





# FOREWORD

## **Bradford City Centre Area Action Plan**

**The City of Bradford Metropolitan District Council has worked 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 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 2030. It will identify the location of new development and provide detailed policies to help make decisions on planning applications. It will also influence decisions about transport, infrastructure, community facilities, economic development and future investment.

In March 2013, The Bradford City Centre AAP - Further Issues and Options Report built upon previous work to allow the Council to consult with key stakeholders with an interest in the area to help identify the key issues facing the city centre and suggested options for addressing these.

The Area Action Plan has been prepared in conjunction with the 'Bradford City Plan' (February 2015), the overarching delivery plan and framework for partnership working to achieve a decade of regeneration and economic development in the City centre. The AAP sets to provide the development planning response to the City Plan vision for Bradford city centre as a *“a place that promotes pride, well-being and aspiration”*.

The AAP has been 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 supports the Bradford City Plan and regeneration ambitions for the City Centre as stated in the Local Plan Core Strategy. At a strategic level the Local Plan - Core Strategy sets out broad proposals and targets for future development in the city centre up to 2030.

The AAP will be deliverable by acting as the planning framework for regeneration and delivery of growth in the City Centre. The AAP will form 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 has allocated development sites. By clearly setting out all development sites within city centre, including the reuse of existing buildings, the plan will form a catalogue of sites for developers wanting to develop within the centre. This will provide certainty and confidence for land owners and developers by de-risking the planning application process through establishing the principles of development.

The AAP is a viable development plan. Policies and proposals in the AAP is based on a robust understanding of the economic conditions of the area. The AAP has been tested through an economic viability assessment and provides certainty for businesses, land owners, developers, investors and residents regarding future plans and infrastructure requirements. However, it is still flexible enough to meet unanticipated needs and respond to changes in economic circumstances.

This Publication Draft sets out the site allocations and policies for delivering the vision for Bradford city centre upto 2030.

The feedback received following the previous public consultation in 2007, 2008 and 2013 and the technical evidence has informed this Publication Draft Report.

The Council is inviting formal representations from the public, stakeholders and statutory consultees on the soundness and legal compliance of the Publication Draft.

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# INTRODUCTION

## The Bradford District Local 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 was 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 years.

**1.3** One of the key planning documents in the Bradford District Local Plan is the Core Strategy. The Core Strategy sets out the long term vision, spatial strategy, strategic planning policies and broad locations for new development in the district. The AAP has been informed by and conforms with the 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 site allocations) will provide certainty to investors, developers and land owners
- Stimulate regeneration through use of planning tools such as Local Development Orders (LDOs) and Local Listed Building Consent Orders (LLBCOs)
- 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 as set out in the Bradford City Plan.

1.7 The City Centre Area Action Plan has taken forward the work already undertaken in the city centre by the Council as well as ongoing work following the publication of the Bradford City Plan in February 2015.

## The Publication Draft

1.8 Government requirements on the preparation of Local Plans are set out in the National Planning Policy Framework and the Town and Country Planning (Local Planning) (England) Regulations 2012. These are designed to ensure that by the time the plan is finalised, it has been tested through extensive consultation and involvement of the public and wider stakeholders and all reasonable options have been considered.

1.9 The Publication Draft is the third stage in the process of preparing the AAP and presents the Council's preferred approach for Bradford city centre. The Publication Draft sets out the policies and proposals that the Council consider should be included in the new plan

1.10 The Publication Draft takes account of work undertaken on the AAP to date, in particular the consultation on the AAP Issues and Options Report between March and May 2013. The results of this public consultation and further technical work have been used to inform the Publication Draft. The main purpose of this report is to:

- Set out the vision, key objectives and strategic approach
- Identify the sites allocations and policies for delivering development
- Prompt interested parties to submit representations for consideration

1.11 The report structure is as follows:

- 1. Background and Strategic Context**
- 2. Vision, Objectives and Development Proposals**
- 3. Planning Policies**
- 4. Delivering the Plan**

1.12 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 (City Centre Masterplan, Neighbourhood Development Frameworks, Bradford City Plans), an overview of the other policy influences nationally, city regionally and locally and sets out some of the evidence base upon which the Publication Draft has been drawn.

1.13 Section 2 sets out the 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 Policy BD1 in the Local Plan – Core Strategy DPD. This is then supported by a set of detailed proposal maps and statements for potential development sites in each of the six city centre neighbourhoods. This section also includes a plan showing the extent of the boundary for the Area Action Plan.

1.14 Section 3 looks at the detailed Planning Policies on several key themes to aid delivery of development and associated infrastructure provision.

1.15 Section 4 Delivering the AAP: examines the key issues in terms of delivering development and key infrastructure associated with the site development

proposals. This section also sets out the Monitoring Framework with a set of indicators which will help determine whether the objectives set out in the AAP are being met. Where objectives are not being met, this may then trigger a review of part or all of the AAP.

## Evidence Base

1.16 The AAP has been informed by a number of reports, studies and strategies. This is called the 'evidence base'. The main evidence base used to inform the AAP is listed in the Appendix C. All background documents are available on the Council's website.

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

1.17 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.

1.18 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.

1.19 This City Centre Area Action Plan – Publication Draft Report is accompanied by a 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.

## Habitats Regulations Screening Assessment

1.20 A Habitats Regulations Assessment (HRA) Screen Assessment is required to demonstrate proposals and policies will not adversely affect any European Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). A HRA Screening and Appropriate Assessment has been carried out on the Core Strategy. The study identified no significant impacts of development proposed in Bradford city centre on the Special Protection Areas and Special Areas of Conservation with the District. An additional Habitats Regulation Screening Assessment has been carried out to examine the potential.

## Health Impact Assessment

1.21 Health Impact Assessment, while not a legal requirement, the Council recognises the role the planning and development can have on the health and well being of communities. A Health Impact Assessment (HIA) has been produced in consultation with public health professionals within the Council which sets out the potential impacts of the policies. The preparation of the HIA has informed the Publication Draft report.

## Equalities Impact Assessment

1.22 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.

1.23 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.

## Duty to Co-operate

1.24 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 which cross administrative boundaries. The AAP is supported by a Duty to Cooperate Statement which outlines how the council has met the requirements of the Localism Act 2011. It will set out the key strategic issues relevant to the document, and how these have been considered as part of the preparation of the AAP and the Council has worked with relevant bodies including adjoining local planning authorities.

## Public Consultation and Next Steps

### How do I get involved?

**1.25** The AAP Publication Draft Report together with all supporting documents will be made available to view and download on the Councils website at: [www.bradford.gov.uk/planningpolicy](http://www.bradford.gov.uk/planningpolicy)

**1.26** Hard copies will be made available for reference at the main planning offices and libraries as set out in the Engagement Plan.

**1.27** The Engagement Plan sets out the proposed methods to be used as part of the consultation in line with the adopted Statement of Community Involvement. This includes drop-in sessions and exhibitions to allow the public and other interested organisations and bodies to find out more about the document and help them engage with the process and submit formal representations.

### How to comment

**1.28** To make comments you can either fill in the Online Comment Form, or the paper comment form available upon request. Alternatively you can write a letter or e-mail to the following address. Please ensure that your email or letter is titled 'Bradford City Centre AAP Consultation'. Please note that representations cannot be treated as confidential and will be made available on the Councils website. It is key to note at this stage the Council is only seeking comments on legal compliance and soundness of the Plan and whether it meets the Duty to Co-operate.

**1.29** The Council is keen to promote the submission of comments electronically and would encourage anyone with appropriate facilities, such as email, to make their responses in this way. Comments should be returned to the Council by using:

**Email:** [planning.policy@bradford.gov.uk](mailto:planning.policy@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 (Mon-Thurs 9am to 5pm, Fri 9am to 4.30pm):

**Jacobs Well  
Ground floor reception  
Manchester Road  
Bradford BD1 5RW**

If you have any queries regarding the Area Action Plan or the consultation process please contact the Development Plans Team on: **01274 434296**

or

[planning.policy@bradford.gov.uk](mailto:planning.policy@bradford.gov.uk)

### What happens next?

**1.30** After the Publication Draft stage the Council will consider the comments made and submit the AAP for consideration by an independent inspector at a public examination. The inspector will then publish a report with recommendations for amending the plan, which the Council will need to publish and consider before adopting the AA through a meeting of the Full Council.

[www.bradford.gov.uk/planningpolicy](http://www.bradford.gov.uk/planningpolicy)

SECTION ONE

# BACKGROUND & STRATEGIC CONTEXT



## SECTION ONE

# BACKGROUND & STRATEGIC CONTEXT

### Background

**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 19<sup>th</sup> 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 and which the Area Action Plan seeks to address within the plan period.

## Regeneration Context

**2.11** 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.

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

**2.13** 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).

**2.14** 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

**2.15** 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.

**2.16** 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.

**2.17** 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.

**2.18** 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.

**2.19** 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.

**2.20** 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."*

**2.21** 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.

**2.22** 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)

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

**2.24** 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.

**2.25** 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.

**2.26** 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.*



## Regeneration Achievements

**2.27** Bradford city centre is identified by the Council and its partners as an area with significant regeneration and economic development potential.

**2.28** There are now significant signs that the city is beginning to successfully address these challenges and turn around its fortunes, reflecting the growing confidence that Bradford has in itself, and which others have in the city.

**2.29** The city centre also enjoys a substantial, high quality Victorian architectural heritage. There are over 100 Listed Building entries comprising over 300 individual addresses in the city centre. Shopping giant Freeman Grattan Holdings have relocated their headquarters into Priestleys Warehouse in the Little Germany Conservation Area of the city centre which has acted as a catalyst for further investment in the area.

**2.30** The Council has worked actively with Historic England to introduce the UK's first Local Listed Building Consents Order for the Little Germany Conservation Area of the city centre which alongside a Local Development Order allows conversion and change of use of listed buildings without the need for planning consent.

**2.31** At the same time, major investment has been made in the city centre public realm over the past ten years. A programme of Heritage Street enhancements has been carried out which has transformed much of the city centre pedestrian area.

**2.32** One of the most significant investments in the city centre has been the delivery of Bradford City Park. This multi award winning public space now hosts an annual events programme which in 2012, over the course of the year, generated an estimated £2.5 million for the local economy.

**2.33** Another significant investment has been the £50million Southgate development on the corner of Thornton Road and Godwin Street which included a new headquarter building for Provident Financial and the opening of the Jurys Inn Hotel.

**2.34** There is a strong and vibrant presence of cultural and visitor attractions in the city centre. In 2013 an estimated 4m people visited City Park, whilst the National Media Museum (circa 500,000 visitors), Alhambra Theatre (250,000 theatregoers), St Georges Hall and The Leisure Exchange are jointly seeing nearly 1million visitors per annum go through their doors. Bradford is also the world's first UNESCO City of Film and plays host to the annual Bradford International Film Festival at the National Media Museum and its associated cinemas.

**2.35** Bradford city centre is also home to both the University of Bradford and Bradford College. In

addition, the Council and its partners are leading the UK agenda in terms of integrated learning through our programme of Industrial Centres of Excellence bringing key educational institutions, businesses and the population together.

**2.36** In recent years, Bradford city centre has been the focus of significant investment, reinforcing its role as a driving force of economic growth and prosperity. In recent years, the city centre has seen investments in major developments of over £370m. This includes sizeable investment in the University and College estate (over £240m) and over £130m, since 2010, in public realm, new hotels, grade A office development, and the perception-changing Bradford City Park.

**2.37** Bradford's 'City Centre Growth Zone' is a £35million initiative set up to support new businesses and enable existing business growth. The City Centre Growth Zone continues to help to raise the profile of Bradford as a business location, and provides significant financial incentives and professional support to set up new businesses in the city centre.

**2.38** The value of investment on site in 2014 was estimated at over £500 million. Following the completion of City Park in 2012 which has significantly raised the profile of the city centre, the opening of the 570,000 sq ft The Broadway Shopping Centre by Westfield and Meyer Bergman (development value circa £265m) will elevate the city centre retail and leisure offer to new levels. There is the prospect of further potential opportunities for retail and leisure developments on Broadway, The XChange development and on the former Royal Mail Sorting office site next to Bradford Forster Square Station. The city centre is beginning to experience an increase in city centre values and footfall.

**2.39** The Council is also supporting the high street by introducing City Centre Local Development Order (LDO) 1 which principally applies in streets adjacent to The Broadway Shopping Centre which are suffering relatively high levels of vacancies causing a loss of footfall and the deterioration of the quality of the environment in this part of the city centre. The Order allows for the change of use of premises to any use within the A1 (Retail), A2 (Office), A3 (Restaurant) and A4 (Drinking Establishments) use classes.

**2.40** The Council and its partners are continuing plan for further invest in major infrastructure projects in the city centre including the proposed new City Centre Swimming Pool and Leisure Centre scheme at the former Britannia Mill site on Portland Street. The Council is also working with its partners, West Yorkshire Combined Authority and Network Rail on ambitious station redevelopment Masterplan proposals for The Bradford Interchange Station and the Bradford Forster Square Station.

2.41 There has also been an increase in residential investments in the city centre following the successful delivery of the Chain Street housing scheme in the city centre. The Council has also introduced the City Centre Local Development Order (LDO) 2 which will allow the conversion of upper floors of units within the Primary Shopping Area to be converted to 9 or fewer residential units without planning consent.

## Bradford City Plan

2.42 On 10th February 2015 the Councils Executive Board endorsed Bradford City Plan as regeneration delivery framework for Bradford City Centre.

2.43 Bradford City Plan is a non statutory plan which comprises two documents – a detailed Technical Report and a Prospectus. The Technical Report sets out the detailed issues and challenges facing the city centre, and a rationale and action plan to address those challenges. The Prospectus summarises the technical report and identifies the priority actions that the Council and its partners will be focussing on delivering. It is an outward facing document with an intended audience of potential investors, developers and partners.

### Bradford City Plan Vision:

The Vision for the city centre is simple yet challenging:

**Bradford City Centre will be a place that promotes pride, well-being and aspiration'**

To achieve this, Bradford City Plan includes a wide range of actions that address challenges and embrace opportunities.

2.44 Bradford City Plan has become a delivery the regeneration framework for partnership working to achieve a decade of regeneration and economic growth in Bradford city centre. It identifies the strategy, plans, and prioritised actions to achieve economic growth and physical development of the city centre - delivering benefits to local people across the District and the Region for the next ten years. In particular it addresses The Producer City agenda to:

- **Create the conditions for business** – to make the city centre a great place to set up, grow and run a business.
- **Make innovation and skills work** – in association with the university and college in particular, putting innovation, knowledge creation and higher skills at the heart of our economy
- **Trade on our culture of enterprise** – building on our strengths to compete in the global economy

2.45 In addition Bradford City Plan addresses a social and place making agenda with proposed actions that will help make the city centre a location of choice for business and investors; the district's diverse communities; visitors; and people looking for a place to live. It highlights the need to find new uses for vacant buildings, the revitalisation of the high street, the construction of new homes, and the bringing back into use of older buildings. It identifies the importance of developing an inclusive, appealing and well managed leisure offer, and the need to continue to provide a vibrant, well maintained public realm.

2.46 The priorities and proposals of Bradford City Plan are organised around five priority outcomes each with its own chapter in the Technical Report. The outcomes are as follow:

- Bradford City Centre as a Place of Dynamic Business & Entrepreneurship
- Bradford City Centre as a Centre of Excellence for Learning
- Bradford City Centre as an Exemplar of 21st Century Urban Living
- Bradford City Centre as a Major Transport Hub
- Bradford City Centre as a Destination & Experience

2.47 During the development of Bradford City Plan five key locations have come to the fore where themes and activities converge and where the Councils and its partners believe activity should be focussed for maximum regeneration and economic impact. These locations have been referred to as 'Pulses'. These Pulse locations can be summarised as follows:

- Pulse 1 Top of Town
- Pulse 2 Forster Square
- Pulse 3 Thornton Road
- Pulse 4 City Park Business/ Culture Cluster
- Pulse 5 City Park Retail/ Leisure Connection

2.48 The Bradford City Plan has informed the Bradford City Centre Area Action Plan (as the statutory development plan) to deliver the schemes and associated infrastructure over the next 15 years.

## Policy Context

### National Planning Policy

#### National Planning Policy Framework

2.49 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.

#### National Planning Policy Guidance

2.50 The government launched its Planning Practice Guidance on 6 March 2014. The website brings together many areas of English planning guidance into a new format, linked to the National Planning Policy Framework.

### Sub-Regional Planning Policy

#### West Yorkshire Local Transport Plan for 2011 – 2016 – My Journey

2.51 The Local Transport Plan (LTP3) 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.

#### Emerging Single Transport Plan

2.52 Single Transport Plan for West Yorkshire is being developed to set out the ambition of the Combined Authority as well as reflecting related strategies and fulfilling the requirement to keep the Local Transport Plan under review.

The Single Transport Plan will have 5 Core Principles:

**1. One system, HS2/HS3 ready** - a core ambition being a 'metro-style' public transport network that integrates all modes, into one-system that is easily understood, easy to access by a range of options and offers quick, convenient connections within the city region. The public transport network would reduce pressure on roads and facilitate the efficient movement of freight than cannot be transported by rail, canal or pipeline;

**2. Place making** - interventions to make our cities, towns and neighbourhoods more attractive places to invest, live and work - delivering improvements to air quality and health through Low Emission Vehicles for the movement of people and goods and encouraging people to switch to cycling and walking for shorter journeys;

**3. Smart futures** - using technology for enhanced customer relationships and retail opportunities and for

efficient management of the transport network(s), as well providing open data as part of a wider city region initiative;

**4. Effective use of resources** - pooling resources between services and sectors to address financial constraints and deliver shared objectives - particularly in respect of rural communities with a lower level of public transport provision, and for young people to access education, employment and training;

**5. Effective asset management** - to adequately maintain all of our transport system: roads, bridges, street lights, public transport stations and shelters, footways and cycle routes, to gain maximum value for money and meet the needs of users and Plan objectives.

### Local Planning Policy

#### Replacement Unitary Development Plan (2007)

2.53 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.

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

#### Local Plan

2.55 The Bradford District Local Plan will be made up of a collection of planning documents that will guide future growth and development to 2030. The Local Development Scheme (LDS) approved July 2014, sets out the Development Plan Documents which when produced will make up the Local Plan. These are:

- Core Strategy
- Allocations Development Plan Document
- Bradford City Centre Area Action Plan
- Shipley and Canal Road Corridor Area Action Plan
- Waste Management Development Plan Document

#### Core Strategy

2.56 At present, the Core Strategy is under examination by the Inspectorate, with consultation on main modification due in October 2015.

2.57 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2030
- 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.

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

2.59 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.

2.60 The Core Strategy is due to be adopted early 2016.

#### **Evidence Base**

2.61 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.

2.62 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.

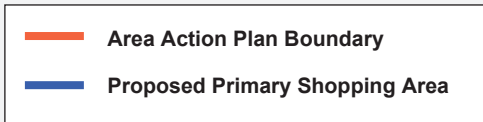
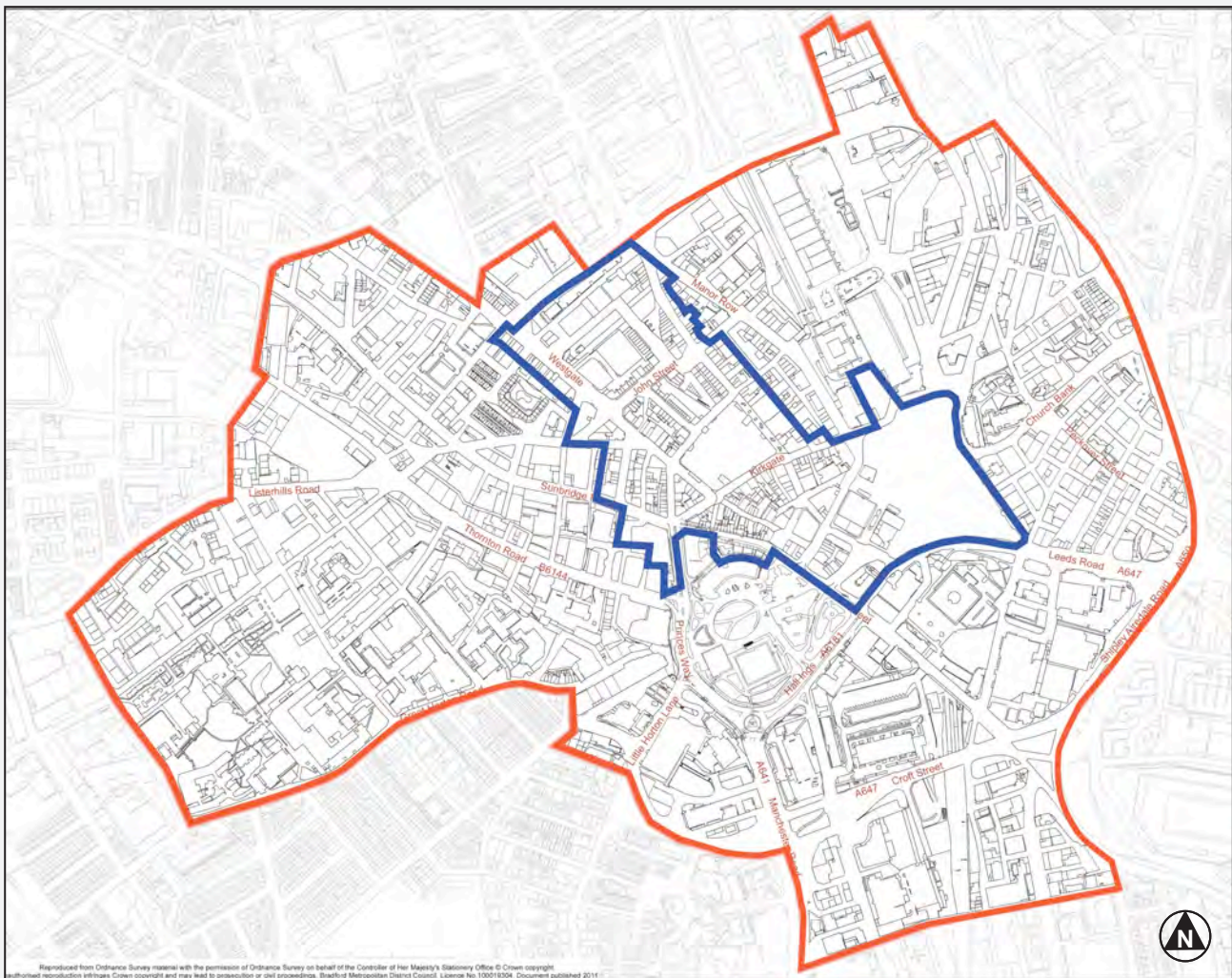
#### **Further Reading**

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

SECTION TWO

THE VISION, OBJECTIVES  
& DEVELOPMENT  
PROPOSALS

**Figure 1: Bradford City Centre Area Action Plan (AAP) Boundary and Proposed Primary Shopping Area Boundary**



## SECTION TWO

# THE VISION, OBJECTIVES & DEVELOPMENT PROPOSALS

### The AAP Boundary

**3.1** The Area Action Plan defines the area to which the policies in the plan will apply.

**3.2** Figure 1 shows the red line boundary used by Bradford Centre Regeneration – the urban 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** The general extent of the boundary also reflects the City Centre (Regional Growth Fund) Growth Zone and Bradford City Plan. Therefore it has been chosen as the logical option for the Area Action Plan boundary.

**3.4** The blue line boundary is the proposed Primary Shopping Area boundary, in which retail development will be concentrated and includes primary and secondary shopping frontages.



## The Vision

3.5 One of the most important elements of the Area Action Plan is to have a clear spatial vision. This vision is important because it defines how the area will change and what it will be like in the future. The

detailed policies and proposals in the AAP will contribute to delivering the overall vision. The following vision has been informed by the Local Plan: Core Strategy and the Council's Community Strategy.

### The Vision for Bradford City Centre is by 2030:

**Bradford city centre is now a major destination in the wider region, offering a different experience to other cities. The City is the focal point for leisure, office, retail and apartment development, and has become the place residents and visitors want to live, work and socialise.**

**Redevelopment of the City Centre has seen the sensitive renovation and flexible reuse of historic buildings in Little Germany and Goitside for residential and employment.**

**New build development has incorporated the use of high quality design, which respect the heritage of the city's architecture, and is of the highest viable environmental standards.**

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

**The City Centre now also benefits from enhanced integrated transport through the delivery of two newly redeveloped railway stations at the Bradford Interchange and Bradford Forster Square, with enhanced pedestrian and cycle routes between these two major public transport hubs. In combination with other enhanced public transport routes between Leeds City Centre, Manchester City Centre and the Airports, Bradford City Centre is now more connected and accessible than ever before.**

**The plan has also aided in improving green and blue infrastructure in the city centre by encouraging the formulation of new open spaces, public realm improvements including extensive tree planting and ecological improvements. The plan has built upon the success of the new City Park and the New Market Place by supporting the delivery of green linear spaces.**

**The AAP has assisted in the delivery of thousands of new jobs by supporting the expansion of new retail, leisure and office premises through land use allocations and a flexible policy approach. Job opportunities for future generations have also been aided by enhancing skills provision through strengthening education facilities within the City Centre.**

**The plan has not created a new city centre, but has enhanced the existing great qualities and addressed the weaknesses to revitalise the core of the Bradford Metropolitan District.**



## Action Plan Objectives

**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. The plan will support the cultural leisure offers of the National Media Museum, Alhambra, St. Georges Hall etc, through facilitating land supply for future expansion, building upon the accolade of UNESCO first city of film, and supporting the heritage identity of the City.

**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. 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. We will strive for high quality design, balanced with maximum functionality and the best viable environmental standards, including sustainable methods of remediation of historically contaminated sites.

**4. A range of good quality housing and facilities to cater for a successful city centre community** - Delivery of 3,500 homes in the city centre, providing a range of housing sizes and tenancies through the allocation of land and land use policies, to ensure city living is available to all residents of Bradford and beyond. New homes will be built to the highest viable and feasible design and construction standards and supported with 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 through technological enhancements** - 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 No.1 City Park 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 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 issues caused by through traffic problems by supporting sustainable transport measures and integrated transport** - 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 ease congestion and pollution within the centre. The plan will put forward the Council's car parking strategy for the centre. The plan is committed to continued improvement of public transport into and around the city centre, led by major improvements to the railway stations. 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. An enhanced natural environment with improved green infrastructure, water management and biodiversity** - 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 and green infrastructure solutions may also include the use of rooftop gardens, green roofs, on street tree planting and the reopening of watercourses.

## Policies Map

**3.6** Significant new development is planned in the AAP up to 2030 and it is important that proposals are considered within an overall planning framework so that appropriate linkages, access, environmental and infrastructure issues are properly considered.

**3.7** The Policies Map draws on the AAP vision and objectives to provide an overarching planning policy framework for Bradford City Centre to 2030. See Appendix D for Policies Map.

## 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 during previous public consultation, the National Planning Policy Framework and the Emerging Local Plan: Core Strategy.

**3.9** Core Strategy Sub-Area Policy BD1: Regional City of Bradford including Shipley and Lower Baildon establishes the strategic framework for the City Centre AAP. The policy sets out development quantum and strategic priorities for the City Centre. Core Strategy Sub-Area Policy BD2: Investment Priorities for the Regional City of Bradford including Shipley and Lower Baildon establishes the investment priorities to be delivered through the City Centre AAP over the next 15 years to 2030.

**3.10** The policies of the Core Strategy should be read alongside those of the AAP. In particular several Core Strategy Policies are of relevance to the Bradford City Centre AAP. These are as follows:

**Policy HO2:** Strategic Sources of Housing Supply

**Policy HO3:** (Distribution of Housing Development)

**Policy HO4:** Phasing the Release of Housing Sites

**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 EC1:** Creating a successful and competitive Bradford District economy within the Leeds City Region.

**Policy EC2:** Supporting Business and Jobs Creation

**Policy EC3:** Employment Land Requirement

**Policy EC4:** Sustainable Economic Growth

**Policy EC5:** City, Town, District and Local Centres

**Policy EC5:** Town, District and Local Centres

**Policy TR1:** Travel Reduction and Modal Shift

**Policy TR2:** Parking Policy

**Policy TR4:** Transport and Tourism

**Policy TR5:** Improving Connectivity and Accessibility

**Policy SC2:** Climate Change and Resource Use

**Policy SC4:** Hierarchy of Settlements

**Policy SC5:** Location of Development

**Policy SC6:** Green Infrastructure

**Policy DS4:** Streets and Movement

**Policy EN3:** Historic Environment

**Policy EN8:** Environmental Protection

## Neighbourhoods

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

**1. The Central Business and Leisure District** Business Core of the City Centre, focus of Grade A office space and leisure uses.

**2. Little Germany and Cathedral Quarter** The area will be the focus of new comparison retail in The Broadway Centre, and residential led mixed use development.

