

Section 4

Sub Area Policies

This section sets out the spatial development framework for four sub areas of:

- 4.1 Regional City of Bradford including Shipley and Lower Baildon
- 4.2 Airedale
- 4.3 Wharfedale
- 4.4 Pennine Towns and Villages

Each sub area is supported by a:

- Spatial policy
- Investment priorities policy
- Sub area spatial vision of the area by 2030
- Outcome framework

Section 4: Sub Area Policies

4.1 The Regional City of Bradford

including Shipley and Lower Baildon



SECTION 4.1 Sub Area Policies: The Regional City of Bradford including Shipley and Lower Baildon

Sub Area Policy BD1: The Regional City of Bradford including Shipley and Lower Baildon

A. Strategic Pattern of Development

In accordance with Policies H03 and EC3, the Regional City of Bradford (including Shipley and Lower Baildon) will accommodate 27,750 dwellings and at least 100Ha of new employment land in the period up to 2030.

The broad distribution of housing development is shown as follows:

	Number of residential units
Bradford City Centre	3,500
Shipley & Canal Road Corridor	3,100
Shipley	750
North East	4,400
South East	6,000
South West	5,500
North West	4,500

Affordable housing requirements are set out in Policy HO11

B. Urban Regeneration and Renewal priorities:


1. Bradford City Centre will see intensification of uses with the creation of 3,500 new homes and new jobs by 2030. New homes will be created in a number of ways including on new sites, redevelopment opportunities and re-use of existing buildings, including a range of house types and sizes. New jobs will be created in the professional, financial, knowledge and creativity sectors. Within the City Centre there will be a requirement for high quality public realm linked to the City Park and other open spaces providing a unique setting for shopping, tourism, culture and leisure experiences, as well as a new Central Business District supplying grade A office space. Regeneration of the City Centre will be supported through effective management and enhancement of the historic environment.
2. The Shipley and Canal Road Corridor will see the creation of 3,100 new homes by 2030. New homes will be provided in a range of locations in particular the centre section. As part of the Urban Eco Settlement ambitions the Corridor will deliver sustainable buildings with innovative and contemporary architecture, Bolton Woods wildlife area and a linear park and water features linking the town centre of Shipley to the City Centre of Bradford. This will all be supported by the creation of new cycleways and footways, and improvements to Frizinghall station and new road infrastructure including Canal Road Corridor Improvements and the Shipley Eastern Link Road. Opportunities to further improve public transport will be taken wherever possible.



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3. Peripheral communities, in particular Allerton, Bierley, Holme Wood Ravenscliffe, Thorpe Edge, Buttershaw, Woodside and inner city areas of Manningham, Little Horton and Laisterdyke will see comprehensive regeneration initiatives (such as Leeds Bradford Corridor and Airedale Corridor) and the fostering of sustainable mixed communities via the creation of new housing and economic growth and community infrastructure.

C. Growth is proposed in the Regional City of Bradford as follows:

1. South East Bradford, will see the creation of 6,000 homes with associated community facilities, in particular open space and recreation facilities together with employment opportunities. This will be achieved via development and remodelling within the existing urban area together with an urban extension at Holme Wood and other smaller local green belt changes in sustainable locations, if required. Improvements to the highway network infrastructure will provide access to the urban extension at Holme Wood and improve connections to the Motorway network and communities in Kirklees and Leeds to the South East of Bradford. Improvements will also be made to the walking and cycling network.
2. North East Bradford, will see the creation of 4,400 new homes with associated community facilities, in particular open space and recreation facilities. The new homes will be delivered by a mix of sites but will include some local green belt changes in sustainable locations. A new high quality employment opportunity including research and development and commercial enterprise will be located at Apperley Bridge (complemented by a new railway station and improvements to the Harrogate Road / New Line Junction). Walking and cycling networks will be enhanced including the upgrading of the canal towpath between North Bradford and Leeds.
3. North West Bradford, will see the creation of 4,500 new homes. The new homes will be delivered by a mix of sites including redevelopment and intensification within the urban area and a substantial contribution from green belt changes in sustainable locations. Provision will be made for associated community facilities including schools, greenspace, open spaces and facilities for younger people, and high quality bus services providing links to Bradford City Centre. Improvements will be made to the Outer Ring Road in this quadrant to reduce delays for orbital traffic. Bus priority measures will be introduced on some radial routes and conditions for pedestrians and cyclists will be improved.
4. South West Bradford will see the creation of 5,500 new homes. The new homes will be delivered by a mix of sites including redevelopment and intensification within the urban area and a significant contribution from green belt changes in sustainable locations. Provision will be made for associated community facilities. Improvements will be made to the Outer Ring Road in this quadrant to reduce delays for orbital traffic. Bus priority measures will be introduced on some radial routes and conditions for pedestrians and cyclists will be improved.
5. Shipley will see the creation of 750 new homes by 2030 together with associated community facilities and new employment opportunities. 

