the other part of the site. The application is currently pending determination.
Does the former sewage work count as Green Belt?	The area of employment land associated with the former sewage works and identified for a potential allocation is within the Green Belt but the vast majority of the land is brownfield.
What is the Council doing about sites allocated for housing that now have applications for employment?	The start date for the plan is 1 <sup>st</sup> March 2020 and the Council has generally taken the evaluation of sites and preferred uses to 31 <sup>st</sup> March 2020 for reporting purposes. For sites which have received approval for alternative uses post 31 <sup>st</sup> March 2020, these sites will be evaluated for deliverability and this may entail re-considering allocation options.
What stage have you reached with the old Esholt site application. Likewise the PASSIV house development near Esholt itself?	The hybrid planning application is currently pending determination.
Do you have forecasts for the number of school places needed with the plan?	Initial work has been undertaken with the LEA on school place planning but this is subject to further development as the plan moves forward to a more advanced stage and starts to 'fix' site options following the Regulation 18 consultation. The Local Infrastructure Plan (LIP) will be updated in light of this further work.
Does education forecasts include with dealing with LEAs beyond DTC?	The LEA will be aware of wider pupil movement issues across administrative boundaries and strategic issues in relation to infrastructure planning are picked-up through Duty to Cooperate channels and action planning.
Does the SE Bradford (red dots) include LCWIP schemes? Lack of mention of LCWIP schemes in the key is concerning? No indication of greenways / cycleways / walkways.	The policies map details strategic cycling and walking transport projects (where they are able to be defined at this stage) including greenways / cycleways. These are also linked to Policy TR1 – see TR1A5 for list of multi-user Greenways.
Assume no plans to reinstate the Bradford Canal?	The line of the former Bradford Canal is safeguarded in the plan and is on the policies map. However, there is currently no plans/funding identified to reinstate the entire canal. The short term approach is to safeguard the route and deliver Green/Blue Infrastructure interventions as detailed in the Shipley and Canal Road Corridor AAP <a href="https://www.bradford.gov.uk/planning-and-building-control/planning-policy/shipley-and-canal-road-corridor-area-action-plan-dpd/?Folder=Adoption">https://www.bradford.gov.uk/planning-and-building-control/planning-policy/shipley-and-canal-road-corridor-area-action-plan-dpd/?Folder=Adoption</a>

What conditions can be put the these developments to ensure that we meet new zero carbon emissions by 2038 – all I see is lots of new housing which will not meet standards and will rely on car travel.	The plan includes a number of policies to support the design and layout of schemes (urban design and transport) to ensure that active travel and sustainable transport are central to scheme design. There are also policies in the plan (Housing Standards HO9 and Energy EN10) which stipulate building standards and a move towards lower and more sustainable energy uses. The consultation also includes a number of questions about the specific standards used in the policies for feedback.
Need to make use of underused vacant properties.	Agree there is a need to tackle vacant buildings and land and ensure that these sites form part of the development portfolio for the District moving forward.
Local parks variously considered underused and extremely busy. Parks can play various needs.	The evidence work on the use of open spaces in the District sets out the important role that parks can play in providing access to open spaces for many communities, but also some of the barriers to use. The evidence work on open space is available here: <a href="https://www.bradford.gov.uk/Documents/BDLP/Evidence//Open%20Space%20Audit%20Report%202021.pdf">Open Space Needs and Demand Assessment 2020 (bradford.gov.uk)</a> <a href="https://www.bradford.gov.uk/Documents/BDLP/Evidence//Open Space Audit Report 2021.pdf">https://www.bradford.gov.uk/Documents/BDLP/Evidence//Open Space Audit Report 2021.pdf</a>
Can alternative sites be submitted? Discussion around call for sites process and forms – link to be supplied.	Yes – the Council is also undertaking a call for sites as part of this consultation stage. The call for sites form is available by following the links here: <a href="#">Evidence Base   Bradford Council</a>