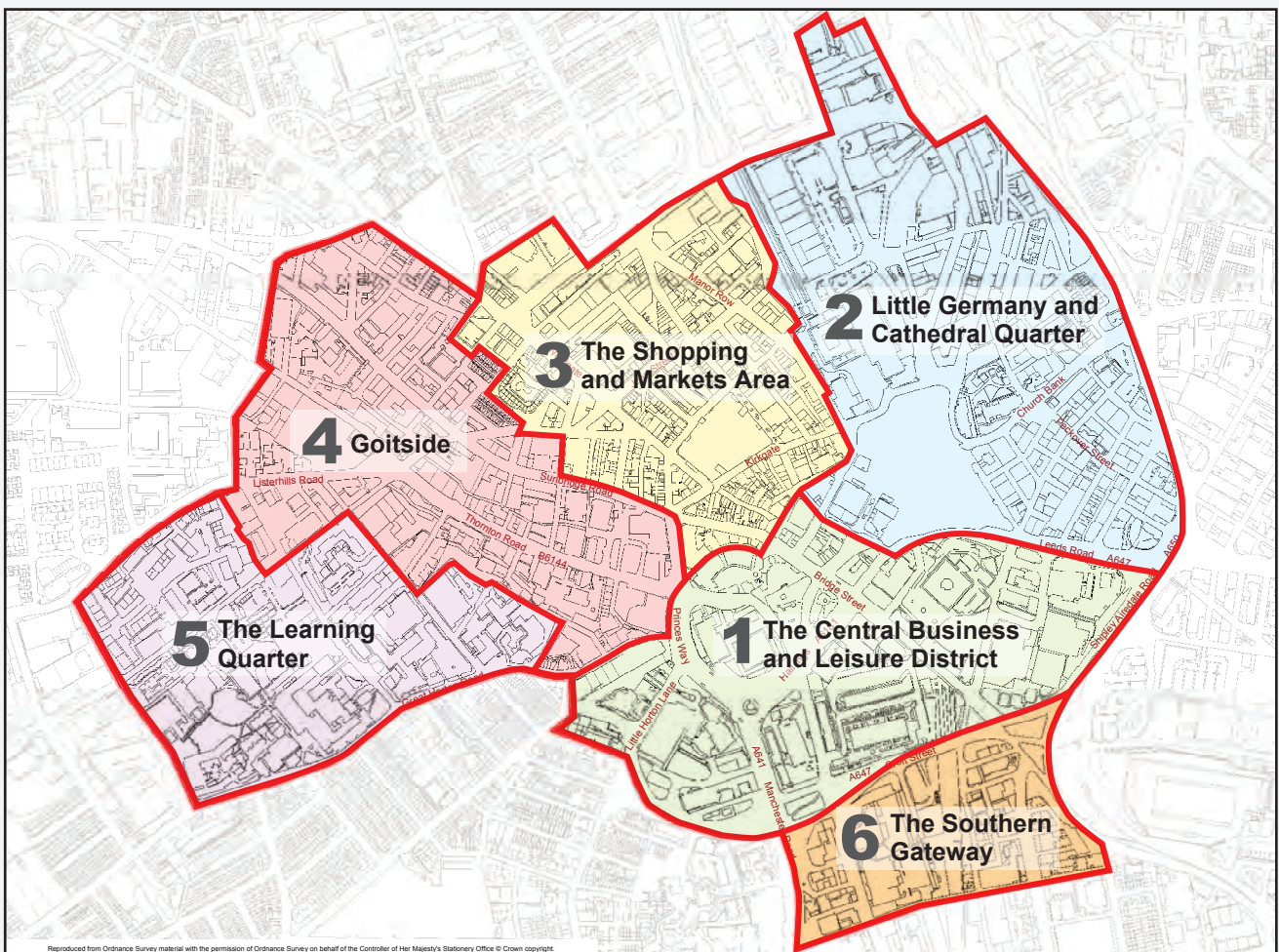
**3. The Shopping and Markets Area** The focus for small independent retailing and leisure offer, with the introduction of residential into the area.

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

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

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

Figure 2: Bradford City Centre AAP Neighbourhoods



# Central Business and Leisure District

## Vision by 2030:

The Central Business and Leisure District has become a focus for Bradfordian life with the City Park at its' heart. Streets and spaces have worked hard to get people exploring the city centre with complementary landuses which have encouraged visitors to stay from dawn until dusk. No.1 City Park and Jacobs Well Public Service Hub has provided the highest quality office space which well connected to the wider district and region through the delivery of two enhanced transport hubs in the form of the newly renovated Bradford Interchange Gateways and Bradford Forster Square Railway Station. Visitors to Bradford now know that they have arrived by the scale, quality and nature of public open space that has created a gateway for people arriving by car, public transport and on foot and bicycle.

Figure 3: Central Business and Leisure District Neighbourhood



## Central Business and Leisure District Neighbourhood Spatial Framework

Sites within the Central Business and Leisure District Neighbourhood will be developed for a wide range of uses as part of the growth and regeneration of the area as an employment and leisure led quarter of the City Centre, an exemplar for new Grade A office space and business innovation.

### Character and Built Form

The majority of the Central Business and Leisure District Neighbourhood is located within the City Centre Conservation Area. The area covers the Victorian commercial core of Bradford and embraces many of the city centre's most historically and architecturally important buildings., such as the Wool Exchange, City Hall and the Alhambra. Some of the key characteristics of the area, which should be considered in any proposed development, are as follows:

- An eclectic mix of styles is evident, with many structures being particularly ornate and indicative of the historic wealth and prestige.
- Honey coloured local stone is used for building throughout the conservation area and has a unifying effect, creating a harmonious whole.
- Pedestrianised areas within core areas.
- Surrounded by distinct areas (Goitside, Cathedral Precinct and Little Germany conservation areas) with strong historical links

Key historic buildings within the Central Business and Leisure District Neighbourhood include: City Hall, The Wool Exchange, The Alhambra, The Milligan & Forbes Warehouse (Telegraph & Argus), St George's Hall and the Victoria Hotel.

Despite being the historic core of the settlement, the conservation area has some fine examples of modern architecture, the Wool Exchange and the Telegraph and Argus printing hall being two fine illustrations of this.

There are opportunities to improve the quality of the neighbourhood – the long term vacancy of the Odeon site detracts from the character of the area, the surface car park at Jacobs Well is a poor use of land in the city centre, and more positive gateways and arrival points could be created to the centre including the former Yorkshire Water depot and improvements to Bradford Interchange.

## Connectivity and Public Realm

The new City Park has created a high quality, successful focus for the city centre and the pedestrian environment around Princes Way has been transformed.

However elsewhere there are many challenges and there are opportunities to expand the quality of City Park and Princes Way out to the wider area. Many of the roads still act as barriers to pedestrian movement, and walking and cycling routes are not as clear and easy to use as they could be. In many cases the quality of the public realm doesn't support the landmark buildings and historic architecture, and what little greenspace there is isn't put to best use in terms of public amenity and green infrastructure.

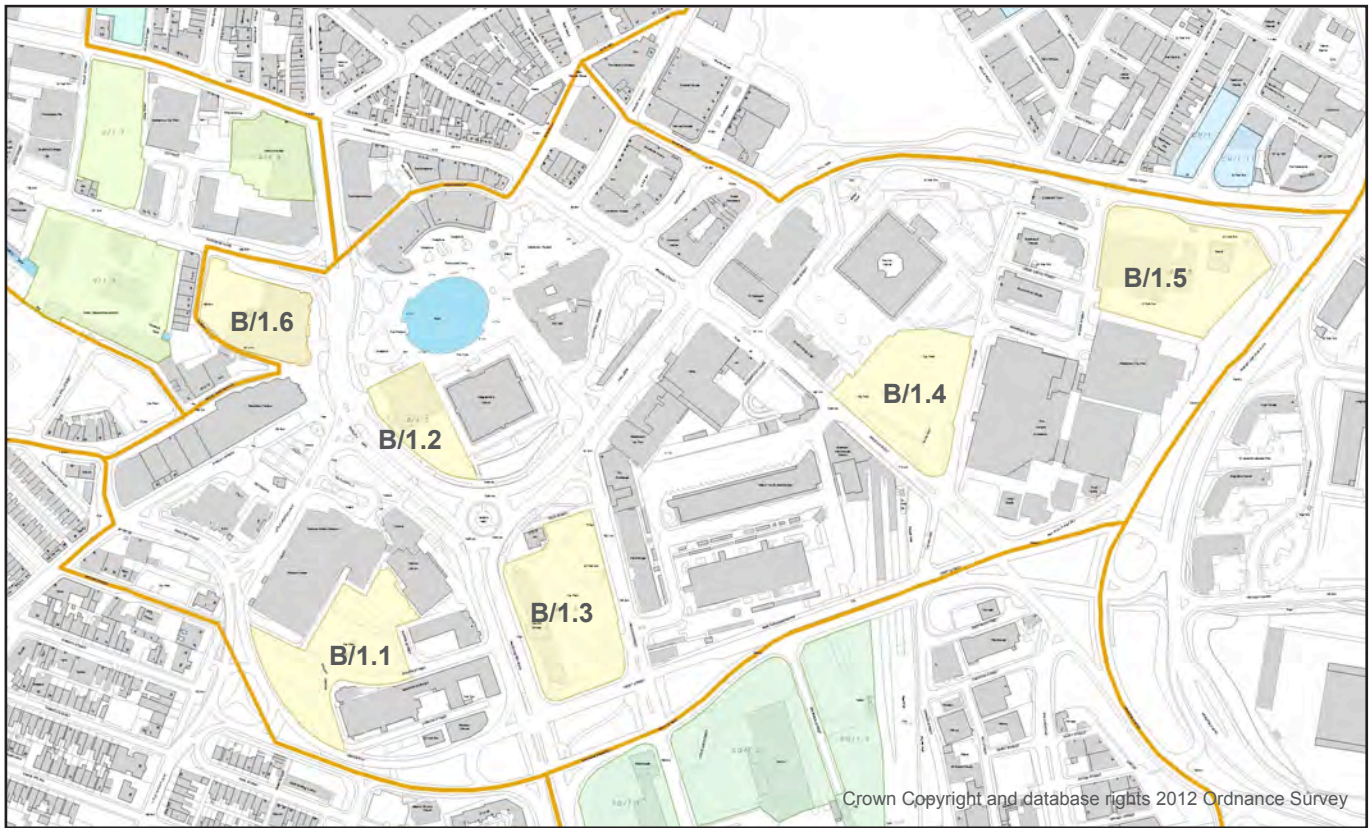
### Development will include:

- Focus for major high quality office space;
- Focus for major additional leisure and entertainment space;
- Redevelopment of Bradford Interchange as a new gateway to the city centre, with complimentary retail and leisure facilities and new improved public realm on the approach to the station forming a much improved user experience;
- Improved public spaces at Exchange Square and the Leeds Road greenspace, and a new public space as part of the Jacobs Well redevelopment.
- Further improvements to the quality of Princes Way including enhanced public realm around the National Media Museum, former central library and the Alhambra, and better surface level pedestrian crossings linking the Jacobs Well site and the museum to City Park.
- An improved pedestrian environment, including pedestrian priority streets at Bridge Street, Hall Ings, Market Street and Cheapside.
- New walking and cycling routes to connect the neighbourhood to the rest of the city;
- Green Infrastructure enhancements connecting into the Bradford West Cycle Route.
- Highest quality architecture and public realm design in this area.

### Key Development sites:

- Exchange Court
- Former Yorkshire Water Depot
- No.1 City Park
- Former Bradford Odeon

**Figure 4: Central Business and Leisure District Neighbourhoods Sites**



Proposed Site Allocations		
Ref.	Name	Proposal
B/1.1	Sharpe Street Car Park	Cultural Expansion Zone
B/1.2	No.1 City Park	B1 Office with retail / leisure
B/1.3	Jacobs Well Public Service Hub	Office led mixed use
B/1.4	Exchange Court	Office / Residential / Potential Magistrates Court
B/1.5	Former Yorkshire Water Depot	Mixed use
B/1.6	Former Bradford Odeon	Leisure / Office led mixed use



### B/1.1: Sharpe Street Car Park

<b>Site Size:</b>	2025 - 2030
<b>Existing Use:</b>	Car Park
<b>Proposed Use:</b>	Cultural Expansion Zone
<b>Estimated Delivery:</b>	



#### The Site

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

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.

#### 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/1.2: No.1 City Park

<b>Site Size:</b>	1.3 ha
<b>Existing Use:</b>	Magistrate Court and Former Police Station
<b>Proposed Use:</b>	B1 Office, with supporting retail and leisure on ground floor levels.
<b>Estimated Delivery:</b>	2015 - 2020



### The Site

The No.1 City Park 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, as part of the 'Business Forest'.

No.1 City Park will be the focus for Grade A office (B1) space within the City Centre. The main objective of the No.1 City Park will be to act as the premier destination for business head quarters currently located within or outside the Bradford District.

### Design

- The proposed office development within the No.1 City Park will be of high- quality contextual design that responds sensitively to its setting adjacent to the Grade I Listed City Hall and its location within the City Centre Conservation Area. The height of any buildings will not compromise the dominance of the City Hall buildings or harm key views and vistas of the building. Where possible, opportunities should be taken to open up new views of the City Hall.
- 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 site also lies within the City Centre Conservation Area.
- 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 Public Service Hub (see B/1.3 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 viable and feasible to do so.

### Transport

- The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.
- There are two existing accesses to the site from Princes Way and from Hall Ings via a ramp leading to a basement car park. The access from Hall Ings would be acceptable for the redevelopment. Any access from Princes Way would be unacceptable and the existing access would need to be closed with full face kerbing and the footway reinstated.
- Any development proposals must consider the feasibility and practicality of facilitating good pedestrian linkages between the site, the core shopping area and city centre attractions and the public transport interchange.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of parking provision.

### Floodrisk

The site is currently located within Flood Zone 3A. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

B1 Office Space (Grade A Standard) Floor Space



### B/1.3: Jacobs Well Public Service Hub

<b>Site Size:</b>	1.1ha
<b>Existing Use:</b>	Council Offices and Surface Car Park
<b>Proposed Use:</b>	Office led mixed use
<b>Estimated Delivery:</b>	2020 - 2025



#### The Site

The site 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 as part of the 'Business Forest'.

The Public Service Hub will be the focus for Grade A office (B1) space within the City Centre. The main objective of the Public Service Hub will be to act as the premier destination for government services headquarters 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 viable and feasible to do so.

#### Transport

- The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.
- The site is currently accessed off Nelson Street close to its junction with the A641 Croft Street and the Interchange access. Consequently there are conflicting vehicular manoeuvres close to a major signalised junction with adverse impact on pedestrians and public transport. The proposal provides an opportunity to move the site access further north on Nelson Street thereby minimising conflicting traffic manoeuvres at the signal junction. This would also provide a better access to any proposed under croft car parking due to the level difference between the site and Nelson Street at this location.
- Any development for the site must consider the feasibility and practicality of facilitating good pedestrian linkages between the site and the city centre and the public transport interchange.
- Nelson Street forms part of the National cycle route network and any proposed development for this site would need to be mindful of the cycle route and make improvements and connections where necessary. There should be appropriate on-site provision for cycle parking, storage and changing facilities.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision. The proposals should incorporate a reasonable level of short duration parking for city centre visitors.

#### Flood Risk

13% of the site currently is located within Floodrisk Zone 2. The risk area is confined to the south eastern corner of the site meaning any changes in site layout should not be onerous. The risk area should remain free from development and allowed to flood. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

B1 Office Space (Grade A) Floor Space

### B/1.4: Exchange Court

<b>Site Size:</b>	0.68 ha
<b>Existing Use:</b>	Temporary Surface Car Park
<b>Proposed Use:</b>	Office / Residential / Potential Magistrates Court

#### Estimated Delivery:



#### The Site

Following the closure and subsequent demolition of the Bradford Exchange Station 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

- The site lies within the City Centre Conservation Area and adjacent to the Grade II Listed Victoria Hotel.
- Any development should have regard the principles set out in the City Centre Conservation Area Assessment and Conservation Area Appraisal
- Proposals should safeguard those elements which contribute to the significance of the adjacent Listed Building.
- Consideration should be given to how the development of the site could better connect and integrate The Leisure Exchange with the main part of the City Centre

- 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 should be explored.

#### Transport

- The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. While the existing site access at Vicar Lane already serves a large car park and therefore should be acceptable, there is some concern as visibility in the critical direction to the right when emerging from the site is poor and there is no footway across the site frontage on Vicar Lane.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision. The development should make provision for some short stay public parking to compensate for loss of a large number of parking spaces.

#### Minimum Expected Development Thresholds

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

## B/1.5: Former Yorkshire Water Depot

<b>Site Size:</b>	1.2ha
<b>Existing Use:</b>	Offices part occupied by Citizen Advice Bureau
<b>Proposed Use:</b>	Mixed Use
<b>Estimated Delivery:</b>	



### 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 character of the adjacent Little Germany Conservation Area.
- 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.

- The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan. Development proposals should be accompanied by a Transport Assessment detailing access arrangements. This assessment should specifically include the impact on George Street-Vicar Lane one way traffic system and any improvements that may be required.
- Improvements to pedestrian and cycle links within and through the site to existing networks at Leeds Road and Shipley Airedale Road would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision.

### Flood Risk

77% of the site is currently located with Flood Zone 3a, with the remain 13% being located within Flood Zone 2. A sequential approach to site layout should be followed with the aim of locating the residential units outside of Flood Zone 3a. A further option would be to construct multi-storey occupancy buildings whereby the ground floor is used for non-habitable space such as car parking or a less vulnerable use such as the proposed leisure or retail units which the NPPF would allow in Flood Zone 3a. Floodrisk Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

Offices, residential (approximately 400 units) and ancillary supporting small scale retail and leisure.

### B/1.6: Former Bradford Odeon, Princess Way

<b>Site Size:</b>	0.75ha
<b>Existing Use:</b>	Vacant former cinema/bingo hall
<b>Proposed Use:</b>	Leisure / Office led mixed use
<b>Estimated Delivery:</b>	2015 - 2020



#### 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) and is now owned by the Council.

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.

- There are a number of Listed Buildings to the south and west of the site, including the Alhambra Theatre, and it also lies within the City Centre Conservation Area.
- Any new development should seek to enhance connections between the Central Business and Leisure District and Learning Quarter Neighbourhoods.

#### Transport

- The site is located in the city centre and has excellent access to services, facilities and public transport. Therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements. Due to its location servicing this site could be a problem and any direct servicing proposal from Thornton Road would be unacceptable. It may be possible to use Quebec Street for vehicular access and servicing but this street would need to be improved and turning facilities provided; and provision for pedestrians and cyclists should also be made.

#### Floodrisk

The site is currently located within Flood Zone 3a. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

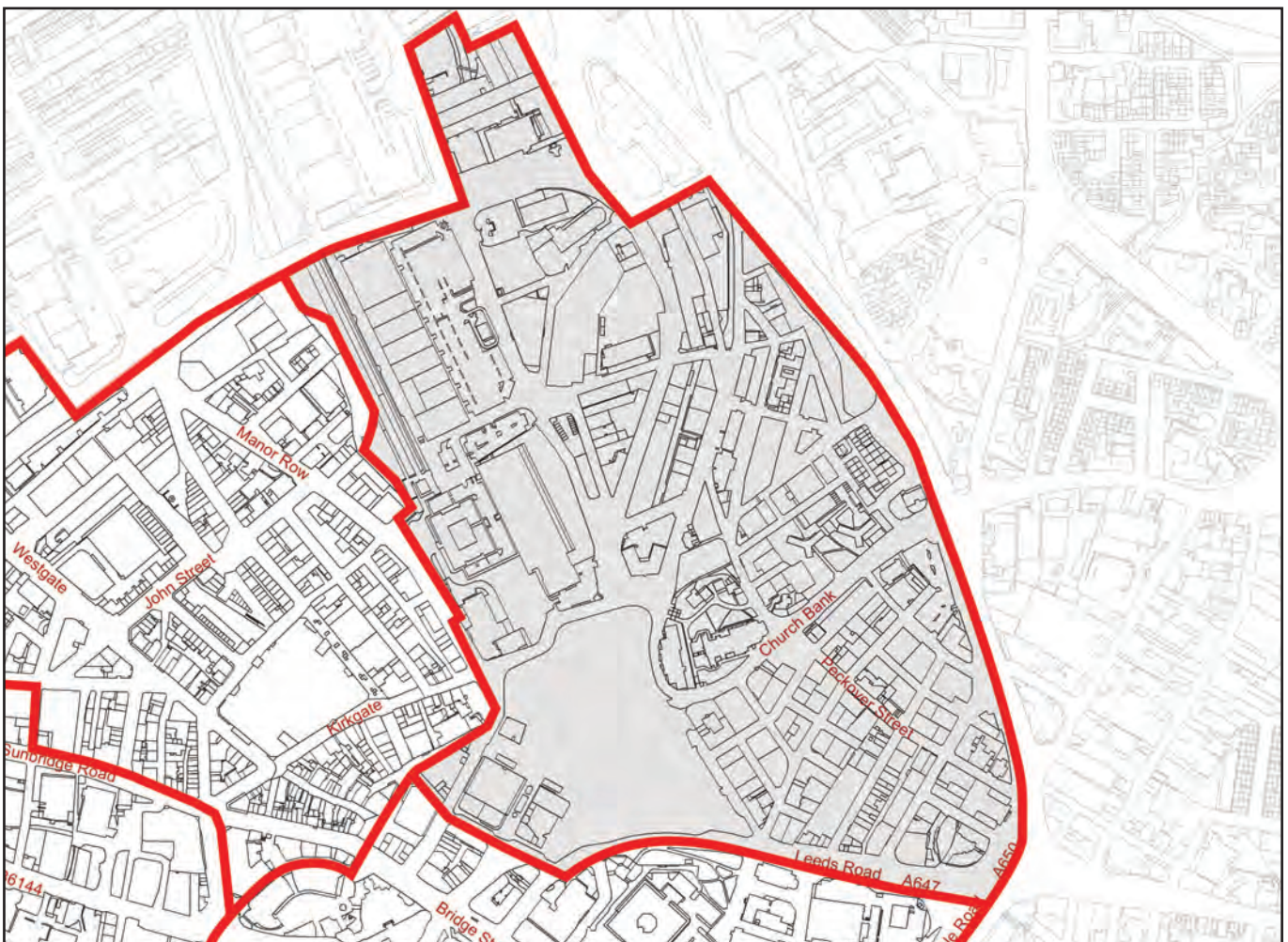
Live music venue and associated leisure uses

# Little Germany and Cathedral Quarter

## Vision by 2030:

The arrival of Westfield Broadway has provided a catalyst for transformation in neighbourhood. The area has become the focus of new comparison retail in the Broadway Shopping Centre. The delivery of the large scale retail offer has been supplemented with a large scale residential offer in the neighbourhood. The residential offer has been delivered through a mix of new build and the conversion of historically important building in areas such as Little Germany. The offer has brought city living to the north-eastern sector of the centre, which has benefited the area by increasing footfall in the evening hours and thus supporting the new fledgling night time economy.

Figure 5: Little Germany and Cathedral Quarter Neighbourhood



## Little Germany and Cathedral Quarter Neighbourhood Spatial Framework

### Character and Built Form

There are two Conservation Areas in the neighbourhood – Little Germany and the Cathedral Quarter, which climb up the hillside often to quite dramatic effect and give the area a distinctive character.

The northern part of the neighbourhood is characterised by low density retail developments, vacant sites and surface car parks which detract from the quality of the historic Midland Mills and Conditioning House and the gateway to the city centre. The new Broadway Shopping Centre can help to stimulate development activity and introduce more life and activity and a better urban form to this area.

### Little Germany

Little Germany Conservation Area covers the merchant's quarter of the city, which is situated to the south of the medieval parish church and the north of the present line of Leeds Road. It incorporates the grandest of the city's Victorian warehouses. The area is reflective of 19th century commercial vitality and its grandeur is illustrative of the rivalry between competitive trading houses. Little Germany is a fine example of a 19th century merchant's quarter. Some of the key characteristics of the area, which should be considered in any proposed development, are as follows:

- Impressive collection of Italianate palazzo style warehouses;
- Local stone used for buildings (honey coloured) and highways and welsh slate for roofs;
- Densely built up with intimate spaces between buildings;
- Formal grid layout;



- Steep topography rising up away from the city centre
- Timber sash windows, panelled doors and decorative iron work.

In contrast to some other areas of the City Centre, the approach to Little Germany is conservation led reuse of the historic building, rather than new build development-led. This reflects the scarcity of development sites in the area and the value that stakeholders have placed on many of the area's existing historic assets.

### Cathedral Quarter

The Cathedral Precinct Conservation Area incorporates the ecclesiastical buildings that sit on a piece of rising ground to the east of the city and the impressive collection of warehouses below. The area is archaeologically significant, as the site has been built on for hundreds of years. Evidence of the Anglo-Saxon and medieval past of Bradford has been found in the shape of fragments of crosses and the foundations of a chancel. The area contains a wealth of architectural styles reflecting different periods juxtapose one another in the conservation area from Gothic, to neoclassical Georgian, to the eclectic Victorian styles and late 20th century architecture. Some of the key characteristics of the area, which should be considered in any proposed development, are as follows:

- Large ornate Victorian warehouses and civic buildings along the valley floor and a mixture of development on Stott Hill
- A street pattern with a mixture of organic elements and formally planned streets
- Hard urban character to the valley floor, organic village-like character to Stott Hill, centred on the Cathedral and its green
- Quiet urban enclave character
- Grid-like stone elevations, large mass, tall height, constant opening proportions, traditional doors and windows and ornate stone decoration to warehouses, with variations according to age and style of architecture.
- Austere stone elevations, traditional door and window details to Georgian and mockGeorgian buildings in the vicinity of the Cathedral.

Key historic buildings within the Little Germany and Cathedral Quarter Neighbourhood include:

- The Cathedral Church of St Peter
- DeVere House (62 Vicar Lane)
- The Law Russell Warehouse (63 Vicar Lane)
- St Peter's House
- The Midland Hotel
- Nat West Bank No.1 Market Street

There has been successful, good quality, late 20th century intervention into the conservation area in the form of the extension to St. Peter's House and Scortex House and Jardine House, which are contextual to their surroundings and complement rather than detract from the older buildings. The cathedral precinct proper is a quaint, green, open yet secluded area of good quality, well-maintained buildings and spaces that are used for residential or civic / ecclesiastical use.



Development in the neighbourhood will include:

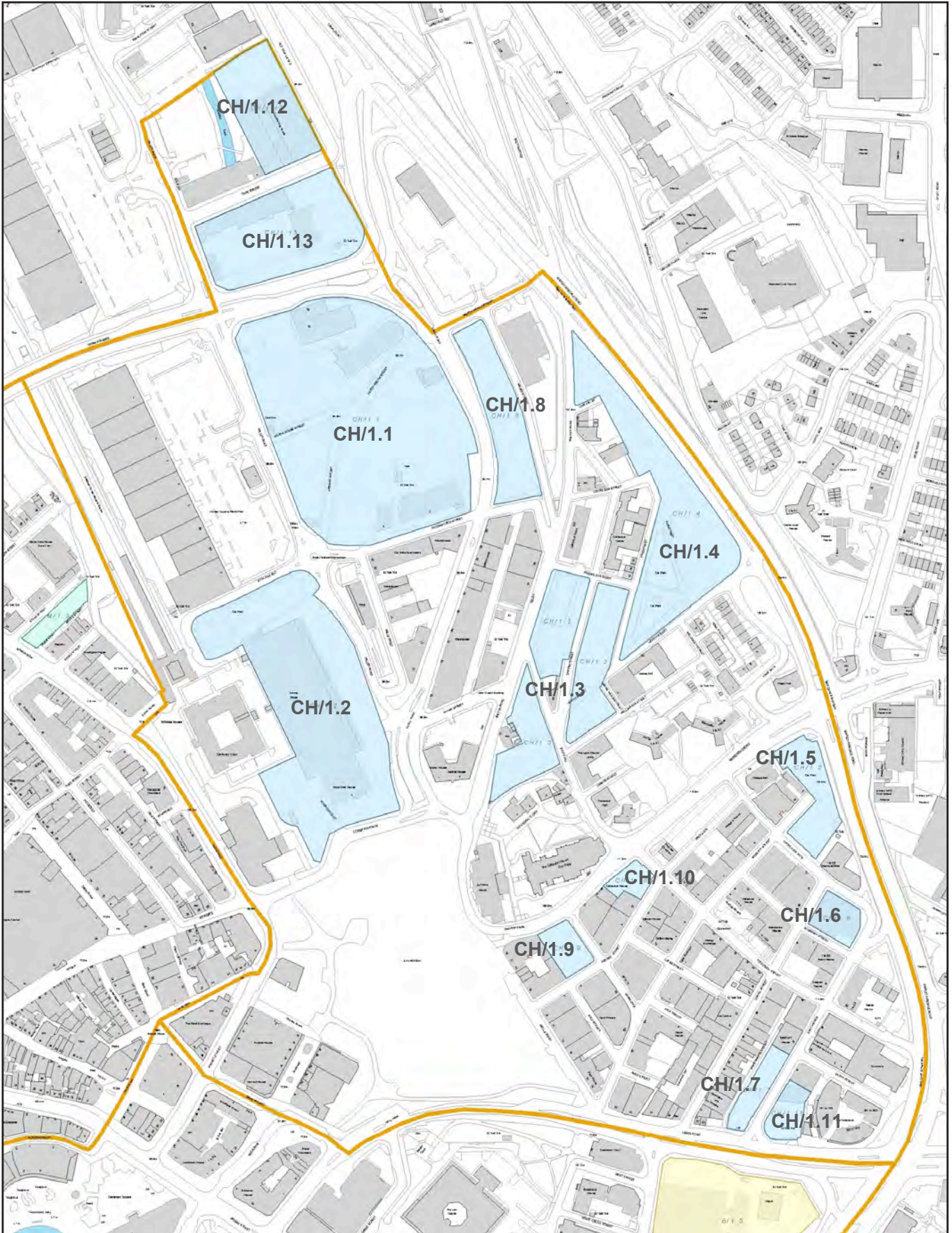
- Sympathetic reuse of historic buildings for a variety of different uses, including residential, leisure, offices with active uses at the ground floor street facing level
- Appropriately designed new build developments which sit well and respect the historic character of the Little Germany and Cathedral Conservation Areas
- Delivery of approximately 1500 new homes through the reuse of buildings and new build development
- Improved pedestrian and cycle links to the new Broadway Shopping Centre and the rest of the City Centre, including Forster Square Station and Retail Park
- Delivery of the Stations Masterplans - Redevelopment of Forster Square Railway Station, creating a much more positive arrival point and gateway to the city centre.

The Layout, form and mix of uses should contribute to delivering the vision for the Central Business and Leisure District Neighbourhood and the principles established in the City Centre Design Guide and Addendum.

### Key Development Sites:

- Area west of Valley Road
- Former Royal Mail sorting office.

Figure 6: Little Germany and Cathedral Quarter Neighbourhood Sites



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Proposed Site Allocations		
Ref.	Name	Proposal
CH/1.1	Area west of Valley Road	Phased residential development
CH/1.2	Former Royal Mail sorting office	Leisure led mixed use
CH/1.3	Cathedral Quarter Phase 1	Residential
CH/1.4	Cathedral Quarter Phase 2	Residential
CH/1.5	Burnett Street car park	Residential
CH/1.6	Olicana House, Chapel Street	Residential
CH/1.7	East Parade car park	Residential
CH/1.8	Land west of Wharf Street	Residential
CH/1.9	Vacant plot bounded by Church Bank, Vicar Lane and Currer Street	Residential
CH/1.10	Vacant plot bounded by Church Bank, Peckover Street and Currer Street	Residential
CH/1.11	Gate Haus 2	Residential
CH/1.12	Conditioning House	Residential



## CH/1.1: Area East of Valley Road

<b>Site Size:</b>	3.5ha
<b>Existing Use:</b>	Mix of vacant plot, retail, office and car repairs.
<b>Proposed Use:</b>	Phased residential development (supporting use ground floor).
<b>Estimated Delivery:</b>	Long (2025- 2030)



### Design

- A Masterplan will 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.
- The buildings on the southern side of Holdsworth Street are Grade II Listed and they also form the northern edge of the Cathedral Precinct Conservation Area.

