

BINGLEY PARISH NEIGHBOURHOOD PLAN

CONSULTATION REPORT

FEBRUARY 2025

(Version of 6 February 2025: APL.Bingley.102.A)

Introduction

1. The Bingley Neighbourhood Development Plan process formally began with an application by Bingley Town Council for designation of a Neighbourhood Area based on the Parish boundary in July 2017. This was approved by Bradford Metropolitan District Council (hereafter referred to as Bradford Council) on 30th August 2017.
2. A Neighbourhood Plan Working Group was established by the Town Council, consisting of Town Councillors and volunteers from the community. It co-ordinated a number of activities to raise awareness about the Neighbourhood Development Plan and to develop an understanding of local community priorities and concerns that it should address. All of the Neighbourhood Plan Working Groups meetings have been open to the public, advertised as per our statutory committees.
3. A significant amount of work was undertaken prior to the onset of the COVID-19 Pandemic, but progress on the development of the Neighbourhood Development Plan was substantially halted during 2020 and 2021. Engagement with the local community during that time was not possible.
4. The latter period of development of the Neighbourhood Development Plan was undertaken in 2022 and 2023, with a significant period for the design of the plan. The Regulation 14 Draft was published for consultation between Monday 12th February and Thursday 4th April 2024.

Structure of the Consultation Report

5. The first part of this report details **engagement undertaken prior publication of the Regulation 14** Draft Neighbourhood Development Plan. Several appendices provide further information.
6. The second part of the consultation report provides details of the **consultation arrangements provided for the Regulation 14 consultations**.
7. The final part of the consultation report provides an **assessment of consultation responses** including clarifications to address comments, references to plan amendments to address comments, and other points in response to comments.

Consultation and Engagement Activities Prior to Regulation 14 Draft Plan Consultation

8. Following designation of the Bingley Neighbourhood Area in August 2017 and the establishment of the Working Group to oversee the development of the Neighbourhood Development Plan (NDP), a number of engagement activities were undertaken within COVID-19 rules and then more generally. Full details of the arrangement for and results of these activities are set out below.

September 2019 Community Consultation

9. The Neighbourhood Plan Working Group organised a community consultation taking place at venues across the Parish over the course of two to three weeks in September 2019. This provided in-person dialogue on a draft version of the Neighbourhood Plan and informed the group on important priorities that should be investigated further. The details of the consultation events are set out below.
10. Additionally, Bingley Town Council undertook a survey of residents on a range of matters including the Neighbourhood Plan. In total, 281 responses were received over the course of the consultation by people filling in forms at or after the events and through questions in the more general survey. 90 responses addressed a question which asked people to say what they liked about the draft Neighbourhood Plan. Matters raised included the following:
 - a) 36 respondents were very positive about the draft Neighbourhood Plan and the effort that had gone into developing it.
 11. Some were less positive and a few suggested it would have been better to provide a summary as the document was too long (4).
 12. The town centre was referred to when asked what people liked about the plan, with people indicating support for more marketing of the town centre/Market Square as a venue/attraction/ destination (5). They wanted the plan to address areas of weakness commercially to improve the economic viability of the town centre (7).
13. Other comments about what people like about the Neighbourhood Plan included suggestions about a ski lift and/or mountain bike track (6), Green spaces and Environmental Policies (5), the importance of visitor attractions (1), heritage and historical information (5), the focus on affordable and social housing (4), sensible development (1) and providing adequate infrastructure (2).
14. The survey also asked people to say if there was anything in the Neighbourhood Plan that they disliked or disagreed with. There were 78 responses to this question, raising the following matters:
 15. Concern about 'Some fanciful ideas', the funicular, the ski lift suggestion (4).
 16. Concern about pedestrianising the High Street suggestion/ traffic restrictions (4).
 17. A worry that affordable housing which might devalue other houses (3).
 18. Concerns about the lack of infrastructure (2).

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19. Too little mention of Bingley Pool (3).
 20. Concern about the proposed (now consented) Greenhill development (3).
 21. Concern that the Neighbourhood Plan is too long and question over the need for it (10).
 22. Other suggestions from individuals included the following:
 23. More about supporting new businesses and employment.
 24. More focus on climate change.
 25. More emphasis on positively engaging with young people.
 26. Not inclusive enough.
 27. Advertising boards.
 28. Lack of mention of Leeds Bradford Airport.
 29. Lack of mention of Prince of Wales Park.
 30. Insufficient consideration of Micklethwaite.
 31. March Cote Lane proposals.
 32. No land allocation preferences.
 33. Private retirement homes excluded from the totals.
 34. Need to list lost heritage buildings.
 35. Menswear won't succeed.
 36. No mention of identifying additional land for allotments.
 37. Office/toilet project.
 - a) We should encourage some of the quirkier Airbnb locations. Make more of the canal and river. Build a bouldering wall in the town. Encourage smaller creative industries, think about trends in remote working, build dog walking routes, children's cycle routes, road cycling routes, host triathlon, start up a community podcast series, improve access to interesting day route locations like Dick Hudsons pub, support non-profits, support community learning, build a beach and lake, have more street food options, have an arts/sculpture creative studio, and stop talking about the toilets and have a toilet.
 38. Bingley Town Council examined responses to the survey and outcomes from the events at a Full Council meeting on 29 October 2019 and at meetings of its Planning Committee on 18 November 2019 and a formal response on 11 August 2020. The formal response by Bingley Town Council to the matters raised by the consultation events and survey is set out below.
 39. Actions arising included setting out the intention to create design codes and a masterplan to address a range of matters raised in consultation, including the regeneration of the town centre, opportunities to address climate change through design and through more opportunities for walking and cycling.

Response to Consultation, 11 August 2020

Q&A: A paper detailing Bingley Town Council's response to the Community Consultation comments

(The section below is reproduced from Bingley Town Council's response)

40. This is the Town Council's response to the comments about the draft Neighbourhood Plan. These comments were made by Bingley residents during the initial Community Consultations last year from 7th September – 25th September 2019. Overall, there were 281 respondents to this stage of the consultation but not everyone responded to every section.
41. The aim of the initial Community Consultation was to introduce the draft plan to Bingley residents and to get feedback to help shape development of the plan to the next stages. A total of 90 comments were received telling us what you liked about the draft Bingley Neighbourhood Plan. A further 78 comments were received about anything in the Neighbourhood Plan that you disliked or disagreed with.
42. There were a number of isolated comments both good and bad which we haven't responded to specifically due to space restraints but please make contact if you feel we have missed your comment out.
43. The responses to the consultation were mixed in nature and many of the opinions seem to cancel each other out so we believe we have got the balance of the Neighbourhood Plan broadly right.

Comments and Answers

Comments

44. There were a lot of positive comments about the draft Neighbourhood Plan overall and a recognition of the effort that has gone into developing it. Comments were made concerning its thoroughness and comprehensiveness plus the inclusion of some good ideas. People paid tribute to the work and commitment that's gone into it. They liked the clarity and vision of the plan and thought it was well presented.

Response

45. We were pleased to see these comments as the Working Group, which comprises some Bingley Town Councillors and some non-councillor residents, has worked hard (and continues to do so) creating, drafting and producing a Neighbourhood Plan for the parish of Bingley that will last for the next 17 years. You simply cannot cover the scope of such a plan in a few pages as each subject area deserves adequate consideration. The Plan will be put to a referendum as part of the process so it needs to reflect the views of the people of Bingley. If you would like to join the working group and add your voice and effort please contact us by emailing the Town Clerk.

Comments

46. It is too long, too tedious a read, I've not time to read 246 pages, etc. A few people suggested it would have been better to provide a summary.

Response

47. The Neighbourhood Plan is a legal document sitting under Bradford Metropolitan District Council's Local Plan. It must not contradict anything in the Local Plan. It also must pass a

formal assessment against Environmental Regulations and the inspection by a government appointed inspector. We might like to have written some of the document in a more flowing prose style but if we did then it would not pass the formal inspection stages. Therefore, with some regret, it is not an easy read at times.

48. All of the Plan's chapters sit on the Council's website and can be read online in single chapter bite size chunks.
49. We are adding further detail relating to each of the Policy statements to the Policy Chapter to enable readers to read the whole policy rather than just the title. However, to see a policy in context you will need to read the whole relevant Chapter.
50. We will also attempt to write an executive summary that captures the broad themes of the Plan.

Comments

51. The Town Centre was referred to quite a lot with comments such as 'Marketing the Town Centre', 'Market Square as a venue', 'Bingley as an attraction/destination'. Also mentioned was the economic viability of the Town Centre and the need to address areas of weakness commercially with more shops and more office space.

Response

52. With the help of grant funding, we have commissioned the production of two important studies for the parish from a consultancy called AECOM, a global infrastructure firm. These are a Design Code for the Town Centre and a Masterplan for the whole Parish. These documents should enable us to address the improvements to the infrastructure and allow us to address the economic viability of the Town Centre and areas of weakness commercially with more shops and more office space being promoted. Bingley Town Council note that the main drivers of businesses and where they are sited is in reality the decision of the investors or business owners. Very often costs such as Business Rate levels is taken into consideration as much as the ground rent being levied. Both of these costs are outside the remit of the Town Council.

Comments

53. Some people liked the suggestions about a ski lift and/or mountain bike track and the importance of visitor attractions but equally, a few people didn't like 'some fanciful ideas' i.e. the funicular and the ski lift suggestion.

Response

54. Positive comments were made about the suggestion of a ski lift and/or mountain bike track but these were countered by an equal number of comments about it being a fanciful idea that would be very costly to run and likely become a financial burden on the town. The reason this idea was promoted in the Plan was to encourage thinking about how we might connect together Myrtle Park and St Ives Estate to make the most of these 'green' assets and create connectivity from the town square across to St Ives via recreational pursuits.

Comments

55. There was general support for the Town Council promoting new businesses and employment within the Neighbourhood Plan but not support for pedestrianizing Main Street or adding further traffic restrictions within the Town. Some people liked the idea of getting shops like menswear and hardware shops to move in, whereas other people thought these types of businesses will

never succeed. Some respondents liked the idea of encouraging additional shops into the town e.g. greengrocers, bakers, etc.

56. Overall people liked that the Plan identified areas of commercial weakness and aided Planning issues by producing positive Policies in this area which are considered by respondents as key for success and good place making.

Response

57. We are obviously aware of the empty nature of the market square and are putting forward ideas to combat this, with a focus on our Town Centre and its economic viability by bringing local shops to Bingley centre.
58. However, overall we believe we have the balance about right. The Design Codes and Masterplan documents from AECOM already mentioned above should address many of the infrastructure issues being highlighted by ourselves in the brief and the respondents to the consultation.

Comments

59. People very much liked the depth and detail of the various Chapters and the way that Green Spaces and Environmental Policies are identified. People also liked the focus on our heritage and historical information, and the housing chapter with its focus on affordable and social housing, sensible development and the need for the provision of adequate infrastructure. Some respondents thought that affordable housing might devalue other houses in the area. One resident was concerned that private retirement homes were excluded from the housing totals.

Response

60. We were pleased to see these comments as we recognise the importance of green spaces in our Parish and the protection of the Green Belt surrounding us. Bingley's heritage and history is important to us all as it tells us from where Bingley has come. The Housing Needs Analysis provided by AECOM goes into significant detail concerning the spectrum of housing types in Bingley and provides exact numbers of each style of house for the Plan period. The inclusion or exclusion of the McCarthy and Stone development residency numbers is a matter of timing with respect to when the Plan gets approved.

Comments

61. The proposed Greenhill development was not referred to in the Plan.

Response

62. On the contrary the Neighbourhood Plan identifies the fields intended to be built on as Green Spaces and thereby seeks to justify why the development should not go ahead. However, it should be noted that Planning Permission for this site was granted before the formation of Bingley Town Council and has been the subject of a public enquiry too.

Comments

63. There was a single comment asking if we really needed a Neighbourhood Plan?

Response

64. There are two answers to this. Firstly, whilst a Neighbourhood Plan cannot limit the number of houses that the Local Planning Authority (Bradford MDC) determines should be built in a parish, the plan can stipulate what type of development can take place and where. Once adopted, the

Plan and its policies have weight in law and must be taken into consideration. Secondly, the town benefits from the Community Infrastructure Levy (CIL) which is a new levy that is raised on certain new forms of development, particularly housing. CIL is in addition to any sites specific planning obligations, such as section 106. CIL is charged based on the Charging Schedule prepared by the Local Planning Authority. Bingley could see significant new development in the future and this could, potentially, generate significant CIL receipts. A set proportion of these receipts will be passed by Bradford MDC to eligible town and parish councils – 15% if they do not have a Neighbourhood Plan; 25% if this Plan is approved.

Comments

65. There were no land allocation preferences included in the Plan, i.e. reference to the March Cote Lane proposals nor a mention of identifying additional land for allotments.

Response

66. Bingley Town Council has a legal right to comment on any application for Planning Permission but has no power of granting or denying it. Were the Town Council to allocate land, for any reason whatsoever, it would run the risk of legal challenge from developers and the community. Land allocation is the province of Bradford MDC by virtue of legislation, and they are set up to provide this function in a legal and financial sense.

Comments

67. There is no mention of Prince of Wales Park in the Plan.

Response

68. Prince of Wales Park is already registered under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by Historic England for its special historic interest. Any protection offered by its inclusion in the Neighbourhood Plan is of a lesser value than this.

Comments

69. There is no mention of Bingley pool in the Plan.

Response

70. Bingley pool is the subject of a Community Asset Transfer (CAT) to the Friends of Bingley Pool in the near future. The Town Council is fully supportive of this and is assisting the process where it can. We anticipate that the pool will be referred to within the Infrastructure Chapter which is yet to be written.

Comments

71. There is no mention of Leeds Bradford Airport in the Plan.

Response

72. Leeds Bradford Airport is within Leeds and as such Bradford MDC has little voice regarding it. However, the Climate Emergency Working Group of the Town Council has written to a resident of Menston (who has contacted us asking for support) and Bradford MDC asking questions relating to the development of the airport.

Comments

73. There is insufficient consideration of Micklethwaite.

Response

74. All five villages will be described in detail within the new chapter on Village Identities and Micklethwaite will feature within the Masterplan.

Comments

75. There is a need to list lost heritage buildings.

Response

76. We disagree with this comment as the Neighbourhood Plan is a legal document looking forward to the end of the period covered by Bradford's Local Plan. There would be no benefit in including buildings already subject to change of use or demolition. The Plan acknowledges the parish's heritage but it is not an historical record.

Comments

77. There should be a greater focus on climate change.

Response

78. The Climate Emergency Working Group of the Town Council has asked the Neighbourhood Plan Working Group to consider its suggestions. Where appropriate these proposals will be adopted primarily in the Built Environment Chapter and in the new Masterplan where they relate to avoiding travel by car and greener transport.

