

Minutes of a meeting of the Regeneration and Economy Overview and Scrutiny Committee held on Wednesday, 25 January 2017 in Room 2, Shipley Library

Commenced 6.00 pm
Concluded 8.45 pm

Present – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Mallinson	Farley Pullen Green Jamil	H Hussain

Observers: Councillor John Pennington and Councillor Alex Ross-Shaw (Portfolio Holder for Regeneration, Planning & Transport)

Apologies: Councillor Dominic Fear and Councillor Khadim Hussain

Councillor Farley in the Chair

41. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

42. MINUTES

Resolved –

That the minutes of the meetings held on 24 October and 30 November 2016 be signed as a correct record.

43. INSPECTION OF REPORTS AND BACKGROUND PAPERS

There were no appeals submitted by the public to review decisions to restrict documents.



44. REFERRALS TO THE OVERVIEW AND SCRUTINY COMMITTEE

The following referral had been received:

- (i) **RISK MANAGEMENT UPDATE 2016 (Corporate Overview and Scrutiny Committee – 11 January 2017)**

Resolved –

- (1) That the Executive ensures that Portfolio Holders review Departmental Risk Registers in their respective areas of responsibility.
- (2) **That this Committee requests that all Overview and Scrutiny Committees consider Departmental Risk Registers relevant to their area of responsibility.**
- (3) That a progress report be presented to this Committee in 12 months time.

ACTION: City Solicitor (1) / Overview and Scrutiny Lead (2)

Resolved –

That the item be noted and added to the Committee's work programme.

ACTION: Overview and Scrutiny Lead

45. REGENERATION IN SHIPLEY

The Airedale Masterplan Manager presented **Document "Q"** which provided an update on highlighted work related across the Shipley constituency.

The Development Manager then gave an overview of the Shipley Bradford Canal Road Corridor project (Appendix A) and explained that it was a 5 kilometre corridor between Shipley and Bradford City Centre that had been identified by the Council as an opportunity for key regeneration. The corridor consisted of three key areas and within the Centre Section the New Bolton Woods scheme was being delivered through a Public Private Partnership. Outline planning permission approval had been granted in December 2015 and it remained a key objective within the New Bolton Woods Masterplan. Discussions were currently ongoing with a development company in relation to the construction of 500 – 600 new homes.

In relation to the Land at Crag Road, Shipley project (Appendix B), the Development Manager reported that Morrisons Supermarkets Ltd had secured a satisfactory outline planning permission for a mixed use development of the site that would include improvements for Shipley Train Station. Members were informed that unfortunately the scheme had foundered regardless of the planning permission, however, Skipton Properties was progressing the residential part of the scheme and the first phase of housing would commence shortly.



With regards to the Bolton Woods Quarry site it was noted that a planning application for 700 houses was under discussion.

Members then raised the following points:

- There were significant numbers of new homes proposed in the Canal Road Corridor and more in the vicinity, which would create a transport issue. What was the situation with Canal Road and Valley Road becoming dual carriageways? What about the Shipley by-pass road?
- The transport infrastructure needed to be looked at.
- The relocation of Arnold Lavers had been ongoing for several years. How close were they to finding a suitable site and was there a Plan B?
- Canal Road was subject to traffic and transport issues. Was there a plan for an additional train station? Extra train carriages were required to ease congestion.
- Three sites were suggested for the Crag Road development and supermarkets were looking at opening stores in Shipley at the time. The planning application had been approved on Crag Road due to the employment aspects of the proposal and the sequential test had identified that another supermarket could be accommodated in Shipley. Morrisons was no longer undertaking the retail aspect of the planning permission, but was the market still the same?
- Marketing could be undertaken for the vacant sites.
- When the planning application was approved it contained a job creation aspect and now there would be more houses and no jobs. Was the agreement being breached in principle and was approval granted on the basis that there would be jobs?
- Who was marketing the site?
- Would there be any key milestones that could be explained to local residents?
- A public meeting had been held in Keighley, could one take place in Shipley?
- The transport infrastructure would stop developments and in other countries it was put in place first.
- A school and medical facility had been included in the plan for the Canal Road corridor.
- The Keighley issue related to the joining of the M65 and beyond.
- What were the timescales for Phase 2 and 3 of the Crag Road scheme?

