

Bradford City Centre Area Action Plan: Issues and Options (2007)

Summary of Representations and Next Steps

August 2012

Issue and Option	Summary of Responses	Council Response / Action Needed	Revised Policy / Allocation Options
<p>The Vision</p> <p>“The city centre will become a major destination in the wider region, offering a different experience to other cities. It will be a great place to visit and spend leisure time, as well as to live, work, shop and study”</p>	<p>The Vision needs to be more specific, make more emphasis on Bradford’s role in the Leeds City Region, more emphasis on the long term development of Bradford and is weak on economic development and transport issues.</p>	<p>The Council recognises the vision for Bradford City Centre needs to be more place specific and have more emphasis on economic growth, which is also in line with the NPPF and Core Strategy FED. The new vision will relate to paragraphs CS FED 3.4, 3.9, 3.14, Policy BD1 and 4.1.5 to 4.1.9 and resonate with readers and specifically residents and potential investors in the city. There is a crucial need to be place specific, with the possibility of visions for broad areas of the centre (Goitside, Little Germany etc) within the larger vision.</p>	<p>The Vision</p> <p>New Vision to be incorporated into an indicative map of development in the centre. (i.e. Leisure in the west, retail in the centre etc).</p> <p>“The city centre will become a major destination in the wider region, offering a different experience to other cities. The City will be the focal point for leisure, office, retail and apartment development, becoming the place resident and visitors want to live, work and socialise.”</p> <p>“Future redevelopment of the City Centre will see the renovation and reuse of historic buildings in Little Germany and Goitside for residential and employment.”</p> <p>“New build development will make use of high quality design, which will respect the heritage of the city’s architecture, and be of the highest viable environmental standards.”</p> <p>“The City Centre Area Action Plan will help to safeguard and enhance the city’s important cultural assets of the Alhambra, St. Georges Hall, National Media Museum and many more. “</p> <p>“The plan will also aid in the formation of new open spaces and public realm improvements in the centre, building on the success of the new City Park and the New Market Place.”</p> <p>“The plan will not create a new city centre, but will build on and enhance the existing qualities to revitalise the core of the District.”</p>
<p>Objectives</p> <ol style="list-style-type: none"> 1. A unique, high quality shopping and leisure experience reflecting the city’s cultural mix. 2. An attractive, inclusive and safe environment, including a new city centre park which is distinctive to Bradford. 3. Imaginative reuse of the architectural heritage alongside new development of high quality sustainable design. 4. A range of good quality housing and facilities to cater for a successful city centre community. 5. A thriving economy with new office developments, and a growth in science and creative industries. 6. An enhanced higher education campus, with the University and College forming an integral part of the city centre. 7. Easy access to and around the centre for all sections of the community, and a 	<p>Criticisms of the objectives are primarily focused on the generic nature of the content.</p>	<p>The Council recognises that the plans objectives do appear generic and need to be more explicit and detailed in their description. Possibly incorporate broad overarching solutions specific to Bradford, for example <i>“We Need to enhance the City’s existing retail offer along Darley Street and Kirkgate, and the leisure offer throughout the centre, with the need to provide a unique, high quality shopping and leisure experience reflecting the city’s cultural mix”</i></p> <p>Objectives 7 and 8 are quite similar, possible merging of objectives, as this will cut down on the number of objectives of</p>	<p>Objectives</p> <ol style="list-style-type: none"> 1. A unique, high quality shopping and leisure experience reflecting the city’s cultural mix. This will build on the success of the City Park by enhancing the night time leisure offer and providing the framework for the delivery of major new retail in the centre. 2. An attractive, inclusive and safe environment This will see the maintenance and expansion of the public realm improvements throughout the city centre

<p>reduction in through traffic problems.</p> <p>8. Excellent links with surrounding communities and other major destinations across the region.</p> <p>9. 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.</p>		<p>which there are possibly too many, creating difficulties in delivering all of them.</p>	<p>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.</p> <p>3. Intensification of the urban core through imaginative reuse of the architectural heritage alongside new development of high quality sustainable design. Architectural design of new buildings and the reuse of historic buildings will be a mix of contrast and respect for the urban form. We will strive for high quality design, balanced with maximum functionality and the best viable environmental standards.</p> <p>4. A range of good quality housing and facilities to cater for a successful city centre community. A range of housing sizes and tenancies will be provided through the allocation of land and land use policies, to ensure city living is available to all residents of Bradford and beyond. This will be supported with the need to provide convenience retail and services within and surrounding the city centre, ensuring they form part of a development or are easily accessible.</p> <p>5. A thriving economy with new office developments, and a growth in innovative and creative industries as part SMART Cities initiative. The priority will be to maintain existing and attract new businesses into the city centre, through the delivery of new Grade A office space in the Business Forest and other office development throughout the centre. The super connected cities programme will deliver superfast broadband and cloud technology in the centre to attract business and industries looking for the best communications infrastructure in the country. Links with the University will also continue to be strengthened to promote Bradford City Centre as a hub for innovative and creative industries.</p> <p>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.</p> <p>7. Easy access to and around the centre for all sections of the community, and a reduction in through traffic problems. Access to the city centre by private motor vehicles is still considered very important, for providing easy access to shops, offices and leisure facilities. There is a need to balance the need for short term / stay access, and the need to easy congestion and pollution within the centre. The plan will put forward the Council's car parking strategy for the centre, and is committed to continued improvement of public</p>
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<p>City Centre Boundary</p>	<p><u>The City Centre Boundary</u></p> <p>Regen2000 do not agree with the boundary. They state it should include part of the commercial area to the east of the proposed boundary, going eastwards along Leeds Road and turn up Gobind Marg, along Ventnor Street, Northwards up Upper Mossscar Street, along Maudsley Street, up Edderthorpe Street, Then along the western boundary of the housing estate to meet Harewood Street and north-westwards to Barkerend Road, travelling westwards along Barkerend Road to meet the Shipley Airedale Road to join the existing boundary.</p> <p>Another view expressed was that the boundary should extend to Edderthorpe Street. This area has been neglected. It is a Housing Action Zone (HAZ) and there was concern in the city centre this may damage the aims of the HAZ.</p>	<p>Overall, the Council considers the city centre regeneration boundary is correct with regard to the extent of the area covered by the AAP. There is emphasis on not expand the boundary to ensure the development remains focussed in the core of the city.</p> <p>For the purposes of plan making and development management, the council has a clearly defined primary shopping area for retail uses.</p> <p>The regeneration boundary and the primary shopping area will be more clearly defined within the next stage of the City Centre AAP.</p>	<p>City Centre Boundary</p> <p>Clearer definition between the larger regeneration boundary and the Primary Shopping Area boundary.</p>

<p>City Living and Community Provision</p> <p>Issue 1 – The Amount of New Housing to be Located in the City Centre.</p> <p>At present, there is no figure for the number of houses to be built in the City Centre. The options are as follows:</p> <ul style="list-style-type: none"> a) The number of new residential units in the City Centre should be left to the market b) The Area Action Plan should indicate a housing target which comes from percentage of figures contained in the RSS c) No more housing should be encouraged in the city centre 	<p>Overall support for support for more housing in the city centre, with the amount being dictated by the market but with some control.</p>	<p>With the production of the further engagement draft of the Core Strategy, the housing figure stipulated for Bradford City Centre is now up to 3,500 units (see CS FED Table SS3 and Policy HO3). The Council is committed to delivering up to this level of housing growth within the centre to encourage more city living and aid in strengthening the night time economy.</p>	<p>This issue has been mostly addressed through the Core Strategy – Further Engagement Draft (consulted upon December 2011 to February 2012).</p> <p>City Living and Community Provision</p> <p>Issue 1 – The Amount of New Housing to be Located in the City Centre.</p> <p>The City Centre will deliver a minimum of 3,500 units by 2028, as stipulated within Core Strategy Policy HO3 – Distribution of the Housing Requirement. This is likely to take the form new build apartments and the conservation of historic buildings and will likely form parts of live / work developments.</p> <p>City living is a crucial part of the success of Bradford City Centre, ensuring the centre benefits from ‘round the clock’ economy. The plan will put into place the planning provision to ensure this is delivered, with the necessary supporting services residents will want in a place they want to live.</p> <p>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.</p>
<p>Issue 2 – The Location of New Housing in the City Centre</p> <p>There are no current housing allocations in the City Centre, however Policy CT3 of the Replacement UDP encourages the reuse of buildings in the City Centre for residential uses. Development to date has been focused in Little Germany and Manor Row. Encouraging residential uses in some areas may force other uses out.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) The Area Action Plan should designate areas for housing to avoid conflicts between different uses, such as leisure or business and residential. b) The location of housing should be left to the market to enable greater flexibility. c) A balance of uses in one area should be encouraged. 	<p>General support for housing in the City Centre to be part of mixed use schemes and through the reuse of existing buildings. Therefore, the general consensus of opinion is to have no location limits on housing and for it to be encouraged in new mixed-use developments throughout the City Centre. BCR also suggested a mixed-use approach, through the promotion of ‘Urban Villages’.</p>	<p>To allow maximum flexibility in housing delivery, it is unlikely the area action plan will restrict housing to specific areas of the city centre. The Council will recommend the reuse of existing historic buildings for residential and encourage a mix of residential and employment within appropriate areas, where they do not conflict with other uses such as leisure. The Council will seek to encourage living over the shop within the defined Primary Shopping Area.</p> <p>See CS FED Policy HO7 which provides the principles for allocating sites for housing. BCCAAP will need to apply these principles when allocating sites for housing.</p> <p>Note CS FED HO5 states that density targets for new housing will be set in the BCCAAP.</p>	<p>Issue 2 – The Location of New Housing in the City Centre</p> <p>There are no current housing allocations in the City Centre; however Policy CT3 of the Replacement UDP encourages the reuse of buildings in the City Centre for residential uses. Development to date has been focused in Little Germany and Manor Row. Encouraging residential uses in some areas may force other uses out.</p> <p>The chosen option to overcome this issue will be as follows:</p> <p>The Area Action Plan will designate sites for housing to avoid conflicts between different uses, such as leisure or business and residential. See Proposal Maps and Statements;</p>
<p>Issue 3 – The Type(s) of Housing to be encouraged in the City Centre</p> <p>Currently, the type of housing being built in the City Centre is being left to the market, and</p>	<p>The consensus of opinion on what type, tenure and size of housing should be encouraged in the City Centre a suitable mix, with preference being to apartments but not exclusively 1 and 2-bed apartments.</p>	<p>CS FED Policy HO8 provides the strategic policy guidance for housing mix. Detailed housing mix for the city centre will be determined via the BCCAAP.</p> <p>The Council is unlikely to restrict residential</p>	<p>Issue 3 – The Type(s) of Housing to be encouraged in the City Centre</p> <p>The area action plan will not restrict housing types within the city centre, either on wind fall or allocated sites. However, the AAP will aspire to high density development</p>