- Proposals for the development of the southern end of the site will need to ensure that they relate sensitively to the character and setting of the adjacent Listed Buildings and the Cathedral Precinct Conservation Area.

### Transport

- This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a travel plan. Development proposals should be accompanied by a Transport Assessment detailing access arrangements and connectivity to the wider highway network.
- Primary vehicular access should be from Canal Road and Holdsworth Street and not from Valley Road or Hamme Strasse.
- Improvements to pedestrian and cycle links within and through the site to existing networks will help to connect the development to the surrounding area and encourage walking and cycling. The development should seek to enhance the existing pedestrian links in the locality, between Broadway, Forster Square Retail Park and the rail station.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the site's particularly high accessibility and proximity to the rail station and public transport corridors. The site may also be suitable for car free development.

### Floodrisk

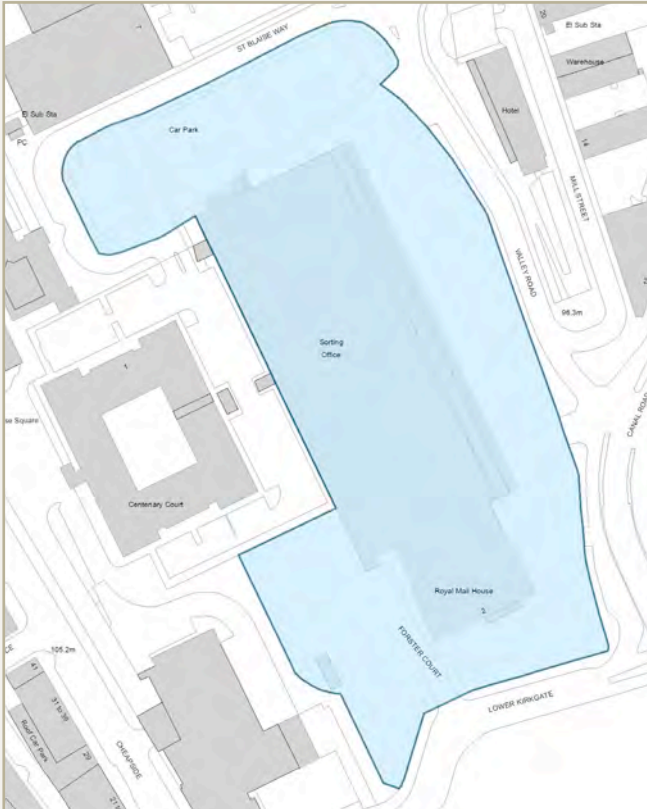
The site is currently located in Flood Zone 3a. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

600 residential units

## CH/1.2: Former Royal Mail Sorting Office

<b>Site Size:</b>	1.88ha
<b>Existing Use:</b>	Vacant Royal Mail Sorting Office
<b>Proposed Use:</b>	Leisure Led Mixed Use
<b>Estimated Delivery:</b>	2015 - 2020



### 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 masterplanning exercise shall be required to coordinate the comprehensive redevelopment of this 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 site is located between two Conservation Areas and adjoins the Grade II Listed Midland Hotel
- 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 / retained as part of any scheme
- New high quality public realm should be delivered through the redevelopment of the site to create a new gateway location for the city linked to the enhancements to Forster Square station.

### Transport

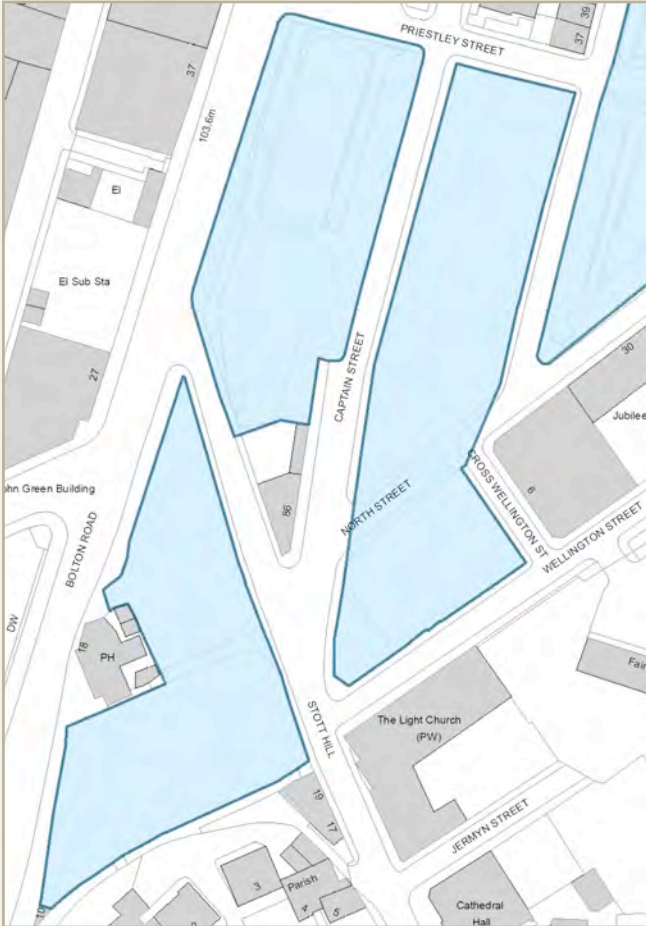
- The site is located in the city centre and therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site entrances into the car park on Canal Road would need to be closed and St. Blaise Way should be considered as a sole access/egress for the development.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision. The development should make provision for some short stay public parking.

### Floodrisk

The site is currently located within Flood Zone 3a. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### CH/1.3: Cathedral Quarter Phase 1

<b>Site Size:</b>	1.40ha
<b>Existing Use:</b>	Vacant Listed Pub and surface car parks.
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 - 2025



#### 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.
- The site contains two Listed Buildings and, at its southern end, lies within the Cathedral Precinct Conservation Area.
- The scale and design of new development should respond sensitively to the surrounding historic context, and safeguard the character and setting of the two Listed Buildings.
- Any new development should look to retain the tower of the former school as it is a prominent local landmark at the northern end of this site.

#### Transport

- The sites are located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Primary vehicular access for the two sites located on Captain Street should be from Captain Street and/or Priestly Street. There should be no direct vehicular access to Bolton Road or Stott Hill. Primary vehicular access for site located between Bolton Road and Stott Hill should be from Bolton Road.
- Road gradients should be a maximum 1 in 15, though 1 in 20 is desirable.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to the rail station and public transport corridors. The sites may also be suitable for car free development.
- A review of TROs would be required to prevent commuter parking in this locality.

#### Floodrisk

The site is currently located with Flood Zone 1 (Surface Water). Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

100 residential units

## CH/1.4: Cathedral Quarter Phase 2

<b>Site Size:</b>	1.52ha
<b>Existing Use:</b>	Vacant former primary school and surface car parks
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



### 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.
- The scale and design of new development should respond sensitively to the surrounding historic context, and safeguard the character and setting of the nearby Listed Buildings
- Explore the potential for new public spaces to be created at corner of Stott Hill and top of North Street.

### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Primary vehicular access should be from Sun Street and Pine Street.
- Road gradients should be a maximum 1 in 15, though 1 in 20 is desirable.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to the public transport facilities, but the topography of the area may be a deterrent to many to walk, cycle and access public transport.
- A review of Traffic Regulation Orders (TROs) would be required to prevent commuter parking in this locality.

### Floodrisk

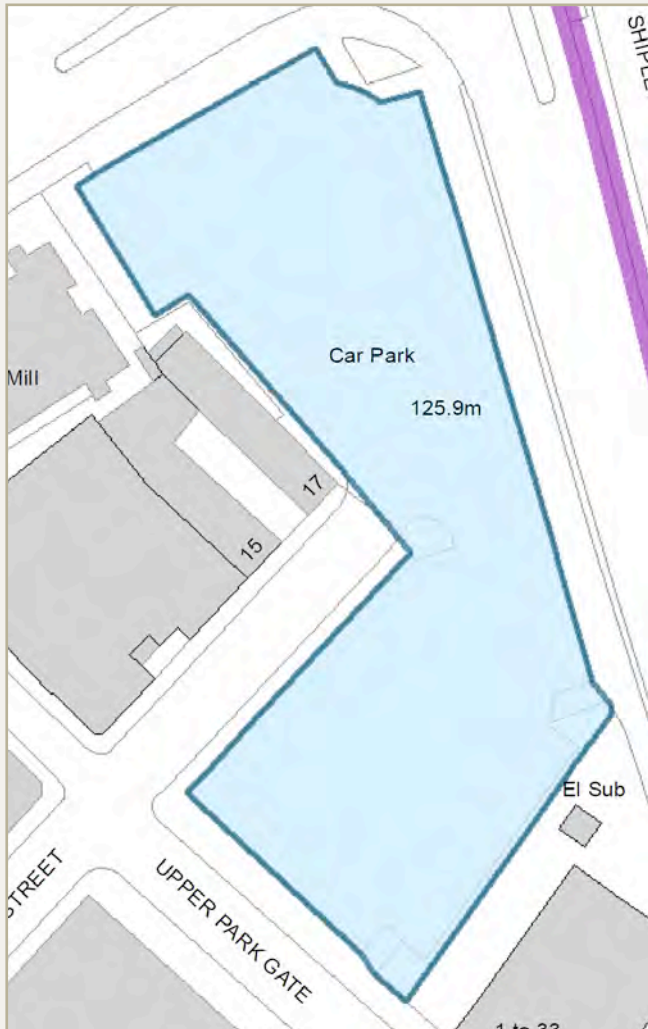
The site is currently located in Flood Zone 1 (Surface Water). Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

200 residential units

### CH/1.5: Burnett Street Car Park

<b>Site Size:</b>	0.33ha
<b>Existing Use:</b>	Surface Car Park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



#### 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/ShIPLEY Airedale Road which should be a gateway feature.
- The site lies within the Little Germany Conservation Area and there are a number of Listed Buildings in its vicinity.

#### Parking

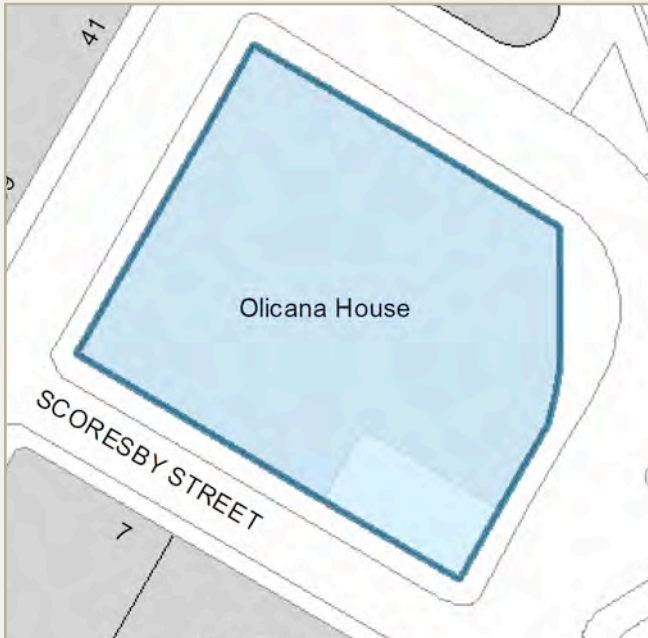
Due to the sites close proximity to the main public transport hubs in the City Centre (The Interchange and Forster Square Railway Station), the car parking requirements for the site will not be expected to meet the full car parking requirement stipulated within Appendix 4 of the Local Plan: Core Strategy.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

#### Minimum Expected Development Thresholds

50 residential units.

## CH/1.6: Olicana House, Chapel Street

<b>Site Size:</b>	0.34ha
<b>Existing Use:</b>	Vacant former Council office
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2015 – 2020



### 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.
- There are Grade II Listed Buildings to the north, south and west of this building.
- The site lies within the Little Germany Conservation Area.

### Transport

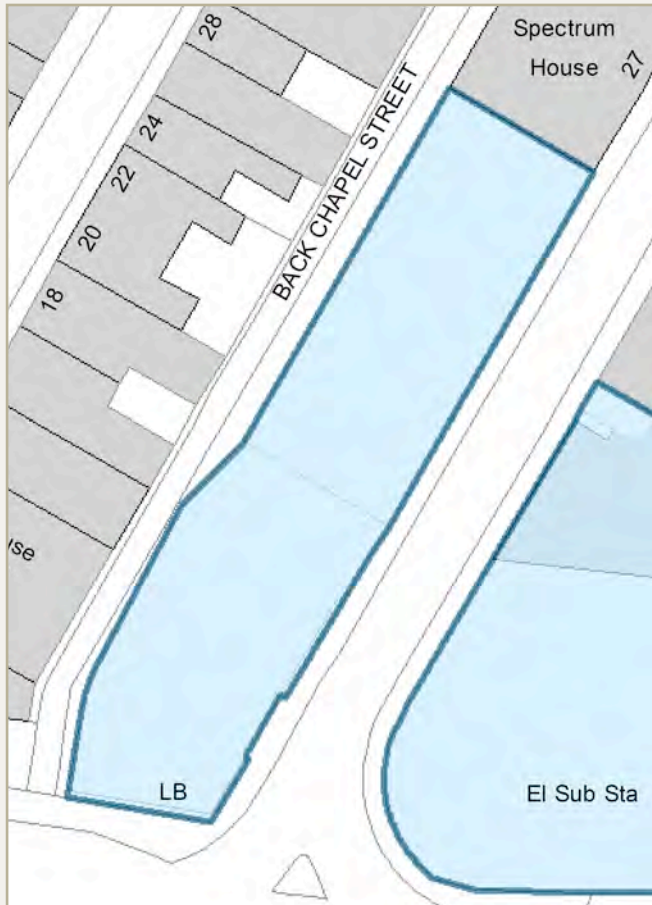
- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from Scoresby Street. Opportunities for provision of on-street parking and servicing on Scoresby Street should be considered. The site would also be suitable for car free development given its sustainable location.

### Minimum Expected Development Thresholds

20 residential development units

### CH/1.7: East Parade Car Park

<b>Site Size:</b>	0.18ha
<b>Existing Use:</b>	Car park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



#### 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.
- There is a group of Grade II Listed Buildings to the north-west of this building.
- The site lies within the Little Germany Conservation Area. The Council will support the design principles set out for this site.

#### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from East Parade. The site would also be suitable for car free development given its sustainable location.

#### Minimum Expected Development Thresholds

50 residential development units.



## CH/1.8: Land West of Wharf Street

<b>Site Size:</b>	0.50ha
<b>Existing Use:</b>	Vacant Plot / Car Park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2025 - 2030



### The Site

The site is currently a vacant plot of land following the demolition of the industrial building (saw mill) a number of years ago. Part of the site (south west corner) currently operates as a rough-surfaced car park. The surface car park would not be expected to be retained or incorporated into the redevelopment of this site.

### Design

- The site lines Canal Road, one of the main routes into the city centre, and new development should positively address this street in terms of scale, building line, and animating the street at ground floor level. It should also contribute towards improving the pedestrian environment and footway on Canal Road, including new tree planting.

- The site is suitable for new tall buildings in accordance with the principles set out in the Bradford City Centre Design Guide SPD.
- There would be value in considering the site in combination with the adjacent site on the eastern side of Wharf Street. This would enable the street to be closed to create better sized development plots.
- There could be scope to consider this site as part of a wider Masterplan in combination with site CH/1.1 to the west of Canal Road.

### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Primary vehicular access from Wharf Street would be desirable but an access off Canal Road at the western end of the site may be acceptable to serve a small car parking area.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the site's particularly high accessibility and proximity to the rail station and public transport corridors. The site may also be suitable for car free development.

### Minimum Expected Development Thresholds

100 residential units with ancillary leisure / convenience retail floor space on the ground floor.

### CH/1.9: Vacant Plot bounded by Church Bank, Vicar Lane and Curren Street

**Site Size:** 0.15ha  
**Existing Use:** Vacant Plot  
**Proposed Use:** Residential  
**Estimated Delivery:** 2020 - 2025



#### The Site

The site was formerly warehousing, before being demolished and cleared, and is currently operating as a surfaced car park.

#### Design

- Any new building on the site should repair the urban fabric by defining and animating the edges of the streets and by responding to the scale, rhythm and materials of the existing buildings in this part of Little Germany.

#### Transport

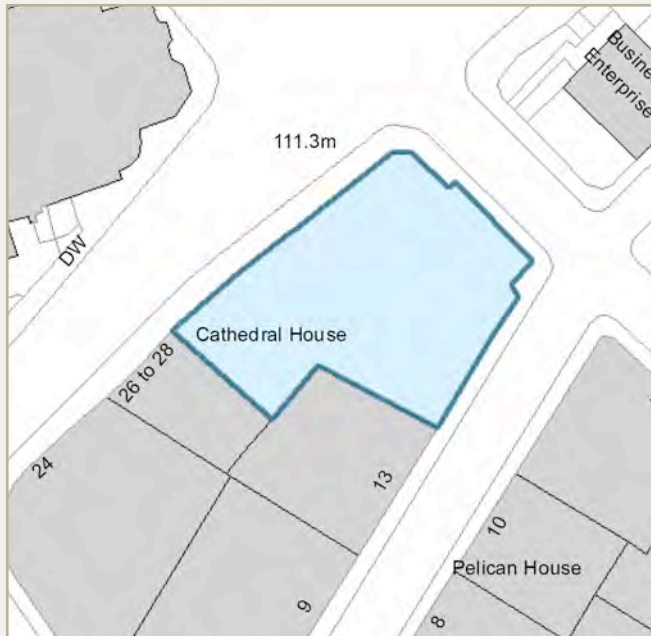
- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from Curren Street. The site would also be suitable for car free development given its sustainable location.

#### Minimum Expected Development Thresholds

20 residential units with ancillary leisure / convenience retail floor space on the ground floor.

### CH/1.10: Vacant Plot bounded by Church Bank, Peckover Street and Currer Street

**Site Size:** 0.1ha  
**Existing Use:** Vacant Plot  
**Proposed Use:** Residential  
**Estimated Delivery:** 2020 - 2025



#### The Site

The site was formerly warehousing, before being demolished and cleared, and is currently operating as a surface car park.

#### Design

- Any development on the site should respond to the building line, scale and design quality of existing buildings in the locality.

#### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from Currer Street. The site would also be suitable for car free development given its sustainable location.

#### Minimum Expected Development Thresholds

20 residential units with ancillary leisure / convenience retail floor space on the ground floor.

## CH/1.11: Gate Haus 2

<b>Site Size:</b>	0.15ha
<b>Existing Use:</b>	Vacant Plot and Car Park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



### The Site

The site was formerly warehousing and garages, before being demolished and cleared, and is currently operating as a vacant plot.

### Design

- Any development should create positive frontages to Leeds Road and East Parade and should animate the street at ground floor level. Careful consideration will be needed as to how it will relate to the existing Gatehaus development to the east and the restaurant to the north.
- New development should respond to the existing positive character in Little Germany in terms of scale, building line and design quality, as well as contributing towards improving the pedestrian environment and footway on Leeds Road.

### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- Vehicular access and egress should be from East Parade and the existing site access off Leeds Road would need to be permanently closed off and replaced with a full kerb face and the footway returned to full footway status.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some undercroft parking may be acceptable with access from East Parade. The site would also be suitable for car free development given its sustainable location.

### Minimum Expected Development Thresholds

20 residential units with ancillary leisure / convenience retail floor space on the ground floor.

## CH/1.12: Conditioning House, Cape Street

<b>Site Size:</b>	0.5 Ha
<b>Existing Use:</b>	Vacant Plot and Car Park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 - 2025



### The Site

The site is located in the upper east side of the city, and contains the Grade II listed building Conditioning House.

### Design

- Any development should involve the conversion of the existing listed building.
- The proposed alignment of the future Bradford Canal passes through the site and the route of this should be safeguarded as part of any scheme – potentially as public amenity space for residents.
- The full height atrium which runs through the building could provide interesting opportunities in terms of amenity space and potentially retail and leisure uses.
- There could be an opportunity for new buildings on the northern part of the site or a multi decked car park structure of high quality contemporary design.

### Transport

- This is an edge of centre site in a highly accessible location, close to the Forster Square rail station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a travel plan.
- Development proposals should be accompanied by a Transport Assessment detailing access arrangements and connectivity to the wider highway network.
- Primary vehicular access should be from the existing access points on Old Canal Road.
- Improvements to pedestrian and cycle links within and through the site to existing networks at Valley Road, Canal Road and Hamme Strasse would help to connect the development to the surrounding area and encourage walking and cycling and travel by public transport. Contribution to bus infrastructure improvements may also be required.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities.

### Minimum Expected Development Thresholds

100 residential units with ancillary leisure / convenience retail floor space on the ground floor.

### CH/1.13: Midland Mills, Valley Road

<b>Site Size:</b>	1.0 Ha
<b>Existing Use:</b>	Vacant Plot and Car Park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 - 2025



#### The Site

The site is located in the upper east side of the city, and contains 3 Grade II listed mill buildings.

#### Design

- Any development should involve the conversion of the listed mill buildings on site.
- There are opportunities for new buildings of a similar scale to the existing which positively address the edges of the site including Hamm Strasse and Canal Road. Car parking could be provided underneath any new buildings.
- Communal open space for residents should be provided along the proposed route of the canal and also over the line of the Beck – the latter could include decorative grills or transparent surfaces which reveal the water underneath.
- Additional amenity space could be provided as part of an internal courtyard or landscaped gardens.
- The landscaped verge alongside Hamm Strasse could be retained but remodelled to integrate better with development on the site and provide useable space. This could include improving the pedestrian environment alongside the city centre ring road, possibly introducing new tree planting along the edge of the footway.

#### Transport

- This is an edge of centre site in a highly accessible location, close to the Forster Square rail station and in an area where the local highway network is already at or near capacity. Therefore the development would be required to minimise traffic generation and incorporate a travel plan.
- The proposed alignment of the future Bradford Canal passes through this site.
- Therefore any development proposal should take this into consideration and not prejudice its delivery.
- Development proposals should be accompanied by a Transport Assessment detailing access arrangements and connectivity to the wider highway network.
- Primary vehicular access should be from the existing access point on Valley Road. A second vehicular access from Cape Street/Old Canal Road may also be needed to serve part of the site segregated by the Bradford Canal alignment.
- Improvements to pedestrian and cycle links within and through the site to existing networks at Valley Road, Canal Road and Hamm Strasse would help to connect the development to the surrounding area and encourage walking and cycling and travel by public transport. Improvements to bus infrastructure may also be needed.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities.

#### Minimum Expected Development Thresholds

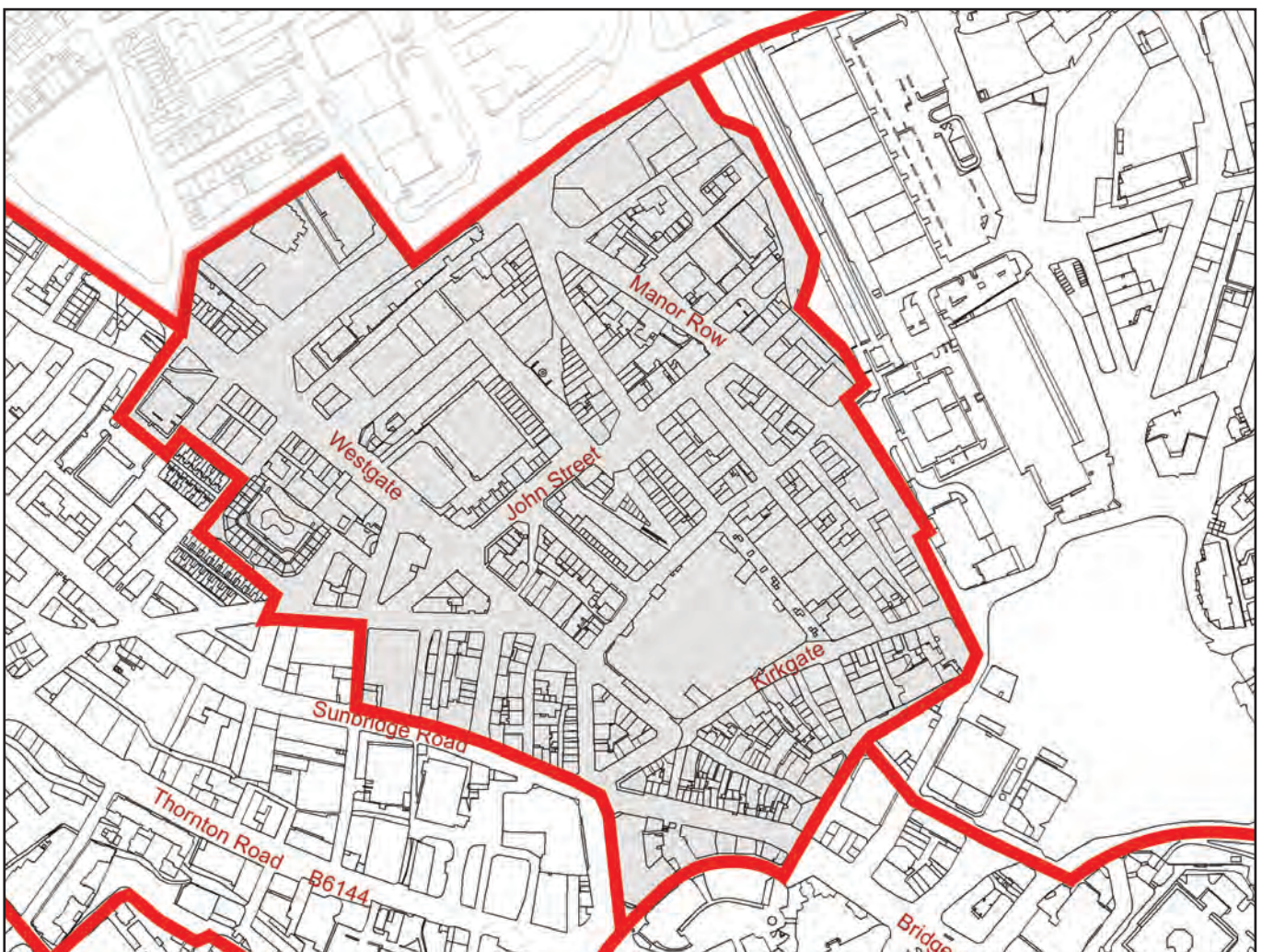
200 residential units with ancillary leisure / convenience retail floor space on the ground floor.

# The Shopping and Markets Neighbourhood

## Vision by 2030:

The Shopping and Markets area now provides a varied and distinctive retail experience that is well connected to public transport and neighbouring communities and pedestrian focused with the newly renovated public realm. The new independent quarter delivers a unique boutique shopping, specialist retail and local market produce with places to eat and drink late into the evening and a community hub for residents. New residential premises above existing retail units now provides continued footfall across day and night. The existing historic streets have been conserved and enhanced enabling legible connections to Goitside with evening uses bringing vibrancy to the area after hours.

Figure 7: The Shopping and Markets Neighbourhood



## The Shopping and Markets Neighbourhood Spatial Framework

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. The Council will also support the fledgling independent retail and leisure sector on North Parade and the surrounding streets.

As part of that change, there will be a move to introduce significant level of city living in the neighbourhood. This will be a mix of conversions, new build and living above the shop. The establishing of a city centre community in the Shopping and Market Neighbourhood will not only provide much need evening footfall within the traditional day time retail area, but also a customer base for the businesses in the area.

## Character and Built Form

The majority of The Shopping and Markets Neighbourhood is covered by the 'City Centre Conservation Area'. The Neighbourhood covers much of the historic commercial and retail core of the City Centre, and thus contains a wealth of historic buildings and urban form. Some of the key characteristics of the area, which should be considered in any proposed development, are as follows:

- Medieval street layout at the core of the city centre
- The buildings along the main thoroughfares of Bridge Street, Bank Street, Market Street, Hall Ings and Manor Row retain a great deal of their original character
- Ornate Victorian structures indicating wealth, prestige and civic pride
- Eclectic mix of styles
- Strong group value of buildings and spaces
- Honey coloured local stone for buildings and Welsh slate for roofs, with some rare examples of stone slates on some earlier buildings
- Historic street layout and lack of alteration to some streets.





Key historic buildings within the Shopping and Market Neighbourhood include:

- The Yorkshire Penny Bank at North Parade,
- The former United Reform Chapel at Infirmary Street
- Former warehouses
- The former Register Office and Old Crown Court on Manor Row
- The imposing range of commercial buildings on the east side of North Parade.

The tallest building in the neighbourhood, and one of its most visible landmarks, is the distinctive and unusual Highpoint, the former headquarters of the former Yorkshire Building Society. The continued vacancy of this building detracts from the quality of the wider area. However a short distance away the redevelopment of the Chain Street housing area is transforming and breathing new life into this part of the neighbourhood with the introduction of new family homes.

### Connectivity and Public Realm

The retail core of the area is a pedestrianised zone and is mostly easy to walk around, although it results in a lack of activity in the evening after the shops shut. The heavy traffic on many of the streets elsewhere create unpleasant walking environments, and confine and isolate the pedestrian zone and cut it off from its surroundings. Additionally the existing squares in the area need an upgrade and are often dominated by traffic. The physical barrier of the cliff makes journeys between the shopping area and the Forster Square Station area difficult and unclear.

