



CITY CENTRE Area Action Plan

Further Issues and Options Report



March 2013

FOREWORD

City of Bradford Metropolitan District Council is working with the local community and key stakeholders to prepare a 15 year development plan for Bradford City Centre.

The Area Action Plan (AAP) boundary includes the main shopping, civic, entertainment and central business district of the city centre and also more peripheral areas such as Little Germany, Goitside, and the College and University campuses.

Bradford City Centre is the number one priority regeneration area in the Bradford District and has been identified as an area for significant economic and housing growth in the emerging Local Plan – Core Strategy. It is critical that the Bradford City Centre Area Action Plan provides a strong planning framework for the regeneration of the area to give confidence to existing and potential new investors.

The Area Action Plan will guide the transformation of the city centre regeneration area up to 2028. It will identify the location of new development and provide detailed polices to help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities, economic development and future investment.

The first stage in preparing the AAP was identifying the Issues and Options. This was tested through extensive public consultation in 2007 and 2008. The Bradford City Centre AAP – Further Issues and Options Report will build on this previous work to allow the Council to consult with key stakeholders in with an interest in the area to help identify the key issues facing the city centre and suggested options for addressing these.

The timing of this consultation means that key stakeholders will be able to take into consideration changes to planning policy, through the National Planning Policy Framework (March 2012) and the government’s response to the Mary Portas Report on the Future of the High Street; as well as key regeneration activities such as City Park, Heritage Streets, Regional Growth Fund – City Centre Growth Zone, Super – Connected Cities (super fast broadband and city centre wi-fi) programme. Comments and representations will be used to influence the next stage of the Area Action Plan, the Preferred Approach.

The Area Action Plan is being prepared as a key component of the Bradford 'City Plan', the overarching plan for the regeneration of the City. The City Plan will be split into four areas – people, place, prosperity and property, with the AAP acting as the statutory development plan and basis of 'Place Plan'.

The AAP will be developed in collaboration with businesses, landowners, developers, local organisations and residents. An Engagement Plan has been developed which will ensure these views are reflected throughout the AAP process.

The AAP will support the Council's emerging Bradford City Plan and regeneration ambitions for the City Centre. At a strategic level the emerging Local Plan - Core Strategy sets out broad proposals and targets for future development in the city centre up to 2028.

The AAP will be deliverable by acting as a framework for regeneration and delivery of growth in the City Centre. The AAP will provide the statutory planning framework for the area, guiding and co-ordinating all future development over the next 15 years. The Council therefore recognises that an adopted AAP is a fundamental instrument for enabling the delivery of the wider ambitions for the city centre and the City of Bradford.

The AAP will allocate development sites. By clearly setting out all development sites within city centre, including the reuse of existing buildings, the plan will become a catalogue for developers searching for sites within the centre. This will provide certainty and confidence for land owners and developers by de-risking the planning application process through establishing the principal of development.

The AAP will be viable. To be viable the policies and proposals in the AAP will need to be based on a robust understanding of the economic conditions of the area. The AAP must provide certainty for businesses, land owners, developers, investors and residents regarding future plans and infrastructure requirements. However, it must also be flexible enough to meet unanticipated needs and respond to changes in economic circumstances.

This Further Issues and Options Report sets out the key issues that need to be considered in preparing the AAP and the draft development proposal statements and policies for delivering the vision for the area. The Report seeks the views of key stakeholders and statutory consultees on what the area could be like in the future and what changes need to happen to achieve this. Many of these changes will mean new development to provide additional housing, jobs, shopping and transport facilities, which will mean changes will need to be made to current planning land designations together with changes to what some land is currently used for.

The feedback received following the last public consultation in 2007 and 2008 has informed this Further Issues and Options Report. Consultation on this report will be used to inform the next stage of the plan and to develop a preferred approach to inform the final AAP.

We would like your response to the questions and issues raised in this Issues and Options Report.

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INTRODUCTION

What is an Area Action Plan?

1.1 The new development plan for the district will be the Bradford District Local Plan (previously known as the Local Development Framework or LDF). This will replace the Replacement Unitary Development Plan (RUDP). The RUDP adopted in 2005 and is still in force, but will be gradually be replaced by the new Local Plan over the coming years.

1.2 The Bradford District Local Plan will be made up of a collection of planning documents, which will guide future growth and development for the next 15-20 years.

1.3 One of the key planning documents in the Bradford District Local Plan is the Core Strategy. The Core Strategy will set the long term vision, spatial strategy, strategic planning policies and broad locations for new development in the district. The AAP will be informed by the emerging Core Strategy and once adopted will be one of the planning documents that will form part of the Local Plan.

1.4 Two Area Actions Plans are currently being prepared by the Council. These are the Bradford City Centre AAP and the Shipley & Canal Road Corridor AAP. The purpose of these documents is to provide a more detailed framework at the local level to show how the Core Strategy will be delivered.

What is the Bradford City Centre Area Action Plan?

1.5 The City Centre Area Action Plan, as the statutory development plan, will set out planning policies to guide development proposals and associated infrastructure in the city centre, along with details of how these proposals will be delivered. It will also be used to determine planning applications in the city centre over the next 15 years.

Why is an Area Action Plan needed for the City Centre?

1.6 The City Centre Area Action Plan is needed in order to:-

- Deliver proposed growth of the city centre over next 15 years (as established in the Local Plan – Core Strategy) through series of development proposal statements and planning policies.
- An up to date development plan with a catalogue of potential developments sites (land use allocations) will provide certainty to investors, developers and land owners
- Stimulate regeneration through use of planning tools such as Local Development Orders (LDOs)
- Assist with land assembly through, for example, Compulsory Purchase Orders (CPO) to enable development and critical infrastructure
- Protect and enhance built heritage whilst proactively accommodating new developments
- Ensure developments are of an appropriate scale, mix and design quality
- Update planning policies to reflect regeneration objectives.

1.7 The City Centre Area Action Plan will also take forward the work already undertaken in the city centre by the Council as well as ongoing emerging working on the Bradford City Plan.

Structure of the Report

1.8 The report structure is as follows:-

1. **Background and Strategic Context**
2. **Vision, Objectives and Development Proposals**
3. **Key Issues and draft proposed Planning Policies**
4. **Delivery of the Plan**

1.9 **Section 1** sets out the background, including the role of the Area Action Plan, an overview of the Bradford City centre, an outline of work already undertaken in the City Centre (Masterplan and NDFs), a overview of the other policy influences nationally, regionally and locally and sets out some of the evidence base upon which the issues and options have drawn.

1.10 **Section 2** sets out the proposed vision and objectives for the City Centre including broad proposal statements for the six city centre neighbourhoods which includes vision, key sites and delivery outputs

and mechanisms. This draws upon the strategic city centre vision set out in the Local Plan – Core Strategy DPD. This is then supported by a set of detailed proposal maps and statement for potential development sites in each of the six city centre neighbourhoods. The proposed boundary for the Area Action Plan (based on Bradford RGF City Centre Growth Zone Boundary) is set out for public comment.

1.11 **Section 3** looks at the detailed policy issues and options on several key themes and proposed draft Action Plan Policies to aid delivery of development and associated infrastructure provision.

1.12 **Section 4** Delivering the AAP: examines the key issues in terms of delivering development and key infrastructure associated with the site development proposals.

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

1.13 All documents in the Local Plan need to be subject to a combined Sustainability Appraisal and Strategic Environmental Assessment. This is a requirement under the Planning and Compulsory Purchase Act 2004 and seeks to ensure that the environmental, social and economic effects of the plan are considered.

1.14 The Sustainability Appraisal Scoping Report setting out the proposed approach to be taken was published for comment in June 2007. The scoping report set out the objectives and methodology used to appraise the AAP.

1.15 This City Centre Area Action Plan – Further Issues and Options Report is accompanied by an Initial Sustainability Appraisal Report. This appraises the policies and proposals of the plan and their likely significant effects on the sustainability objectives. The results of this appraisal have been used to inform the content of the Area Action Plan.

Equalities Impact Assessment

1.16 The Council has a duty under the Equality Act 2010 to have due regard to the need to:

1. Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
2. Advance equality of opportunity between people who share a protected characteristic and those who do not.
3. Foster good relations between people who share a protected characteristic and those who do not.

1.17 An Initial Equality Impact Assessment (EqIA) scoping exercise of the AAP has been undertaken. This is in order to highlight the potential impact on the identified protected characteristic groups highlighted above. The Initial EqIA scoping exercise is supplementary to this Report.

Habitats Regulations Assessment

1.18 A Habitats Regulations Assessment (HRA) is required to demonstrate proposals and policies will not adversely affect any European Special Areas of Conservation (SACs). A HRA Screening and Appropriate Assessment is being carried out on the Core Strategy. This will identify any potential impacts of development proposed in Bradford city centre. The AAP will need to demonstrate appropriate and proportionate measures sufficient to avoid or mitigate any identified significant adverse impacts.

Duty to Co-operate

1.19 The Duty to co-operate is a requirement for Local Planning Authorities set out in the Localism Act 2011 and the National Planning Policy Framework. In developing the AAP the Council must demonstrate that it has co-operated with other councils and public bodies on strategic planning issues that cross administrative boundaries. The Council will produce a supporting paper on key strategic issues, which relate to other Local Planning Authorities and Statutory Bodies, as part of the next stage the AAP.

1.20 The Council will produce a paper on key strategic issues for the Core Strategy DPD and identified potential cross boundary issues. This will be available for comment at the next stage of production of the Core Strategy.

1.21 These documents are available on the Development Plans website at www.bradford.gov.uk/ldf and comments are invited on each of these assessment documents as part of the consultation.

Public Consultation and Next Steps

How do I get involved?

1.22 Public consultation on the Bradford City Centre Area Action Plan – Issues and Options Report took place in 2007 and 2008. All comments received to date on the AAP can be viewed in the Statement of Consultation. The Bradford City Centre AAP – Further Issues and Options Report has taken into account comments received to date as well as the emerging strategic direction set in the Local Plan - Core Strategy Further Issues and Options Report (Draft Policy BD1).

1.23 Therefore the Bradford City Centre AAP – Further Issues and Options Report will allow the Council to consult with key stakeholders with an interest in the area to help to identify the key issues facing the city centre and suggested options for addressing these. The timing of this consultation means that key stakeholders will be able to take into consideration the National Planning Policy Framework (March 2012) and the government's response to the Mary Portas Report on the Future of the High Street. Comments and representations will be used to influence the next stage of the AAP, the Preferred Approach.

How to comment?

1.24 To make comments you can either fill in the online Comment Form or the paper comment forms available upon request. Alternatively you can write a letter or e-mail to the following addresses.

1.25 Bradford Council now fully welcomes your views, comments and your ideas regarding the Vision, Key Themes, Issues and Options put forward in the Bradford City Centre Area Action Plan - Further Issues and Options.

Comments should be returned to the Council by using:

email: ldf.consultation@bradford.gov.uk

Where it is not possible to comment using electronic means, representations can be sent via mail to:

Bradford District Local Plan
City of Bradford MDC
Development Plans Team
2nd Floor (South) Jacobs Well
Manchester Road
BRADFORD BD1 5RW

Hand delivered to the following planning office:

Jacobs Well, Ground floor reception, BD1 5RW
(Mon-Thurs 9am to 5pm, Fri 9am to 4.30pm).

If you have any queries regarding the Area Action Plan or the consultation process please contact the Development Plans Team on:

01274 434296 or
[Ldf.consultation@bradford.gov.uk](mailto:ldf.consultation@bradford.gov.uk)

Section 1: **Background and Strategic Context**



SECTION ONE

BACKGROUND AND STRATEGIC CONTEXT

2.1 Bradford City Centre is at the heart of a district of around 523,100 people (Source: ONS Mid Year Estimates 2011).

2.2 The exploitation of the abundant natural resources helped to fuel a rapid expansion of Bradford during the Industrial Revolution when it became the Wool Capital of the World.

2.3 During this period, thousands of people migrated into the centre, including many from around the world, to work in the numerous woollen mills. The city boomed and the population swelled from 13,000 to 280,000 during the 19th Century.

2.4 In order to accommodate this growth the streams were culverted and built over. A new canal link was constructed, later followed by a railway for moving goods and materials between the city centre and the wider region. The railway still remains today but the Canal, became redundant and was abandoned 1922 following the passing of the Bradford Canal (Abandonment) Act.

2.5 The rapid industrialisation of the city caused problems such as squalor and environmental

degradation. However many of the buildings from this era reflect the prosperity and confidence in the city at the time. Much of this built heritage still remains today including City Hall, the Wool Exchange and the merchant's quarter of Little Germany.

2.6 By the 20th Century the woollen trade in Bradford had started to decline resulting in a long, drawn out period of decline. However people still continued to migrate here, this time from further a field, from Italy and Eastern Europe, and from Commonwealth countries in the Caribbean and Indian sub-continent.

2.7 Large parts of the city centre were rebuilt during 1960's, with some of the architectural heritage being demolished and replaced with buildings which have not reflected the old architecture. This, together with big new road building schemes, has created a fragmented city centre, which in parts is awkward for pedestrians to move around.

2.8 At the start of the 21st Century the city centre was still experiencing serious challenges, with a poor retail and leisure offer

has resulting in low visitor numbers and subsequent spending. Also, as an industrial city, it has never had a strong office sector, or a tradition of people living an urban lifestyle in the city centre.

2.9 These are just some of the issues being faced by the City Centre, but the Area Action Plan will put forward a number of options to explore ways of overcoming these issues.

The Regeneration of Bradford City Centre

2.11 This section provides the regeneration context for the city centre from formation of the Bradford Centre Regeneration Company in 2003 through to the present day activities relating to City Plan.

2.12 BCR Ltd was disbanded by the Council and its partners in 2010. The future regeneration delivery arrangements for the City Centre will be addressed through the 'City Plan'.

The City Centre Masterplan

2.13 In February 2003, Alsop Architects were appointed to prepare a Masterplan for the Bradford City Centre. This was published in September 2003 and set out a new vision for the future of the city centre.

2.14 The Masterplan identified four separate neighbourhoods:

1. The Bowl
2. The Channel
3. The Market
4. The Valley

2.15 The aim of this approach is to promote a step change in the economy, inspire better quality development, and create a city centre that is used and cared for by all of the city's different cultures.

2.16 The purpose of these documents is to take forward the vision of the Masterplan and demonstrate how it can be delivered.

The Neighbourhood Development Frameworks (NDFs)

2.17 The Masterplan identified four separate neighbourhoods in Bradford City Centre – The Bowl, The Channel, The Market, and The Valley.

2.18 The purpose of the NDFs was to build on the aims of the Masterplan and produce a deliverable strategy and a set of projects for each neighbourhood.

Regeneration Accomplishments post Masterplan/NDFs

2.19 Over recent years there have been a number of regeneration achievements within the City Centre. These achievements include delivery of:

- New City Park
- Public Realm Improvement Programme (Heritage Streets, Darley Street etc)
- South Gate (Provident Financial and Jurys Inn Hotel)
- Relocation of Grattan Offices in Little Germany
- Bradford Urban Garden
- Regional Growth Fund – City Centre Growth Zone
- Westfield Broadway Planning Permission for Revised Retail Scheme.
- Securing of Super-connected Cities Programme Status (Super-fast broadband and city centre wi-fi)
- Commencement of Chain Street Regeneration

Bradford City Plan

2.20 The Councils Executive Board on 4th December 2012 endorsed commencement of work on the Bradford City Plan.

2.21 The City Plan will act as the overarching regeneration plan for the development of the city, including the establishment of shared principles to govern regeneration in the city centre, establish investment priorities, align planning and infrastructure investment and ensure a partnership approach to tackling issues affecting the city centre. It will also provide an articulation of the issues, challenges and opportunities facing the city centre over the short, medium and longer term.

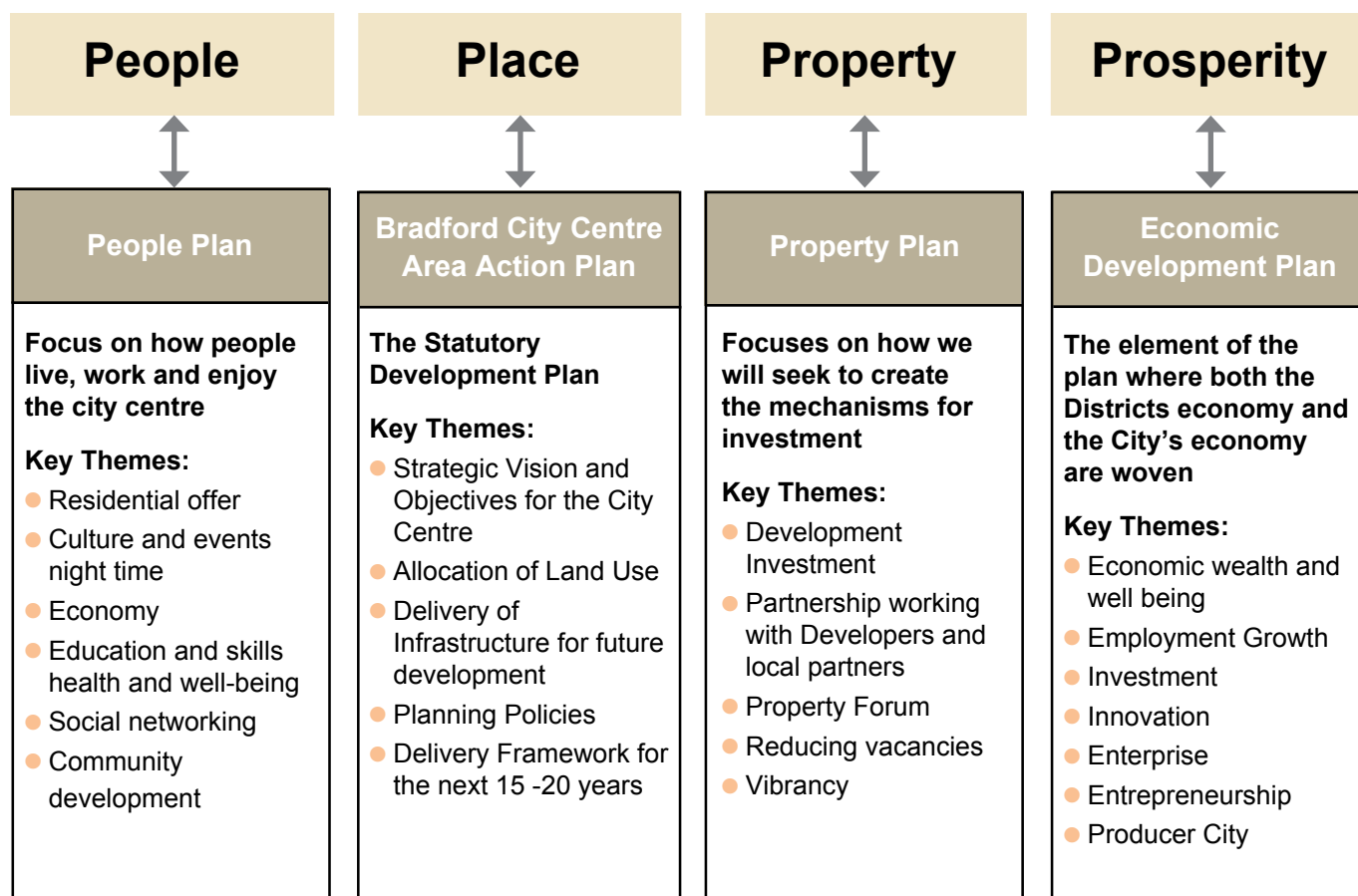
2.22 It is proposed that the plan should have a number of underlying principles which will govern its development and delivery. These are outlined below:

- **The plan will be publicly created**, including active engagement with businesses, retailers, residents and community groups in the spirit of the partnership approach.