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The new homes will be delivered by a mix of sites but will include some local green belt changes in sustainable locations. The location and design of development will have regard to the requirement within Policy EN3 to conserve those elements which contribute to the Outstanding Universal Value of Saltaire.

D. Economic Development

1. The Regional City of Bradford will be the principal focus for economic development and growth and a vital component of the Leeds City Region.
2. Support Bradford City Centre as the prime office, small and medium sized creative and knowledge industries, shopping, leisure and tourism focus through the Central Business District, City Park and the Bradford Learning Quarter initiatives (linked to Further and Higher Education Institutions).
3. South Bradford including the M606 Corridor to be the location of choice for large scale industry, including storage and distribution making best use of transport connections linked to other employment sites adjoining the District in Leeds and, Kirklees.
4. Support the role of Shipley Town Centre as a location for a mix of retail, leisure and office developments benefiting from excellent rail and road connections to Regional Cities of Bradford and Leeds including the proposed Shipley Eastern Link Road.
5. Encourage leisure and tourism led mixed use developments in Saltaire which include enhancements to public realm, improved links between Saltaire and Shipley Town Centre whilst respecting the 'outstanding universal value' of the UNESCO World Heritage Site status of Saltaire for present and future generations.
6. Support the roles of the Council, the Health Authority and the Education Authority as significant generators of direct and indirect employment in the District.
7. Help to improve access to job opportunities within the Regional City of Bradford and Leeds City Region in particular for disadvantaged communities.

E. Environment

1. Enhance the role of the Green Belt between Bradford and Leeds as a high quality Country Park for active recreational leisure for residents of both districts.
2. To improve green links between urban area and open countryside linked to new development.
3. Improve and enhance recreation provision in support of new development
4. Improve and enhance green infrastructure network within the urban area along the Shipley & Canal Road Corridor, within Bradford City Centre and to the East and West along key public transport corridors, in particular the Leeds Bradford Corridor. Aim to create space for water along the Bradford