<p>the majority are one and two-bed apartments. The options could be as follows:</p> <ul style="list-style-type: none"> a) There should be a mix of housing types and sizes in the city centre, but the location should be left to the market to decide. b) Areas of the City Centre should be designated for one type of housing, e.g. family housing in the Cathedral Quarter. c) It should be left to the market to determine the location and range of housing types to ensure some flexibility. 		<p>types if they meet the density ranges stipulated within the Proposal Maps and Statements, thus the option shall allow flexibility in what is delivered.</p>	<p>to ensure the delivery of the planned 3,500 homes for the next 15 years.</p> <ul style="list-style-type: none"> a) Density ranges within the City Centre will range from 50 – 200 dwellings per hectare of the developable area. The density of each allocation will be dependant on local / site specific conditions.
<p>Issue 4 – Affordability</p> <p>Eighty percent of residential units in the city centre are either socially or privately rented. Policy H9 of the Replacement UDP addresses the affordability issue across the District; the draft City Centre Affordable Housing SPD is more specific to the City Centre and is hoped in be adopted late summer 2007. Some options could be as follows:</p> <ul style="list-style-type: none"> a) Keep the policy in the City Centre Affordable Housing SPD which requires the provision of affordable housing in developments over a certain threshold, and the use of LSCHO tenures managed by a RSL. b) Do not have any affordable housing policy in the City Centre. c) Develop a new affordable housing policy that reflects the areas of the NDFs and the issues that these smaller areas face. 	<p>General support for affordable housing in the City Centre and consensus of opinion is that affordable housing should be judge on a case by case basis and should follow the specific issues faced in each of the NDF areas.</p>	<p>CS Policy HO11 on Affordable Housing Policy has been informed by the SHMA / AHEVA and will be applied to the city centre. BCCAAP will therefore be focussed on delivery of affordable homes rather than establishing a target (which has already been established via CS FED). The results of these evidence base documents will most likely dictate the level of affordable housing needed / viable in the city centre.</p>	<p>Issue 4 – Affordability</p> <p>Eighty percent of residential units in the city centre are either socially or privately rented. Policy HO11 of the Core Strategy Further Engagement Draft addresses the affordability issue for the City of Bradford;</p>
<p>Issue 5 – The Need for Primary Education in the City Centre</p> <p>Currently, approximately 7% of City Centre households contain children (2001 Census). The demand for further school places is only likely to rise if more families move into the area, and this will probably occur if larger units/townhouses are developed and associated community facilities are provided.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) No further schools should be provided in the city centre, but better transport/pedestrian links should be made with schools in the surrounding area. b) A site should be designated for a 	<p>The overriding opinion is that provision for primary school education is good enough and any new provision should not be in the city but should be on the fringes. Any new provision on the fringes of the city centre should be easily accessible by walking, cycling and public transport.</p>	<p>The results of the Local Infrastructure Plan (LIP) and CIL will more than likely influence this option. The LIP will identify whether a primary school will be required within the city centre with the existing levels of housing, and whether a new primary school shall be required resulting from the planned level of housing growth. The LIP will also provide a number of options relating to the possibility of building of a new school or whether there is the potential to expand existing primary schools within the surrounding area. With overriding opinion not supporting a primary school in the city centre, the Council will need to work towards supporting the expansion of facilities in neighbouring wards, however, the results of the LIP will dictate to whether this is feasible. The CIL will also highlight</p>	<p>Issue 5 – The Need for Primary Education in the City Centre</p> <p>Currently, approximately 7% of City Centre households contain children (2001 Census). The demand for further school places is only likely to rise if more families move into the area, and this will probably occur if larger units/townhouses are developed and associated community facilities are provided.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) No further schools should be provided in the city centre, but better public transport/pedestrian links should be made with expanded and enhanced schools in the surrounding area. b) A site should be allocated for a primary school in the Area Action Plan which can be developed when there are sufficient numbers of children in the city centre or to meet current deficiencies in areas

<p>primary school in the Area Action Plan which can be developed when there are sufficient numbers of children in the city centre.</p>		<p>whether it is viable or not to charge for education contributions for development within the city centre.</p> <p>Update data with Census 2011 results.</p>	<p>adjoining the city centre</p> <p>c) The Council will support the delivery of 'Free Schools' in the city centre, where appropriate and sufficient demand is demonstrated.</p>
<p>Issue 6 – The Need for Healthcare Facilities in the City Centre</p> <p>The provision of healthcare facilities is an important feature of a community. At present in the City Centre, there are a number of GP and dental surgeries but demand is likely to increase as the City Centre population increases further.</p> <p>The options could be as follows:</p> <p>a) Encourage the development of, and allocate sites, for the provision of healthcare facilities in the city centre.</p> <p>b) Use the planning obligations mechanism to pool resources from residential developments to provide healthcare in the City Centre when there is evidenced need.</p> <p>c) Do not promote additions to healthcare provision in the area.</p>	<p>The consensus of opinion is that Healthcare is that it needs to have a flexible approach and located where there is identified need.</p>	<p>Again, the LIP and CIL will heavily influence the future options for overcoming this issue. Flexibility in approach is generally supported, but the CIL will identify whether it is viable to charge for healthcare on developments within the City Centre. The LIP will also identify what level of health care provision is required within the city centre with existing levels of development and the provision for future levels of plan development growth.</p>	<p>Issue 6 – The Need for Healthcare Facilities in the City Centre</p> <p>The provision of healthcare facilities is an important feature of a community. At present in the City Centre, there are a number of GP and dental surgeries but demand is likely to increase as the City Centre population increases further.</p> <p>The options could be as follows:</p> <p>a) Encourage the development of healthcare facilities through planning policy to ensure they form an integral part of major developments. Due to the uncertainties in the delivery of these services, the policy will explore the possibility of integrating healthcare facilities into mixed use development schemes, where demand can be demonstrated.</p> <p>Potential Action Plan Policy</p> <p>The Council will seek the provision of health care facilities within major residential, retail and office developments, where demand for such a facility has been identified.</p> <p>Demand thresholds for healthcare facilities will be informed by the Local Infrastructure Plan and set out in the supporting text for this policy.</p> <p>b) Support the provision of better public transport links and pedestrian routes to expanded and enhanced healthcare facilities in areas surrounding the city centre.</p>