### Development in the neighbourhood will deliver:

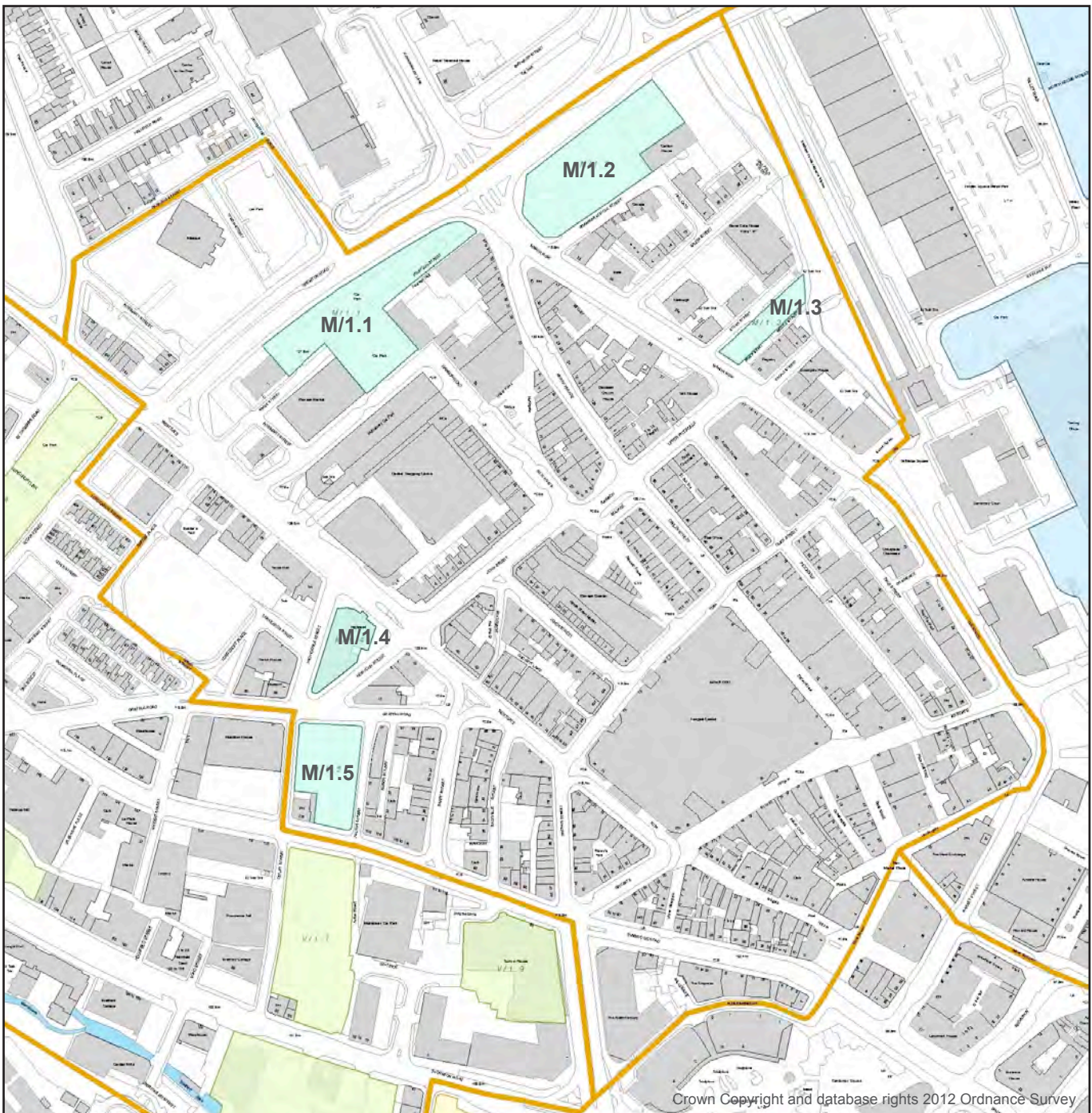
- Reuse of underused space above business units to provide residential accommodation, whilst retain the active ground floor frontage;
- Innovatively designed new build developments which provides desirable residential accommodation for future city centre community residents;
- Delivery of approximately 500 new homes through the reuse of buildings, conversions of upper floors and new build development;
- Delivery of new retail and leisure uses through the re-use of existing buildings;
- Public realm improvements to help better connect the top end of town with the main shopping area, including a new space and a more pedestrian focussed environment at Rawson Square, and a refurbished Nutter Place.
- Improved pedestrian priority on Westgate through new crossing points and public realm enhancements, including around the former Yorkshire Building Society premises at High Point.
- Improved links between the city centre and Manningham via a new super crossing over Drewton Road.
- New development to create improved environment on Drewton Road and Hamm Strasse.
- Additional green infrastructure, which could include green walls and green roofs on new and existing buildings.

### Key Development Sites:

- Simes Street Car Park
- Chain Street Regeneration



Figure 8: The Shopping and Markets Neighbourhood Sites



### Proposed Site Allocations

Ref.	Name	Proposal
M/1.1	Car park, Simes Street	Residential led mixed use
M/1.2	Car park on site of former Carlton Grammar School	Residential
M/1.3	Stone Street car park	Residential
M/1.4	Former Yorkshire Building Society headquarters	Residential led mixed use
M/1.5	Former Tetley Street shed	Residential led mixed use

### M/1.1: Car Park, Simes Street

<b>Site Size:</b>	1.20ha
<b>Existing Use:</b>	surface car park
<b>Proposed Use:</b>	Residential led mixed use.
<b>Estimated Delivery:</b>	2020 – 2025



#### The Site

The site is occupied by the Simes Street Car Parking, a Council owned and operation car park.

#### Design

- The north-eastern part of the site lies within the City Centre Conservation Area. The site includes the remains of the Simes Street Chapel, a Grade II Listed Building. The Reform Chapel, to the west of this site, is also Listed.
- The former Simes Street Chapel should be incorporated sensitively into any scheme.
- The scale and design of development should respond sensitively to the surrounding historic context and safeguard the character and setting of the nearby Listed Buildings
- The existing routes of Simes Street and Infirmiry 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.

#### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network. Any vehicular access should be via Simes Street, direct access from Drewton Road would be unacceptable. If an active site frontage is promoted on Drewton Road with pedestrian access, then the development would need to ensure that this does not lead to vehicles dropping off and picking up on Drewton Road.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The large existing surface car park, serves an important function in this part of the city centre and some public parking should be incorporated into the development to make up for some of the spaces lost.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. The site would be suitable for car free development given its highly accessible city centre location.

#### 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

<b>Site Size:</b>	0.85ha
<b>Existing Use:</b>	Surface car park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



#### 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.
- The site lies within the City Centre Conservation Area and there is a Grade II Listed Building on the southern side of Middle Street.
- The scale and design of new development should respond sensitively to the surrounding historic context and safeguard the character and setting of the adjacent Listed Building
- 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.

#### Transport

- The highway requirements for this site include making up Grammar School Street to adoptable standards including provision of footway across site frontage, lighting and drainage improvements.
- A traffic management scheme to create a one way traffic circulation system by making Grammar School Street one way northbound with associated TROs is also proposed.

#### Minimum Expected Development Thresholds

100 residential units

### M/1.3: Stone Street Car Park

<b>Site Size:</b>	0.16ha
<b>Existing Use:</b>	Car park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



#### 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.

#### Transport

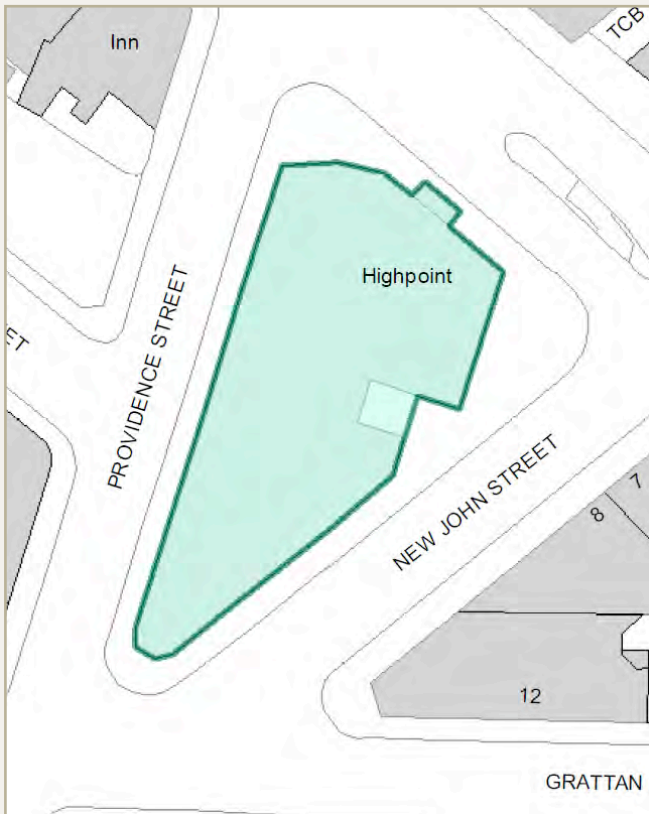
- There are no specific highway requirements for this site.
- The site would be suitable for car free development given its highly accessible city centre location.

#### Minimum Expected Development Thresholds

20 residential units

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

<b>Site Size:</b>	0.17ha
<b>Existing Use:</b>	Vacant former YBS head quarters offices
<b>Proposed Use:</b>	Residential led mixed use
<b>Estimated Delivery:</b>	2020 – 2025



#### 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 and design of any new building should respond more appropriately to the surrounding historic context and townscape.

#### Transport

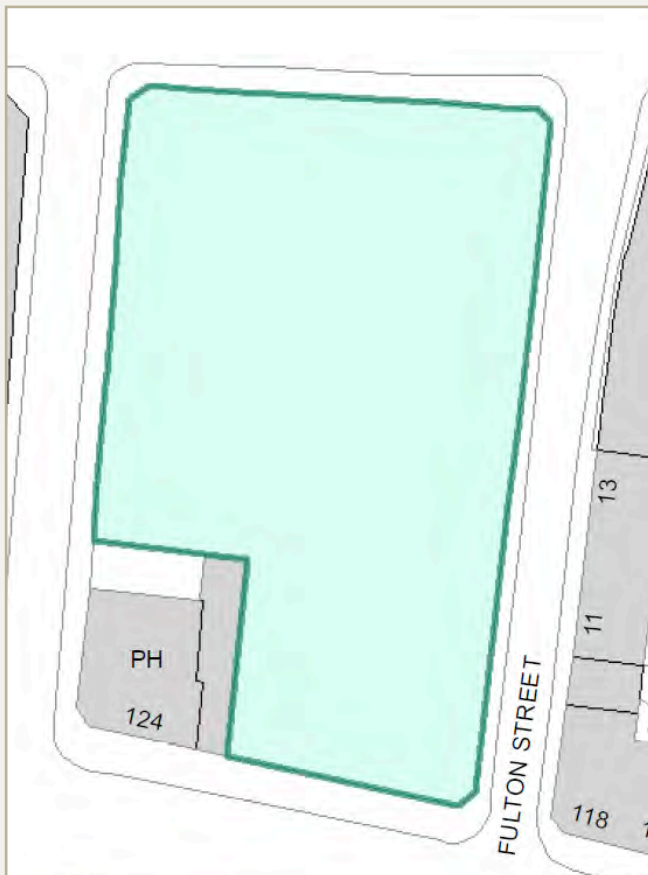
- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some basement or undercroft parking may be acceptable with access off Providence Street. Amendments to TROs around site would also be required.
- The site would be suitable for car free development given its highly accessible city centre location.

#### Minimum Expected Development Thresholds

80 residential units (check planning application)

### M/1.5: Former Tetley Street Shed, Tetley Street

<b>Site Size:</b>	0.32ha
<b>Existing Use:</b>	Vacant cleared mill / shed site, currently surface car park.
<b>Proposed Use:</b>	Residential led mixed use
<b>Estimated Delivery:</b>	2020 – 2025



#### 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 site lies within the Goitside Conservation Area
- 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.

#### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities. Some basement or undercroft parking may be acceptable with access off Fulton Street. Amendments to TROs around site would also be required.
- The site would be suitable for car free development given its highly accessible city centre location.

#### Minimum Expected Development Thresholds

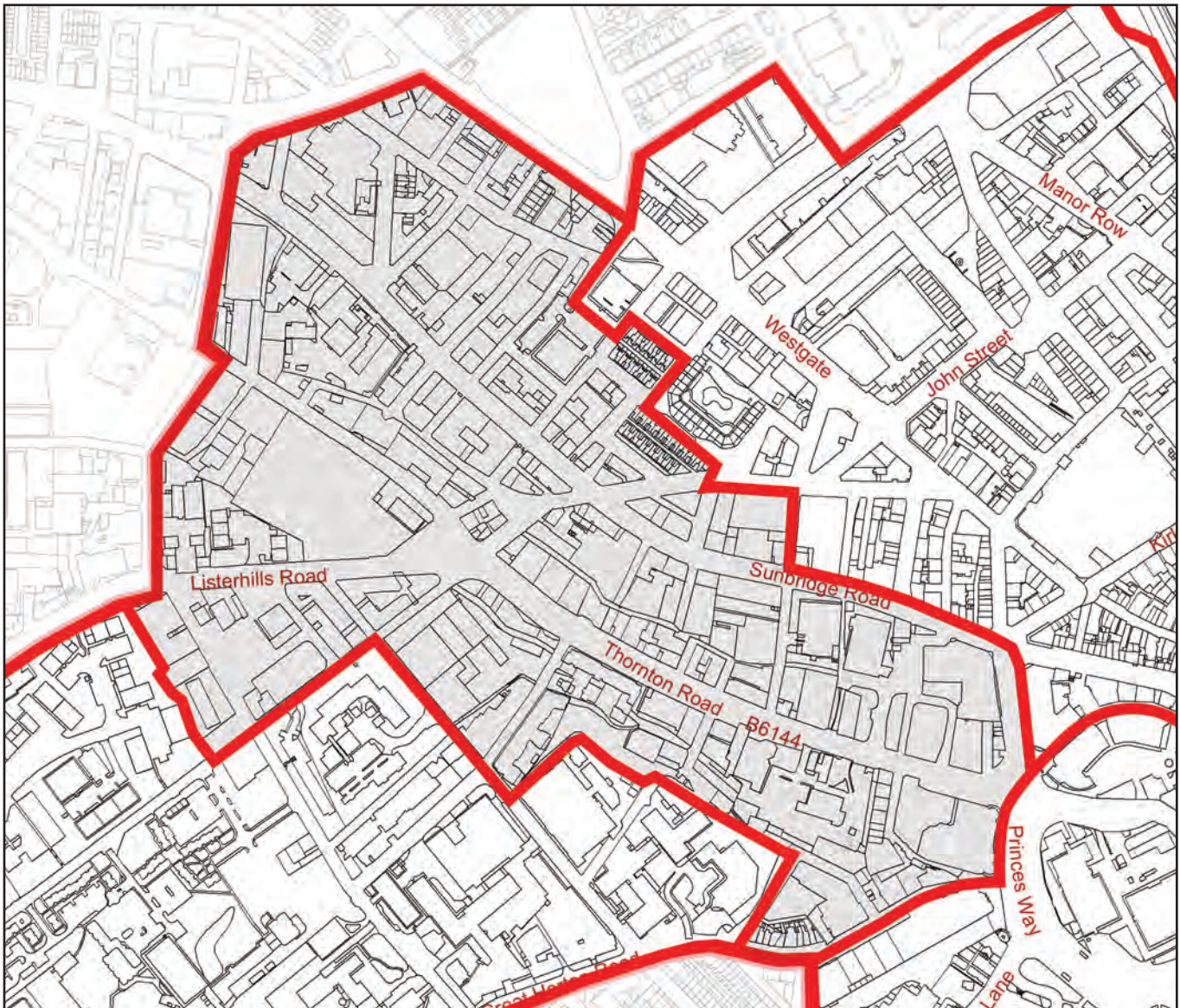
100 residential units

# Goitside

## Vision by 2030:

The Shopping and Markets area now provides a varied and distinctive retail experience that is well connected to public transport and neighbouring communities and pedestrian focused with the newly renovated public realm. The new independent quarter delivers a unique boutique shopping, specialist retail and local market produce with places to eat and drink late into the evening and a community hub for residents. New residential premises above existing retail units now provides continued footfall across day and night. The existing historic streets have been conserved and enhanced enabling legible connections to Goitside with evening uses bringing vibrancy to the area after hours.

Figure 9: Goitside Neighbourhood





## Goitside Neighbourhood Spatial Framework

The Goitside area of Bradford has traditionally been the industrial centre of the city. With the steady decline of the wool and manufacturing industries within the city centre, many of the former mills and factories are either vacant or under-occupied. The layout and construction of these buildings lend themselves to conversion to residential units, which will not only supply much needed home but also the regeneration of this former industrial hub.

The development of residential led mixed use conversion of former mills and factories will be complimented with small scale retail and leisure, which will be encouraged at ground floor levels to encourage active frontages. The Goitside neighbourhood will also be the focus of live / work units and small workshops to build upon the fledgling creative industries sector in the city centre.

### Heritage and Design

Much of Goitside Neighbourhood north of Thornton Road is covered by the Goitside Conservation Area. The Neighbourhood was the industrial heart of the City Centre since the industrial revolution, and contains an

abundance of historic industrial mill, warehouse and other industrial buildings. Some of the key characteristics of the area, which should be considered in any proposed development, are as follows:

- Closely knit, almost uniform textile mills, warehouses and other industrial buildings forming hard, densely-built urban blocks of development, with significant value placed on the grouping of buildings;
- Grid-like stone elevations, large mass, tall height, constant opening proportions, traditional doors and windows with variations according to age and style of architecture, to both industrial and residential buildings
- Development, lining, overlooking and emphasising the shape of streets;
- More open character to the Chain Street area, but the buildings still define and emphasise the shapes of spaces;
- Traditional natural building materials;
- Quiet residential character to Chain Street area, urban industrial character to the rest of the area.

Key historic buildings within the Goitside Neighbourhood include:

- Soho Works on Thornton Road,
- Colonial Buildings,



- Sunwin House
- 147-151 Sunbridge Road,
- Historic social housing at Roundhill Place and Chain Street.

Underused warehouses and buildings, vacant and overgrown areas of land and large surface level car parks give the area a neglected feel. There is an opportunity for new development to improve this. In particular the vacant land and derelict buildings at the junction of Thornton Road and Grattan Road/Listerhills Road creates a poor gateway to the city centre.

### Connectivity and Public Realm

The principle roads through the neighbourhood – Thornton Road and Sunbridge Road are dominated by traffic, difficult for pedestrians to cross, and lack activity at ground floor level.

Many of the pedestrian routes through the area are full of character with stairways, alleyways and setted surfaces. However these routes, including those between the university and the top of town and to the main shopping area are not as clear, safe or accessible as they could be. There is currently little public space in the neighbourhood and natural assets such as The Goit and Bradford Beck are hidden below the surface.

### Development within the neighbourhood will include:

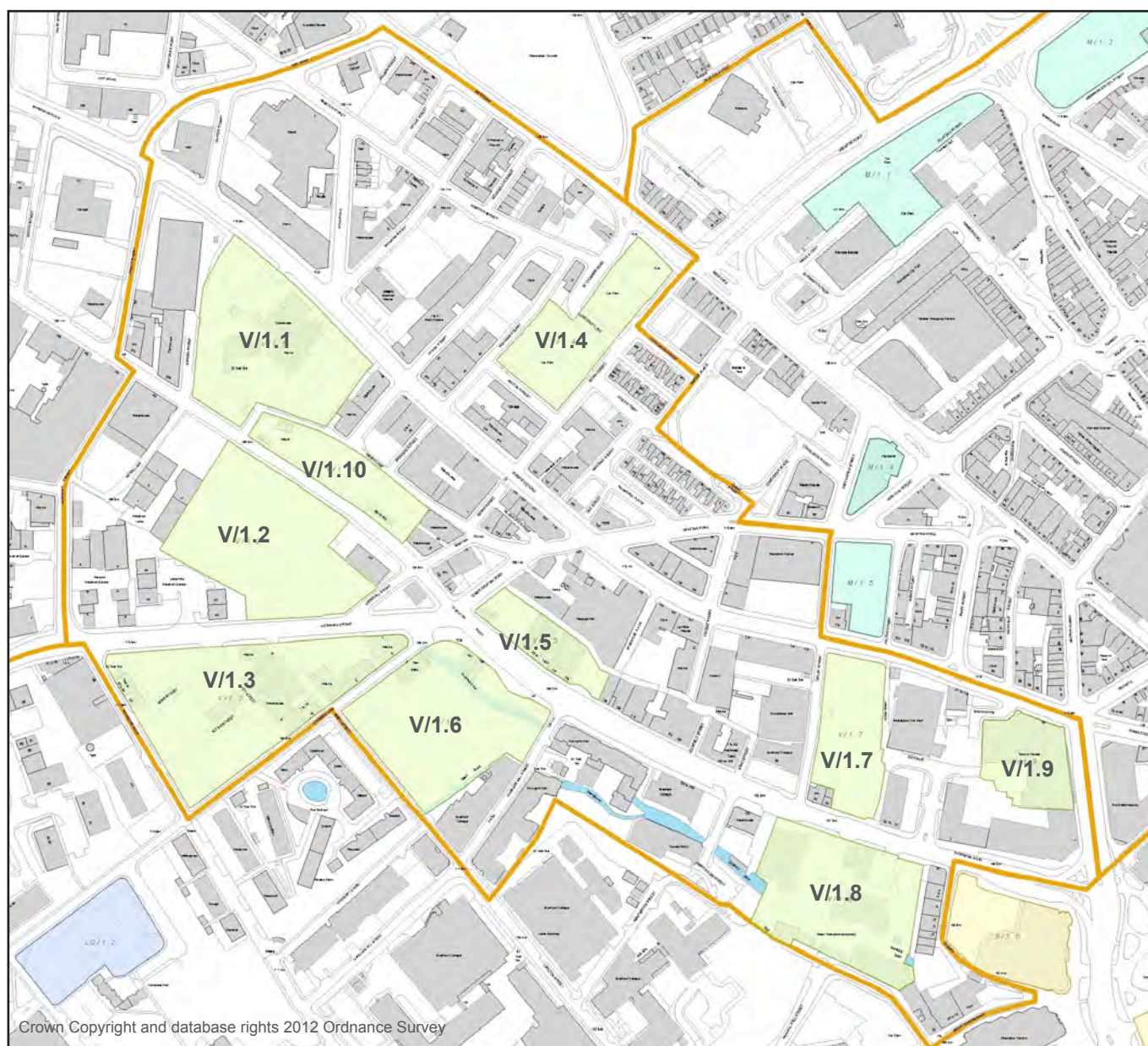
- Reuse of vacant / under-occupied former industrial buildings to provide residential accommodation
- Innovatively designed new developments, respecting and reflecting the industrial heritage of the area, provide residential accommodation and business space for the creative industry.

- Delivery of approximately 1,800 new homes through the reuse of buildings and new build development;
- Thornton Road Green Highway as a premier green gateway with links through the city centre to Cycle Highways.
- Recognise the importance of Thornton Road as a key gateway entrance to the University.
- Environmental enhancements to Thornton Road with improved pedestrian provision, tree planting, and new developments providing activity at ground floor level.
- A new gateway development including a landmark building at the junction of Thornton Road and Listerhills Road/Grattan Road.
- Explore the potential uncovering of Bradford Beck to create a linear green space and provide a setting for new developments along Thornton Road.
- Revitalising the route over the Goit with new public realm providing a focus for reused warehouses and new buildings.
- Public realm enhancements on Sunbridge Road to improve the pedestrian environment and encourage the ground floor usage of buildings for active uses.
- Enhancements to the pedestrian connections from the Learning Quarter through Goitside and up to the top of town and shopping area, in particular along Tetley Street.

### Key Development Sites:

- Former Thornton Road Gas Holders Site
- Former Beehive Mills



**Figure 10: Goitside Neighbourhood Sites**

### Proposed Site Allocations

Ref.	Name	Proposal
V/1.1	Former Provident Financial headquarters	Residential
V/1.2	Former Gas Works	Residential led mixed use
V/1.3	Globus Textiles	Residential led mixed use
V/1.4	Wigan Street car parl	Residential
V/1.5	Yorkshire Stone yard	Residential new build and conversion
V/1.6	Former Bee Hive Mills	Residential
V/1.7	Vacant site	Residential
V/1.8	Car sales / filling station	Residential led mixed use
V/1.9	Sunwin House	Residential / Retail / Office / Leisure
V/1.10	Thornton Road / Water Lane	Residential led mixed use

### V/1.1: Former Provident Financial Headquarters, Sunbridge Road

<b>Site Size:</b>	1.81ha
<b>Existing Use:</b>	Office and Car Parking
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



#### 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

- The site adjoins the boundary of the Goitside Conservation Area and the scale and design of new development should respond sensitively to the surrounding historic context.
- 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.
- A masterplanning exercise should be prepared for the whole site to ensure it is developed in a positive and cohesive manner.

#### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Statement detailing access and service arrangements and connectivity to the wider highway network.
- Any vehicular access should be from Sunbridge Road and not Thornton Road.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

#### Floodrisk

The site is currently located with Flood Zone 2. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

400 residential units, ancillary convenience retail and leisure.

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

<b>Site Size:</b>	2.5ha
<b>Existing Use:</b>	Surface Car Park
<b>Proposed Use:</b>	Residential led mixed use
<b>Estimated Delivery:</b>	2020 – 2025



### 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 will be required to establish the design framework and principles for the site.

### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. An assessment of the Listerhills Road/ Thornton Road/Lower Grattan Road signal junction would be required.
- The site is bounded by Thornton Road and Listerhills Road and therefore vehicular access should be considered from both of these roads. Access at Thornton Road should be positioned at same location as existing car park access. The location of any access on Listerhills Road will be dependent on achieving a level access as there is a level difference between the site and Listerhills Road; and the access would need to be relatively level around 1 in 40 for the first 10m. Appropriate visibility splays should be provided at any site access to ensure there is no adverse impact on pedestrian or highway safety.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

### Floodrisk

The site is currently located with Flood Zone 2. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

400 residential units

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

<b>Site Size:</b>	1.69ha
<b>Existing Use:</b>	
<b>Proposed Use:</b>	Residential led mixed use
<b>Estimated Delivery:</b>	2020 – 2025



#### 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.

#### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Any vehicular access should be from Richmond Road, Longside Lane and Hey Street. There should be no new access from Listerhills Road. Appropriate visibility splays should be provided at any site access to ensure there is no adverse impact on pedestrian or highway safety.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. In particular a pedestrian crossing facility should be provided on Listerhills Road.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

#### Floodrisk

The site is currently located with Flood Zone 1 (Surface Water). Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

200 residential units and ancillary retail and leisure floor space.

### V/1.4: Wigan Street Car Park

<b>Site Size:</b>	0.80ha
<b>Existing Use:</b>	Surface Car Parking
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 – 2025



#### 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.

#### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Any vehicular access should be from Wigan Street. Appropriate visibility splays should be provided at any site access to ensure there is no adverse impact on pedestrians or highway safety. The TA should assess the Longcroft Link road passing through the site to ascertain whether this is necessary or not.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.
- The existing surface car park, serves an important function in this locality and some replacement public parking should be incorporated into the development. This could be achieved through TROs to create short stay on street parking.

#### Minimum Expected Development Thresholds

120 residential units.

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

<b>Site Size:</b>	0.35ha
<b>Existing Use:</b>	Vacant Mill and Stone Yard
<b>Proposed Use:</b>	Residential new build and conversion (mill)
<b>Estimated Delivery:</b>	2020 – 2025



#### The Site

The site is currently occupied and operates as a stone salvage and reclamation. 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 site lies within the Goitside Conservation Area and the design of new development should respond sensitively to the surrounding historic context.
- 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 development should include new street trees to improve the pedestrian environment on Thornton Road.

#### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. The site would be suitable for car free development given its accessible city centre location and closeness to a major signal junction. TROs may be required to control on-street parking around the site.

#### Floodrisk

The site is currently located with Flood Zone 2. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

80 residential units.



## V/1.6: Former Bee Hive Mills, Smith Street

<b>Site Size:</b>	1.45ha
<b>Existing Use:</b>	Vacant cleared mill site
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 - 2025



### 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 created on the 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.

### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Any vehicular access should be from Tumbling Hill Street and not from Smith Street or Thornton Road. Appropriate visibility splays should be provided at site access to ensure there is no adverse impact on pedestrian or highway safety.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. TROs may be required to control on-street parking around the site.

### Floodrisk

The site is currently located with Flood Zone 2. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

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

### V/1.7: Vacant Site South of Sunbridge Road, bounded by Tetley Street and Fulton Street

<b>Site Size:</b>	0.5ha
<b>Existing Use:</b>	Vacant Plot and Car Park
<b>Proposed Use:</b>	Residential
<b>Estimated Delivery:</b>	2020 - 2025



#### The Site

The site was former mill buildings and warehousing, before be demolished and cleared, and now is a vacant plot.

#### Design

- The site should be developed as two separate city blocks either side of the route of the Goit which flows under the site. The Goit would be a new public route and area of public realm, including a new square or courtyard, which could reveal the water flowing underneath by way of decorative grills or transparent surfaces.

- New buildings should respond to the existing scale of buildings in this part of the Goitside and should contribute to the overall character of buildings stepping up the hillside. The buildings should repair the building line and provide strong frontages to the streets. There could be opportunity to introduce mixed use at ground floor level on Thornton Road and Sunbridge Road and also around the Goitside square/courtyard.
- Development should contribute to improvements to the public realm and pedestrian environment on Thornton Road and Sunbridge Road.

#### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Vehicular access to the site should be provided from Tetley Street. There should be no direct vehicular access from Thornton Road or Sunbridge Road.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites particularly high accessibility and proximity to public transport facilities.
- The site would be suitable for car free development given its highly accessible city centre location.

#### Minimum Expected Development Thresholds

100 residential units with ancillary leisure / convenience retail floor space on the ground floor.

## V/1.8: Car Sales / Filling Station Site, Thornton Road

<b>Site Size:</b>	1.3ha
<b>Existing Use:</b>	Car sales and filling station
<b>Proposed Use:</b>	Residential led mixed use
<b>Estimated Delivery:</b>	2020 – 2025



### Design

- Bradford Beck runs in a culvert under the site and any development should seek to reveal the water to help create a linear park feature. This could include regrading the levels to create a sloping river edge to the watercourse.
- Good quality public routes should be created through to the park from Thornton Road and Quebec Street.
- The retaining wall, or 'cliff', on the southern boundary offers the opportunity to provide a dramatic backdrop to the development, which could include low maintenance landscape treatments to create a green wall type effect.
- Development should create a strong frontage to Thornton Road and be of an appropriate scale to the surrounding context, which is varied. There is opportunity for a mix of uses at ground floor level to animate the street.
- Development should contribute to public realm improvements (including tree planting) on Thornton Road.

- It would be beneficial if a masterplanning exercise was undertaken for the whole site to ensure that wider opportunities are not lost if the site is developed in smaller phases.
- Due to the current use of the site as a petrol filling station, there may be potential ground contamination issue related to this site.

### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. The site would be suitable for car free development given its highly accessible city centre location. TROs may be required to control on-street parking around the site.

### Floodrisk

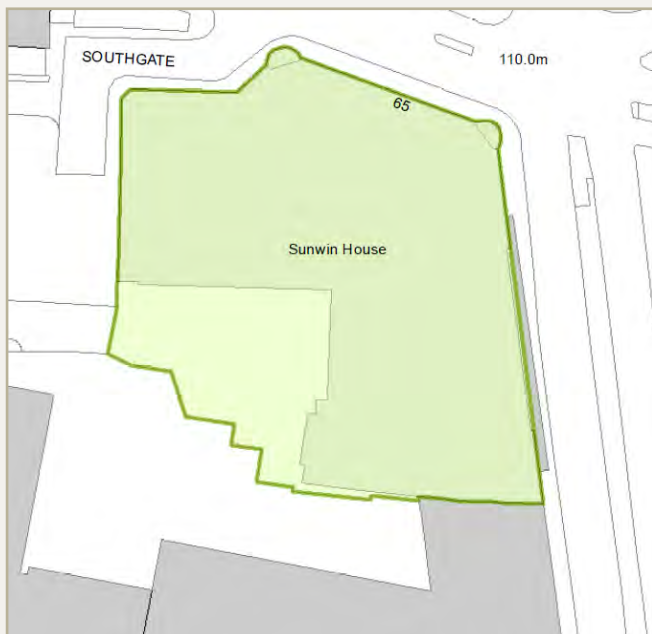
The site is currently located with Flood Zone 3a. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

230 residential units with ancillary leisure / convenience retail floor space on the ground floor.