- **Will have a clear list of prioritised actions**, ensuring enhanced and increased delivery and investment in the city centre.
 - **Will be effectively and transparently governed**, forming an overarching regeneration plan for the development of the city
 - **Has a clear and defined boundary of approximately 170ha**, which reflects the City Centre Growth Zone and proposed AAP boundary
 - **Will operate on a number of scales – S, M, L, XL, XXL**, from public realm improvements at the micro level to transport linkage to Leeds Bradford International Airport at the macro level.
 - Will be based on (and will encourage) **brilliant design** as, ultimately, poor design costs more.
 - **We will take a team of teams approach to create a lasting plan**, ensuring the professional advice from across the Council and business world is inputted.
- **The plan will be holistically created (social, economic, and physical)**, with each of the 4 sub plans tackling key areas of People, Place, Prosperity and Property.
 - It will be simple but smart (specific, measured, ambitious, realistic and targeted).
 - The plan is built up from previous foundations – Also masterplans etc.
- 2.23** The plan will be made up of four sub plans – people, place, prosperity and property. Taken together these will provide a holistic approach to delivering the aims of the City Plan.
- 2.24** The City Plan will inform the Bradford City Centre Area Action Plan (as the statutory development plan) to deliver the schemes and associated infrastructure over the next 15 years.
- 2.25** It is envisaged that the City Plan will be adopted by the Council in summer 2013.

City Plan

Overarching Strategic Plan for the City Centre



Policy Context

National Planning Policy

2.26 The past 12 months have marked a major change in national planning policy. The previous framework of numerous Planning Policy Guidance (PPG's) and Statements (PPS's), have been abolished in favour of one, the National Planning Policy Framework (NPPF).

National Planning Policy Framework

2.27 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It sets out a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Regional Planning Policy

Regional Spatial Strategy (RSS) for Yorkshire and the Humber: The Yorkshire and the Humber Plan (2008).

2.28 The Yorkshire and Humber Plan is the current Regional Spatial Strategy for the Yorkshire and Humber Region. It was issued in May 2008 ("current RSS"). It replaces the 2004 RSS which was based on the selective review of RPG12 that was issued in 2001.

Sub-Regional Planning Policy

West Yorkshire Local Transport Plan for 2011 - 2016 - My Journey

2.29 The Local Transport Plan (LTP) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years.

Local Planning Policy

Replacement Unitary Development Plan (2007)

2.30 The Replacement Unitary Development Plan (RUDP) is the statutory Development Plan that the Council has produced to fulfil its obligations under the 1990 Planning Act.

2.31 The Replacement Unitary Development Plan (RUDP) for the Bradford District was adopted by the Council on the 18th of October 2005.

Emerging Local Plan - Core Strategy

2.32 At present, the Core Strategy is the final stage of production, and is currently scheduled to be approved for Publication Draft consultation in early 2013.

2.33 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2028.
- Identifies broad locations for development over the next 15 years.
- Sets out policies that will influence the use of land and the type and scale of development which will be permitted within the District.
- Identifies infrastructure required to manage development.

2.34 The Core Strategy also contains a number of sub-area sections, which cover defined areas of the District.

2.35 The City of Bradford including Shipley and Lower Baildon Sub-Area Section contains a number of sub-area policies which relate directly to the city centre.

Bradford 2020 Vision and Community Strategy

2.36 Bradford agreed its long term ambitions in 2000 and set these out in the 2020 Vision as a route map towards a transformed district.

2020 Vision:

“By 2020, Bradford district will be a prosperous, creative, diverse, inclusive place where people are proud of their shared values and identity, and work together to secure this vision for future generations. The District will draw strength from its diversity - making full use of the skills, qualities and enterprise of its people - to create a vibrant community and cultural life for all”.

2.37 The Community Strategy 2011-2014 sets out the big issues the district faces and priorities to address them. It breaks down the 2020 Vision into four broader outcomes for the district and the strategic aims that underpin them as follows:-

Economy

- Bradford's economy is increasingly resilient, sustainable, and fair, promoting prosperity and wellbeing across the District.

Inclusive and strong communities

- Bradford becomes an increasingly inclusive District where everyone is able to participate in the life of their communities and neighbourhoods, and understands their rights and obligations.

Improving health, wellbeing and quality of life

- Bradford's people experience improving good health, wellbeing and quality of life, irrespective of their community, background or neighbourhood.

Making Bradford a more attractive district

- Bradford becomes a more attractive District, supported by good connectivity and infrastructure.

Evidence Base

2.38 The Bradford City Centre Area Action Plan will be accompanied by a Baseline Analysis Report. This report sets out and analyses the evidence bases available, and has informed the strategy put forward in the AAP.

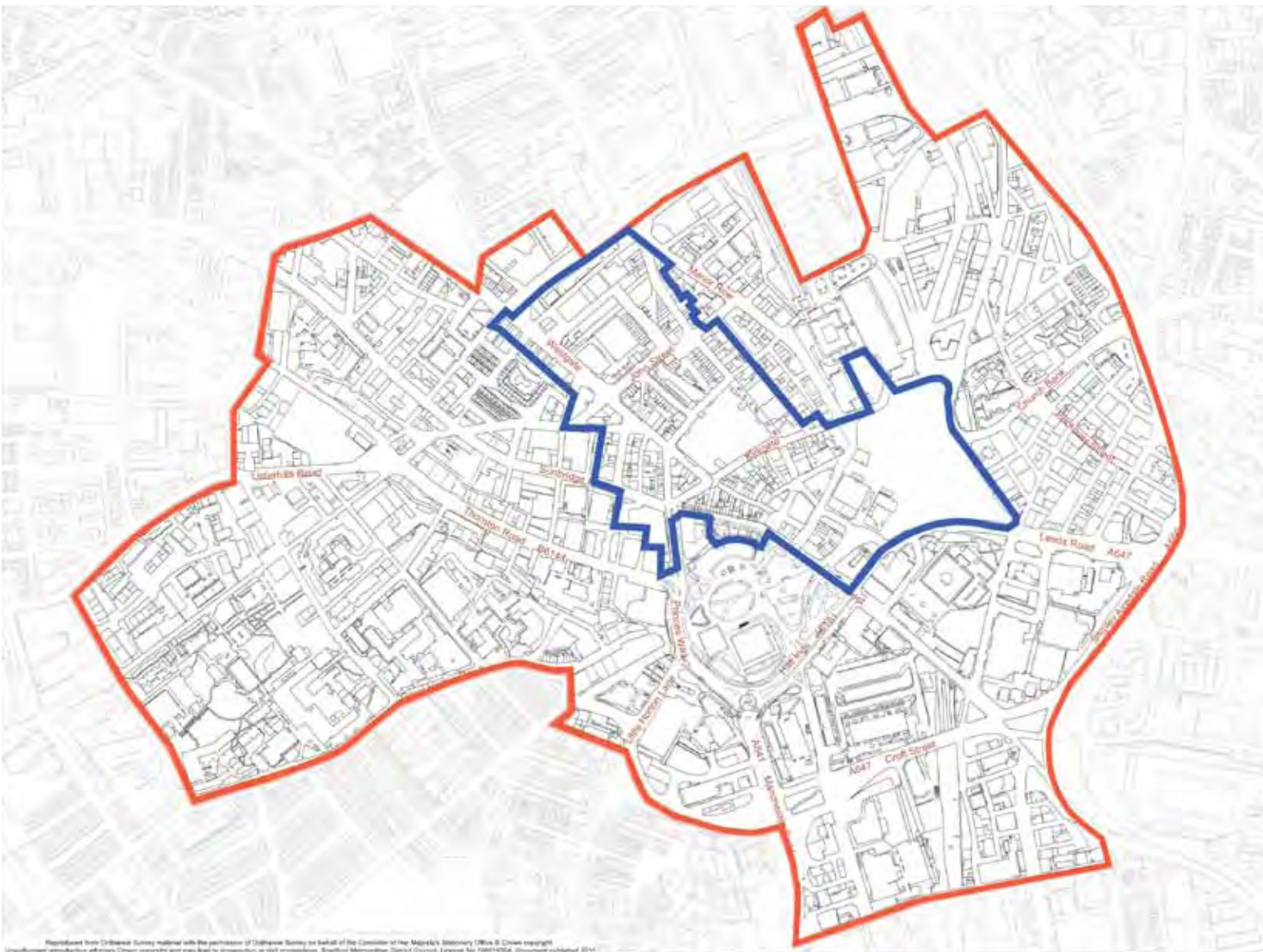
2.39 Additional evidence will continue to be collected throughout the AAP production process. A full list of the evidence base used to inform the AAP is listed in Appendix 3. All background evidence is made available on the Local Plans website.

Further Reading

2.40 For further information on Regeneration Context, Planning Policy Context and Evidence Base, please see Appendix 2 and 3.

Section 2: Vision, Objectives and Development Proposals

The City Centre Boundary



- Area Action Plan Boundary
- Existing Primary Shopping Area

SECTION TWO

VISION, OBJECTIVES AND DEVELOPMENT PROPOSALS

The City Centre Boundary

3.1 The Area Action Plan will need to define the area to which the policies in the plan will apply.

3.2 The map shows the red line boundary used by Bradford Centre Regeneration – the former regeneration company. It includes the main shopping, civic and entertainment core of the centre and also more peripheral areas such as Little Germany, Goitside, and the College and University campuses.

3.3 This boundary has been used for the City Centre RGF Growth Zone and City Plan. Therefore it would be logical that the Area Action Plan is also based on this boundary.

3.4 The blue line boundary is the existing Primary Shopping Area boundary, where retail development is concentrated and generally comprising primary and secondary shopping frontages.

3.5 However there could also be arguments for expanding these boundaries to incorporate adjacent areas, or to shrink the boundary to make the city centre more compact.

The Draft Vision

3.6 One of the most important features of an Area Action Plan is to establish a strong and clear vision. The draft vision has been informed by work undertaken on the Local Plan: Core Strategy and the Council's Community Strategy.

The Draft Vision:

“The city centre will become a major destination in the wider region, offering a different experience to other cities. The City will be the focal point for leisure, office, retail and apartment development, becoming the place resident and visitors want to live, work and socialise.

Future redevelopment of the City Centre will see the renovation and reuse of historic buildings in Little Germany and Goitside for residential and employment.

New build development will make use of high quality design, which will respect the heritage of the city's architecture, and be of the highest viable environmental standards.

The City Centre Area Action Plan will help to safeguard and enhance the city's important cultural assets of the Alhambra, St. Georges Hall, National Media Museum and many more.

The plan will also aid in the formation of new open spaces and public realm improvements in the centre, building on the success of the new City Park and the New Market Place.

The plan will not create a new city centre, but will build on and enhance the existing qualities to revitalise the core of the District.”

Draft Objectives

3.7 The draft vision shall be achieved by realising a number of draft action plan objectives.

These are as follows:

1. A unique, high quality shopping and leisure experience reflecting the city's cultural mix. This will build on the success of the City Park by enhancing the night time leisure offer and providing the framework for the delivery of major new retail in the centre.

2. An attractive, inclusive and safe environment This will see the maintenance and expansion of the public realm improvements throughout the city centre. There will also be a focus on reducing the fear of crime during night time hours in the centre, by enhancing CCTV and policing provision, and encouraging greater evening activity in the city through more city living and the night time leisure offer.

3. Intensification of the urban core through imaginative reuse of the architectural heritage alongside new development of high quality sustainable design. Architectural design of new buildings and the reuse of historic buildings will be a mix of contrast and respect for the urban form. We will strive for high quality design, balanced with maximum functionality and the best viable environmental standards.

4. A range of good quality housing and facilities to cater for a successful city centre community. A range of housing sizes and tenancies will be provided through the allocation of land and land use policies, to ensure city living is available to all residents of Bradford and beyond. This will be supported with the need to provide convenience retail and services within and surrounding the city centre, ensuring they form part of a development or are easily accessible.

5. A thriving economy with new office developments, and a growth in innovative and creative industries as part of the SMART Cities initiative. The priority will be to maintain existing and attract new businesses into the city centre, through the delivery of new Grade A office space in the Business Forest and other office development throughout the centre. The super connected cities programme will deliver superfast broadband and cloud technology in the centre to attract business and industries looking for

the best communications infrastructure in the country. Links with the University and college will also continue to be strengthened to promote Bradford City Centre as a hub for innovative and creative industries.

6. An enhanced higher education campus, with the University and College forming an integral part of the city centre. Links with the higher education campuses will continue to be strengthened through better transport routes, the delivery of key regeneration projects and the development of residential property within the centre. This will create a more welcoming centre for students visit and socialise. The growth of existing and new businesses / industries will also aid in graduate retention within the District.

7. Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems. Access to the city centre by private motor vehicles is still considered very important, for providing easy access to shops, offices and leisure facilities. There is a need to balance the need for short term / stay access, and the need to easy congestion and pollution within the centre. The plan will put forward the Council's car parking strategy for the centre, and is committed to continued improvement of public transport into and around the city centre. The expansion of the public realm improvement scheme and improvements to signing, will aid in pedestrian access and way finding around the centre. Improvements will also be made to cycling facilities tied into to the ongoing development of National Cycle Route 66

8. A rich and diverse variety of plants, birds, animals and insects as part of new linear parks, open spaces and waterways to enhance the quality of life and experience of visitors and residents alike. All new open space will incorporate significant levels of planting (where appropriate) to encourage wildlife in the city centre and aid in the overall quality of life of the resident and visitors. Other environmental solutions may also include the use of rooftop gardens, green roofs, and on street tree planting, amongst others.

Strategic Approach

3.8 The strategic approach taken by the Area Action Plan is an amalgamation of the Council's strategies and objectives. The new approach has also been informed by comments raised at the original Issues and Options public consultation, the National Planning Policy Framework and the Emerging Local Plan: Core Strategy.

Neighbourhoods

3.9 The City Centre is made up of six 'neighbourhoods'. The neighbourhoods are derived from their unique character and development patterns.

- **The Bowl** - Business Core of the City Centre, focus of Grade A office space and leisure uses.

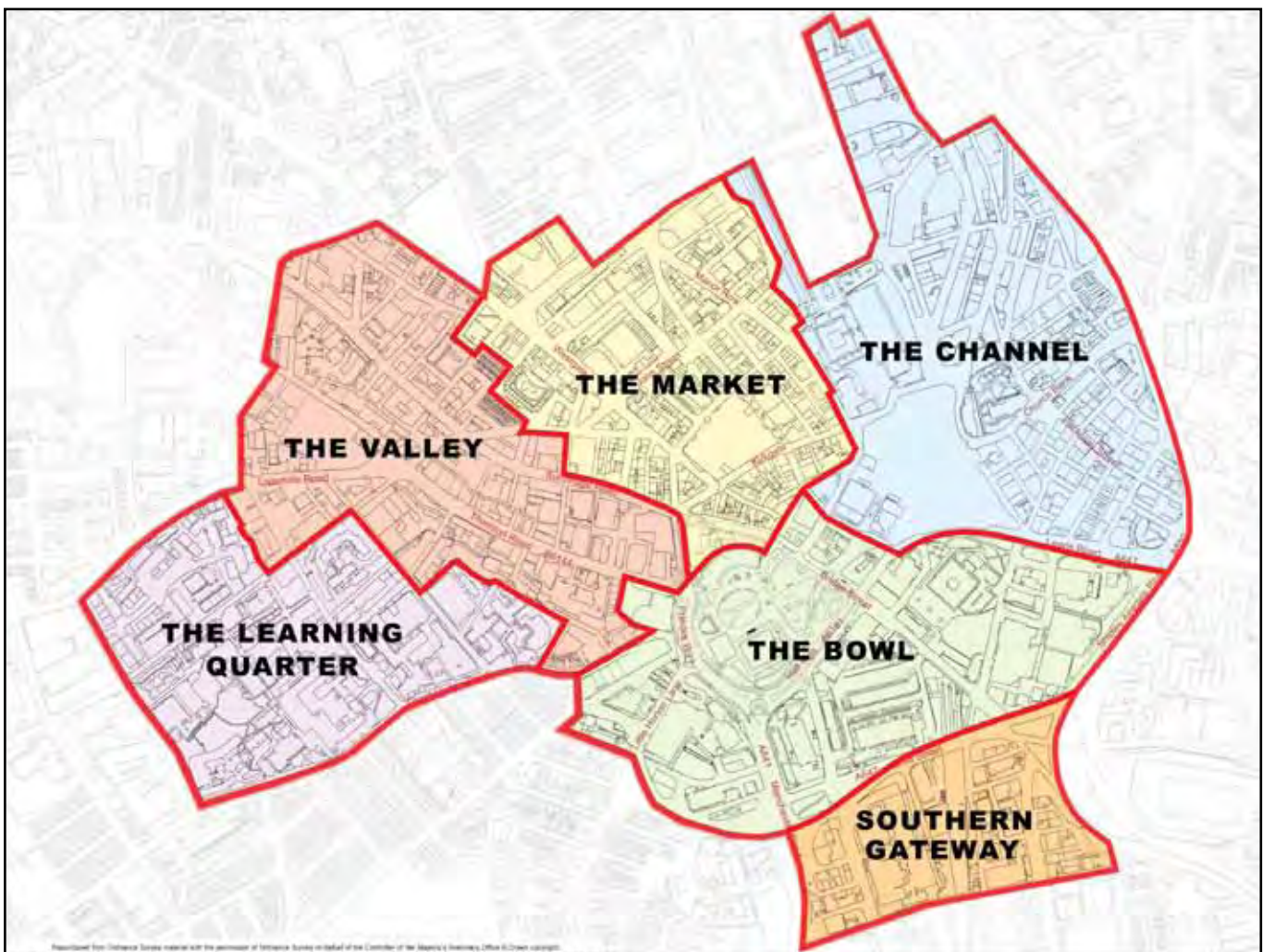
- **The Channel** - The area will be the focus of new comparison retail in The Broadway Centre, and residential led mixed use development.

- **The Market** - The focus for small independent retailing and leisure offer, with the introduction of residential into the area.

- **The Valley** - The area will be the focus of city living, with supporting small scale leisure and retail.

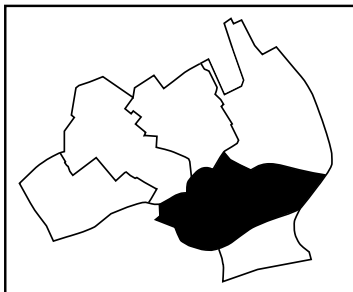
- **The Learning Quarter** - The area will be the focus for expanded education and student living offer.

- **Southern Gateway** - Transforming the area from former industrial to a focus for residential development and supporting uses.



THE BOWL

Central Business and Leisure District



The Bowl - Business Core of the City Centre, focus of Grade A office space and leisure uses.

The Grade A office space proposals will be delivered through the phased Business Forest Development (Central Business District), forming the business core of the city centre.

With a limited residential offer in the Bowl, there will be a focus on delivering an enhanced late night leisure offer, centred around the City Park.

