



SHIPLEY AND CANAL ROAD CORRIDOR EMERGING STRATEGIC DEVELOPMENT FRAMEWORK

February 2013

BDP.

CONTENTS

1. Introduction
2. Context
3. The Vision
4. Options
5. Consultation and Analysis
6. The Emerging Development Framework
7. Next Steps

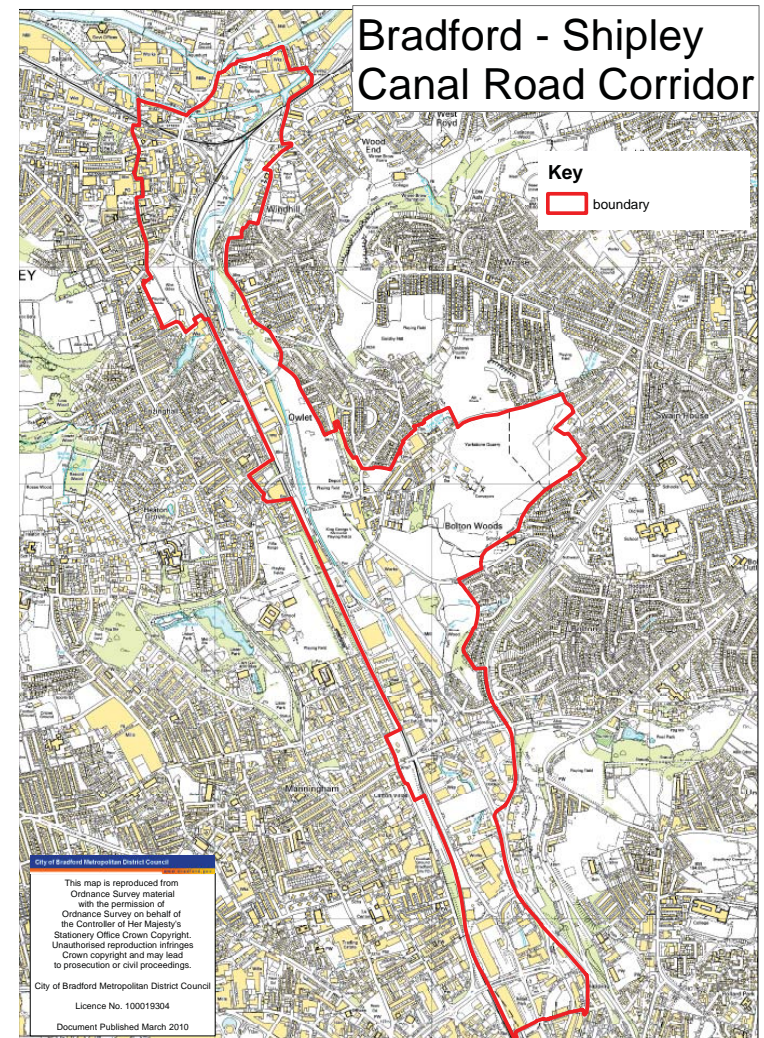


Figure 0.1: Study Area Boundary

I. INTRODUCTION

Introduction

BDP supported by a multi-disciplinary team including Inner City Solutions, Lambert Smith Hampton and Waterman Group has been commissioned by City of Bradford Metropolitan District Council (CBMDC) to produce a Strategic Development Framework (SDF) for Shipley and the Canal Road Corridor (SCRC).

The area is located to the north of Bradford City Centre. It covers an area of approximately 236 hectares (2.36 square kilometres) alongside Canal Road and the Bradford to Shipley railway line. As well as being a major transport corridor, it is also a significant employment area containing 7% of the District's businesses and 10% of all jobs. Included within the area are the northern fringes of Bradford City Centre, the established community of Bolton Woods and Shipley Town Centre.

Purpose / Objectives of the SDF

Shipley and the Canal Road Corridor is identified in the Emerging Core Strategy as a growth area with the potential to deliver up to 5,000 new dwellings, including a new Urban Eco Settlement, by 2028. The purpose of the SDF is to provide a vision and spatial framework to guide future development and investment in the area

so that it meets the strategic needs of Bradford District and the local needs of Bradford City Centre, Shipley Town Centre and the adjacent neighbourhoods to the Canal Road Corridor.

