

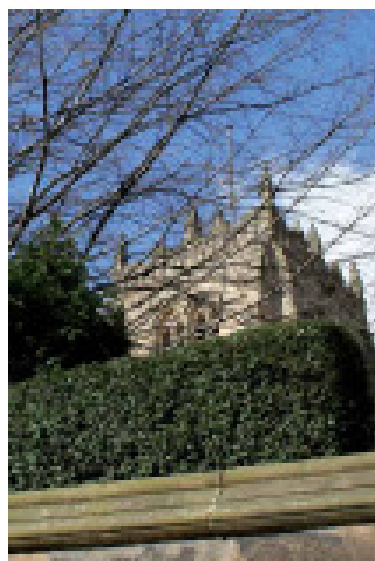
Local Development Framework for Bradford

Bradford City Centre Area Action Plan

Pre - Production Stage

The Channel Draft Neighbourhood Development
Framework - Consultation Log

2006



City of Bradford MDC

www.bradford.gov.uk

This document is one of a number that make up the Local Development Framework for the Bradford District. If you need the contents of this document to be interpreted or translated into one of the community languages or you require it in Braille, Large Print or on tape, please contact the Local Development Framework Group on (01274) 434050,

ব্রাডফোর্ড ডিস্ট্রিক্ট (Bradford District) এর লোক্যাল ডেভেলপমেন্ট ফ্রেইমওয়ার্ক (Local Development Framework – স্থানীয় উন্নয়ন কাঠামো) এর অনেকগুলো কাগজপত্র বা দলিলপত্রের একটি হলো এই তথ্যপত্রটি। এই তথ্যপত্রের বিষয়বস্তু কমিউনিটির লোকদের কোনো ভাষায় বুঝতে চাইলে অথবা লিখিত অনুবাদ চাইলে নতুবা তা ব্রেইলে (অক্ষলিপিতে), মোটা হরফে কিংবা ক্যাসেটে রেকর্ড করে চাইলে, অনুগ্রহ করে লোক্যাল ডেভেলপমেন্ট ফ্রেইমওয়ার্ক গ্রুপ (Local Development Framework Group)-কে (01274) 434050, (01274) 434544 বা (01274) 434606 নাম্বারে ফোন করুন।

(01274) 434544 or (01274) 434606

यह दस्तावेज़ उन बहुत से दस्तावेज़ों में से एक है जिनसे मिलकर ब्रैडफोर्ड डिस्ट्रिक्ट का लोकल डिवेलपमेंट फ्रेमवर्क बनता है। यदि आप इस दस्तावेज़ की जानकारी का हिन्दी अनुवाद या इसे ब्रेल, बड़े अक्षरों या टेप पर प्राप्त करना चाहते हैं, तो कृपया लोकल डिवेलपमेंट फ्रेमवर्क ग्रुप से (01274) 434050, (01274) 434544 या (01274) 434606 पर सम्पर्क करें।

ਇਹ ਦਸਤਾਵੇਜ਼ ਅਜਿਹੇ ਬਹੁਤ ਸਾਰੇ ਦਸਤਾਵੇਜ਼ਾਂ ਵਿਚੋਂ ਇਕ ਹੈ ਜਿਨ੍ਹਾਂ ਨਾਲ ਬਰੈਡਫੋਰਡ ਡਿਸਟ੍ਰਿਕਟ ਦਾ ਲੋਕਲ ਡਿਵੈਲਪਮੈਂਟ ਫਰੇਮਵਰਕ ਬਣਦਾ ਹੈ। ਜੇਕਰ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਪੰਜਾਬੀ ਅਨੁਵਾਦ ਜਾਂ ਇਸਨੂੰ ਬ੍ਰੇਲ, ਵੱਡੇ ਅੱਖਰਾਂ ਜਾਂ ਟੇਪ 'ਤੇ ਪ੍ਰਾਪਤ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਲੋਕਲ ਡਿਵੈਲਪਮੈਂਟ ਫਰੇਮਵਰਕ ਗਰੁੱਪ ਨਾਲ (01274) 434050, (01274) 434544 ਜਾਂ (01274) 434606 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