Extract from Minutes of a meeting of the Bingley Town Council Planning Committee held on 11 August 2020

2021/34 Bingley Neighbourhood Plan

- a) To receive the minutes of the Neighbourhood Plan Working Group on Wednesday 17th June 2020 and the draft minutes of the meeting on Wednesday 22nd July
 - b) To approve the recommendation that the consultation response document be approved, that it be included in the evidence library section of the Neighbourhood Plan and that it be publicised on the Bingley Town Council website, with thanks to residents for involvement and input, once the CIL policy has been publicised, to show how the consultation contributed to the creation of the policy
 - c) To approve the recommendation that the Village Identities Chapter be approved
 - d) To approve the recommendation that the list of Green Spaces be approved
 - e) To consider the Masterplan and Design Code documents and the feedback suggested by the Neighbourhood Plan Working Group
 - f) To note the next Neighbourhood Plan Working Group meeting will be held on Wednesday 16th September at 6.30pm on Zoom.
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- a) The minutes of the Neighbourhood Plan Working Group on Wednesday 17th June 2020 and the draft minutes of the meeting on Wednesday 22nd July were received
 - b) The Planning Committee **resolved** to approve the recommendation and to note its thanks to Councillor Williams for his work on the consultation response.
 - c) The Planning Committee **resolved** to approve the draft Village Identities Chapter
 - d) The Planning Committee **resolved** to approve the draft list of Green Spaces and to note its thanks to Councillor Owen for her work on the list of Green Spaces
 - e) The Planning Committee **resolved** to approve the feedback on the Masterplan and Design Code, to recommend attendance at the workshop with AECOM to all councillors and to invite representatives from BDMC to attend the workshop.
 - f) The date of the next meeting was noted.

Design Codes and Masterplans Workshops, 2019-2020

79. Design Code and Masterplan workshops – AECOM's work to prepare Design Codes and Masterplans involved four workshops undertaken with the Neighbourhood Plan Working Group. These took place during 2019-2020.

Informal consultation with Bradford Council Officers

80. Bradford Council provided a detailed informal officer review of the draft NDP prior to Regulation 14 Consultation and through this provided detailed comments on a pre-Regulation 14 draft of the NDP. The comments received were addressed prior to Regulation 14 Consultation and reflected in the draft issued for consultation. A further response was received from Bradford Council at Regulation 14.

Regulation 14 Consultation Arrangements and Results

81. The Regulation 14 consultation was undertaken between Monday 12th February and Thursday 4th April 2024, a period of 7 weeks and 3 days, which satisfied the statutory requirement to run the consultation for at least six weeks. The following methods of consultation were undertaken:

- a) The draft NDP and supporting documents were published on the Bingley Town Council website.
- b) Paper copies of the NDP were available to view at Bingley Library and at the Town Council Offices in Myrtle Place.
- c) A NDP Consultation Postcard was published and distributed to promote awareness of the Regulation 14 NDP Consultation.
- d) An online NDP Survey was live throughout the consultation period via the Bingley Town Council website.
- e) The survey was also available in paper-form from Bingley Town Council to allow completion a paper copy of the NDP Survey.
- f) Two drop-in events were held at the Town Council offices in Myrtle Place, on Saturday 24th February 2024 and Sunday 24th March 2024 between 10am and 2pm. This allowed visitors to inspect the draft Neighbourhood Plan, ask questions and seek any necessary clarifications.

82. Social media was used to promote awareness of the NDP Consultation

Social Media Promotion

83. Bingley Town Council used its social media accounts to promote awareness of the NDP Consultation.

Press Article, 21st February 2024

84. A press release issued by Bingley Town Council led to an article in the Bradford Telegraph and Argus on 21st February 2024, which promoted awareness of the forthcoming NDP Consultation. The article is included below.

NDP Consultation Postcard

85. A postcard (included below) was sent to every household in Bingley. It provided details of the NDP Consultation including the consultation period, details of events and the survey.

Article in Newspaper

A PLAN that will help shape the future of Bingley is now out to public consultation.

How you can have your say on the future of Bingley

21st February 2024

PLANNING AND DEVELOPMENT BINGLEY



Share your views and help shape the future of town (Image: Deborah Clarke/T&A Camera Club)

By T&A Reporters

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Bingley Town Council has completed a first draft of the Bingley Neighbourhood Development Plan.

Neighbourhood plans gives communities the power to prepare a shared development vision for their area. This Neighbourhood Plan will shape, direct and help to deliver sustainable development by influencing the planning policies and decisions made by **Bradford** Council.

Bingley Town Council would like to know what residents think of the policies and proposals in the Plan and has invited feedback from all residents and businesses in the Parish.

The consultation runs until Thursday April 4.

The plan, supporting documents and a survey questionnaire are available on the Council's website www.bingleytowncouncil.gov.uk but if you wish to read a paper copy, one is available at Bingley Library and others can be viewed by appointment at the Town Council offices in Myrtle Place.

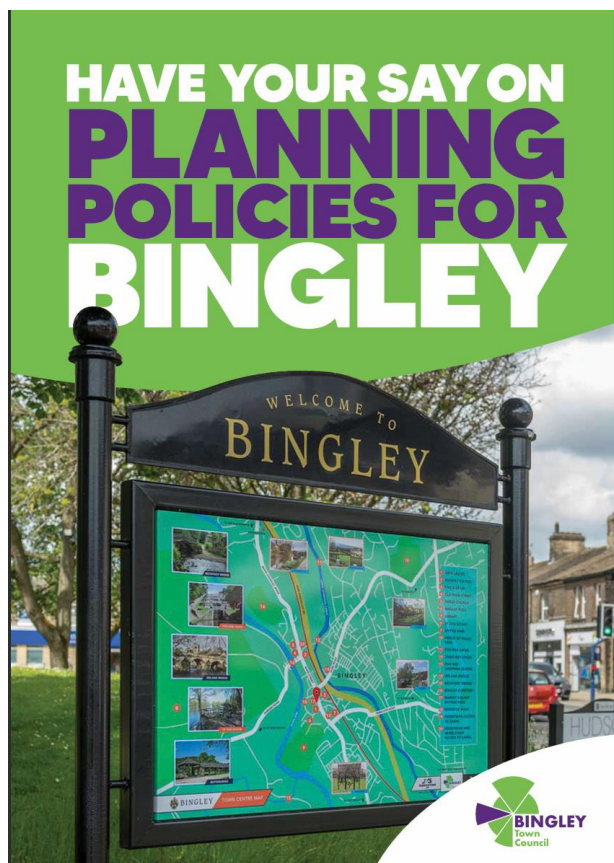
Call 07529 222679 to make an appointment.

Comments can be made online via the electronic survey when you look at the draft Neighbourhood Plan online or you can complete a paper copy that is available from the Town Clerk.

Two drop-in **events** will be held at the Town Council offices in Myrtle Place, Bingley, on Saturday (Feb 24) and Sunday March 24 2024 between 10am and 2pm, where the Neighbourhood Plan is available to read and you can also ask questions.

Get
with

Postcard



The Town Council has completed a first draft of the Bingley Neighbourhood Development Plan and now the Council would like to know what you think of the policies and proposals it contains. Your views are important and we welcome your feedback.

Neighbourhood planning gives communities the power to prepare a shared development vision for their area. This Neighbourhood Plan seeks to shape, direct and help to deliver sustainable development by influencing the planning policies and decisions made by Bradford Metropolitan District Council.

The plan, supporting documents and survey questionnaire are available on the Council's website – please click on 'Council/Neighbourhood Planning' from the top menu.

If you wish to read a paper copy of the Plan, one is available at Bingley Library and others can be viewed by appointment at the Town Council offices in Myrtle Place – please call **07529 222679** to make an appointment.

You can make your comments online via the electronic survey when you look at the draft Neighbourhood Plan or you can complete a paper copy, available from the Town Clerk.

The consultation period is open between **Monday 12th February** and **Thursday 4th April 2024**.

Two drop-in events will be held at the Town Council offices in Myrtle Place, on **Saturday 24th February 2024** and **Sunday 24th March 2024** between **10am** and **2pm**, where you can inspect the draft Neighbourhood Plan, ask questions and seek any necessary clarifications.

The Town Clerk can be contacted at:
Bingley Town Council
 Myrtle Place, Bingley, BD16 2LF
 Tel: 07529 222679
 Email: townclerk@bingleytowncouncil.gov.uk

NDP Survey

86. The NDP Survey was available online and in paper form throughout the consultation period. This attracted 70 responses. A copy of the survey questionnaire is included at **Appendix A**.

Consultation Drop-in Events

87. Two events were held a month apart during the consultation period. These were held for two hours on a Saturday morning on 24th February and 24th March. 38 people attended the first event and slightly less attended the second. Visitors were able to view a printed copy of the policies map, hard copies of the Plan and discuss the Plan with volunteers in attendance who answered questions and provided copies of the survey. Events arranged to promote awareness and response.

Assessment of Regulation 14 Consultation Comments

88. This part of the Consultation Report summarises the responses made to the NDP where these raise a criticism and/or request a change to the NDP or its supporting documents. There are two tables, with the first dedicated to addressing the survey response free text entries; the second table focused on responding to comments from other consultees who wrote in with emails and letters – this covers responses from statutory consultees and developers.

Assessment of Survey Responses

89. 70 completed survey responses were received on the draft NDP. Question 17 asked people to indicate why they completed the survey based on their living or work location. Not everyone answered the question - 39 responses indicated that they were from people who lived in the Parish and 8 were from people who worked in the Parish. The response selections allow for more than one category so it is not clear how many respondents live *and* work in the Parish. 5 responses indicated they were visitors to Bingley (but the question did not specifically mention the parish boundary so it is possible people from within the Parish but who do not live in Bingley town itself are included here).

90. Question 18 asked people to indicate what age group they were in. 43 responses from the 70 total answered this question. 25 responses were from people in the age range 30-55 years and 18 were from people in the age group 56 and over. The question was not answered by anyone under the age of 30 years.

91. The main body of the survey questions 1-15 asked people to indicate their view of proposed NDP Vision, Objectives and Policies. The options were to:

Strongly agree

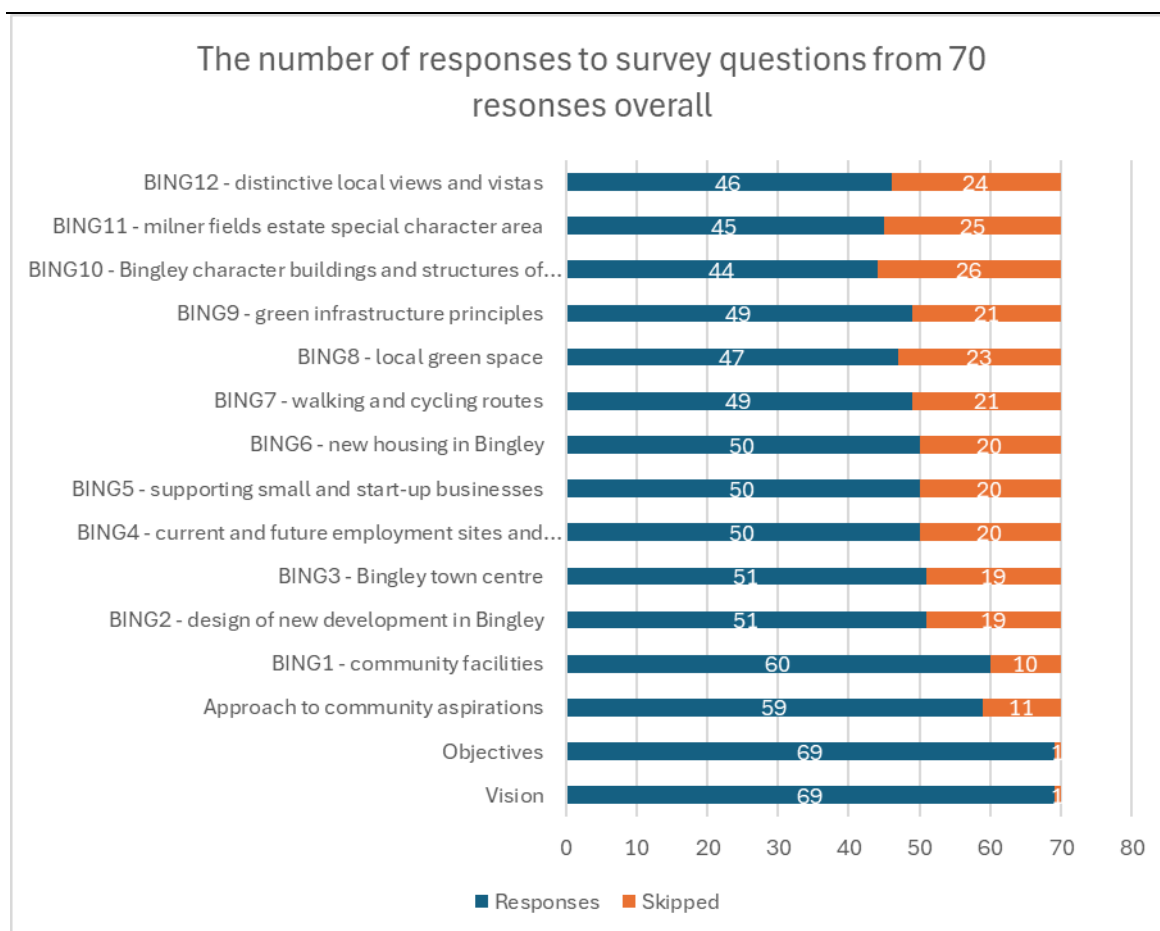
Agree

Neither Agree nor disagree

Disagree

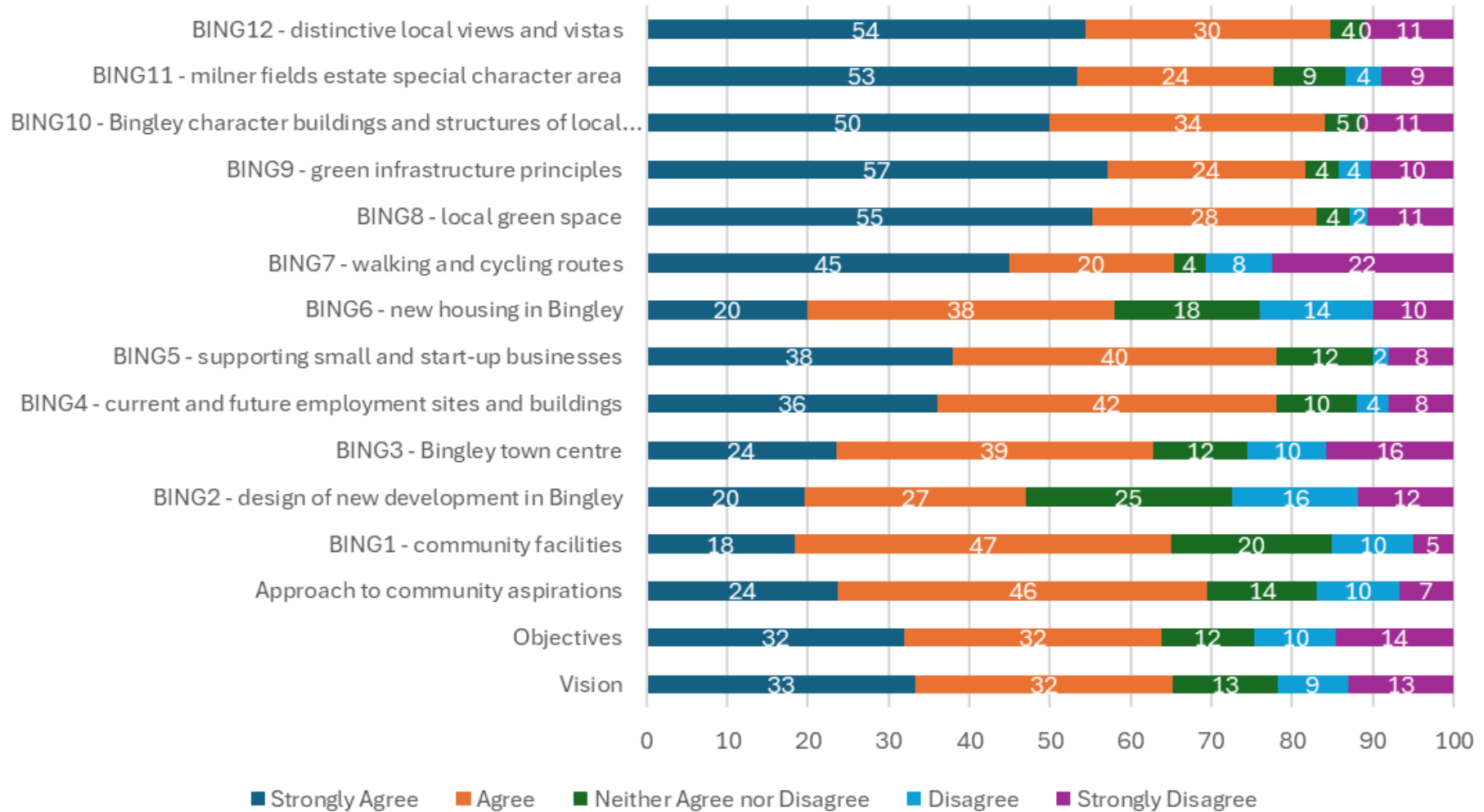
Strongly disagree

92. The graph below shows a breakdown of response levels to each question. In general terms, there was a significant response to all questions asked.

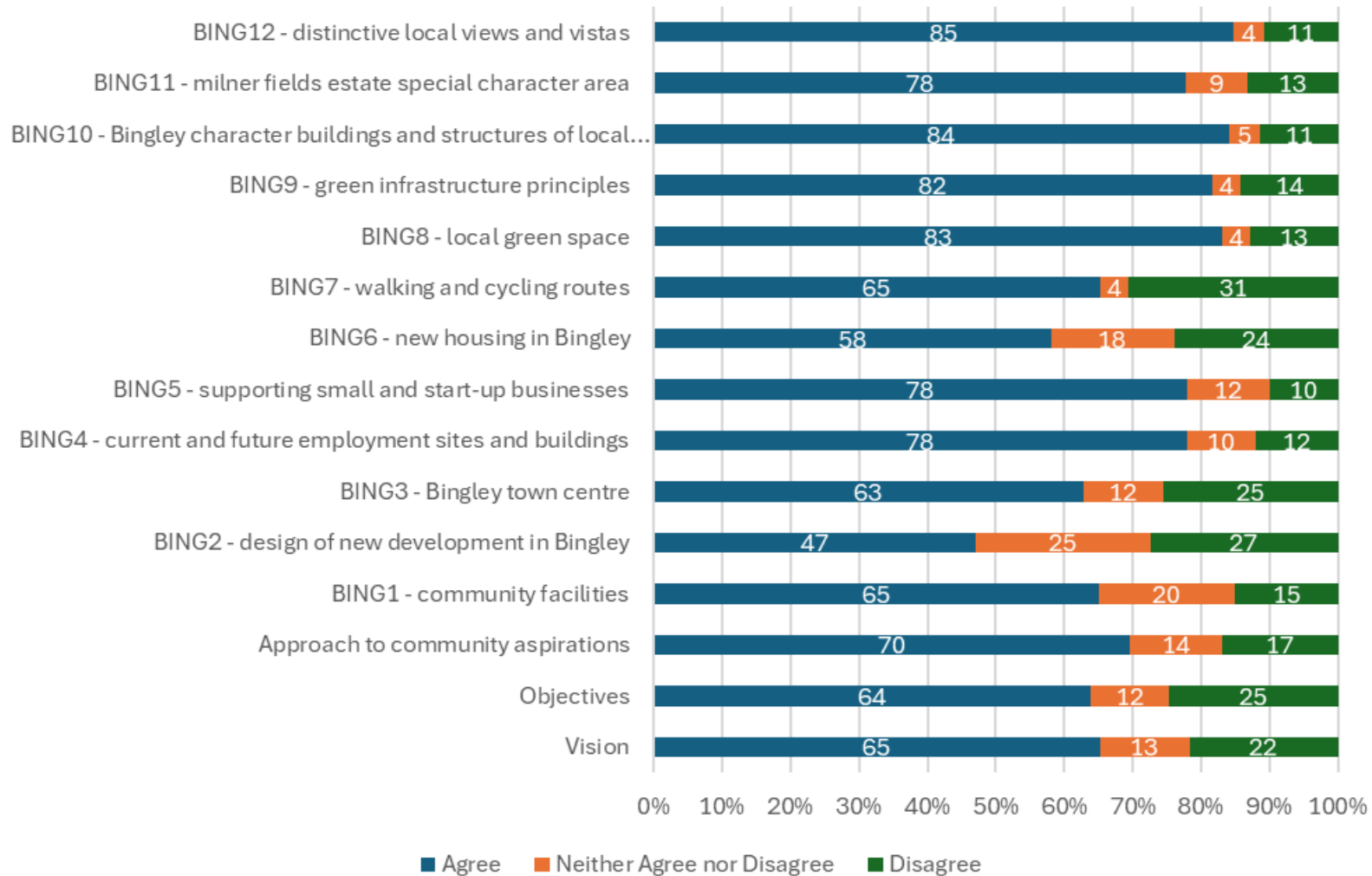


93. The first graph below shows the breakdown of responses on the five-point scale provided in percentage terms. From this it is clear that, with the exception of policy BING2, the Vision, Objectives and all policies were supported by a clear majority of responses. In relation to BING2, 25% of responses were non-committal and so the proportion disagreeing with the policy was broadly similar to other policies proposed in the plan.
94. The second graph below shows a simplified presentation of responses to indicate simple agreement (including agree and strongly agree) and disagreement (including disagree and strongly disagree) to policies in the plan.
95. Policy BING7 was the most disagreed-with (31% of respondents) and this was also the one of four policies with lowest level of neither agree nor disagree responses, indicating a degree of polarisation in some views. Those opposing the policy indicated in comments in response to Question 16 of the survey (free comment) that they thought cycling impractical given local topography of some parts of the Parish or were not supportive of provision for cycling infrastructure more generally when in conflict with road space for motorists. The Neighbourhood Plan Working Group view on this is that this is not consistent with the NPPF or with locally identified opportunities to improve walking and cycling routes and networks, and so the policy has been retained.

Views expressed on neighbourhood plan policies (% of responses)



Views expressed (%) on draft neighbourhood plan policies



96. Question 16 of the survey asked people provide general comments on the NDP. There were 18 separate comments in answer to this question which are set out verbatim below.

Survey Comments	Topic	Policy	Response
Please do not ever allow the council to shut the library. It is a much needed facility. Just to mention in the past 7 years of living here I can't say that the town has gained much in a positive way. A lot of the good falls mainly on goodwill/volunteers. Public services and spaces need investment.	Community Facilities	BING1	The need for public and other investment is addressed within the NDP community aspirations table and actions to make progress on them. The importance of community facilities including the library is addressed in BING1
I believe that the Bingley Parish area is already overcrowded and would be against mass building of new houses as this would only add to congestion. I firmly believe that the area should have aspirations to be a desirable place to live, socialise and go to school and work, however, this should not be at the expense of our green spaces. We need to maintain and grow these to encourage local wildlife to thrive.	Housing	The Vision, Objectives, BING6	The vision and objectives set address the aspirations to create an attractive and high-quality local environment. No proposals are set out in the Neighbourhood Plan to develop new housing sites
Bradford Council has an obligation to provide housing that is affordable and meets the needs of the community. Bingley does not need to carry the burden of this. There are plenty of brown field sites across the district that could be used rather than encroaching on green belt/ green field.across the district. Housing prices in the area automatically mean that in terms of the wider district any houses would not be truly 'affordable' and ultimately we can all see that the council are prioritising signing off building in areas with higher council tax (recent proposals for Eldwick and Ilkley) than doing what is right.	Housing	BING6	The allocation of strategic housing sites and the setting of local housing requirement for neighbourhood areas including Bingley parish is a strategic policy matter to be addressed by Bradford Metropolitan District Council. The Neighbourhood Plan does not include proposals to develop new housing sites.
Housing for families not just another old persons development would be useful.	Housing	Housing Needs Assessment, BING6	This is addressed in policy BING6 in relation to the requirements of newly forming households

Survey Comments	Topic	Policy	Response
Care would need to be taken regarding pedestrianising main street because if it takes longer for residents from the north and cross flats end to drive to the town's supermarkets it could result in going to Keighley instead. Consideration also needs to be given to where speed bumps etc are actually required. Many roads are naturally slowed by narrowness, being narrowed further by parked cars and traffic through town is slowed by traffic lights etc. Camera enforcement of 20mph would be preferable to the physical discomfort of navigating speed bumps. Again, if it's easier and more comfortable to get on the bypass then try to get into town for shopping (which is heavy and needs a car) people will go elsewhere.	Town Centre	Town Centre Masterplan, BING3	<p>The Appendix D Masterplan (which is now to become a supporting document) refers to the need to establish alternative traffic flows and also refers to the potential for guide vehicles to the A650 Sir Fred Hoyle Way. If specific proposals are brought forward in future, these would be subject to a requirement to model traffic congestion and pedestrian/cycle safety impacts from changes to traffic management and the allocation of street space to people on foot, on bikes, on buses and in cars.</p> <p>An important objective of the town centre masterplan is to create an environment and high quality public space which encourages people to visit and to linger. A complementary objective is to provide activities and facilities which provide a reason to visit and stay in the town centre. A heavily trafficked environment does not support this objective.</p>
See additional comments in detailed form - I welcome the plan, however, some areas may require further thought, inc:- impact on highways (don't create further barriers to ped movement/linkages inadvertently) Traffic modelling and impact required to understand impact of calming Main Street. - Foundry Hill and station forecourt is a key gateway to Bingley if arriving by train. Deserves greater focus to create a quality environment and linkage. - reference visitor/tourism economy as key objective - gateways are more than road tables - boundary of Bingley TC should include eastern edge of Ferncliffe Rd. Old Police Station not built out yet, use could change to that consented - key gateway site.	Town Centre	Town Centre Masterplan, BING3	<p>The Appendix D Masterplan refers to the need to establish alternative traffic flows, and also refers to the potential for guide vehicles to the A650 Sir Fred Hoyle Way. If specific proposals are brought forward in future, these would be subject to a requirement to model traffic congestion and pedestrian/cycle safety impacts from changes to traffic management and the allocation of street space to people on foot, on bikes, on buses and in cars. A reference to the importance of gateways in particular from the railway station, has been added to the Aspirations table in the NP.</p>
I'd like the plan to include consideration of parking charges and their effect on businesses etc. Baildon is a much more interesting place to visit local shops and the parking is very low cost and still free at certain times making it more attractive still, especially to	Town Centre	Town Centre Masterplan, BING3	<p>The setting of car parking fees is outside the remit of the Neighbourhood Plan and is the responsibility of car park owners. Car parks in Bingley town centre are owned by Bradford Metropolitan District Council.</p>

Survey Comments	Topic	Policy	Response
residents in the north of Bingley and Eldwick.			
More free parking!!	Town Centre	Town Centre Masterplan, BING3, BING7	The setting of car parking fees is outside the remit of the Neighbourhood Plan and is the responsibility of car park owners. Car parks in Bingley town centre are owned by Bradford Metropolitan District Council.
I want to commend the council for undertaking such a detailed and complete piece of work. Hopefully this can be used as a base for action to regenerate Bingley. I am pleased that the plan recognises the changing nature of town centres, but I don't think there is enough about the need to expand the creative and cultural and (non-alcohol) night time offer to do so, i.e. rather than protect certain assets to plan to expand them.	Town Centre	Town Centre Masterplan, BING3, Table 3 Community Aspirations	The Neighbourhood Plan focuses on land use planning provision for the the public spaces and public realm needed to support a wider range of cultural and leisure activities in Bingley town centre. This is in recognition of the evolution of the town centre from a predominantly retailing location to a broader leisure and cultural destination. The Table setting out community aspirations has been amended to make more reference to the ambitions for initiatives that will encourage people to visit the town centre during the day and in the evenings.
If cars are banned from bingley, as a resident living at the top of eldwick I will not be visiting bingley centre anymore. Walking/cycling up the steep park road or ferncliffe are impractical and frankly not worth the effort to visit the limited offering in bingley, which will become more limited when footfall drops from drivers passing by. I will not use public transport, it is restrict, time consuming and overpriced. I will simply order online or visit other locations.	Town Centre	Town Centre Masterplan, BING3	The policies of the Neighbourhood Plan and the components of the Town Centre Masterplan do not seek to ban cars from the town centre, but to reorganise the town centre environment to reduce to dominance of car traffic passing through Main Street in particular. Parking access for town centre users remains an important requirement, alongside providing better public space which is usable for events and activities, and which attract visitors to the town centre for longer periods of time. The future of the town centre will be more secure if more activities take place there that bring in visitors to spend time and money on shopping, but also leisure and cultural activities.
Nightmare. Another town I won't be able to access. Planners have no understanding of disability whatsoever.	Town Centre	Town Centre Masterplan, BING3	The realisation of a town centre masterplan will enable more targeted and appropriate provision for disabled parking and access via the design of pavement and shared surfaces. A disability access audit could be undertaken in future to ensure that key routes into Bingley town centre are accessible and that the town centre is welcoming to people with disabilities.

