

Q and A Responses – Keighley East Ward Public Event – 19th March 2021

Session Questions / Matters Raised	Response
<p>None of the data includes figures for empty properties - why has this factor not been included?</p>	<p>All local markets both have and need a level of short term empty homes in order to function properly however tackling and reducing long term vacant homes is a key issue. Reduction in long term vacant homes can be taken into account when planning for and assessing the need for new housing as long there is clear evidence to indicate that the assumed reduction will be achieved. Reduction in long term vacant homes however is only likely to make a small contribution in comparison to the scale of new housing required. Moreover, the Council also has to take account of projected losses in the existing housing stock i.e. through demolitions and clearance. The plan also includes a windfall aspect to the future housing supply (circa 300 units per annum).</p> <p>The latest government published data on empty homes is available at the following website. https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants</p> <p>This shows that as of October 2019 there were 4,040 long term vacant homes in the district and 8,737 empty homes in total.</p> <p>The Council's Empty Homes Strategy is available on its website at the following address: https://www.bradford.gov.uk/housing/policies-and-reports/housing-and-related-strategies/</p> <p>The Council will undertake a further review of the long term empty homes data to evaluate any supply options.</p>
<p>Please comment on how the sites in Keighley East sit within 7km of the South Pennine Moors SPA/SAC.</p>	<p>Where a site falls within 7km of the South Pennine Moors SPA/SAC a Habitat Regulations Assessment (HRA) must be undertaken to ensure there are no significant effects on these protected sites. Developments within these zones must comply with Policy SP11 – a Supplementary Planning Document (SPD) is being produced to provide further guidance.</p>
<p>How many sites were rejected in Long Lee and Thwaites?</p> <p>Were there any rejected sites in Long Lee and Thwaites?</p>	<p>10 housing option sites were discounted within the Long Lee/Thwaites area, which are detailed in the slide on rejected sites on the presentation. Reasons for rejection of the sites is included with the site assessment and rejected sites information on the evidence base: https://www.bradford.gov.uk/Documents/BDLP/Evidence//Site%20Assessment%20and%20Rejected%20Sites%20Background%20Paper.pdf</p>

Thank you to the councillors for bringing this to my attention. I know that the time frame from central govt has to be met. I can see that due diligence has been done on considering the infrastructure needed to support new housing and I appreciate that this has been thought to be green.	Thank you for the comments.
I understood that due to its status sites in Keighley could not benefit from CIL. Please correct me if I am wrong.	Keighley Town/Urban Area is currently classified as zero rated for the Community Infrastructure Levy (CIL) in relation to residential developments. Areas however such as Stockbridge/Riddlesden and East Morton are currently charged at £20 per square metre for residential development. The current CIL boundaries and charging rates can be found here: https://www.bradford.gov.uk/planning-and-building-control/planning-applications/community-infrastructure-levy/ The Council is looking at the relationship between CIL and s.106 contributions as it progresses the plan through to its next stage of development.
Are submissions to the call for sites visible to the public on-line.	No - the submissions are not currently public on-line but any sites which are submitted will be subject to a review though the Strategic Land Assessment (SLA) initially, which is publically available. Sites which may be commercial sensitive are unlikely to feature in detail with the SLA.
If a brownfield site required significant additional clean up to make it safe, more than what would be needed on a greenfield site, who pays for that?	Remediation costs are usually factored in to purchase values of land - but can in some cases make a site 'unviable'. The local plan evidence base is worth a review online in terms of values: https://www.bradford.gov.uk/Documents/BDLP/Evidence//Local%20Plan%20and%20CIL%20FVA%20Report%20Final%20Jan%202020.pdf
Thank you. I can see how that cost might prove a challenge to reusing some brownfield sites. That	We have put forward a range of sites for funding support through the brownfield investment fund (devolution deal / government funding). While brownfield site delivery can be challenging the District does have an above target level of development historically on brownfield sites, which is set out in the Strategic Land Assessment (SLA):

<p>doesn't seem to be something Bradford council could fix alone unfortunately</p> <p>That's good news. I wonder if the people in attendance are aware of this challenges and the issues that they cause, and that you have taken steps to try and make changes? It might be a positive thing to mention</p>	<p>https://www.bradford.gov.uk/Documents/BDLP/Evidence//Strategic%20Land%20Assessment%20(SLA)%20-%20January%202021.pdf</p>
<p>Not one proposed site in Long Lee has good access</p>	<p>The site work undertaken to date has indicated that there may be some site access issues which need to be resolved which is detailed in the site pro formas for the relevant sites.</p>
<p>Do you agree that due to Covid more land within the urban area may become available due to businesses closing therefore there would be less need to allocate green belt land</p>	<p>As part of the current consultation, a Call for Sites exercise is also being undertaken. This allows developers, landowners, agents and others to submit additional or alternative sites to the Council for consideration as part of the Local Plan process. This could include sites that the Council is not yet aware of.</p> <p>All sites received through this process will be considered against the Council's Site Selection Methodology and depending on their suitability, availability and deliverability, may or may not be included within subsequent versions of the Local Plan.</p>
<p>There is only one road into/out of Long Lee and Thwaites, so the proposed housing numbers combined with development of the incinerator will create impacts on air pollution and transport that will be a nightmare for the town.</p>	<p>The Council is aware of the issues with Coney Lane bridge and Park Lane. As part of the evidence base supporting the Local Plan, the Council will be undertaking further work on a transport model to assess the impacts of the proposed sites in Long Lee (as well as those identified across the district as a whole) on the highway network. This will allow us to then examine potential opportunities to address them through new and/or enhanced infrastructure. The modelling will also feed into the process of making decisions on the final set out sites and the phasing of development, should they be allocated in the adopted plan. Furthermore, the site pro-formas highlight this issue as being one of the planning considerations that should be considered as part of preparing development proposals and determining planning applications. Within the final draft of the plan, it may be possible this is included as policy requirement to be addressed, should they be allocated.</p> <p>The modelling work will also feed into the Local Infrastructure Plan (LIP), being preparing to support the Local Plan. Ensuring that infrastructure requirements within the LIP will allow developers to where they would be expected to</p>