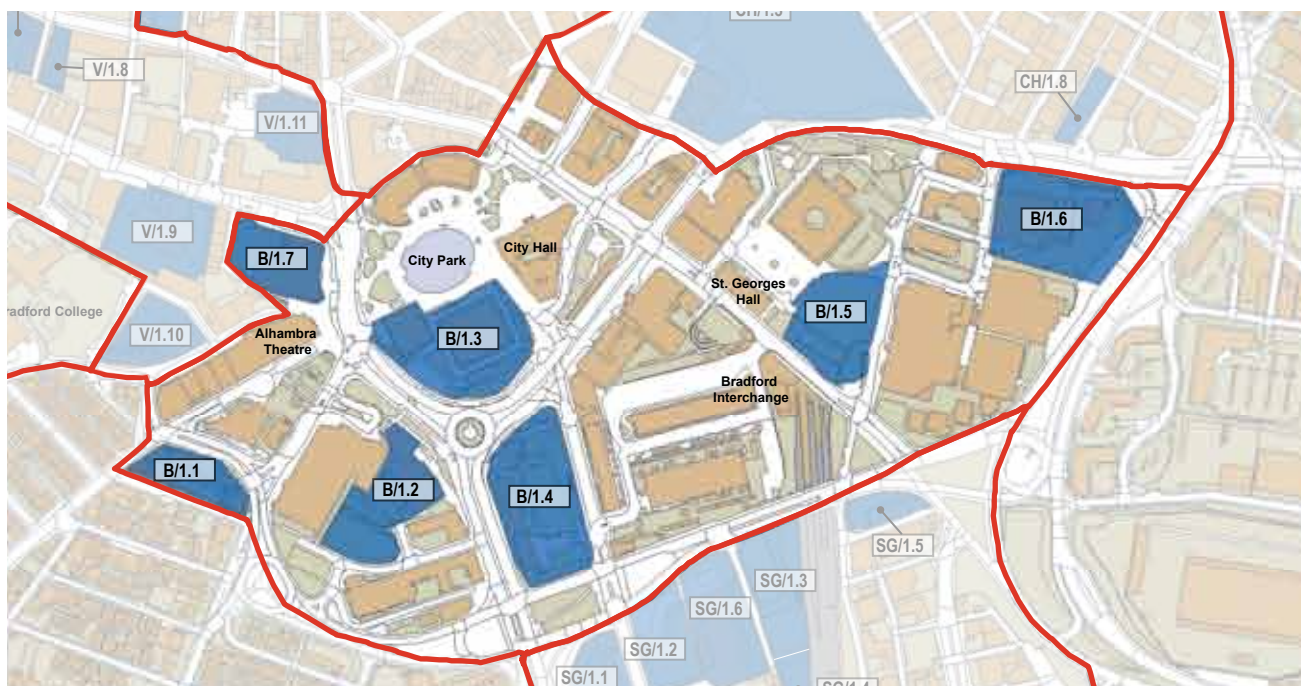
Key Development sites:

- Exchange Court
- Former Yorkshire Water Depot
- Business Forest (Central Business District)
- Former Bradford Odeon

Delivery Target:

- Grade A Office Space and Leisure Offer

Proposed Site Allocations



- B/1.1** Wilson Street Car Park and Buildings
B/1.2 Central Library Site
B/1.3 Business Forest Phase 1
B/1.4 Business Forest Phase 2

- B/1.5** Exchange Court
B/1.6 Former Yorkshire Water Depot
B/1.7 Former Bradford Odeon

B/1.1 Wilson Street Car Park and Buildings

Site size: 0.4ha

Existing Use:

Surface Car Park, Restaurant and Pub House

Proposed Allocation:

Mixed Use

The Site:

The site is currently occupied by a number of properties and a surface car park serving the businesses. Any redevelopment of the site would see the retention of the ground floor uses of the properties, with the residential conversion of the upper floors. The redevelopment of the surface car park would be expected to see the construction of a new building with a mix of uses supported.

Design:

Any infill developments should relate to the existing buildings in terms of scale and building line, and should provide active frontages at ground level.

Parking:

Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

50 residential units, leisure and convenience retail floor space.

B/1.2 Central Library Site

Site Size:

Existing Use:

Car Park and Central Library

Proposed Allocation:

Cultural Expansion Zone

The Site:

The site currently consists of a surface pay and display car park and the Central Library. Located between the National Media Museum and Ice Rink to the northwest and the Bradford Telephone Exchange to the south east.

Possible extension of the proposed allocation to include Mercury House

The proposed allocation is put forward as a site for the expansion of the city's cultural attractions. The Council will support ancillary development such as residential and leisure, which support the delivery of expanded cultural facilities.

Design:

Any development of the site will see the retention of the Bradford Central Library building.

Parking:

Visitor car parking for the expanded cultural facilities will be expected to retain the existing levels of car parking currently on site. This will be expected to be delivered in the form of basement or undercroft car parking.

Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for any ancillary residential / leisure / retail development on site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy.

Minimum Expected Development Thresholds:

Expansion of cultural offer and supporting uses (leisure etc)

B/1.3 Business Forest Phase 1

Site Size: 1.3 ha

Existing Use:

Magistrate Court and Former Police Station
Proposed Allocation – B1 Office, with supporting retail and leisure on ground floor levels.

The Site:

The Business Forest was first put forward in the Alsop master plan in 2003, and further developed as a proposal in the Bowl Neighbourhood Development Framework in 2005.

The Business Forest will be the focus for Grade A office (B1) space within the City Centre. The main objective of the Business Forest will be to act as the premier destination for business head quarters currently located within or outside the Bradford District.

Design:

- The design of proposed office developments within the Business Forest will be expected to contrast and enhance that of the adjacent Grade 1 listed building of City Hall. Any proposed designs will respect, and where possible, enhance the architectural and historical character of City Hall and will be of sufficient scale not to obscure the building from key vistas in or around the City Centre.
- The buildings should respond to the setting of City Park in terms of their scale and appearance, and they should interact with it at ground floor level with active uses such as restaurants and cafes.
- The layout should create positive vistas into and out of the park and it should provide for clear, convenient and safe pedestrian routes between the park and the National Media Museum and the Business Forest Phase 2 (see B/1.4 below).
- The public realm should be designed as an extension of city park with the buildings set within the landscape.
- The design of the proposed office development will be expected to comply to BREEAM 'Excellent', where economically viable to do so.

Transport:

Access – Due to the most likely frontage of a proposed development being onto the City Park or the City Hall, the pedestrian and cycle access will most likely be from these locations. Vehicular access to the site will utilise the existing access off Hall Ings used by the magistrate court currently occupying the site.

Parking Requirement – Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet

the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. However, any proposed development will be expected to provide ancillary car parking, preferably basement or undercroft as utilised by the existing Magistrates Court.

Minimum Expected Development Thresholds:

B1 Office Space (Grade A Standard) Floor Space

B/1.4 Business Forest Phase 2

Site Size: 1.1ha

Existing Use:

Council Offices, Surface Car Park and Public House

Proposed Allocation:

Office / Residential / General Mixed Use

The Site:

The Business Forest was first put forward in the Alsop master plan in 2003, and further developed as a proposal in the Bowl Neighbourhood Development Framework in 2005.

The Business Forest will be the focus for Grade A office (B1) space within the City Centre. The main objective of the Business Forest will be to act as the premier destination for business head quarters currently located within or outside the Bradford District.

Design:

- The site is surrounded by prominent streets on all four sides and the buildings will need to respond positively to all these, in terms of defining the edge of the streets, animating them at ground floor level, and providing visual interest.
- Active uses should be located on the key pedestrian routes at ground level, particularly Nelson Street.
- The scale of the development should be appropriate in relation to surrounding buildings and the enclosure of the street space but it should not detract from views of City Hall.
- It is likely that any development will need to respond to the form of Phase 1 (see B/1.3 above) in terms of addressing and defining vistas out of City Park.
- Any development should incorporate an area of public space as well as new street trees.

The design of the proposed office development will be expected to comply to BREEAM 'Excellent', where economically viable to do so.

Transport:

Access – Vehicular access to the site will be off Nelson Street, as utilise that of the existing council premises occupying the site. Pedestrian and vehicular access to

the site should utilise the site's close proximity to The Interchange and City Park.

Parking Requirement:

Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. However, any proposed development will be expected to provide ancillary car parking, preferably basement or undercroft as utilised by the existing Magistrates Court.

Minimum Expected Development Thresholds:

Main – B1 Office Space (Grade A) Floor Space

B/1.5 Exchange Court

Site Size: 0.68 ha

Existing Use:

Temporary Surface Car Park

Proposed Allocation:

Office / Residential / Potential Magistrates Court

The Site:

Following the closure and subsequent demolition of the Bradford Rail Exchange in 1973, Exchange Court has been redeveloped through the relocation of the Crown Court and the creation of a new civic space to the rear of the Great Victoria Hotel. However, there still remains a large section of the site which has remained undeveloped, and primarily used as an untreated surface car park.

Design:

- Strong building lines and positive frontages should be created to Bridge Street, Exchange Square and Vicar Lane to define and provide visual interest to the streets/public spaces.
- A new area of public realm should be created which provides a setting for the buildings and a pedestrian link between Exchange Square and Vicar Lane
- Active uses should be provided at ground floor level facing onto Exchange Square.
- The potential of opening the partially built pedestrian route under Bridge Street between the site and the Interchange could be explored.

Transport:

Access – The main frontage of any proposal is likely to face Exchange Square, thus the main pedestrian and cycle access is likely to be from this location. The most suitable vehicular access to the site is off Vicar Lane,

through the existing junction used for the temporary surface car parked currently located on the site.

Parking – Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. However, any proposed development will be expected to provide ancillary car parking, preferably basement or undercroft to make best use of the undulating topography.

Minimum Expected Development Thresholds:

The Exchange Court allocation provides an excellent opportunity for the development of a mixed use scheme.

B/1.6 Former Yorkshire Water Depot

Site Size: 1.2ha

Existing Use:

Citizen Advice Bureau

Proposed Allocation:

Leisure / Mixed Use

The Site:

The site is currently occupied by the former George Street Yorkshire Water Depot and Laboratory. The former depot and laboratory is currently subject to an approved planning permission for the change of use to a Citizens Advice Bureau.

The site is expected to deliver a leisure based mixed use development.

Design:

- Any development should define the edges of the site and be of an appropriate scale in terms of enclosing the surrounding streets and responding to the historic area of Little Germany.
- A strong landmark feature should be provided at the corner of Leeds Road and Shipley Airedale Road.
- Active uses should be provided at ground floor level along Leeds Road.
- Improvements should be made to pedestrian provision along Leeds Road and Shipley Airedale Road.

Parking:

Due to the sites close proximity to the two of the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), and

the levels of car parking delivered as part of the Broadway Shopping Centre development, any development will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

4000 sq.metres of leisure floor space, 100 residential units and ancillary convenience retail floorspace.



B/1.7 Former Bradford Odeon, Princess Way

Site Size: 0.75ha

Existing Use:

Vacant former cinema / bingo hall

Proposed Allocation:

Office led mixed use

The Site:

The site is currently occupied by the Former Bradford Odeon. The site has remained vacant for a number of years, and is subject to an approved planning permission for a mixed use development. In 2011, the ownership of the site moved from Yorkshire Forward to the Homes and Communities Agency (HCA).

The location of this proposed allocation is expected to deliver a mix of leisure, office floor space and residential units.

Design:

- Any proposal for the site should make provision for a distinctive building, which is a landmark in the city centre. This could include the retention of the existing building, or elements of it, as part of the scheme.
- The scale of any new building should be appropriate in terms of contributing to a sense of enclosure to

City Park but it must also respond sensitively to the adjacent Alhambra theatre and warehouses on Quebec Street.

- Any development should animate the surrounding streets of Princes Way, Thornton Road and Great Horton Road at ground floor level.
- Any development should consider how the quality of Quebec Street can be enhanced.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

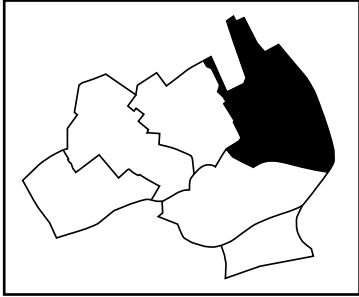
Minimum Expected Development Thresholds:

Grade A office space, and supporting residential and leisure uses.



THE CHANNEL

Little Germany and Broadway



The Channel – The area will be the focus of new comparison retail in the Broadway Shopping Centre, and residential led mixed use development.

The development of the Broadway Shopping Centre will be the delivery priority of the Channel Neighbourhood. The delivery of the shopping centre will see the much needed expansion of the comparison retail offer in the city centre.

The delivery of the large scale retail offer will be supplemented with a large scale residential offer in the neighbourhood. The residential offer is expected to be a mix of new build and the conversion of historically important building

in areas such as Little Germany. This offer will bring city living to the north-eastern sector of the centre, which will benefit the area by increasing footfall in the evening hours and thus support the night time economy.

Key Development Sites:

- **Broadway Shopping Centre**
- **Area West of Valley Road**

Delivery Target

- Residential Units - Minimum of 1010 (supporting community provision retail, leisure and office floorspace)
- Broadway Shopping Centre



Proposed Site Allocations

- CH/1.1 **Area West of Valley Road,**
- CH/1.2 **Former Royal Mail Sorting Office**
- CH/1.3 **Broadway Shopping Centre Site**
- CH/1.4 **Cathedral Quarter Phase 1**
- CH/1.5 **Cathedral Quarter Phase 2**
- CH/1.6 **Burnett Street Car Park**
- CH/1.7 **Olicana House, Chapel Street**
- CH/1.8 **East Parade Car Park**

CH/1.1 Area West of Valley Road

Site Size: 3.5ha

Proposed Allocation:

Phased residential development (supporting use ground floor).

Design:

- A Masterplan may be required to establish the design framework and principles for the site which is in a number of different ownerships.
- The site has a number of important road frontages – Valley Road, Canal Road, Hamm Strasse and Holdsworth Street. Any new buildings should define and enclose these routes in terms of their scale and building line.
- The corners of the site will require strong built features to address prominent vistas.
- A new area of public realm should be provided as part of any development and pedestrian permeability should be provided through the site connecting in to the wider network of routes.
- The site is appropriate for tall buildings of high quality design.

Minimum Expected Development Thresholds:

600 residential units

CH/1.2 Royal Mail Sorting Office

Site Size: 1.88ha

Proposed Allocation:

Retail / Office / Residential

The Site:

Royal Mail has recently undertaken a national review of their sorting facilities and real estate within the UK. It is the intention of Royal Mail to close the Bradford West sorting office (CH/1.2) and move operations to the Inkersley Road site.

The site has therefore been put forward as a proposed allocation to ensure the sustainable redevelopment of the site.

Design:

- Development of the Sorting Office site should be considered in conjunction with the adjacent rail station car park and the Westfield site compound at Forster Court. A Masterplan will be required to coordinate the comprehensive development of the wider site.
- Any scheme should improve north-south pedestrian links between the central shopping area/Broadway and the Forster Square Retail Park and railway station.
- The potential of creating east-west routes between the Cathedral Quarter and station should also be explored.
- New buildings should define the edge of the routes and should respond positively to the corners of Valley Road where it meets Lower Kirkgate and St. Blaise Way.
- Active ground floor frontages and improvements to the public realm should be provided on the key routes of St Blaise Way, Valley Road and Lower Kirkgate.
- The scale of new development should respond to the surrounding historic context of the Cathedral Quarter and the Midland Hotel.
- The wall of the former Midland Railway Station should be incorporated as part of any scheme.



CH/1.3 Broadway Shopping Centre Site

Site Size: 3.75ha

Proposed Allocation

Retail

CH/1.4 Cathedral Quarter Phase 1

Site Size: 1.40ha

Existing Use:

Vacant Listed Pub and surface car parks.

Proposed Allocation:

Residential

The Site:

The site consists of a number of surface car parks, and a grade II listed public house.

The proposed allocation is for residential land use and is expected to deliver approximately 100 residential units. This is below the standard unit density, as the development of any residential accommodation shall be of sufficient scale to protect the historic and architectural character of the grade I listed Cathedral.

Design:

Bolton Road is a key route into the city centre and new development should define the edge of the street, be of an appropriate scale and provide active frontages at ground floor level.

- The layout and scale of the buildings should respond to the sloping nature of the site and positive patterns of development in the area. For instance the buildings could reduce in height further up the slope.
- Any new development should relate well to and improve the quality of the existing footpaths between Bolton Road and Stott Hill.
- The stone setted route of Captain Street should be retained and exploited as a focus of the development. The corner of Captain Street and Stott Hill could offer the opportunity for a new area of public realm.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

100 residential units

CH/1.5 Cathedral Quarter Phase 2

Site Size: 1.52ha

Existing Use:

Vacant former primary school and surface car parks

Proposed Allocation:

Residential

The Site:

The site consists of a mixture of surface car parks and a vacant former primary school.

The proposed allocation is for residential land use and is expected to deliver a minimum of 200 residential units. Any proposed development should look to make use of the former primary school for the conversion to residential units, where viable.

Design:

- The layout and scale of the buildings should respond to the sloping nature of the site. It is likely that lower buildings (e.g. 3 storeys) will be most appropriate on the upper slopes.
- Any scheme should utilise the landscape area alongside Shipley Airedale Road to provide residential amenity and an improved setting for new homes.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

200 residential units

CH/1.6 Burnett Street Car Park

Site Size: 0.33ha

Existing Use:
Surface Car Park

Proposed Allocation:
Residential

The Site:

The site currently operates as a pay and display surface car park. The proposed allocation is for residential land use and is expected to deliver a minimum of 50 residential units.

Design:

- Any new development should create urban blocks which define and enclose the streets and repair the urban fabric of this part of Little Germany.
- New development should respond positively to the corners of the site, particularly at the junction of Barkerend Road/Shipleigh Airedale Road which should be a gateway feature.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:
50 residential units.

CH/1.7 Olicana House, Chapel Street

Site Size: 0.34ha

Existing Use:
Vacant former Council office

Proposed Allocation:
Residential

The Site:

The site is currently occupied by a vacant council office block and surface car park.

The current building occupying the site is not of sufficient character to warrant retention, unlike the surrounding 19th Century wool warehouse of Little Germany. Taking account of the surrounding of value heritage buildings, the minimum expected

development thresholds are lower to reflect the historic and architectural character of the listed warehouses.

Design:

- Any new building on the site should respond to the existing pattern of development in Little Germany in terms of scale, layout and appearance.

Minimum Expected Development Thresholds:
20 residential development units

CH/1.8 East Parade Car Park

Site Size: 0.18ha

Proposed Allocation:
Residential

The Site:

The site currently operates as a pay and display surface car park. The proposed allocation is for residential land use and is expected to deliver a minimum of 50 residential units. This will build upon the success and popularity of the Gatehaus development adjacent to the site.

Design:

- Any new development should help to repair the urban fabric in this part of Little Germany, responding to existing patterns of development and creating a strong edge to East Parade and Leeds Road.

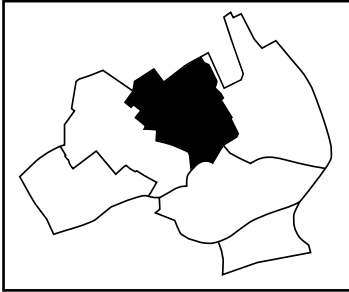
Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:
40 residential development units.

THE MARKET

Shopping Area



The Market – The focus for small scale independent retailing and leisure offer, with the introduction of residential into the area.

The development of the Broadway Shopping Centre will likely result in significant change for this area, but the Plan is committed to continuing the promotion of the existing shopping anchors of the Kirkgate Centre, Kirkgate, Darley Street and the Oastler Centre.

There will also be a renewed focus in building on the existing successful independent retail and leisure offer currently available on North Parade and the surrounding streets.

The introduction of city living into the Market, combined with the residential offer of the Valley and Channel neighbouring, will ensure there is sufficient demand for the expanded retail and leisure offer in the Market neighbourhood.