આ દસ્તાવેજ ઘણાંમાં નો એક છે કે જે બ્રેડફોર્ડ ડિસ્ટ્રિક્ટ નાં સ્થાનિક વિકાસ ની રૂપરેખા બનાવે છે. જો તમને આ દસ્તાવેજનાં લખાણનું ગ્રાઉશિક ભાષાઓમાં ભાષંતર કરાવવાની અથવા તેનો અર્થ સમજવાની જરૂર જણાય, અથવા તમને તેની જરૂર બ્રેલ, લાર્જ પ્રિન્ટ કે પછી ટેપ ઉપર હોય, તો મહેરબાની કરી લોકલ ડિવેલપમેન્ટ ફ્રેમવર્ક ગ્રુપનો (01274) 434050, (01274) 434544 અથવા (01274) 434606 પર સંપર્ક કરો.

یہ دستاویز بریڈفورڈ ڈسٹریکٹ کے مقامی ترقیاتی لائحہ عمل سے متعلقہ دستاویزات میں سے ایک ہے۔ اگر آپ کو اس دستاویز کا زبانی یا تحریری ترجمہ کسی بھی کمیونٹی زبان میں درکار ہو یا آپ اسے بریل، لارج پرنٹ یا ٹیپ میں چاہتے ہیں تو براہ مہربانی لوکل ڈیولپمنٹ فریم ورک گروپ سے ٹیلی فون نمبر: 01274 434544، 01274 434050 یا 01274 434606 پر رابطہ کریں۔

Foreword

The Bradford City Centre Area Action Plan (BCCAAP) is being prepared by the City of Bradford Metropolitan District Council as part of the Local Development Framework for Bradford

There has been extensive public consultation on the future of Bradford City Centre over the last 5 years as part of the Bradford Centre Regeneration and the Councils Masterplanning and Neighbourhood Development Framework (NDF) Processes. Comments received to date on the draft Channel NDF have been considered by the Council Regulatory and Appeals Committee on 22nd May 2006 and at its Executive on 16th January 2007.

The Bradford City Centre Area Action Plan (BCCAAP) will bring all of this work together and will aim to address how development and change within the city can be delivered through the development plan system.

This document provides a record of the consultations and key messages associated with the draft Channel NDF. This report is based upon the report prepared by the Strategic Director of Regeneration, City of Bradford Metropolitan District Council presented to Executive Committee on 16th January 2007.

All of the comments received during the Channel NDF consultations will be fully considered as the Council prepares the Bradford City Centre Area Action Plan.

For more information about the Local Development Framework or for copies of the Bradford City Centre Area Action Plan Consultation documentation contact:

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8th Floor Jacobs Well
Manchester Road
BRADFORD
BD1 5RW

Tel: 01274 434050
Fax: 01274 433767

Email: ldf.consultation@bradford.gov.uk
Or visit our web-site at: <http://www.Bradford.gov.uk/ldf>

Introduction

The Channel Neighbourhood Development Framework (NDF) was produced in March 2006 by planning consultants Arup. Bradford Metropolitan District Council has since carried out a public consultation exercise into the NDF. This report will outline the procedures involved in the consultation exercise and also detail the responses received regarding the Channel NDF.

This report will be used to inform Bradford Council Members of the outcome and content of the NDF Consultation and also provide evidence required for the Planning process involved in producing an Area Action Plan for the City Centre, which will eventually become part of the Local Development Framework for the Bradford District.

A team led by Arup and comprising Latham Architects, Civic Regeneration, Donaldson's and Mec-uk developed the Channel NDF. The document presented recommendations for intervention in the Channel Neighbourhood and was based on the Masterplan, the City Centre Design Guide and data gathered and analysed by the team.

The Channel NDF (Draft for Public Comment version) was presented to Bradford Council and Bradford Centre Regeneration, early in March 2006, and 400 printed copies were ordered for the consultation exercise.