	<p>contribute towards infrastructure, provided that it meets the legal tests for seeking contributions. Inclusion in the LIP and the Local Plan, can also provide a basis for the Council to seek funding from other sources to deliver infrastructure to support development e.g. from sub-regional or national funding.</p> <p>The current stage of the Local Plan is still classed as being an options stage, and, as such, may be subject to change in its next edition. The context of the next version (known as the publication or submission draft Local Plan) will be based on the updated evidence/assessments on a range of topics, the public consultation received as part of the Preferred Options stage and any other changes to the wider planning policy context</p>
<p>Wished to point out that the bus services were only hourly and Dr's Surgery gave limited provision for the area.</p> <p>Asked what was meant by "Developers would factor in the constraints created at Coney Lane bridge and would provide mitigation measures", because up to now nothing had been done to ease the problems of the bridge</p> <p>Regarding site KY015/H there are access problems very Swine Lane bridge. The GB land has many mature trees and wildlife which should be retained, site should remain meadow land</p>	<p>Thank you for the range of issues raised which will be considered in reviewing the site location and options moving forward. Please notes comments above in relation to Coney Lane bridge. Factual updates will be made to the profile / site pro-formas. Site layout should retain mature trees and vegetation and areas of ecological value. The plan includes a clear focus upon bio-diversity net gain, green infrastructure improvements and tree planting.</p>
<p>There is a dry river running across the land which causes</p>	<p>Thank you for the information – this will be reviewed in further detail.</p>

flooding to houses, this occurred in last few weeks.	
<p>Site KY015 states there are two access points but there are both off a very limited road with pinch points and a difficult to negotiate junction. This road would not be suitable for construction traffic let alone the additional numbers of cars belonging to new houses.</p> <p>School numbers would rise.</p>	<p>The Council will be inputting sites within a new Strategic Transport Model (STM) to understand the impact of development on the highway network. This information and any subsequent work on mitigation measures will help inform the development of the next iteration of the local plan (Regulation19).</p> <p>Matters in relation to the management of construction traffic and hours of operation and so on are usually managed through a planning condition at planning application / determination stage.</p> <p>For the forecast period 2020/21 to 2024/25 the pupil planning areas for primary provision are currently showing an overall surplus, which follows trends in other parts of the District with demand / pressure on places now moving towards secondary school provision. As noted in the session, further work will be progressed with education colleagues as part of the Local Infrastructure Plan (LIP) on pupil forecasts and school capacities.</p>
Did any consideration go in to developing housing on the incinerator site.	<p>The site adjacent to the A650 Aire Valley Trunk Road which has planning permission for an energy from waste facility was previously identified in the Bradford Replacement Unitary Development Plan (2005) for employment purposes. It was subsequently identified as being a suitable site for a waste management facility in the Waste Management DPD (2017). Due to the planning permission it is currently classed as a committed site.</p> <p>It did form part of the Strategic Housing Land Availability Assessment (SHLAA) sites that were assessed for housing development. However, it was carried forward into the emerging Local Plan due to the fact it already had planning permission for another use as being separated from the main body settlement. In addition is located adjacent to Keighley Gas Works and a major gas pipeline, which are considered to be hazardous installations.</p>
Want to ask what the timescale for bringing in additional employment development to the area as this was welcomed and would benefit the residents of Hainworth and Woodhouse.	<p>The timescales for employment growth and development are similar to that for housing, although each site pro forma provides an outline indication of potential delivery periods. The level of employment site options in the Airedale corridor is lower than expected and as indicated in the Core Strategy Partial Review, but reflects the reality of the available sites.</p>

<p>Want to ask for consultation on additional bus routes to Hainworth and Woodhouse areas as this was an important issue.</p> <p>Also raised the importance of school numbers.</p>	<p>Thank you for the observation on school numbers which reflects the practicalities of forecasting pupil numbers with a wide range of variables at play. Further consideration of bus routes and infrastructure will be raised with transport planning colleagues and as part of further work on area planning / local strategies.</p>
<p>KY014/H was owned by National Trust and they should not be able to sell for housing development.</p>	<p>Comments noted – further discussions will take place with the National Trust over development in this area.</p>