### V/1.9: Sunwin House, Godwin Street / Sunbridge Road

<b>Site Size:</b>	0.50ha
<b>Existing Use:</b>	Vacant former Department Store and service yard
<b>Proposed Use:</b>	Residential / Retail / Office / Leisure
<b>Estimated Delivery:</b>	2020 – 2025



#### 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.

#### Design

- Any scheme should involve the conversion and reuse of the existing Grade II Listed Building.
- Development could contribute towards improving the existing public realm and highway elements to the west of the building to create a new public space - Sunbridge Square.

#### Transport

- The site is located in the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. The site would be suitable for car free development given its highly accessible city centre location. TROs may be required to control on-street parking around the site.

## V/1.10: Thornton Road / Water Lane

<b>Site Size:</b>	0.5ha
<b>Existing Use:</b>	Portal cabin sales site, car wash and furniture sales warehouse
<b>Proposed Use:</b>	Residential Led Mixed Use
<b>Estimated Delivery:</b>	2020 – 2025



### The Site

The site currently operates as a portal cabin sales site, car wash and furniture warehouse, 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.

### Design

- The site offers the opportunity for new, sensitively designed tall buildings (in accordance with principles set out in the City Centre Design Guide SPD). New development will provide an opportunity to extend the Paradise Street or Dyson Street routes through site to improve links between Thornton Road and the Westgate area of the city centre. New development should contribute to improving the pedestrian environment along Thornton Road with a new crossing point, footway enhancements and a continuous building line with active frontages at ground floor level. Development should contribute to enhancing the potentially attractive setted character of Water Lane to the rear of the site.

### Transport

- The site is located on the edge of the city centre and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. An assessment of the development's impact on Thornton Road/Listerhills Road/Grattan Road signal junction would be required.
- The site has some existing vehicular access points from Thornton Road but these would need to be limited to the western end of the site. Highway improvements to Water Lane would be required depending on access requirements identified by the Transport Assessment. But as a minimum it would entail surface, lighting and drainage improvements. Any proposed vehicular access from Water Lane would require the road to be brought up to adoptable standards.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities.
- TROs may be required to control on-street parking around the site. The existing TRO along Thornton Road may need amending to prevent on-street parking at any time across the site frontage.

### Floodrisk

The site is currently located with Flood Zone 2. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### Minimum Expected Development Thresholds

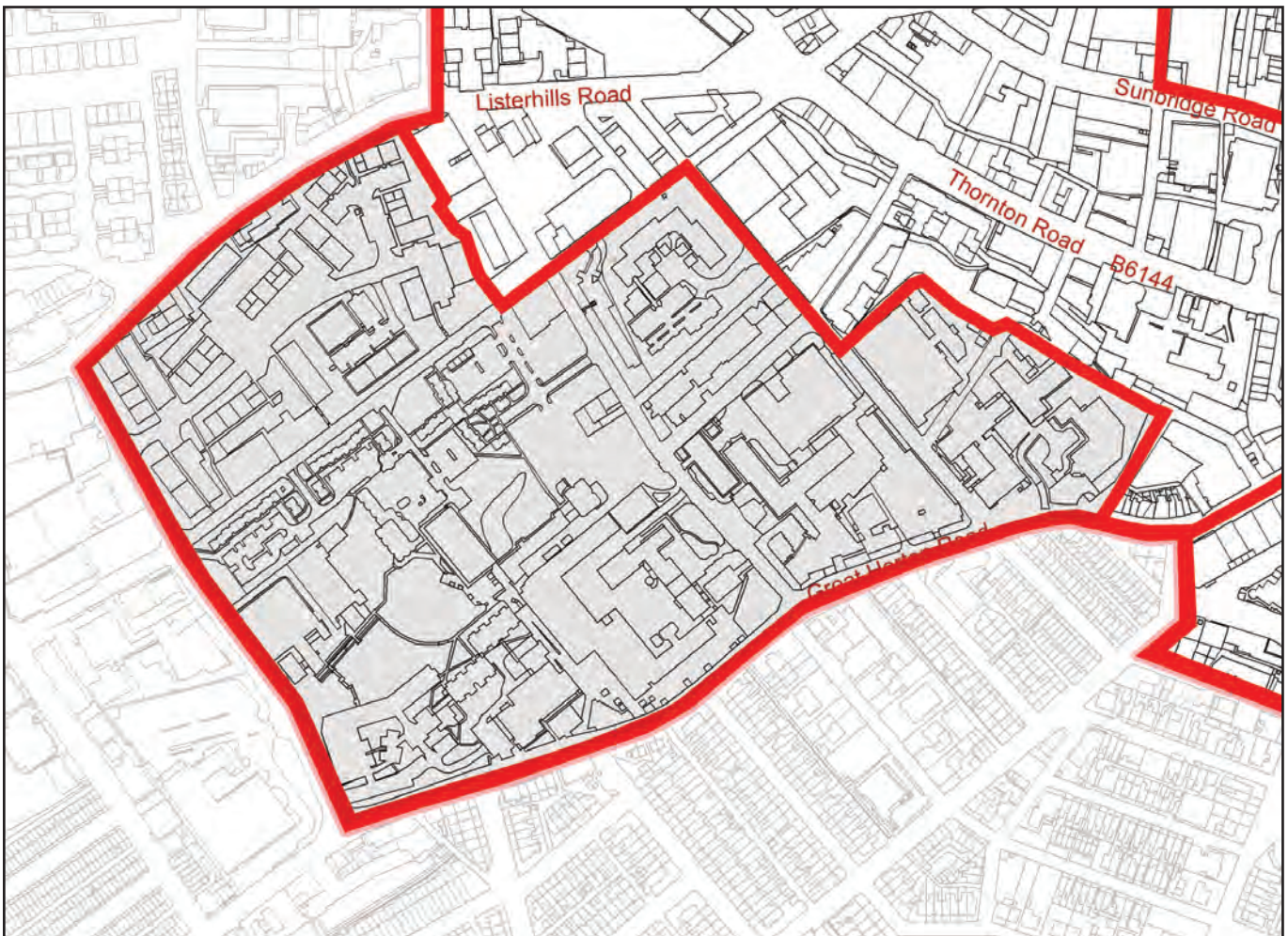
100 residential units. Ancillary leisure and retail.

# The Learning Quarter

## Vision by 2030:

The expansion of the University and College Campus has radically altered the face of Thornton Road, bringing vitality and interest to the street and renewed connections between the city's learning quarter and Goitside. Exemplary architecture and green technology has preserved and enhanced the unique green character of the campus with streets made for people, cyclists and water management. Bringing the campus and the city centre closer together has brought new uses to vacant buildings and facilitated the extension of the city's leisure and cultural offer improving links to the University and venues such as the Alhambra, Odeon and St. Georges Hall, enriching the new and existing evening destinations.

Figure 11: The Learning Quarter Neighbourhood



## Learning Quarter Neighbourhood Spatial Framework

In recent years, the University and College campuses have expanded significantly and continually improved the standard of facilities on offer. This expansion has seen an increase in student members and resulted in a massive increase in quantity and quality of the student living offer to meet this demand.

With plans to expand their student attendance numbers, the Council support the University and College in their further expansion and diversification of their estates. The Council will safeguard land within the Neighbourhood for primarily educational uses and ensure pedestrian and cycle links between the Learning Quarter and the city centre are enhanced.

### Character and Urban Form

The new college and university buildings and the student living quarter at The Green have introduced new innovative and contemporary architecture into the

area including the use of green technology. This is creating a new positive character in the neighbourhood.

### Connectivity and Public Realm

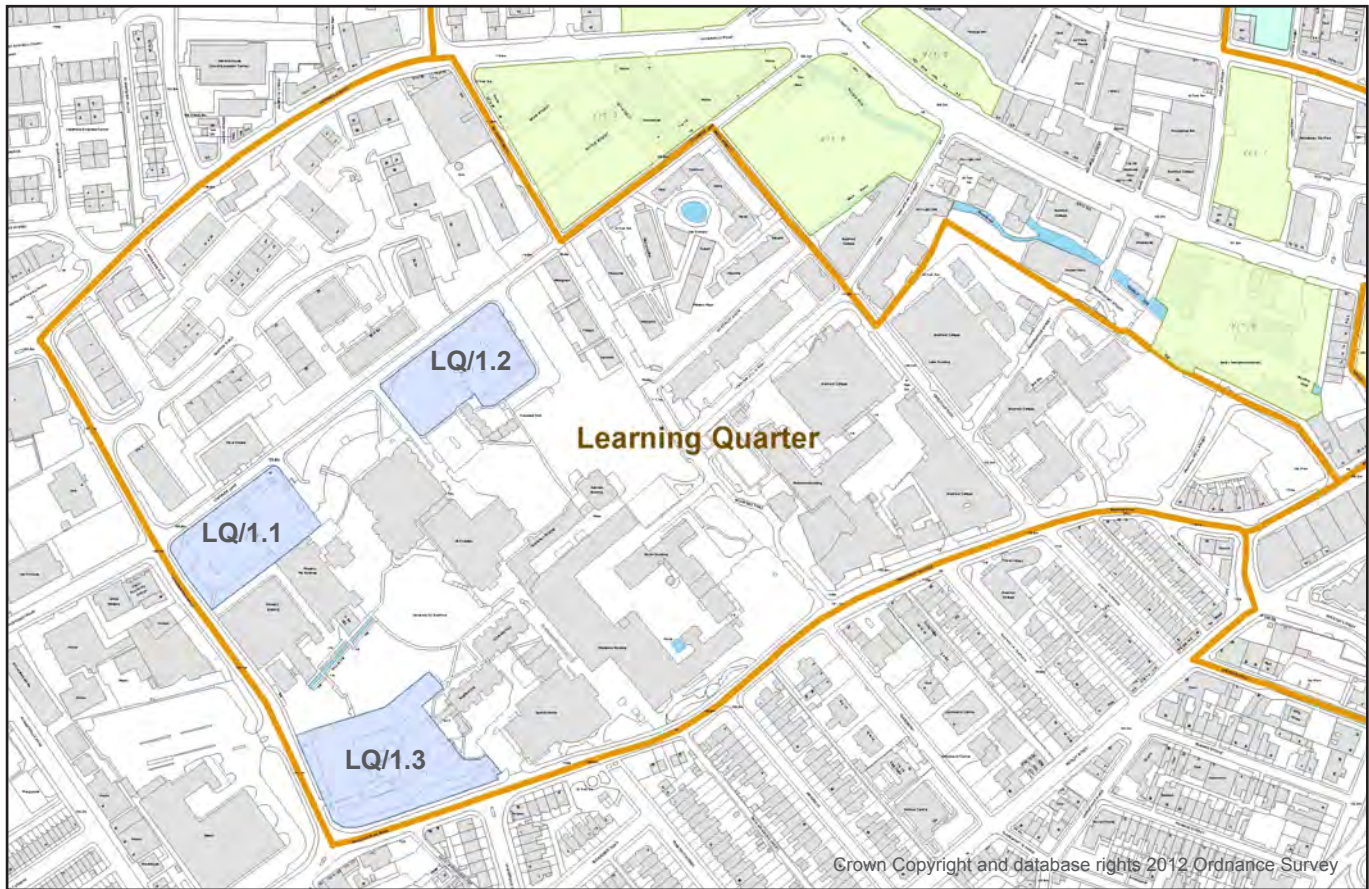
Within the University campus a network of pedestrian routes provide connections between greenspaces, including a natural amphitheatre. However in general the learning quarter feels relatively isolated from its surroundings and the wider city centre with limited visual and physical links, particularly to Thornton Road.

### Development within the neighbourhood will include:

- Further expansion and enhancement of the University and College campuses. Enhancements to existing streets within and on the edge of the campus to make them more pedestrian and cycle focussed. This could include Sustainable Urban Drainage solutions (SUDs) such as swales to contribute to the concept of green streets.



Figure 12: The Learning Quarter Neighbourhood Sites



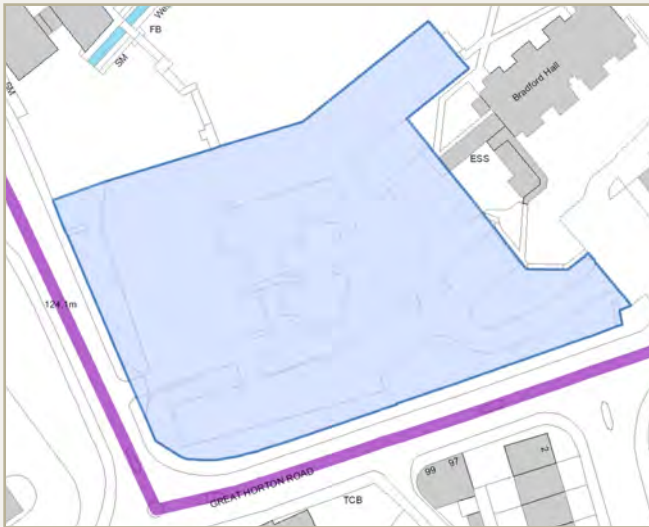
Proposed Site Allocations		
Ref.	Name	Proposal
LQ/1.1	University of Bradford Car Park	Education and ancillary uses
LQ/1.2	University of Bradford Car Park	Residential led mixed use
LQ/1.3	University of Bradford Car Park	Residential led mixed use





### LQ/1.1: University of Bradford Car Park, Longside Lane

<b>Site Size:</b>	0.65ha
<b>Existing Use:</b>	Surface Car Park
<b>Proposed Use:</b>	Education and ancillary uses
<b>Estimated Delivery:</b>	2020 - 2025



#### 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.

#### Transport

- The sites are located on the university campus and are in a reasonably sustainable location for travel by non-car modes. Therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site access from Longside Lane would be suitable for any proposed development. There should be no new access from Shearbridge Road. If the development would not replace the existing car parking spaces then it should demonstrate that this would not lead to on street parking problems in the local area.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4.

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

<b>Site Size:</b>	0.75ha
<b>Existing Use:</b>	Surface Car Park
<b>Proposed Use:</b>	Education and ancillary uses
<b>Estimated Delivery:</b>	2020 - 2025



#### 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.

#### Transport

- The sites are located on the university campus and are in a reasonably sustainable location for travel by non-car modes. Therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site access from Longside Lane would be suitable for any proposed development. There should be no new access from Shearbridge Road. If the development would not replace the existing car parking spaces then it should demonstrate that this would not lead to on street parking problems in the local area.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4.

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

<b>Site Size:</b>	0.93ha
<b>Existing Use:</b>	Surface Car Park
<b>Proposed Use:</b>	Education and ancillary uses.
<b>Estimated Delivery:</b>	2020 - 2025



#### The Site

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

#### Design

- New development should create a positive feature at the prominent corner with Shearbridge Road. It should improve the pedestrian environment along Great Horton Road in terms of building frontage and public realm, and it should positively address the open spaces of the University campus.

#### Transport

- The site is located on the university campus and along a bus corridor, therefore development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing site access from Great Horton Road may be suitable for any proposed development. The existing access from Shearbridge Road should be closed or relocated away from its junction with Great Horton Road and a TRO to protect visibility splays would also be required. If the development would not replace the existing car parking spaces then it should demonstrate that this would not lead to on street parking problems in the local area.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4.

#### Floodrisk

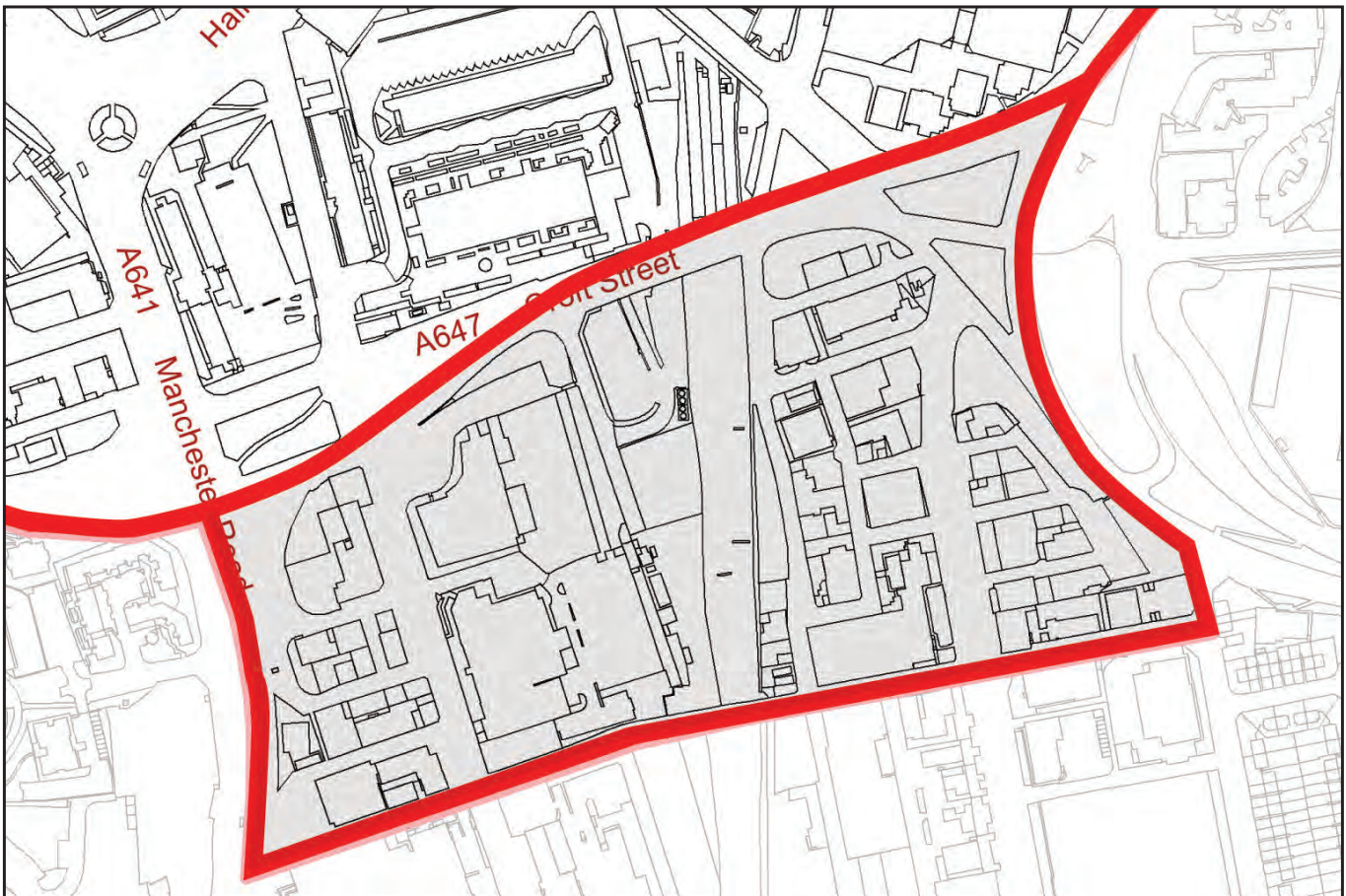
- The site is currently located with Flood Zone 3a. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

# The Southern Gateway

## Vision by 2030:

The southern gateway has been transformed into a new urban neighbourhood. West of the rail line has become a place for city living and landmark buildings housing key community facilities. The neighbourhood's location adjacent to the central business and leisure district, existing communities (City Pool, Rainbow Primary) and public transport (Interchange) has reduced demand for cars, freeing up the streets for community life. Street activity and community facilities have been focused along a reconfigured Newton Street providing improved connections to the city centre. The new frontage to Croft Street has created an improved pedestrian environment and gateway to the neighbourhood, delivering an attractive welcome to the city centre. To the east, the existing light industrial estates have been retained in the spirit of the Producer City initiative.

Figure 13: Southern Gateway Neighbourhood



## Southern Gateway Spatial Framework

The Southern Gateway has, and remains to be, a heavily industrial area of the city centre. However, this traditional industrial sector is experiencing change, with the delivery of major developments such as the Central Police Station, Rainbow primary school and plans for the future city centre swimming. The delivery of these much needed facilities for city centre living will provide future residents with access to essential infrastructure for sustainable urban living.

The Council will look to build upon this with the introduction of residential units in the neighbourhood, with good access to existing facilities in the area, and look to provide enhanced links to the other parts of the city centre namely to the Central Business and Leisure District neighbourhood.

### Character and Built Form

The neighbourhood does not have a strong sense of character. It is a rather adhoc mix of light industrial units, vacant and underused sites and buildings, and large areas of surface car parking. The frontage to Croft Street lacks buildings which respond adequately to the scale of this major road or which provide any street level interest or activity.

### Connectivity and Public Realm

The neighbourhood is sandwiched between major road connections and intersections and has the railway cutting through the middle of it. It is no surprise then that the connections are poor, both internally within the neighbourhood and in terms of its links to its surroundings and the wider city centre. The quality of the public realm, particularly along Croft Street, does not create an environment that would encourage people to walk or cycle.



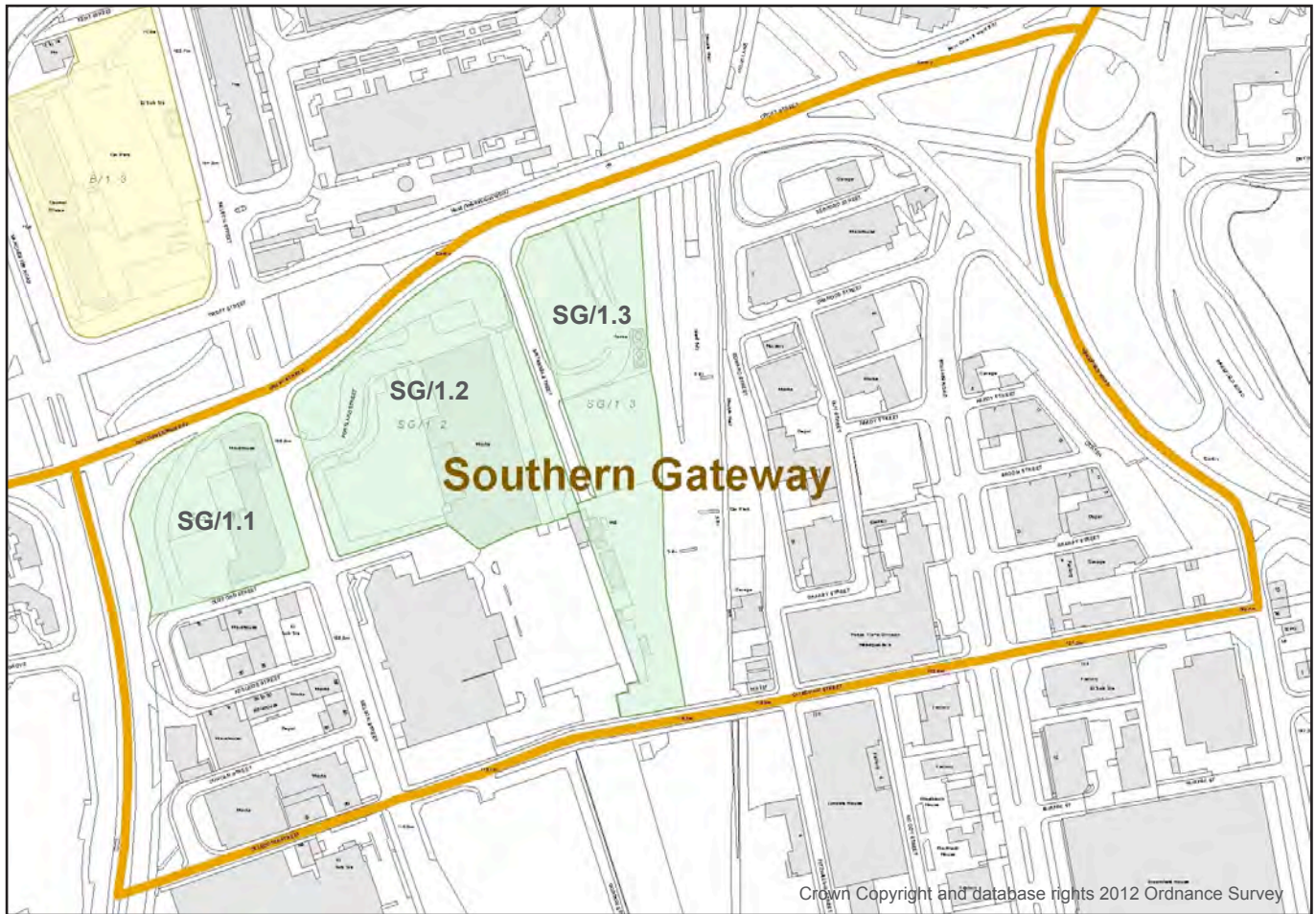
### Development in the neighbourhood will include:

- Delivery of a new city centre swimming pool and sports leisure complex
- Introduction of city living into a traditional but changing industrial sector
- Delivery of approximately 250 new homes
- Delivery of an enhanced Bradford Interchange resulting in improved station facilities and supporting retail and leisure offer
- New buildings which are of an appropriate scale and design to define the edge of Croft Street and to provide a positive gateway to the city from the road and railway
- Enhancements to Croft Street including improved pedestrian/cyclist crossings, active ground floor uses, and new landscape/greenery to improve biodiversity
- Streetscape improvements to Nelson Street to improve access to the new Rainbow Primary School
- Improved pedestrian links from the Interchange to the Britannia Street sites.

### Key Development Sites:

- Britannia Mills and Car Park
- Bedford Street Garage

Figure 14: Southern Gateway Neighbourhood Sites



Proposed Site Allocations		
Ref.	Name	Proposal
SG/1.1	Clifford Street Car Park	Residential led mixed use
SG/1.2	Britannia Mills and Car Park	Leisure Complex
SG/1.3	Stations Improvement Site	Station Improvements



### SG/1.1: Clifford Street Car Park and Buildings

<b>Site Size:</b>	1.4ha
<b>Existing Use:</b>	Surface Car Park / bathroom show room and plumbers merchants
<b>Proposed Use:</b>	Residential and associated uses (convenience / healthcare)
<b>Estimated Delivery:</b>	2020 – 2025



#### 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

- The site is located on the edge of the city centre and close to a public transport interchange therefore any proposed redevelopment would be required to minimise traffic generation and incorporate a travel plan.
- Development proposals should be accompanied by Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. Any vehicular site access should be taken from Clifford Street; direct access from Nelson Street would be unacceptable. The existing entrance to the car park on Croft Street should be closed.
- Improvements to pedestrian and cycle links within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. Due to the site's location the developer would be expected to justify any level of long duration parking provision.

#### Floodrisk

The site is currently located with Flood Zone 2. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

#### Minimum Expected Development Thresholds

250 residential Units

## SG/1.2: Britannia Mill and Car Park, Portland Street

<b>Site Size:</b>	1.2 ha
<b>Existing Use:</b>	Council Employee Surface Car Park and Vacant Mill
<b>Proposed Use:</b>	Leisure Complex
<b>Estimated Delivery:</b>	2015 - 2020



### 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 a leisure complex, anchored by the City Centre Swimming Pool.

### Design

- 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

- The site is located on the edge of the city centre and adjacent to a public transport interchange; and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Assessment detailing access and service arrangements and connectivity to the wider highway network. An assessment of the development's impact on Croft Street / Nelson Street junction and Croft Street / Britannia Street junction would be required.
- The site is currently accessed from Portland Street which is close to a major signalised junction at Croft Street and would need to be closed and access relocated to the southern end of the site. A joint access with the police at Clifford Street should be considered and would be preferable subject to their agreement. Access from Britannia Street should also be considered.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. The main pedestrian site access should be from the Croft Street junction which would make the site more attractive for people using public transport and provide a better linkage with the public transport interchange. Footways at the Croft Street junction would need widening.



- The leisure element of the development would be required to make suitable provision for:
  - Delivery and service vehicles
  - Coaches, minibuses and cars (for drop-off). This is particularly pertinent in the case of a community swimming pool and the requirement to cater for school parties, GP referrals and users with special needs
  - Emergency vehicles including fire tenders and ambulances
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities. Parking provision should also be made for coaches and minibuses.
- TROs may be required to control on-street parking around the site.

**Floodrisk**

The site is currently located with Flood Zone 3b. Any planning application on this site must be supported by a site-specific Flood Risk Assessment.

### SG/1.3: Station Improvements Site

<b>Site Size:</b>	0.95ha
<b>Existing Use:</b>	Pay and Display Surface Car Park / First Bus Company Employee Car Park.
<b>Proposed Use:</b>	Station Improvements
<b>Estimated Delivery:</b>	2020 - 2025



#### 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 site is proposed for the future masterplanned improvements to the Interchange. This will include redevelopment of the car park to include a new station entrance, taxi rank and multi-storey car park.

#### 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

- The site is located on the edge of the city centre and adjacent to a public transport interchange; and therefore the development would be required to minimise traffic generation and incorporate a travel plan taking into account the adjacent core public transport, cycling and walking networks.
- Development proposals should be accompanied by a Transport Statement detailing access and service arrangements and connectivity to the wider highway network. The existing access from Britannia Street would be suitable for a residential development.
- Improvements to pedestrian and cycle facilities within and through the site to existing networks would help to connect the development to the surrounding area and encourage walking and cycling. The development should consider provision of direct pedestrian access to the Interchange.
- The level of car parking provision should be in accordance with the maximum parking standards in the Local Plan Appendix 4. There is scope to reduce parking provision in recognition of the sites accessibility and proximity to public transport facilities.

#### Minimum Expected Development Thresholds

Improved Railway and Bus station with associated infrastructure, forming an exemplary gateway to the city centre.

SECTION THREE

# PLANNING POLICIES



**TESCO** express

Open 6am - 11pm



Open 6am - 11pm

## SECTION THREE

## PLANNING POLICIES

**4.1 As discussed in the introduction, the Area Action Plan will address issues facing the city centre through planning policies, split into seven key themes.**

**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 planning policies presented under each key theme. For more information on how to get involved, see the 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 Themes

**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**

# 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:**

## BCC AAP Objectives

**Objective 2:** A unique, high quality shopping and leisure experience reflecting the city's cultural mix

**Objective 3:** Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

**Objective 4:** A range of good quality housing and facilities to cater for a successful city centre community.

**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 and regional 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 rise of the 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.