Survey Comments	Topic	Policy	Response
Introduction of more cycle lanes etc from villages to bingley is quite frankly ridiculous. The topography of the area does not led itself to cycling and even walking from Bingley Town centre to many of of the surrounding villages. The best way to encourage people.to leave cars at home would be a free (or heavily subserdisd) and regular bus from.the villages to the town centre and back. Many business in Bingley relay on people been able to.drive to the town centre and park relatively closely if this provision is lost many businesses will suffer. As someone who works from home I regularly go to Bingley in my lunch hour to buy lunch and other provision if I could not take car this would not be feasible due to time constraints and I would go elsewhere.	Walking, Cycling, Transport & Town Centre	BING3, BING7	Cycle lanes may be used by electric bikes and, in future, e-scooters. This will encourage cycling despite clear topographical constraints within Bingley. The future of Bingley town centre rests on developing a broader offering of retailing, cultural and leisure activities, and local services. A high-quality town centre environment is required for this to succeed, which provides the space required which attract people to visit and to stay for longer in the town centre. Reducing the dominance of traffic through the town centre is an important part of realising this objective. People in cars would still be able to access the town centre in a more managed way. Any specific proposals would be subject to modelling of impacts on all users at the time.
Bingley has many residents that cannot use cycling, walking or public transport. Stop making life difficult for them & other own transport user's. You have already increased congestion & pollution with your new road structures.	Walking, Cycling, Transport & Town Centre	BING7	The planning system supports development in sustainable locations and this is in part derived from the ability of people to reduce the need to travel and also to travel by public transport or by active travel modes (walking and cycling). The Neighbourhood Plan contains policies to help deliver sustainable development in this regard.
Cycle lanes do very little to promote cycling, and in fact just cause problems for people going about their day to day business... Many people cycle for recreational reasons rather than commuting to work etc. so I do not agree with putting more cycle lanes in, indeed I feel they should not has been stalled in the first place (but then, councils do have an astonishing ability to waste money!) I do however feel that more green spaces (with cycle lanes) would be very beneficial. The ridiculous push to "net zero" is a complete and utter scam which is just making the majority poorer whilst a handful get richer!	Walking, Cycling, Transport	BING7	Cyclists also go about their business, but in a more dangerous environment. Cycle Lanes which are not designed well do little to promote cycling. Cycling routes around Bingley could be improved through the measures identified in order to improve the functionality and safety of cycle routes and cycling.

Survey Comments	Topic	Policy	Response
Stop / reverse the ridiculous 'traffic calming measures' from Poplar House towards Nabwood. What an absolute farce these are. £££££'s spent to ensure cyclists and pedestrians are safe when speed bumps and additional pedestrian crossings would have done the trick. Why are bus stops now in the middle of the road? Where else in the UK has this been done and proven to work?	Walking, Cycling, Transport	BING7	The measures referred to are not part of the Neighbourhood Plan but are schemes which have been developed by Bradford Metropolitan District Council and the West Yorkshire Combined Authority (WYCA).
I note you propose negotiation with public transport providers for better provision from the villages to the centre. I believe we also need restoration of a direct bus link Eldwick-Gilstead-Bradford.	Walking, Cycling, Transport	Table 3 Community Aspirations	This has been included in Table 3 -as an aspiration to improve public transport to Bingley town centre and to Bradford.
Not entirely sure why Bingley needs a pedestrian bridge across the Aire to St. Ives. I accept the one near the White Horse and Brown Cow has a very narrow pavement, but there is a bridge in Myrtle park to Mouse Woods or the Twines. There is also a bridge to the allotments from the bottom meadow of Myrtle Park to meet Beckfoot Lane and onto St. Ives. Finally pedestrians can join Beckfoot Lane at Cottingley Bridge and access St. Ives from there.	Walking, Cycling, Transport	Table 3 Community Aspirations	The proposal is based on recognition of the difficulty of using other crossings
Bingley has a large population of old people. How would turning it into a "walking and cycling" town be appropriate? You must de-centre cycling from all considerations. If the development of the cycling lanes out of the town is any indication, the only thing this achieves is creating an active danger to everyone.	Walking, Cycling, Transport	BING7	Supporting greater active travel through walking and cycling has been a key objective of Government for some time and is fully reflected in national planning policies. Around 20% of Bingley's population is 65 or older meaning 80% of the population is of working age or are children. A sizeable proportion of the population may be able to cycle. The topography of Bingley is a clear constraint on take up of cycling, though the growth of electric bikes and (in future) e-scooters will alter this situation. Currently, cycle routes are identified which give no practical benefit or protection to cyclists. The Neighbourhood Plan sets out measures to improve cycle route safety and functionality.

Survey Comments	Topic	Policy	Response
Appropriate access by car is still needed, this is not a cycle friendly landscape nor can it be.	Walking, Cycling, Transport	BING7	Policy BING7 supports the improvement of identified cycle routes within Bingley Parish. If cycle routes are improved, appropriate access by car will remain. The policy does not seek to close roads for cycle-only use. Measures are identified which would improve safety for cyclists.
Not only a waste of time but also a complete waste of money.	General	n/a	The Government encourages towns and parishes to prepare neighbourhood plans so that local communities can set out a positive vision and planning policies for the development of their areas. In relation to money, work to prepare the Neighbourhood Plan has received support from Government grants and once the Neighbourhood Plan is Made, Bingley will receive a greater share of community infrastructure levy than it would without the neighbourhood plan.
I will submit a feedback form with my general comments.	General	n/a	n/a

Other Resident Responses Received

97. A number of responses were received from residents in the form of emails and letters, which have been anonymised and due to their length, summarised. These are detailed in the table below alongside a response. The full responses are available separately to this report.

Other Resident Comments	Topic	Policy	Response
<p>Traffic Calming on Main Street needs to be considered as part of a comprehensive approach to avoid unintended consequences of changes in the traffic environment and to ensure pedestrian and cycle navigation is safeguarded and improved.</p> <p>The Town Centre Boundary should be defined based on important sites that could play an important role eg the gateway site at Ferncliffe Road/Bradford Road/Main Street - this has planning permission but is not built-out fully.</p> <p>The Railway Station should be a gateway also.</p> <p>There is an opportunity to establish and grow a visitor economy based on leisure and tourism.</p>	Town Centre	BING3	The points raised are acknowledged and are reflected in the aspirations table and in Policy BING3. The proposed town centre boundary reflects the current position with regard to developments and planning permissions.

Other Resident Comments	Topic	Policy	Response
Offer to help provide information to support a proposal for the establishment of the Special Character Area for Cottingley.	Special Character Area	NEW	The Neighbourhood Plan Working Group have decided not to pursue the designation of a Special Character Area for Cottingley. This in part due to the erosion of character features that has already taken place which would make it difficult to form requirements regarding development to properties and sites.
<p>The response calls for more emphasis on the retention of Green Belt as an important resource for carbon storage, flood mitigation and wildlife.</p> <p>The response also calls for a focus on the development of brownfield sites at higher density and the protection of green spaces</p>	Green Belt	NEW	Green Belt is a strategic matter outside the remit of a Neighbourhood Plan. Bradford Metropolitan District Council commitment to deliver brownfield but may need some urban expansion.
<p>Section 9 Data from 2011 Census is out of date and should be replaced with 2021 information.</p> <p>Suggested changes to Community Aspirations and Table 3 - acknowledge toilet was built, address language about traffic related to the Grammar School, include ambition to improve community facilities (not just protect), create aspiration for Bingley to become a visitor destination. 20mph limits should be applied throughout Bingley.</p> <p>Include some thinking on what the town centre offer is going to be, or could be. Address co-working spaces, repurposing vacant property, include wider group of stakeholders.</p>	Census Data, Community aspirations, community facilities, town centre vision, visitor destination		<p>Data has been updated to reflect the 2021 Census. Aspirations table text has been amended to acknowledge completion of the changing places toilet in Bingley town centre.</p> <p>Reference added to supporting text about working with partners to improve community facilities.</p> <p>In relation to traffic speeds, Bradford Metropolitan District Council have a programme with 20mph in the town centre and this is currently considered to be sufficient.</p>
Suggests inclusion of Bingley Employment site B19/E at Castlefields Road as a site of local heritage interest.			Bradford Metropolitan District Council designated B19/E as an Employment Site. As such, the site is not considered suitable for a heritage designation in the Neighbourhood Plan.
Comments that the NP makes no mention of any development or investment in Cottingley. Changes to road space on Manor Road are required to reduce the speed of of traffic through Cottingley. Environmental improvements to the built environment are needed. 20mph limits should apply across Cottingley.			Reference to the need to review traffic management arrangements in Cottingley has been added to the Aspirations table.

Responses from Statutory Consultees

98. The list of statutory consultees who were consulted on the Regulation 14 NDP is included at **Appendix B**. The following responses were received from Statutory Consultees (not including Bradford Council, which is in a separate table). Comments in response are set out in the table below.

Statutory Consultee Comments	Topic	Policy	Response
Coal Authority			
Comments that there are coal mining risks in the area but there are no proposals in the NP that would raise concerns	n/a	n/a	Noted.
Canals and Rivers Trust			
<p>The response seeks inclusion of references within paras 16.4-16.4.1 to opportunities to improve signage to the canal from the town centre.</p> <p>Acknowledgement of the need to improve a section of canal towpath between Bingley 5 Rise and Primrose Lane (relevant to pedestrian and cycle use of the towpath between Bingley Town Centre and Crossflatts). The inclusion of a reference to the need for improvements is sought within policy BING7 and section 16.11.</p> <p>An additional para within section 16.13 is recommended for inclusion in the NP relating to the importance of the canal as a wildlife corridor.</p> <p>Easier identification of the canal is requested on Figure 5.3 of Appendix D.</p> <p>An additional para is requested for inclusion within section 17.12 to make clear the status of the canal as a heritage asset. Suggested wording is provided.</p>	Walking and Cycling, Green Infrastructure and Heritage		<p>The NP will be amended to incorporate the requested comments. Appendix D cannot be changed at this stage and so has been removed as an appendix to become a supporting document. A reference to the specified towpath improvements has been added to BING7. Reference added to green infrastructure section. Adequate reference to the canal in heritage terms is already included.</p>
Historic England			
<p>Recommends inclusion of nationally designated assets in Appendix G: Character Buildings and Structures.</p> <p>Recommends that the NP reviews Conservation Area Assessments and makes recommendations to Bradford Council.</p> <p>The inclusion of one Scheduled Monument (asset 19) in Appendix G implies that others should be included also.</p>			<p>Appendix G relates to non-designated heritage assets only and does not duplicate existing nationally designated heritage assets.</p> <p>A review of scheduled ancient monuments shown on Magic Maps confirms that Asset 19 is not part of a scheduled monument and so is proposed as</p>

Statutory Consultee Comments	Topic	Policy	Response
			<p>a Non-Designated Heritage Asset.</p> <p>A review of Conservation Area Assessments has not been considered and is felt to be beyond the scope of the NP and beyond the skillset of the community volunteers preparing the Plan.</p>
Environment Agency			
<p>Comments on a lack of reference in the Vision and Objectives to climate resilience or mitigation. The response recommends inclusion of objectives related to addressing flood risk and the protection of environmental assets. It recommends that the NP refers to the emerging Local Nature Recovery Strategy. Notes the lack of reference to the River Aire or other watercourses in the NP area.</p> <p>The response says that the NP should cascade the Strategic Flood Risk Assessment and Local Plan policies into the NP.</p> <p>The response recommends a comprehensive approach to addressing flood risk through planning policies.</p> <p>The inclusion of requirements to urge developers to carry out Water Framework Directive actions is recommended.</p> <p>A policy to signpost Biodiversity Net Gain regulatory requirements would be welcome.</p> <p>A policy to address EA requirements for buffer zones for all watercourses, and also policy to help achieve Water Framework Directive objectives would be welcome.</p> <p>Reference to Source Protection Zones and to requirements for Foul Drainage Assessment would be welcome.</p> <p>A greater recognition of the importance of Green-Blue Infrastructure and the contribution of the water environment to biodiversity would be welcome.</p> <p>The NP could include policies to promote sustainable construction and energy efficiency.</p>			<p>The focus of topics addressed by the NP has been formed based on matters raised by the local community through engagement.</p> <p>Many of the matters raised in the response are considered beyond the skills and competence of the NP and are strategic matters addressed by the Lead Local Flood Authority.</p> <p>Local work was not undertaken to identify watercourse and wildlife sites of importance to the local community and therefore it was not felt appropriate to include policies, beyond the broad principles in BING9, without sufficient supporting information.</p>
Natural England			

Statutory Consultee Comments	Topic	Policy	Response
Standard response providing signpost to sources of information. No specific comments made on the NP.	n/a	n/a	Noted
West Yorkshire Police			
The response provides a series of principles which guide responses to planning applications and which should be considered in the design of new development.			Noted. The NP seeks to avoid duplication of requirements with other plans and policies where there is not a specific local community concern that has arisen in the development of the NP. Crime prevention through environmental design has not been considered for inclusion in the NP and it is felt that adequate mechanisms are available elsewhere to address the principles raised.

Response from Bradford Metropolitan District Council

99. A detailed response was received from Bradford Council and this is set out in the table below as it was received (in full) along with a response to the comments made.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
General	-	-	Local Plans	Any documents that are produced as part of the neighbourhood plan and will be published on a public sector website (i.e. the town council and CBMDC websites) need to be “accessible” to make sure they can be used by as many people as possible, including those with impairments or disabilities. For example, they need to be suitable for a read out loud function. It is a requirement of the Public Sector Bodies (Websites and Mobile Applications) (No. 2) Accessibility Regulations 2018.	Noted - consider actions required to ensure documents are accessible.
(Presentation)			Local Plans	When preparing and publishing documents, neighbourhood planning groups should bear this in mind. This may also have a bearing when considering what format to publish the plan in. For example, whether to use a desktop publishing package such as In Design and converting the document to PDF format, or to develop it in MS Word and convert to a PDF.	Noted - consider actions required to ensure documents are accessible.
(Presentation)			Local Plans	There are several useful guides available to assist:	
(Presentation)			Local Plans	AbilityNet – Creating Accessible Documents Fact Sheet	
(Presentation)			Local Plans	GOV.UK – Publishing Accessible Documents	
(Presentation)			Local Plans	Welsh Government – How to Create Accessible PDF Documents	
(Presentation)			Local Plans	Microsoft – Create Accessible PDFs	
(Presentation)			Local Plans	As the neighbourhood plan and its supporting documents develop, it will eventually have to be published on the CBMDC website to allow the Regulation 16 formal consultation to take. CBMDC’s IT department require all documents that we publish to be accessible.	
(Presentation)			Local Plans	Contact will be required with AECOM in respect of the Design Code and Masterplan documents in order ensure that they can be made accessible. As previously discussed, there is a need for discussion over editorial rights.	Noted - consider actions required to ensure documents are accessible.
General (Presentation)	-	-	Local Plans	Any maps shown within the plan should correctly display the relevant copyright licence.	Noted - Insert Bingley PS Licence ref
General	-	-	Transport Planning	When the documents refer to design of streets it should state that these will follow Manual for Streets 3 which is soon to be published as well as	At the time of writing (February 2025) Manual for