Public Consultation

Comment Form

A comment form was devised to allow people/interested parties to respond to the content of the NDF by answering questions. The form also provided basic facts about the NDF and how to get involved in the consultation process. The form was available on the Council web site and was given out during the Channel NDF exhibition. Copies were also sent out to a list of consultees (see Appendix 1) together with copies of the NDF. Libraries and planning offices where the NDF could be viewed (see below under deposit locations) were also provided with comment forms for people to take away. The comment form could be returned to the Council using a Freepost address. A copy of Comment form is attached as appendix 2. Comments could also be sent in via an e-mail address.

City of Bradford Metropolitan District Council
City Centre Neighbourhood Development Frameworks
www.bradford.gov.uk

COMMENT FORM
The Channel

The "Channel" is one of four Neighbourhood Development Frameworks (NDF's) prepared to take forward the City Centre Master Plan

What's happening?
 Town planning consultants jointly commissioned by Bradford Council and Bradford Centre Regeneration (the Urban Regeneration Company formed by the Regional Development Agency Yorkshire Forward) have prepared detailed proposals for each of the four neighbourhoods in the Will Alsop City Centre Master Plan of 2003.

The neighbourhood areas are referred to in the Master Plan as the Market, the Valley, the Bowf and the Channel.

Bradford Council is inviting comments from the public on each of the consultants studies. These neighbourhood development frameworks (NDF's) will be major inputs into a new Action Plan the Council is preparing. Because this new plan will supersede the Unitary Development Plan for the City Centre and be the planning policy document against which all planning applications for new development in the centre will be tested, it is important to take the opportunity to comment on the NDF's at this stage.

What are the Neighbourhood Development Frameworks?
 The Will Alsop Master Plan set out a vision for the City Centre. Both Bradford Centre Regeneration and the Council recognised that there was a need to translate the visionary concept of the Master Plan into a detailed implementation plan and programme of action. Accordingly consultants were commissioned to prepare detailed implementation plans for four of the neighbourhoods of the Master Plan area, to flesh out its vision. Each study contains specific practical proposals for taking forward the visionary concepts originally presented in the master plan. They have been presented to the Council as recommendations to take forward.

Who's prepared the Neighbourhood Development Frameworks?
 Each neighbourhood development framework has been prepared by a private firm of consultants.

- The studies for the two areas referred to as the 'Markets' and the 'Channel' have been prepared by Arups.
- The study for the area referred to as the 'Bowf' has been prepared by Alsops.
- The study for the area referred to as the 'Valley' has been prepared by Urbed.

Bradford Council is consulting on all four of these studies in separate exhibitions. In addition copies of the NDF are available for inspection at the following locations:

- Bradford, Keighley, Ilkey and Shipley Planning Offices.
- Bradford, Keighley, Ilkey, Bingley and Shipley Libraries.

How do I get involved?
 Comment forms should be completed and returned to the Council's Freepost address (see overleaf) before 7th April 2006. The Council will also accept written comments by standard letter or by email. Although the Council will make every effort to take into account any comments made after the stated closing date, there can be no guarantee that this will happen.

What happens next?
 The Council's consideration of the comments made will in turn inform and influence the content of the new City Centre Action Plan.

(please turn over)

Comments can refer to any issue or proposal contained in the Neighbourhood Development Framework (NDF) or to proposals that are not included in the NDF but you feel should be included. The Council welcomes all your comments and if you require additional comment forms please contact The Planning Service, 8th Floor, Jacobs Well, Bradford BD1 5RW. Tel: 01274 437195 or download the form from Bradford Council's website at www.bradford.gov.uk/

Data Protection Act 1998 - Personal information provided as part of a representation cannot be treated as confidential as the Council is obliged to make representations available for public inspection. However in compliance with the Data Protection Act the personal information you provide will only be used by the Council for the purpose of preparing the Bradford City Centre Development Plan Document and associated reports.