**4.12** The regeneration of Bradford City Centre is a key council priority and therefore it has been included as an area for housing growth in both the CSFED and the Publication draft. The growth area status is underpinned by the extensive Masterplanning work commissioned by the Council and through the preparation of a second Are Action Plan which forms part of the Local Plan. The Core Strategy housing target of 3500 new dwellings for the City Centre has been informed by these goals, the Master planning work and other key evidence such as land supply analysis within the Strategic Housing Land Availability Assessment (SHLAA). City living is a crucial part of the success of Bradford City Centre, ensuring the centre benefits from a 'round the clock' economy. The plan has put into place the planning provision to ensure this is delivered (Planning Policy and Site Allocations), with the necessary supporting services residents will 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.

## City Living – A Profile

**4.13** The resident population in the city centre has grown massively since 2001. In 2001 there were just 934 people living in the city centre but by 2011 the population had grown to 4,177 as new residential housing was developed. According to Council Tax data, in 2001 there were just 503 self-contained dwellings in the city centre, but this increased to 1,970 dwellings in 2011.

**4.14** In comparison to the district, the city centre<sup>1</sup> has a young adult age profile largely dominated by students, who form 55% of the resident population, but this young population is also made up of 243 under 16s including 142 under 5s.

**4.15** The city centre population is skewed towards males, 59% of residents are male and 41% female. It is also very ethnically diverse (more so than the district as a whole) and international in nature; just 42% of individuals were born in the UK. Of particular note is the high level of 'Other White' residents and the low level of Pakistani residents in comparison to the district.

**4.16** The biggest occupation group for residents in the city centre<sup>1</sup> is Elementary Occupations, accounting for 21% of employed residents. Professional occupations account for a further 18%. Those employed in sales and customer services account for 12% and those employed in associate professional and technical occupations account for 12%

**4.17** Travel to work patterns show 35% travel on foot (suggesting that their employment is either within or very near to the city centre), 22% travel by bus, 20% travel by car but just 11% travel by train. This is surprising low given the proximity of the rail network and linkages to Leeds, and in comparison 23% of residents in Victoria Mills in Shipley use the rail network to travel to work and 34% of residents in Saltaire travel to work by rail.

**4.18** Of the 4,177 people living in the city centre<sup>2</sup> 1,252 (30%) live in communal establishments (i.e. halls of residence), with the remaining 2,925 live within households. In total there are 1,734 households with an average household size of 1.7 people (in comparison to an average of 2.6 people for the district as a whole). Of these 1,734 households, 55% are occupied by a single person, 15% are couples (with no children) and 10% are households with dependent children.

**4.19** With 75% of households renting their home from a private landlord or lettings agent, it is clear that private renting is the dominant form of tenure in the city centre<sup>3</sup>. The level of social renting is broadly comparable to the district as a whole but the proportions of households privately renting and owner occupying are reversed. Of the 1,970 self contained dwellings in the city centre<sup>4</sup> as at October 2012, Census information on dwellings in the city centre<sup>5</sup> reports that the vast majority (96%) are flats. These are split evenly between those with one bedroom (46%) and those with two bedrooms (46%). Council Tax data shows an additional 505 housing spaces in the PCSA classed as Halls of Residence (made up of traditional halls and cluster units).



<sup>1</sup> City Centre Census Statistical Area (CSA)

<sup>2</sup> Post Code Statistical Area (PCSA)

<sup>3</sup> City Centre Census Statistical Area (CSA)

<sup>4</sup> City Centre Census Statistical Area (CSA)

<sup>5</sup> City Centre Census Statistical Area (CSA)

## Housing

**4.20** The AAP aims to deliver a minimum of 3,500 new homes by 2030. This is likely to take place in the form of new build apartments and the conservation of existing buildings. The entirety of the 3,500 new homes target will be planned through allocated development sites, with additional delivery of more homes through unallocated sites and the upper floors of existing commercial premises.

**4.21** The provision of amenity space for use by residents in the locality of their dwellings is considered to be an essential element of quality human life. Amenity space has a vital role in creating a more attractive cityscape and high quality living environment. The quality of amenity space is often more important than the quantity, and can be an important factor in determining the way in which a space is used.

**4.22** Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework sets out the need to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as one of the core planning principles in paragraph 17.

**4.23** The Council recognises the need to achieve a net gain of least 3,500 new homes within the City Centre over the plan period, taking into account loss of housing stock through demolition, change of use or other means. The Council has currently put forward allocated sites in excess of 3,500 residential units, and in combination with the relative likelihood the new stock built over previous years will not be demolished or changed to alternative uses over the next 15 years

### Policy CL1: Housing

**A.** Throughout the city centre the development of new homes will be expected to contain a proportion of family sized homes, consisting of houses or apartments with two or more bedrooms and an element of usable outdoor amenity space. In defining the proportion of family sized homes that will be sought, regard will be had to the existing housing profile of the area, including identified local housing requirements and the characteristics of the site, including its suitability for different housing types. The number of family sized homes will also be proportionate to the scale of development.

**B.** Where the upper floors of commercial premises are vacant or underused, the use of those floors for new homes will be encouraged, provided that appropriate independent access is available to the proposed homes and provided that the viability of the ground floor premises would not be threatened, for instance through the loss of important ancillary storage space.

**C.** Development which would create or contribute to a detrimental concentration within any given area of studios, bedsits, specialist student housing, houses in multiple occupation or hostel accommodation will not be permitted.

**D.** The Council shall expect residential amenity / open space to be incorporated into the all new major residential developments within Bradford City Centre. This may take the form of terraces, rooftop gardens, balconies, courtyards etc.

**E.** The Council shall expect residential development within the City Centre to achieve a minimum density of 250 dwellings per hectare, but will accept lower density if local circumstances demand this.

#### Policy Links

**Core Strategy Policy BD1:** (Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy HO3:** (Distribution of Housing Development)

**Core Strategy Policy HO4:** Phasing and Release of Housing Sites

**Core Strategy Policy HO5:** Density of Housing Schemes

**Core Strategy Policy HO6:** Maximising use of Previously Developed Land

**Core Strategy Policy HO7:** Housing site Allocation Principle

**Core Strategy Policy HO8:** Housing Mix

**Core Strategy Policy HO9:** Housing Quality



and the delivery of windfall development (through planning applications and permitted changes through GPDO and LDOs); it is highly likely the Council will achieve a net gain of at least 3,500.

**4.24** Housing development within the City Centre is likely to wholly consist of Phase 1 Housing Sites. This is due to the fact that all development within the City Centre will be on brownfield land, is highly accessible to major public transport links, the high demand for housing with the City of Bradford and the need for regeneration with the City Centre.

**4.25** The Council recognises the importance of reusing previously developed land for future sustainable uses. The geography of the City Centre stipulates that the majority, if not all, the development to be proposed and built over the plan period will be on previously developed land.

**4.26** In line with Core Strategy Policy HO11: Affordable Housing, subject to viability the Council will negotiate up to 15% affordable housing on residential developments within the City Centre.

## Flood Risk In Bradford City Centre

**4.27** Parts of Bradford City Centre are at risk of river flooding from the Bradford Beck and Eastbrook. Due to the surrounding topography and extensive urbanisation of the city centre, there are also areas which suffer from surface water flooding issues.

**4.28** In accordance with the Core Strategy and National Planning Policy Framework, the Area Action Plan will seek to minimise the exposure of vulnerable types of developments such as new homes to any potential flood risks by allocating land for development with low risk areas as much as possible.

**4.29** The City Centre is in need of regeneration and some of the areas in most need are of the greatest risk of flooding. Within these areas, a more focused approach to flood risk will be required new homes can be delivered whilst avoiding blight and minimising resident's exposure to the dangers of flood risk to the greatest extent.

### Policy CL2: Flood Risk

**Within the city centre, proposals for housing and other vulnerable uses on sites that are at risk of flooding and are not already allocated for those uses by this plan should be supported by a flood risk sequential test undertaken within the confines of the city centre, taking account of all reasonably available sites in the area that are either allocated for development or otherwise vacant or underused. The search area for the sequential test will be the city centre boundary unless material considerations indicate otherwise.**

**Those proposals which pass the sequential test will still be required to submit a site specific flood risk assessment. Proposals must demonstrate the development scheme will not have increase flooding within the city centre.**

**A. Applicants will also need to demonstrate how the proposal will:**

- 1. Provide a safe access and egress route away from the flood risk (i.e. to flood zone 1) during a design flood event; and**
- 2. Locate more vulnerable uses in the area of the proposal least at risk;**
- 3. Or provide a clear justification as to why these requirements are not practical, viable or appropriate in planning and design terms.**

**B. Applicant will also need to demonstrate of the proposal will achieve an appropriate degree of safety over the lifetime of the development. The minimum safety standards are as follows:**

- 1. For more vulnerable uses, the floor levels of habitable rooms will be above the design flood level.**
- 2. For all uses the development will:**
  - i. Remain structurally sound in an extreme flood event;**
  - ii. Provide appropriate flood resistance / resilience measures to the extreme flood level;**
  - iii. Not generate an increase in flood risk elsewhere;**
  - iv. Provide a flood plan, which covers methods of warning and evacuation;**
  - v. Provide an appropriate safe refuge above the extreme flood level if criterion 4a is not met.**

#### Policy Links

**Core Strategy Policy EN7: Flood Risk**

**Core Strategy Policy HO7: Housing Site Allocation Principles**

**4.30** Site allocations for new homes in these areas are included to ensure that regeneration is able to continue in areas that might otherwise experience planning blight. Within these areas, in accordance with the sequential approach, the sites where the depth and severity of flooding are at their lowest will be selected first. Reflecting the Exception Test, sites in these areas will not be granted planning permission for new homes if they cannot be made safe from the effects of flooding, including the provision of safe access and escape.

**4.31** Where the upper floors of commercial premises are vacant or underused, the conversion of those upper floors to residential use can be a valuable additional source of new homes that will also contribute positively to the mix of uses in the area and make more efficient use of land.

**4.32** The conversion of upper floors to residential use is unlikely to be acceptable if the conversion cannot be accomplished without placing undue operational constraints on the ground floor use that would prejudice its viability or if suitable safe and independent access to the residential use cannot be provided.

**4.33** Active frontages are important in order to create life, vibrancy and ensure activity over time. The contribution that active frontages can make to the quality of the built environment and creating sustainable communities for the future is recognised in best practice guidance. Well designed 'active' frontages add interest, life and vitality to the public realm.

**4.34** Active ground floor uses are within use classes A1-A5, D1-D2 or related sui generis uses. Active frontages refer to frontages which, for example, avoid blank walls and include frequent access points, windows and other features which create and contribute to an active and welcoming feeling.

**4.35** Active ground floor uses will not necessarily be required in all locations referred to in the policy. They will be particularly sought at key focal points for footfall such as the intersections of pedestrian routes and adjacent to existing active ground floor uses, subject to consideration of the character of the area and the impact on existing uses in the area. The provision of active ground floor uses will be subject to the policies for those uses in Section 2. Shopping and Leisure.

### Policy CL3: Active Frontages and Community Provision

**The Council will actively seek the provision of active frontages at the ground floor levels of any proposed new build developments or conversion of buildings within the City Centre.**

**Active frontages may include (but no solely) retail, leisure, healthcare, café, restaurant, financial services etc.**

**Where an active ground floor use is not able to be achieved through incorporating the above uses, the Council will expect the design to reflect an active usage by the articulation of facades in a way which includes:**

- A. Frequent doors and windows with few blank walls;**
- B. Articulation of facades with projections such as bays and porches;**
- C. Internal uses visible from the street, particularly on non residential uses.**

#### Policy Links

**Core Strategy Policy HO7:** Housing Site Allocation Principles

**Core Strategy Policy EC5:** Town, District and Local Centres

**Core Strategy Policy DS1:** Achieving Good Design

In 2001, approximately 7% of City Centre households contain children (2001 Census). As of 2011, this has risen to 10% of households containing children (generally under 5 years old). There is a clear demand for further school places as more families move into

the City Centre. A fundamental cornerstone of a vibrant and successful city centre community will be the accessibility of school education.

#### Policy CL4: Primary and Secondary Education Provision

New schools will be supported in the city centre on sites:

- A. Of a size sufficient to provide appropriate on site play / sports provision, taking into account the constraints of an inner urban area;
- B. Which implement a school travel plan have suitable pedestrian and cycle access from surrounding residential areas and from public transport facilities, and is appropriate in terms of highway safety;
- C. Secondary school play / sports facilities (whether indoor or outdoor) and open space will be publically available outside of school hours.

New schools will be support in the appropriate location, size and scale to support the city centre community.

#### Policy Links

**Core Strategy Policy HO7:** Housing Site Allocation Principles

**Core Strategy Policy BD1:** The Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy TR1:** Travel Reduction and Modal Shift

**Core Strategy Policy TR3:** Public Transport, Cycling and Walking

**Core Strategy Policy TR5:** Improving Connectivity and Accessibility

**Core Strategy Policy ID4:** Working with Partners

**Core Strategy Policy ID5:** Facilitating Delivery



# Shopping and Leisure

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

## BCC AAP Objectives

**Objective 1:** A unique, high quality shopping and leisure experience reflecting the city's cultural mix.

**Objective 3:** Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

**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.

**4.37** Taking account of the size of the City of Bradford, it is considered to be underserved in regards to its city centre retail 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.

**4.38** 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.

**4.39** 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 quality night time leisure uses.

**4.40** The National Planning Policy Framework stipulates Local Plans must ensure the vitality of city and town centres by defining primary shopping areas, based on a clear definition of primary and secondary frontages, with set policies to make clear which uses will be permitted in such locations.

## Policy SL1: Retail Development

**New retail development (use class A1) within Bradford City Centre will be primarily directed towards the identified Primary Shopping Area or to sites which adjoin that. Elsewhere in the city centre retail and other main town centre uses may be acceptable where they would not be harmful to the vitality, viability and retail function of the identified shopping area.**

**Development proposals providing greater than 1,500 sq.m gross floorspace for main town centre uses in an edge or out-of-centre location will be the subject of an impact assessment.**

**New or extended market provision will be supported in Bradford City Centre where it would support the vitality, viability and diversity of the city centre.**

## Policy Links

**Core Strategy Policy BD1:** The Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy EC2:** Supporting Business and Job Creation

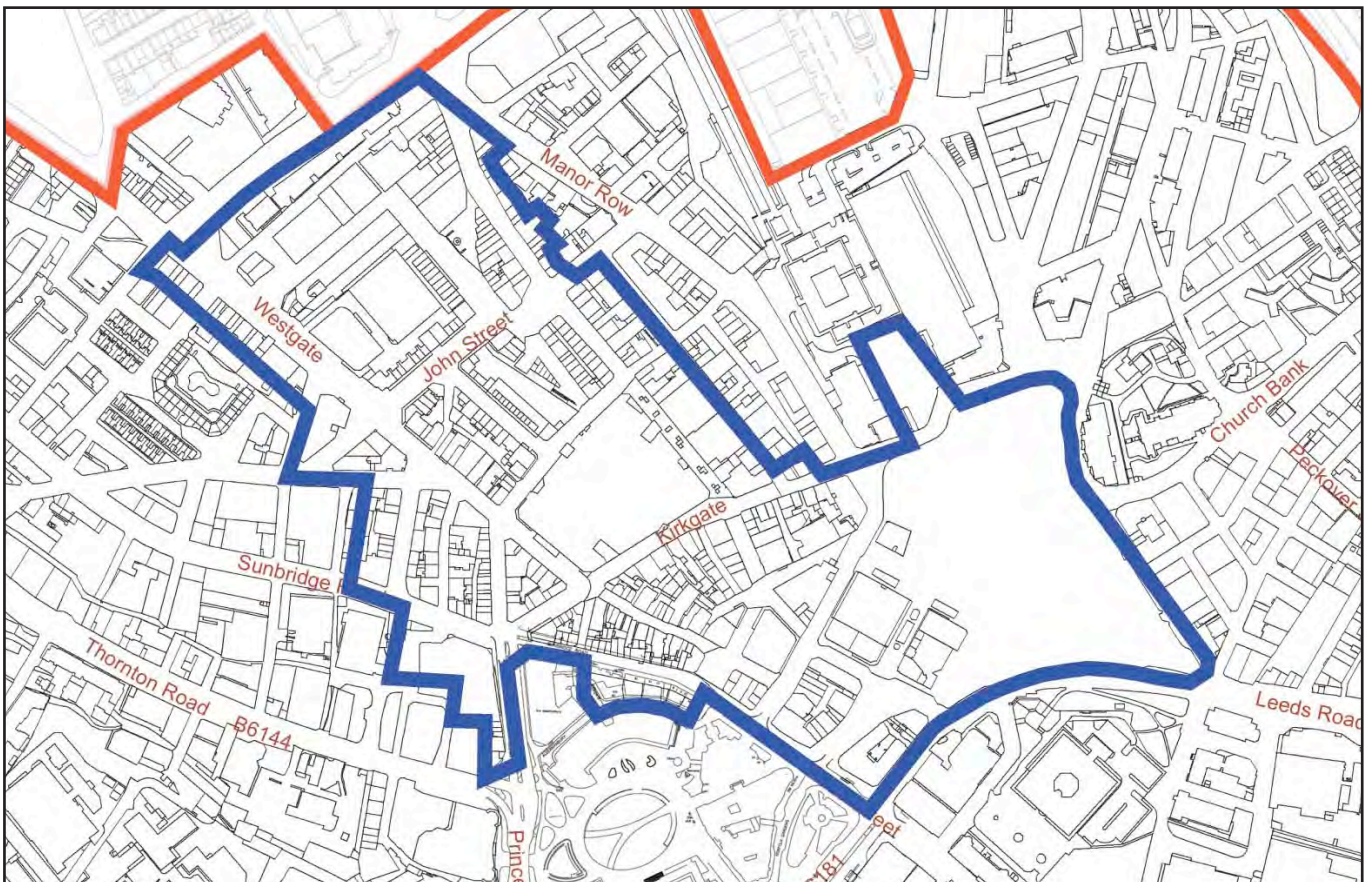
**Core Strategy Policy EC5:** City, Town, District and Local Centres

**4.41** Since the concept of redeveloping Broadway with a new shopping centre the Council has recognised the need to maintain a strong and cohesive city centre through promoting a commercially strong, diverse and attractive markets offer that would facilitate increased pedestrian movements throughout the city centre. This also includes the use of both the primary and secondary retail frontages within the Primary Shopping Area.

4.42 Bradford's markets also significantly contribute to the range of shopping opportunities and choices in City Centre, add to its attractiveness to visitors and contribute positively to the wider regeneration of the area. A sustainable city centre markets offer is therefore seen as a key component of the city centre going forward. This policy should be used in conjunction with Core Strategy policy EC5. The Council, through this policy, will ensure that any new city centre market development proposal maintain and enhance the economic strength of the city centre.

4.43 Policy SL1 encourages (A1 Use Class) development within the primary shopping area of the City Centre. The Council's Retail and Leisure Study (2008) suggests that this is a robust and sound policy approach to control new non-retail uses within the City Centres. This approach however can further be strengthened with the introduction of primary and secondary frontages within the defined primary shopping area as an additional control mechanism and help maintain the continued vitality and viability of the City Centre.

**Figure 15: Primary Shopping Area**



### Policy SL2: Primary and Secondary Shopping Frontages

**A. Within the Primary Shopping Frontage in Bradford City Centre change of use of retail premises (use class A1) will be permitted provided that:**

1. The proposed use would make a positive contribution to the vitality and viability of the Primary Shopping Frontage and the city centre as a whole; and
2. The proposed use would not result in a concentration of non-retail uses, which would be detrimental to the vitality of the shopping street; and
3. The proposed use would not dominate or fragment the shopping frontage as a result of its scale, by creating a significant break in the retail frontage or by resulting in a harmful loss of retail floorspace; and
4. The proposed use would be compatible with a retail area in that it includes a shop front with a display function and would be immediately accessible to the public from the street.

**B. Within the Primary Shopping Frontages in Primary Shopping Area, selective change of use to cafés, restaurants, pubs or bars (Use Classes A3 and A4) or other appropriate leisure uses will be acceptable subject to meeting the above criteria and providing the dominant shopping character is maintained.**

**C. In all cases, proposals which would result in the loss of retail floorspace, will be expected to demonstrate that they will not be detrimental to the continued viability and vitality of the shopping street.**

**D. Within Secondary Shopping Frontages in Bradford City Centre the development of retail or other related uses (use classes A2-A5 or other similar uses such as gyms, arts and cultural premises and community facilities) will be acceptable where they would help to maintain or enhance the function of the shopping area. In all cases the proposed use will be expected:**

1. To complement the retail function of the shopping frontage and not harm its vitality, viability or diversity; and
2. Not to harmfully dominate or fragment frontages; and
3. To generate a reasonable level of footfall and be of general public interest or service; and
4. To be compatible with a shopping area in that it includes a shop front with a display function and would be immediately accessible to the public from the street.

**E. In all cases, proposals which would result in the loss of retail floorspace, including storage or servicing space, will be expected to demonstrate that they will not be detrimental to the continued viability of the retail unit.**

#### Policy Links

**Core Strategy Policy BD1:** The Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy EC2:** Supporting Business and Job Creation

**Core Strategy Policy EC5:** City, Town, District and Local Centres

### Policy SL3: Improving the Connections Between Shopping Areas

The Council will support the provision of better way finding in the form of updated, improved and increased signage throughout of the City Centre.

The Council will also expect the design of new developments to be well integrated into the existing fabric of the city centre and facilitate through movements of pedestrians to other existing shopping areas.

#### Policy Links

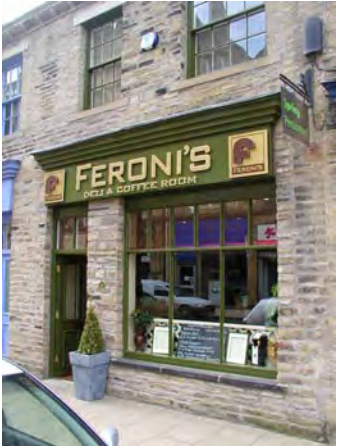
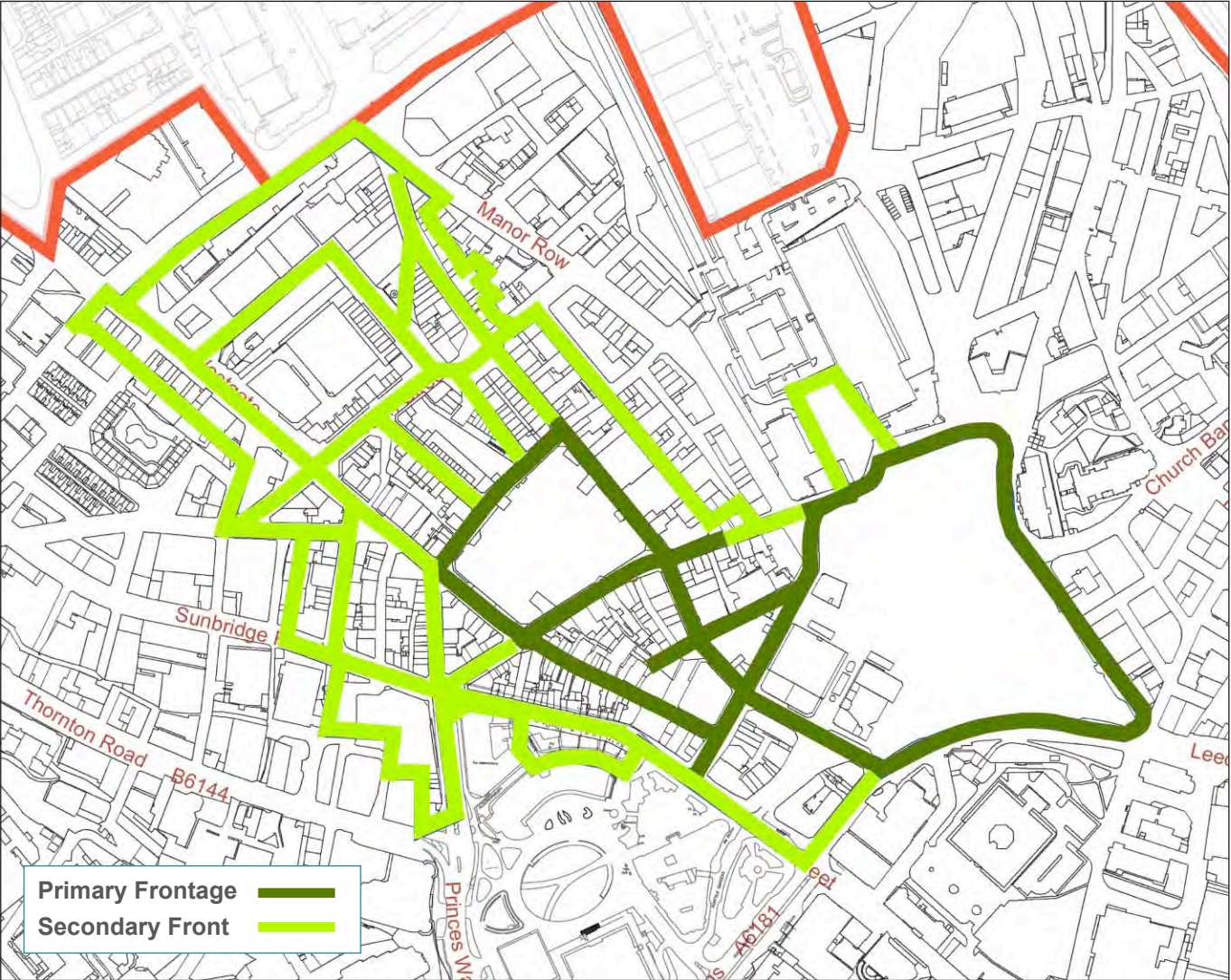
**Core Strategy Policy EC5:** City, Town, District and Local Centres

**Core Strategy Policy TR1:** Travel Reduction and Modal Shift

**Core Strategy Policy TR5:** Improving Connectivity and Accessibility

**Core Strategy Policy DS1:** Achieving Good design

Figure 16: Primary and Secondary Shopping Frontages



## Culture

4.44 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.

4.45 There has been substantial investment in culture, leisure and tourism in Bradford City Centre in recent years, with the renovation and expansion of the National Media Museum and Alhambra Theatre. Opportunities will be sought to continue the beneficial investment in cultural, leisure and tourist facilities that has taken place in the city centre in recent years.



### Policy SL4: Cultural Assets

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

**Proposals for new cultural facilities and tourist attractions in the city centre will be encouraged. Existing cultural and tourist facilities should be retained in those uses and enhanced where possible unless appropriate replacement facilities are provided in a suitable alternative location.**

#### Policy Links

**Core Strategy Policy SC4:** Hierarchy of Settlements

**Core Strategy Policy BD1:** Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy EC4:** Sustainable Economic Growth

**Core Strategy Policy EC5:** City, Town, District and Local Centres

**Core Strategy Policy TR4:** Transport and Tourism



# Business

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

## BCC AAP Objectives

**Objective 2:** An attractive, inclusive and safe environment

**Objective 3:** Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

**Objective 5:** A thriving economy with new office developments, and a growth in innovative and creative industries through technological enhancements.

**Objective 6:** An enhanced higher education campus, with the University and College forming an integral part of the city centre.

## Background

**4.47** 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.

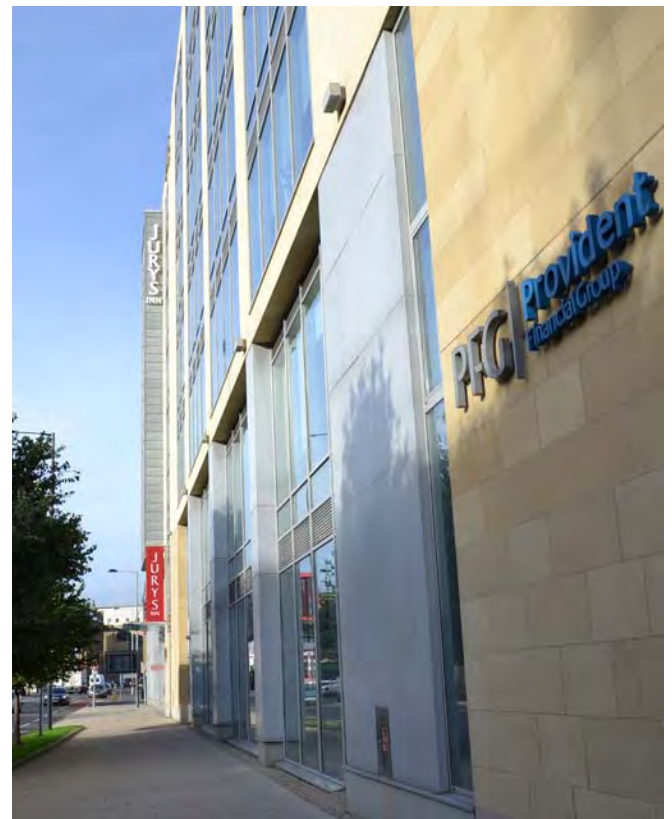
**4.48** As defined in the Core Strategy, Bradford is a Regional City within the Leeds City Region. Forecasts show that the main growth sectors in the city region are in the financial and business services, public administration, health and education; sectors which are mainly office based. However, historically 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 ‘No.1 City Park’ (Central Business and Leisure 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.

## City Working – A Profile

**4.49** The largest employers are spread across the District but are concentrated in the Bradford urban area but are largely absent from the city centre. However, the city centre is a major location in employment terms with 36,000 jobs which in one in six of all employee jobs in the District.

**4.50** Of the 36,000 people who work in the City Centre, approximately 96% work in Service Sector, which is significantly higher than the district average of 82.1. The City Centre Service Sector is dominated by Wholesale and Retail Trade, Administrative and Support Services, Public Administration, and Education, with Financial and Insurance and Human Health and Social Care also showing strongly.

**4.51** There are almost 1,800 businesses located in Bradford city centre accounting for almost one in nine businesses in the district. There are 86 manufacturing businesses accounting for 4.8% of all business units compared to 9.0% across the district as a whole. There are 473 retail business units accounting for 26.5% of all business units in the city centre compared to 25.5% across Bradford district. Business services has the



highest representation with 501 business units which is 28% of the city centre total and is higher than the district figure of 23.8%. Public administration accounts for 3% of all business units in the city centre which though small is over three times the district average.

**4.52** The city centre has 925,000m<sup>2</sup> of commercial and industrial rateable floorspace accounting for 13.5% of the district total. Retailing accounts for 261,000m<sup>2</sup> which is 32.3% of the district total while offices account for 292,000m<sup>2</sup> which is a third of all office space in the district.