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
				LTN1/20. Reference to these documents should be made in both the main document and Appendix C in the design principals	Streets 3 is still not published.
General	-	-	Local Plans	CBMDC is in the process of creating a number of Development Frameworks for a number of parts of the District including Bingley. A draft version was issued for community and stakeholder engagement in October/November 2023.	At the time of writing (February 2025), the most recent emerging local plan document remains the Regulation 18 version published in February 2021 .
General	-	-	Local Plans	The Draft Development Framework looks to the longer term (next 15 to 20 years) and sets out an overarching vision, objectives and potential interventions for the regeneration of Bingley. The vision, objectives and potential interventions have been shaped by local stakeholders' views and will continue to be refined following the most recent consultation.	Noted
General	-	-	Local Plans	As a component of Bradford's Economic Growth Plan, the role of the Development Framework is to act as a guide for development within Bingley, as well as encourage and attract new investment into the area. It provides clear principles which promote social, economic and environmental benefits which are informed by Bingley's local context and are underpinned by the strategic and policy context both nationally and locally.	Noted
General	-	-	Local Plans	The proposed interventions as set out within the Draft Development Framework are indicative only. There is no funding commitment at this stage to deliver the vision. If the proposals are supported by stakeholders, a more detailed delivery plan would be considered as funding opportunities arise.	Noted
General	-	-	Local Plans	This should form part of the evidence base for neighbourhood plan.	The Neighbourhood Plan Working Group are aware of the evidence base support early work on the emerging local plan.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
General	-	-	Local Plans	It is noted that a number of sections refer to statistical data drawn from a range of sources. For next version of the plan, it would be useful to ensure that the most up to date information is used, if available.	Data has been updated where possible
1	4	Sixth Paragraph	Local Plans	The paragraph refers a referendum of Bingley residents and businesses taking place prior to the plan being formally made (adopted).	Noted, this section has been replaced.
Foreword	4	Sixth Paragraph	Local Plans	The regulations governing neighbourhood plan referendums does make provision for the conduct of additional “business referendums”. These are required for a neighbourhood area which has been designated as a Business Area and would in addition to the residential referendum for the area. In the case of the Bingley Neighbourhood Area, it is not designated as a “Business Area” and as such there will be no “business referendum”.	
	4	Sixth Paragraph	Local Plans	The only referendum that will take place is the “Residential Referendum” where those who are entitled to vote if at the time of the referendum, they meet the eligibility criteria to vote in a local election for the area and if they live in the referendum area. Accordingly, this paragraph should be amended to reflect this.	
3 The Role and Scope of the Neighbourhood Plan	7	Paragraph 3.0.5	Local Plans	This paragraph refers to the fact that the neighbourhood plan will be subject to an independent examination at a later stage to determine whether or not it has been prepared in accordance with legal and procedural requirements.	Noted, this section has been replaced.
	7	Paragraph 3.0.5	Local Plans	The second sentence refers the examination being used to confirm that plan meets four elements. These elements are the “tests of soundness” against which local planning authorities’ Local Plans (such as CBMDC) are assessed. The tests of soundness of do not apply to the examination neighbourhood development plans, which are assessed against the Basic Conditions set out in Paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 as applied to neighbourhood plans by Section 38A of the Planning and Compulsory Purchase Act 2004. The wording of this paragraph should be amended to reflect this.	

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
	7	Paragraph 3.0.5	Local Plans	A Basic Conditions Statement should be provided as part of the documentation submitted to CBMDC under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended), when that point is reached.	Noted
4 Neighbourhood Plan Period	8	Paragraph 4.2.1	Local Plans	It should be noted that the most recent version of the National Planning Policy Framework (NPPF) was published in December 2023. The NPPF was revised in response to the Levelling-up and Regeneration Bill: Reforms to National Planning Policy consultation. Any references to the NPPF in the plan and supporting documentation should be amended to reflect this. This includes where specific references are made to NPPF paragraph numbers.	The most recent version is now December 2024 and this is referred to in the updated NP.
5 Strategic Environmental Assessment & Habitats Regulations Assessment	10	Paragraph 5.0.2	Local Plans	It should be noted that the Conservation of Habitats and Species Regulations 2017 have been amended due to the United Kingdom leaving the European Union. These amendments are made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The aim was to ensure that the 2017 Regulations can operate effectively. Therefore, the wording should refer to the “ <i>Conservation of Habitats and Species Regulations 2017 (as amended)</i> ”.	Noted. section has been replaced
6 Sustainable Development & Strategic Policy Support	13 & 14	Table 1 Achievement of Sustainable Development Objectives	Local Plans	One of the Basic Conditions against which the plan will be tested is to ensure that it contributes to the achievement of sustainable development. The inclusion of Table 1 is welcomed as it clearly sets out how each of the plan’s policies seek to do so. It would be expected that the contents of the table will be fully expanded upon in the Basic Conditions Statement, which should be provided as part of the documentation submitted to CBMDC under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended), when that point is reached.	Noted.
6 Sustainable Development & Strategic Policy Support	14	Table 1 Achievement of Sustainable	Local Plans	It is queried whether there should be something entered under Environmental Objective heading for Policy BING10.	Table 1 - Consider how policy on heritage structures meets environmental

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
		Development Objectives			objectives of sustainable development.
6 Sustainable Development & Strategic Policy Support	15 to 18	Table 2 Meeting the Basic Conditions for Broad Conformity	Local Plans	One of the Basic Conditions against which the plan will be tested is to ensure that is in broad conformity and not conflict with the NPPF and local strategic planning policies.	Noted.
	15 to 18	Table 2 Meeting the Basic Conditions for Broad Conformity	Local Plans	The inclusion of Table 2 is welcomed as it clearly sets out how each of the plan's policies seek to do so. It should be updated in any future iterations of the plan, particularly where policies change as a result of consultation and evidence gathering. It would be expected that the contents of the table will be fully expanded upon in the Basic Conditions Statement, which should be provided as part of the documentation submitted to CBMDC under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended), when that point is reached.	Noted.
	15 to 18	Table 2 Meeting the Basic Conditions for Broad Conformity	Local Plans	The references to the various NPPF paragraphs should be checked to ensure that they reflect the most recent version, issued in December 2023. Regarding the emerging Bradford District Local Plan, it should be noted that it is still in its early stages of preparation and as such carries little weight at this point. Policies may be amended as work progresses on the Local Plan.	Noted. Reference is now to NPPF 2024.
6 Sustainable Development & Strategic Policy Support	15 to 18	Table 2 Meeting the Basic Conditions for Broad Conformity	Local Plans	BING1	
				Core Strategy	

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
			Local Plans	In relation to Core Strategy Policy SC4, criteria B also states that role of Bingley as an accessible and vibrant place to live, work and invest should be enhanced. It is considered that the issue of community assets and facilities may contribute towards this. Reference should also be made to Core Strategy Policy EC5 also seeks to ensure that Bingley town centre should continue to be a focus for office, retail, residential, leisure, entertainment, arts, culture, and tourism.	Include reference to SC4 (b) and EC5 in Table 2 in relation to BING1.
			Local Plans	Core Strategy Policy EN1 seeks to protect open space (currently or previously used for recreation), except in a number of circumstances, and encourages the provision of new or improved open space, sport and recreational facilities as part of new development.;	Include reference to EN1 in Table 2 for BING1.
			Local Plans	When referring to the tables in Core Strategy Appendix 3, rather than use the abbreviated “T1 or T2”, the wording “Table 1” and “Table 2” should be used.	Expand reference to 'Tables' in relation CS Appendix 3 reference in Table 2 for BING1.
				Emerging Local Plan	
			Local Plans	In a similar vein to the Core Strategy Policy SC4, draft Local Plan Policy SP2 seeks to support, protect enhance the role of the Principal Town such as Bingley as a hub for the local economy, housing and community/social infrastructure. This role is further supported in Draft Policy SP3.	Refer to ELP Policy EC3 in Table 1 for BING1.
				BING 2	
6 Sustainable Development & Strategic Policy Support	16	Table 2 Meeting the Basic Conditions for Broad Conformity	Local Plans	It may also be worth referring to CBMDC's Homes and Neighbourhood Design Guide (adopted in February 2020).	Refer to Neighbourhood Design Guide in Table 2 for BING2.
				BING7	
6	17	Table 2 Meeting the	Transport Planning	The NPPF references should also include Paragraphs 108(c), 109, 110(d), 114(b and c) and 116(a, b and c), whilst those relating the Core Strategy	Include references as set out for BING7.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
Sustainable Development & Strategic Policy Support		Basic Conditions for Broad Conformity		DPD should include Policy TR1 (Parts A, B & E). Regarding the emerging Local Plan, reference should be made draft Policies TR1 (Part A), TR3, TR4 and DS4.	
				BING10	
6 Sustainable Development & Strategic Policy Support	18	Table 2 Meeting the Basic Conditions for Broad Conformity	Local Plans	it may be more appropriate to amend the policy title to “ <i>Bingley Non-Designated Heritage Assets</i> ”. This would be more consistent with terminology used in national and local planning policy.	Add reference to NDHA throughout.
7 Consultation with the Community	19 to 21	Sections 7.1 & 7.4	Local Plans	It would be useful to begin the process of preparing the Consultation Statement outlining the steps to taken to engage the local community and other relevant organisations/bodies during the preparation of the neighbourhood plan. Eventually, it may be appropriate to include Appendix A within it.	Noted, this section and Appendix A have been replaced/removed.
	19 to 21	Paragraphs 7.1.1 to 7.4.1	Local Plans	This statement will be required as part of the package of documents that are will be submitted to CBMDC under Regulation 15 of the 2012 Regulations.	
10	31	Paragraph 10.1.1	Local Plans	The emerging Bradford District Local Plan proposes a housing requirement for Bingley of 850 dwellings and Cottingley of 150 dwellings between 2020 and 2038. These are to be made up of committed housing sites - those with planning permission and under construction or where construction is yet to start – and new housing allocations. The most recent version of the emerging Local Plan suggested that committed sites in Bingley would provide 163 dwellings, with the remainder (703 dwellings) come from new allocations. For Cottingley, the plan suggested that 3 dwellings would come from committed sites, with 140 coming from new site allocations.	Note 1,000 dwellings 2020-2038 in the parish. Reflect.

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Our Vision & Development Objectives				It should be noted that these figures are draft at this point time. The plan should make this clear. Work is currently ongoing to develop the version of the emerging Local Plan which will set out the overall housing requirement and distribution for the District.	Noted. Will make local plan housing requirement clear in updated NP.
11 Community Priorities & Aspirations	37 to 43	Section 11.1	Local Plans	The inclusion of this chapter is welcomed. However, it should be made clear within the introductory text to this section that not all of the matters/issues/aspirations identified can be addressed via the neighbourhood plan or the planning system, for example provision of a defibrillator in Micklethwaite is likely to be something that can only be delivered by lobbying/working with the NHS, Ambulance Service or the charity sector.	
	37 to 43	Introduction	Local Plans	It is noted that many of the actions to deliver these aspirations will fall to Bingley Town Council, whilst there is some reference to working with other groups, bodies or organisations. It may be useful to provide some more detail which bodies etc the Town Council aim to work with as part of the table to help deliver the aspirations.	Have amended text to make clear the extent of the role of the Neighbourhood Plan and of wider actions to deliver community aspirations.
11 Community Priorities & Aspirations	36 & 37	Table 3 Micklethwaite	Transport Planning	Traffic - Making the road through the village and to the canal 20mph would make it more attractive for walking and cycling providing a link to the National Cycle Network (NCN) on the canal towpath.	Noted
	36 & 37	Table 3 Micklethwaite	Transport Planning	Transport – Due to a lack of existing facilities a new bus service would be a significant undertaking and local funding might be needed.	Noted
11 Community Priorities & Aspirations	39 & 40	Table 3 Gilstead	Transport Planning	Transport - Bus service options should be discussed with WYCA.	Added reference.
12 Encouraging a Well-Designed	50 to 54	Table 4 Eldwick	Transport Planning	PR01 - this mentions shared spaces, Active Travel England (ATE) (a key consultee) do not support the provision of shared spaces. As such this should be amended. It should also be noted the Design Code (Appendix C) does not refer to shared space under PR01.	The NPWG regard the development of shared spaces in well-designed public areas as a potentially

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Built Environment					<p>important way to improve the quality of key spaces in Bingley and other villages, where appropriate. With regard to Active Travel England guidance, which is set out in 'ATE Planning Application Assessment Toolkit: Checklist User' (May 2023), shared space is more narrowly considered in relation to the sharing of walking and cycling <u>routes</u>, which may not always be appropriate. Where shared use routes are proposed internal to site, then provided this is designed within a design code, the ATE guidance says this can pass the checklist assessment.</p> <p>Whilst ATE is a Statutory Consultee, the threshold for consultation on planning applications is understood to be 150 dwellings or more, or Building(s) (not exclusively residential) of 7,500m2 internal floor space or more.</p>

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					Design Code TC02 Main Street presents options for improving the pedestrian environment in the town centre and includes Option 3 to create Shared Spaces. Reference has been added to this in the summary of PR01.
	50 to 54	Summary of Design Codes	Transport Planning	PR04 – this only covers cycle storage/parking, therefore it is queried how other provision would be addressed, although it is noted that the Design Code does state “ <i>the cycle routes should connect well with other national and local cycling routes.</i> ” Therefore, this should be included in the summary. Does it also need to say something about “ <i>high quality LTN1/20 compliant cycle infrastructure</i> ”?	The reference to routes is already included (last sentence). Added reference to LTN1/20.
	50 to 54		Transport Planning	PR07 - not sure about dual use cycle stands /bollards as bollards tend to be located close to highway which does not leave space for bikes to park without hanging over into the highway. They also impact on effective widths of footways.	The summary refers to dual use bollards 'where appropriate' which is the correct application of the idea. As the comment states it would not be appropriate if blocking a footway or putting obstacles in the highway.
	50 to 54		Transport Planning	TC01 – Shouldn't cycle parking be included in the Market Square?	The NPWG has documented the available cycle racks which are within easy distance of Market Square.

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			Transport Planning	TC02 – It is queried whether the summary of the design code should be listing types of options here. None of the options seem to consider buses. For example, what would happen to buses if Main Street is pedestrianised. In relation to curbless pavements (Option 1), it queried what visually impaired users would think. The suggestion of shared space for cars, cyclists and pedestrians (Option 3) is not supported. In addition, has an option for bus and cycle lanes been considered?	The inclusion of TC02 indicates the broad objectives in the Neighbourhood Plan and it is acknowledged that work would be required to develop specific design options should Bingley Town Council, or BMDC, be in a position to implement them.
12 Encouraging a Well-Designed Built Environment	56	Table 5 Summary of Concept Masterplans	Transport Planning	Crossflatts – Not sure where the proposed development site is, is this Sty Lane then they should refer to it here. Also, what/where is Middle Slope Village Centre? Also, what is the potential new road connecting south, north and further east?	It is confirmed that the development site referred to is Sty Lane. This will be reflected in Table 5. Remove Middle Slope and replace with 'Crossflatts'.
12 Encouraging a Well-Designed Built Environment	57	Paragraph 12.4.1	Local Plans	The first sentence of this paragraph should be amended to read: “ <i>Policy BING2 sets out a design policy for Bingley in accordance with the guidance set out in the overarching design codes covering Bingley Town Centre, Local Centres and Central Areas of Villages</i> ”.	Insert reference to policy BING2 into first sentence of 12.4.1.
12 Encouraging a Well-Designed Built Environment	58	Policy BING2	Local Plans	The wording of the first paragraph should be amended to read: “ <i>Where appropriate, proposals for new development in Bingley should have regard to the general design principles and the requirements of the Bingley Town Centre and Local Centres Design Code, and the Concept Masterplans for the town and villages:....</i> ”.	Amend as suggested.