Key Development Sites:

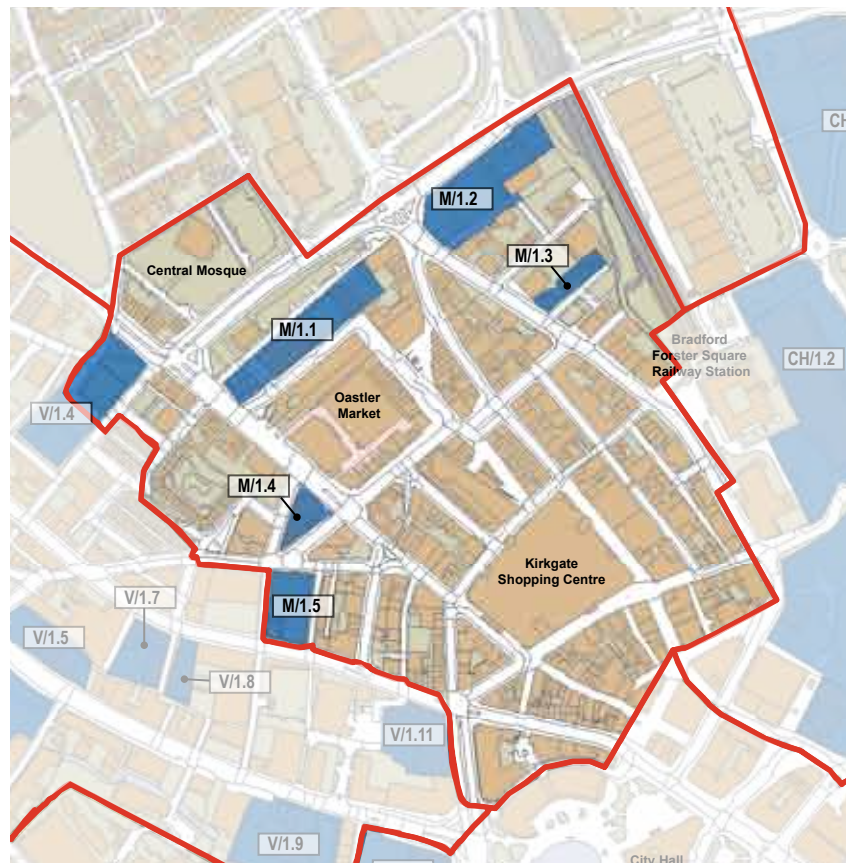
- Former Rawson Market and Car Park, Simes Street
- Chain Street Regeneration

Delivery Target:

- Residential Units – Minimum of 500 (supporting community provision retail, leisure and office floorspace)

Proposed Site Allocations

- M/1.1** Former Rawson Market and Car Park, Simes Street
- M/1.2** Car Park on Site of Former Carlton Grammar School, Grammar School Street
- M/1.3** Stone Street Car Park
- M/1.4** Former Yorkshire Building Society Head Quarters, High Point, New John Street
- M/1.5** Former Tetley Street Shed, Tetley Street



M/1.1 Former Rawson Market and Car Park, Simes Street

Site Size: 1.20ha

Existing Use:

Former market hall and surface car park (in use)

Proposed Allocation:

Residential led mixed use.

The Site:

The site is occupied by the former Rawson Market Hall, built as a temporary home for the displaced markets in the Rawson Square redevelopments. The market hall is now vacant following the completion of the regeneration scheme. The site also consists of a large amount of surface car parking to the north and east of the market hall.

Design:

- The former Simes Street Chapel should be retained and incorporated sensitively into any scheme, if viable.
- The existing routes of Simes Street and Infirmary Street need not be retained but any new development should create a permeable layout which connects to the wider network street network, including a link between Rawson Road and Fountain Street.
- The site has an important frontage to Westgate and new development should help to repair the urban fabric along this route in terms of building line, scale and creating a strong corner feature at the junction with Drewton Road. Active uses should be provided at ground floor level and improvements should be made to the public realm.
- Any new development should create a positive frontage to Drewton Road to enhance the quality of this prominent route.
- A Masterplan will be required to establish the design framework and principles for the site.

Minimum Expected Development Thresholds:

200 residential units, ancillary leisure and retail floor space.

M/1.2 Car Park on Site of Former Carlton Grammar School, Grammar School Street

Site Size: 0.85ha

Existing Use:

Surface car park

Proposed Allocation:

Residential

The Site:

The former site of Carlton Grammar School currently operates as a surface car park. The site was granted planning permission for a residential development, with supporting A1/A3 on ground floors, in 2007. This permission has now lapsed, but the principal of the development still stands.

Design:

- Development of the site should create a strong feature at the corner of Manor Row and Hamm Strasse. New buildings should provide a strong edge to define these routes and be of an appropriate scale to enclose the street space.
- Active uses should be provided at ground floor level, particularly along Manor Row.
- Carlton House should be retained as part of any scheme and new buildings should respond sensitively to it in terms of their layout, scale and appearance, particularly along Grammar School Street.

Minimum Expected Development Thresholds:

100 residential units

M/1.3 Stone Street Car Park

Site Size: 0.16ha

The Site:

The site currently operates as a surface car park for the surrounding businesses.

Design:

- The site lends itself to a linear form of development which defines the edge of Stone Street.
- Any development will need to face onto Stone Street and Manor Row with windows and entrances. It should also respond positively to the other sides of the site i.e. the adjacent Registry Office and the end of the site overlooking the cliff which will be prominent in views from across the valley.
- The scale of new buildings should respond to those adjacent on Stone Street and Manor Row.

Minimum Expected Development Thresholds:

20 residential units

M/1.4 Former Yorkshire Building Society Head Quarters, High Point, New John Street

Site Size: 0.17ha

Existing Use:

Vacant former YBS head quarters offices

Proposed Allocation:

Residential led mixed use

The Site:

The site is currently occupied by the vacant former head quarters of the Yorkshire Building Society.

Design:

- As part of any refurbishment of the existing building there is an opportunity to improve its external appearance.
- Alternatively if the site is to be redeveloped then the scale of any new building should respond more appropriately to the surrounding historic context.

Minimum Expected Development Thresholds:

80 residential units (check planning application)

M/1.5 Former Tetley Street Shed, Tetley Street

Site Size: 0.32ha

Existing Use:

Vacant cleared mill / shed site, currently surface car park.

Proposed Allocation:

Residential led mixed use

The Site:

The site currently consists of vacant land and a surface car park off Tetley Street.

Design:

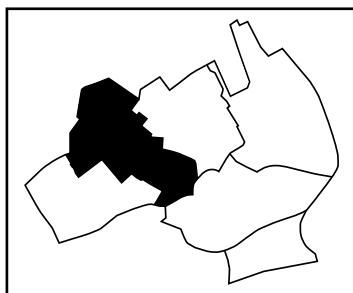
- The building line of new development should follow all four edges of the site to define the surrounding streets.
- The two existing buildings on site – the cottage and The Sun – should be incorporated into any scheme.
- Active ground floor uses should be provided on the Sunbridge Road frontage and also along Grattan Road.
- The scale and form of new buildings should respond to the existing character of the area, in particular the way the buildings step up the hillside in the Goitside.

Minimum Expected Development Thresholds:

100 residential units

THE VALLEY

Goitside



The Valley – The area will be the focus of city living, with supporting small scale leisure and retail.

The majority of land uses allocated for in the Valley Neighbourhood are for residential or mixed use development.

This will enable more people to live in the city, and allow for the creation of a 24 hour centre within the heart of the District.

With a greater number of residents living within the centre, there will be increased demand for existing leisure and retail offer, and will be supplemented by further expansion of this offer in the Market, Bowl and Channel Neighbourhoods.

Residential Units – 1650

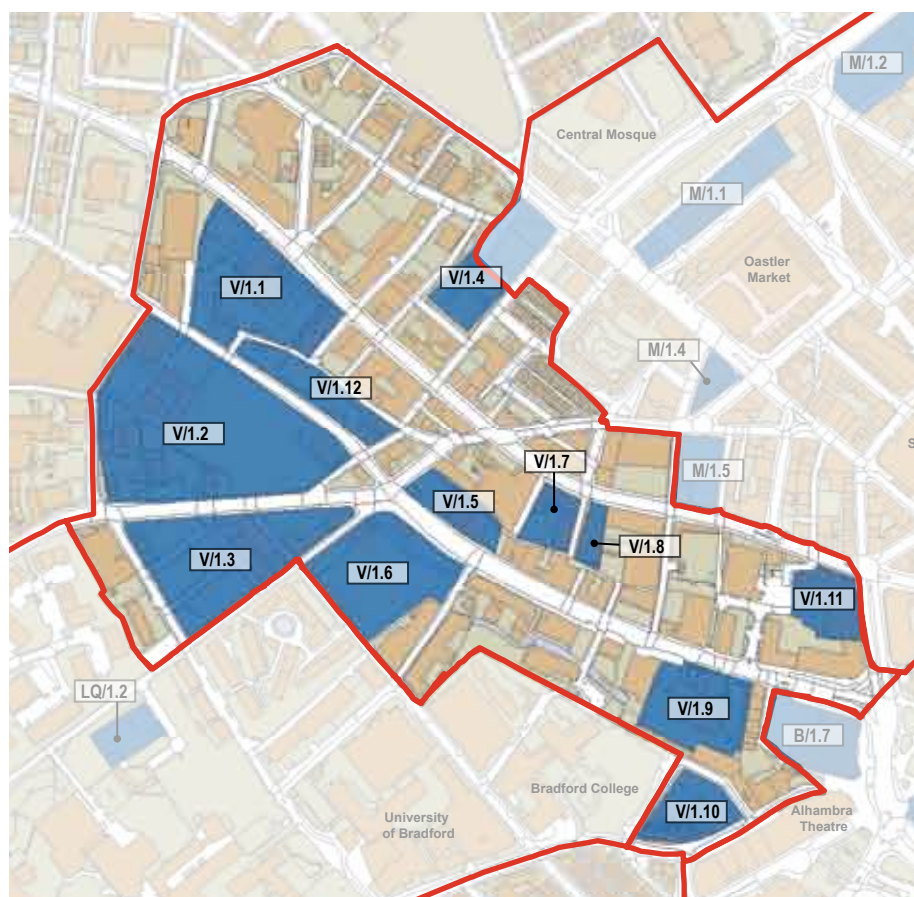
Key Development Sites:

- Former Thornton Road Gas Holders Site
- Former Beehive Mills

Delivery Target:

- Residential Units – Minimum of 1650 (supporting community provision retail, leisure and office floorspace)

Proposed Site Allocations



- | | | | |
|--------------|---|---------------|--|
| V/1.1 | Former Provident Financial Headquarters, Sunbridge Road | V/1.8 | Land to the rear of Holmfield Court, Holmfield Street / Soho Street |
| V/1.2 | Former Gas Works, Thornton Road / Listerhills Road | V/1.9 | Car Sales / Filling Station Site, Thornton Road |
| V/1.3 | Globus Textiles, Listerhills Road / Smith Street / Longside Lane | V/1.10 | Former Alexandria Hotel, Randall Well Street |
| V/1.4 | Wigan Street Car Park | V/1.11 | Sunwin House, Godwin Street / Sunbridge Road |
| V/1.5 | Yorkshire Stone Yard, Thornton Road / Lower Grattan Road | | |
| V/1.6 | Former Bee Hive Mills, Smith Street | | |
| V/1.7 | Standard Buildings, Sunbridge | | |

V/1.1 Former Provident Financial Headquarters, Sunbridge Road

Site Size: 1.81ha

Existing Use:

Office and Car Parking

Proposed Allocation:

Residential

The Site:

The site is occupied by the former offices of the Provident Financial Headquarters and associated car parking. The site has remained vacant since Provident Financial relocated to the Thornton Road / Sunbridge Road Development. The site is subject to an approved planning permission for the change of use to student accommodation.

Design:

- New development should repair the urban structure by following the historic building line along Sunbridge Road and Thornton Road. The buildings should face the roads, have active frontages at ground floor level, and be of an appropriate scale to enclose the street space.
- Any development should also address Water Lane in a positive manner to improve the quality of this route.

Parking:

Due to the sites proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

400 residential units, ancillary convenience retail and leisure.

V/1.2 Former Gas Works and Foundry, Thornton Road / Listerhills Road

Site Size: 2.5ha

Existing Use:

Surface Car Park

Proposed Allocation:

Residential led mixed use

The Site

The site was previously occupied by the Bradford Gas Works and Listerhills Foundry. Since the decommissioning of the works and demolition of the foundry, the site has operated as a surface car park and car repairs.

The proposed allocation is expected to deliver a significant residential development led mixed use scheme. At least 400 residential units and ancillary retail and leisure floor space.

Design

- Any redevelopment of the site should create an iconic gateway to the city centre, including a landmark building at the corner of Thornton Road/ Listerhills Road.
- The site is suitable for tall buildings of high quality, distinctive design.
- Any development should respond to the aspiration to create a linear green park along the Thornton Road corridor, possibly incorporating water features.
- The buildings should provide positive frontages to the surrounding streets, particularly to Thornton Road and Listerhills Road.
- A Masterplan may be required to establish the design framework and principles for the site.

Parking:

Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

400 residential units

V/1.3 Globus Textiles, Listerhills Road / Smith Street / Longside Lane

Site Size: 1.69ha

Proposed Allocation:
Residential led mixed use

The Site:

The site is currently occupied by a number of industrial / mill units and a surface car park. The entire site is subject to an approved planning permission for redevelopment for mixed use. The surface car park (former No.5 Monk Street) benefits from a recent approved planning permission for a separate mixed use development.

The site is proposed to be allocated as residential led mix use, with the delivery of a minimum of 200 residential units, with supporting leisure and retail floor space within the lower levels of the development.

Design:

- New buildings should respond positively to the surrounding streets and should include a strong feature at the corner of Listerhills Road and Longside Lane.
- The lower part of the site (south of Smith Street) is suitable for tall buildings of high quality, distinctive design.
- The site includes a number of existing industrial buildings some of which make a positive contribution to the character of the area in terms of their layout, scale and appearance. These could be retained and refurbished alongside new infill development

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

200 residential units and ancillary retail and leisure floor space.

V/1.4 Wigan Street Car Park

Site Size: 0.80ha

Existing Use:
Surface Car Parking

Proposed Allocation:
Residential

The Site:

The site is currently used as a Council owned surface pay and display car park.

The site will be primarily a residential allocation, and is expected to deliver approximately 120 residential units. Supporting convenience retail and leisure may also be appropriate on the ground floors of any development to ensure active frontage to the street.

Design:

- The scale and building line of new development should help to repair the urban fabric of the area, particularly along Westgate, Wigan Street and Paradise Street.
- Active uses should be provided at ground floor level on the Westgate frontage.

Parking:

Due to the sites close proximity to the main public transport hubs of the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

120 residential units.

V/1.5 Yorkshire Stone Yard and Mill, Thornton Road / Lower Grattan Road

Site Size: 0.35ha

Existing Use:

Vacant Mill and Stone Yard

Proposed Allocation:

Residential new build and conversion (mill)

The Site:

The site is currently occupied and operates as a stone salvage and reclamation yard. Other uses on the site include car repairs and door and gate sales.

Any proposed development on the site is expected to deliver a new building on the existing stone yard and the conversion of the mill building. The allocation will see the delivery of residential units on the upper floors and leisure / retail on the ground / lower floors. Small scale speculative office development will be considered acceptable if it does not jeopardise the delivery of the expected development threshold set out below.

Design:

- The scale and building line of new development should help to repair the urban fabric of the area along Thornton Road.
- The scale of the buildings should contribute to the character in the Goitside of buildings stepping up the valley side on the northern side of Thornton Road.
- A strong corner building should be provided at the junction of Thornton Road and Grattan Road.
- New buildings should respond positively to the alley which runs through the site above the watercourse of the Goit. This route should be enhanced with new surfacing and courtyard spaces.
- Any new development should consider the planting of new street trees to improve the pedestrian environment on Thornton Road.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft within the newly constructed building on the existing stone yard.

Minimum Expected Development Thresholds:

80 residential units

V/1.6 Former Bee Hive Mills, Smith Street

Site Size: 1.45ha

Existing Use:

Vacant cleared mill site

Proposed Allocation:

Residential

The Site:

The site is currently vacant following the demolition of the former Bee Hive Mills. The site is subject to an approved planning application for the development of a mixed use scheme, and is considered to be a phase 2 of the Mi7 University development.

The site is currently being proposed for a residential allocation, which may include student living as an expansion of the University accommodation. The allocation will look for on site provision of convenience retail and leisure use, where appropriate.

Design

- In conjunction with any development a new area of public space should be considered on Thornton Road frontage alongside the open watercourse of Bradford Beck, including new trees and soft and hard landscape.
- The site is suitable for a tall building which is high quality and distinctive in terms of its massing, appearance and materials.
- Active ground floor frontages should be provided facing onto the new area of public space.
- The new buildings should define the edge of Smith Street, Longside Lane and the public space alongside the Beck.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

220 residential units. Ancillary convenience retail and leisure floor space.

V/1.7 Standard Buildings, Sunbridge Road

Site Size: 0.31ha

Existing Use:

Building - Snooker Hall Ground Floor, Vacant Upper Floor. Vacant yard to the rear.

Proposed Allocation:

Residential conversion of Standard Building and new build residential to the rear.

The Site:

The site is currently occupied by an early twentieth century 4 storey building (Grade II Listed) with a large vacant yard to the rear. The building is mainly vacant, with part of the ground floor operating as a snooker hall.

Any redevelopment proposal must see the reuse of the listed Standard Buildings, with any new building respecting the historical character of the heritage asset.

The proposed allocation is expected to deliver a minimum of 80 residential units, with the redevelopment of the listed building being the priority in this land use allocation.

Design:

Any development should contribute to enhancing the pedestrian path which runs above the watercourse of the Goit. This could include the creation of a courtyard space alongside it.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft within the newly constructed buildings to the rear of the Standard Buildings.

Minimum Expected Development Thresholds

80 residential units

V/1.8 Land to the rear of Holmfield Court, Holmfield Street / Soho Street

Site Size: 0.25ha

Existing Use:

Vacant Mill

Proposed Allocation:

Residential

The Site:

The site is currently occupied by a vacant / abandoned mills and former mill site to the rear.

The proposed allocation of this vacant mill is expected to deliver 50 residential units, with the retention of the mill building if economically viable.

Design:

- Any development should seek to retain and refurbish the mill buildings of value on the site alongside new infill development of appropriate scale.
- Development should enhance the pedestrian route along the Goit which could include the creation of a courtyard space alongside it.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

50 residential units

V/1.9 Car Sales / Filling Station Site, Thornton Road

Site Size: 1.3ha

Existing Use:

Car sales and filling station

Proposed Allocation:

Residential led mixed use

V/1.10 Former Alexandra Hotel and Empire Cinema, Randall Well Street

Site Size: 0.61ha

Proposed Allocation:

Residential led mixed use

The Site:

The site has operated as a council owned pay and display surface car park since the demolition of the Alexandra Hotel (in 1992) and Empire Cinema (1980).

The proposed allocation of the site is expected to deliver a minimum of 100 residential units, with ancillary retail and leisure uses in the ground floors, to reflect the surrounding land uses.

Design:

- The site has an important frontage to Great Horton Road and any development should respond to this in terms of building line, scale and active ground floor frontages.
- New buildings should also respond positively to Randall Well Street to create an attractive route to the new college buildings.
- Development should help to support the concept of a linear park alongside the Beck. This could include new landscape and public space along Randall Well Street which exploits views across the valley.

Parking:

Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:

100 residential units. Ancillary leisure and retail.

V/1.11 Sunwin House, Godwin Street / Sunbridge Road

Site Size: 0.50ha

Existing Use:

Vacant former Department Store and service yard

Proposed Allocation:

Residential / Retail / Office / Leisure

The Site:

The site currently consists of a Grade II listed former department store. Following the closure of the TJ Hughes in 2010, the retail unit has remained vacant.

The movement of the retail core of the city centre away from this site, the premises are no longer expected to deliver a large scale comparison retail offer.

The proposed allocation is expected to deliver a mixed use scheme, which makes use of the Grade II listed building. The make up of this mixed use scheme is presently open, with views on the best use of this heritage welcomed.