<p>Issue 7 – The Need for Small-Scale Convenience Shopping in the City Centre</p> <p>It is important that local residents can easily access a small convenience shop to buy newspapers, milk and other basic groceries rather than having to travel to the nearest supermarket. This type of provision is not prevalent in the City Centre as the demand has not yet reached such a level to entice retailers to invest, but the presence of such facilities will attract further residents.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Small-scale retail uses should be allocated within residential areas to encourage the creation of a focus for small-scale shopping, for example, in Little Germany and Goitside. b) The location of small-scale shopping should be left to the market to decide. c) The Plan should disallow the development of retail uses outside of the core shopping area. d) The Plan should designate the Morrisons site on Westgate for convenience retail use only. 	<p>Opinion favours small scale convenience retail should be provided in mixed use residential schemes.</p>	<p>An option maybe incorporating small scale convenience within residential and employment developments on ground floors. NPPF Para 38 promotes local shops as part of large scale residential developments. BCCAAP could look to encourage small local shops outside the primary shopping area where large scale residential development/conversions are envisaged (i.e. Goitside and Little Germany).</p>	<p>Issue 7 – The Need for Small-Scale Convenience Shopping in the City Centre</p> <p>It is important that local residents can easily access a small convenience shop to buy newspapers, milk and other basic groceries rather than having to travel to the nearest supermarket. This type of provision is not prevalent in the City Centre as the demand has not yet reached such a level to entice retailers to invest, but the presence of such facilities will attract further residents.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Encourage the delivery of convenience retail units throughout the city centre boundary. Small-scale retail uses should be stipulated as a requirement in land use allocations for major housing and employment to encourage the creation of a focus for small-scale convenience shopping, where appropriate. b) The Plan should support existing markets within the city centre, specifically the Oastler Food Market and Kirkgate Market from competing development.
<p>Shopping and Leisure</p> <p>Issue 8 – Extent of the Shopping Area</p> <p>A key issue for the Area Action Plan is to define the spatial extent of the shopping area. The current extent of the shopping area with little cohesion between the areas. With the proposed development of the Broadway Centre there are major possibilities for change.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Support the approach set out in the NDFs promoting the expansion of the proposed Broadway development to the Foster Square Retail Park, coupled with the retention of the remainder of the existing shopping area for specialist shops and markets. b) Reduce the extent of the existing shopping area, and concentrate future 	<p>The consensus of opinion is a general support for the extent of the shopping area as set in the NDFs.</p>	<p>Through work undertaken as part of the Retail and Leisure Study (2008 and 2012 update), the Council will support the existing primary shopping area as stipulated in the Replacement Unitary Development Plan, but allow a flexible approach to primary and secondary frontages. The Council welcomes further comments on this issue.</p>	<p>Shopping and Leisure</p> <p>Issue 8 – Extent of the Shopping Area</p> <p>A key issue for the Area Action Plan is to define the extent of the shopping area. The current extent of the shopping area with little cohesion between the areas. With the proposed development of the Broadway Centre there are major possibilities for change.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Support the primary shopping area as defined by the Bradford District Retail and Leisure Study (2008), but retaining a flexible approach to primary and secondary frontages.

<p>retail uses in the area between Broadway and the Foster Square Retail Park.</p> <p>c) Leave the extent of the shopping area to market forces.</p>			
<p>Issue 9 – Better connections between shopping areas</p> <p>In order for the centre to develop and prosper, the connections between, the connections between the diverse shopping areas need significant improvement. The plan needs to address this issue as a priority.</p> <p>The options could be as follows:</p> <p>a) Introduce peripheral car parking, a public transport box, a mini tram system and clear pedestrian routes and signposting within the central area to provide improved connectivity, as promoted in the NDFs.</p> <p>b) Rely on market forces to promote linkages within the city centre.</p>	<p>Consensus of opinion is in favour of Option A, but with added free car parking and a free city centre bus</p>	<p>Option A is clearly the favoured choice by respondents.</p> <p>Following the publication of Local Transport Plan 3, and the adoption of the City Centre Design Guide, the AAP will take forward the recommendations and good practice put forward in these documents in regards to improving connections between shopping areas.</p>	<p>Issue 9 – Better connections between shopping areas</p> <p>The City Centre AAP will follow the good practice put forward in the City Centre Design guide in regards to improvements to sign posting and way finding. The Local Transport Plan 3 (LTP 3) is the statutory plan for transport in West Yorkshire and sets out the needs, objectives, ambitions and strategy over the medium to long term as well as detailed spending proposals in its first 3 years. The LTP 3 will be the primary delivery mechanism for such projects aiding in improving connections between shopping areas</p>

<p>Issue 10 – Safeguarding the function of shopping streets</p> <p>Policy CT5 of the RUDP aims to maintain the attraction and relevance of the primary shopping area to shoppers by seeking to accommodate associated services like banks and restaurants in shopping streets without affecting the character of the streets or the compactness of the centre, so that both retail and non-retail uses are sited so they are convenient to use. Non-retail uses are only to be permitted when the cumulative effect of a proposal, or the visual impact created by the development would not be so great as to adversely affect the character of the shopping street and its attractiveness for the shopping public.</p> <p>The issue for the Area Action plan is to decide whether there is still a need to safeguard the function of shopping streets, or should the Plan recognise that shopping centres are changing and shops no longer need to be the dominant use in primary shopping streets. The options could be as follows:</p> <p>a) Carry forward the RUDP policy approach into the DPD.</p> <p>b) Recognise that the centre is changing and shops no longer need to be the dominant use in core shopping streets.</p> <p>c) Allow certain non retail uses in the shopping core, but not others.</p>	<p>General opinion is in support for a mix of Option A and Option B, with the majority of support being for the retention of retail uses on shopping streets.</p>	<p>The BCCAAP will designate the Primary Shopping Area and for the very first time clearly define where the Primary and Secondary shopping frontages are (in conformity with para 23, NPPF). The secondary frontages in the Primary Shopping Area will have a much greater diversity of non A1 uses.</p> <p>The Council recognises (post Portas Review), the future of the city centre is not just retail. Taking this into account, the use of Primary and Secondary Frontages will aid in the allowing a flexible approach to the ensuring the vitality of the retail area.</p>	<p>This is now considered to be addressed under Issue 8 with the introduction of Primary and Secondary Frontages.</p>
<p>Issue 11 – Expansion of the leisure offer in the city centre</p> <p>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 at Centenary Square and the West End. However, the city centre remains underrepresented by restaurants, and hotel accommodation.</p> <p>The proposed re-opening of the Bradford Canal from the Leeds Liverpool Canal at Shipley into the heart of the city centre will add another dimension to the leisure offer in the city centre; and comments received from the public following the publication of the Neighbourhood Development Frameworks</p>	<p>There seems to be overall support for expanding leisure facilities within Bradford, especially as part of mixed use schemes and in line with the NDFs.</p>	<p>Clear support for the expansion of leisure uses in the city centre, but also support for incorporating leisure within mixed-use and employment uses. Possible new option of support the use of ground floor employment developments for leisure uses. Strong support for leisure uses in the “West End” centred round the Odeon / Alhambra area will be supported by the delivery of the new city park. BCCAAP will recognise established entertainment and leisure areas such as the “West End” but also Centenary Building fronting City Park and the heritage streets and buildings (Tyrrel Street, Hustlergate, Bank Street, Broadway, between Westfield Bradford and Kikrgate Centres which lend themselves to leisure uses.</p> <p>In response the comments raised, the Council has proposed leisure uses in a</p>	<p>Issue 10 – Expansion of the leisure offer in the city centre</p> <p>Historically, for a city of its size, Bradford has been under provided for in terms of leisure. However since 2000, Bradford has become increasingly successful in attracting people to the city centre, due to the opening of a number of leisure-based schemes; e.g. The Leisure Exchange, bars and nightclubs in the Centenary Square Building and the West End. However, the city centre remains underrepresented by restaurants, and hotel accommodation.</p> <p>Comments received from the public following the publication of the Neighbourhood Development Frameworks and the Issues and Options Consultation (2007) highlighted the need for a new concert hall, art gallery and open space in the centre to improve the leisure offer in the city.</p> <p>A key issue for the Plan is how it can encourage leisure</p>

