

Q and A Responses - Session 19: Infrastructure – 12th March 2021

Session Questions / Matters Raised	Response
In terms of demographics what percentage of the Bradford resident population work outside of the LA area?	The 2011 Census showed a resident population estimate of 522,452, with principal commuting outflows of 46,160 at the time which represents 8.84%. Commuting patterns are likely to have changed since the 2011 Census, in particular reflecting the growth of employment in Leeds, although this may not be fully reflected in the 2021 census due to pandemic restrictions.
Will housing developers be expected/required to build health centres and schools as part of their developments where needed?	The need for new infrastructure provision (including health and education provision) will be explored further through work on the Local Infrastructure Plan (LIP). Where there is an evidenced need arising from development, this should be secured through developer contributions in line with the provisions of policies ID1, ID2 and CO2 within the Local Plan.
Do you have sites for new schools or extensions to schools?	The Council currently has an estates strategy / programme for schools. The LIP will further identify where there is a need for new school infrastructure as a result of new growth/allocations which will be reflected in the next iteration of the Local Plan.
How much detail are you going into on viability testing each site having regard to CIL and other infrastructure costs at the EiP?	<p>The viability evidence published on the Council's website is mainly concerned with testing viability according to a set of housing typologies. Further work will be required on updating this evidence in light of further policy directions (environmental housing standards for example) and the evaluated extent of infrastructure costs. Additional evidence is also likely to be required on larger and strategic scale sites.</p> <p>The updated viability evidence will be published to support the next consultation stage on the plan (Regulation 19) and this material will be submitted as part of the overall plan evidence for public examination. Further considerations are also required on the practical delivery of the CIL / s.106 to support effective infrastructure delivery.</p>
It is recognised that there a diversity of issues relating to the Local Plan. In Ilkley, there are two key issues – sewerage/pollution/drainage, and education provision.	Both matters will be explored further through the development on the Local Infrastructure Plan (LIP). The Council will work closely with Yorkshire Water to understand the impact of the proposed levels of growth on the waste water and drainage networks and identify, where necessary, any upgrades or reinforcements that may be required.

<p>What consideration has been given to reconstruction of Airedale Hospital, its accessibility and its importance as an employment centre for Silsden and Steeton with Eastburn?</p>	<p>The Area Plans/Strategies within section 5 of the plan generally set out a series of spatial priorities for each of the District's communities. Airedale Hospital and its importance as a key facility and employer within the District and beyond is referenced in section 4.47 of the Plan as well as in the Area Plan/Strategy for Steeton with Eastburn. It recognises that plans are being developed for a new hospital on the site.</p> <p>Policy TR1 establishes a framework for future transport projects. Other policies within the plan, including policy CO2 seek to ensure that sufficient community and other infrastructure, for example, health, is available to support growth. This further complemented by work on the Local Infrastructure Plan (LIP), which to assess the impacts of proposed levels of growth on the District's physical, social and environmental infrastructure, and identify potential improvements that will be required to support it.</p> <p>In relation to employment more generally, Policy EC2 sets out the Council's approach towards the regeneration and protection of existing employment areas for B-class uses across the District, in order to meet the needs of the market and provide land to support economic growth and jobs. It identifies several Enterprise, Business and Employment Zones. In relation to Silsden, it seeks protect the existing Keighley Road employment zone, albeit with a significant amendment to its boundary.</p>
<p>You've talked about a number of supporting/complementary documents that are still being developed and will be necessary to support the LP; when will these be available for public consultation?</p>	<p>Further work on the LIP and viability evidence together with the outcomes from the Strategic Transport Model (STM), will be used to inform directions for the Local Plan (Regulation 19).</p> <p>Depending upon the nature of the evolving evidence there may be the opportunity to publish material in advance of a formal consultation. This will be reviewed as part of Local Plan work programme.</p>
<p>With regard to Bradford South East area and allocations proposed which are large in number, infrastructure is key here, and is required to deliver these housing allocations</p>	<p>Comments noted. The Bradford South East area contains a number of large scale/strategic growth areas. In order to ensure sufficient infrastructure is delivered to support the level of growth, this will be addressed by site/area masterplanning and further detailed site specific work.</p> <p>The need for new infrastructure provision will also be explored further through work on the Local Infrastructure Plan (LIP). Where there is an evidenced need arising from development, this should be secured through developer contributions in line with the provisions of policies ID1, ID2 and CO2 within the Local Plan.</p>

<p>What does NPR stand for?</p> <p>What is a CIL?</p> <p>What is a S106?</p>	<p>NPR – Northern Powerhouse Rail – is a £39bn major strategic rail programme, designed to transform connectivity between the north of England’s six main cities, Manchester Airport and other significant economic centres, including Bradford, with rapid, frequent and more reliable train services. It is a key element of Transport for the North’s (TfN) 30 year Strategic Transport Plan. NPR will be delivered via a combination of new lines, use of the planned HS2 infrastructure and major upgrades to existing routes. It is proposed that a station will be located in Bradford City Centre as part of the construction of a new line between Leeds and Manchester.</p> <p>CIL – Community Infrastructure Levy - is a levy which the Council may charge on new developments in the District. The money raised will help the Council pay for infrastructure such as schools, transport, parks, open spaces and other community facilities required to support new housing and economic development in the District. The Bradford District Community Infrastructure Levy Charging Schedule was formally approved by Full Council on 21 March 2017 and took effect from 1 July 2017.</p> <p>S.106 – refers to section 106 of the Town and Country Planning Act 1990 (as amended) and are legal agreements which make a development proposal acceptable on planning terms. S.106 agreements are often referred to as ‘developer contributions’.</p>
<p>Secondary schools huge issue. Baildon also feeds into Guiseley and Menston secondary schools</p>	<p>Noted. The Council is aware of the ‘bulge’ in pupil numbers starting to filter into secondary schools and will be considered as part of the wider work on the LIP and education infrastructure planning.</p>