In response the Development Manager confirmed that:

- Canal Road was a congested trunk road and there had been highways schemes in the past to improve issues, however, they had not come to fruition. Aspirations remained and discussions were ongoing at West Yorkshire Combined Authority meetings. Two developments had been granted planning permission and would impact on the corridors, however, some improvements would take place as a result of the schemes. The Crag Road proposal included highway improvements and as the supermarket element would not be undertaken the impact would be reduced. There would still be a commercial use on the site, however, it



would not be as large as the supermarket proposal.

- The Arnold Laver's relocation would develop opportunities within the Bolton Woods Scheme. The company no longer required larger premises and the development would have to take place for funds to be found and the relocation to be undertaken. An appropriate site within the Bradford District would be found when the time was right.
- The sites still remained and could be developed, however, they would require a sequential test to be undertaken. One supermarket had the monopoly in Shipley and the future reaction of the market would need to be monitored.
- The approved scheme had included a supermarket and job creation. The Crag Road site still remained a mix use site and had been marketed as such.
- The Local Authority and a third party had marketed the site.
- New applications had been submitted for both schemes and consultation would be undertaken. The overall message may have been lost along the way, however, there was now an opportunity for further communication to be undertaken.
- Phase 1 would be completed 2018/19, Phase 2 would be dependent upon the factors within Phase 1 and Phase 3 required a commercial end user.

The Portfolio Holder, Regeneration, Planning and Transport added that Canal Road (Appendix C) was a major scheme that had been submitted to the West Yorkshire Combined Authority and funding would be provided. The Shipley Bypass proposal had not yet been put forward, as the case was not as strong and the criteria and process had to be followed.

The Airedale Masterplan Manager then updated Members on the market provision in Shipley Town Centre (Appendix I), which operated three days per week and confirmed that options to boost trade were being encouraged. The Market was not performing to its capacity, however, there was no intention to close or make changes and it was the responsibility of the Markets Service to put forward proposals for the future.

Members made the following comments:

- What were "staffing re-allocations"? Was there still a projected surplus?
- The real costs of the Shipley Outdoor Market should be submitted, as "staffing re-allocations" did not make sense.
- The issue had been incited and reports should be carefully worded in future.
- What did the market lack?
- Officers needed to put forward ideas to promote the market that would not be too onerous on budgets.
- Shipley needed to be promoted as a whole package, not just the market as people would not visit.
- There were issues regarding the Town Centre that had not been identified, one of which was the suitability of the buildings and that there was no reason why shoppers at ASDA would venture into Shipley.



The Airedale Masterplan Manager reported that:

- The surplus was a reflection of income and staff costs were not attributed to it.
- The growth of internet sales and discount shops had resulted in an overall trend away from markets.

Market Traders present at the meeting stated that the market did not have any toilet facilities or cleaners and all the refuse was removed on a Monday. The stalls had been painted but did not look vibrant, they were no longer maintained and traders had to erect them on their own. They then requested that they were involved in any discussions regarding the future of the markets.

The Portfolio Holder informed Members that the market was being promoted via social media and through the Council's Shipley Area Committee.

The Airedale Masterplan Manager explained that the indoor market was privately owned and managed, however, due to its declined usage a company had been appointed to promote the facility. He agreed that it would be sensible for the indoor market to be included in any future discussions.

Discussions then moved on to the former Bradford and Bingley site (Appendix D). Members were informed that it had been sold to Lidl and it was believed that they would submit a planning application.