V/1.12 – Thornton Road / Water Lane

Site Size: 0.50ha

Existing Use:

Portakabin Sales, Car Wash and Furniture Sales

Proposed Allocation:

Residential led Mixed Use

The Site:

The site currently operates as a portakabin sales area, car wash and furniture sales, which operates in the building on the eastern edge of the site.

The proposed allocation of the site is expected to deliver a minimum of 100 residential units, with ancillary retail and leisure uses to support residents within the development and surrounding developments.

Parking:

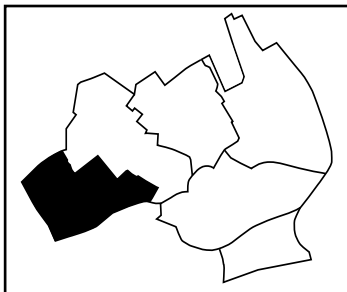
Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy.

Minimum Expected Development Thresholds:

100 residential units. Ancillary leisure and retail.

THE LEARNING QUARTER

University and College Campus

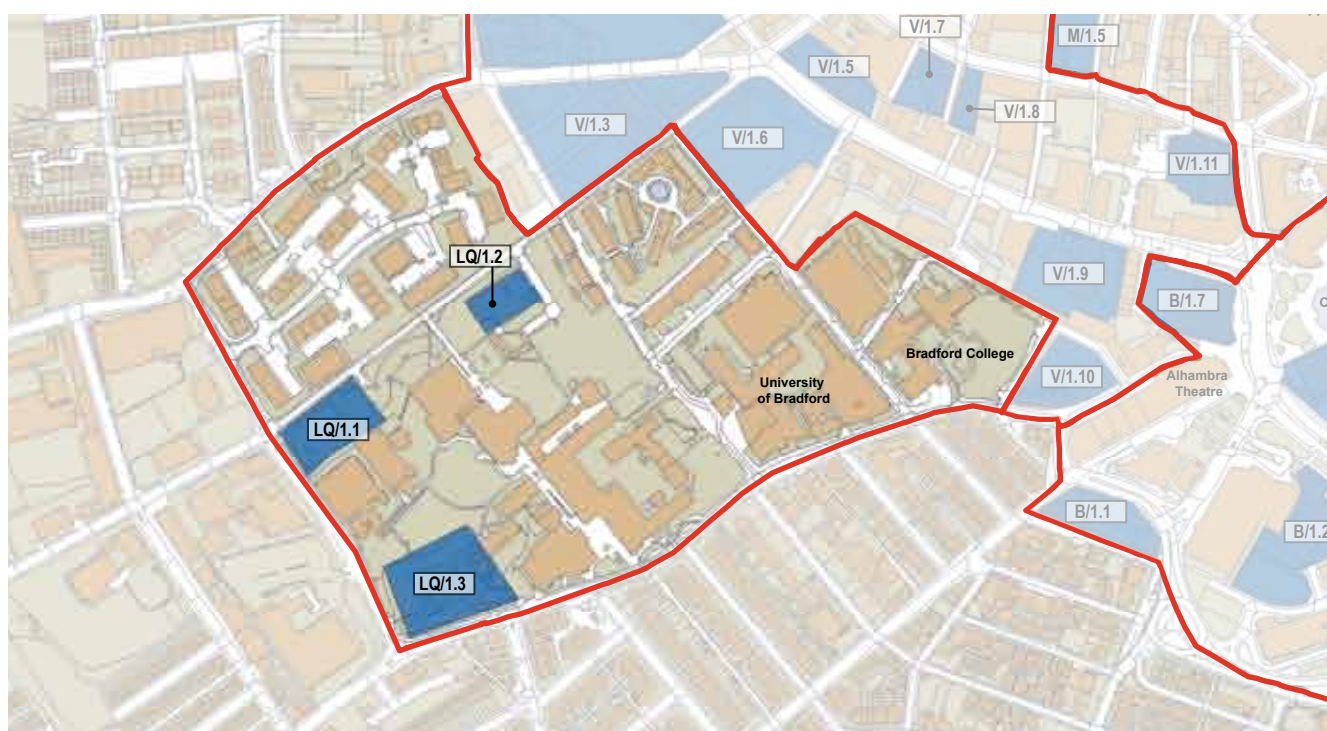


The Learning Quarter – The area will be the focus for expanded education and student living offer.

The land use allocations within the learning quarter are to support and facilitate education uses. This may include development for University and College buildings in the expansion of learning facilities and / or the creation of further student living accommodation following the success of 'The Green' student village development.

Issue 14 in the section 3.4 (Further and Higher Education) safeguards development of the area for the provision and support of Bradford College and the University of Bradford.

Proposed Site Allocations



LQ/1.1 University of Bradford Car Park, Longside Lane

LQ/1.2 University of Bradford Car Park, Longside Lane / Shearbridge Road

LQ/1.3 University of Bradford Car Park, Great Horton Road

LQ/1.1 University of Bradford Car Park, Longside Lane

Site Size: 0.65ha

Existing Use:
Surface Car Park

Proposed Allocation:
Education and ancillary uses

The Site:

The site is located off Longside Lane and currently serves as a surface car park for University Staff and University Gym users.

Design:

- Any development should respond positively to the Longside Lane frontage and the corner with Shearbridge Road.

LQ/1.2 University of Bradford Car Park, Longside Lane / Shearbridge Road

Site Size: 0.75ha

Existing Use:
Surface Car Park

Proposed Allocation:
Education and ancillary uses

The Site:

This is part of a wider area proposed for sports pitches in the Learning Quarter Design & Delivery Framework. Need to understand if this is still part of the University's plans.

LQ/1.3 University of Bradford Car Park, Great Horton Road

Site Size: 0.93ha

Existing Use:
Surface Car Park

Proposed Allocation:
Education and ancillary uses.

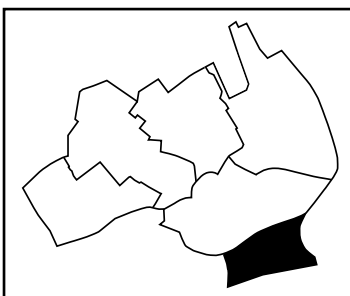
The Site:

The site is located off Great Horton Road and currently serves as a surface car park for University Staff and visitors to the conference facilities.

Design

- Any development should provide positive frontages to the public routes of Great Horton Road and Shearbridge Road but it should also relate well to the wider university campus, in particular the open green space/'amphitheatre' to the north.

THE SOUTHERN GATEWAY



Southern Gateway – Transforming the area from former industrial to a focus for residential development.

The neighbourhood will become a focus for city living in the centre. Large scale residential development is proposed for the area to deliver a much needed housing offer.

The housing offer will be supplemented by ancillary retail and leisure offers to support residents living in the area.

The area benefits from strong links to the main transport hub of the Interchange, making travel into major centres of Leeds and Manchester easily accessible.

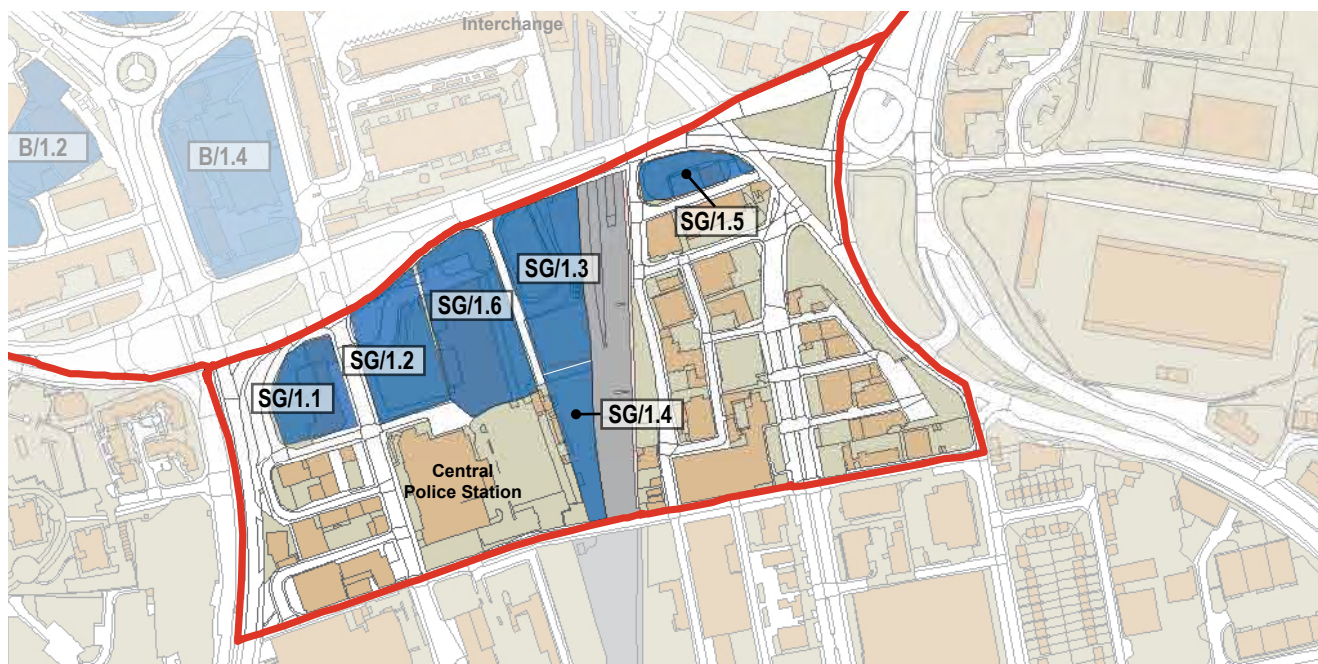
Key Development Sites:

- Britannia Mills and Car Park
- Bedford Street Garage

Delivery Target:

- Residential Units – Minimum of 740 (supporting community provision retail, leisure and office floorspace)

Proposed Site Allocations



SG/1.1 Clifford Street Car Park

SG/1.2 Britannia Mills Car Park, Portland Street

SG/1.3 Britannia Street Car Park Phase 1

SG/1.4 Britannia Street Car Park Phase 2

SG/1.5 Bedford Street Garage and Vacant Land

SG/1.6 Britannia Mills, Portland Street

SG/1.1 Clifford Street Car Park and Buildings

Site Size: 1.4ha

Existing Use:

Surface Car Park / bathroom show room and plumbers merchants

Proposed Allocation:

Residential and associated uses (convenience / healthcare)

The Site:

The site currently operates as a surface car park for the small businesses occupying surrounding industrial units, accessed from Clifford Street (east of Manchester Road).

The proposed allocation of the site will be for a residential land use, and is expected to deliver a minimum of 200 residential units and ancillary convenience retail floor space.

Design:

- Development should be of a significant scale to address the prominent junction of Croft Street and Manchester Road.
- The site offers the potential for a tall building. This should be a high quality, distinctive building in terms of its massing, appearance and materials.
- The buildings should define the edges of the site and contribute to enclosing the surrounding streets and animating them at ground floor level with windows, entrances and active uses.
- Any development should consider ways in which the pedestrian environment along Croft Street can be improved such as new tree planting and widening the pavement.

Transport:

Access – The site currently benefits from an existing entrance access from Croft Street junction, with the access exiting on Clifford Street. Any vehicular access to the redevelopment of the site will either retain this existing relationship or transfer all vehicular access to Clifford Street only.

Pedestrian access to the site will most likely come from Croft Street / Nelson Street, due to the location of the Interchange to the North / North East of the site. The frontage of any development will thus face north northeast into the city centre.

Parking - Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking

requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or undercroft.

Minimum Expected Development Thresholds:

200 - 250 residential Units

SG/1.2 Britannia Mill Car Park, Portland Street

Site Size: 1.2 ha

Existing Use:

Council Employee Surface Car Park

Proposed Allocation:

Residential led mixed use

The Site:

The site consists of a former woollen mill and Council owned surface car park, accessed by a dedicated access road of Portland Street.

The proposed allocation is for residential land use and is expected to deliver a minimum of 200 residential units.

Design:

- Ideally the site will be developed in conjunction with site SG/1.6 (see below) to form an urban block. In any event a Masterplan will be required which considers the development of the wider site holistically with regard to issues such as access, built form and public realm.
- The site is appropriate for tall buildings provided they are high quality and distinctive in terms of their massing, appearance and materials.
- The buildings should positively address the surrounding streets in terms of layout, scale and appearance, including a strong corner feature at the junction of Croft Street/Nelson Street.
- Any development should consider ways in which the pedestrian environment along Croft Street can be improved such as new street trees and resurfacing/widening the pavement.

Transport:

Access –Any vehicular and pedestrian access to the site must come off Nelson Street, but may need to retain access to Britannia Mills Site (SG1.6), if the sites are developed independently or SG1.6 remains undeveloped.

Parking - Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking

requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:
200 residential units.

SG/1.3 Britannia Street Car Park Phase 1

Site Size: 0.95ha

Existing Use:
Pay and Display Surface Car Park / First Bus Company Employee Car Park.

Proposed Allocation:
Residential

The Site:
The former coal yard and railway siding, currently operates as a surface car park for Network Rail and First Bus Group employee vehicles, with access from Britannia Street leading onto Croft Street.

The proposed allocation is for residential land use and is expected to deliver a minimum of 200 residential units.

Design:

- The scale, layout and appearance of the development should relate positively to the edges of the site in particular to Croft Street and to the railway line which forms a gateway to Bradford.
- The southern part of the site is appropriate for a tall building provided that it is high quality and distinctive.
- Any development should consider ways in which the pedestrian environment along Croft Street can be improved such as new tree planting to create a boulevard environment.

Transport:

Access – The main vehicular and pedestrian access to the site will most likely utilise the existing access road off Britannia Street. Any redevelopment of the site should retain and enhance the current pedestrian access to the Interchange and link it more directly to Croft Street.

Parking - Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be

expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds:
200 residential units

SG/1.4 Britannia Street Car Park Phase 2

Site Size: 0.50ha

Existing Use:
Metal Recycling / transfer

Proposed Allocation:
Residential

The Site:
The former coal yard and railway siding currently operates as a steel fabrication premises.

The proposed allocation is for residential land use and is expected to deliver a minimum of 80 residential units. This is lower than the standard housing density expected from proposed allocations, due to the shape of the site and the restricting surrounding land use of the police station and railway line.

Design

- The scale, layout, appearance and landscaping of any development will need to respond positively to the railway line which forms a gateway to Bradford.
- The site is appropriate for tall buildings of high quality design.

Transport:

Access – The site is currently accessed from the end of Britannia Street. The redevelopment of the site is expected to utilise this existing access for vehicular and pedestrian movements.

Parking - Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking will be expected to be provided as basement or under-croft.

Minimum Expected Development Thresholds
80 residential units.

SG/1.5 Bedford Street Garage and Vacant Land

Site Size: 0.25ha

Existing Use:

Garage, Car Park and incidental open space

Proposed Allocation:

Light Industrial (B2)

The Site:

The site is currently operating as a car repair and mot service garage and incidental open space.

The proposed allocation is for light industrial (B2) land use, which may ancillary distribution (B8) associated with the development of light industrial units.

Design:

Any development should provide a strong built frontage to Croft Street and the corners to Wakefield Road and Edward Street. It should consider improving the pedestrian environment on Croft Street through potential widening/resurfacing of the footway and new street trees.

Transport:

Access – The existing garage on the site currently utilises Bedford Street as access to the premises. Bedford Street also benefits from access onto Edward Street and Wakefield Road. Any redevelopment of the site is expected to utilise the current access off Bedford Street.

Parking – Any redevelopment of the site is expected to provide sufficient car parking as set out in the requirement of Appendix 4 of the Local Plan: Core Strategy.

Minimum Expected Development Thresholds:

1000m² of B2 floor space.

SG/1.6 Britannia Mill

Site Size: 0.63 ha

Existing Use:

Industrial (Mill)

Proposed Allocation:

Residential

The Site:

The site is currently occupied by a 19th Century Mill, containing a number of small business units.

The proposed allocation is for residential land use, which is expected to deliver a minimum of 80 residential units.

Design:

See also comments for site SG/1.2 above.

Transport:

Access – The mill currently benefits from the existing access road of Portland Street, which leads onto Nelson Street. Future access arrangements will need to be considered in conjunction with the design and layout of the wider site – see comments for site SG/1.2 above.

Parking – Due to the sites close proximity to the one of the main public transport hubs in the City Centre (The Interchange), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy. Any ancillary car parking would be expected to be surface or ground floor level of the mill where it would not jeopardise the active frontage of the building.

Minimum Expected Development Thresholds:

80 residential units

Section 3: Planning Policies

Key Themes

4.1 As discussed in the introduction, the Area Action Plan will address issues facing the city centre by splitting them into seven key themes.

4.2 These key themes are as follows:

1. City Living and Supporting Community Provision
2. Shopping and Leisure
3. Business
4. Higher and Further Education
5. Movement
6. Built Form
7. Public Realm

4.3 Each of the Key Themes will identify specific issues relating to that aspect of the city centre, and set out a number of options the Council considers appropriate to overcome them. The Council is seeking views as part of this public consultation process on the issues and options presented under the key themes. For more information on how to get involved, see Introduction section of this report.

4.4 This section will also outline how each key theme shall deliver the action plan objectives, as set out in Section 1 of the Area Action Plan.



KEY THEME ONE

CITY LIVING AND SUPPORTING COMMUNITY PROVISION

4.5 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 3

Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

Action Plan Objective 4

A range of good quality housing and facilities to cater for a successful city centre community.

Action Plan Objective 8

A rich and diverse variety of plants, birds, animals and insects as part of new linear parks, open spaces and waterways to enhance the quality of life and experience of visitors and residents alike.

Background

4.6 The trend for city living is developing in Bradford, with developer interest ranging from the conversions within Little Germany to new build schemes throughout the city centre.

4.7 National planning policy promotes city and town centres as locations for housing as it aids the creation of more sustainable urban areas, by being in close proximity to jobs, transport interchanges and key services.

4.8 The supply of, and demand for community facilities are intrinsically linked to the increasing trend for city living in Bradford. Community facilities refers to those services and facilities which are integral to making a “community” rather than just a cluster of housing, such as primary schools, health services and local newsagents/convenience shops.

4.9 Currently, the provision of community facilities and amenities in the city centre is poor and this was identified as a barrier to creating a balanced city centre housing market in a report

produced by DTZ in 2006. Evidence bases since 2006 have still identified deficiencies in community infrastructure provision to support city centre living.

4.10 The Neighbourhood Development Frameworks recognised that increases in the population in the area will place additional demand on services, which may result in an increase provision if sufficient demand is demonstrated.

4.11 The National Planning Policy Framework emphasises the importance of delivering community facilities in promoting healthy communities and sustainable development.

Key Issues

4.12 The key issues currently facing the city centre:

- **The amount of new residential accommodation to be in the City Centre;**
- **The location of new housing in the City Centre;**
- **The type(s) of housing to be encouraged in the City Centre;**
- **Affordability of Housing in the City Centre**
- **Access to Primary Education**
- **Access to healthcare facilities in / from the City Centre;**
- **The need for small - scale convenience shopping in the City Centre.**

Issue 1: The Amount of New Housing to be Located in the City Centre

The City Centre will deliver a minimum of 3,500 units by 2028, as stipulated within Core Strategy Policy HO3 – Distribution of the Housing Requirement. This is likely to take the form new build apartments and the conservation of historic buildings and will likely form parts of live / work developments.

City living is a crucial part of the success of Bradford City Centre, ensuring the centre benefits from 'round the clock' economy. The plan will put into place the planning provision to ensure this is delivered, with the necessary supporting services residents need in a place they want to live.

Delivery of housing within the city centre will also aid in the important reuse of brown field land within the district. The reuse of previously developed land for housing will aid in the regeneration of key sites and areas of the city centre.



Issue 2: The Location of New Housing in the City Centre

Within the existing development plan (UDP), there are no current housing allocations in the City Centre; however Policy CT3 of the Replacement UDP encourages the reuse of buildings in the City Centre for residential uses. Development to date has been focused in Little Germany and Manor Row. Encouraging residential uses in some areas may force other uses out.