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12 Encouraging a Well-Designed Built Environment	58	Policy BING2	Transport Planning	Shouldn't this include something about encouraging sustainable transport.	Reflect sentiment of need to design for active travel and attractive public transport facilities in point (a).
13 Improving Bingley Town Centre	59 to 67	Policy BING5	Local Plans	Bingley is identified as a town centre within the retail hierarchy established in adopted Core Strategy Policy EC5, however it does not define a boundary for it. The last boundary was set out the Bradford RUDP (2005).	Noted.
	59 to 67	Policy BING5	Local Plans	As part of developing the emerging Local Plan, Bingley retains its designation as a town centre within retail hierarchy (draft policy EC4) and its role as a retail/service centre. A town centre boundary will be defined as part of this work. The most recent boundary, based on that proposed in the Bradford Retail & Leisure Study (2019) was consulted up in the Regulation 18 version of the draft Local Plan in early 2021.	Noted.
	59 to 67	Policy BING5	Local Plans	It is noted the neighbourhood plan is proposing a revised town centre boundary based on work undertaken as part of developing the design code. Should the plan continue to adopt this approach, it should clearly set out the reasons for proposing the revised boundary and provide clear links to the evidence base underpinning it.	Text has been included to explain the rationale and evidence in support of the revision to the town centre boundary.
13 Improving Bingley Town Centre	61	Figure 5: Town Centre Masterplan	Transport Planning	Agree with the concepts in the Masterplan; however, there is no active consideration of buses. These could be considered more explicitly.	Comments on bus routes added to address how they could serve Main street from a location on the alternative route by the railway station.
	61	Figure 5: Town Centre Masterplan	Transport Planning	It is considered it should also show proposed new cycle and pedestrian routes along the B6265. It is questioned as to whether encouragement should be given to extending the car park at Bingley Station as this will encourage more traffic. It would be more appropriate to show/encourage the provision of more sustainable transport modes and a mobility hub?	A bus stop location to integrate with the railway is now included. In relation to car parking, it should be taken into account that

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				Increasing the capacity at the Railway Station Car Park is not supported. The focus should be on improving facilities for buses, pedestrians, and cyclists.	changes to town centre traffic regulations could result in a reduction of car parking availability on-street in some locations and this would be balanced with additional capacity at the rail station for people who need to use the car (in the absence of suitable bus services) to access rail services (which are a sustainable transport mode).
13 Improving Bingley Town Centre	64 to 67	Section 13.5	Local Plans	It is noted that there is a longstanding wider aspiration to improve Bingley Town Centre. It may be more appropriate to include some of this part of Chapter 13 within one of the earlier chapters setting out the context for the community. The list of ideas could potential be added to the community aspirations list?	Not agreed. Removing the discussion of the town centre from the town centre chapter would reduce focus on the issues raised and need for improvements to address complex issues.
13 Improving Bingley Town Centre	65	Paragraph 13.5.7	Transport Planning	Area in front of the railway station - this is a good concept. Is it repeated in elsewhere in the Masterplan?	No it is not in relation to the specifics of 13.5.7. The ability to promote this scheme was considered beyond the scope and resources of the Neighbourhood Plan and Bingley Town Council.

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13 Improving Bingley Town Centre	64 to 67		Transport Planning	No mention of Active Travel (walking, wheeling and cycling).	Bingley Town Council think it is mentioned - shared spaces, walking and cycling routes.
13 Improving Bingley Town Centre	66	Paragraph 13.5.12	Transport Planning	We would not support a parking incentive scheme ahead of schemes targeted at bus and active travel users.	Noted. The point is illustrative of the potential measures and actions considered by the local community to stimulate the town centre (it is not reflected in the NP Policy and is not recommended).
13 Improving Bingley Town Centre	67	Paragraph 13.5.14	Transport Planning	Review of parking provision – may be supported.	Noted
14 Creating an Attractive Environment for Business Investment	69	Paragraphs 14.2.1 to 14.2.4	Local Plans	These paragraph highlights those areas/sites that were safeguard or allocated in the Replacement Unitary Development (RUDP) 2005 for employment purposes.	
	69	Paragraphs 14.2.1 to 14.2.4	Local Plans	The emerging Local Plan proposes to retain one employment zone in Bingley, previously identified in the RUDP under the reference S/E6.2: Crossflatts (retain under LP Policy EC2d) and allocates two sites – BI9/E: Castlefields and BI10/E: John Escritt Road. As correctly identified in the neighbourhood plan the Employment Zone reference S/E6.1 has been substantial removed. In relation to the sites referred to as S/E1.10 and	Noted.

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				S/E1.14, the former has been developed for industrial/employment use, whilst the latter formed the overspill car for the adjacent office building.	
	69	Paragraphs 14.2.1 to 14.2.4	Local Plans	It should be noted that these designations/allocations have yet to be finalised. Work is ongoing to identify future employment land requirements and potential sites to deliver it.	Noted. Given significant housing requirement mentioned above, will expect to see significant Local Plan focus on generating employment in Bingley to reduce the need to travel away for work.
14 Creating an Attractive Environment for Business Investment	70	Paragraph 14.2.9	Local Plans	It is considered that this paragraph is not required. As drafted, it would appear to state that there are no policy mechanisms to prevent the loss of employment land or premises at any level. It is also contrary to the approach outlined in the previous paragraph (paragraph 14.2.8).	The para makes clear that there is no policy mechanism that <u>Bingley NP</u> can use to protect employment land given national and adopted local policies. This is true.
14 Creating an Attractive Environment for Business Investment	70	Policy BING4	Local Plans	It is noted that the supporting text for the policy (paragraph 14.2.2) lists five sites/locations that were allocated/identified in the RUDP (2005) for employment purposes (see previous comment).	
	70	Policy BING4	Local Plans	As the neighbourhood plan seeks to protect them as employment areas/locations, it is appropriate to list them within the policy wording and show them on a Policies Map. This is something that has been done in both adopted Ilkley and Steeton with Eastburn & Silsden neighbourhood plans. It would a clear spatial dimension to the policy and provide clarity of those reading and using the plan.	

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	70	Policy BING4	Local Plans	In order to allow for a greater degree of flexibility it may be appropriate for the policy to set out details of those circumstances under which any employment site/premises be redeveloped for other uses. Adopting this approach would consistent with Core Strategy Policy EC3.	The NPWG have concluded that there is no benefit from seeking to protect employment sites in the NP unless there is specific local evidence that would change the consideration of BMDC regarding a proposal to remove an employment use. Bingley Town Council does not have any more specific information that would provide any further consideration or protection to employment sites and so the key consideration would remain adopted local plan policy and the NPPF. The inclusion of a local policy would duplicate local plan policies.
				The policy refers to future employment sites. It is queried how these have been, or will be, identified? Does it refer to those that may be allocated in the emerging Local Plan or have some sites locally been identified that should be protected. As worded, this may be more difficult to implement.	
				Furthermore, the term “positively marketed” is queried. The policy or the supporting text would need to define what is meant by this to provide clarity for decision makers and applicants in establishing the level of information is required to be submitted as part of any planning application. It may also be helpful to determine a suitable time period for a site/building to be marketed for employment sites. Core Strategy EC3	

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				states that a site/building should be shown to be marketed for a period of two years, whilst other neighbourhood plans adopted Bradford District include broadly similar policies.	
				It may not be appropriate to mandate that the Town Council and the Chamber of Commerce are notified prior to any employment site/premises being marketed, as it is outside of the planning system. Where a planning application comes forward that may result in the loss of existing employment land/premises, the Town Council in its role as a statutory consultee will be notified and invited to submit representations. Local people and others with an interest can also make representations. Depending on the scale/nature of a proposed development, prospective applicants are encouraged to engage with the community as part of formulating their proposals. This could involve engaging with local bodies as well as members of the public. The results of any engagement should be reported as part of a submitted planning application. Details of how CBMDC encourage developers to engage with local communities is set out in the adopted Statement of Community Involvement.	
				Based on the above, it is suggested that the policy wording is amended to read along the following lines:	
				<i>“Development proposals for new or enhance employment uses, particular those that improve the attractiveness, functionality and operational effectiveness of employment of existing employment sites, will be supported, subject meeting all other relevant local and neighbourhood plan policies.</i>	Have proposed alternative wording for Policy BING4 and included requirements on marketing in supporting text.
				<i>Where possible, the retention of sites and buildings, currently in use for employment in Use Classes E(g), B2 and B8 is encouraged to support local economic development and business growth in the Bingley Neighbourhood Area. Proposals for development that results in the loss of such sites and buildings will not be supporting unless it can be demonstrated that it is no longer suitable or viable for employment use in terms of its location, accessibility, environmental impacts and</i>	

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				<i>surrounding land uses. Evidence should also be provided showing the site and/or building has been marketed for its current use or suitable alternative employment use consistent with the provisions of Core Strategy Policy EC3”.</i>	
14 Creating an Attractive Environment for Business Investment	70	Policy BING5	Local Plans	The inclusion of the policy is welcomed. It may be more appropriate to say that such proposals (subject to meeting other relevant neighbourhood and local planning policies) will be supported rather than encouraged. This would ensure the plan is more positively worded.	Have proposed alternative wording to address comment.
15 Meeting Local Housing Needs	72	Paragraph 15.1.1	Local Plans	It should be noted that the housing requirement set out for Bingley in the adopted Core Strategy is 1,400 dwellings (between 2013 and 2030) and in the emerging Local Plan is 850 dwellings (between 2020 and 2038), although the latter has yet to be finalised. The paragraph should make it clear how the figure of 700 dwellings referred to has been derived.	Amended the number. Bingley and Cottingley add up to 1,000 dwellings over 2020-2038 in the emerging local plan. See BMDC comments in relation to 10.1.1
15 Meeting Local Housing Needs	73	Paragraphs 15.3.1 to 15.7.2	Local Plans	Core Strategy Policy HO11 seeks to ensure that there is a sufficient supply of good quality affordable housing delivered to meet the District’s needs. Its provisions apply to developments of 15 or more dwellings. For towns, such as Bingley, it states that, subject to viability, the Council will negotiate for up to 20% of dwellings provided as part of new residential development to be affordable. Part 2 of the policy as drafted could be viewed as inflexible and not in line with Core Strategy Policy HO11, which does permit off-site contributions to affordable housing, where appropriate.	Comment on level of affordable housing requirement (20%) on sites of 15+ homes is noted. Comment suggests allowing for off-site affordable housing contributions in line with Core Strategy Policy HO11. Reword to provide for flexibility.

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		Policy BING6	Local Plans	Under the provisions of this policy, as well as Policy HO8, the Council will seek to ensure an appropriate mix of affordable housing in terms of size, type and tenure. The final mix should have regard to the evidence of the SHMA, site suitability and any other relevant, robust and up to date evidence of local needs and/or economic viability. Core Strategy paragraph 5.3.190 states that the Council's preferred tenure mix of 70:30 social/affordable rent:intermediate will be the starting point for all affordable housing negotiations.	<p>Our understanding is that neighbourhood plans are able to address their local housing needs and to set policies on housing mix, type and tenure to meet local needs. A Local Housing Needs Assessment provided as technical support through Locality is regarded as robust evidence.</p> <p>Policy HO8 of the Core Strategy Part C says 'C. <i>Specific guidance on housing mix on an area or site basis will be set out as necessary in the Allocations DPD, Bradford City Centre and Shipley & Canal Road AAPs and <u>Neighbourhood Plans</u></i>'. (our emphasis)</p> <p>Neighbourhood Plan priorities are to address the needs identified in the Bingley Housing Needs Assessment. There is not a significant requirement for social rented housing in</p>

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					Bingley, according to the Housing Needs Assessment.
				Whilst Policy BING6, is broadly in line with Core Strategy Policy HO11 as it supports the delivery of affordable housing in the neighbourhood plan area, as drafted it is considered to insufficiently flexible and may result in issues with delivery. It should be reworded to better reflect the provision of Policies HO8 and HO11 and to build in greater flexibility. This is particularly important as every proposal will have different circumstances and local needs will change over the lifetime of the neighbourhood plan.	Wording relating to on-site requirements can be addressed to provide more flexibility.
				The supporting text should also be updated in light of the above.	
15 Meeting Local Housing Needs	75	Policy BING14	Local Plans	Core Strategy Policy HO8 seeks to ensure the new residential developments provide for a mix and balance of housing to meet the needs to the District's growing and diverse population, with large site expected to incorporate a mix of housing types, sizes, prices and tenures. The exact mix should be based both on market demand and evidence of local need within the District's SHMA together with any other robust local evidence or information. The location and nature of the site and its surroundings and the profile of the existing stock in the area should also be considered.	Comment must relate to BING6 (?). BMDC comments essentially are saying that the specific requirements for different types of housing and affordable housing products identified by the Housing Needs Assessment and reflected in Policy BING6 are too specific and inflexible.
	75	Policy BING14	Local Plans	As drafted, the policy is unclear whether the breakdown of percentages shown is a requirement or guide. if it is the former, the policy does not	The Policy says that proposals should have

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				provide sufficient flexibility and may result in issues of deliverability. Not many schemes include 1 bed homes, unless for apartment development. The policy wording needs to better reflect Policy HO8 which requires mix to refer to latest evidence of housing needs (SHMA) and local demand.	<p>regard to the findings of the Bingley Housing Needs Assessment.</p> <p>Local demand is referred to as a source of evidence and this is provided through the Bingley Housing Needs Assessment.</p> <p>The requirement for 1-bedroom homes was identified through the Housing Needs Assessment.</p>
15	75	Policy BING15	Local Plans	It is noted that Part 4 of the policy relates to the “Newly Forming Households”. Firstly, it is not clear how such households will be determined via the planning system and, secondly it is not clear how the policy can be justified or deliverable i.e. restricting sales to 3%?	The policy asks proposals to have regard to the needs of newly forming households. The Housing Needs Assessment determined that younger households are generally on lower incomes and as such their level of housing need is targeted on finding somewhere to live. A home for sale is beyond their reach. So for that group specifically, other forms of housing would be more suitable in terms of affordability.