<p>Please fill in your details below</p> <p>Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Other <input type="checkbox"/> _____</p> <p>Name: _____</p> <p>Address: _____</p> <p>Postcode: _____</p> <p>Organisation (if applicable): _____</p>	<p>What is your main interest in the City Centre?</p> <p>I live in the City Centre <input type="checkbox"/></p> <p>I work in the City Centre (including visiting for business) <input type="checkbox"/></p> <p>I am a student at Bradford College/University <input type="checkbox"/></p> <p>I shop in the City Centre <input type="checkbox"/></p> <p>I use tourist and leisure facilities in the City Centre <input type="checkbox"/></p> <p>Other (please state) _____</p>
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1 In order of importance which three ideas/proposals in the NDF do you think are the best?
 [1st] _____ [2nd] _____ [3rd] _____

2 In order of importance which three ideas/proposals in the NDF do you dislike?
 [1st] _____ [2nd] _____ [3rd] _____

3 Do you think there is anything missing from the NDF? If yes, please detail

4 Overall, what do you think of the ideas/proposals contained in the NDF?
 Dislike Like some parts and not others NDF is OK Like Like very much

Please use the space below to make any further comments regarding the content and proposals of the NDF (use additional sheet if necessary)

<p>Please return completed forms to: Planning Implementation Group City of Bradford Metropolitan District Council Department of Transportation, Design & Planning FREEMPOST BDE16 8th Floor, Jacobs Well BRADFORD BD1 1BR</p>	<p>FOR OFFICE USE ONLY</p> <table border="1"> <tr> <td>Date Received</td> <td>_____</td> </tr> <tr> <td>Reference Number</td> <td>_____</td> </tr> <tr> <td>Issue No's</td> <td>_____</td> </tr> </table>	Date Received	_____	Reference Number	_____	Issue No's	_____
Date Received	_____						
Reference Number	_____						
Issue No's	_____						

TO ARRIVE NO LATER THAN FRIDAY 7th APRIL 2006

Web Site

A copy of the Channel NDF (Draft for Public Comment version) was broken down into chapters and made available on the Councils web site from 16th March 2006. The comment form could also be downloaded from the web site.

Press Coverage

Bradford 's daily paper the Telegraph and Argus was provided with a press brief on the planned forthcoming exhibition together with details of the NDF's content and how people could get involved. On 16th March 2006 the paper issued a front page article with the headline "Channel Vision for Bradford".

Deposit Locations

Copies of the NDF and comment form were made available from Friday 17th March 2006 until 7th April 2006 at Bradford, Keighley, Shipley and Ilkley Planning Office Receptions and Bradford, Keighley, Shipley, Bingley and Ilkley Public Libraries.

Member Briefing

All members of the Council were invited to a pre exhibition launch on Friday 17th March 2006 between 12pm and 2pm where they could raise issues and ask questions regarding the NDF. 3 members of the Council attended this launch. Members of the Councils Executive Committee, Regulatory and Appeals Committee (plus alternatives), Elected Members of the City Ward, the Leader and Deputy Leader of the Council together with Opposition Leaders and the two MP's with representing the City Centre Area were all sent personal copies of the NDF and Comment Form.

Exhibitions

An exhibition at the Design Exchange Annex, Peckover Street, Bradford displaying exhibition boards indicating the main interventions proposed by the NDF took place between 20th and 22nd March 2006. The exhibition was open for 3 days and attracted 39 visitors.

Consultation Responses

In total 18 responses regarding the Channel NDF were received. The following text summarises the comments received.

- Dislike Little Germany Access Strategy- closing roads does not improve things and might actually kill some stuff. Could do with a rethink on one-way priorities, which are cheap to address. NDF fails to properly address traffic issues.
- Pedestrian access across Shipley Airedale road should be considered. Many people use the crossing and this will increase when Burnett Street Car Park is closed and new housing is built.
- The work that is going on to reinvigorate Bradford's City Centre is encouraging and will help the implementation of the Regional Strategy.