The chosen option to overcome this issue will be as follows:

- a) The Area Action Plan will designate sites for housing to avoid conflicts between different uses, such as leisure or business and residential. See Proposal Maps and Statements for more details.

Issue 3: The Type(s) of Housing to be encouraged in the City Centre

The area action plan will not restrict housing types within the city centre, either on wind fall or allocated sites. However, the AAP will aspire to high density development to ensure the delivery of the planned 3,500 homes for the next 15 years.

Density ranges within the City Centre will range from 50 - 200 dwellings per hectare of the developable area. The density of each allocation will be dependant on local / site specific conditions.

Issue 4: Affordability of Housing in the City Centre

Eighty percent of residential units in the city centre are either socially or privately rented. Policy HO11 of the Core Strategy Further Engagement Draft addresses the affordability issue for the City of Bradford.

Issue 5: Access to Primary Education

Currently, approximately 7% of City Centre households contain children (2001 Census). The demand for further school places is only likely to rise if more families move into the area, and this will likely occur if larger units/townhouses are developed and associated community facilities are provided.

The options could be as follows:

- a) No further schools should be provided in the city centre, but better public transport/pedestrian links should be made with expanded and enhanced schools in the surrounding area.
- b) A site should be allocated for a primary school in the Area Action Plan which can be developed when there are sufficient numbers of children in the city centre or to meet current deficiencies in areas adjoining the city centre
- c) The Council will support the delivery of 'Free Schools' in the city centre, where appropriate and sufficient demand is demonstrated.

Issue 6: The Need for Healthcare Facilities in the City Centre

The provision of healthcare facilities is an important feature of a community. At present in the City Centre, there are a number of GP and dental surgeries but demand is likely to increase as the City Centre population increases further.

The options could be as follows:

- a) Encourage the development of healthcare facilities through planning policy to ensure they form an integral part of major developments. Due to the uncertainties in the delivery of these services, the policy will explore the possibility of integrating healthcare facilities into mixed use development schemes, where demand can be demonstrated.

Potential Action Plan Policy

The Council will seek the provision of health care facilities within major residential, retail and office developments, where demand for such a facility has been identified.

Demand thresholds for healthcare facilities will be informed by the Local Infrastructure Plan and set out in the supporting text for this policy.

- b) Support the provision of better public transport links and pedestrian routes to expanded and enhanced healthcare facilities in areas surrounding the city centre.

Issue 7: The Need for Small-Scale Convenience Shopping in the City Centre

It is important that local residents can easily access a small convenience shop to buy newspapers, milk and other basic groceries rather than having to travel to the nearest supermarket. This type of provision is not prevalent in the City Centre as the demand has not yet reached such a level to entice retailers to invest, but the presence of such facilities will attract further residents.

The options could be as follows:

- a) Encourage the delivery of convenience retail units throughout the city centre boundary. Small-scale retail uses should be stipulated as a requirement in land use allocations for major housing and employment to encourage the creation of a focus for small-scale convenience shopping, where appropriate.
- b) The Plan should support existing markets within the city centre, specifically protect the Oastler Food Market and Kirkgate Market from competing development.

KEY THEME TWO

SHOPPING AND LEISURE

4.13 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 1

A unique, high quality shopping and leisure experience reflecting the city's cultural mix.

Action Plan Objective 3

Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

Action Plan Objective 7

Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.

4.14 Taking account of the size of the City of Bradford, it is considered to be underserved in regards to its city centre retail and leisure offer. It also lacks a cohesive retail core with the shopping area spread out between Broadway, the Kirkgate Centre and the Forster Square Retail Park.

Recent improvements have been made to the shopping offer with the completion of the Rawson Quarter development in 2005, and the development of Primark as the anchor store in the Kirkgate Centre. More change is set to come with the Broadway Shopping Centre development, which will significantly improve the shopping facilities in the city.

4.15 The city centre also has a wide range of leisure uses including the National Media Museum, the Alhambra Theatre, galleries, the Leisure Exchange, and the bars/clubs in the West End. However, there is a lack of restaurant provision in the centre although the Centenary Square building is helping to address this. The lack of a venue offering modern concert hall facilities, and the quality and quantity of hotel accommodation are also areas of concern.

Key Issues

4.16 The key issues facing the City Centre are:

- **Extent of the Primary Shopping Area**
- **Better connections between shopping areas**
- **Expansion of the leisure offer in the city centre**
- **Promoting the night time economy, whilst safeguarding the amenity of city centre residents**
- **Exploiting the city's cultural assets**

Issue 8: Extent of the Primary Shopping Area

A key issue for the Area Action Plan is to define the extent of the shopping area. The current extent of the shopping area is spread over a wide area with little cohesion between the areas. With the proposed development of the Broadway Centre there are major possibilities for change.

The options could be as follows:

- a) Support the primary shopping area as defined by the Bradford District Retail and Leisure Study (2008), but retaining a flexible approach to primary and secondary frontages.

Issue 9: Better connections between shopping areas

The City Centre AAP will follow the good practice put forward in the City Centre Design guide in regards to improvements to sign posting and way finding. The Local Transport Plan 3 (LTP 3) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years. The LTP 3 will be the primary delivery mechanism for such projects aiding in improving connections between shopping areas.



Issue 10: Expansion of the leisure offer in the city centre

Historically, for a city of its size, Bradford has been under provided for in terms of leisure. However since 2000, Bradford has become increasingly successful in attracting people to the city centre, due to the opening of a number of leisure-based schemes; e.g. The Leisure Exchange, bars and nightclubs in the Centenary Square Building and the West End. However, the city centre remains underrepresented by restaurants, and hotel accommodation.

Comments received from the public following the publication of the Neighbourhood Development Frameworks and the Issues and Options Consultation (2007) highlighted the need for a new concert hall, art gallery and open space in the centre to improve the leisure offer in the city.

A key issue for the Plan is how it can encourage leisure uses in the city centre. There are various options:

- a) Promote leisure uses as supporting ancillary uses in mixed use development, indicated in the Proposal Maps.
- b) Promote leisure uses as a priority above other competing uses on allocated sites, indicated in the Proposal Map.
- c) Leave the development of leisure uses to market forces, to ensure demand based delivery.

Issue 11: Promoting the evening economy whilst safeguarding the amenity of city centre residents

Developers have shown strong interest in providing residential accommodation in the centre in recent years. But as more residential units are created and more people live in the centre, there is more likelihood of possible conflicts between the wish for peaceful living conditions and the noise and general disturbance that can be associated with late night uses such as pubs and nightclubs. A key issue for the plan is to decide whether it is necessary to restrict these uses to specific areas within the city centre so that conflicts do not arise between the different uses.

The options are as follows:

- a) Focus late night opening within the Bowl Neighbourhood and restrict the proposed allocation of residential land use, thus allowing businesses to operate with fewer restrictions on opening hours.
- b) Produce a planning policy for to assess planning applications against to ensure residential amenity is protected on a case by case basis.

Issue 12: Exploiting the city's cultural assets

Bradford City Centre is rich in culture, history and diversity. The city centre offers a range of attractions spanning history, architecture, the arts, culture, fun and general leisure. A major issue for the plan is how to exploit the cultural assets of the city centre, so that Bradford city centre can become a recognised destination in its own right.

The APP will support the expansion of existing and creation of new cultural attractions in the city centre.



KEY THEME THREE

BUSINESS

4.17 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 2

An attractive, inclusive and safe environment

Action Plan Objective 3

Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

Action Plan Objective 5

A thriving economy with new office developments, and a growth in innovative and creative industries.

Action Plan Objective 6

An enhanced higher education campus, with the University and College forming an integral part of the city centre.

Background

4.18 Historically, Bradford has been a great 'making and trading' city, but over the past two decades it has experienced significant restructuring in the local economy with growing employment in the professional services industries. The city centre is an important employment location, accounting for 22% of the District's total employment and 14% of businesses. It has the major concentration of higher/further education, civic function, business services and retail and leisure activity, but on the periphery, there are also significant areas of general industry.

4.19 As defined in the Core Strategy, Bradford is a Regional City within the Leeds City Region. Forecasts show that the main growth sectors in the city region are in the financial and business

services, public administration, health and education; sectors which are mainly office based. However, historically Bradford has suffered from a lack of quality office space, and consequently, the city centre does not have a recognised business district. The Council proposes to address this issue with the development of the 'Business Forest' (Central Business District) area adjacent to the city park. The city centre is also promoted as a centre for creativity and enterprise for small scale incubator units for knowledge and creative industries linked to the university and college.

Key Issues

4.20 The key issues associated with this theme are:

Issue 13: The need to deliver forecast jobs growth within the City Centre

The main economic focus of the Area Action Plan is to create an environment in which businesses can thrive, thus generating jobs growth within the centre. Bradford City Centre will be the focus for major office, retail and leisure development within the District, with the centre acting as the economic driver.

Policy EC3 (Employment Land Requirements) of the Local Plan: Core Strategy stipulates the sub-area City of Bradford will deliver 105 ha of employment land over the next 15 years. The City Centre will be responsible for the delivery of a significant proportion of this requirement, with the primary delivery mechanism being the City Centre Area Action Plan.

Option:

The APP will propose the allocation of sites for employment uses such as office, retail and leisure, as indicated on Proposals Maps. The delivery of speculative employment uses will be planned for on a site by site basis, forming parts of mixed use developments across the City Centre.



KEY THEME FOUR

HIGHER AND FURTHER EDUCATION

4.21 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 3

Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

Action Plan Objective 5

A thriving economy with new office developments, and a growth in innovative and creative industries.

Action Plan Objective 6

An enhanced higher education campus, with the University and College forming an integral part of the city centre.

Action Plan Objective 7

Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.

Action Plan Objective 8

A rich and diverse variety of plants, birds, animals and insects as part of new linear parks, open spaces and waterways to enhance the quality of life and experience of visitors and residents alike.

Background

4.22 The University of Bradford and Bradford College form the Higher and Further Education precinct to the west of the City Centre, and cover approximately 18ha of land. The campus area is mainly made up of educational buildings, the majority of which date back to the 1960s/70s, but there are some 19th Century buildings, and more recent additions. The area is surrounded by dense 19th Century terraced housing to the south, and industrial uses to the north.

4.23 The Further/Higher Education provision plays an important role in the local economy, providing a skilled workforce, aiding the development of new industries, attracting new investment, and contributing to the overall regeneration of the District. The University of Bradford employs nearly 3,300 staff and has over 10,500 students. Bradford College has over 20,000 students enrolled on over 1,000 different courses. It is therefore important that the Local Plan supports the future development of the Campus Zone.

4.24 Both the University and the College are seeking to undergo radical transformations over the coming years in terms of their building stock and their prominence in the UK Further/Higher Education sectors.

4.25 In 2006, The University received £3.1 million of funding for a project named Ecoversity. This is an all encompassing programme, which aims to make 'a model sustainable university, where the principles and practice of sustainable development are embedded across the entire institution and its activities'.

4.26 Bradford College is also preparing ambitious plans; it wants to become 'one of the most innovative education providers in the country by the start of the next decade' and plans are set to include new prominent and bold buildings. It is also their ambition to become closer integrated with the City Centre, for example the recent take up of space within the Centenary Building.

4.27 In terms of the existing approach to the planning of the Higher Education precinct, Policy BW/CF8 of the Replacement UDP safeguards land within the Campus Zone for educational and ancillary uses only, such as educational buildings, housing, recreational facilities and ancillary car parking.

4.28 Creating links between businesses and the University and College is also recognised, as it is noted in other northern cities creative industries and the knowledge economy have transformed the cities' economies. Bradford is considered well suited for this type of economic activity due to the close proximity of the University and College Campuses to a number of underused buildings in Goitside.

Key Issues

4.29 The key issues related to this theme are:

- Safeguarding the Campus Zone from non-educational related development.

Issue 14: Safeguarding the Campus Zone from Non-Educational Related Development

It is the University and College's aim to consolidate their facilities on the existing campus site. Restricting development of uses which are not related to the activities of the institutions may help achieve this.

The Area Action Plan will support the change of use of properties within the Learning Quarter for the following uses:

- **Educational Uses,**
- **Housing and Other Residential Provision for Students,**
- **Business Uses, Leisure and Recreational Facilities, and**
- **Car Parking which is ancillary to the primary educational uses.**

If an application for a proposed change of use is not in support of education provision, the applicant must prove it is surplus to the education providers needs. The Council will then consider the development of property for the following uses:

- **Residential**
- **Supporting Community Provision**



KEY THEME FIVE

MOVEMENT

4.30 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 7

Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.

Background

4.31 The Issues and Options in this chapter all relate to movement in and around Bradford City Centre. They focus on pedestrians and cyclists and the routes they use, public transport services and infrastructure, roads and the vehicles that use them, parking provision, land use, regeneration, and access. The issues covered were highlighted in the adopted Replacement Unitary Development Plan (rUDP), the Bradford Centre Regeneration Masterplan and the four Neighbourhood Development Frameworks for the City Centre.

4.32 The National Planning Policy Framework promotes the importance of transport in sustainable development, by supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. Clear and legible routes and priority given to pedestrians and cycles are key aspects of sustainable transport, but communities must also be accessible to all.



Key Issues

4.33 The key issues associated with this theme are:

- **Quality and availability of pedestrian routes**
- **Provision of public transport services and infrastructure (including taxis)**
- **Air quality management**
- **Parking provision**
- **Provision of a safe and inclusive public realm**
- **Impact of new development upon the transport network**
- **New Transport Technologies**

Issue 15: Quality and Availability of Pedestrian Routes

The Area Action Plan shall adopt the principles of the Streetscape Design Guide (2007), which include the following:

- Streets are for movement and access for all
- Streets are social places
- Streets should reinforce a city's character
- Streets must be simple
- Streets must be manageable

The AAP also supports the guidance on pedestrian routes put forward in the City Centre Design Guide (2007).



Issue 16: Provision of Public Transport Services and Infrastructure (including Taxis)

Many bus services currently enjoy good penetration into the city centre dropping people off close to shops and facilities. The Interchange allows for changeovers between buses and trains, including connections to the Leeds Bradford International Airport (LBIA). However the vast array of bus stops around the city centre can be confusing to visitors, it is not always clear where to go to catch a bus. The changes in levels between the upper and lower concourses of the Interchange also pose problems for travellers use rail and bus transport.

The city's two main railway stations feel detached from the city centre proper and from each other, and do not offer attractive gateways and do not reflect the true scale of the city. Also the buildings containing the railway stations are considered to be dated and perceived to have access and safety problems.

Taxis also need to be able to pick up and drop off in the City Centre in convenient and safe locations.

The plan could include any or all of the following options:

- a) Priority is given to public transport over other motorised private vehicles through the provision of traffic signals which give priority to buses and improved enforcement procedures for not conforming to bus lanes and bus gates. Provision of new and improved bus lanes where feasible and more high quality and frequent routes into, out of and around the centre.
- b) Support the provision of bus services and routes to bring passengers into the city centre from future park and ride facilities.
- c) Support the redevelopment of the Bradford Interchange and Forster Square to improve the attractiveness of public travel. This could involve better integration between train and taxi interchange facilities, improved and enhanced taxi ranks, provision of retail facilities to generate activity and general improvements to accessibility, function, security and image of Interchange and Forster Square buildings.
- d) Provision of high quality taxi ranks to operate safely during day and night and inclusion of taxi pull in zones at new developments.

Issue 17: Air Quality Management

The levels of traffic on existing roads cause problems of congestion and pollution at all times but especially during peak travelling hours. The amount of traffic using roads into and out of the centre is likely to grow rather than reduce due to the current levels of development interest. Therefore, problems for users will increase unless existing road transport problems can be solved or modal shift encouraged (i.e. entice people to use other modes of transport rather than the private car), in line with Core Strategy Policy TR1.

A key factor in hindering modal shift is the issue of routes to multi-storey car parks at the Kirkgate Centre and Hall Ings, which actively encourage private vehicles into the city centre adding to congestion and pollution issues. This will be exacerbated by the Westfield Development which contains a large number of parking spaces.

The plan could include any or all of the following options:

- a) Support the removal or restriction of some through routes and introduce traffic management systems to control the flow of vehicles into the centre.
- b) Provide planning policies which support the development of multi storey car parks only on the edge of the centre to allow people to park and enter the city centre on foot or by public transport, together with a local access strategy and service delivery strategy for those vehicles and trips which have to enter the city centre.
- c) Transform more of the shopping streets to pedestrian only zones to stop vehicle entering during certain times in the day.

Issue 18: Parking Provision

Parking provision in the city centre consists of multi storey car parks, surface car parks and on street parking. A recent development is the conversion of long stay free on street parking to short stay pay and display to promote turnover of spaces and thus aid commercial activity.

The existing car parks are spread throughout the centre in a random manner and there is currently no overall strategy for parking in the city centre. In addition to this, many of the surface car parks are likely to be subject to development interest which could lead to a shortage of parking in the future.

The options could be as follows:

- a) The inclusion of a car parking strategy and adopted parking standards policy in the City Centre Area Action Plan with reference to long stay, short stay, off-street, on-street, disabled parking, private and public owned parking. This would also establish car parking standards for all types of development within the city centre. If a park and ride system was to be developed, this would also be covered by the Car Parking Strategy for the plan.
- b) Retain the existing levels of parking in the City Centre whilst improving the quality, availability and security of the parking provision.
- c) Restrict parking availability in the city centre to encourage people who visit to do so by means other than private vehicle.

Issue 19: Provision of a Safe and Inclusive Public Realm

A successful city centre can depend on the number of people who use it, either as residents, visitors or as a place of employment. Accessibility and safety should be a core priority of the plan, and all individuals, and groups should be able to access and move around the city centre safely and with ease.

The Area Action Plan will therefore adopt the guidance on Access for All put forward in the Streetscape Design Manual and encourage the provision of measures that improve safety for all road users

Issue 20: Impact of new development upon the transport network

Many parts of the city centre will become available for regeneration and redevelopment over the life of the plan. Regeneration may include development of underused land (e.g. surface car parks), redevelopment of existing buildings either to bring them back into use or to intensify existing uses and the regeneration of public spaces between and around buildings (e.g. public realm).

Proposals and developments introduced by other parts of this plan such as City Living, Office and Employment or Shopping and Leisure should consider improving pedestrian and vehicular movement. All proposals should avoid the creation of barriers to pedestrians and cyclists and/or the diversion or increased distances to existing routes. All developments could/should aim to improve rather than hinder movements around the City.

A transport study of the City Centre will be conducted to assess the current state of the existing transport network and the proposals put forward in the Area Action Plan. The transport study shall highlight any transport improvements necessary for the strategic objectives and site specific allocations, to ensure these proposals do not have an adverse impact upon the City Centre transport network.

The resulting identified transport improvements will be stipulated within the proposal statements for each allocation. This will ensure they addressed at the application stage and developer contributions can be used to overcome site specific transport impacts of developments.

All development proposals in the City Centre will have a mandatory requirement to submit a transport assessment with the planning application and will be assessed against policy TR1 of the Core Strategy and the NPPF. This will ensure windfall sites, which are not allocated in the AAP, will not have an adverse impact upon the transport networks of the City Centre.

New Transport Technologies

4.34 Opportunities will be taken wherever possible to provide new infrastructure that will encourage the uptake of low emission electric or gas powered vehicles and other innovative transport technologies as they arise.

KEY THEME SIX

BUILT FORM

4.35 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 3

Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

Background

4.36 Bradford city centre possesses a wealth of built heritage from its Victorian heyday, much of which remains intact today. This historic fabric includes many impressive buildings, built in local sandstone and designed by local architects, which together form attractive places which are distinct to Bradford.