<p>highlighted the need for a new concert hall, art gallery and open space in the centre to improve the leisure offer in the city.</p> <p>A key issue for the Plan is how it can encourage leisure uses in the city centre. There are various options:</p> <p>a) Promote leisure uses, particularly open spaces, cafes, restaurants and hotels in line with the proposals set out in the NDFs.</p> <p>b) Promote leisure uses as a priority above other competing uses within the city centre.</p> <p>c) Leave the development of leisure uses to market forces</p>		<p>number of proposed mixed use allocations, with the focus on large scale leisure expansion within the Bowl Neighbourhood (Central Business and Leisure District).</p>	<p>uses in the city centre. There are various options:</p> <ul style="list-style-type: none"> a) Promote leisure uses as supporting ancillary uses in mixed use development, indicated in the Proposal Maps. b) Promote leisure uses as a priority above other competing uses on allocated sites, indicated in the Proposal Map. c) Leave the development of leisure uses to market forces, to ensure demand based delivery.
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<p>Issue 12 – Promoting the evening economy whilst safeguarding the amenity of city centre residents</p> <p>Developers have shown strong interest in providing residential accommodation in the centre in recent years. But as more residential units are created and more people live in the centre, there is more likelihood of possible conflicts between the wish for peaceful living conditions and the noise and general disturbance that can be associated with late night uses such as pubs and nightclubs. A key issue for the plan is to decide whether it is necessary to restrict these uses to specific areas within the city centre so that conflicts do not arise between the different uses.</p> <p>The options are as follows:</p> <ul style="list-style-type: none"> a) Restrict late night leisure uses to particular areas of the city centre. b) Restrict new build and conversions for housing accommodation to particular areas. c) Leave the development of leisure and housing uses to market forces. 	<p>There is overall support for the promotion/improvement of the nighttime economy in the City Centre, but opinion is divided over how to do this. Generally people agreed that clubs and pubs shouldn't be the only nighttime attractions and there should be a wide range of attractions in the city centre at night.</p>	<p>Clear support for a strong night time economy in the city centre, but there are reservation on what form it may take due to the concerns of the centre being over run with users of bars and clubs, and the results effects. Taking this into account, there is a clear need to either restrict leisure uses to non-residential areas and / or allow some leisure within residential area but within the potential of restricted operating hours. BCCAAP will continue to see the West End and the Centenary Building fronting City Park as the focus for the night economy with restaurants, bars and clubs. A more restrictive approach could be taken to the urban villages (Little Germany, Cathedral Quarter and Goitside).</p> <p>The Council has put forward an approach to tackle this issue through focusing night time leisure uses within the Bowl Neighbourhood and a policy to ensure residential amenity is not compromised by any late night leisure uses in the City Centre as a whole.</p>	<p>Issue 11 – Promoting the evening economy whilst safeguarding the amenity of city centre residents</p> <p>Developers have shown strong interest in providing residential accommodation in the centre in recent years. But as more residential units are created and more people live in the centre, there is more likelihood of possible conflicts between the wish for peaceful living conditions and the noise and general disturbance that can be associated with late night uses such as pubs and nightclubs. A key issue for the plan is to decide whether it is necessary to restrict these uses to specific areas within the city centre so that conflicts do not arise between the different uses.</p> <p>The options are as follows:</p> <ul style="list-style-type: none"> a) Focus late night opening within the Bowl Neighbourhood and restrict the proposed allocation of residential land use, thus allowing businesses to operate with fewer restrictions on opening hours. b) Produce a planning policy for to assess planning applications against to ensure residential amenity is protected on a case by case basis.
<p>Issue 13 – Exploiting the city's cultural assets</p> <p>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.</p> <p>Various options are set out below:</p> <ul style="list-style-type: none"> a) Promote the expansion of the existing cultural facilities within the city centre. b) Promote additional cultural/leisure facilities within the city centre. c) Provide better connections/linkages between the existing and future cultural facilities. 	<p>Consensus of opinion is that we should make more of and promote existing cultural and leisure facilities, and the addition of a new concert hall.</p>	<p>With equal support for both options, it is likely these two options will be taken forward into the next stage of the City Centre AAP. BCCAAP may explore the potential for the expansion of the existing Cultural Facilities.</p>	<p>Issue 12 – Exploiting the city's cultural assets</p> <p>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.</p> <p>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.</p> <p>Option:</p> <p>The APP will propose the allocation of sites for employment uses such as office, retail and leisure, as indicated on Proposals Maps. The delivery of speculative employment uses will be planned for on a site by site basis, forming parts of mixed use developments across the City Centre.</p>

<p>Business</p> <p>Issue 14 – Lack of offices to accommodate the anticipated growth in the service industries, and where they should be located</p> <p>There is a restricted supply of modern office accommodation within the city centre, and currently there is limited new space available, the majority being ‘secondhand’ and therefore not necessarily attractive to inward investors. However, when No 1, The Interchange on Nelson Street was built in 2005, the majority of the floorspace was pre-let and set headline rents. Currently offices are spread over many parts of the centre although there is a concentration of larger office buildings in the Bowl Neighbourhood Area, Little Germany and Goitside. In recent years, new office buildings have been built just outside the city centre boundary bordering the Shipley/Airedale Road between Leeds Road and Wakefield Road indicating that the market was interested in developing in peripheral locations. A key issue for the Area Action Plan is therefore where new office development should take place. Some options could be as follows:</p> <ul style="list-style-type: none"> a) Support the specific locations for office development as set out in the NDFs, specifically the Business Forest Office Park; and the existing areas such as Little Germany and Goitside. b) Allow greater flexibility as to where office development should be accommodated in the city centre, specifically promoting office development in mixed use schemes. c) Restrict and/or retain office development in certain areas. d) Leave the location of office development to market forces. 	<p>Generally comments reflected a support for office development in the Business Forest but mainly for offices to be located in mixed use scheme throughout the city centre.</p>	<p>Bradford does not have a supply of Grade A office space and current office floor space is unattractive to the market. BCCAAP may have to consider alternative uses for vacant office blocks. Note recently announcement that the Govt. has decided not to allow the permitted change of use from office to residential.</p> <p>Within the Proposal Maps and Statements, the Council proposes to focus major office development within the Bowl Neighbourhood, and office mixed use development within other areas of the city centre.</p>	<p>Business</p> <p>Issue 13 – The need to deliver forecast jobs growth within the City Centre</p> <p>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.</p> <p>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.</p> <p>Option:</p> <p>The APP will propose the allocation of sites for employment uses such as office, retail and leisure, as indicated on Proposals Maps. The delivery of speculative employment uses will be planned for on a site by site basis, forming parts of mixed use developments across the City Centre.</p>
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<p>Issue 15 – Type of Business Development</p> <p>Consideration also needs to be given to the type and range of business premises required to meet the needs of the local economy and the proposed economic revival. Forecasts clearly show the growth in service industries requiring office accommodation, but Bradford is also regarded as a city of creativity and enterprise, where knowledge and creative industries thrive. Currently there is a clear emphasis on mixed use developments, as they can bring vitality to an area. However, it is important to take a long-term perspective to consider what type of employment provision should be made in the City Centre that will be sustainable not just in terms of future demand, but in terms of its scale, design, impact on other infrastructure and most importantly its competitiveness against other regional cities. A key issue for the Area Action Plan is therefore what type of business development the plan should support. Some options are as follows:</p> <ul style="list-style-type: none"> a) Support the strategic proposals for office development and other business uses as set out in the NDFs, most notably the Business Forest Office Park, and the incubator units in the Goitside area. b) Allow greater flexibility as to what type of business uses should be accommodated in the city centre. c) Leave the development of business premises to market forces. 	<p>This section seems to answering the same issues as Issue 14. Suggest merging the two – Where and what type?</p>	<p>Issue's 14 and 15 are very similar and for the sake of clarity, this should be merged. The type of businesses investing and establishing themselves in Bradford will more than likely be market led; the location of business / office development will be established by the Council through land use allocations and supporting policies in the AAP.</p> <p>Taking this into account this issue has been condensed into Issue 13. This will be addressed through the allocation of sites for employment uses, as put forward in the Proposal Maps and Statements.</p>	<p>See Issue 13.</p>
<p>Issue 16 – Need to retain Existing Industrial Premises in the City Centre</p> <p>In the peripheral areas of the city centre especially to the south of Croft Street, and in the north western area along Thornton Road, there are a number of general industrial premises. These range from service type uses e.g. car repairs to small scale manufacturing uses. Although small in scale, these businesses play an important role in the overall economy of the city centre. However, they are not usually associated with city centre development, and could be regarded as potential areas for re- development, especially mixed use housing and office development. The issue for the Area Action Plan is to decide whether these areas should be protected, or whether they have potential for more profitable city centre uses.</p>	<p>Public opinion is in support of redeveloping and reusing industrial premises for commercial and housing.</p>	<p>See Above</p>	<p>See Issue 13</p>

<p>Some options could be as follows:</p> <ul style="list-style-type: none"> a) Protect the existing uses in these areas, and accept the vital role they play in the economy of the city centre. b) Support the redevelopment of these areas, but stipulate that provision should be made for the existing uses in the redevelopment proposals. c) Leave the redevelopment of these areas to market forces, and accept that the existing uses may have to relocate outside the city centre boundaries 			
<p>Further and Higher Education</p> <p>Issue 17 – Safeguarding the Campus Zone from Non-Educational Related Development</p> <p>It is the University and College’s aim to consolidate their facilities on the existing campus site. Restricting development of uses which are not related to the activities of the institutions will help achieve this.</p> <p>Some options could be as follows:</p> <ul style="list-style-type: none"> a) Take forward Policy approach of the RUDP; b) Develop a new policy for the future development of the area. 	<p>Public opinion is divided over whether the Campus Zone should be safeguarded for educational uses. The majority of people supporting the safeguarding stated that this may prove difficult to enforce.</p>	<p>The issue and options for Further and Higher Education need to be more explicit. What is the RUDP approach and what would a new policy look like? The current RUDP has allocated Higher Education Campus BW/CF8 which makes provision for the expansion of the existing college and university. The BCCAAP could continue this policy or go further by extending permitted development through LDO to take a pro growth approach to university/college related developments.</p> <p>The City Centre AAP proposes to safeguard the Learning Quarter Neighbourhood for the development of the University and College. Any sites which are not required for these purposes are considered acceptable for the residential development.</p>	<p>Further and Higher Education</p> <p>Issue 14 – Safeguarding the Campus Zone from Non-Educational Related Development</p> <p>It is the University and College’s aim to consolidate their facilities on the existing campus site. Restricting development of uses which are not related to the activities of the institutions may help achieve this.</p> <p>The Area Action Plan will support the change of use of properties within the Learning Quarter for the following uses:</p> <ul style="list-style-type: none"> ▪ Educational Uses, ▪ Housing and Other Residential Provision for Students, ▪ Business Uses, Leisure and Recreational Facilities, and ▪ Car Parking which is ancillary to the primary educational uses. <p>If an application for a proposed change of use is not in support of education provision, the applicant must prove it is surplus to the education providers needs. The Council will then consider the development of property for the following uses:</p> <ul style="list-style-type: none"> ▪ Residential ▪ Supporting Community Provision
<p>Issue 18 – Better integration of the Campus Zone with the City Centre</p> <p>It is beneficial for both institutions and the City Centre to achieve a better integration between the two. Physical linkages with businesses in the Thornton Road area may encourage the creation of a creative business cluster, improving the local economy whilst making</p>	<p>Respondent’s opinion is in favour of the University being more integrated with the City Centre, with most favouring improved pedestrian routes but with some supporting more HE/FE uses closer to the City Centre.</p>	<p>Again, the options for this should be more explicit. See comments for Issue 17. Physical links between the HE campus and the city centre have improved since City Park and highway works to Princes Way.</p> <p>Continuing the take up of commercial property by the College in Centenary Square, the proposed site allocations within the Proposal Maps and</p>	<p>See Proposal Maps and Statements</p>