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Meeting Local Housing Needs				With 66% private rent – not even sure that the planning system can set how homes will be sold - how would this be controlled/restricted in future sales etc. Generally social rent is not an option in Bradford and should therefore state social/affordable rent. It is advised as it stands this policy in not supported in its current form. However, CBMDC are happy to work further with the Town Council on this matter.	The Policy has been amended to simplify the requirements
16 Walking, Cycling & Green Infrastructure	77	Paragraphs 16.2.1 & 16.2.2	Local Plans	It is suggested that this paragraph is reworded to provide greater clarity and to avoid repetition. The following wording is suggested:	
				<i>“The Conceptual Framework set out in Figure 5.1 of the Bingley Parish Masterplan (Appendix D) contains an aim of, where possible, to strengthen links between village centres and the Town Centre by creating convenient routes, enhanced road connections and introducing new/enhanced cycle and pedestrian routes. The key links are identified in the Masterplan Figure 5.1, referred to above”.</i>	Accept wording suggestion.
16 Walking, Cycling & Green Infrastructure	77	Paragraph 16.3.2	Transport Planning	No mention of the section of segregated cycleway that has just been delivered.	Not clear where this is in Cottingley.
16 Walking, Cycling & Green Infrastructure	78	Paragraph 16.5.1	Transport Planning	Refers to segregated cycle lanes. These are not segregated but only advisory cycle lanes. Also, it refers to a cycle box, this is an advanced cycle stop line.	Noted. Amend paragraph in updated NP.
16 Walking, Cycling & Green Infrastructure	78, 79 & 80	Paragraphs 16.5.2, 16.6.2, 16.7.3 & 16.8.3	Transport Planning	Shouldn't they be seeking high quality LTN1/20 compliant infrastructure not just filling in the gaps of advisory cycle lanes.	The policy wording has been amended to reflect LTN1/20 and the Manual for Streets. The supporting text adds reference to these and notes that detailed assessment is

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					required to support proposals (as LTN1/20 supports the current cycle network....)
16 Walking, Cycling & Green Infrastructure	81	Policy BING7	Transport Planning	Policy BING7 identifies a number of walking and cycling routes/corridors. There are a number of queries regarding the wording and the need to ensure a link with national standards:	
	81	Policy BING7	Transport Planning	· Cottingley Village to Bingley Town Centre (d) shouldn't this refer to the canal not the River Aire?	See above.
	81	Policy BING7	Transport Planning	· Bingley Town Centre – should include high quality LTN1/20 compliant cycle routes through the town centre.	
	81	Policy BING7	Transport Planning	· Gilstead Village to Bingley Town Centre (c) - this should say “high quality LTN1/20 compliant cycle route”.	
	81	Policy BING7	Transport Planning	· Gilstead to Eldwick (a) - this should say “high quality LTN1/20 compliant cycle route”.	
	81	Policy BING7	Transport Planning	· Eldwick to Bingley Town Centre (a and b) - this should say “high quality LTN1/20 compliant cycle route”	
	81	Policy BING7	Transport Planning	· Eldwick to Crossflatts and Micklethwaite - this should say “high quality LTN1/20 compliant cycle route” Also I wouldn't think Heights Lane and Otley Road (Micklethwaite) is appropriate to be shown as a walking cycling route between Eldwick and Micklethwaite as they are busy fast roads with no footways. Would Lady Lane/Sty Lane be a better walk cycle link?	
	81	Policy BING7	Transport Planning	· Crossflatts to Bingley Town Centre - this should say “high quality LTN1/20 compliant cycle route”.	
16 Walking, Cycling & Green Infrastructure	82	Paragraph 16.12.2	Local Plans	The reference to NPPF Paragraph 102 should be amended following the introduction of the revised NPPF in December 2023. It should now read: <i>“Each remaining site was assessed against the criteria set out in paragraph 106 of the National Planning Policy Framework.....”</i>	Update reference to NPPF.

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16 Walking, Cycling & Green Infrastructure	82	Paragraph 16.12.5	Local Plans	Typographical amendment. In the first sentence, replace “ <i>Space</i> ” with “ <i>Spaces</i> ”. This should read “ <i>Some proposed Local Green Spaces are important local allotments</i> ”.	Accept wording suggestion.
16 Walking, Cycling & Green Infrastructure	83	Policy BING8	Local Plans	The policy wording should be clear that LGS sites can only be developed where proposals are consistent with national and local policy on Green Belt (NPPF paragraph 106).	Noted. update NP to reflect comment.
	83	Policy BING8	Local Plans	The reference to NPPF Paragraphs 101 to 103 should be amended following the introduction of the revised NPPF in December 2023. It should now read: “ <i>NPPF Paras 105 to 107</i> ”	Update reference to NPPF.
	83	Policy BING8	Local Plans	It is noted that consultation/engagement has taken place with landowners whose sites are including on the list of proposed Local Green Spaces. It is noted several are in CBMDC ownership and that further discussion with the Council’s Asset Management Team may be required before any list is finalised.	Noted.
17 Enhancing Bingley’s Landscape & Heritage	86	Paragraph 17.2.5	Local Plans	The second sentence should be reworded as follows: “ <i>These provide clear principles to be followed in creating new development and improving the public realm in the town and historic centres of the villages</i> ”.	Accept wording suggestion.
17 Enhancing Bingley’s Landscape & Heritage	86 to 88	Paragraph 17.3 Figure 7 Policy BING10	Local Plan	It may be more appropriate to amend the section title as well as the figure and policy titles to “ <i>Bingley Non-Designated Heritage Assets</i> ”. This would be more consistent with terminology used in national and local planning policy.	Reference to NDHA has been added.
17 Enhancing Bingley’s	89 & 90	Paragraph 17.4	Transport Planning	It is queried whether the plan and/or the supporting evidence should refer to the importance of Higher Coach Road as a link between Gilstead and Baildon.	This is a private route at present. The use of this route is recognised in the commentary for the Milner

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Landscape & Heritage					Fields Special Character Area. An application for the route to become a PROW has been under consideration by BMDC since 2016.
17 Enhancing Bingley's Landscape & Heritage	90	Policy BING11	Local Plans	It is noted the policy contains several criteria against which proposals affecting the proposed Special Character Area would be assessed. However, it may be helpful for the additional explanation to be provided within the policy or supporting text outlining the type/nature of measures that may be used to deliver the criteria. Within Part C of the policy, it refers to infrastructure – it is queried what this means. Would it be better to refer to key buildings, structures and views and vistas? It is assumed that the reference to Appendix H is meant to refer to the policy statements?	Supporting text has been amended and a new table included to list the assets in the Special Character Area, which are then also listed in the policy
18 Monitoring, Delivery and Review	93 & 94	Table 7	Local Plans	The monitoring framework could be developed further to include any specific targets, more specific details of what is being monitored.	NPWG to review more specific targets for monitoring of policy effectiveness.
Policies Map	-	Policies Map	Local Plans	It is suggested that if the colour base map is to be used, the Town Council boundary (and the Neighbourhood Area boundary) should be picked out in black rather than green. This will be clear for the reader as a number of elements of the map using green shading.	Accept suggestion.
Policies Map	-	Policies Map Key	Local Plans	The key lists Policy BING3 as being related to the Bingley Neighbourhood Area Boundary. Should this not refer to the Town Centre boundary?	Yes it should.
Policies Map	-	-	Transport Planning	In relation to the cycling and walking routes, the following inclusions on/deletions from the Policies Map are suggested:	NPWG to consider suggestion.
Policies Map	-	-	Transport Planning	1. Higher Coach Road through Milner Field should be shown as a walking and cycling route.	no see above
Policies Map	-	-	Transport Planning	2. Heights Lane and Otley Road are not appropriate to be shown on the Policies Map as a walking/cycling route between Eldwick and	Amend to remove Otley/Heights route and

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
				Micklethwaite as they are busy fast roads with no footways. It is queried whether Lady Lane/Sty Lane would be a better walking/cycling link which is already shown on the Map?	amend paras in supporting text and policies map.
Policies Map	-	-	Transport Planning	3. The Leeds Liverpool Canal towpath be shown as a walk/cycle route.	OK.
Policies Map	-	-	Transport Planning	4. It is queried whether the Map should show a walk/cycle route to St Ives via Myrtle Park and Beckfoot Lane.	Walk but not cycle.
Appendix A	95 to 99	Response to Consultation & Extract from Town Council Minute	Local Plans	The inclusion of the appendix shows the early evolution of the neighbourhood plan. These should eventually be included as part of the Consultation Statement which must be prepared ahead of the plan being submitted to CBMDC under Regulation 15 of the 2012 Neighbourhood Planning Regulations.	Remove from NP and put in Consultation Statement.
Appendix C Design Code	-	General	Local Plans	It is suggested that the design code is brought up to date to reflect the current stage of the neighbourhood plan and any changes that have occurred since it was prepared (2020). The introductory text needs be clear about whether the Design Code is part of the plan itself or just a piece of supporting evidence. It should be consistent with the contents of the design section of the neighbourhood plan.	The design code is now classified as a supporting document and not an appendix to reflect its age.
Appendix C Design Code	-	General	Local Plans	It is noted that each section of the Design Code document has section headings and numbering, however it would be helpful for the reader and decision makers if all paragraphs were numbered.	There is no ability to amend the Design Code.
Appendix C Design Code	6	Section 1.1 Introduction & Purpose	Local Plans	The first sentence of the sixth paragraph that the report will “ <i>provide mandatory guidance that supplements policies of the Bingley Neighbourhood Plan</i> ”. It is queried whether guidance can be considered as mandatory.	There is no ability to amend the Design Code. NP text makes clear the design codes is a supporting document for consideration.
Appendix C Design Code	7	Section 1.2 Planning Context	Local Plans	The first paragraph refers to the 2019 National Planning Policy Framework. As highlighted previously, this has now been superseded by a new version issued in December 2023. Any references within the Design Code document should be updated to reflect this. Furthermore, reference	Update NPPF References.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
				should be made to the national model design code and national design guide as part of the wider policy context within which the document has been prepared.	
Appendix C Design Code	7	Section 1.2 Planning Context	Local Plans	The section covering the local planning policy context should be updated to highlight that CBMDC is currently preparing a new Local Plan for the District that, when adopted will replace the existing Core Strategy and RUDP. In relation to the other documents listed the adopted Homes and Neighbourhoods Design Guide SPD (February 2020) should be included, whilst the reference to the Bradford City Centre Design SPD should be removed. This not relevant to the Bingley area.	There is no ability to amend the Design Code. NP text makes clear the design codes is a supporting document for consideration.
Appendix C Design Code	7	Section 2.3 Landscapes & Open Spaces	Local Plans	It should be highlighted that a number of the areas of open space are also designated Local Wildlife Sites (LWS). These include:	Address in supporting NP text
Appendix C Design Code	7	Section 2.3 Landscapes & Open Spaces	Local Plans	· Bingley North Bog (which occupies the southern section of land to west of Five Rise Locks)	
Appendix C Design Code	7	Section 2.3 Landscapes & Open Spaces	Local Plans	· Gilstead Moor Edge & Prince of Wales Park (partly shown as number four on Figure 15)	
Appendix C Design Code	7	Section 2.3 Landscapes & Open Spaces	Local Plans	· St Ives Estate (parts)	
Appendix C Design Code	7	Section 2.3 Landscapes & Open Spaces	Local Plans	· Ewe Hills (within the St Ives Estate Park designation)	
Appendix C Design Code	7	Section 2.3 Landscapes & Open Spaces	Local Plans	The Leeds Liverpool Canal is also a designated LWS through the neighbourhood area. It may be appropriate to reference these in the document and/or on Figure 15. Also, it is queried as to none of the open spaces in Cottingley are included.	There is no ability to amend the Design Code

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
Appendix C Design Code	40	Section 4.10 Environmental & Biodiversity	Local Plans	Reference should be made to new developments delivering Biodiversity Net Gain (BNG). BNG is now mandatory. Further guidance can be found in the Government's on-line Planning Practice Guide.	Noted.
Appendix C Design Code	48	Section 4.14	Local Plans	The document states that any improvements to Main Street should be approved by the Town Council. It is not clear what the context for this to occur. It is likely that any improvements will be the province of the local planning authority and/or highways authority (CBMDC).	Noted
Appendix C Design Code	48	Improvements to Main Street	Local Plans	Also, see previously comments from Transport Planning regarding improvements.	Addressed in NP.
Appendix C Design Code	57	Section 5.5 Display Space	Local Plans	It is queried whether a planning policy document such as design code can mandate the way in which a business uses the window display. This may be difficult to enforce.	Noted. The reference should be to window design components and to shutters.
Appendix C Design Code	67	Section 6.1 Next Steps	Local Plans	It is suggested that this section is updated to reflect the current stage of the neighbourhood plan process and highlight how the code has been embedded within the Plan.	There is no ability to amend the Design Code. NP text makes clear the design codes is a supporting document for consideration.
Appendix D Masterplan	-	General	Local Plans	It is suggested that the Masterplan is brought up to date to reflect the current stage of the neighbourhood plan and any changes that have occurred since it was prepared (2020), e.g. changes to national policy, the emerging Local Plan and the draft Development Frameworks.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix D Masterplan	-	General	Local Plans	The introductory text needs be clear about whether the Masterplan is part of the plan itself or just a piece of supporting evidence. It should be consistent with the contents of the design section of the neighbourhood plan.	It is supporting evidence and the NP text has been amended to makes this clear.
Appendix D Masterplan	-	General	Local Plans	It is noted that each section of the Masterplan document has section headings and numbering, however it would be helpful for the reader and decision makers if all paragraphs where numbered.	There is no ability to amend the Masterplan.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
Appendix D Masterplan	-	General	Local Plans	CBMDC is in the process of creating a number of Development Frameworks for a number of parts of the District including Bingley. A draft version was issued for community and stakeholder engagement in October/November 2023.	These remain at an early and outline stage and have not progressed as of December 2024.
Appendix D Masterplan	-	General	Local Plans	The Draft Development Framework looks to the longer term (next 15 to 20 years) and sets out an overarching vision, objectives and potential interventions for the regeneration of Bingley. The vision, objectives and potential interventions have been shaped by local stakeholders' views and will continue to be refined following the most recent consultation.	
Appendix D Masterplan	-	General	Local Plans	As a component of Bradford's Economic Growth Plan, the role of the Development Framework is to act as a guide for development within Bingley, as well as encourage and attract new investment into the area. It provides clear principles which promote social, economic and environmental benefits which are informed by Bingley's local context and are underpinned by the strategic and policy context both nationally and locally.	
Appendix D Masterplan	-	General	Local Plans	The proposed interventions as set out within the Draft Development Framework are indicative only. There is no funding commitment at this stage to deliver the vision. If the proposals are supported by stakeholders, a more detailed delivery plan would be considered as funding opportunities arise.	
Appendix D Masterplan	-	General	Local Plans	It may be appropriate for the Masterplan to be reviewed/updated in light of the above	There is no ability to amend the Masterplan.
Appendix D Masterplan	8	Section 1.1 Introduction (Study Area)	Local Plans	The second sentence refers to the Masterplan influencing the design of forthcoming enhancement proposals. Further explanation is required in relation to what these proposals are and when they are likely to come forward. It is assumed that it is meant to refer to proposals that come forward through the planning system.	The Masterplan proposals are aspirational and set out broad objectives. NP text makes clear the Masterplan is a supporting document for consideration.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
Appendix D Masterplan	12	Section 2.1	Local Plans	The first paragraph refers to the 2019 National Planning Policy Framework. As highlighted previously, this has now been superseded by a new version issued in December 2023. Any references within the Design Code document should be updated to reflect this. Furthermore, reference should be made to the national model design code and national design guide as part of the wider policy context within which the document has been prepared.	NP text makes clear the Masterplan is a supporting document for consideration.
Masterplan	12	Policy Review	Local Plans	The section covering the local planning policy context should be updated to highlight that CBMDC is currently preparing a new Local Plan for the District that, when adopted will replace the existing Core Strategy and RUDP.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix D Masterplan	12	Section 2.1 Policy Review	Local Plans	In paragraphs describing the 2015 Strategic Housing Availability Assessment, the document refers to the masterplan being based on the on the potential allocation/integration of larger residential sites or in locations close to the centre of the villages. It should be made clear within the Masterplan that any site allocations will be identified and made via the emerging Bradford District Local Plan. Work is currently ongoing to review site allocations and update the evidence base for it, ahead of the Regulation 19 (Publication) version being drafted and issued to allow formal representations to be made.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix D Masterplan	12	Section 2.1 Policy Review	Local Plans	In respect of the two SHLAA sites referred to – BI/008 and BI/021 – the former already benefits from outline planning permission and is currently the subject of pending reserved matters application for over 300 dwellings, whilst the latter is understood to be unavailable for development, based on discussion with its owners. Again, the document should be amended to reflect the above.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix D Masterplan	12	Section 2.1 Policy Review	Local Plans	It should be noted that CBMDC published an updated Strategic Land Assessment (SLA) as part of the supporting evidence for the emerging Bradford District Local Plan. Reference should be made to this document as part of an update section.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
					is a supporting document for consideration.
Appendix D Masterplan	20	Section 3.1 Baseline Study (Movement Network – Non-Vehicular Routes)	Local Plans	It is suggested the Masterplan document is updated to refer to the section of segregated cycleway that has just been delivered along the B6265.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix D Masterplan	20 to 23	Section 3.1	Local Plans	References to Bradford Wildlife Areas (BWA) and Regionally Important Geological Sites (RIGS) within the Masterplan (and other parts of the plan and evidence base) should be removed and replaced with the most up to date terminology – Local Wildlife Sites (LWS) and Local Geological Sites (LGS). This is particularly significant with regards to the impact to Local Wildlife Sites.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
		Baseline Study (Green Infrastructure)	Local Plans	Due to the criteria that these sites are expected to fulfil to qualify – Local Wildlife Sites are considered to have a higher level of protection to the Sites of Ecological & Geological Importance (SEGI's) and Bradford Wildlife Areas (BWAs) that they replaced. In addition, it is the duty under the National Planning Policy Framework and the NERC Act 2006 (as opposed to other statutory bodies) to protect these sites.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
		Figure 3.4	Local Plans	The Masterplan document should refer to the fact that there are a number of designated Local Wildlife Sites (LWS) and Local Geological Sites (LGS) within/adjacent to the Bingley neighbourhood plan which together with the SSSI, Registered Parks & Gardens and open spaces form part of the area's Green Infrastructure network. The following sites are designated Local Wildlife Sites within/adjacent to the neighbourhood plan area:	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
		Figure 3.5	Local Plans	<ul style="list-style-type: none"> - Baildon Moor - Bingley North Bog - Cottingley Woods – Black Hills 	