- I have no problem with making Forster Square Station a major gateway to the City Centre, however in view of increasing use of public transport it is vital that provision is made for a fourth platform. Also it would be sensible to make space for a ticket barrier which if not needed now will be before too long.
- The building of a canal and a canal basin must not restrict Canal Road being converted into a dual carriageway.
- The Channel NDF pre-empts the NDF for the City Hall area, which will mention the lake. I have no wish to see any sizable water feature near City Hall. If these matters are intrinsically linked, then it should be stated and we should not be presented with a fait accompli when the next plan is being considered.
- Any open area proposed must have provision of glazed area because of the changeable climate. Attractive canopies in various parts of all the plans are vital.
- Support the inclusion of Channel NDF as a distinct area and agree with the concept of a restored canal set in a new park and bounded by a mix of residential and live work accommodation.
- Generally our experience shows that the most successful waterside developments are those, which create attractive mixed uses with a strong sense of place and active edges to the waterspace. They will usually improve access and where possible use of the waterway, development is sited and orientated to face the waterway and helps enhance the waterway edge and define external waterside spaces. We will be looking for these principles to be adopted in the Channel Urban Village.
- It is vital the Bradford Canal restoration is built into the LDF preparation process giving it official status and prevent planning permissions, which would prevent implementation of the canal or lead to the need for CPO to enable land assembly.
- The City Centre AAC should incorporate the canal restoration and the City Centre Design guide, which recommends the creation of high quality public realm from the canal basin to the city centre.
- The baseline assessment identifies an aspiration to achieve pedestrian priority streets with vehicles managed in an effective and unobtrusive way. The city Centre Design guide identifies the Channel as a tall building zone, waterside development is suitable for taller buildings but these should respect the topography, relate to the waterspace and design to a human scale. We support the design guide, which proposes to locate the canal within a linear sequence of public water features.

- We support the formation of a new community but this must be set within the context of a vibrant mixed use exploiting the full potential of the waterside setting. It also envisages the canal as a linear green park. Whilst this is a worthy aim which would provide a open air leisure resource this would probable not be achievable in economic terms and inappropriate adjacent the canal. A mix of high quality developments linked by a green linear feature would seem most appropriate.
- We support the four themes of intervention. We suggest the production of a 'waterside strategy' setting principles to ensure the requisite high quality appearance is achieved. We support the need to increase the amount and type of activity in the area. The Conditioning House area is a key site proposed for a canal basin and mixed use development.
- Regarding Conditioning House – an exclusive residential scheme has proved to be the only means by which viability can be achieved. We note that in Fig 12 that proposals should create lively attractions and attract visitors. This appears to be at odds with the dialogue, which has taken place with Council officers.
- We are agreeable in principle to the canal running through the central atrium of the building subject to agreeing the precise details of this with BCR and understanding exact timing and terms and conditions. We do not want the construction of the new canal to interfere with our own proposed works. We will not be in a position to fund the canal as a private developer due to the high cost of refurbishing the listed building. The indicative location of the winding basin would seriously interfere with our proposals and we would seek further clarification on this matter.
- Page 89 refers to a 'substantial mixed use development' of Conditioning House and the "creation of a fantastic new leisure destination". Again we would lay further discussion regarding this, as our main goal is to deliver a residential project.
- The Highways Agency endorse the proposed mixed use of live, work, shop and leisure development within the City Centre will help underpin the economic reveal of the city by providing the opportunity to attract many of those who would outwardly commute to other commercial centres back to the city. This could have a beneficial effect on the operation of the M606 and M62 by reducing peak period car based trips.
- The Highways Agency endorses the themed interventions and projects to improve access and movement.
- The Highways Agency endorses Creation of a road user hierarchy, a reduction in car use within the city centre and encouragement of walking, cycling and the use of public transport.