<p>the University/College more attractive to investment and prospective students. It is a key aim of the University and College to provide a link between the campus and the City Centre.</p> <p>Some options could be as follows:</p> <ol style="list-style-type: none"> a) Identify/support further sites for HE/FE uses towards the City Centre; b) Improve pedestrian routes between the Campus Zone and the City Centre. c) Restrict HE/FE uses to the Campus Zone only. 		<p>Statements will ensure there are sufficient sites within the City Centre (outside the Learning Quarter) for the University and College to further integrate, if necessary.</p>	
<p><i>Movement</i></p> <p>Issue 19 – Quality and Availability of Pedestrian Routes</p> <p>Different parts of the city centre provide different pedestrian experiences. Whether it's a pedestrianised street or a shared route for people and traffic, the pedestrian experience and ease of navigation is affected by quality of materials and design of the route and number of people using the route. Also severance of routes by busy roads, traffic speeds, convoluted crossing points, on street parking and bus shelters can often interrupt journeys for pedestrians.</p> <p>The options could be as follows:</p> <ol style="list-style-type: none"> a) Create a pedestrian dominated city centre by increasing amount of pedestrianised areas, encourage more street level activity, create greater vehicular restrictions, removal of some vehicular routes, reduce traffic speeds on through routes, give pedestrians priority over vehicles where footpaths cross roads and general improvements to the quality, design and lighting of pedestrian routes. b) Retain the existing balance between pedestrian and vehicle movements whilst supporting improvements to the quality of footpaths and pedestrianised zones and increasing the safety for pedestrian crossings at busy road junctions. c) Do nothing and let the quality of pedestrian movement be enhanced by Developer Contributions. 	<p>General opinion of respondents is split over the quality and availability of pedestrian routes in the City Centre. The majority of respondents were split between option A and B, but those favouring option A only wanted to see some areas pedestrianised not the entire city centre.</p>	<p>The Public Realm Improvement Scheme will continue to increase the quality of the public realm throughout the city centre.</p> <p>It is proposed the AAP shall adopt the principles and guidance set out in the Streetscape Design Guide (2007) and City Centre Design Guide SPD (2007).</p>	<p><i>Movement</i></p> <p>Issue 15 – Quality and Availability of Pedestrian Routes</p> <p>The Area Action Plan shall adopt the principles of the Streetscape Design Guide (2007), which include the follow:</p> <ul style="list-style-type: none"> • Streets are for movement and access for all. • Streets are social places. • Streets should reinforce a city's character. • Streets must be simple. • Streets must be manageable. <p>The AAP also supports the guidance on pedestrian routes put forward in the City Centre Design Guide (2007).</p>

<p>Issue 21 – Provision of Public Transport Services and Infrastructure (including Taxis)</p> <p>Buses currently enjoy good penetration into the city centre dropping people off close to shops and facilities. The Interchange allows for easy changeovers between buses and trains, which stop there. 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.</p> <p>The city’s two main train stations feel detached from the city centre proper and from each other, and do not offer attractive gateways to the city. Also the buildings containing the train stations are considered to be dated and perceived to have access and safety problems.</p> <p>Taxis need to be able to pick up and drop off in the City Centre in convenient and safe locations.</p> <p>The plan could include any or all of the following options:</p> <ul style="list-style-type: none"> a) Priority to public transport over other vehicles including provision of traffic signals which give priority to buses and improved enforcement procedures for not conforming with any priorities. Provision of new and improved bus lanes and high quality and frequent routes into, out of and around the centre. Where feasible develop extended bus lay-bys, large enough to prevent buses being delayed by other buses unloading and loading passengers. b) Provision of a free city bus connecting the top and bottom of the city centre and the two railway stations, running at regular intervals with convenient stops along a circular route. c) Provision of bus services and routes to bring passengers from future park and ride facilities located at various points on edge of city centre into the heart of the city centre. d) Redevelop the Travel Interchanges to improve the attractiveness of public travel. This could involve better integration between bus, train and taxi interchange facilities, improved and 	<p>There is general support among the responses for Options A, B, C and D, with many respondents preferring a mix of all 6 options.</p>	<p>Option f) needs to be removed as this is not under the control the planning system, combined with the fact it may appear as unfair to target public transport companies who may be struggling in the current financial climate.</p> <p>The Further Issues and Options Report has condensed the previous options to create a more succinct set of solutions. Option (f) has been removed due this being outside of planning control.</p>	<p>Issue 16 – Provision of Public Transport Services and Infrastructure (including Taxis)</p> <p>Many bus services currently enjoy good penetration into the city centre dropping people off close to shops and facilities. The Interchange allows for changeovers between buses and trains, including connections to the Leeds Bradford International Airport (LBIA). However the vast array of bus stops around the city centre can be confusing to visitors, it is not always clear where to go to catch a bus. The changes in levels between the upper and lower concourses of the Interchange also pose problems for travellers use rail and bus transport.</p> <p>The city's two main train stations feel detached from the city centre proper and from each other, and do not offer attractive gateways and do not reflect the true scale of the city. Also the buildings containing the train stations are considered to be dated and perceived to have access and safety problems.</p> <p>Taxis also need to be able to pick up and drop off in the City Centre in convenient and safe locations. The plan could include any or all of the following options:</p> <ul style="list-style-type: none"> a) Priority is given to public transport over other motorised vehicles through the provision of traffic signals which give priority to buses and improved enforcement procedures for not conforming to bus lanes and bus gates. Provision of new and improved bus lanes where feasible and more high quality and frequent routes into, out of and around the centre. b) Support the provision of bus services and routes to bring passengers into the city centre from future park and ride facilities. c) Support the redevelopment of the Bradford Interchange and Forster Square to improve the attractiveness of public travel. This could involve better integration between 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. d) Provision of high quality taxi ranks to operate safely during day and night and inclusion of taxi pull in zones at new developments.
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<p>enhanced taxi ranks, provision of retail facilities to generate activity and general improvements to accessibility, function and image of Interchange buildings.</p> <p>e) Provision of high quality taxi ranks to operate safely during day and night and inclusion of taxi pull in zones at new developments.</p> <p>f) Encourage bus and train companies to reduce cost of travel by public transport.</p>			
<p>Issue 22 – Completion of a City Centre Ring Road</p> <p>Bradford city centre has two ring roads – the Central Ring Road, which offers car access into the very heart of the city, and the City Ring, which takes traffic out of the centre.</p> <p>The Central Ring Road constricts the centre, cuts it off from its surroundings, and severs pedestrian flow. However the Petergate section of the road has recently been closed as part of the Broadway Development.</p> <p>The City Ring has never been completed on the west side of the city, completion is hindered due to topography, finance available to buy land and develop route and availability of a suitable route. The result is that large amounts of traffic still pass through the city centre proper causing congestion and delays and increased pollution levels.</p> <p>Much of the traffic entering the city is through traffic travelling into and straight out of the centre with no purpose or intention to stop in the city this would be vastly reduced if the western part of the City Ring was complete</p> <p>The plan could include any or all of the following options:</p> <p>a) Actively pursue the completion of the city ring to connect Hamm Strasse via Drewton Road to Thornton Road. Various options for the completion of this ring road have been investigated recently as part of the Valley Neighbourhood Development Framework.</p> <p>b) Do nothing and let the existing roads that lead into and out of the City Centre accommodate present and</p>	<p>There is general overall support for option A, completion of the ring road, but the majority of respondents didn't support option B but wanted to see an alternative to further road building and more cars in the city centre (option A).</p>	<p>Issue 22 shall be removed following the completion of the District Transport Assessment and work undertaken by the Council's Highways Department.</p> <p>Although the completion of the inner ring road remains as a potential solution to traffic problems within the centre, it is no longer considered a priority for the Council and thus has been removed.</p>	<p>Issue 22 removed.</p>