Members then stated the following:

- Was there a timeline for the application now that the site had been sold? Would consultation take place?
- Had pre-application meetings taken place?
- Was an application for a supermarket expected for the Auction Market site?
- What communications were undertaken at the pre-application stage?
- Would Lidl have to undertake the pre-application planning process or just submit an application form?
- Did the Major Developments Board discuss and specify their requirements? Did they undertake discussions regarding smaller schemes?
- Local trade and employment should be encouraged.
- What was the difference between a development agreement and a planning application?
- The Council always tried to obtain employment opportunities for the District and needed to concentrate on development agreements.
- At what point did the Council state it did not require another supermarket?
- Could conditions be placed on planning permissions?

In response Members were informed:

- A planning application needed to be submitted and the Council was looking forward to being contacted by the owners, who would hopefully consult on



the process.

- No meetings had taken place as yet.
- No other supermarket applications were expected.
- The Council's Major Development Board focussed on key programmes and discussed issues in full.
- It was suggested that it was beneficial for businesses to use the pre-application process.
- The discussions undertaken by the Board were dependent upon the relationship with the developer and they would try to provide assistance wherever possible.
- The Council had to adhere to planning law.
- A sequential test would have to be undertaken to identify whether the need for another supermarket existed. An applicant had expressed an interest in the Auction Market site, however, they had been informed that a supermarket would only be permitted if the former Bradford and Bingley site was sold for non-retail purposes. Lidl had now purchased the site and it was believed that there was insufficient demand to warrant another supermarket.

A representative from Bingley Town Council expressed concerns that an application would not be submitted for the former Bradford and Bingley. In response the Airedale Masterplan Manager indicated that the Council expected that the site would be developed.

The Airedale Masterplan Manager explained that the former Bingley Auction Market site and Coolgardie Farm (Appendix E) were both in private ownership and still within the Council's Replacement Unitary Development Plan (RUDP). He indicated that the Market site would be more suited for a commercial purpose and Coolgardie Farm for housing, however, there had not been any proposals as yet.

Members commented that:

- Employment and economic sites could be lost as the focus was on housing. It was easier to build houses, but the Council needed to stand firm where a site had been identified as economic. There was a possibility of losing job creation opportunities.
- There were two brownfield sites in Bingley that could be used for employment. It was better to have housing than empty sites and if an employment application could not be found then the site should be released for housing.

The Portfolio Holder stated that if a residential application was rejected then the Council was at risk of losing appeals and losing employment sites. He indicated that sites needed to be identified quickly and sites for economic use were required, as more employment land was required.

Members were then informed that a report on neglected buildings (Appendix F) would be submitted to a future meeting.



Members raised the following queries:

- What was the situation following the discussions that had taken place regarding the funds from the sale of the Annex?
- Who owned the former Station Master's House?
- Why couldn't the former Station Master's House be subject to a compulsory purchase order?
- The Planning Department believed that the House was last used for residential purposes, so why could it not be dealt with as an empty home?
- What could the Council do about the former Station Master's House?
- What was the owner's excuse for the state of the building?

In response Members were informed that:

- A recent question to Council had updated the situation.
- A small company owned the Station Master's House.
- The Council had a limited budget and it would not be viable to undertake renovation of the property under the empty homes process and bring it back into use. A whole range of factors would have to be taken into consideration and other more favourable properties would present for this fund.
- The Council had restricted budgets, the former Station Master's House was a private property and the Council could not easily intervene.
- The owner had given mixed messages as to why the building was in a poor state, however, the issue was viability. The building would be best served as a mixed use and the owner had been looking for someone to takeover the property.

A representative from Bingley Town Council stated that he had been informed that the former Station Master's House had been sold and the state of the building was an issue for the new owner. He then questioned whether the Council could force the owner to renovate the property. In response it was explained the building had to be deemed as dangerous, which it wasn't, before the Council could intervene to remove the danger.

