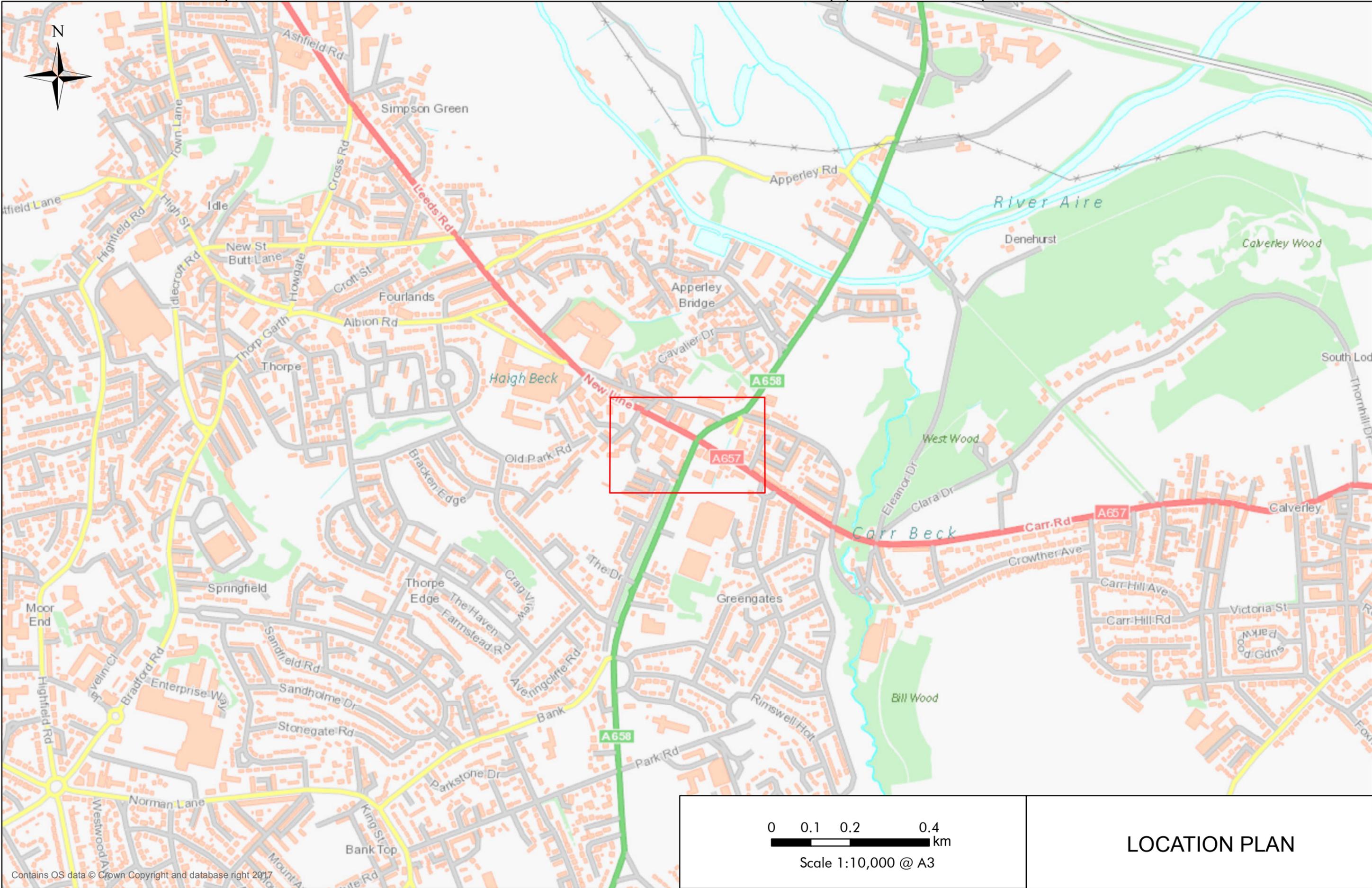


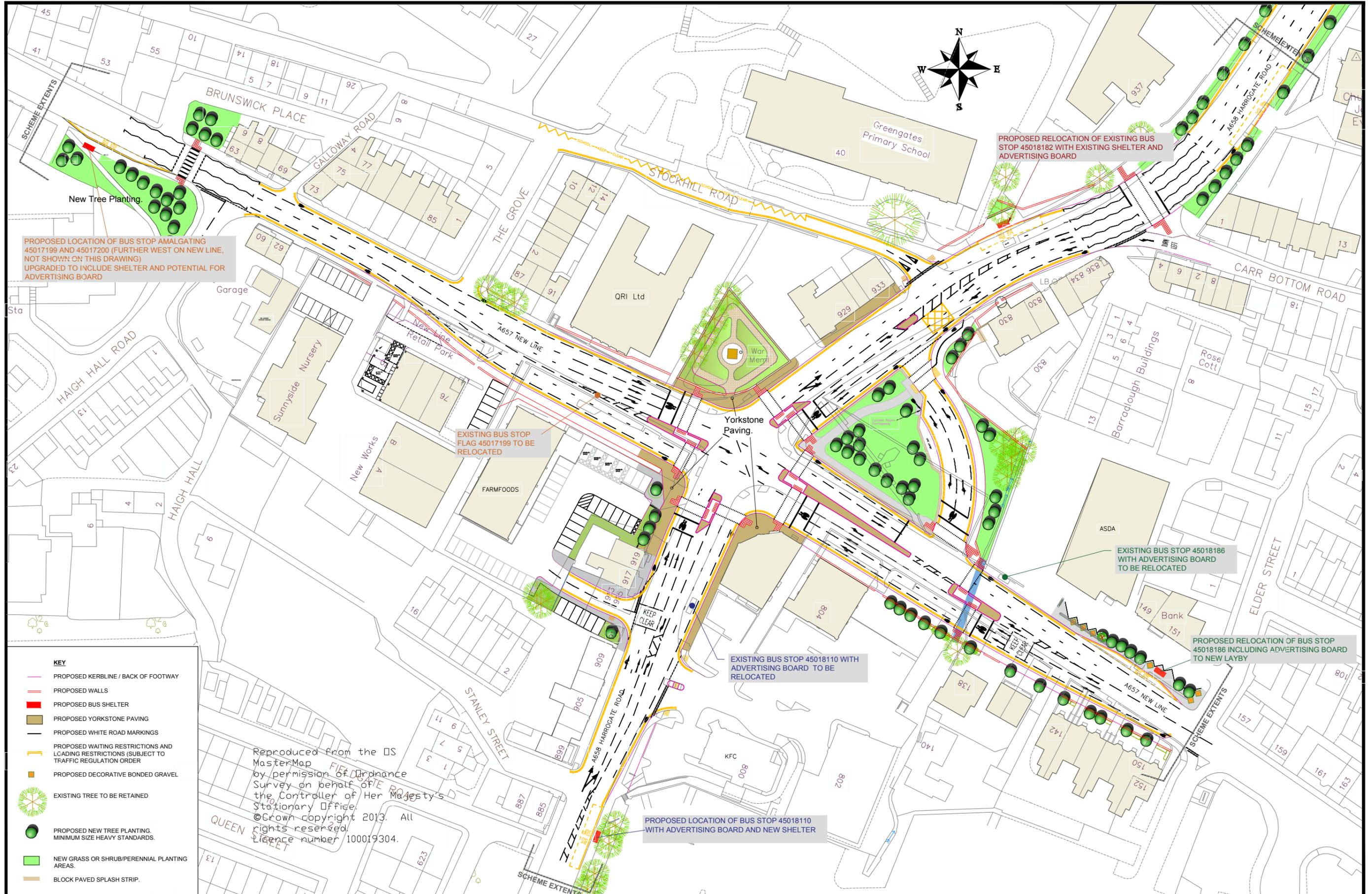
APPENDICES

Appendix 1 – Location Plan

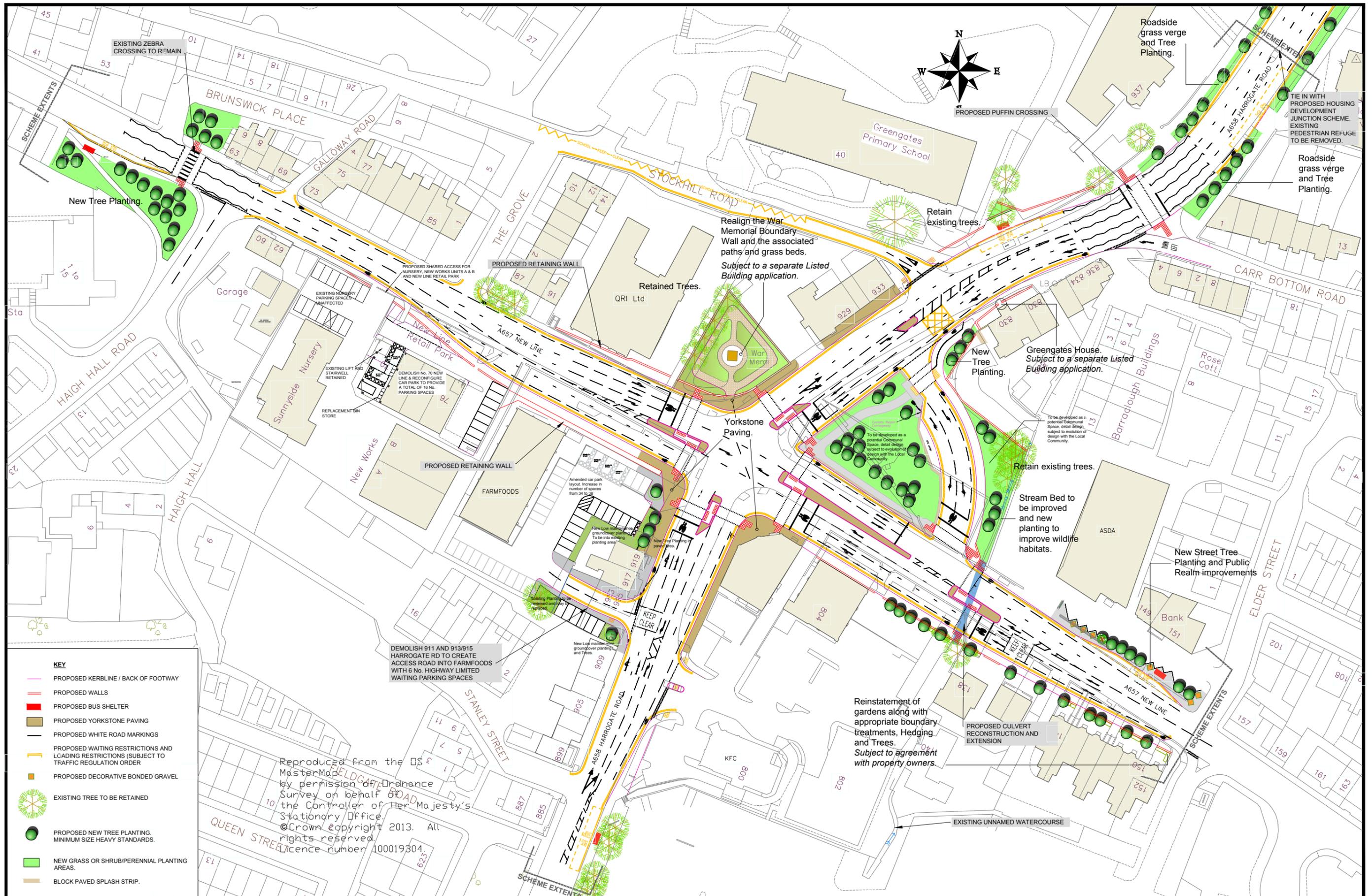


Appendix 2 - CPO Map

Appendix 3 – Replacement Bus Stop/Shelter Location
Plan



Appendix 4 – Scheme Engineering Drawing Plan



- KEY**
- PROPOSED KERLINE / BACK OF FOOTWAY
 - PROPOSED WALLS
 - PROPOSED BUS SHELTER
 - PROPOSED YORKSTONE PAVING
 - PROPOSED WHITE ROAD MARKINGS
 - PROPOSED WAITING RESTRICTIONS AND LOADING RESTRICTIONS (SUBJECT TO TRAFFIC REGULATION ORDER)
 - PROPOSED DECORATIVE BONDED GRAVEL
 - EXISTING TREE TO BE RETAINED
 - PROPOSED NEW TREE PLANTING. MINIMUM SIZE HEAVY STANDARDS.
 - NEW GRASS OR SHRUB/PERENNIAL PLANTING AREAS.
 - BLOCK PAVED SPLASH STRIP.