- The Highways Agency endorse improved bus / rail interchange at Forster Square.
- The Highways Agency endorse rationalisation of city centre surface parking and the review of the level and location of new car parks as part of the wider access and movement strategy for the City Centre.
- A Lower level of inwards commuting by car produced by the above interventions would help to reduce the pressure on the A650 and M606.
- I have concerns about traffic and transport movement around the Channel area.
- BCR and Bradford Councils Regeneration Team are aware that Kalasangam are about to exchange contract to purchase St Peters House. We are therefore surprised to read in the latest draft study that St Peters House would lend itself to a restaurant or café bar with a specialist retail offering. A strategy needs to be developed in the medium to long term future of this impressive building in partnership with the diocese and the Council. Where does this leave Kalasangam?
- This consultation could have been published better.
- The proposed buildings look like featureless glass boxes with no relief. Glass welded to stone like the Wool Exchange can look great. The design of the buildings should look interesting not just cheap, straight steel framing and infill.
- The buildings proposed have too much square glass like boxes that is what we had before. I think stone with architectural features would look better and make Bradford distinct from other city centres in England.
- We like the idea of reopening the Canal and bringing it into the city again but are not sure about the lake
- Like the idea of extending Broadway into surrounding areas along strong pedestrian routes, developing Cathedral Quarter as low rise mixed town housing and developing further housing in the Channel Urban Village.
- Don't like making Stott Hill a major two way route through the area. At present the road is not suitable for this use, is used heavily by rat running traffic, and cuts the Cathedral Precinct off from the rest of the Cathedral Quarter.
- Do not like idea of two way bus flow on Church Bank.

- Do not like proposals for grass verges on Barkerend Road and Church Bank (p85). This space should not be tree planted, but used for continental-style boulevard parking together with road reshaping around Cathedral/Stott Hill/Peckover Street junction. This will cut down traffic speed and create parking as well as making more pedestrian usage through Broadway into the rest of the city centre.
- On page 85 the reintegration of little Germany and Cathedral Quarter is mentioned, but no ideas on how to do this are proposed. There is inconsistency between the vision of enhanced activity in St Peters House page 89 and the endorsement of Church Bank as a major bus route, which will as now continue to cut off St Peters House and the Cathedral from the rest of the City Centre and of the Broadway development in particular.
- The Cathedral would wish to be involved in planning towards achieving the Masterplan vision (page 9). The Cathedral is working towards regeneration of its own life and welcomes the opportunity to be involved in shaping the future of the city.
- In broad terms Westfield are fully supportive of the approach taken in the Channel NDF which recognises the important contribution the Broadway Shopping Centre will bring to the city.
- Westfield that greater focus is required towards the future expansion of retail provision identified as Broadway phase II. It is important for the NDF to acknowledge that the city centres retail offer must continue to develop and evolve in order for the city to stay competitive and properly serve its expanding population and hinterland. The NDF should be more positive through greater emphasis of the potential for expansion in section 6.3 – encouraging new development and restoration.
- The realigned Cheapside identified as a bus priority segregates the future phase II Broadway Shopping Centre from phase I. This segregation will negate the opportunity to create a large traffic free shopping environment with good pedestrian links to Forster Square railway station.
- It is unclear from the diagrams within the NDF how access to a future Broadway phase II is to be achieved other than from a single point of access off Canal Road. In order to maximise development potential and avoid a single access convergence point where delays could result, multiple accesses from the public highway should be promoted eg access could be achieved from School Street as well as Canal Road.
- While the importance of modern high quality car parking to serve the Broadway Centre and future expansion is fundamental, it is inappropriate to identify on Figures 15 and 16 the number of car parking spaces envisaged. Such detail should be deleted and it will be

important to recognise that the numbers of spaces required to support the project is dependent on the eventual quantum and type of commercial floorspace planned.