4.37 For much of the twentieth century the city has not found it so easy to create great buildings and places. In the 1960's some of the built heritage was swept away to be replaced by development which on the whole has not worn well. The result is a city centre which, whilst attractive in parts, on the whole has become fragmented and disjointed.



Key Issues

4.38 National and local planning policy regarding built form can be summarised in three main strands:

- The preservation and enhancement of the historic environment.
- High quality design in new development which improves the character and quality of an area.
- Sustainable development which is built to last, makes efficient use of resources, and seeks to redress the effects of climate change.



4.39 With regard to these three strands the Council has recently published a number of documents which provide detailed guidance.

4.40 **Conservation Area Assessments** have been produced for each of the four Conservation Areas in the city centre. They put forward strategies for the preservation and enhancement of these historic areas.

4.41 The **Sustainable Design Guide** provides guidance on how new development can be designed sustainably, including guidance on site layout, building design and energy efficiency.

4.42 The **Bradford City Centre Design Guide** sets out design guidance for new development in the city centre. It seeks to:

- repair the historic areas with new development relating to the existing context;
- reinvent a new type of character in the areas where the historic character has been lost;
- locate tall buildings on the edge of the city centre in the valley bottom;
- encourage new contemporary design rather than copies of historical architectural styles.

4.43 The Council will ensure they work in partnership with key organisations including English Heritage in the formulation of a Historic Environment Study. The study will form the basis of creative reuse of historic building in delivering housing and economic growth.

Issue 21: The Nature of the Built Form

The option taken forward to tackle this issue:

The Area Action Plan shall give detailed design guidance for each proposed allocation, as stipulated within the Proposal Maps and Statement Document.

For speculative unallocated development sites, proposals will be assessed against the design principles within the City Centre Design Guide, the Policies put forward in the Local Plan: Core Strategy and the design guidance stated within the National Planning Policy Framework.

Issue 22: Built Form and Use of Natural Resources

In line with existing and emerging Central Government Policy, opportunities are presented for significant new developments in Bradford City Centre to be energy efficient and incorporate small scale renewable energy production technologies. Renewable energy developments should be capable of being accommodated in locations where the technology is viable and environmental, economic and social impacts can be addressed satisfactorily.

The Area Action Plan will support the use of Core Strategy Policy EC4, SC2 and HO9.

KEY THEME SEVEN

PUBLIC REALM

4.45 This chapter seeks to take forward the following objectives in order to deliver the Vision for the City Centre:-

Action Plan Objective 1

A unique, high quality shopping and leisure experience reflecting the city's cultural mix.

Action Plan Objective 2

An attractive, inclusive and safe environment.

Action Plan Objective 7

Easy access to and around the centre for all sections of the community, and a reduction in problems caused by through traffic problems.

Action Plan Objective 8

A rich and diverse variety of plants, birds, animals and insects as part of new linear parks, open spaces and waterways to enhance the quality of life and experience of visitors and residents alike.



Background

4.46 The “public realm” is the city centre’s streets and public open spaces. In contrast, the “private realm” is the space within buildings, including shopping centres, and private open spaces.

4.47 The public realm has a multitude of public uses. Some of the public realm is designed in the form of squares, parks and gardens, but much of it is also public Highway. Although many activities and features within the Highway do not require planning permission, the Highway forms part of the urban fabric and the “urban form”. Consequently, its appearance and the way in which its constituent components are arranged have a major impact on how the city centre looks and how it functions as a whole. How the public realm is developed and managed therefore has a fundamental bearing on the economic vitality and viability of the city centre.

4.48 In recent years, the Council has carried out a number of improvements to streets in the city centre and this work is continuing, with particular emphasis on the Markets area as part of the “Connecting the City” project. Work on this area is needed to ensure that the traditional retail areas do not decline through neglect in the face of competition from the proposed new Broadway redevelopment. To assist this process, a “Streetscape Design Manual” has been prepared to ensure that all new work is designed and constructed to exacting standards of quality.

4.49 The recent delivery of the new City Park has provided a significant increase in the open space provision within the city centre, and has notably enhanced the quality of the provision. This has resulted in an increased footfall and improved offer for present and future residents, providing a key visitor attraction in the heart of the city.

4.50 The Council will support a flexible approach to public realm improvements to assist in the implementation of the SMART Cities initiatives when delivering key technological infrastructure (e.g. electric vehicle charging points, broadband improvements, Cloud).



Key Issues

4.51 The key issues associated with this topic are:

- **Green Infrastructure and Open Space within the City Centre**
- **Biodiversity in the City Centre**
- **The Appearance of Streets**

Issue 23: Green Infrastructure and Open Space within the City Centre

The Masterplan considers that additional public open spaces should be provided along a corridor extending along Thornton Road, through the Tyrils / Centenary Square and along the Canal Road / Valley Road to create a linked network. The Council will look to build on the success of the new City Park when considering a new strategy for the provision of open space in the city centre.

The AAP will identify existing and new opportunities for open spaces on the proposals map, in line with the water course, consisting of both public and private open space. The requirement of open space within development proposals will be identified within allocation proposal statements. Key examples of how this can be implemented can be found within the new Chain Street development, which incorporates a greenway within the overall design of the scheme

The AAP will also take forward the principles of Core Strategy Policy SC6 and the guidance within the NPPF.

Issue 24: Biodiversity in the City Centre

The quality of life and the experience of nature are vital for a successful city centre; especially as the trend for city living is on the increase in Bradford. A rich and varied wildlife in the city centre will enhance the quality of life and experience of residents and visitors alike.

The Area Action Plan will take forward Core Strategy EN2. Additional info within the proposals statement for open space allocations.

Issue 25: The Appearance of Streets

An attractive, high quality, clutter-free, inclusive environment will, it is believed, attract more visitors and investors. Good design should also deter crime and neglect, which would in turn attract even more visitors and investors. Investment in street works is a “virtuous circle” that will help to retain existing businesses in the traditional shopping area and link it to the proposed new development at Broadway. The AAP will take forward the principles of the Streetscape Design Manual in the implementation of any public realm improvement schemes and the supporting guidance put forward in the Shop Front Design Guide SPD.

However, there are issues regarding the geographical extent of the current public realm improvement programme.

The options could be as follows:

- a) Support the continuation of the current public realm improvement programme;
- b) Support the expansion of the current public realm improvement programme to other parts of the city centre;
- c) Support the reduction in the current public realm improvement programme either in extent, quality or both

Section 4: Delivering the AAP



SECTION TWO

DELIVERY

Background

4.52 The Council has prioritised investment in the public realm and transport infrastructure as a priority to aid regeneration of the city centre. Examples of this include the delivery of a new City Park, Heritage Streets and associated transport highways work.

4.53 Traditionally, schemes of this nature have generally been funded by the Council or other public bodies. However, the sheer scale of the proposals means that large amounts of additional funding will need to be found if they are to be delivered.

4.54 The Council recognises the contributions from developers as the key to funding similar projects in the future. As part of new development proposals the Council can seek 'Developer Contributions' whereby developers aid in the funding of improvements in the locality. Developer contributions will be collected through the Community Infrastructure Levy and S106/S278 Agreements.

4.55 The key issue is how these can be used effectively to regenerate the city centre.



Issue 26: The Use of Developer Contributions (CIL / S106 and S278)

The Council will soon publish a preliminary draft Community Infrastructure Levy Schedule. This sets out a long list of projects, which the Council may seek contributions from developers towards. These may include:

- Education.
- Recreation Open Space and Playing Fields.
- Public Art.
- Public Realm Improvements.
- Strategic Transport infrastructure.
- Encouraging public transport use (e.g. Metro Cards).

This is known as the regulation 1-2-3 list, which identifies strategic infrastructure in need of improvement due cumulative impacts of development.

Identified site specific impacts of development will still be dealt with through Section 106 and Section 278 (Highways) agreements.

Issue 27: The use of 'alternative' forms of public financing for infrastructure provision

The Council will soon publish a draft Local Infrastructure Plan (LIP), which set out the present and future infrastructure provision requirement within the Bradford District.

The LIP will also set out viable funding mechanisms for the delivery of the infrastructure provision required.

These may include all or some of the following funding options:

1. **Local Asset Backed Vehicles (LABVs)**
2. **Joint European Support for Sustainable Investment in City Areas (JESSICAs)**
3. **Joint European Resources for Micro to Medium Enterprises Initiative (JEREMIE)**
4. **Infrastructure Financing**
5. **Prudential Borrowing**
6. **Voluntary Development Partnerships**
7. **Business Improvement Districts (BIDS)**
8. **Community Land Trusts (CLT)**
9. **Tax Increment Financing (TIFs)**
10. **Regional Growth Fund**
11. **Local Incentive Backed Vehicles (LIBVs)**
12. **Multi Use Infrastructure Procurement**
13. **New Homes Bonus**
14. **Total Place**

Issue 28: 'Alternative' Delivery Mechanisms

There are a number of delivery mechanism's which exist outside the traditional forward planning system.

One such mechanism is the use of a Local Development Order (LDO). A LDO grants planning permission for a specified type and scale of development, subject to conditions. Essentially a LDO sets out the type of development that will no longer need to be subject to a planning application. LDOs do not restrict development and do not remove the need from other controls such as Building Regulation Approval. Exempting certain development from requiring planning permission can offer benefits for business, including greater certainty, time and cost savings.

Options could include the following:

- a) Adopt an LDO for the entire City Centre, allowing the change of use of existing buildings without the need for planning permission.
- b) Adopt an LDO for specific parts of the City Centre, allowing change of use of existing buildings without the need for planning permission.
- c) Don't adopt an LDO, to ensure change of use of existing building is still controlled by the planning system, and the advertisement and consultation are still undertaken on planning applications.

4.56 Examples of Local Development Order in the effective delivery of city centre Growth Zone and AAP objectives could include the following:

- Permitted change of use to residential of upper floor levels to encourage living above the shop.
- Permitted development rights to encourage the development of education facilities within the Learning Quarter (Bradford University and College Campus areas).

The following table presents the delivery of the proposed allocations put forward in Section 2 of this report. Views are sort on delivery timescales and mechanisms, as part of this consultation process.

Site Allocation	Proposal	Delivery Timescale	Delivery Mechanism
Southern Gateway			
SG/1.1 Clifford Street Car Park	Residential		
SG/1.2 Britannia Mill Car Park	Residential / Swimming Pool Site		
SG/1.3 Britannia Street Car Park Phase 1	Residential		
SG/1.4 Britannia Street Car Park Phase 2	Residential		
SG/1.5 Bedford Street Car Park and Vacant Land	Light Industrial		
SG/1.6 Britannia Mill	Residential / Swimming Pool Site		
The Bowl			
B/1.1 Wilson Street Car Park and Buildings	Residential led mixed use		
B/1.2 Central Library Site	Cultural Expansion Zone		
B/1.3 Business Forest Phase 1	Office		
B/1.4 Business Forest Phase 2	Office / mixed use		
B/1.5 Exchange Court	Potential Swimming Pool Site / Office / Residential / Potential Magistrates Court		
B/1.6 Former Yorkshire Water Depot	Leisure led mixed use		
The Valley			
V/1.1 Former Provident Financial Headquarters	Residential		
V/1.2 Former Gas Works and Foundry, Thornton Road / Listerhills Road	Residential led mixed use		
V/1.3 Globus Textiles, Listerhills Road / Smith Street / Longside Lane	Residential led mixed use		
V/1.4 Wigan Street Car Park	Residential		
V/1.5 Yorkshire Stone Yard and Mill, Thornton Road / Lower Grattan Road	Residential		

Site Allocation	Proposal	Delivery Timescale	Delivery Mechanism
V/1.6 Former Bee Hive Mills, Smith Street	Residential		
V/1.7 Standard Buildings, Sunbridge Road	Residential led mixed use		
V/1.8 Land to the rear of Holmfield Court, Holmfield Street / Soho Street	Residential		
V/1.9 Former Alexandra Hotel and Empire Cinema, Randall Well Street	Residential led mixed use		
V/1.10 Sunwin House, Godwin Street / Sunbridge Road	Residential / Office / Leisure / Retail		
V/1.11 Former Bradford Odeon, Princess Way	Office Led Mixed Use		
The Market			
M/1.1 Former Rawson Market and Car Park, Simes Street	Residential led mixed use		
M/1.2 Car Park on Site of Former Carlton Grammar School, Grammar School Street	Residential		
M/1.3 Stone Street Car Park	Residential		
M/1.4 Former Yorkshire Building Society Head Quarters, High Point, New John Street	Residential led mixed use		
M/1.5 Former Tetley Street Shed, Tetley Street	Residential led mixed use		
The Channel			
CH/1.1 Former Carpet Warehouse	Residential		
CH/1.2 Former Royal Mail Sorting Office	Retail led mixed use		
CH/1.3 Broadway Shopping Centre Site	Retail		
CH/1.4 Cathedral Quarter Phase 1	Residential		
CH/1.5 Cathedral Quarter Phase 2	Residential		
CH/1.6 Burnett Street Car Park	Residential		
CH/1.7 Olicana House, Chapel Street	Residential		
CH/1.8 East Parade Car Park	Residential		

Site Allocation	Proposal	Delivery Timescale	Delivery Mechanism
The Learning Quarter			
LQ/1.1 University of Bradford Car Park, Longside Lane	Education and ancillary uses		
LQ/1.2 University of Bradford Car Park, Longside Lane / Shearbridge Road	Education and ancillary uses		
LQ/1.3 University of Bradford Car Park, Great Horton Road	Education and ancillary uses		

APPENDIX

Appendix 1: Glossary and Acronyms

Accessibility: This is a general term used to describe the degree to which a product, device, service, or environment is available to as many people as possible. It can be viewed as the “ability to access” and benefit from some system or entity. It is often used to focus on people with disabilities or special needs and their right of access to facilities and services within the environment.

Affordable Housing: This type of housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.

Affordable Housing Economic Viability Assessment (AHEVA): This study provides assessment of the viability of the proportion of affordable housing, site thresholds and tenure splits in different locations and on a range of sites across the District. It provides robust evidence when determining appropriate and justifiable affordable housing targets within the LDF. This study forms part of the Local Plan evidence base.

Allocation: The use of land assigned to a parcel of land within the Development Plan.

Appropriate Assessment: A formal assessment by the Council of the impacts of the Local Plan on the integrity of a Natura 2000 Site (a Special Protection Area (SPA), Special Area for Conservation (SAC) or proposed SPAs or Ramsar sites).

Air Quality Management Areas (AQMA): Areas where levels of pollution and air quality may not meet national air quality objectives. If it does not, a plan is prepared to improve the air quality – a Local Air Quality Action Plan.

Area Action Plan (AAP): Area Action Plans are used to provide a planning framework for areas where significant change or conservation is proposed, in line with policies in the Core Strategy. The following Area Action Plans will form part of Bradford District’s Local Plan:

- Bradford City Centre Area Action Plan
- Shipley and Canal Road Corridor Area Action Plan

Baseline Analysis Report: This report comprises a concise and comprehensive analysis of a wide range of topics (e.g. housing, biodiversity and transport) relevant to the Corridor’s social, economic and environmental characteristics at the present time. This study forms part of the Local Plan evidence base.

Biodiversity: This refers to the variety of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value too.

Bradford City Centre Area Action Plan (BCCAAP): This document will provide the planning framework for Bradford City Centre, in line with policies contained within the Core Strategy DPD.

Bradford Wildlife Area (BWA): These are areas which have local wildlife value within the District.

Brownfield Land/Site: This is the common term for land which is categorised as previously developed, the technical definition of which was previously contained in the Appendices to PPS3.

Call for Sites: A process whereby any agent, landowner, developer, land user who may have interests in the District and who wish to promote particular sites for future development in the Local plan could submit their proposals to the Council for consideration.

Climate Change: According to the Met Office, ‘Climate change is the long-term change in climate and is usually used in the context of man-made climate change’.

Community Infrastructure Levy (CIL): This is a new levy that local authorities can choose to charge on new developments in their area. The money collected can be used to support development by contributing towards the funding of infrastructure that the Council, local community and neighbourhoods want or need.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

Conservation Area: This is an area of special architectural or historic interest designated by the Council under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Development is controlled more tightly in order to preserve or enhance their special character and qualities.

Core Strategy: This is a key development plan document (DPD) within the Local Plan which sets out the vision, objectives and strategic policies to guide the pattern and levels of development within the District over a 15-20 year period.

Density: In relation to residential developments, a measurement of the number of dwellings per hectare.

Designated Heritage Asset: A World Heritage Site, Scheduled Ancient Monument, Listed Building,

Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

Development: The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change of use of any building or other land. (Section 55 Town and Country Planning Act 1990)

Development Management: The process of determining applications for planning permission. It is carried out by the Council in order to ensure appropriate use of land and buildings in the context of legislation, Government guidance and the Development Plan. Formally referred to as Development Control or DC.

Development Plan: Statutory document(s) produced by Local Planning Authority which set down policies and proposals for the development and other use of land in their area. The current development plan for the Bradford District is the Replacement Unitary Development Plan (RUDP). Once adopted, the Local Plan will become the development plan for the District.

Development Plan Document (DPD): These documents will form part of the Bradford District Local Plan. They include the:

- Core Strategy DPD
- Allocations DPD
- Area Action Plan DPD
- Proposals Map DPD
- Waste Management DPD

District Wide Transport Assessment: This study makes reference to all modes of travel, setting its findings within a broader context of sustainability. It establishes any strategic impacts of the Core Strategy proposals on the strategic highway network and measures to mitigate against these impacts.

Equality Impact Assessment (EIA): This is a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people within society.

Employment Land Review: An assessment of the total future need for, and the available supply of, land for employment use in the District.

Employment Zone: Parts of the built up area where existing employment uses predominate and which are protected for employment uses in the Development Plan.

Evidence Base: A collection of technical studies on various topics e.g. housing, transport, and environment which are produced either by the Council or on their behalf. These studies inform the preparation of the

Local Plan and provide robust, transparent and justified evidence required within plan-making.

Flood Risk Zone: An area of land at risk from flooding.

Green Belt: An area of open land defined in the Plan in accordance with Government guidance where strict controls on development are applied in order to check the unrestricted sprawl of large built up areas, safeguard the countryside from encroachment, prevent neighbouring towns from merging into one another, preserve the special character of historic towns, and assist in urban regeneration.

Greenfield Land or Site: Land (or a defined site), that has not previously been developed.

Green Infrastructure: Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Habitats Regulations Assessment: Refer to Appropriate Assessment.

High Frequency Bus Route: The accessibility to bus services which run along the same route six or more times per hour in peak times. Those bus services which run four times per hour are also considered to be high frequency.

Historic Environment: All aspects of the environment resulting from the interaction between people and places through time, including surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Independent Examination: All DPD's are subject to independent examination by an independent inspector supplied by the Planning Inspectorate (PINS). This usually takes the form of formal hearing, presided over by an inspector or panel of inspectors appointed to consider the 'soundness' of the plan i.e. the robustness of the policies and proposals contained in the DPD. Persons who properly made representations on a DPD when it was submitted will have their views considered by the inspector when they examine it for its soundness.

Infrastructure: The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices, and prisons.

Inspectors Report: A report issued by the inspector who conducted the independent examination, setting out their conclusions on the matters raised in terms of the soundness of the plan and suggesting changes for the local planning authority to make to the submitted DPD before it is adopted.

Issues and Options: This refers to the first stage in the preparation of a Development Plan Document (DPD), whereby the Council will ask the public what the key issues and options are for an area and the plan being produced.

Joint Venture Company: An Asset-Based Joint Venture Company between the Council and Urbo Regeneration Ltd.

Key Diagram: The diagrammatic representation of the spatial strategy as set out in the Core Strategy.

Leeds City Region (LCR): Refers to the area which covers West Yorkshire and parts of neighbouring North and South Yorkshire that is ten local authority Districts, including Bradford. The areas economic development is supported by the Leeds City Region Partnership, a sub-regional economic development partnership.