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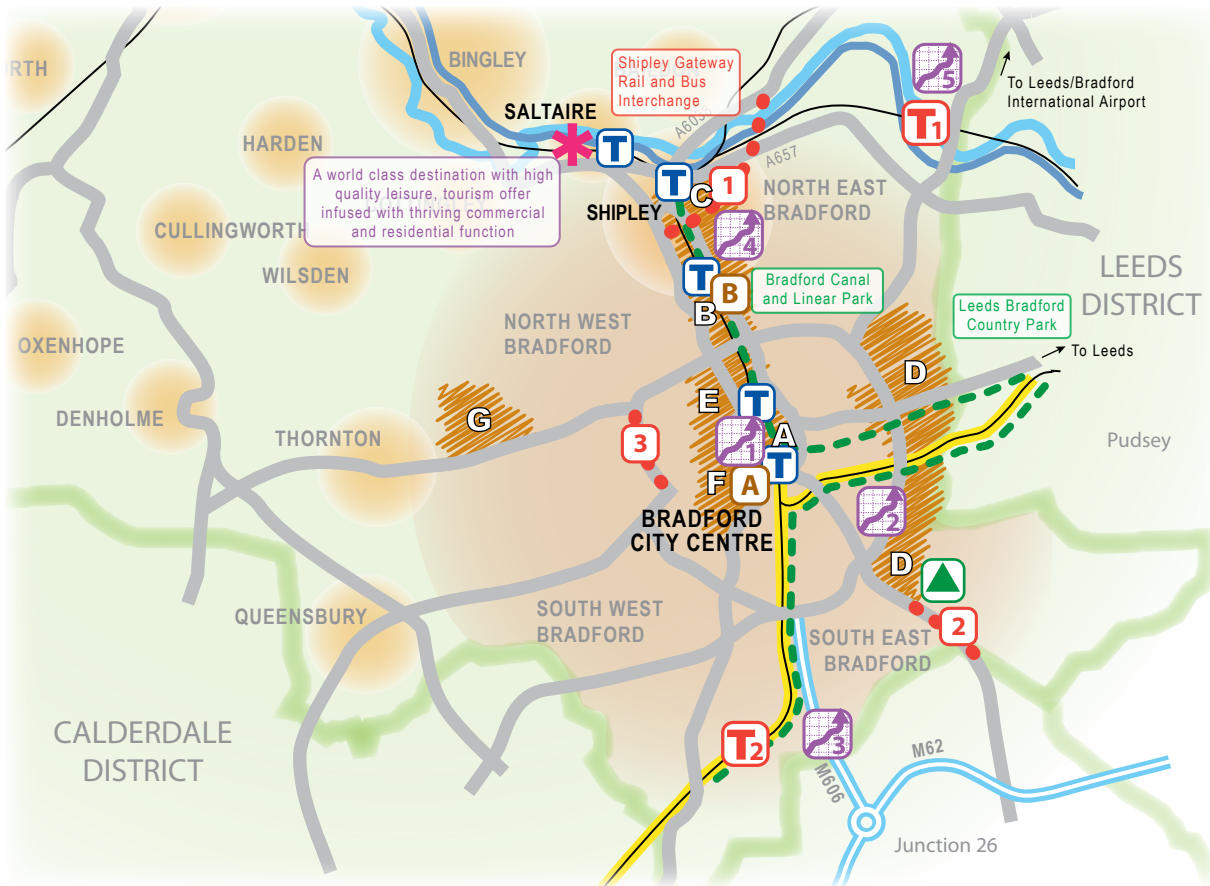
Beck Corridor to reduce flood risk and improve the quality, management and biodiversity value of water and adjoining land.

5. Conserve and enhance the area's designated and undesignated heritage assets in particular those in the Bradford City Centre, Little Germany, Goitside and the Registered Battlefield at Aldwalton Moor.
6. Use the opportunities provided by significant increase in development to maximise renewable energy generation and energy efficiency, including neighbourhood CHP.
7. Enhance fragments of habitat, where species take refuge, and improve connectivity between such areas to encourage inter-action between people and wildlife.

F. Transport

1. Ensure that strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel through application of accessibility standards.
2. Improvements to Bradford Interchange station and Bradford Forster Square station in Bradford City Centre.
3. Develop light railway or New Generation Transport (trolleybus) linking Bradford Interchange, and Bradford Forster Square.
4. Develop new railway stations at Low Moor and Apperley Bridge.
5. Improve public transport within and to Bradford City Centre and Shipley Town Centre including enhancements to the Caldervale, Airedale and Wharfedale lines and provide new bus priority measures and other public transport enhancements where feasible on radial routes to both centres.
6. Develop critical road and public transport infrastructure in South East and North West Bradford, the Canal Road Corridor and to the East of Shipley to ensure the viability and delivery of housing and economic growth in the Regional City of Bradford
7. Improve the inner and outer ring roads as well as key transport corridors through the design and appearance of new development and landscaping alongside them, and in accordance with the proposals identified in the Infrastructure Plan
8. Implement stronger demand management in the Regional City of Bradford as the economy recovers.
9. Improve public transport access between Regional Cities of Bradford and Leeds through the Leeds Bradford Corridor.
10. Improve highway and public transport access to Leeds Bradford International Airport, including a new rail or tram train link from Bradford and Shipley and improvements to the junction of Harrogate Road and New Line.
11. Improve and provide new cycling and pedestrian infrastructure. Improve public rights of way and canal towpaths.