**4.53** Average achievable office rents in Bradford at around £10 per sq ft. This is a relatively low figure compared to other cities in the region and far lower than that for Leeds (£26). Figures obtained by Bradford Council indicate that Grade A office rents in the district may be slightly higher at £12 / £12.50 with some out of town rents up to £16.50 per sq ft. The new headline city centre rent achieved in Bradford is £17.25 per sq ft by the new Southgate development.

### Economic Strategy

**4.54** The main economic focus of the Area Action Plan is to create the condition 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.

**4.55** 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.

**4.56** Bradford City Centre has seen extensive office development in recent years facilitating growth and employment in key sectors such as financial and business services industries. This has included both speculative schemes and pre-let, custom designed premises. Although the recent recession affected the number of office schemes commencing construction, further demand for Grade A office floorspace is anticipated within the plan period. Policy EC2 of the Core Strategy proposed that a further 135ha of developable employment land would be sought within the District within the plan period. With the aim of Bradford City Centre becoming the economic driver and the focus for Grade A office space within the District, a proposed target of 6,000 jobs through the delivery of office floorspace over the plan period.

**4.57** For the purposes of this policy, 'Employment space' refers to sites, premises and floorspace which are used, were last used or are allocated for employment uses that generally fall within Use Classes

B1-B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

**4.58** Where relevant under this policy, the council will expect applicants to submit evidence that the site has been adequately marketed for employment uses for a reasonably adequate period of time.

### Policy B1: Development of Employment Space

**A. Within the AAP boundary, development will be encouraged to include a proportion of office or other employment floorspace of a scale and type appropriate to the site and its context, except where land is allocated or designated specifically for other uses.**

**B. Development of employment space in Bradford City Centre will deliver:**

- 1. At least 6,000 jobs in net additional high quality office and flexible workspace over the plan period; and**
- 2. Continued office and flexible workspace development as part of the wider mix of uses in the centre.**

**C. Where there are existing office buildings that are vacant or underused by reason of their location or their ability to meet modern business needs, development involving the loss of existing office floorspace will be supported where it would contribute positively to the vitality and viability of the area.**

**D. Redevelopment or significant remodelling of the city centre's poorest quality office buildings will be encouraged in preference to conversion, potentially including some further intensification of use.**

### Policy Links

**Core Strategy Policy BD1:** The Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy EC1:** Creating a successful and competitive Bradford District economy within the Leeds City Region.

**Core Strategy Policy EC2:** Supporting Business and Jobs Creation

**Core Strategy Policy EC5:** City, Town, District and Local Centres

# Higher and Further Education

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

## BCC AAP Objectives

**Objective 3:** Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

**Objective 5:** A thriving economy with new office developments, and a growth in innovative and creative industries through technological enhancements.

**Objective 6:** An enhanced higher education campus, with the University and College forming an integral part of the city centre.

**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.

**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

**4.60** 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.

**4.61** 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.

**4.62** 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.



**4.63** In 2006, The University received £3.1 million of funding for a project named Ecoiversity. 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’.

**4.64** 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.

**4.65** 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.

**4.66** 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.

**4.67** In an effort to encourage the expansion of knowledge and skills development in the city centre, the Council will restrict major development of non-education related uses within the University and College campus area.

**4.68** There are some existing land uses within the campus area which do not meet the policy criteria. It is not the intention of the Council to prejudice the future of these uses or their operational needs.

### Policy ED1: Promotion of the Learning Quarter

**A. The Area Action Plan will support development within the Learning Quarter for the following uses:**

1. Educational Uses,
2. Student Residential Accommodation,
3. Business Uses, Leisure and Recreational Facilities, and
4. Primary / Secondary Education facilities
5. Research and Development

**B. If an application for a proposed development is not in support of any of the above provisions, the applicant must provide evidence to demonstrate the site is surplus to the requirements of the educational institutions within the Learning Quarter. The council will then consider the development of sites for the following uses:**

1. Residential
2. Supporting Community Provisions

#### Policy Links

**Core Strategy Policy BD1:** The Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy EC1:** Creating a successful and competitive Bradford District economy within the Leeds City Region

**Core Strategy Policy EC2:** Supporting Business and Jobs Creation

# Movement

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

## BCC AAP Objectives

**Objective 1:** A unique, high quality shopping and leisure experience reflecting the city's cultural mix.

**Objective 2:** An attractive, inclusive and safe environment

**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.

**Objective 8:** An enhanced natural environment with improved green infrastructure, water management and biodiversity.

## Background

**4.70** The Policies in this chapter all relate to movement in 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.

## Policy Context

**4.71** 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.

**4.72** The Leeds City Region Transport Strategy, which was approved in 2009, identifies that transport investment in the Leeds City Region is vital to facilitate economic recovery, helping to put in place the underlying conditions for economic competitiveness, and to meet increasing demand for travel that will stem from future growth. The Strategy aims to support the current economic and social roles and functions of key locations in the City Region, and to help stimulate and accommodate planned development and change.

**4.73** In 2014 the importance of transport to Leeds City Region's economy was further emphasised in the LCR Strategic Economic Plan. Under Priority 4: Developing the infrastructure for growth the Local Enterprise Partnership stated that it will work to create the improved connectivity and environment for development needed to realise the City Region's economic growth ambitions and deliver transformational change.

**4.74** The aspirations for economic growth stated in the above documents is also supported and widened by the West Yorkshire Local Transport Plan 2011 - 2026 which sets out three key objectives as follows:

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

**4.75** A 'Single Transport Plan' for West Yorkshire is currently in development which will provide an



overarching document that will encompass these various strategies, plans and programmes but will also provide further emphasis on the importance of high quality places to the sub region's economy, regeneration and to the quality of life of its citizens.

### Walking, Cycling and Public Realm

**4.76** A key part of effective pedestrian and cycle movement across the city centre is a high quality, accessible and legible public realm. 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.

**4.77** 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.

**4.78** 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 Shopping and Markets area as part of the "Connecting the City" and Heritage Streets projects. 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.

**4.79** 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.

**4.80** The Council will support a flexible and innovative approach to public realm improvements to assist in the delivery of key infrastructure, including technological improvement initiatives, (e.g. electric vehicle charging points, broadband improvements, Cloud, cycle hire points) and essential maintenance and enhancement of utilities.

**4.81** Attractive, accessible and safe pedestrian routes help to increase opportunities for walking, cycling and access to public transport. The Streetscape Design Manual identifies pedestrian priority areas based on the need to provide high quality pedestrian routes between a series of key city centre destinations and reflecting the areas for growth or regeneration identified in the Area Action Plan.

**4.82** After many years of decline the number of cyclists using the city centre (in peak hours at least) is beginning to increase and it is important that they are able to move safely and efficiently and have appropriate facilities when they arrive.



**4.83** All development proposals within the City Centre will be expected to contribute to and aid in the delivery of the key routes set out in Policy M1.

**4.84** The detailed design of any development proposal and the potential impacts upon public realm will be assessed against the guidance set out in the Streetscape Design Manual.

### Policy M1: Walking, Cycling and Public Realm

**A.** The Council will promote walking and cycling activity and accessibility in the AAP area through requiring all new developments in the city centre to incorporate a range of measures which will encourage a modal shift away from the car, such as:

1. Facilitating pedestrian movement between key locations (including those in the hinterland of the City Centre) and public transport facilities through appropriate design, location and access arrangements.
2. Creating more direct, safe and secure pedestrian and cycle links through improved lighting, the use of surface level crossings, wider pavements, cycle lanes and advanced stop lines etc.
3. Using opportunities provided by development to redesign the road space to provide a greater focus on pedestrian and cycle movement.
4. Ensuring that new development provides activity at street level through active frontages in accordance with the AAP Policy CL3.
5. Ensuring that new development addresses the needs for all people to be able to access and use facilities.
6. Ensuring that new development makes provision for cycle facilities such as cycle parking; kit lockers; changing facilities and showers.

**B.** The Council will also actively promote new and enhanced specific key walking and cycling routes within and across the City Centre. The priority routes include:

1. Ongoing Heritage Streets Improvement
2. Improved pedestrian and cycle linkages between Bradford Interchange and Bradford Forster Square Railway Stations and thence to the Bradford - Shipley Greenway
3. City Connect Cycle Route
4. Linkages to the existing Living Street and a future Bradford West Cycle Route (via Thornton Road)

Where viable and feasible to do so, all development proposals within the city centre will be expected to contribute to and aid in the delivery of these transport improvements.

#### Policy Links

**Core Strategy Policy SC6:** Green Infrastructure

**Core Strategy Policy BD1:** The Regional City of Bradford including Shipley and Lower Baildon

**Core Strategy Policy TR1:** Travel Reduction and Modal Shift

**Core Strategy Policy TR3:** Public Transport, Cycling and Walking

**Core Strategy Policy TR4:** Transport and Tourism

**Core Strategy Policy TR5:** Improving Connectivity and Accessibility

**Core Strategy Policy DS4:** Streets and Movement



## Public Transport Services and Infrastructure

4.85 Many bus services from across the District and beyond currently enjoy good penetration into the city centre dropping people off close to employment, shops and facilities. The Interchange allows for changeovers between buses, coaches, trains and taxis, 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 although maps showing the services using each stop are in many bus shelters. The changes in levels between the upper and lower concourses of the Interchange also pose problems for travellers use both rail and bus transport.

4.86 The city's two main train stations can appear to be a little detached from the city centre proper and from each other, do not currently provide attractive gateways, and do not reflect the true scale and importance of the city and wider District. Also the Interchange and Forster Square Station buildings are considered to be dated and perceived to have access and safety problems.

4.87 Bus and rail patronage on journeys into the City Centre is increasing and it will be important to provide services and facilities that encourage that trend to continue.

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





### Policy M2: Public Transport Services and Infrastructure (including Taxis)

The Council will support the provision of the following public transport improvements:

- A. Priority will be given to public transport over other motorised vehicles wherever feasible through the provision of traffic signal priority to buses and the provision and enforcement of bus lanes and gates,
- B. Higher quality and more frequent services into, out of and around the centre.
- C. Bus services and routes to bring passengers into the city centre from any future park and ride facilities that prove to be feasible.
- D. Improved bus infrastructure to include new and enhanced shelters, real time information, clearway markings, lighting etc
- E. The redevelopment of Bradford Interchange and Forster Square Station to improve the attractiveness of public transport. This is likely to involve better integration between buses, 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 as set out in the Bradford Interchange and Forster Square Station Masterplans currently in development.
- F. Provision of high quality and safe taxi ranks available during day and night times and inclusion of taxi pull in zones at new developments.

Where viable and feasible to do so, all development proposals within the city centre will be expected to contribute to and aid in the delivery of these transport improvements.

#### Policy Links

**Core Strategy Policy TR1:** Travel Reduction and Modal Shift

**Core Strategy Policy TR3:** Public Transport, Cycling and Walking

**Core Strategy Policy TR4:** Transport and Tourism

**Core Strategy Policy TR5:** Improving Connectivity and Accessibility

**Core Strategy Policy DS4:** Streets and Movement

## Traffic, Highways and Parking

**4.89** The levels of traffic on existing roads cause problems of congestion and pollution much of the day but especially during peak travelling hours. The amount of traffic using roads into and out of the centre could grow rather than reduce due to the current levels of development interest though the policies relating to walking, cycling and public transport will be important in mitigating against general traffic growth. Problems for users are therefore likely to increase unless existing road transport problems can be solved or modal shift encouraged.

**4.90** The traffic problems within the City Centre do, to some extent, result from the poor quality of the northern and western side of Bradford's Outer Ring Road which means that the route through City Centre is often quicker and thus more attractive. A key issue, therefore, is the improvement of a number of Outer Ring Road junctions which would then allow more priority to be given to other modes in the City Centre itself and also improve safety for all users. These improvements would also support the delivery of the

proposed Westgate to Thornton Road Link which will, in turn, help facilitate the regeneration of the Westgate and Goitside areas

**4.91** Even with the proposed highway improvements in place, a significant amount of motorised traffic will inevitably remain in the City Centre due to the following factors:

- access requirements to businesses and services by both individuals and freight carriers
- the presence of a wide range of parking facilities serving the City Centre

**4.92** Parking provision in the city centre consists of public multi storey car parks, surface car parks and on street parking as well as private residential and non residential 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.

**4.93** 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 many of the surface car parks are likely to be subject to development interest. A parking study is being undertaken which will inform a future parking strategy for the City Centre

4.94 In the context of the above it will be essential that the residual traffic is managed effectively both when on the move and when parked. This will be achieved through the policies outlined below.

### Policy M3: Traffic, Highways and Parking

#### TRAFFIC AND HIGHWAYS

The following specific transport improvement schemes will be supported:

- A. Westgate – Thornton Road Link
- B. Croft Street / Britannia Street Signal Improvements
- C. Reintroduction of traffic restrictions between Church Bank and New Cheapside
- D. City Centre Car Parks Variable Message Signing
- E. A city centre 20mph zone
- F. Hall Ings Improvements

In addition to the above further enhancements will be made to the Urban Traffic Control system in the City Centre as opportunities arise through new technology. See Figure 19 in Appendix E for a map detailing the transport improvement schemes.

The highway asset within the City Centre will be maintained and improved in accordance with the West Yorkshire Highways Asset Management Plan.

Where viable and feasible to do so, all development proposals within the city centre will be expected to contribute to and aid in the delivery of these transport improvements.

#### PARKING STANDARDS

The Parking Standards Schedule in Appendix 4 of the Core Strategy set out car parking standards and minimum cycle parking and disabled car parking standards for new development in Bradford. Specific highways guidance for proposed site allocations can be found within the supporting allocation statement and will be informed by the Transport Study.

#### RESIDENTIAL CAR PARKING

An appropriate level of new residential car parking, which may include on-street parking solutions, will be acceptable in the city centre where it is properly integrated into the broader design of the development or the existing street scene. Developments of new homes that provide fewer car parking spaces than the standard and car-free residential developments will be acceptable where they are consistent with the Core Strategy and Car Parking Strategy. Specific guidance on car parking provision within Allocated Sites is supplied within the allocation statements.

#### DESIGN OF CAR PARKING IN BRADFORD CITY CENTRE

All parking associated with new developments, including on-street and off-street provision, should be finished to a high standard of design that incorporates appropriate landscape treatments, including green infrastructure, and preserves or enhances its context. The inclusion of appropriate security measures fully integrated into the design of the proposed development will be encouraged.

The form of new parking provision should support the character and quality of the city centre and should use land efficiently. This means accommodating it at basement level, in courtyards, multi-storey structures or on-street rather than in large surface level car parks.

#### Policy Links

Core Strategy Policy TR1: Travel Reduction and Modal Shift

Core Strategy Policy TR2: Parking Policy

Core Strategy Policy TR3: Public Transport, Cycling and Walking

Core Strategy Policy TR5: Improving Connectivity and Accessibility

Core Strategy Policy TR7: Transport Investment and Management Priorities

Core Strategy Policy DS4: Streets and Movement

## Air Quality and Carbon Management

4.95 The Council is committed to improving air quality in urban areas of Bradford through vehicle emission reduction activity, while simultaneously securing CO<sub>2</sub> benefits where possible.

4.96 The Council's primary policy vehicle to deliver this improvement in air quality will be the Bradford Low Emissions Strategy (LES). The LES builds upon measures outlined in The West Yorkshire Transport Plan (LTP3), and focuses on activity to cost effectively reduce the emissions of the residual vehicles on the road. LTP 3 seeks to make progress towards a low carbon transport system and enhance people's quality of life through enhancements to the sustainable transport network, improved connectivity and promoting choice in travel modes, resulting in a shift to alternative mode of travel including walking, cycling and public transport, whilst implementing complementary demand management measure to encourage less car use.

4.97 The Low Emissions Strategy also sets out a development management planning guidance.

### Policy Links

**Core Strategy Policy TR1:** Travel Reduction and Modal Shift

**Core Strategy Policy SC2:** Climate Change and Resource Use

**Core Strategy Policy EN8:** Environmental Protection

4.98 A transport study of the City Centre has been conducted to assess the current state of the existing transport network and also to highlight the transport improvements necessary for the AAP strategic objectives and site specific allocations. This is to help ensure AAP proposals do not have an adverse impact upon the City Centre transport network. The resulting identified transport improvements have been stipulated

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

4.99 It is however anticipated that many areas of the city will become available for regeneration and redevelopment over the life of the AAP. Regeneration may include development of underused land i.e. 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 i.e. the public realm.

### Policy M4: Impact of new development upon the transport network

**Proposals and developments introduced by other parts of this plan such as City Living, Office and Employment or Shopping and Leisure should include proposals for improving pedestrian and vehicular movement as appropriate. 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.**

**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.**

### Policy Links

**Core Strategy Policy TR1:** Travel Reduction and Model Shift

**Core Strategy Policy TR3:** Public Transport, Cycling and Walking

**Core Strategy Policy TR5:** Improving Connectivity and Accessibility



## New Transport Technologies

**4.100** 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.

**4.101** 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.

### Policy M5: Biodiversity in the City Centre

The Council will support the delivery of the Key Interventions put forward in the Ecological Assessment for Shipley – Canal Road Corridor and City Centre Area Actions Plans (2014). These key interventions will be the priority ecology projects for delivery of the course of the plan period:

- A. The Butterfly Express
- B. The Nectar Highway
- F. The Canal Road Greenway
- H. Urban Oasis

Where viable and feasible to do so, all development proposals within the city centre will be expected to contribute to and aid in the delivery of these transport improvements.

#### Policy Links

**Core Strategy Sub Area Policy BD1:** Regional City of Bradford including Shipley and Lower Baildon.

**Core Strategy Policy EN2:** Biodiversity and Geodiversity

**Core Strategy Policy SC1:** Overall Approach and Key Spatial Priorities

**Core Strategy Policy SC4:** Hierarchy of Settlements

**Core Strategy SC6:** Green Infrastructure

## Green Infrastructure

**4.102** In 2014, consultants Gillespies were commissioned by the Council to undertake a Green Infrastructure (GI) Study to assess the existing and future potential of green infrastructure within the City Centre.

**4.103** This Green Infrastructure study is now complete and form an integral part of Bradford Local Plan, informing policies and proposals to be contained in the

City Centre Area Action Plan ensuring that growth is delivered in a sustainable way with advance planning for Green Infrastructure provision.

**4.104** The GI Study has developed a long term vision and strategic framework to support the delivery of GI across the City Centre, identifying any issues of implementation including issues relating to delivery and funding, enabling the economic value of GI assets to be incorporated into the decision making process.

### Policy M6: Green / Blue Infrastructure and Open Space within the City Centre

The Council will support the delivery of the Key Interventions put forward in the City Centre Green Infrastructure Study (2014). These Key Interventions will be the priority green infrastructures projects for delivery of the course of the plan period.

The map below sets out the Green Infrastructure Key Interventions. These focus around the theme of 'Greening the Grey' and cover 5 Key Interventions:

- A. Green Streets and Gateways;
- B. Green Roofs and Walls;
- C. Habitat Highways;
- D. Boundary Treatments;
- E. Temporary Treatments;
- F. Key Green Spaces;
- G. Green / Blue Links
- H. Legibility and Links

Where viable and feasible to do so, all development proposals within the City Centre will be expected to contribute to and aid in the delivery of the Green Infrastructure Key Interventions.

#### Policy Links

**Core Strategy Policy SC2:** Climate Change and Resource Use

**Core Strategy Policy SC6:** Green Infrastructure

**Core Strategy Sub Area Policy BD1:** Regional City of Bradford including Shipley and Lower Baildon.

**Core Strategy Sub Area Policy BD2:** Regional City of Bradford including Shipley and Lower Baildon.

**Policy EN1:** Protection and improvements in provision of open space and recreation facilities

**Core Strategy Policy EN2:** Biodiversity and Geodiversity

**Core Strategy Policy DS2:** Working with the Landscape

Figure 17: Green / Blue Infrastructure Indicative Map



# Built Form

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

## BCC AAP Objectives

**Objective 3:** Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design.

## Background

**4.106** Bradford has a rich architectural legacy reflecting its social history and development. 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.

**4.107** 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 somewhat fragmented and disjointed in its architectural form.

## Key Issues

**4.108** National, regional 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.

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

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

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

**4.112** The Bradford City Centre Design Guide (2007) sets out design guidance for new development in the city centre. It seeks to:

1. Repair the historic areas with new development relating to the existing context;
2. Reinvent a new type of character in the areas where the historic character has been lost;
3. Locate tall buildings on the edge of the city centre in the valley bottom;
4. Encourage new contemporary design rather than copies of historical architectural styles.

## Bradford City Centre Design Guide

**4.113** The City Centre Design Guide Addendum was completed in January 2015 and provides an update and enhancement of the principles set out in the City Centre Design Guide (2006). The Addendum sets out 7 key design principles and will guide developments in the City Centre:

1. Create a **pleasant walkable** City Centre with a permeable network of streets, squares and public spaces;
2. Create a City Centre that **bustles with life** and where buildings spill their activities on to the streets;
3. Create an **attractive public realm** made up of well-proportioned streets and public spaces;
4. Respect the height and massing of historic parts of Bradford while creating opportunities for landmarks and a **dramatic townscape** elsewhere.
5. Promote the **highest quality of contemporary design** in a way that **respects the historic landscape** of the city;

6. Create a stronger hierarchy of streets each with a **distinctive character**;
7. Create a **lively diverse** City Centre with a critical mass of residents and activities.

**4.114** The Addendum also sets out detailed design guidance for each neighbourhood area, covering both built form and the public realm and promotes the development of distinctive neighbourhoods.

**4.115** A detailed urban design guidance document Bradford City Centre Design Guide Addendum has been produced to support the City Centre Area Action Plan (AAP) and will therefore become a material consideration in planning applications upon adoption of

the AAP. The guidance has expanded these principles and demonstrates how the urban design emphasis should be placed in respect of key pedestrian routes, city spaces, major areas of change and other key sites. Some areas of change, due to their extent and character will require the application of both restored and reinvented city concepts, in combination with the City Centre Design Guide (2006).

**4.116** The Council will also ensure they work in partnership with key organisations including Historic England 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.

### Policy BF1: The Nature of the Built Form

**Development proposals should be of high quality design, respect the site and its setting, and enhance the character and local distinctiveness of the City Centre. Proposals will be expected to accord with the Bradford City Centre Design Guide and Addendum, the Neighbourhood Spatial Frameworks and Proposal Statements, and any other relevant policy or guidance.**

**Proposals should:**

- A. Enhance the street network by ensuring that large developments are well connected to existing streets, that urban blocks are kept small, that new routes and spaces are in the public not the private realm, and that they are designed to have pedestrian priority.**
- B. Animate the public realm by ensuring that the primary elevations of new buildings face onto the street, that blank and uninteresting elevations are avoided, and that buildings present active frontages at ground floor level.**
- C. Provide enclosure to the public realm by ensuring that the primary elevations of buildings follow the building line and that they are of a height which is appropriate to the character of the street or space.**
- D. Create new city centre landmarks by taking the opportunity to design ‘star’ buildings in prominent locations and where new important public buildings are proposed.**
- E. Achieve good quality design by being appropriate to its context in terms of urban grain, height and massing, roofscape, materials and appearance. Contemporary design approaches will be encouraged.**
- F. Preserve and enhance the character, appearance and setting of the City Centre’s heritage assets by having suitable regard to the adopted Conservation Area Appraisals and Listed Building Statements.**
- G. Support the vitality and diversity of the city centre by optimising the potential of the site to accommodate development and being of an appropriate scale and density.**

#### Policy Links

- Core Strategy Policy SC6:** Green Infrastructure
- Core Strategy Policy SC9:** Making Great Places
- Core Strategy Policy HO6:** Maximising Use of PDL
- Core Strategy Policy HO9:** Housing Quality
- Core Strategy Policy EN3:** Historic Environment
- Core Strategy Policy EN4:** Landscape
- Core Strategy Policy DS1:** Achieving Good Design
- Core Strategy Policy DS2:** Working with the Landscape
- Core Strategy Policy DS3:** Urban Character
- Core Strategy Policy DS4:** Streets and Movement
- Core Strategy Policy DS5:** Safe and Inclusive Places

## Tall Buildings

**4.117** Proposals for tall buildings are coming forward in greater numbers than for some time. High density residential schemes are being promoted to meet acute housing shortages caused primarily through a demographic trend of rapid population growth. At the same time, ‘landmark’ office schemes are being promoted to meet the needs of global businesses, seeking prestigious, high quality office floor space in attractive city centre locations. These two factors, coupled with the Government’s desire to achieve a greater proportion of new development on brownfield sites, is placing pressure on the system to achieve higher density schemes in urban areas than ever before. The pressure to ‘build up’ is likely to increase.

**4.118** It is therefore important that the impact of tall buildings is critically assessed through the planning

process and that only proposals which pass a rigorous examination are put forward for approval. There is a particular need to strengthen the protection afforded to 5 Conservation Areas and numerous heritage assets within Bradford City Centre in terms of siting of tall buildings and their detailed design.

**4.119** The Council defines a ‘tall building’ in terms of how it relates to the surrounding buildings, rather than stipulating an exact height or number of floors / storeys. If the proposed building is significantly taller than the buildings surrounding the site or within a proximity of existing buildings in which their setting may be affected, the applicant will be expected to demonstrate how the proposal complies with Policy BF2: Tall Buildings.

### Policy BF2: Tall Buildings

**Tall buildings will be encouraged which satisfy the criteria below and demonstrate a high standard of design as set out in Policy BF1, City Centre Design Guide and Addendum, and the Neighbourhood Spatial Frameworks.**

**All proposals for tall buildings should be designed and sited to:**

- A. Have a positive relationship with the surrounding context, including the scale of buildings in historic areas and the natural ‘bowl’ topography of the city centre;**
- B. Respect and/or enhance the skyline, key views, vistas and landmarks;**
- C. Treat the top of the building as a positive feature and an integral part of the overall design;**
- D. Positively address the public realm and create a human scale environment at the ground floor and podium level of the building;**
- E. Be of the highest quality in terms of architecture and materials;**
- F. Not produce any adverse microclimatic effects in terms of wind and shading;**
- G. Provide well designed entrances and internal and external environments and where appropriate provide public facilities and spaces;**
- H. Accord with the requirements of other relevant policies and guidance.**

**A tall building statement which addresses the above will be required to accompany all planning applications that include a tall building. This should include accurate photo-realistic visualisations and 3D massing information of the proposal in its context.**

#### Policy Links

- Core Strategy Policy SC9:** Making Great Places
- Core Strategy Policy HO9:** Housing Quality
- Core Strategy Policy EN3:** Historic Environment
- Core Strategy Policy DS1:** Achieving Good Design
- Core Strategy Policy DS2:** Working with the Landscape
- Core Strategy Policy DS3:** Urban Character
- Core Strategy Policy DS4:** Streets and Movement
- Core Strategy Policy DS5:** Safe and Inclusive Places



## Environment

**4.120** Environmental issues can take many forms and include: pollution of water, air or land; and pollution through noise, dust, vibration, smell, light, heat or radiation. These issues may also have an impact on health and wellbeing. Within city centres, such issues can be amplified due to the higher density of development, concentration of vehicles and relatively

fewer green and blue spaces, unless they are well controlled through suitable mitigation.

**4.121** Having regard to these issues new development must be designed to minimise environmental impacts within the city centre and ensure that any impacts such as air quality and noise are appropriately considered and mitigated. Schemes will also need to have regard to the wider policies in the Local Plan.

### Policy BF3: Built Form and the Environment

**New development must be designed to minimise environmental impact within the city centre and ensure that any impacts of pollution are appropriately considered and mitigated. In doing so new development schemes (including conversions and changes of use where appropriate) must ensure that:**

- A. all construction and demolition schemes adhere to a construction environmental management plan which must be submitted to and approved by the council before works commence. The CEMP must specify how the developer will mitigate noise and dust emissions from the works**
  - B. all opportunities to connect to implement renewable energy generation have been explored and included as part of new development unless shown to be unviable or inappropriate**
  - C. ground contamination needs have been assessed and remediated using the Environment Agency Model Procedures for the Management of Land Contamination (CLR11)**
  - D. proposals for site investigation and remediation schemes (where appropriate) utilise appropriate risk assessment and are approved by the Council in advance of development. Such measures should ensure that sites are ‘fit for purpose’**
  - E. new residential and commercial development schemes and the introduction of fixed plant machinery have been designed to meet internal and external noise levels specified in BS4142 and BS 8223, or subsequent replacement standards**
  - F. appropriate odour extraction systems are incorporated where the sale / preparation / consumption of food takes place within the relevant buildings**
  - G. appropriate consideration has been given to the Bradford Air Quality Action Plan (or replacement guidance) and necessary mitigation measures incorporated into schemes**
  - H. have regard to other relevant policies within this City Centre AAP and its supporting documentation**
- All new major development proposals must submit evidence of the feasibility of prior extraction of productive surface coal reserves. Any feasible prior mineral extraction will be expected to be followed by full remediation of the site.**

#### Policy Links

- Core Strategy Policy SC9: Making Great Places**
- Core Strategy Policy HO6: Maximising Use of PDL**
- Core Strategy Policy HO9: Housing Quality**
- Core Strategy Policy EN3: Historic Environment**
- Core Strategy Policy EN6: Energy**
- Core Strategy Policy EN8: Environmental Protection**
- Core Strategy Policy EN11: Sand, Gravel, Fireclay and Hydrocarbons**
- Core Strategy Policy DS1: Achieving Good Design**
- Core Strategy Policy DS3: Urban Character**

## Heritage

**4.122** The City Centre contains many important historic buildings and spaces. These make a considerable contribution to the character, quality and appearance of large parts of the City Centre, thus helping to make the City Centre an attractive place.

**4.123** Government planning policy contained the National Planning Policy Framework (NPPF) states that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance. Heritage assets are those buildings, monuments, places, areas or landscapes which are important because of their historic, archaeological, architectural or artistic interest.

**4.124** The heritage assets with the most significance are known as nationally designated heritage assets and include Listed Buildings and Conservation Areas. These nationally designated heritage assets are protected by national legislation set out in various Acts of Parliament. The City Centre contains a number of nationally designated heritage assets including:

- Over 100 Listed Buildings or groups of buildings
- 5 Conservation Areas which are located partly or entirely within the AAP area.

**4.125** Along with the nationally designated heritage assets there are local heritage assets which also have a degree of archaeological, architectural, or historic significance. The NPPF indicates that the presence of such a heritage asset should be considered as part of any development proposals. Within this category the Council has a List of Locally Important Buildings and within the City Centre. Other local heritage assets may become apparent as different developments are proposed in the City Centre and the Council will assist developers in identifying such assets at the earliest opportunity in the planning process.

