

Q and A Responses - Session 16: City Centre and Regeneration – 10th March 2021

Session Questions / Matters Raised	Response
Where is the evidence for city centre housing demand? We believe that demand is moving towards more suburban and family homes, not apartments.	The plan includes a clear focus upon diversifying city centre / urban housing types, including for example a wider range of townhouses, terraced units and within a higher density model also apartments. Not all higher density schemes automatically translate to apartments only. See Policy HO3. While the impact of pandemic has led to a temporary demand for housing within less urbanised areas, whether this translates to fundamental structural shifts in the housing market is yet to be defined. The local plan is for a period of 18 years and over this timescale you would expect to see two traditional recession cycles (with various demand changes for housing types) and there is obviously a push within the strategy towards hitting net zero carbon targets by 2038 – much will depend on not only what we build but where we build and ensuring this is in well-connected sustainable locations with access to services and facilities (for example city centre environments) and not necessarily a plan focused upon the further spread of suburban estates per se although well designed and well connected urban extensions will have a role to play in the Local Plan strategy overall.
Baildon resident. Can I ask why have any Green Belt if the council can simply re-designate & allow building anyway?	The Council fully recognises the importance of Green Belt within the District and this is recognised in the evidence base work on Green Belt parcels and evaluating the impact of development on the Green Belt. At a plan-making stage, Councils are required to set out the exceptional circumstances case for the release of Green belt land for development – in this case to meet housing and employment requirements which cannot be met within non-Green Belt locations.
Do you recognise that the pandemic has highlighted human beings forced cheek by jowl is not healthy?	The pandemic has highlighted a number of spatial issues including the need to ensure importantly good access to open / green spaces. This has been picked-up in the strategic Creating Healthy Places policy within the plan. The plan isn't forcing people to live 'cheek by jowl' but is presenting a balanced approach to growth including a more liveable city centre, with access to open spaces, local services and facilities.
Concerned about almost complete lack of identified sites for employment land. the previous plan identified the need for 135 h but this I believe only has 41. where are the	The plan sets out a basic employment land requirement for about 72ha over the plan period – this is need is for space to accommodate generally traditional b use class activities. Broadly 50% of employment growth is forecast to take the form of non-b class growth – service sectors and healthcare for example. As detailed within housing sessions the timeframe for the plan is very different to the Core Strategy to which the figure of 135 ha refers (2013-30) compared to 2020-38 and it is difficult to

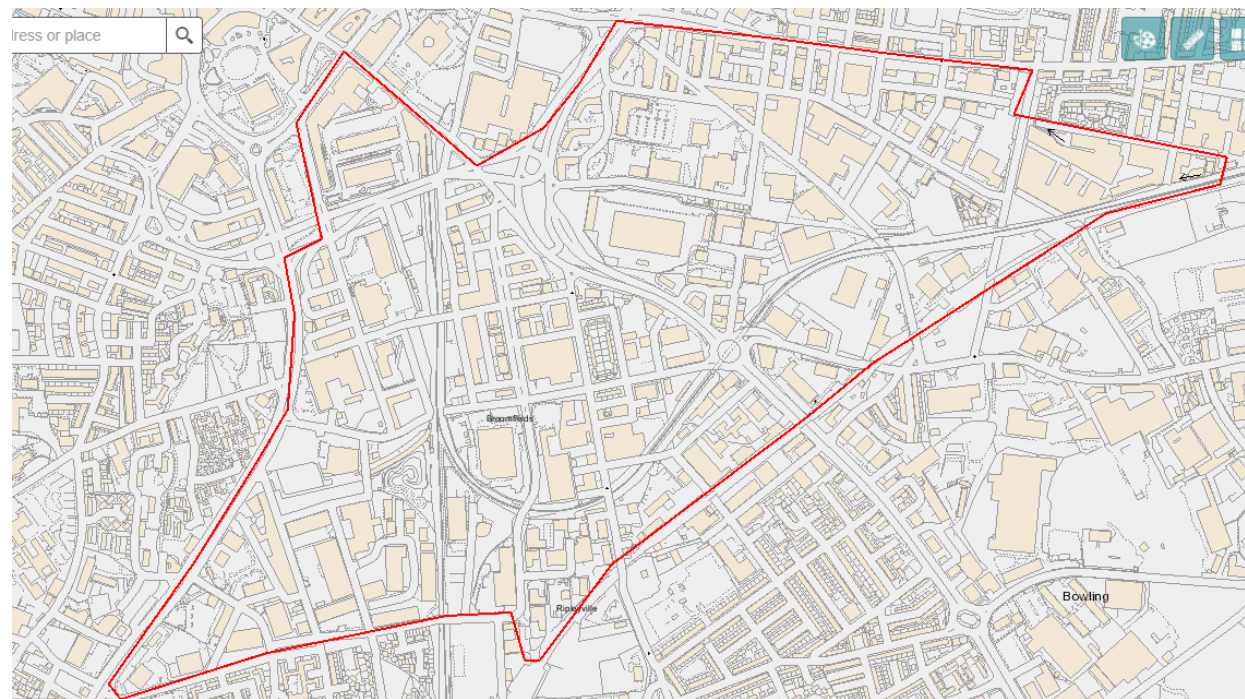
people from these 7000 high density flats going to work?