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City of BRADFORD
METROPOLITAN DISTRICT COUNCIL
Department of Place
Strategic Director: Steve Hartley.

Design Office
Planning, Transportation and Highways Service
Highway Services
4th Floor
Britannia House
Hall Ings
Bradford
BD1 1HX

Project	HARROGATE ROAD / NEW LINE JUNCTION IMPROVEMENT SCHEME	
Client	A Original	ADM 14.11.17
	Revision	Initis Date

Design	ADM	Drawn	ADM	Checked	TR	Released	ADM
Scale(s) @ A3	1:1000	Approved	RB	Date	NOV 17		
Engineer to Contract							

Drawing Title	COMPULSORY PURCHASE ORDER SCHEME ENGINEERING DRAWING
Drawing No.	P/PTH/MH/103196/CPO-8A

Appendix 5 – Scheme Negotiations

Appendix 5 – Scheme Negotiations

1. Plots 1, 2, 3, 4, 5, 6 and 8 – Land at Sunnyside Day Nursery and Play Centre and New Works Industrial Units

- 1.1 These Plots comprise part of a car park occupied by Sunnyside Day Nursery and Play Centre, and a shared driveway which is used to access the Nursery and Play Centre and two industrial units (known as New Works Unit A & Unit B). All three properties are held under one ownership although are let to three separate businesses.
- 1.2 Part of the land is required in order to set back the boundary wall due to the widened highway, together with essential working space. The remaining part (the driveway) is required to provide an essential new entrance to the adjacent property, the New Line Retail Park. The Council is seeking to negotiate a permanent right of access over the driveway area together with a licence to occupy land temporarily for working space.
- 1.3 The owners and occupiers of this Plot have been contacted to open up negotiations and several meetings have taken place. The owner has appointed a surveyor to take forward negotiations and these are on-going.

2. Plot 7 – Units Nos. 70 and 70A New Line Retail Park

- 2.1 This Plot comprises two retail units at ground and first floor. The ground floor unit (No. 70 New Line) is fitted out as a ‘fish and chip’ shop and is let to an occupier who is not currently trading. The property is included in the Order to facilitate essential accommodation works which are required to provide replacement car parking spaces.
- 2.2 Set out at **Appendix 9** are details of the alternative options that have been considered by the Council in endeavouring to provide replacement retail vehicular parking at the New Line Retail Park.
- 2.3 The first floor unit (No. 70A New Line) forms part of a double restaurant unit which is trading as ‘Bhajis ‘n’ Beer’. It is included in the Order to enable access for structural alterations which are required to facilitate the works in the ground floor unit, including works to make-good the property. The Council is seeking to agree a licence to occupy the first floor unit for these purposes.
- 2.4 The owner and occupiers of this Plot have been contacted to open negotiations. The owner of the Retail Park has appointed a surveyor to take forward negotiations in relation to the acquisition of the land and a meeting has taken place. Discussions are on-going.
- 2.5 A structural survey has been undertaken to test the structural fabric and integrity of the impact the demolition of the “fish and chip” shop might have on the remaining parts of the Retail Park building.
- 2.6 The survey proved that the proposed works are feasible in terms of practicality and safety, both in the long term and short term, in relation to the remaining Retail Park building.

3. Plot 9 – Land at New Line, New Line Retail Park

3.1 This Plot comprises a boundary wall, part of a retaining wall and part of a car park fronting New Line Retail Park. Part of this Plot is required to facilitate the road widening; the remainder is required for essential accommodation works to replace the boundary wall, undertake modifications to the car park, works to car park drainage, provision of a new means of access and works to the retaining wall and the Council is seeking to negotiate a licence over the land required for essential accommodation works.

3.2 The owners and occupiers of this Plot have been contacted to open negotiations. The owner has appointed a surveyor to take forward negotiations in relation to the acquisition of the land and a meeting has taken place. Negotiations are on-going.

4. Plots 10 & 21– Land at “Farmfoods Supermarket”, No. 921 Harrogate Road

4.1 These Plots comprise part of a car park adjoining supermarket premises. A small ‘triangle’ of land is required for the Scheme to improve sightlines at the junction mouth. The remainder of land is included in the Order for essential working space to facilitate the construction of a retaining wall, parapet wall, construction of a new vehicular entrance and modifications to the car park and the Council is seeking to negotiate a licence for this purpose.

4.2 The owners and occupiers of this Plot have been contacted to open up negotiations. An offer has been made and negotiations are on-going.

5. Plot 13 – Land fronting No. 40 Stockhill Road (QRI Ltd)

This Plot comprises landscaping and car parking land which fronts office premises at QRI Ltd. The Council have an Option to acquire some of this land and the acquisition is proceeding. Nevertheless the land is in the CPO Order to ensure rights of access can be obtained to additional land in order to carry out essential accommodation works comprising the removal of an existing retaining wall, construction of a replacement retaining wall, regrading and resurfacing of the car park and works to drainage and the Council is seeking to negotiate a licence for this purpose although the acquisition of the land is proceeding.

6. Plot 14 – Public Footpath

This Plot contains a public footpath which is adjacent to No. 40 Stockhill Road and the listed War Memorial. The footpath runs from New Line to Stockhill Road. The footpath is owned by the Council but is included in the Order in the event that the use of compulsory purchase powers may be needed, should there be any encumbrances which might otherwise fetter and frustrate the implementation and completion of the Scheme.

7. Plot 15 – Land fronting “Farmfoods Supermarket”, No. 921 Harrogate Road

This Plot comprises unregistered footway fronting Farmfoods Supermarket which is unregistered at HM Land Registry. It is included in the Order to acquire any unknown interests.

8. Plot 16 – Land fronting No. 919 Harrogate Road

8.1 This Plot comprises frontage pavement land which has a reputed owner. This Plot is required in its entirety to facilitate the widened road.

8.2 The reputed owner has been contacted to open negotiations.

9. Plot 17 & 57 – Land fronting No. 917 Harrogate Road

9.1 These Plots comprise a three storey retail shop together with frontage pavement land. The pavement land is required in its entirety to facilitate the widened road. The remainder of the property is included in the CPO Order to facilitate essential accommodation works including building works, weatherproofing the property and making good the existing party wall/roof and the Council is seeking to negotiate a licence over this land for these purposes.