**4.126** As there are nationally designated and local heritage assets across the entire District, including the Town Centre, their protection and conservation is covered by Policies EN3, EN4, DS3, SC1, BD1, BD2, and TR4 of the Bradford Local Plan: Core Strategy . The Bradford Local Plan: Core Strategy also sets out a proactive strategy for the conservation and enhancement of the historic environment, to which the AAP will contribute. The Council is also producing a series of Conservation Area Appraisals which will provide further information and advice about the special interest of each Conservation Area and their management.



## District Heat Networks

**4.127** Many areas of Bradford, including the City Centre, have the density necessary to support district heating networks and there are public buildings that could provide anchor loads for such networks.

**4.128** In 2010 Bradford Council agreed to reduce its carbon emission from its own activities and for the District by 40% by 2020. The Council also agreed a target of 20% for energy for delivery of its own functions to come from renewable sources. Development of District Heat Networks alongside other renewable energy initiatives would help the Council achieve these targets. The Council has already working on investing in a City Centre based District Heat Network supplying low carbon heat to 20 buildings on commercial terms including 9 civic buildings and 11 social housing tower blocks.

**4.129** Development proposals within the city centre may have the opportunity for a variety of district heating network formats, depending on site characteristics. These opportunities could be either developing an on-site district heating network, or developing an on and off-site district heating network with neighbouring building occupiers.

**4.130** Where district heating is not yet available, it is expected that new development would include, where feasible, communal heating infrastructure suitable for connection to future networks. The mixture of uses and high density nature of the existing development within the central Bradford area may mean that there are potential sources of heat lying close to or adjacent to any given site that could supply it with heat.

**4.131** Development will be expected to explore opportunities to share heat resources with adjoining development or to connect to existing district heating networks. Proposals that would generate waste heat, such as heat from industrial plant, are encouraged to incorporate infrastructure within sites and buildings to capture and reuse the waste heat within the development and/or supply to an existing or future district heating network in the area.



### Policy BF4: District Heat Networks

**A. Proposals for development that would require heating will be expected to demonstrate that account has been taken of potential opportunities to source heat from adjoining development or nearby heating networks.**

**B. Proposals that would generate waste heat will be encouraged to incorporate infrastructure to capture its waste heat for reuse and/or to supply existing or future heat networks in the City Centre and/or the adjacent areas.**

#### Policy Links

**Core Strategy Policy SC9:** Making Great Places

**Core Strategy Policy HO9:** Housing Quality

**Core Strategy Policy EN6:** Energy

**Core Strategy Policy EN8:** Environmental Protection

**Core Strategy Policy DS1:** Achieving Good Design



SECTION FOUR

# IMPLEMENTATION & DELIVERY



## SECTION FOUR

# IMPLEMENTATION & DELIVERY

### Background

**4.132** The success of this AAP will primarily be measured against whether the vision for the area is achieved. It is important, therefore, that proposals in this Plan are both deliverable and viable within the Plan timeframe. The Council has set out the infrastructure improvements needed to support the regeneration of Bradford City Centre in Infrastructure Delivery Plan. Delivery of the AAP proposals are, however, dependent on a number of factors including economic growth, commercial interest, site constraints, development costs, the amount of investment received from partners and availability of public sector funding.

**4.133** The Infrastructure Delivery Plan sets the key projects for each infrastructure type to be delivered over the development plan period (2015 - 2030). However, as new

priorities are identified, the Infrastructure Delivery Plan may need to be adjusted and must be seen as a “working document” in order to maintain its effectiveness.

**4.134** The Council has worked in partnership with a wide range of stakeholders in the production of the Area Action Plan will continue to work with key stakeholders in delivering the objectives of the AAP. The AAP provides the necessary framework for co-ordinating investment and action across all partners.

**4.135** The Council is prepared to use compulsory purchase powers where necessary, in circumstances where the applicant (Landowner / Developer) has secured adequate funding to support the compulsory purchase. The Council will also use its own land to support projects, which may include selling sites to developers.

### Infrastructure Requirements

**4.136** An Infrastructure Delivery Schedule (IDS) which forms part of the AAP Local Infrastructure Plan has been produced to establish what infrastructure is required to support development in the city centre and how it will be provided.

**4.137** The Infrastructure Delivery Schedule identifies the key projects for each infrastructure type to be delivered over the development plan period (2015 - 2030). However, as new priorities are identified, the Local Infrastructure Plan may need to be updated and must be seen as a “working document” in order to maintain its effectiveness. The LIP will be reviewed and updated as necessary.

**4.138** The policies and Site Allocations in the AAP alongside the other mechanisms set out in this section will help to secure the delivery of key infrastructure.

## Developer Contributions

4.139 CIL and Section 106 Agreements are both important tools the Council will use to help bring forward the infrastructure necessary to support the development set out in the AAP.

4.140 Other than affordable and site specific measures required to make a development acceptable, all developer contributions will be collected through the Community Structure Levy.

4.141 'Core Strategy Policy ID3 – Developer Contributions' will be the primary mechanism for securing developer contributions through the CIL Charging Schedule and S106 Agreements.

4.142 Developer contributions are unlikely to be able to support all the infrastructure requirements necessary to deliver sustainable development in the Corridor. The AAP will provide the tool to bid for future funding streams required to deliver more strategic infrastructure. Core Strategy Policy ID8 – 'Regeneration Funding and Delivery' puts forward a number of alternative funding mechanisms which may be used in the delivery of the Area Action Plan.

## Viability and Delivery

4.143 The NPPF requires careful attention to viability and deliverability in plan-making. The AAP has been informed by a Viability Assessment.

4.144 There are a number of potential funding and delivery mechanisms and opportunities that the Council will utilise to ensure delivery of the AAP. In accordance with Core Strategy policy ID8 the AAP will consider other innovative delivery tools to promote and incentivise growth in the Corridor.

## The Council as Landowner

4.145 The Council with its partners will take a proactive role in facilitating, development and associated infrastructure as set out in Core Strategy Policy ID5. The Council has interests in and ownership of some land within the AAP area. These assets and interests will be utilised in a way that enables it to meet its regeneration and development aims and to deliver the objectives of the AAP.

## Estimated Delivery

4.146 The following table sets out a Delivery Plan indicating the indicative delivery timescales, for each of the proposals in the AAP. The broad timescales included are indicative and subject to change following development of detailed schemes. Sites that are indicated in the first five years are either those which have a live planning permission or otherwise where developer or landowner intentions are known. Those programmed for the 5-10 year period are those sites where the Council is confident that the land will come forward for development, but where there is either some known constraint, such as land assembly that first needs to be addressed, or currently no developer interest. Those indicated for the 10-15 year period are those which may require complex land assembly, public funding or awaiting a projected upturn in land values.



**Table 1: Proposed Allocations Planning and Delivery**

Site Allocation	Proposal	Development Threshold	Estimate delivery
<b>Southern Gateway</b>			
<b>SG/1.1: Clifford Street Car Park</b>	Residential	200 – 250 residential units	2020 - 2025
<b>SG/1.2: Britannia Mill and Car Park</b>	Swimming Pool Site	25 metre swimming pool and sports leisure complex	2015 - 2020
<b>SG/1.3: Britannia Street Car Park and City Fabrications Site</b>	Station Improvements	N/A	2020 - 2025
<b>Central Business and Leisure District</b>			
<b>B/1.1: Sharpe Street Car Park</b>	Cultural Expansion Zone		2025 - 2030
<b>B/1.2: No.1 City Park</b>	Office	Grade A (B1) Office Space	2020 - 2025
<b>B/1.3: One Public Estate Site</b>	Office	Grade A (B1) Office Space	2020 - 2025
<b>B/1.4: Exchange Court</b>	Office / Residential		2020 - 2025
<b>B/1.5: Former Yorkshire Water Depot</b>	Leisure led mixed use	Mixed Use with 400 residential units.	2020 - 2025
<b>B/1.6: Former Bradford Odeon</b>	Leisure / Office led mixed use		2015 - 2020
<b>Goitside</b>			
<b>V/1.1: Former Provident Financial Headquarters</b>	Residential	400 residential units	2020 – 2025
<b>V/1.2: Former Gas Works and Foundry, Thornton Road / Listerhills Road</b>	Residential led mixed use	400 residential units	2020 – 2025
<b>V/1.3: Globus Textiles, Listerhills Road / Smith Street / Longside Lane</b>	Residential led mixed use	200 residential units	2020 – 2025
<b>V/1.4: Wigan Street Car Park</b>	Residential	120 residential units	2020 – 2025
<b>V/1.5: Former Yorkshire Stone Yard and Mill, Thornton Road / Lower Grattan Road</b>	Residential	80 residential units	2020 – 2025
<b>V/1.6: Former Bee Hive Mills, Smith Street</b>	Residential	220 residential units	2020 – 2025
<b>V/1.7: Vacant Site South of Sunbridge Road, bounded by Tetley Street and Fulton Street</b>	Residential led mixed use	80 residential units	2020 – 2025
<b>V/1.8: Car Sales / Filling Station Site, Thornton Road</b>	Residential led mixed use	230 residential units	2020 – 2025
<b>V/1.9: Sunwin House, Godwin Street / Sunbridge Road</b>	Residential / Office / Leisure / Retail		2020 – 2025
<b>V/1.10: Thornton Road / Water Lane</b>	Residential	100 residential units	2020 – 2025

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Site Allocation	Proposal	Expected Development	Estimate delivery
<b>The Market</b>			
<b>M/1.1: Car Park, Simes Street</b>	Residential led mixed use	200 residential units	2020 – 2025
<b>M/1.2: Car Park on Site of Former Carlton Grammar School, Grammar School Street</b>	Residential	100 residential units	2020 – 2025
<b>M/1.3: Stone Street Car Park</b>	Residential	20 residential units	2020 – 2025
<b>M/1.4: Former Yorkshire Building Society Head Quarters, High Point, New John Street</b>	Residential led mixed use	80 residential units	2020 – 2025
<b>M/1.5: Former Tetley Street Shed, Tetley Street</b>	Residential led mixed use	100 residential units	2020 – 2025
<b>Little Germany and Cathedral Quarter</b>			
<b>CH/1.1: Area East of Valley Road</b>	Residential	600 residential units	2025 – 2030
<b>CH/1.2: Former Royal Mail Sorting Office</b>	Leisure led mixed use		2015 – 2020
<b>CH/1.3: Cathedral Quarter Phase 1</b>	Residential	100 residential units	2020 – 2025
<b>CH/1.4: Cathedral Quarter Phase 2</b>	Residential	200 residential units	2020 – 2025
<b>CH/1.5: Burnett Street Car Park</b>	Residential	50 residential units	2020 – 2025
<b>CH/1.6: Olicana House, Chapel Street</b>	Residential	20 residential units	2015 – 2020
<b>CH/1.7: East Parade Car Park</b>	Residential	50 residential units	2020 – 2025
<b>CH/1.8: Land West of Wharf Street</b>	Residential	50 residential units	2025 – 2030
<b>CH/1.9: Vacant Plot bounded by Church Bank, Vicar Lane and Currer Street</b>	Residential	20 residential units	2020 – 2025
<b>CH/1.10: Vacant Plot bounded by Church Bank, Peckover Street and Currer Street</b>	Residential	20 residential units	2020 – 2025
<b>CH/1.11: Gate Haus 2</b>	Residential	50 residential units	2020 – 2025
<b>CH/1.12: Conditioning House</b>	Residential Mixed Use	100 residential units	2020 – 2025
<b>CH/1.13: Midland Mills</b>	Residential Mixed Use	200 residential units	2020 – 2025
<b>LQ/1.1: University of Bradford Car Park, Longside Lane</b>	Education and ancillary uses		
<b>LQ/1.2: University of Bradford Car Park, Longside Lane / Shearbridge Road</b>	Education and ancillary uses		
<b>LQ/1.3: University of Bradford Car Park, Great Horton Road</b>	Education and ancillary uses		

## Monitoring Framework

**Table 2: Housing Monitoring Framework**

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND5(H)	Total houses completed, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing, by location within a settlement, allocation/windfall; for the District, DPD area and settlement. Corporate	AAP Objective	4	
		AAP Policy	CL1, CL2, CL3, CL4	For CL1, Achieving the total housing requirement of 3,500 new dwellings over the period to 2030.  For CL1 15% of housing completions are afford housing.
IND6(H)	Completed housing schemes, analysed by density and allocation/windfall.	Objective	4	
		Policy	CL1 and Allocations	For CL1 and Allocations, 90% of units on completed housing schemes are at a minimum density of 200dph.
IND7(H)	Remaining housing land supply, analysed against the housing requirement, the housing trajectory, and targets for DPD's, settlements, previously developed land, affordable housing; for the District, DPD area and settlement. Corporate	Objective	4	
		Policy	CL1	For CL1 15% of housing completions are afford housing.

**Table 3: Economy Monitoring Framework**

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND1(EJ)	Total employment jobs created, analysed against the employment requirement and the area targets.	Objective	1, 5	
		Policy	B1	Annual delivery of 6000 jobs
IND2(EJ)	Vitality and viability assessments of the hierarchy of centres.	Objective	1, 5	
		Policy	SL1, SL2, SL4	To meet the retail and leisure needs of the City Centre.

**Table 4: Transportation Monitoring Framework**

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND3(TM)	Modal split between different modes of transport.	Objective	7	
		Policy	M1, M2, M4, M6, SL3	All new developments meet accessibility standards or provide mitigating measures.
IND4(TM)	Modal split between different modes of transport.	Objective	7	
	Accessibility of new housing, employment and retail schemes by public transport.	Policy	M1, M2, M4, M6, SL3	To increase the proportion of trips made by sustainable modes to 41% (WY LTP target).

**Table 5: Environment Monitoring Framework**

REF	INDICATOR	TYPE	REFERENCE	TARGET
IND10(EV)	Number of sites identified of local nature conservation importance, and proportion of local sites where positive conservation has been or is being implemented.	Objective	8	
		Policy	M5	Net increase in the % of local sites where positive conservation management has been or is being implemented over each monitoring period.
IND13(EV)	Mega Watts (MW) of installed renewable energy and low carbon energy capacity, which required planning permission.	Objective	8	
		Policy	SCRC/CC2	A net increase in installed renewable and low carbon energy over each monitoring period.
IND14(EV)	Number of completed developments that met the requirements for surface water treatment.	Objective	8	
		Policy	CL2, BF2	A net increase in the number of completed developments that met the requirements for surface water treatment over each monitoring period.

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IND15(EV)	The fraction of mortality attributable to particulate air pollution over each monitoring period.	Objective	8	
		Policy	M4, BF2	A reduction in exposure to particulate air pollution, resulting in a reduction in the fraction of mortality attributable to air pollution over each monitoring period.
<b>REF</b>	<b>INDICATOR</b>	<b>TYPE</b>	<b>REFERENCE</b>	<b>TARGET</b>
IND16(EV)	Number of contaminated sites that have been remediated.	Objective	8	
		Policy	BF2	An increase in the number contaminated sites that have been remediated over each monitoring period.
IND17(EV)	Ecological status of rivers.	Objective	8	
		Policy	M5	No deterioration in the ecological status of water bodies over each monitoring period.



APPENDIX A:

# GLOSSARY & ACRONYMS





## 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.

**Annual Monitoring Report:** An annual assessment of the effectiveness of policies and proposals in the Local Plan, progress in preparing Development Plan Documents, and performance in the processing and determining of planning applications.

**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 Urban Area:** This area refers to the inner city areas and suburbs surrounding Bradford City Centre, Shipley and the area South of Baildon (Otley Road).

**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.

**Critical Infrastructure:** This is used to describe material assets that are essential for the functioning of

a society and economy. It is the framework of facilities, systems, sites and networks necessary for the functioning of the place and which we rely on in very aspect of our daily life. They generally come under the following areas: energy, food, water, transport, telecommunications, Government and public services, emergency services, health and finance.

**Density:** In relation to residential developments, a measurement of the number of dwellings per hectare. SHLAA Density Categories and Multipliers

**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
- Policies 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.

**Ecological Habitats Survey:** Refer to Appropriate Assessment

**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.

**Interim Strategy Statement (ISS):** An agreed statement adopted by the Leeds City Region Leaders Board to reconfirm the settlement network and principles for the location of development and key spatial investment priorities that were previously agreed in the Regional Spatial Strategy.

**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 Economic Assessment (LEA):** This report provides a common understanding of local economic conditions for Bradford and how they affect residents and businesses. It identifies the strengths and weaknesses of the local economy, establishes the local economic geography of Bradford and identifies the local constraints and risks to economic growth and employment. This study forms part of the Local Plan evidence base.

**Local Growth Centre (LGC):** These are towns and villages that provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas. These areas have been identified for local growth over the development plan period.

**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 Development Scheme (LDS):** The Local Development Scheme (LDS) is a three year rolling work programme which sets out the details, timescales and arrangements for producing Local Plan Documents

**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.

**Local Service Centre (LSC):** These are towns and villages that provide services and facilities that serve the needs of, and are accessible to, people living in the surrounding rural areas.

**Mineral Planning Guidance (MPG):** These set out the Government's policy on minerals and planning issues and provide advice and guidance to local authorities and the minerals industry on policies and the operation of the planning system with regard to minerals.

**Mineral Policy Statement (MPS):** These set out the Government's policy on minerals and planning issues and provide advice and guidance to local authorities and the minerals industry on policies and the operation of the planning system with regard to minerals.

**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.

**Neighbourhood Development Framework (NDF):** A document, usually prepared by consultants, taking forward ideas proposed in the Alsop Masterplan, identifying priority projects. They are a material consideration when determining planning applications. Four NDFs were prepared for The Bowl, The Channel,

The Market and The Valley and all were completed and the subject of public consultation in 2006.

**Neighbourhood Development Plan (NDP):**

Proposals under the Localism Act (2012) will allow Neighbourhood forums and parish councils to use new neighbourhood planning powers to establish general planning policies for the development and use of land in a neighbourhood. This will be known legally as a Neighbourhood Development Plan.

**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 Guidance (PPG):** 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.

**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.

**Publication Draft:** The publication stage plan should be the document that the local authority considers ready for examination. This Plan must be published for representations by the local planning authority, together with other "proposed submission documents", before it can be submitted to the Planning Inspectorate for examination. This provides a formal opportunity for the local community and other interests to consider the Local Plan, which the local planning authority would like to adopt.

**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.

**Regional Cultural Strategy (RCS):** A strategy prepared by Yorkshire Culture, a partnership of regional cultural interests, with backing from the Department for Culture, Media and Sport.

**Regional Economic Strategy (RES):** Yorkshire Forward's 10 year strategy for sustainable economic growth in the Region.

**Regional Spatial Strategy (RSS):** This is a regional development plan document, known as the Yorkshire and Humber Plan. It provides a spatial framework to inform the preparation of Local Development Documents, Local Transport Plans and regional and sub regional strategies and programmes that have a bearing on land use activities. The Government intends to abolish RSS's through powers given in the Localism Act 2011.

**Replacement Unitary Development Plan (RUDP):** This is the current 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.

**Safeguarded Land:** Open land between the edge of the built up area and the edge of the green belt, as defined in the Replacement UDP which will be protected over the lifetime of the Plan, but may be required to meet development land needs in the longer term when the Plan is reviewed. Safeguarded Land is identified partly to ensure that the longer term needs of the district for development can be met without the need for change to the extent of the green belt.

**Saved Policies:** Under Government legislation relating to the transition between the old UDP system and the new LDF 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.

**Self Build/Custom Build:** anyone who builds or commissions their own home for their own occupation.

**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.

**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.

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

**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.

**Strategic Site:** Sites that have been identified as having strategic importance in implementing the Core Strategy.

**Supplementary Planning Document (SPD):** A document provides additional planning guidance to policies and proposals contained in Development Plan Documents. These are optional documents produced by the Local Authority.

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

**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'.

**Sustainable Development:** A widely referred to term which states 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'. There are four objectives to meet sustainable development, these are:

1. Social progress which recognises the needs of everyone
2. Effective protection of the environment
3. Prudent use of natural resources
4. Maintenance of high and stable levels of economic growth and employment

**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.

**The Act:** The Planning and Compulsory Purchase Act 2004, which put in place the statutory framework for preparing the Local plan.

**The Regulations:** The Regulations: The Town and Country Planning (Local Development) (England)

Regulations 2004, as amended by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008, the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009; the Town and Country Planning (Transitional Arrangements) Regulations 2004 and 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 B:

# PLANNING POLICY CONTEXT





## Planning Policy Context

### National Planning Policy Framework

1.1 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.

1.2 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)

1.3 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. 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

1.4 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)

1.5 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

1.6 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

1.7 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)

1.8 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.

1.9 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

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

1.11 The main functions of the Core Strategy are:

- Sets out a long-term spatial vision for the District until 2030
- 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.

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

1.13 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

1.14 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)

1.15 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

1.16 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

1.17 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

1.18 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

1.19 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**

**1.20** 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”.*

**1.21** 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 C:

# EVIDENCE BASE



## Evidence Base

**1.1** 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).

**1.2** 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.

**1.3** 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.

**1.4** 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.

### District Wide Evidence

- Bradford District Employment Land Review Study (2011)
- Bradford District Retail & Leisure Study (2013)
- Bradford District Strategic Housing Land Availability Assessment
- Bradford District Playing Pitch Strategy (2014)
- Bradford District Strategic Housing Market Assessment (2013)
- Bradford District Strategic Flood Risk Assessment Level 1 (2014)
- Conservation Area Assessments and Saltaire World Heritage Site Management Plan (2014)

### Bradford City Centre AAP Evidence

- City Centre AAP Transport Study (2015)
- City Centre AAP Green Infrastructure Study (2014)
- Ecological Assessment for the Shipley and Canal Road Corridor & Bradford City Centre AAPs (2014)
- City Centre AAP Local Infrastructure Plan (2015)
- City Centre AAP Viability Assessment (2015)
- Strategic Flood Risk Assessment Level 2 (2015)

### Other list of documents reviewed

- Bradford City Plan (Technical Report, 2015)
- Bradford City Plan (Prospectus), 2015
- Bradford City Centre Design Guide Addendum (2015)
- 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)

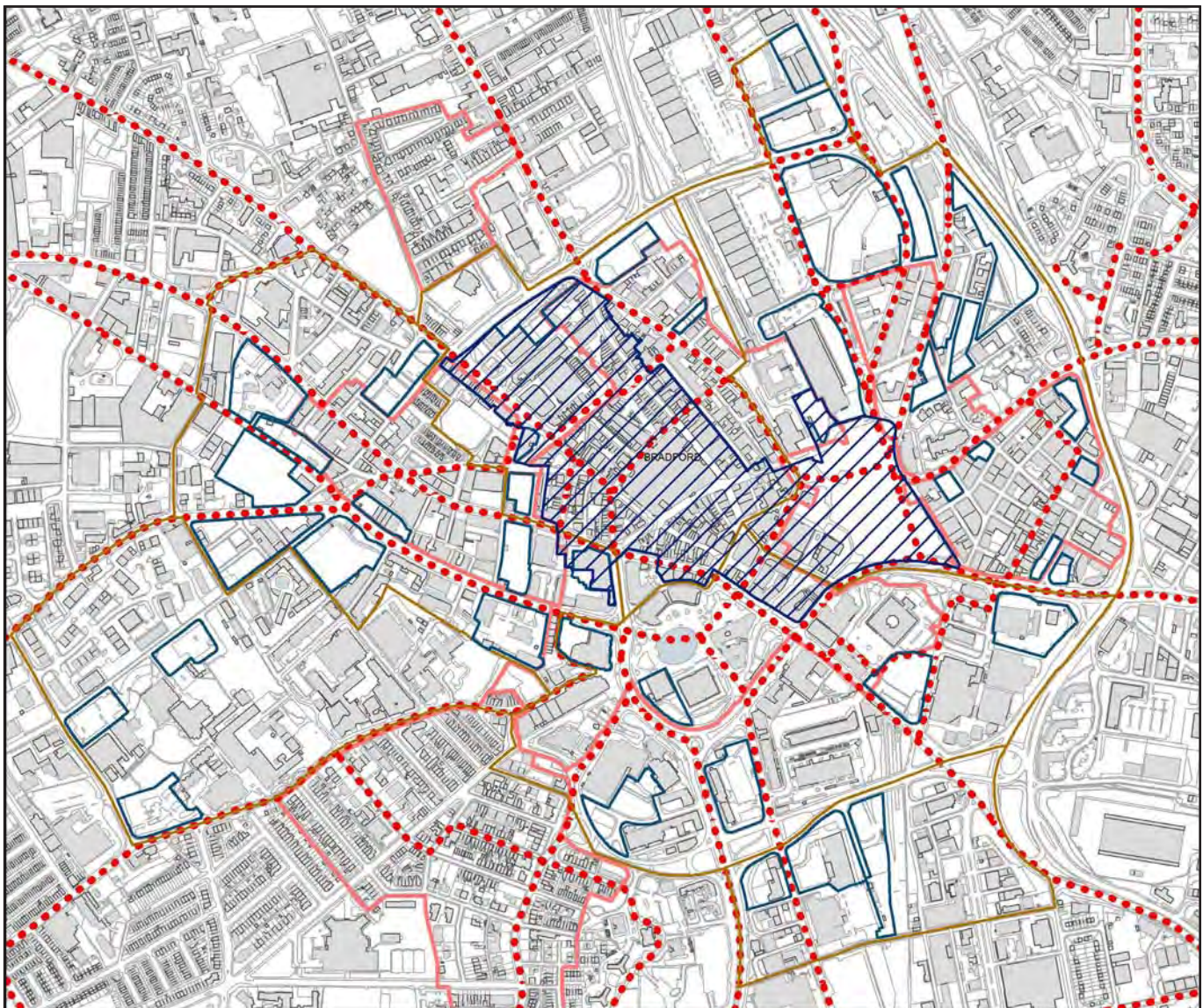
- The Bradford Destination Assessment (Locum, 2008)
- Bradford District Transport Strategy 2006-2021 (CBMDC, 2007)
- The West Yorkshire Local Transport Plan 2011-2006 (Wyltp, 2011)
- WYLTP Bradford Local Implementation Plan 2011-2014
- Bradford Channel and Market NDFs Transport Report (Ove Arup & Partners 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)



APPENDIX D:

# POLICIES MAP

Figure 18: Policies Map



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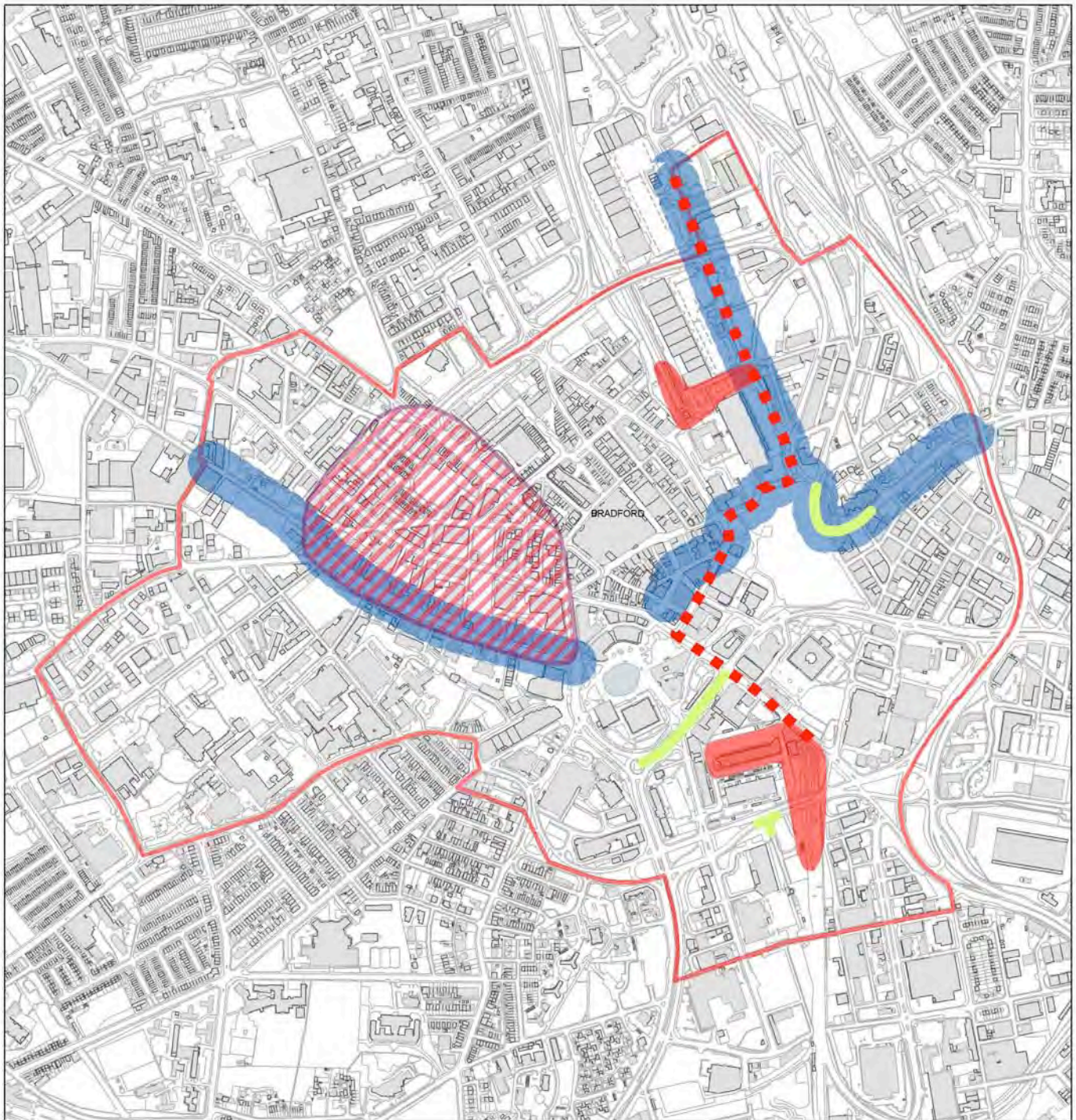
**Key**

- Proposed Site Allocations
- Primary Shopping Area
- TM10 National and Local Cycle Network
- BH7 Conservation Areas
- City Centre AAP Neighbourhood Boundaries

APPENDIX E:

TRANSPORT  
IMPROVEMENTS  
(POLICY M3)

Figure 19: Transport Improvements (Policy M3)



- ■ Proposed Tram - Train Route
- Proposed Highways Improvements
- ▨ Proposed Inner Ring Road Highway Improvements
- Proposed Station Improvements
- Proposed Cycle Routes



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