- Westfield has concern over the proposed closure of Valley Road. This should only be realised if displaced vehicular traffic can be accommodated within the existing highway network or improved network.
- The NDF should provide clarification on the status of the public transport priority routes identified, as it is unclear as to whether these routes would permit non public transport vehicles.
- While the Channel Linear Park with its water theme is an important design thread and provides a strong symbolic cohesion with the wider centre, the practical implications of achieving this design objective in a prime retail area need to be balanced carefully with commercial operational requirements. It must be recognised that water can be a strong barrier to pedestrian movement, and even with bridges (Fig 15) the visible presence of water will act as a deterrent to linking parts of the area together.
- The Royal Mail site is shown as an area for new development and we would request involvement in all proposals in order to ensure the effective continuity of our operations.
- It is considered that whilst the NDF document has viewed our site in a negative way, consideration should be given to the benefits of 24 hour activity created. This activity may not be at street level as with the restaurants, cafes and bar activity that the NDF is encouraging in the area, the activity is still important in helping to create a safe and secure area at all times of the day
- We wish to be kept informed on behalf of our clients on the progress of the Bradford Canal Corridor Feasibility Study regarding the reopening of Bradford Canal.
- The draft NDF indicates redevelopment which would certainly affect the existing operation and indeed seems to imply relocation. It is essential that my clients are contacted before the NDF is progressed so that the intentions and aspirations of Bradford Council are clarified to enable a fully informed response to be made.
- Channel Urban Village - Whilst we support some of the initiatives such as residential, office, leisure and some ancillary retail we have concerns that incorporating major non useable water features might not be sustainable long term from maintenance aspect, If a working canal/marina was introduced day to day running would be self policing and self maintaining.

- We support further improvements at Forster Square Railway Station to create a fitting gateway to the city centre for visitors.
- We feel the tin sheds at Forster Square Retail Park have always under sold this important area. They should be visually improved as their negative design underplays their importance as a key shopping destination and we have concerns that they will detract from the efforts to environmental improve the surrounding areas via the Channel NDF proposals.
- Traffic manouvers around the Forster Square Retail Park and surrounding areas should be actively encouraged. In supporting the concept that any new residential developments should have off street parking places, we feel any current available on/off street parking spaces in that area should now be incorporated in any new designs together with new on/off facilities.
- It is important to maintain and improve pedestrian routes remembering that these take on a different pattern/context in the hours of darkness
- Little Germany – support key aspirations for Little Germany but should remember that it is a key location for commercial business us as well and we would not support any initiative that would restrict future development of business orientated projects, or the introduction of aesthetic ideas that would impinge on day to day running of those businesses ie road networks should be improved rather than restricted to enable cars to access all local businesses with ease. Cars should be encouraged to use Barkerend Road / Church Bank as recently introduced restricted access at bottom of Church Bank in and out of the City has reduced traffic flows on Church Bank – priority introduction of a new limited waiting chevron style parking facilities on both sides of Church Bank starting at the Cathedral.
- Local routes in Little Germany have seen increased traffic flows since recent closure of Petergate and as we believe the banned right turn from Shipley Airedale Road into Barkerend Road. The banned right turn has also prevented the diluted approach to Little Germany via Peckover Street and Leeds Road which happened previously.
- Page 3, column 2 (and P15 and P73): The application submitted for the Channel Urban Village is only an outline application. It would be premature to say that what is envisaged in the outline proposal will actually materialise, and suggesting that it would can only reflect badly only the Council as the local planning authority. Given the tentative nature of the application, it is misleading to say that such a large and complex proposal is guaranteed permission and will start on site in a matter of months (i.e. late 2006).

- Page 5 (and P31): The Bradford Canal opened in 1774, not 1770. It was built to link with the Leeds-Liverpool Canal which opened in Shipley in 1774.
- Page 16 (and P29): Is it right to call the Conservation Area Assessments 'Feasibility Studies'?
- Page 17: The National Policy and Objectives section would benefit from references.
- Page 18: The railway map should include the Wharfedale line and the Airedale line (itself part of the Leeds-Carlisle line). The Leeds-Harrogate line might also be a useful addition.
- Page 29: There should be a web address directing the reader to the Conservation Area Assessments and boundary maps. What about contact details for the Design and Conservation Team? The same applies to the other studies on this page.
- Page 33: There should be a web address for the City Centre Design Guide and perhaps contact details of the LDF Team
- Page 34: Is this map still relevant given that the redevelopment of Broadway is already underway?
- Page 35 Column 2: It might be worth mentioning that it is possible to travel directly from Bradford Interchange to Dewsbury, Wakefield, Huddersfield, Blackburn and Preston too.
- Page 39: There is a reference to Fig. 6, but this does not show the Zones of 'Repair' and 'Reinvention'. The Cathedral is a 'star' building too. It may aid the reader to explain what is meant by high streets and boulevards. Why not simply show a composite plan which summarises the impact of the policies and objectives of the City Centre Design Guide on the Channel Neighbourhood?
- Page 42: The colour scheme of the plan is not intuitive and is therefore difficult to read. Why is Forster Square a 'positive' space on the plan, when it is anything but? There should be a web address to the Conservation Area Assessment work. Why are there no 'neutral' spaces on the plan? There are 'neutral' buildings...
- Page 46: Most of the colours on the key are not on the plan itself.
- Page 53: Delete the second 'to help' in the last paragraph. The final sentence is a sweeping statement and should be amended.
- Page 60: Why does the plan show the original uses of buildings rather than their current ones? Surely this is more relevant?