Figure BD1: Spatial Vision Diagram – Regional City of Bradford by 2030



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Key

City of Bradford inc. Shipley and Lower Baildon Policy 1

- BD1B Urban Regeneration and Renewal Priority Areas
 - A. City Centre
 - B. Canal Road Corridor
 - C. Shipley Town Centre
 - D. Leeds Bradford Corridor
- E. Manningham
 - F. Little Horton
 - G. Allerton

- Urban Extension - Holme Wood and SE Bradford

- BD1D Economic Development

- BD1E Environment

- BD1F Transport

- Trainline

- River

- Canal

- Road

- Existing train station

- Proposed train station

- UNESCO Saltaire World Heritage Site

- Shipy Eastern Link Road / Canal Road Improvements
- South East Bradford Improvements
- Outer Ring Road Improvements

Growth Areas

- Bradford City Centre
- Shipley and Canal Road Corridor

Economic Development

- City Centre
- Leeds Bradford Corridor
- South Bradford M606 Corridor
- Shipley and Canal Road Corridor
- Esholt Business Park

Transport

- Apperley Bridge
- Low Moor

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Outcomes by 2030

- 4.1.1 **The following is the outcome envisaged at the end of the plan period (2030) following the implementation of policies, proposals and programmes outlined in this Core Strategy. It constitutes a high level description of how the area will look by 2030.**
- 4.1.2 Peripheral communities, such as, **Allerton, Bierley, Buttershaw , Holme Wood Ravenscliffe, Thorpe Edge,** and **Woodside** and inner city areas such as **Manningham, Little Horton** and **Laisterdyke** have improved significantly through comprehensive regeneration initiatives, and the fostering of sustainable mixed communities with private housing and economic growth including community infrastructure. The **urban extension to Holme Wood** has allowed for the creation of sustainable mixed housing and associated retail and community amenities benefiting from combined district heat and power facilities, which has helped drive regeneration of this area. New housing allocations both in and at the edge of the urban area of **West Bradford** have also enabled the creation of a sustainable mixed housing and associated retail and community amenities benefiting from combined district heat and power facilities. Transport infrastructure in South East Bradford and around the Outer Ring Road has been improved significantly to reduce congestion and promote more sustainable modes of travel.
- 4.1.3 Regeneration of Bradford City Centre has been driven by key developments which have taken forward the original vision of the Alsop Masterplan and the City Plan; including the landmark City Park, the creation of a high quality central green business district, high quality mixed use commercial developments, such as Westfield Bradford, redevelopment of the former Bradford Odeon, and the Channel Urban Village. The City Centre has also benefited from a wide range of hotel developments as well as a major swimming pool facility.
- 4.1.4 Bradford City Centre's enhanced role has meant that it has become the economic driver of the District; a regional destination for shopping, leisure and culture and the hub for public, commercial and civic services in the District.
- 4.1.5 The City Centre housing market is very buoyant following the development of a broad range of homes, together with the provision of convenience shops, linear parks and community facilities to support this, helping to create a city centre which is well used both day and night. The University and College have been fully integrated into the City Centre through the development of the Learning Quarter and both continue to play a vital role in the local economy, providing a skilled workforce, which have aided the investment in new creative and knowledge based industries and attracting investment to the District.
- 4.1.6 High quality office development in Bradford City Centre has supported the growth in home grown businesses, finance, banking, insurance and public sectors; this has been successfully linked with the skills base at the University of Bradford and the College to create a focus for significant office development in the City Centre.
- 4.1.7 Heritage-led regeneration initiatives have secured a sustainable future for the historic buildings of the City Centre, especially in Little Germany and Goitside, and the re-use of these buildings has contributed towards meeting the needs for offices and new homes in the City Centre.