9.2 The owner of this Plot has been contacted to open up negotiations and an offer has been made.

10. Plot 19 – No. 911 Harrogate Road

10.1 This Plot comprises a single storey shop comprising ground floor retail premises. The Plot is required in its entirety to facilitate an essential new access to Farmfoods Supermarket.

10.2 The owner has appointed a surveyor to take forward negotiations and an offer has been made. Negotiations are on-going. The occupier has also been contacted to open negotiations and terms have been agreed.

11. Plot 20 – Nos. 913/915 & 915a Harrogate Road

11.1 This Plot comprises a two storey shop comprising ground floor retail premises and an upper storey residential flat adjacent driveway and rear garden area. The Plot is required in its entirety to facilitate an essential new access to Farmfoods Supermarket store.

11.2 The owner has appointed a surveyor to take forward negotiations and terms for the acquisition of the property have been agreed and are proceeding. The occupier has also been contacted to open negotiations.

12. Plot 23 - Land fronting Nos. 122-124 New Line

12.1 The Plot comprises pavement land fronting retail premises. The Plot is required in its entirety to facilitate the widened road.

12.2 The owner has appointed a surveyor to take forward negotiations and an offer has been made. Negotiations are on-going.

13. Plot 25 – Driveway land adjacent to Nos. 122-124 New Line

This Plot comprises driveway which leads to the rear car park of the above properties. The Plot is required in its entirety to facilitate the widened road. The acquisition is being dealt with alongside Plot 23 above.

14. Plot 26 – No. 804 Harrogate Road

14.1 This Plot is part of a large vacant retail building and adjacent car park premises. Part of the Plot is required to facilitate the widened road and part is required for essential working space and for this purpose, the Council is seeking to negotiate a licence over the land.

14.2 The owner has appointed a surveyor and terms are being negotiated to facilitate the acquisition of the land together with works to reduce the size of the building. Nevertheless the entire building is included in the CPO Order as a precaution should the Council be required to step-in and complete the proposed building reduction works or acquire the property in its entirety if this, for whatever reason, cannot be undertaken safely without the timescales required. Negotiations are on-going.

15. Plots 27 and 28 – No. 138 New Line

15.1 These Plots comprise part of a driveway which is used to access a residential property. The Plots are required to facilitate the widened road and for essential working space. Plot 27 has been acquired by the Council although is included in the Order to acquire rights of access, which were retained by the previous owner. Plot 28 is included in the Order for essential working space and for this purpose the Council is seeking to negotiate a licence over Plot 28.

15.2 An agreement has been reached with the owner to permit the Council to exercise temporary rights of access required for Plot 28 and the extinguishment of rights of access relating to Plot 27.

16. Plot 29 – Nos. 138a & 138b New Line

This Plot comprises driveway which is used to access two residential properties. The Plot is required to facilitate the widened road and for essential working space. The Plot has been acquired by the Council although is included in the Order to acquire rights of access.

17. Plot 30 – No. 140 New Line

17.1 This Plot comprises part of a driveway which is used to access a residential property. The Plot is required to facilitate the widened road and for essential working space and for this purpose, the Council is seeking to negotiate a licence over the land.

17.2 The owner has appointed a surveyor to take forward negotiations and an offer has been made. Negotiations are on-going.

18. Plot 31 – Land between Nos. 140 and 142 New Line

18.1 This Plot comprises part of a driveway which is used to access the rear parking areas of adjacent residential properties. The Plot is required to facilitate the widened road and for essential working space.

18.2 The land is being dealt with alongside Plot 32 below.

19. Plot 32 - Land fronting No. 142 New Line

19.1 This Plot comprises a boundary wall, gated pedestrian private means of access and garden land which fronts a residential property. The Plot is required to facilitate the widened road and for essential working space to construct the boundary wall/gate and accommodation works to the garden and for this purpose, the Council is seeking to negotiate a licence over the land.

19.2 The owner has appointed a surveyor to take forward negotiations and an offer has been made. Negotiations are on-going.

20. Plot 33 – Land fronting No. 144 New Line

20.1 This Plot comprises a boundary wall, gated pedestrian private means of access and garden land which fronts a residential property. The Plot is required to facilitate the widened road and for essential working space to construct the boundary wall/gate and accommodation works to the garden and for this purpose, the Council is seeking to negotiate a licence over the land.

20.2 Contact has been made with the owner and an offer has been made. Negotiations are on-going.

21. Plot 34 – Land fronting No. 146 New Line

21.1 This Plot comprises a boundary wall, gated pedestrian private means of access and garden land which fronts a residential property. The Plot is required to facilitate the widened road and for essential working space to construct the boundary wall/gate and accommodation works to the garden and for this purpose, the Council is seeking to negotiate a licence over the land.

21.2 The owner has appointed a surveyor to take forward negotiations and an offer has been made. Negotiations continue.

22. Plot 35 – Land fronting 148 New Line

22.1 This Plot comprises a boundary wall, gated pedestrian private means of access and garden land which fronts a residential property. This Plot is required to facilitate the widened road and for essential working space to construct the boundary wall/gate and accommodation works to the garden. The Council is seeking to negotiate a licence over this latter land however it is included in the CPO Order because it is not possible to provide in a compulsory purchase order for the acquisition of temporary rights.

22.2 Provisional terms have been agreed.

23. Plot 36 – Land fronting No. 150 New Line

23.1 This Plot comprises a boundary wall, gated pedestrian private means of access and garden land which fronts a residential property. The Plot is required to facilitate the widened road and for essential working space to construct the boundary wall/gate and accommodation works to the garden and for this purpose, the Council is seeking to negotiate a licence over the land.

23.2 Contact has been made with the owner and an offer has been made.

24. Plot 37 – Land fronting No. 150a New Line

24.1 This Plot comprises a boundary wall, gated pedestrian private means of access and garden land which fronts a residential property. The Plot is required to facilitate the widened road and for essential working space to construct the boundary wall/gate and accommodation works to the garden and for this purpose the Council is seeking to negotiate a licence over the land.

24.2 Provisional terms have been agreed and the matter is proceeding.

25. Plots 38, 38a and 40 – Land fronting and to the rear of No. 830 Harrogate Road (Greengates House)

25.1 These Plots comprise a terrace/garden area which fronts office and residential premises, together with a small strip of rear garden land. The Plots are required to facilitate the widened road and for essential working space and for this purpose, the Council is seeking to negotiate a licence over the land.

25.2 The owner of the land has been contacted to open up discussions and a programme of accommodation works has been agreed. An interim agreement has been reached and the matter is proceeding.

26. Plot 42 – Land at Optegra Eye Hospital

26.1 This Plot comprises part of a car park area together with boundary wall. The Plot is required to facilitate the widened road, the realignment of the boundary wall and for essential working space and for this purpose the Council is seeking to negotiate a licence over the land.

26.2 The owner has been contacted and discussions are on-going.

27. Plot 43 – Land fronting Nos. 931/931a Harrogate Road

27.1 This Plot comprises frontage pavement land. The Plot is required in its entirety to facilitate the widened road.

27.2 Contact has been made with the owner and occupier and discussions are on-going.

28. Plots 46 and 47 – Land fronting Nos. 927/929 Harrogate Road

28.1 These Plots comprise frontage pavement land and an entrance area to private car park. This Plot is required to facilitate the widened road and for essential adjustments to the car park entrance.

28.2 Contact has been made with the owner and occupier and discussions are on-going.

29. Plot 49 – Watercourse adjacent to No. 147 New Line

This Plot comprises a watercourse which lies adjacent to No. 147 New Line. The watercourse runs onwards to the north and south including underneath the highway of New Line. The land is required to carry out essential works to repair and improve the culvert. The land is included in the CPO Order due to unknown ownership and occupation.

30. Plots 50, 51, 52, 53, 54, 55 and 56 – Land fronting Nos. 147 – 151 New Line

30.1 These Plots comprise car park land fronting retail premises. Some of this land is not registered at HM Land Registry and included in the CPO Order due to the existence of occupiers whose identity or if known, whose whereabouts cannot be traced. The land is included in the CPO Order to facilitate essential accommodation works which are required due to the relocation of a bus stop and shelter with new bus lay-by onto adjacent highway land and for this purpose the Council is seeking to negotiate a licence over the land.

30.2 Where possible, the owners and occupiers of the land have been contacted to open negotiations.

31. Plot 57 – No. 917 Harrogate Road

31.1 This plot is included in the Order for the construction of a new gable end in front of the party wall and making good/reinstatement of roof and boundary details for purposes connected to the demolition of adjacent property and creating of new highway.

31.2 Contact has been made with the Owner and an offer has been made.

32. Plot 58 – Nos. 72 and 72A New Line Retail Park

32.1 This plot is included in the CPO Order to facilitate essential accommodation works required to make good the boundary details, including construction of stonework facing on the existing internal wall, for purposes connected with the demolition of No. 70 New Line.

32.2 Discussions are on-going with the owner alongside those relating to plots 7 and 9. Contact has also been made with the occupiers of this plot.

**Appendix 6 - Land and Rights Acquired by the Council
and/or Terms Agreed in Advance of the Scheme**

Appendix 6 - Land and Rights Acquired by the Council and/or Terms Agreed in Advance of the Scheme

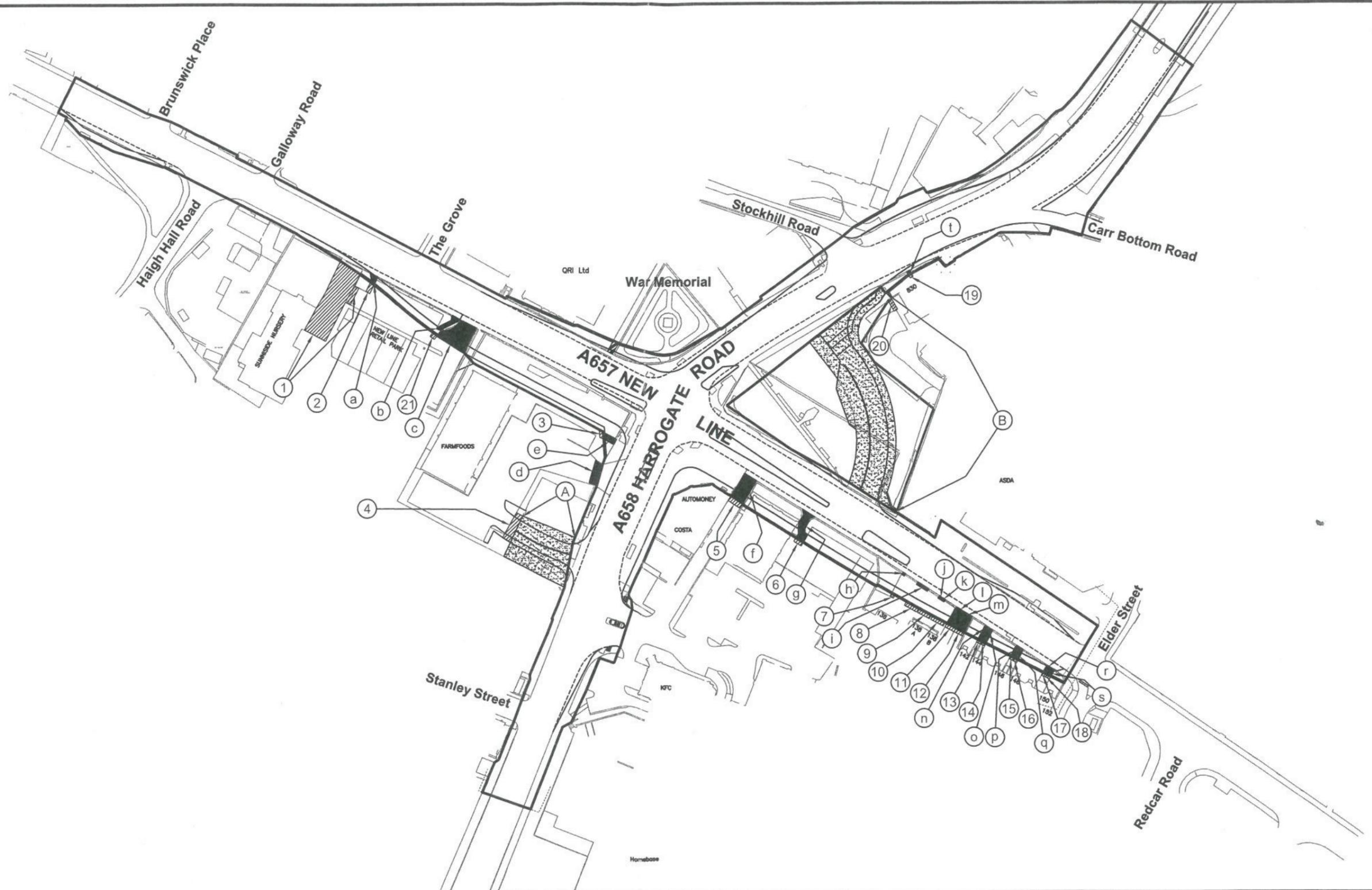
The following Plots have either been acquired by the Council and/or terms have been agreed for acquisition:-

- Plot 11 – Land adjacent to Farmfoods Supermarket
- Plot 13 – Land at No. 40 Stockhill Rd (Freehold interest)
- Plot 19 – No. 911 Harrogate Road (Leasehold interest)
- Plot 20 – Nos. 913/915 Harrogate Road (Freehold interest)
- Plots 27, 28, and 29 – Land fronting Nos. 138, 138a and 138b New Line (Freehold interest)
- Plot 35 - Land fronting No. 148 New Line (Freehold interest)
- Plot 37 – Land fronting No. 150A New Line (Freehold interest)
- Plots 38, 38a and 40 – Land fronting and to the rear of Greengates House (Freehold interest)

Appendix 7 – Side Roads Order Plan

THE CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL
 (HARROGATE ROAD/NEW LINE JUNCTION IMPROVEMENTS) (SIDE ROADS) ORDER 2017

PLAN 7 - APPENDIX 7



SITE PLAN



(metres)

Scale 1:1,250 (at A3)

Executed as a DEED by affixing the
 COMMON SEAL OF THE CITY OF BRADFORD
 METROPOLITAN DISTRICT COUNCIL
 this day of 2017 in the presence of:-

CITY SOLICITOR

Authorised Signatory



PA-3002-HRNL-SRO-SP-R5

93553B

**Appendix 8 – Summary Side Roads Order Highway
Alterations**

Appendix 8 – Summary Side Roads Order Highway Alterations

1. The Side Roads Order provisions relate to the Classified Roads of the A658 Harrogate Road and the A657 New Line, which the Council propose to improve at their crossroads junction.
2. The A658 Harrogate Road improvement will extend from a point 70 metres north east of its junction with Carr Bottom Road, south westwards to a point 25 metres south west of its junction with Stanley Street. The A657 New Line improvement will extend for a point 45 metres north west of its junction with Haigh Hall Road, south eastwards to its junction with Elder Street.
3. The Side Roads Order provisions

Stopping Up of Highways

4. A length of urban footpath, which extends north eastwards off the A657 New Line, running along the western side of the War Memorial Site, will be encroached upon by the A657 New Line improvement widening at this location, and be stopped up.
5. The footpath will continue to connect with the A657 New Line, set back on its improvement highway boundary.

New Highways

6. A new length of highway, a road, reference A in the Side Roads Order, will be provided off the A568 Harrogate Road, leading into the south east corner of the site of the Farmfoods Supermarket. The highway will have on highway parking bays provided along its south western side of its main carriageway. A new vehicular and pedestrian private means of access to the Farmfoods Supermarket will be provided off its north west termination point.
7. A new length of highway, a road, reference B in the Side Roads Order, will be provided from the junction of the improved A658 Harrogate Road to the junction of the improved A657 New Line, in the north east quadrant of the Junction. This road will provide the P-Loop Junction arrangement, one-way southwards, catering for left and right turning movements from the Harrogate Road into New Line.

Stopping Up of Private Means of Access to Premises/New Private Means of Access to Premises

8. A number of pedestrian only, vehicular, or vehicular and pedestrian private means of access to premises are to be stopped up off the existing A658 Harrogate Road or A657 New Line, where they are to be improved.
9. In each and every case, a new private means of access to premises is to be provided, either set back onto the improved highway boundary of Harrogate Road or New Line as the case may be, or in close proximity to where the existing private means of access is located.
10. They are: -

<i>Private Means of Access to be Stopped Up</i>	<i>New Means of Access</i>
Westerly pedestrian access from the A657 New Line to the New Line Retail Park (reference a).	A new pedestrian access to the New Line Retail Park, set back on the improved New Line boundary, at the location of the existing access. (reference 2)
Easterly pedestrian access from the A657 New Line to the New Line Retail Park (reference b).	A new pedestrian access to the New Line Retail Park set back on the improved New Line boundary, at the location of the existing access. (reference 21)
Vehicular access from the A657 New Line to the New Line Retail Park (reference c).	A new vehicular and pedestrian access to the New Line Retail Park, shared with the existing access to the Sunnyside Day Nursery and Play Centre and New Works Units A and B (reference 1)
Vehicular access from the A658 Harrogate Road to Farmfoods (reference d)	A new vehicular and pedestrian access off new highway A, entering and exiting the Farmfoods Supermarket site in its south eastern corner. (reference 4)
Pedestrian access from the A658 Harrogate Road to Farmfoods (reference e).	A new pedestrian access to Farmfoods, Supermarket set back on the improved Harrogate Road boundary, at the location of the existing access. (reference 3)
Vehicular/pedestrian access from the A657 New Line, running on the eastern side of AutoMoney, to the premises of AutoMoney, Costa Coffee and the former Blockbuster Store, KFC and Core Gym at No. 800 Harrogate Road (reference f).	A new vehicular and pedestrian access to the premises mentioned, set back on the improved New Line boundary, at the location of the existing access. (reference 5)
Pedestrian access from the A657 New Line to car park of vacant shop (formerly the Blockbuster Video Store) at No. 804 New Line (reference g).	A new pedestrian access to car park, set back on the improved New Line boundary, at the location of the existing access.

	(reference 6)
Pedestrian access from the A657 New Line to No. 138 New Line (reference h).	A new pedestrian access to No. 138 New Line, set back on the improved New Line boundary, at the location of the existing access. (reference 7)
Vehicular access from the A657 New Line to No. 138 New Line (reference i).	A new vehicular access (driveway) to No. 138 New Line, set back on the improved New Line boundary. (reference 8)
Pedestrian access from the A657 New Line to No. 138A New Line (reference j).	A new vehicular and pedestrian access (driveway) to No. 138A New Line, set back on the improved New Line boundary. (reference 9)
Pedestrian access from the A657 New Line to No. 138B New Line (reference k).	A new vehicular and pedestrian access (driveway) to No. 138B New Line, set back on the improved New Line boundary. (reference 10)
Vehicular access from the A657 New Line to No. 140 New Line (reference l).	A new vehicular and pedestrian access (driveway) to No. 140 New Line, set back on the improved New Line boundary, at the location of the existing access. (reference 11)
Vehicular access from the A657 New Line to Nos. 142, 144, 146, 148, 150, 150A, and 152 New Line (reference m).	A new vehicular and pedestrian access to Nos. 142, 144, 146, 148, 150, 150A and 152 New Line, set back on the improved New Line boundary, at the location of the existing access. (reference 12)
Pedestrian access from the A657 New Line to No. 142 New Line (reference n).	A new pedestrian access to No. 142 New Line, set back on the improved New Line boundary, at the location of the existing access. (reference 13)
Pedestrian access from the A657 New Line to No. 144 New Line (reference o).	A new pedestrian access to No. 144 New Line, set back on the improved New Line boundary, at the location of the existing access. (reference 14)

<p>Pedestrian access from the A657 New Line to No. 146 New Line (reference p).</p>	<p>A new pedestrian access to No. 146 New Line, set back on the improved New Line boundary, at the location of the existing access.</p> <p>(reference 15)</p>
<p>Pedestrian access from the A657 New Line to No. 148 New Line (reference q).</p>	<p>A new pedestrian access to No. 148 New Line, set back on the improved New Line boundary, at the location of the existing access.</p> <p>(reference 16)</p>
<p>Pedestrian access from the A657 New Line to No. 150 New Line (reference r).</p>	<p>A new pedestrian access to No. 150 New Line, set back on the improved New Line boundary, at the location of the existing access.</p> <p>(reference 17)</p>
<p>Pedestrian access from the A657 New Line to No. 150A New Line (reference s).</p>	<p>A new pedestrian access to No. 150A New Line, set back on the improved New Line boundary, at the location of the existing access.</p> <p>(reference 18)</p>
<p>Pedestrian access from the A658 Harrogate Road to Flats 1 and 2 at No. 830 Harrogate Road (reference t).</p>	<p>A new pedestrian access to Flats 1 and 2, No. 830 Harrogate Road, set back on the improved Harrogate road boundary, at the location of the existing access.</p> <p>(reference 19)</p>
<p>-</p>	<p>A new pedestrian access off the improved Harrogate Road to the car park of No. 830 Harrogate Road, meeting the request for such an access by the land owner.</p> <p>(reference 20)</p>

Appendix 9 – New Line Retail Park, Greengates, Bradford

Options Appraisal Summary

Appendix 9 – New Line Retail Park, Greengates, Bradford – Options Appraisal Summary

1.0 Instructions

In January 2017 Axis Property Consultancy, Manchester were instructed to review the options that had previously been considered for bringing forward proposals to provide replacement car parking spaces at the New Line Retail Park (“**Property**”), Bradford which would be lost as part of the road widening fronting the NLRP and in doing so to include a brief background to NLRP, the issues it may face as a result of the proposed CPO Order and the recommendations made as part of earlier instruction. For reasons of commercial sensitivity, we have not included a full reproduction of our detailed advice and calculations but have included headline figures where this is considered necessary.

2.0 New Line Retail Park

- 2.1 The Property comprises a two storey steel framed retail parade and provides four units at ground floor level and four at first floor level, although two first floor units have been combined to form one larger double unit. The Property has a pitched roof with stone walls and glazed frontages.
- 2.2 The Property is arranged over ground and first floor levels with the upper floor being accessed via two external staircases or a passenger lift, which are located at each side of the parade.
- 2.2 Externally the Property is surrounded by a block paved car park with eighteen parking spaces of which two are for disabled customers. Access to the Property is via New Line and is secured via a low level wall to the front and fencing/retaining walls to the side and rear.
- 2.3 The Property is occupied by seven tenants, who use the Property for the following uses:
 - ground floor - Towerwood Veterinary Practice, Subway (food take away), Boots the Chemist, and a “Fish and Chip” Shop (not currently trading);
 - first floor - ‘Bhajis ‘n’ Beer’ (restaurant), A S Tanning (Tanning Salon) and Kip McGrath Education Centre.
- 2.4 It is understood that the total floor area of the Property is 8,104 square feet (sourced from planning application No. 03/03948/FUL), although a measured survey has not been undertaken.

3 The Scheme

- 3.1 The Scheme proposes road widening on all four arms of the Junction and includes the introduction of controlled pedestrian facilities together with dedicated cycle facilities. The Scheme is designed to cater for all vehicle turning manoeuvres and increased capacity based on traffic growth forecasts. To facilitate the road widening, parcels of

land will need to be acquired from each quadrant of the existing Junction.

- 3.2 The design of the Scheme is constrained by a number of physical impediments that limit what can be achieved e.g. the existing listed War Memorial which is located in the north-western corner of the existing Junction. To minimise the impact on the War Memorial (and the nearby listed “Greengates House”), road widening is proposed mainly on the south side of New Line. To this end, the Council has already acquired a large plot of land fronting the Farmfoods Supermarket premises on the south-western corner of the Junction.
- 3.3 The Scheme proposals utilise all of the land that has so far been acquired by the Council. However, in order to achieve an acceptable highway alignment for traffic travelling westbound along New Line, land from Property (which is adjacent to Farmfoods Supermarket is required. To guarantee the Council is able to acquire this land, it is included in the CPO Order.
- 3.4 The consequence of acquiring land from the Property is that the Property will lose its current vehicular access together with eleven existing car-parking spaces (which could be reduced to eight with some reconfiguration) that are for the exclusive use of the Property businesses. Whilst a new access could be provided as part of the Scheme works, the ‘lost’ parking spaces cannot be easily replaced either on site or within the immediate vicinity of the Property and this is a significant concern for the owner and occupiers.
- 3.5 The businesses at the Property consider the parking spaces as being essential for their continued viability. Feedback gained from initial discussions has been that any loss could potentially lead to businesses being unable to continue in this location and potentially shutting down. In turn this could result in job losses, a loss in community facilities and significant compensation claims from affected retailers.
- 3.6 It should be noted that irrespective of the strategy or option chosen (for car-parking), the existing vehicular access to the Property will, for traffic safety reasons, need to be closed. All options will therefore require the relocation of the Property highway vehicular access. Accordingly the Scheme proposals include a new vehicular access that will be shared by users of the Property, the adjacent Sunnyside Day Nursery and Play Centre premises and the rear properties known as “New Works Units A and B”. The location for this access is in the same position (albeit slightly remodelled) as the existing access to the Sunnyside Day Nursery and New Works Unit A and Unit B. To facilitate a common access point to all parking spaces this land will also be included in the CPO Order.

4 Options Appraisal

- 4.1 To reduce the risks associated with the loss of parking spaces at the Property, the Council instructed Axis LLP to consider various options for facilitating replacement parking spaces.

These were as follows:-

- a. Do Nothing

- b. Acquire the leasehold interest in Unit No. 70, the (currently vacant) 'Fish and Chip' shop. Demolish the shop unit and provide replacement parking on its footprint.
- c. Acquire some or all of the car park at Sunnyside Day Nursery and use it for customer parking at the Property.
- d. Acquire rights to share the car park at Sunnyside Day Nursery.
- e. Acquire either or both New Works Unit A and Unit B (to the rear of the Property), compensate the occupier(s) for relocation and demolish the building(s). Use footprint for car park.
- f. Acquire Farmfoods Supermarket, compensate occupier and use site for parking and possible other uses.
- g. Acquire all of the Property
- h. Acquire land to the rear of garage premises (located on the corner of New Line/Haig Hall Rd) and dedicate it to Sunnyside Day Nursery, so that their car park could be used by users and visitors to the Property.

4.2 The options appraisal considered the following costs:-

- i) estimated costs to implement the options (e.g. cost to buy in additional land/property and compensate occupiers);
- ii) estimate of landlord's compensation for the Property i.e. cost of frontage car parking and associated heads of claim, having regard to the option implemented;
- iii) estimate of tenant's compensation at the Property, having regard to the option implemented.

4.3 In addition, consideration was given to whether any extra land for landscaping/additional public parking would be created by the options and other factors such as potential job losses.

Summary of Findings

4.4 In terms of cost, the options ranged from circa £800,000.00 to £4.1m.

4.5 The cost of each option was also considered in terms of (i) feasibility, (ii) ease of implementation and (iii) impact on neighbouring businesses/land owners.

4.6 A high cost/risk strategy was a 'do-nothing' approach, i.e. acquire the necessary land for the Scheme and provide no alternative car parking to compensate for the loss of eight car parking spaces. We considered that could give rise to large compensation claims, in the worst case estimated as being over £2m, with further risks to jobs and community facilities.

- 4.7 Options that required land acquisitions from one and/or more adjacent land owners did not offer best value due to the number of third parties affected by the proposals. Notwithstanding this they were eventually ruled out on feasibility grounds, due to the problems of implementing the strategies. Discussions had already taken place with landowners to explore the options but after a reasonable length of time, it became evident that no landowner was willing to agree to the strategy voluntarily, in some cases due to a history of poor neighbourly relations between the parties.
- 4.8 Options that involved the Sunnyside Day Nursery and rear industrial units were further ruled out on the basis that feedback obtained from the owner and some tenants was that this land was too ‘remote’ to the Property and therefore it would not satisfy retailer requirements.
- 4.9 The option to acquire the whole of the Property was considered at length. Ultimately the Council could not justify it on the basis that it was not required (in its entirety) for the Scheme and it would not resolve the fact that the tenants would still have no clear strategy with regards to car parking provision. Furthermore, there was no certainty that the Council would be able to implement the preferred strategy (outlined below) using its rights as landlord and would therefore still need to use compulsory purchase powers to achieve the desired objectives.
- 4.10 The recommended strategy (**‘Preferred Option’**) was to provide all replacement parking for the Property, so that it is provided within the Property site and satisfies retailer requirements for proximity. This also reduced the number of affected parties. The Preferred Option was for the demolition of one of the Property’s units – i.e. the “fish and chip” shop (Property ground floor unit only, which although let, is understood not to be trading) and to carry out structural works to support the remaining building/upper floors. The remaining Property land footprint could then be remodelled to accommodate 16 parking spaces.
- 4.11 The benefits of the Preferred Option are that it:-
- has the least impact on the adjacent businesses;
 - is the most cost effective;
 - the Property retailers would continue to have the same number of parking spaces (proportionally - see paragraph 4.13 below for explanation), and;
 - is better justified, because acquiring one (vacant) unit affects the least number of people (notwithstanding some short term disruption to the Property might generally occur during construction works).
- 4.12 The Preferred Option was subsequently assessed by the Council's structural engineers and is considered to be feasible. As indicated in paragraph 2 of Appendix 5 to this Statement, the Preferred Option would require structural works to support the existing building and the upper stories. We are advised by the Council’s structural engineers that the associated demolition and building costs are not cost prohibitive.

Parking spaces assessment for Preferred Option

- 4.13 The Property planning permission (reference number 03/03948/FUL) which was granted in 2003 originally provided for eight units within the Property. One unit has since been enlarged by combining two of the units and hence currently there are seven retailers within the Property. That planning permission included the provision of 18 parking spaces (including two for disabled drivers) which equates to 2.25 parking spaces per unit. Applying the same principle (i.e. 7×2.25) to the remodelled Property with effectively seven units (including one double) the Preferred Option should provide 15.75 parking spaces (including two for disabled drivers). A total of 16 parking spaces are therefore proposed.
- 4.14 Alternatively, the floor space area of the Property that was granted planning permission in 2003 is 753 square metres which equates to 41.8 square metres per parking space (with 18 parking spaces). With the removal of one shop unit the reduced floor space area is 659 square metres which equates to 41.2 square metres per parking space (with 16 parking spaces). Therefore the same ratio of floor area to parking space area is maintained.
- 4.15 The reasoning behind both arguments results in the provision of a proportional amount of parking spaces for the remodelled Property.

5.0 Conclusion

- 5.1 For the reasons outline above, the Preferred Option is still considered to be the best solution for the provision of replacement car parking spaces at the Property. The Preferred Option is considered to be financially viable, structurally feasible and the cost of construction is not prohibitive. The Council has also obtained full planning consent for the Preferred Option. Accordingly, other than certainty on land acquisition, there is no known impediment to implementation of the Preferred Option.
- 5.2 As part of on-going negotiations, the Council is seeking to implement the Preferred Option on a 'by agreement' basis. Discussions have taken place with the tenant of the "fish and chip" shop unit and an offer has been made in relation to compensation. Feedback from the tenant is that he would like to 'end' the lease and therefore he is not averse to reaching an agreement. Discussions are on-going and every effort will be made to reach a voluntary agreement.