compare like with like. The plan itself allocates for open market employment uses 41.57ha of non-Green Belt land for employment and 40.61ha of land within the Green Belt for development (including 26.61ha of brownfield land) and a further 8.61ha of employment land for specific business expansion. The total of employment land allocated for the plan period therefore equates to 90.79ha.

In relation to high density flats – please see the response above in relation to urban housing policy and ambition to diversify housing types.

How far to the south of the city centre does the Southern Gateway extend?
Following C19 is there not a reducing demand for office and business accommodation as organisations have found working from home can be extremely efficient for their workforce?

Boundary discussed in the session and set out below in more detail (red line):



On the office / business space comments, it is an interesting point and it is far from clear whether the short-term trends witnessed recently will translate into longer term structural change. For every

	business that has found it extremely efficient for their workforce there will be others highlighting some of the downsides of home working.
Urban anchors: could this not be a useful template for the '15-minute neighbourhood' throughout the main urban area of Bradford? Make this more explicit. A bolder vision that grabs people's imagination?	Maybe the opportunity to pull out stronger concepts as the work on the city / southern gateway masterplanning progresses. Useful points connecting back to the 15-minute neighbourhood concept. The concept of 15/20min neighbourhoods will be further developed in the emerging transport strategy.
Why have the figures for urban housing moved upwards - what methodology was used to calculate housing need?	<p>The overall approach to establishing the housing requirement for the plan period is set out under Policy SP8 together with distribution of growth. Further information on the approach is also available in the technical note / paper on SP8:</p> <p>Housing Growth - Policy SP8 - Technical Note (bradford.gov.uk)</p> <p>The approach to establishing the base housing need is set out in the commentary to the policy and is based upon the Government's Standard Methodology, but does not include the 35% uplift for large urban areas.</p> <p>The local area strategy for the City Centre details an enlarged city centre to include an extended southern gateway with a broad location for growth of 2,500 new homes. This has bolstered the city centre figures significantly.</p>
Bradford has had money allocated for A650 improvements particularly Tong Street area how will this be realised amidst the local plan?	Policy TR1 pulls together strategic transport delivery / programmes and the Tong Street improvements is detailed under the Highways sub section of the policy – specifically the delivery of junction capacity improvements, road widening and realignments.
Have you had even a cursory investigation at possibly connecting the two city centre railway stations? One station. There would have to be a tunnel, of course.	The Council conducted a piece of work to look at connecting the two city centre railway stations in 2011, then termed Bradford CrossRail. Due to the level difference between Forster Square and Interchange stations the railway would have been above ground between these. The report concluded

	that while the link was technically feasible, the economic benefits of the link would be minor because these would be limited to improved links between Halifax and Airedale.
Has anyone engaged with city centre residents about the kind of housing that they want, or to the main housing associations about what relative demand there is for family homes or high density flats?	The original Strategic Housing Market Assessment undertaken to support the Core Strategy Partial Review included a resident survey to better understand local housing requirements at a grassroots level – this has informed the development of a number of the housing policy directions within the plan. Please see for example the policy on Housing Mix (HO4). An important aspect of the more detailed work on city master planning will be not only to understand current resident needs but also what would attract new residents into the city centre to live.
What attention has been paid to the provision of schools, doctors and dentists for all these new residents?	The Local Plan is accompanied by a Local Infrastructure Plan (LIP) which looks at a wide range of infrastructure issues. While the Council has started to look at infrastructure issues as part of the plan development it is recognised that further work is required. The LIP is a live working document which captures key infrastructure issues alongside the development of the local plan. It is likely that informal discussions / work with local communities and stakeholders between Regulation 18 and 19 on a range of plan-related matters including infrastructure planning will help inform the LIP and planning policy / site directions and detail.
I support the city centre transformation as described, but consider deliverability likely to be constrained by issues of multiple land ownerships, absent/indifferent owners, and unrealistic expectation of value. What can be done through the Plan to address this?	Yes, comments noted. There will be a need for further information on implementation to support the plan and its key directions. This should come forward with the work on masterplanning and the southern gateway.
Is the 10% affordable housing an average figure across the city ?	The 10% affordable housing contribution is a requirement per site on all major residential development of 10 or homes, including mixed use schemes and conversions. It is a site target.