<p>future traffic levels whatever the outcome regarding congestion.</p>			
<p>Issue 23 – Increases to levels of Traffic causing Congestion and Pollution in the heart of the City</p> <p>The levels of traffic on existing roads cause problems of congestion and pollution at all times but especially during peak travelling hours. The amount of traffic using roads into and out of the centre is likely to grow rather than reduce due to the current levels of development interest. Therefore, problems for users will increase unless existing road transport problems can be solved or modal shift encouraged (i.e. entice people to use other modes of transport rather than the private car).</p> <p>Another problem is that routes to multi-storey car parks at the Kirkgate Centre and Hall lngs actively encourage private vehicles into the city centre adding to congestion and pollution issues.</p> <p>The plan could include any or all of the following options:</p> <ul style="list-style-type: none"> a) Remove or restrict some of the through routes and introduce traffic management systems to control the flow of vehicles into the centre. b) Provision of multi storey car parks at various points on the edge of the centre to allow people to park and enter the city centre on foot or by public transport, together with a local access strategy and service delivery strategy for those vehicles and trips which have to enter the city centre. c) Transform more of the shopping streets to pedestrian only zones to stop vehicle entering during certain times in the day. d) Turn the main roads that lead into the City into “Tree Lined Boulevards” to help reduce problems created by pollution from vehicles. 	<p>There is general overall support for Option B, car parks outside the city centre with good public transport links into the city centre, but there were also support for a policy which would merge all 4 options</p>	<p>There is an issue of whether many of these options (specifically b) and d)) are actually deliverable / viable. These possibly need to be scaled back and option d) removed.</p> <p>This issue has now been renamed to ‘Air Quality Management’. The Options have been condensed and amended slightly to reflect the comments raised during the previous consultation.</p>	<p>Issue 17 – Air Quality Management</p> <p>The levels of traffic on existing roads cause problems of congestion and pollution at all times but especially during peak travelling hours. The amount of traffic using roads into and out of the centre is likely to grow rather than reduce due to the current levels of development interest. Therefore, problems for users will increase unless existing road transport problems can be solved or modal shift encouraged (i.e. entice people to use other modes of transport rather than the private car), in line with Core Strategy Policy TR1.</p> <p>A key factor in hindering modal shift is the issue of routes to multi-storey car parks at the Kirkgate Centre and Hall lngs actively encourage private vehicles into the city centre adding to congestion and pollution issues. This will be exacerbated by the Westfield Development which contains a large number of parking spaces.</p> <p>The plan could include any or all of the following options:</p> <ul style="list-style-type: none"> a) Support the removal or restriction of some through routes and introduce traffic management systems to control the flow of vehicles into the centre. b) Provide planning policies which support the development of multi storey car parks only on the edge of the centre to allow people to park and enter the city centre on foot or by public transport, together with a local access strategy and service delivery strategy for those vehicles and trips which have to enter the city centre. c) Transform more of the shopping streets to pedestrian only zones to stop vehicle entering during certain times in the day.
<p>Issue 24 – Parking Provision</p> <p>Parking provision in the city centre consists of multi storey car parks, surface car parks and on street parking. New parking provision has</p>	<p>There is nearly complete support from respondents for Option A, the production of a car parking strategy. Some respondents also suggested a merging of Option A and B.</p>	<p>The Issue and Options of Parking Provision remains unchanged from the previous consultation, to gather further opinion in light of changes since 2007 / 08. The option of a city centre car parking strategy is currently being investigated by the Council.</p>	<p>Issue 18 – Parking Provision</p> <p>Parking provision in the city centre consists of multi storey car parks, surface car parks and on street parking. A recent development is the conversion of long stay free on street</p>

<p>recently been provided in the multi storey adjacent to the former Sunwin House store, and additional large-scale provision is included in the proposed Broadway development.</p> <p>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 which could lead to a shortage of parking in the future.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) The inclusion of a car parking strategy and adopted parking standards policy in the City Centre Area Action Plan with reference to long stay, short stay, off-street, on-street, disabled parking, private and public owned parking, as well as giving standards for all possible land uses that may be developed over the life of the plan. If a park and ride system was to be developed this should also be covered by the Car Parking Strategy of the plan. b) Retain the existing levels of parking in the City Centre whilst improving the quality, availability and security of the parking provision. c) Restrict parking availability in the city centre to encourage people who visit to do so by means other than private vehicle. 			<p>parking to short stay pay and display to promote turnover of spaces and thus aid commercial activity.</p> <p>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 which could lead to a shortage of parking in the future.</p> <p>The Options Could be as follows:</p> <ul style="list-style-type: none"> a) The inclusion of a car parking strategy and adopted parking standards policy in the City Centre Area Action Plan with reference to long stay, short stay, off-street, on-street, disabled parking, private and public owned parking. This would also establish car parking standards for all types of development within the city centre. If a park and ride system was to be developed, this would also be covered by the Car Parking Strategy of the plan. b) Retain the existing levels of parking in the City Centre whilst improving the quality, availability and security of the parking provision. c) Restrict parking availability in the city centre to encourage people who visit to do so by means other than private vehicle.
<p>Issue 25 – Provision of Access for All</p> <p>A successful city centre can depend on the number of people who use it, either as residents, visitors or as a place of employment. Accessibility should be a core priority of the plan, which could aim to ensure all individuals, and groups are able to access and move around the city centre with ease.</p> <p>The plan could include any or all of the following options:</p> <ul style="list-style-type: none"> a) Policies that ensure people with disabilities are not disadvantaged. These could include policies to ensure when designing new areas and 	<p>There is overall support from respondents for Option A, but there is also large support for a combination of all 3 options as a possible solution.</p>		<p>Issue 19 – Provision of a Safe and Inclusive Public Realm</p> <p>A successful city centre can depend on the number of people who use it, either as residents, visitors or as a place of employment. Accessibility and safety should be a core priority of the plan, and all individuals, and groups should be able to access and move around the city centre safely and with ease.</p> <p>The Area Action Plan will therefore adopt the guidance on Access for All put forward in the Streetscape Design Manual and encourage the provision of measures that improve safety for all road users.</p>

<p>buildings they should incorporate disability access to all public areas, routes up the steep gradients of the City are made wheelchair friendly, and safe and independent access for wheelchair users to all areas and buildings.</p> <p>b) Provision of parking for people with disabilities and special needs.</p> <p>c) Provision of a legible way finding system consistent throughout the City Centre and usable by everyone regardless of ability.</p>			
<p>Issue 26 – Affects on Movement from Regeneration and New Developments</p> <p>Many areas of the city will become available for regeneration and redevelopment over the life of the plan. 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.</p> <p>Proposals and developments introduced by other parts of this plan such as City Living, Office and Employment or Shopping and Leisure should consider improving pedestrian and vehicular movement. All proposals should avoid the creation of barriers to pedestrians and/or the diversion or increased distances to existing routes. All developments could/should aim to improve rather than hinder movements around the City.</p> <p>The plan could include any or all of the following options:</p> <p>a) Policies to ensure when designing new buildings or areas that vehicular movement is be considered with less priority than pedestrian movement.</p> <p>b) Provision of pedestrian improvements to highways and public realm through renewal of existing infrastructure.</p> <p>c) New development proposals could incorporate travel plans especially major traffic generators.</p>	<p>There are no questions in the response form linking to Issues 26 and 27, therefore responses are limited on these issues. Those who did specifically mention Issue 26 supported a combination of all options.</p>	<p>There is an identified need for a city centre based transport study to fully analyse the current issues transport issues in the City Centre and the potential impact of future development.</p>	<p>Issue 20 – Impact of new development upon the transport network</p> <p>Many areas of the city will become available for regeneration and redevelopment over the life of the plan. 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.</p> <p>Proposals and developments introduced by other parts of this plan such as City Living, Office and Employment or Shopping and Leisure should consider improving pedestrian and vehicular movement. All proposals should avoid the creation of barriers to pedestrians and cyclists and/or the diversion or increased distances to existing routes. All developments could/should aim to improve rather than hinder movements around the City.</p> <p>A transport study of the City Centre will be conducted to assess the current state of the existing transport network and the proposals put forward in the Area Action Plan. The transport study shall highlight any transport improvements necessary for the strategic objectives and site specific allocations, to ensure these proposals do not have an adverse impact upon the City Centre transport network.</p> <p>The resulting identified transport improvements will be stipulated within the proposal statements for each allocation. This will ensure they addressed at the application stage and developer contributions can be used to overcome site specific transport impacts of developments.</p> <p>All development proposals in the City Centre will have a mandatory requirement to submit a transport assessment with the planning application and will be assessed against policy TR1 of the Core Strategy and the NPPF. This will ensure windfall sites, which are not allocated in the AAP,</p>