With regard to the former Priestthorpe Annex the Bingley Town Council representative indicated that he could not understand why the trust deed had not been located. The Portfolio Holder explained that the deed dated back to 1896 and it could not be proved that one existed or where it was. A question had been submitted to Full Council recently and the Council were awaiting legal advice to progress to the next stage.

The Shipley Area Co-ordinator reported that there were seven Council Wardens (Appendix Ji) in the Shipley Ward that were involved in all events and worked with Community Development Workers, Ward officers, the Enforcement Team, the Police and the Youth Service. He confirmed that environmental enforcement was now part of the Department's work, however, it was still in its infancy. Members noted that further work on the handing out of litter fines was required and parking fines were being reduced.



Members then stated:

- At Area Committee level Wardens concentrated on parking, however, other issues needed to be considered and the Service should be mindful of what Council Tax payers wanted.
- The reduction in the issuing of parking fines was due to making sure people were legally parked.
- The Wardens should be undertaking all aspects of the role.

With regard to the Shipley Town Centre Partnership (Appendix Jii), the Airedale Masterplan Manager explained that the majority of shops were part of chains in Shipley and it was difficult to recruit members from them as they did not always provide permission for staff to engage in this way. He stated that the Partnership did not always have a unified approach, but the Council still offered some support.

A Member questioned whether there were plans to improve the membership of the Partnership and was informed that a marketing company was involved and it was hoped that this would provide an opportunity to reach out to other businesses, however, there wouldn't be an overnight transformation. Another Member asked what other involvement the Council had, besides Kickstart. It was explained that access had been provided to other similar partnerships, to Portfolio Holders and relevant information. Members noted that Shipley businesses would have to take control and move the Partnership forward.

The Airedale Masterplan Manager reported that three new European Structural Investment Funds business support programmes (Appendix G) would be launched in early 2017 and all three should be beneficial for local businesses.

During the discussion a Member questioned the availability of the Business Rates Relief Scheme and was informed that it had been affected by the review of business rates. The Government had proposed to increase business rate relief and therefore a review had to be undertaken due to the changes, as the local scheme relied on assistance via business rate relief. Another Member queried what sectors the Leeds City Region Grant Support had looked at and what the grants had funded. It was agreed that Members would be sent a summary of the programme. Members also noted that support from the Leeds City Region was delivered within the District by two officers, one based in Bradford and the other in Airedale and Craven District.

Finally the Airedale Masterplan Manager reported on the World Heritage Site Management Plan (Appendix H) and stated that Saltaire was a fantastic asset to the District. He confirmed that the area would likely draw in further tourism as the Tour de Yorkshire was to pass through the village and a meeting would take place in the Victoria Hall in March to brief local businesses and the community.

A Member questioned how soon the data regarding visitor numbers would be available. The Airedale Masterplan Manager confirmed that there were no comparative figures, however, there would be a benefit to the District. He stated that the Tour de Yorkshire attracted attention nationally and the information should be available soon. Another Member queried how tourists would be



identified. It was appreciated that footfall figures would be available but how would the tourist figures be recognised. In response the Airedale Masterplan Manager indicated that this factor would have to be taken into account.

Resolved –

- (1) That officers be thanked for their comprehensive report.
- (2) That further more detailed figures relating to Shipley Outdoor Market, including an explanation of what “staffing re-allocations” refers to, be provided to the Committee.
- (3) That the Markets Service ensures that market traders are fully consulted regarding any proposed changes to the markets.
- (4) That, following the completion of the review of the impact of new business rate relief on Council assistance to business, a report be submitted to the Committee.

ACTION: *Overview & Scrutiny Lead
Strategic Director, Place*

46. WORK PROGRAMME 2016/17

Members were informed of amendments made to the Work Programme 2016/17.

Resolved –

That the amendments to the Work Programme be agreed and noted.

ACTION: *Overview & Scrutiny Lead*

Chair

Note: These minutes are subject to approval as a correct record at the next meeting of the Regeneration and Economy Overview and Scrutiny Committee.

THESE MINUTES HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER