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- 4.1.8** A greening of the City Centre has occurred, with key green infrastructure supporting biodiversity, healthier more active lifestyles and mitigating the effects of climate change in the City Centre. The reopening of sections of the Bradford Beck, Becksides Park, and The Channel has created a green linear park reaching into the City Centre and beyond. This greening has also acted as a catalyst in attracting firms and businesses to the City Centre.
- 4.1.9** Shipley Town Centre and the Canal Road Corridor has truly become an area of extensive transformational change, which is regarded as an exemplar Eco Settlement between Bradford City Centre and Shipley Town Centre. The corridor has borne witness to the delivery of mixed residential development with office, retail, sporting and leisure offer connected by a green corridor of the linear park and Canal Road Greenway running from Bradford City Centre to Shipley. This comprehensive re-development of brownfield sites has occurred within the context of high environmental standards and sustainable transport options. This has included the improvement of Frizinghall railway station, Bolton Woods and the new waterways and open spaces and wildlife areas. There have been significant improvements to connectivity and accessibility by road, rail, bus, walking and cycling between Shipley and Bradford City Centre delivered through the Connecting Airedale project.
- 4.1.10** Shipley has enhanced its role as an important town centre, through the expansion of its retail, leisure, office and housing market offer with the redevelopment of Market Square, the former indoor markets, Well Croft and much improved links to Saltaire and the Leeds Liverpool Canal. This development has created an area worthy of its location in close proximity to the World Heritage Site of Saltaire and been managed in a way which has



Shipley Town Centre

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enhanced both Shipley and the World Heritage Site, creating a better offer for visitors and residents alike. The construction of the Shipley Eastern Link Road and associated accessibility improvements between the railway station and the town centre has played a significant role in the economic and physical regeneration of the town. The Shipley Eastern Link Road has opened up new opportunities for commercial and residential schemes in attractive waterside settings. Enhancements to the facilities at Shipley station and a good mix of office, residential, retail and leisure has elevated Shipley as a location of choice for businesses and residents wanting to locate in a vibrant town. High quality, fast and frequent public transport links to the major city centres of Leeds and Bradford and beyond has contributed to this vibrancy.

4.1.11

Saltaire village is truly a world class destination, with a high quality leisure and tourism offer infused with thriving commercial and residential functions. Salts Mill, at the heart of the village, has a key role in the economy, providing one of the largest areas of business space in Airedale for many of its innovative and successful enterprises. The restoration of Roberts Park, river and canal walkways and public realm enhancements together with the creation of a visitors centre has reinforced Saltaire's role as a major tourism and leisure destination. Saltaire has been recognised as a major asset for the district, which has contributed as the catalyst for the economic regeneration of neighbouring Shipley Town Centre with the creation of a hotel providing tourist and business accommodation as well as quality shopping and dining experience.

4.1.12

Baildon, Charlestown and Apperley Bridge have continued to be the main focus for digital sector research and business development areas benefiting from excellent rail links from Baildon station and Apperley Bridge station. The former treatment works at Apperley Bridge has become a high quality commercial research and development led technology business park of city regional significance with excellent pedestrian and cycle links to Apperley Bridge railway station which has fast frequent services to Skipton, Airedale, Bradford and Leeds. The business park at Apperley Bridge has created a wide range of direct and indirect employment and training opportunities for the people of Bradford district and the wider city region.

Sub Area Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon

In order to deliver transformation and change in the City of Bradford including Shipley and Lower Baildon through economic development, housing renewal and growth, and improved green infrastructure, community facilities and accessibility, public and private sector investment will be targeted:

A. To improve public transport, particularly to Bradford City Centre, to enhance the ease of movement and improve access to jobs within the City particularly for disadvantaged communities.

B. To support the regeneration of Bradford City Centre to deliver enhancements to the public realm, new central business district, improvements to railway stations and maximise the potential of heritage assets.



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C. To provide infrastructure to support site assembly, manage flood risk, and improve access to Bradford City Centre, Shipley town centre as part of regeneration initiatives on the Shipley and Canal Road Corridor including development of a Shipley Eastern Relief Road.

D. To take advantage of the close proximity of the City Centre's of Bradford and Leeds and deliver renewal of existing peripheral communities, training programmes and support site assembly including improvements to the quality and capacity of public transport, in particular with Airedale, Kirklees and Leeds.

E. To support a local and sustainable urban extension in SE Bradford at Holme Wood through development site assembly, improvements to the quality and capacity of public transport through application of the accessibility standards including improved highway infrastructure and enhancement of the landscape setting and its role for recreation.

F. Towards additional strategic highway and rail improvements as identified in the Infrastructure Plan.

G. To support the development and extension of high speed broadband especially in rural and other less accessible areas.