<p>Issue 27 – Impacts upon Movement from Different Land Uses</p> <p>Different land uses have different impacts upon movement into and around the city. Some land uses are major travel generators such as large floorspace office developments whilst others generate very little by way of travel needs such as warehousing or storage buildings. In the past city centres were considered the most beneficial places for major traffic generators, while it was considered that those uses creating little need to travel should be located on the outskirts of the city or in other areas. This has resulted in the largest major travel generators currently occupying space in the city centre.</p> <p>Another land use that creates concern is the provision of public open space, the perception seems attractive, but in reality open space can compromise traffic flows. Also the creation of a permanent lake would create a barrier to movement and reduces area for communal activity.</p> <p>The plan could include any or all of the following options:</p> <ul style="list-style-type: none"> a) Policies to locate major travel generators close to public transport interchanges and have good quality accessible links to public transport systems and also policy to require Transport Assessments and Travel Plans for new developments, conversions and redevelopments. b) Planning permission could be restricted or not be granted where proposals have a detrimental impact upon existing or proposed transport infrastructure or services including walking and cycling facilities and public transport services. c) Safeguard land for transport improvements including cycle routes and road improvements. 	<p>There are no questions in the response form linking to Issues 26 and 27, therefore responses are limited on these issues. Those who did specifically mention Issue 27 supported a combination of all options.</p>	<p>The impact of current and future land uses will be covered under Issue 20.</p>	<p>will not have an adverse impact upon the transport networks of the City Centre.</p> <p>See Issue 20.</p>
<p>Built Form</p> <p>Issue 28 – The Nature of the Built Form</p>	<p>There is equal support from respondents for both option A and B. People want to see the restoration of historic buildings, combined with modern development using traditional materials. Throughout all</p>	<p>Due to the changing nature of the built form within the City Centre, the City Centre shall address this issue on a site by site basis through the proposals maps and statements.</p>	<p>Built Form</p> <p>Issue 21 – The Nature of the Built Form</p> <p>The option taken forward to tackle this issue:</p>

<p>Some options regarding built form could be as follows:</p> <ul style="list-style-type: none"> a) The current approach which encourages new contemporary design. It seeks to retain and repair the areas of historic value, and reinvent a new character in those areas where the historic quality has been lost. b) Require all new development to closely follow the style of historical Bradford in terms of the use of stone, architectural features and building heights. c) A more sustainable city centre which strongly encourages the use of features such as solar panels, wind turbines, green roofs and sustainable drainage systems. 	<p>responses, there is support for sustainability in all Built Form.</p> <p><i>General Comment – Why is option C mentioned in Issue 28, when the issue seems to concentrate on design, and Issue 29 focuses on sustainability? Seems to be slight repetition.</i></p>	<p>The AAP shall also adopted the design principles of the City Centre Design Guide for both allocated and windfall developments.</p>	<p>The Area Action Plan shall give detailed design guidance for each proposed allocation, as stipulated within the Proposal Maps and Statement Document.</p> <p>For speculative unallocated development sites, proposals will be assessed against the design principles within the City Centre Design Guide, the Policies put forward in the Local Plan: Core Strategy and the design guidance stated within the National Planning Policy Framework.</p>
<p>Issue 29 – Built Form and Use of Natural Resources</p> <p>In line with existing and emerging Central Government Policy, opportunities are presented for significant new developments in Bradford City Centre to be energy efficient and incorporate small scale renewable energy production technologies. Renewable energy developments should be capable of being accommodated in locations where the technology is viable and environmental, economic and social impacts can be addressed satisfactorily.</p> <p>The Options could be as follows:</p> <ul style="list-style-type: none"> a) All developments in the city centre to be encouraged to maximise use of renewable energy b) Requiring 10% of the energy use of buildings forming part of major developments (1,000sqm or 10 dwellings or more) to be generated onsite from renewable sources in appropriate circumstances (e.g. not compromising historic buildings and conservation areas & buildings of insufficient scale) c) Requiring 10% of the energy use of <u>all</u> new buildings to be generated on-site from renewable sources 	<p>There is strong support for renewable energies to be used for new developments in the City Centre. Consensus of opinion is that renewable energy should only be applied to new buildings and it should jeopardise economic growth.</p> <p>Yorkshire and Humber Assembly - Reference to Conservation Area Assessments and published guidance noted. One of the purposes of AAPs is to provide the planning framework for key areas of change or conservation. Bearing in mind the amount of change in built form in Bradford over the last 50 or so years, but the importance of intact built heritage, consideration should be to the need for appropriate locally distinctive policies for remaining intact areas which are particularly sensitive to change (PPS12, paras 2.17 – 2.19). With regard to natural resources, will need to reflect PPS22 and forthcoming national guidance on Planning and Climate Change (supplement to PPS1). Issue 29, Option (c) will need particularly careful consideration.</p>	<p>The recent publication of the Core Strategy Further Engagement Draft, the AAP will now take forward the strategic policies of EC4, SC2 and HO9.</p>	<p>Issue 22 – Built Form and Use of Natural Resources</p> <p>In line with existing and emerging Central Government Policy, opportunities are presented for significant new developments in Bradford City Centre to be energy efficient and incorporate small scale renewable energy production technologies. Renewable energy developments should be capable of being accommodated in locations where the technology is viable and environmental, economic and social impacts can be addressed satisfactorily.</p> <p>The Area Action Plan will support the use of Core Strategy Policy EC4, SC2 and HO9</p>
<p>Public Realm</p> <p>Issue 30 – The Amount and Distribution of Public Open Space</p>	<p>There is general overall support for more open space in the City Centre, and support for the improvement of existing open space also. Opinion is split over</p>	<p>Options b) to e) need to be clarified / more coherent. Viable proposals need to be developed out of these options, and put forward in the next stage of the document.</p>	<p>Public Realm</p> <p>Issue 23 – Green Infrastructure and Open Space within the City Centre.</p>

<p>Existing public open spaces are protected by policies in the RUDP both for their recreational value and for the contribution they make to the visual appearance of the city centre. The Masterplan considers that additional public open spaces should be provided along a corridor extending along Thornton Road, through the Tyrls / Centenary Square and along the Canal Road / Valley Road to create a linked network. The focal point would be a new “Park at the Heart”, based upon an enlarged Centenary Square. The issue is whether the Masterplan proposals should be taken forward as the Council’s preferred option or whether an alternative approach should be adopted.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Maintain the status quo, i.e. safeguard existing public open spaces, but do not allocate any new ones. b) Develop the concept of a linked network / arc of public (and private) open space as proposed in the Masterplan. c) Based upon this arc, allocate more public open space than was proposed in the Masterplan, and less to buildings. d) Based upon this arc, allocate less public open space than was proposed in the Masterplan, and more to buildings. e) Allocate additional public open space out with the arc proposed in the Masterplan. This option could be developed in conjunction with any of the 3 Masterplan-based options. 	<p>where new open space should be located, but respondents are united over the problems with existing space, which include litter, crime and lack of green space.</p>	<p>Possibly link to a diagram of the 5 options, displaying the proposed open space networks put forward.</p>	<p>The Masterplan considers that additional public open spaces should be provided along a corridor extending along Thornton Road, through the Tyrls / Centenary Square and along the Canal Road / Valley Road to create a linked network. The Council will look to build on the success of the new City Park when considering a new strategy for the provision of open space in the city centre.</p> <p>The AAP will identify existing and new opportunities for open spaces on the proposals map, in line with the water course, consisting of both public and private open space. The requirement of open space within development proposals will be identified within allocation proposal statements. Key examples of how this can be implemented can be found within the new Chain Street development, which incorporates a greenway within the overall design of the scheme</p> <p>The AAP will also take forward the principles of Core Strategy Policy SC6 and the guidance within the NPPF.</p>
<p>Issue 31 – The Use and Appearance of Public Open Space</p> <p>Public open spaces can be used in a variety of ways, such as recreational areas, amenity areas or event spaces, including markets. They may be constructed of predominantly “hard” or “soft” landscaping, depending upon their use. The visual appearance of public open spaces is also important. Appearance affects the aesthetic character of the surrounding area, much of which is within Conservation Areas. Appearance influences how many visitors they attract and therefore how well they are used. Appearance also affects investment potential and business confidence and therefore has a direct effect upon the Council’s regeneration objectives.</p>	<p>The majority of responses to Issue 31 did not fit with the options presented in the document. The majority of respondents want to see a combination of renovated existing open spaces and new open spaces, used for relaxing, entertaining and open air market days.</p>	<p>Clearly a need to revise the options as Option d) as the city park has now been delivered. Option c) is similar to that proposed in Issue 30. Suggest revising all options in viable proposals, e.g. in Option b) recommends changing the appearance of “other” open space, suggest how these could be changed (i.e. sports, allotments, skate park, etc).</p> <p>The growing importance of green infrastructure also needs to be incorporated into the Issue and Option.</p> <p>The issue of green infrastructure and open space shall be tackled through the proposal maps and statement (e.g. potential allocation of new open space, open space</p>	<p>Issue 23 – Green Infrastructure and Open Space within the City Centre.</p> <p>The Masterplan considers that additional public open spaces should be provided along a corridor extending along Thornton Road, through the Tyrls / Centenary Square and along the Canal Road / Valley Road to create a linked network. The Council will look to build on the success of the new City Park when considering a new strategy for the provision of open space in the city centre.</p> <p>The AAP will identify existing and new opportunities for open spaces on the proposals map, in line with the water course, consisting of both public and private open space. The requirement of open space within development proposals will be identified within allocation proposal statements. Key examples of how this can be implemented can be found within the new Chain Street development, which incorporates a greenway within the overall design of</p>

<p>Appearance is affected by the type of materials used, such as natural versus manmade products, lighting, furniture, public artworks and water features. The Council wants to improve the quality and accessibility of open spaces in the city centre and attract more people to use them, but there are issues about how spaces should be used and what they should look like. The Council is particularly keen to gather public opinion on how the proposed “Park at the Heart” should be designed and used.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Maintain the appearance of existing public open spaces and their current uses b) Maintain the appearance of some existing public open spaces and their current uses, yet change others c) Create new formal and informal public recreational and civic spaces as proposed in the Masterplan d) Develop a new City Centre park by extending Centenary Square over the Tyrls e) Pursue a combination of the above options f) Reduce the number of public open spaces 		<p>provision in allocated development sites etc). The AAP will also take forward the principles of the City Centre Design Guide.</p>	<p>the scheme</p> <p>The AAP will also take forward the principles of Core Strategy Policy SC6 and the guidance within the NPPF.</p>
<p>Issue 32 – Biodiversity in the City Centre</p> <p>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.</p> <p>The Options could be as follows:</p> <ul style="list-style-type: none"> a) The City Centre Area Action Plan should aim to protect existing areas of biodiversity value in the city centre. b) The City Centre Area Action Plan should aim to protect and enhance areas of biodiversity value in the city centre <u>and</u> encourage the creation of new habitats rich in plant, bird, insect and animal life through new developments. c) The City Centre Area Action Plan should not protect or enhance areas of biodiversity value in the city centre. 	<p>There we very few responses from the public on the issue of biodiversity in the City Centre. This may mean that it is perhaps not seen as an issue by residents / community groups.</p>	<p>The lack of responses to this issue may be due to the wording of the options. The wording could be “softened” and avoid the use of words such as “habitats” and the over use of biodiversity. Options should be more explicit. If there are areas of biodiversity, there is a need to identify them, demonstrate how they would be protected / enhanced, and state where / how new areas would be created.</p> <p>The Issue will also incorporate the strategic direction of the Core Strategy, specifically Policy EN2 and wording within the proposal statements.</p>	<p>Issue 24 – Biodiversity in the City Centre</p> <p>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.</p> <p>Take forward Core Strategy EN2. Additional info within the proposals statement for open space allocations.</p>

<p>Issue 33 – The Use of Streets</p> <p>Streets, as opposed to public open spaces, are primarily “corridors for the movement of people”. They are part of the highway network, though some streets have been designated to be pedestrian-only at certain times of the day. The spatial relationship between pedestrians and vehicles and the amount of space predominated by each is a source of conflict. Many pedestrian movements are linear, i.e. they take place <i>along</i> a street, but others take place <i>across</i> a street, depending upon the use to which adjacent properties are put. The more shops, for example, there are on both sides of a street, the more cross-street movements there will be and therefore the potential for pedestrian-vehicular conflict. In principle, the Council wants to create conditions whereby more space or priority is dedicated to pedestrians in order to create a safer, more pleasant and inclusive pedestrian environment and to generate more customer footfall to assist businesses. However, it recognises that access by vehicles, particularly for servicing and bus penetration, is also important to assist the local economy and therefore it is unrealistic to create pedestrian-only streets across the whole city centre. There needs to be a balance. As well as “movement corridors”, streets also offer potential for use as recreational spaces and as trading spaces, such as street markets and pavement cafés.</p> <p>The options could be as follows:</p> <ul style="list-style-type: none"> a) Maintain all streets in their current use b) Dedicate a greater proportion of the street area to pedestrian uses and less to traffic c) Introduce more recreational features and uses into the street scene d) Introduce more non-recreational features and uses into the street scene e) Reduce the current amount of pedestrian space 	<p>There is overall support from respondents for a combination of both Options A and B, more pedestrian space combined with more recreational activity on streets.</p>	<p>Similar Issue / Options identified in Issues 19 and 23.</p> <p>Options put forward for this issue are not definitive.</p> <p>This is issue considered to be covered in within the Movement Section.</p>	<p>See Movement Section</p>
<p>Issue 34 – The Appearance of Streets</p> <p>The issues here are similar to Issue 31, in that an attractive, high quality, clutter-free, inclusive environment will, it is believed,</p>	<p>Although there was a general lack of responses on the appearance of streets, those who did respond we in favour of a combination of options B and C.</p>	<p>Need to take into account the extensive public realm works, which have been undertaken on Darley Street, Ivegate etc. Options need to be more detailed, with the possibility of identifying areas of poor public</p>	<p>Issue 25 – The Appearance of Streets</p> <p>An attractive, high quality, clutter-free, inclusive environment will, it is believed, attract more visitors and investors. Good design should also deter crime and</p>

<p>attract more visitors and investors. Good design should also deter crime and neglect, which would in turn attract even more visitors and investors. Investment in street works is a “virtuous circle” that will help to retain existing businesses in the traditional shopping area and link it to the proposed new development at Broadway. There are, however, issues about the geographical extent of the current public realm improvement programme, how much is invested in it and how it should be designed.</p> <p>The options could be as follows:</p> <ol style="list-style-type: none"> a) Maintain the current public realm improvement programme b) Extend the extent of the current public realm improvement programme c) Place greater emphasis on improving the quality of public realm improvements d) Reduce the current public realm improvement programme either in extent, quality or both 		<p>realm, which will be targeted through the City Centre AAP.</p>	<p>neglect, which would in turn attract even more visitors and investors. Investment in street works is a “virtuous circle” that will help to retain existing businesses in the traditional shopping area and link it to the proposed new development at Broadway. The AAP will take forward the principles of the Streetscape Design Manual in the implementation of any public realm improvement schemes and the supporting guidance put forward in the Shop Front Design Guide SPD.</p> <p>However, there are issues regarding the geographical extent of the current public realm improvement programme.</p> <p>The options could be as follows:</p> <ol style="list-style-type: none"> a) Support the continuation of the current public realm improvement programme; b) Support the expansion of the current public realm improvement programme to other parts of the city centre; c) Support the reduction in the current public realm improvement programme either in extent, quality or both
<p>Delivery</p> <p>Issue 35 – The Use of Developer Contributions (Planning Obligations)</p> <p>The Council has recently published a draft Supplementary Planning Document on Planning Obligations. This sets out a long list of things which the Council may seek contributions from developers towards. These are:</p> <ul style="list-style-type: none"> • Affordable Housing. • Education. • Recreation Open Space & Playing Fields. • Public Art. • Public Realm Improvements. • Transport infrastructure. • Encouraging public transport use (e.g. MetroCards). • Community Safety (e.g. street lighting and CCTV). • Restoration of the Built Heritage. <p>This is a long list, and it may be necessary to set out clearly what the priorities are in terms of the regeneration of the city centre. This is to ensure that the money is used effectively</p>	<p>There was general overall support for a number of different areas where developer contributions should be focused, but it was Public Realm, which received the most amount of support. People want developer contribution to go towards improving open spaces and streets for public enjoyment.</p>	<p>The City Centre AAP needs to pick up the changes to developer financial contributions through the Community Infrastructure Levy. The CIL DPD will dictate the amount of financial contributions asked for from developers and what it will contribute towards. Brief explanation of the 1-2-3 list and this consultation shall feed into the CIL DPD in terms of what residents consider the priority for developer contributions.</p> <p>Additional delivery mechanisms to insert will include the potential use of Local / Neighbourhood Development Orders, Regional Growth Fund (RGF), regional Transport Fund,</p>	<p>Issue 26 – The Use of Developer Contributions (CIL / S106 and S278)</p> <p>The Council will soon publish a preliminary draft Community Infrastructure Levy Schedule. This sets out a long list of projects, which the Council may seek contributions from developers towards. These may include:</p> <ul style="list-style-type: none"> • Education. • Recreation Open Space & Playing Fields. • Public Art. • Public Realm Improvements. • Strategic Transport infrastructure. • Encouraging public transport use (e.g. Metro Cards). <p>This is known as the regulation 1-2-3 list, which identifies strategic infrastructure in need of improvement due cumulative impacts of development.</p> <p>Identified site specific impacts of development will still be dealt with through Section 106 and Section 278 (Highways) agreements.</p> <p>Issue 27 – The use of ‘alternative’ forms of public financing for infrastructure provision</p> <p>The Council will soon publish a draft Local Infrastructure Plan (LIP), which set out the present and future infrastructure provision requirement within the Bradford District.</p>

towards regeneration, and also to provide clarity for developers.

The options could be as follows:

The current approach, whereby there are no overall priorities for planning obligations in the centre.

Identify the Public Realm and Transport Infrastructure as the priority for all developer contributions in the city centre, in order to deliver the NDF proposals.

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

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

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

Issue 28 – ‘Alternative’ Delivery Mechanisms

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

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

Options could include the following:

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