Local Infrastructure Plan (LIP): This study sets out the current position of infrastructure provision in the District, along with an identification of the key agencies/partners, their investment programmes and infrastructure commitments, along with any key issues for the Core Strategy. This study forms part of the Local Plan evidence base.

Local Development Framework (LDF): Term previously used to describe a range of statutory planning policy documents that will provide a framework for advising the particular community's economic, social and environmental aims, usually comprising a portfolio of development documents including a Core Strategy, Allocations, Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs).

Local Plan: Replaces LDF as the term to describe the statutory development plan produced by the LPA, including DPDs and Neighbourhood Plans.

Local Planning Authority (LPA): The statutory authority, i.e. City of Bradford Metropolitan District Council, whose duty it is to carry out the planning function for its area.

National Planning Policy Framework (NPPF): This document sets out the Government's planning policies for England and how these are expected to be applied. The Framework consolidates previous Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) into one single national planning document

Open Space: All open spaces of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Planning Policy Statement (PPS): These are a series of documents setting out guidance for planning authorities on implementing national government's planning policy. PPSs replaced PPGs under the Planning and Compulsory Purchase Act 2004

Preferred Approach: This term refers to a stage in the production of a Development Plan Document (DPD). This stage sets out the Council's 'preferred' option/approach for a DPD which has been prepared alongside public consultation and technical evidence

Previously Developed Land (PDL): Land which is or was occupied by a permanent structure, including curtilage of the developed land and any associated fixed surface infrastructure.

Primary Frontages: These refer to the key shop frontages within a primary shopping area where retail development and uses are concentrated.

Principal Town: These are key towns within the District which are the main focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.

Regional City: A city recognised as a key regional hub for economic development, housing, shopping, leisure, education, health and cultural activities and facilities. Bradford was designated as a regional city in the Regional Spatial Strategy (RSS) for Yorkshire and the Humber in 2008.

Replacement Unitary Development Plan (RUDP): This is the existing development plan for the Bradford District which was adopted in October 2005.

Retail and Leisure Study: This study provides an up-to-date comprehensive picture of current and future capacity for retailing and leisure in the District, which will be used to accurately determine planning applications and to inform the emerging Local Plan. This study will also assess the existing network of larger and smaller centres in Bradford Metropolitan District and the function and effectiveness of the current retail hierarchy.

Saved Policies: Under Government legislation relating to the transition between the old UDP system and the new Plan system, the RUDP policies were 'saved' for 3 years. The Council has received a Direction letter from the Secretary of State which saved the vast majority of RUDP policies beyond this 3 year period and therefore still forms part of the statutory Development Plan for Bradford.

Secondary Frontages: These shop frontages provide greater opportunities for a diversity of uses within a primary shopping area.

Settlement Hierarchy: A hierarchy of settlements which will guide the proportion of development that will be located in each settlement over the Plan period. The level of facilities, access to public transport and environmental constraints will guide this.

Settlement Study: A baseline characteristics study of each of the District's settlements.

Site of Ecological or Geological Importance (SEGI): Areas identified by the Council as being important for their flora, fauna, geological or physiological features. They are of countywide importance.

Site of Special Scientific Importance (SSSI): Areas identified by English Nature as being of interest by reason of their flora, fauna, geological or physiological features. They are of national importance and have statutory protection.

Special Protection Area (SPA): Areas which have been identified by the European Commission as being of international importance for certain breeding, feeding, wintering or migration of rare and vulnerable species of bird populations found within the EU countries. They have statutory protection under the EC Directive for the Conservation of Wild Birds 79/409

Statement of Community Involvement (SCI): A statement enabling communities to know when they will be involved in the preparation of planning applications and the Local Plan. It also outlines how the Local Planning Authority will engage communities in the planning process. The Bradford District SCI was adopted by the Council on the 8th July 2008.

Strategic Environmental Assessment (SEA): A statutory requirement of SEA Regulations 2004 to assess significant effects of all scales of statutory plans on the environment.

Strategic Flood Risk Assessment (SFRA): This is a study required to meet national and regional policy requirements in relation to flood risk in a local area

Strategic Housing Land Availability Assessment (SHLAA): Part of the Local Plan Evidence Base which the Government requires the Council to produce. The primary role of this assessment is to provide an indication of the scale, nature and distribution of potential housing land across the district. This involves identifying sites with potential for housing; assessing their capacity to accommodate houses; and determining having collected information about land ownership, development constraints and economic viability, whether and when the could be developed.

Strategic Housing Market Assessment (SHMA): A key part of Local Plan the evidence base, as required by the Government. Provides an assessment of the scale, range and type and tenure of homes – both market and affordable - that will be required based on analysis of demographic, social and housing market drivers. A key document for determining affordable housing requirement quotas.

Sustainability Appraisal (SA): The process of evaluating the environmental, social and economic effects of a policy, plan or programme.

Sustainable Community Strategy (SCS): A community plan prepared by Local Strategic Partnerships (LSP) which includes a set of local goals and actions which they wish to promote. Bradford's community strategy is known as the 'Big Plan'

Sustrans: A leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day.

Shipley and Canal Road Corridor Area Action Plan (AAP): This document will provide the planning framework for Shipley and Canal Road Corridor, in line with policies contained within the Core Strategy DPD.

Sustainable modes of transport: Any means of transport with low impact on the environment, including walking and cycling, green or low emission vehicles, car sharing and public transport.

Strategic Development Framework: This study presents baseline evidence reports, vision, capacity and strategic options for future development in the AAP area.

The Regulations: The Town and Country Planning (Local Planning) (England) Regulations 2012.

West Yorkshire Local Transport Plan (WYLTP): A statutory requirement of local transport authorities which aims to deliver more sustainable transport

Windfall Site: A site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.

World Heritage Site: A UNESCO designation which can be a site of cultural or natural heritage considered to be of outstanding universal value and worthy of special protection. Saltaire is a World Heritage Site within the Bradford District.

Appendix 2: Regeneration Context

The Regeneration of Bradford City Centre

2.1 This section provides the regeneration context for the city centre from formation of the Bradford Centre Regeneration Company in 2002 through to the present day activities relating to City Plan.

2.2 In September 2002, the Government granted approval for the establishment of an Urban Regeneration Company for Bradford City Centre.

2.3 This company was established in February 2003 under the name Bradford Centre Regeneration (BCR Ltd). It was jointly funded by City of Bradford Metropolitan District Council, Yorkshire Forward (the Regional Development Agency) and English Partnerships (the national regeneration agency).

2.4 BCR Ltd was disbanded by the Council and its partners in 2010. The future regeneration delivery arrangements for the City Centre will be addressed through the 'City Plan'.

The City Centre Masterplan

2.5 In February 2003, Alsop Architects were appointed to prepare a Masterplan for the Bradford City Centre. This was published in September 2003 and set out a new vision for the future of the city centre.

2.6 The big idea of the Masterplan was to create a new city centre park that will change people's perceptions of Bradford and differentiate it from other cities.

2.7 The Masterplan identifies four separate neighbourhoods or 'fingers of intervention':

1. **The Bowl** – proposes a large pool of water outside City Hall at the centre of the new park. Radiating out from the Pool are, a Pier attached to the National Museum, a new Business Forest, and the other three neighbourhoods.
2. **The Channel** – proposes reintroducing the Bradford Canal to the city centre alongside which is a new canal side community.
3. **The Market** – proposes an alternative multi-cultural retail offer with new public spaces.
4. **The Valley** – proposes bringing Bradford Beck back to the surface, with a green corridor along Thornton Road including Wetlands and an Orchard.

2.8 The aim of this approach is to promote a step change in the economy, inspire better quality development, and create a city centre that is used and cared for by all of the city's different cultures.

2.9 On 14th October 2003, City of Bradford Metropolitan District Council's Executive welcomed the Masterplan for the city centre. Subsequently at the meeting of the Executive on 9th March 2004 it was resolved that the Council would:

1. Prepare a replacement planning document for the Bradford Centre Regeneration area as a high priority.
2. Co-operate with BCR in the commissioning of studies and project plans.

2.10 At the meeting of the City of Bradford Metropolitan District Council Regulatory and Appeals Committee on 8th March 2005 it was resolved that:

"The Masterplan for Bradford City Centre be treated as a material consideration in the determination of planning applications."

2.11 Taking forward the Masterplan, the Council and BCR in 2005 and 2006 commissioned consultants to produce the following:

1. City Centre Design Guide
2. City Centre Streetscape Manual
3. Neighbourhood Development Framework for each of the four neighbourhoods identified in the Masterplan.

2.12 The purpose of these documents is to take forward the vision of the Masterplan and demonstrate how it can be delivered.

The Neighbourhood Development Frameworks (NDFs)

2.13 The Masterplan identifies four separate neighbourhoods in Bradford City Centre – The Bowl, The Channel, The Market, and The Valley.

2.14 In late 2004/early 2005 consultants were commissioned by City of Bradford Metropolitan District Council and BCR to produce a Neighbourhood Development Framework (NDF) for each of the four neighbourhoods.

2.15 The purpose of the NDFs is to build on the aims of the Masterplan and produce a deliverable strategy and a set of projects for each neighbourhood.

2.16 On 7th February 2007, the City of Bradford Metropolitan District Council's Regulatory & Appeals Committee resolved that:

"The four Draft Neighbourhood Development Frameworks for the City Centre be treated as material considerations in the determination of planning applications pending the adoption of the Bradford City Centre Action Area Plan."

Planning Policy Context

National Planning Policy Framework

2.17 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The NPPF sets out a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

2.18 The NPPF's main objective is for the planning system to help achieve sustainable development, with 3 key delivery roles:

1. **An Economic Role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
2. **A Social Role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
3. **An Environmental Role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Regional Planning Policy

Regional Spatial Strategy (RSS) for Yorkshire and the Humber: The Yorkshire and the Humber Plan (2008).

2.19 The Yorkshire and Humber Plan is the current Regional Spatial Strategy for the Yorkshire and Humber Region. It was issued in May 2008 ("current RSS"). It replaces the 2004 RSS which was based on the selective review of RPG12 that was issued in 2001.

2.20 The RSS includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development, including:

1. Economic development
2. Housing
3. Transport and communications
4. The environment (including water, minerals and waste, energy generation and use)

5. Tourism and leisure
6. Urban and rural regeneration

2.21 The Area Action Plan is required to be in general conformity with the RSS. The RSS provides the key strategic direction for the Local Plan including setting the framework for location and scale of development (e.g. housing, employment and commercial) and the role of the Bradford City Centre. Following the Localism Act 2011, the Government is committed to the revocation of the RSS, the process for which is currently ongoing.

Sub-Regional Planning Policy

Leeds City Region Housing & Regeneration Strategy and Investment Framework (2009)

2.22 The Leeds City Region Housing & Regeneration Strategy and Investment Framework puts forward ambitious and innovative programmes for accelerating economic recovery through city region housing and regeneration investment.

Leeds City Region Housing Investment Plan 2010 - 2014

2.23 This Investment Plan, the first for the Leeds City Region, sets out the investment programme(s) for the Homes and Communities Agency (HCA) and other complementary public sector funding to deliver city region housing and regeneration strategic ambitions.

West Yorkshire Local Transport Plan for 2011 - 2016 - My Journey

2.24 The Local Transport Plan (LTP) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years.

Objectives:

- Economy To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
- Low Carbon To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
- Quality of Life To enhance the quality of life of people living in, working in and visiting West Yorkshire.

Local Planning Policy

Replacement Unitary Development Plan (2007)

2.25 The Replacement Unitary Development Plan (RUDP) is the statutory Development Plan that the Council has produced to fulfil its obligations under the 1990 Planning Act.

The Development Plan is a land use strategy for the Bradford District and is the prime consideration when the Council makes decisions on planning applications. It includes policies to guide development and proposals for the use of land to ensure that the needs of the District's population for homes, jobs, shopping, recreation and other facilities can be met.

2.26 The Replacement Unitary Development Plan (RUDP) for the Bradford District was adopted by the Council on the 18th of October 2005.

Emerging Local Plan - Core Strategy

2.27 At present, the Core Strategy is the final stage of production, and is currently scheduled to be approved for Publication Draft consultation in 2013.

2.28 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2028
- Identifies broad locations for development over the next 15 years
- Sets out policies that will influence the use of land and the type and scale of development which will be permitted within the District
- Identifies infrastructure required to manage development.

2.29 The Core Strategy also contains a number of sub-area sections, which cover defined areas of the District.

2.30 The City of Bradford including Shipley and Lower Baildon Sub-Area Section contains a number of sub-area policies which relate directly to the city centre. These cover various points including:

- Spatial Vision
- Strategic Patterns of Development
- Investment Priorities

2.31 Other key themes covered in the sub-area section include PDL, housing and employment growth targets. Area specific policies include:

- Policies 1 (BD1)
- Sub Area Policy 2 (BD2)

2.32 Strategic Core Strategy Policies:

- Strategic Core Policy 1 (SC1)
- Strategic Core Policy 6 (SC6)
- Policy EC1 – Creating a successful and competitive Bradford District economy within the Leeds City Region
- Policy EC2 – Supporting Business and Job Creation
- Policy EC3 – Employment Land Requirement
- Policy EC5 – City, Town, District and Local Centres
- Policy TR3 – Public Transport, Cycling and Walking
- Policy HO2 – Strategic Sources of Supply
- Policy HO3 – Distribution of Housing Requirement
- Policy HO5 – Density of Housing Schemes
- Policy HO6 – Maximising the Use of Previously Developed Land
- Policy HO7 – Housing Site Allocation Principles
- Policy HO8 – Housing Mix
- Policy HO9 – Housing Quality
- Policy EN6 – Energy
- Policy ID1 – Development Plan Documents and Authority Monitoring Report
- Policy ID4 – Working with Partners
- Policy ID6 – Simplification of planning guidance to encourage sustainable development

City Centre Design Guide SPD

2.33 The Supplementary Planning Document for City Centre Design Guide provides urban design guidance for the Bradford City Centre Regeneration Area. The Council adopted this document on 21st March 2006.

City Centre Affordable Housing SPD

2.34 The Supplementary Planning Document for Bradford City Centre Affordable Housing sets out the approach that will be taken by the Council with regard to the implementation of its affordable housing policy in Bradford City Centre. The Council adopted this document on 1st October 2008.

Shop Front Design Guide SPD and Shop Keepers Guide to Securing Their Premises SPD.

2.35 The Shop Front Design Guide Supplementary Planning Document (SPD) provides guidance on the design of shop fronts throughout the district. It has been prepared to encourage high standards of design for retail premises across the whole District and stimulate the resulting wider economic benefits. The

recent adoption of the Shop Keepers Guide' SPD has superseded section 6 of the Design Guide' (Security), adopting an updated approach to shop front security. The Shop Keepers Guide' SPD was adopted on 19th December 2012.

Planning Obligations SPD

2.36 The Planning Obligations SPD sets out how the Council will seek and deliver community benefits through the use of these legal agreements which are negotiated when a planning application is submitted to the Council.

Bradford 2020 Vision and Community Strategy

2.37 Bradford agreed its long term ambitions in 2000 and set these out in the 2020 Vision as a route map towards a transformed district.

2020 Vision:

“By 2020, Bradford district will be a prosperous, creative, diverse, inclusive place where people are proud of their shared values and identity, and work together to secure this vision for future generations. The District will draw strength from its diversity – making full use of the skills, qualities and enterprise of its people – to create a vibrant community and cultural life for all”.

2.38 The Community Strategy 2011-2014 sets out the big issues the district faces and priorities to address them. It breaks down the 2020 Vision into four broader outcomes for the district and the strategic aims that underpin them as follows:-

1. **Economy:** Bradford's economy is increasingly resilient, sustainable, and fair, promoting prosperity and wellbeing across the District.
2. **Inclusive and strong communities:** Bradford becomes an increasingly inclusive District where everyone is able to participate in the life of their communities and neighbourhoods, and understands their rights and obligations.
3. **Improving health, wellbeing and quality of life:** Bradford's people experience improving good health, wellbeing and quality of life, irrespective of their community, background or neighbourhood.
4. **Making Bradford a more attractive district:** Bradford becomes a more attractive District, supported by good connectivity and infrastructure.

Appendix 3: Evidence Base

3.1 The Evidence Base report sets out the baseline position for the Bradford City Centre, including the key issues and parameters which will inform the preparation of the Bradford City Centre Area Action Plan (AAP).

3.2 The AAP will provide the long term framework for development and change in Bradford City Centre. It will co-ordinate development interests and will include proposals for the development of sites for shopping, commercial, leisure, education, community use, strategic employment, mixed-use housing areas, transport initiatives and environmental protection.

3.3 It is important that the policies and proposals of the AAP are based on an up-to-date, robust and reliable evidence base to ensure a thorough understanding of the needs, opportunities and any constraints of the area.

3.4 The Council has drawn on a range of information about the important aspects of Bradford City Centre including housing, the local economy, environment, transportation and community facilities to form the evidence base for the AAP. These pieces of work provide a picture of the Bradford City Centre in terms of key issues and also their spatial relevance.

List of documents reviewed:

- The State of the District (CBMDC, 2006-07, 2010)
- Bradford District Economic Assessment (CBMDC, 2010)
- Bradford District Economic Strategy (CBMDC, 2011)
- Bradford Local Investment Plan 2011-2020(CBMDC, 2011)
- Bradford District Local Infrastructure Plan-draft (CBMDC, 2011)
- Bradford City Centre regeneration Masterplan (Alsop, 2003)
- Bradford City Centre Neighbourhood Development Frameworks
- Bradford Positioning Statement (Regeneris, 2005)
- BCR Performance Framework (Genecon, 04/05-05/06, 2009/10)
- Bradford City Centre Balanced Housing Market Study (DTZ, 2005)
- Bradford District Joint Housing Strategy 2008-2020
- Bradford City Centre Market Activity Report (Knight Frank, 2007 and 2008)
- Bradford Property Market Overview - Part of NDF Technical Appendices (Donaldson, 2005)
- Socio-Economic Baseline Report- part of NDF Technical Appendices (Arup, 2005)
- Sport and Recreation Facilities Assessment (CBMDC, Feb 2008-Draft)
- Bradford Open Space, Sport and Recreation Study (CBMDC, July 2006)
- Bradford City Centre Design Guide (Urbed, 2007)
- City Centre Conservation Area Assessment (CBMDC, 2005)
- Cathedral Precinct Conservation Area Assessment (CBMDC, 2005) Goitside Conservation Area Assessment (CBMDC, 2005)
- Little Germany Conservation Area Assessment (CBMDC, 2005)
- Archaeological Evaluation of the Broadway Centre Site (WYAS, 2002)
- The Good, the Bad and the Ugly (Bradford Building Preservation Trust, 2004)
- Bradford District Retail and Leisure Study (WYG, 2008 and 2012 update)
- Bradford Employment Land Review (Arup, 2007 update 2011)
- Bradford Office Audit (Donaldsons, 2007)
- The Bradford Destination Assessment (Locum, 2008)
- Bradford District Transport Strategy 2006-2021(CBMDC, 2007)
- The West Yorkshire Local Transport Plan 2011-2006 (Wyltp, 2011)
- WYLTP Bradford Local Implementation Plan 2011-2014
- Bradford Channel and Market NDFs Transport Report (Ove Arup & Partners Ltd, 2005)
- Bradford City Centre Pedestrian Survey (CBMDC, 2008/09/10)
- City Centre Utilities and Drainage Study (Arup, 2005)
- Bradford Strategic Flood Risk Assessment: Final Report (BMDC, March 2003)

- Flood Risk Assessment of Forster Square (Waterman, Burrow, Crocker, 2003)
- Bradford District Carbon Management Programme 2007-12 (BMDC, 2007)

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