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
				<ul style="list-style-type: none"> - Ewe Hills - Gilstead Moor Edge & Prince of Wales Park - Graincliffe & Compensation Reservoir - Great Wood – West Wood - Harden Beck - Hazel Beck, Cottingley - Hirst Wood - Hollin Plantation - Leeds & Liverpool Canal - Rye Loaf Hill, Cottingley - Shipley Glen - St Ive's Estate - Tong Park with Hawksworth Spring Wood - Transfield Wood - West of Shipley High Moor 	
				The following list of sites are classed as Local Geological Sites (LGS) within/adjacent to the neighbourhood plan area: <ul style="list-style-type: none"> - Baildon Moor - Eldwick Crag & Quarry - Noon Nick, Shipley - Shipley Glen 	
				Citation documents may be obtained from West Yorkshire Ecology. Any mapping used within the neighbourhood plan and Masterplan should show the most up to date designations.	Noted in relation to the NP.
Appendix D Masterplan	24	Section 3.1	Local Plans	The wording and mapping in relation flooding should be review and updated to make sure that the most up to date information is provided. CBMDC have prepared a Level 1 Strategic Flood Risk Assessment (SFRA), dated 2023, as part of the evidence base for the emerging Local Plan. This is available to review on the Council website.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration. There are no specific policies in the NP relating to flood risk or

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
					others that would propose development.
Appendix D Masterplan	24	Baseline Study (Topography, Watercourse and Key Views)	Local Plans	In addition, reference is made to the masterplan avoiding considering development within areas of higher flood risk. This is already covered in the national planning policy as well as the adopted Core Strategy and emerging Local Plan. Based on this it is queried whether the Masterplan is seeking to allocate sites or not. Further explanation is required.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration. The Masterplan is not seeking to allocate land.
Appendix D Masterplan	31	Section 4.1 Engagement	Local Plans	It is noted that reference was made during workshops sessions to some potential allocated sites. As mentioned above, site allocations will be addressed in the emerging Bradford District Local Plan.	Noted.
Appendix D Masterplan	34	Section 5.1 Conceptual Framework	Local Plans	It is noted that the Masterplan's Conceptual Framework proposes to integrate two residential developments into the holistic vision for the area – Sty Lane and Gilstead Water Works. The Sty Lane already benefits from outline planning permission and is currently the subject of pending reserved matters application for over 300 dwellings, whilst Gilstead Water Works is understood to be unavailable for development, based on discussion with its owners. References to the latter should be deleted.	Noted. There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration. The Masterplan is not seeking to allocate land.
Appendix D Masterplan	34	Section 5.1 Conceptual Framework	Local Plans	It would be helpful to understand, whether or not the masterplan/neighbourhood plan is looking to allocate sites for development or whether it is identifying those sites that the community may support.	As above.
Appendix D Masterplan	34	Section 5.1 Conceptual Framework	Local Plans	It should be made clear within the Masterplan that any site allocations will be identified and made via the emerging Bradford District Local Plan. Work is currently ongoing to review site allocations and update the evidence base for it, ahead of the Regulation 19 (Publication) version being drafted and issued to allow formal representations to be made.	Noted.

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
Appendix D Masterplan	36 & 37	Section 5.2 Masterplan Vision (Proposals & Interventions) Figure 5.2	Local Plans	One of the proposed design principles is respond to the proposed residential development with its integration into the wider strategic Masterplan.	
Appendix D Masterplan	36 & 37	Section 5.2 Masterplan Vision (Proposals & Interventions) Figure 5.2	Local Plans	Figure 5.2 shows two potential residential development areas - Sty Lane and Gilstead Water Works. The Sty Lane already benefits from outline planning permission and is currently the subject of pending reserved matters application for over 300 dwellings, whilst Gilstead Water Works is understood to be unavailable for development, based on discussion with its owners. The document should be updated to reflect this and amended accordingly, with reference to the latter deleted.	Noted. There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration. The Masterplan is not seeking to allocate land. Also, the NP has not included the site referred to.
Appendix D Masterplan	36 & 37	Section 5.2 Masterplan Vision (Proposals & Interventions) Figure 5.2	Local Plans	It should be made clear within the Masterplan that any site allocations will be identified and made via the emerging Bradford District Local Plan. Work is currently ongoing to review site allocations and update the evidence base for it, ahead of the Regulation 19 (Publication) version being drafted and issued to allow formal representations to be made.	Noted.
Appendix D Masterplan	38 & 39	Section 5.3 Green Infrastructure Framework	Local Plans	The supporting text refers to and Figure 5.3 shows two potential residential development areas - Sty Lane and Gilstead Water Works. The Sty Lane already benefits from outline planning permission and is currently the subject of pending reserved matters application for over 300 dwellings, whilst Gilstead Water Works is understood to be unavailable for development, based on discussion with its owners. The document should be updated to reflect this and amended accordingly, with reference to the latter deleted.	Noted, reference to planning housing numbers have been amended in the NP.
Appendix D Masterplan	38 & 39	Section 5.3 Green	Local Plans	It should be made clear within the Masterplan that any site allocations will be identified and made via the emerging Bradford District Local Plan.	Noted. There is no ability to amend the Masterplan. NP

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
		Infrastructure Framework		Work is currently ongoing to review site allocations and update the evidence base for it, ahead of the Regulation 19 (Publication) version being drafted and issued to allow formal representations to be made.	text makes clear the Masterplan is a supporting document for consideration. The Masterplan is not seeking to allocate land.
Appendix D Masterplan	38 & 39	Section 5.3 Green Infrastructure Framework	Local Plans	Within this section, it may also be appropriate to refer to the blue infrastructure network present within the neighbourhood area – the River Aire and the Canal as well as any other beckes/streams.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix D Masterplan	44 & 45	Section 5.6 Central Area Villages Appraisal (Higher Communities Village Centre – Gilstead) Figure 5.6	Local Plans	See previous comments in relation to the non-availability of Gilstead Water Works for development.	Noted.
Appendix D Masterplan	46 & 47	Section 5.7 Village Centres Concept Masterplan (Higher Communities Village Centre – Gilstead) Figure 5.7	Local Plans	See previous comments in relation to the non-availability of Gilstead Water Works for development.	Noted.
Appendix D Masterplan	50	Section 5.9 Village	Local Plans	It is queried what the “Middle Slope Village Centre” is.	Crossflatts amended in the NP., reference has been

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
		Centres Concept Masterplan (Communities on Slopes Village Centre – Crossflatts)			
Appendix D Masterplan	58	Section 6 Next Steps	Local Plans	It is suggested that this section is updated to reflect the current stage of the neighbourhood plan process and highlight how the code has been embedded within the Plan.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix F Local Green Spaces Supporting Evidence	-	General	Local Plans	It is suggested that each section and paragraph in the document is given a number. This will assist readers in navigating it.	There is no ability to amend the Masterplan. NP text makes clear the Masterplan is a supporting document for consideration.
Appendix F Local Green Spaces Supporting Evidence	-	General	Local Plans	In addition, it is noted that a number are owned by CBMDC – has contact or discussions taken place with the Asset Management Team?	BMDC were consulted by letter.
Appendix F Local Green Spaces Supporting Evidence	2	Policy Context Second Paragraph	Local Plans	This paragraph refers to the 2019 National Planning Policy Framework. As highlighted previously, this has now been superseded by a new version issued in December 2023. Any references within the document should be updated to reflect this.	Update NPPF.
Appendix F Local Green Spaces Supporting Evidence	8 to 10	2 Canary Drive Wild Area Description	Local Plans.	Would disagree that this is an extensive tract of land.	The wording has been amended.
Appendix F	45 & 56	20 North Bog	Local Plans	Topographical Amendments.	

Chapter/Section	Page No.	Policy or Para No.	Comments From	Bradford Council Comment	Bingley Response/Actions
Local Green Spaces Supporting Evidence		Compliance with NPPF Third Row – Second Column - Second Sentence		Third Row – Second Column – Second Sentence - Replace “(SSI)” with “(SSSI)”. This should read: “North (SSSI) and South (SSSI) Bogs....”	Amend as suggested.
		Eighth Row – Second Column		Eighth Row – Second Column - Replace “(SSI)” with “(SSSI)”	
Supporting Evidence Appendix G Character Buildings & Structures of Local Heritage Interest	-	General	Local Plans	it may be more appropriate to amend the policy title to “Bingley Non-Designated Heritage Assets”. This would be more consistent with terminology used in national and local planning policy.	Reference to NDHA has been added.
Appendix G Character Buildings & Structures of Local Heritage Interest	4	Policy Context	Local Plans	This paragraph refers to the 2019 National Planning Policy Framework. As highlighted previously, this has now been superseded by a new version issued in December 2023. Any references within the document should be updated to reflect this.	Update NPPF References
Supporting Evidence Appendix I Distinctive Views & Vistas	3	Introduction	Local Plans	The introduction text refers to policy NE1 rather BING12 – this should be amended. In addition, it may be appropriate to set out the methodology and information sources used to determine which views and vistas should be protected. Furthermore, it is queried whether or not other views/vistas have been considered and discounted. If so, it may be appropriate to include a section within Appendix I listing them and summarising the reasons for their non-inclusion.	Amend as suggested. Not setting out sites not considered as there are many viewpoints etc etc.

Appendix A – Copy of Survey Questionnaire

Appendix B – List of Statutory Consultees

BINGLEY NEIGHBOURHOOD PLAN LIST OF STATUTORY AND OTHER CONSULTEES PROVIDED BY BRADFORD METROPOLITAN DISTRICT COUNCIL	
Local Planning Authority	
City of Bradford Metropolitan District Council	
Adjoining Town & Parish Councils	
Baildon Town Council	
Burley in Wharfedale Parish Council	
Harden Village Council	
Ilkley Town Council	
Keighley Town Council	
Sandy Lane Parish Council	
Shipley Town Council	
Wilsden Parish Council	
Aireborough Neighbourhood Development Forum (Leeds)	
Government Bodies (Statutory Consultees)	
Environment Agency	
National Highways	
Historic England	
Natural England	
The Coal Authority	
Marine Management Organisation	
Homes England	
Office of Rail & Road	
NHS (Community Partnerships [CP]/Primary Care Networks [PCN])	
Bingley Bubble CP & PCN (includes Bingley Medical Centre and Springfield GP Practices)	
WISHH CP & North Bradford PCN (includes the Cottingley branch surgery of the Saltaire & Windhill Medical Partnership)	
NHS (Acute/Secondary Care)	
Airedale NHS Foundation Trust	
Bradford District Care NHS Foundation Trust	
Bradford Teaching Hospitals NHS Foundation Trust	
NHS (Other)	
NHS Property Services	
NHS England	
Utilities	
National Grid	
Northern Gas Networks	
Northern Powergrid	
Yorkshire Water	
Cornerstone (for Telefonica & Vodafone)	
MBNL (for EE & Three)	
BT Openreach	

Virgin Media/O2
Adjoining Local Planning Authorities
Calderdale Council
Kirklees Council
Lancashire County Council
Leeds City Council
North Yorkshire Council
Pendle Borough Council
Yorkshire Dales National Park
Sub-Regional Bodies
West Yorkshire Combined Authority
Yorkshire West Local Nature Partnerships
South Pennines Park (South Pennines Local Nature Partnership)
Leeds City Region Enterprise Partnership
Other Bodies
Canal & River Trust
Forestry Commission
Sport England
West Yorkshire Archaeology Service
West Yorkshire Fire & Rescue
West Yorkshire Police
First Bradford
Keighley Bus Company (Transdev)
Metro
Network Rail
Northern Rail
Member of Parliament (Philip Davies)
Elected Ward Members for Bingley & Bingley Rural.