- Page 65: Access and Movement: are trains really running at 50% capacity? According to Metro? Even after they've stopped at Shipley? I have been told that at peak hours these trains are already running at 100% capacity, which is one of the reasons why a new station at Apperley Bridge is being postponed.
- Page 85: I strongly disagree with proposals to 'soften' Little Germany's public realm. Its present 'hard' nature is a key component of the Conservation Area's character and should be left as it is. Other parts of the city centre will be able to offer flats and offices set in a 'soft' public realm. Little Germany would provide an alternative to this. It should be left to businesses and householders to decide whether to locate in a distinctive and 'honest' historic quarter or development set in parkland. By 'softening' Little Germany we would be downgrading one of the district's most important Conservation Areas and reducing the range of what Bradford has to offer potential investors.
- Page 85: It would be illogical to improve the public realm of Church Bank and Barkerend Road without also improving pedestrian access across Shipley Airedale Road and improving the public realm at the other side.
- Page 87: Surely the canalside area is not an appropriate 'Tall Building Zone' if shadowing the canal basin is an issue? Instead of compromising the canalside to accommodate tall buildings, it would be more logical to design the buildings to suit the canal and not to build so high in the first place.
- Page 100: The flats in the image look exactly like the ones off Whitehall Road near Leeds rail station. This image looks very 'un-Bradford'. Is this an image of an actual proposal? If so, it should not be used as this could be seen as implying that the outline proposal for this key site is a done deal.
- Page 102: Is this plan illustrative or does it show the actual study-backed route of the Bradford Canal? It would be misleading to conjecturally show the line of the canal without saying so. The canal basin on this plan is in the same location as in the outline application for this site. Is this deliberate? Why are there no references to an independent study for the route of the new canal, or a plan showing where the canal will be built?
- Page 103: As before the canalside village is a major application and giving a starting date for construction at such an early stage implies that the scheme will fly through the planning system without due consideration. None of the Project Examples are appealing – Newcastle Quayside is no more than a string of unrelated 'object' buildings with low standards of design, while the Birmingham and

Edinburgh examples look monotonous and sterile. Bradford's canalside should not try and emulate any of these schemes.

- Page 105: The Primary School in the Neighbourhood is Catholic and will give priority to the children of Catholic families and then the nearest residents. Do we know if the school is oversubscribed already? It will probably be of no use to most non-Catholic families. The references to secondary school provision are vague at best. How close are the nearest secondary schools? What kinds of schools are they? Are they already oversubscribed or on special measures?
- Page 107: The Project Examples are of staid pastiche developments, and in the case of the Cheltenham example, poorly detailed. Why are there no good examples of new urban housing such as BedZed or Donnygate, East London? The 'clean slate' offered by the urban village would provide an ideal venue for high quality 21st century architecture.
- The scheme for restoring Bradford's Canal is welcomed, however in order to attract boats, which will bring movement and interest to the area, boaters will need to feel it is a worthwhile trip to make up 11 locks to a dead end. The canal basin needs to be designed to be somewhere welcoming where a boater can leave their boat safe and secure, whilst they visit one of the city's many attractions. Concerns have been raised about the canal basin being on the small side and consideration could be given to seeing where additional visitor moorings could be sited, so that once the canal reopened it was not constrained by only having moorings in the terminal basin. There could be potential for an additional basin or arm to be included in the ongoing development of the area.

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