The SDF will inform the Issues and Options stage of an Area Action Plan (AAP) for the SCRC area.

The AAP will set out the strategy, spatial plan and policies for directing and guiding regeneration, helping to aid the transformational regeneration of the area by directing and guiding the changes needed. The strategic objectives of the AAP that capture the long-term goals for the SCRC provide the context to the SDF:

1. **Deliver an Urban Eco Settlement of 3,200 homes** within the AAP boundary by 2028.
2. **Promote the effective use of land** by delivering at least 60% of new housing development within the SCRC on previously developed land.
3. **Provide a range of well designed high quality dwellings built to high environmental standards**, to cater for current need and future housing growth in the City of Bradford.
4. **Promote and support a successful growing economy** by enhancing established industrial areas and

providing a wide range of high quality employment opportunities; including new business development in existing industrial areas and town centre uses in Shipley.

5. **Support and enhance the vitality and viability of the city and town centres** of Bradford and Shipley as thriving places for shopping, leisure, tourism and business.
6. **Improve links between Shipley town centre, Saltaire and the Leeds Liverpool Canal**, through enhancement to the public realm and encouraging leisure and tourist developments whilst respecting the 'outstanding and universal value' of the UNESCO World Heritage status of Saltaire.
7. **Protect and enhance biodiversity and green infrastructure** by establishing and protecting ecological networks and establishing a Linear Park consisting of a chain of green spaces and natural environments linked to the Bradford Beck and Canal Road Greenway.
8. **Reduce the impact of climate change through mitigation and adaptation**, particularly through reducing pollution and managing the risk of flooding along the SCRC including from the Bradford Beck and using opportunities provided by new

development to maximise renewable energy generation and energy efficiency.

9. **Maintain and improve Canal Road as a key strategic transport link and promote sustainable transport options** by developing critical road and public transport infrastructure; including improvements to Shipley and Frizinghall train stations, developing public transport opportunities and creating safe and attractive cycle and pedestrian routes linked to the Linear Park and Bradford Canal greenway, connecting Shipley and Bradford.
10. **Enhance resident's health and education** outcomes through improved access to good quality homes, jobs and high quality open space, recreation and community and managing air quality along the SCRC, particularly in identified Air Quality Management Areas.

The SDF will also influence the detailed masterplan for the Urban Eco Settlement, which is being brought forward through a Joint Venture Company (Canal Road Urban Village Ltd), as well as other development proposals across the area.

Process

The process towards developing the SDF consists of the following stages:

- Stage 1A – Evidence Base
- Stage 1B – Key issues, conclusions, vision and objectives (Futures Study)
- Stage 2A – Strategic Options
- Stage 2B – Emerging Development Framework
- Stage 3 – Final Development Framework

This document represents stages 2A and 2B. It outlines the synthesis of the evidence base, the identification of Strategic Options for the future development of the SCRC and an Emerging Development Framework.

The Strategic Options (Stage 2A) were tested through a series of consultation events in February 2012 and comments were received from the local community, key stakeholders and CBMDC. On the basis of these comments and further testing and refinement of proposals an Emerging Development Framework (Stage 2B) has been identified.

This report is the final SDF and it forms part of evidence base that has informed the AAP Issues and Options and will be consulted on alongside the AAP Issues and Options Report during Spring 2013. Following this it will be refined and reissued as the final SDF (stage 3).

2. CONTEXT

Introduction

This section of the report summarises the SCRC today and the strategic context to the SDF, specifically drawing upon the key issues and challenges facing the area and the opportunities and threats that are evident.

Evidence Base

In order to inform the consultant team's understanding of the SCRC an evidence base has been compiled. It is presented within eight topic based papers, which do not replicate all published documentation and data, but seek to identify and describe key issues and findings that have emerged from a review and evaluation of the extensive baseline data and information.

The papers are structured as follows:

1. Planning Policy and Regeneration Context

- A review of the national/regional/local planning policy context.
- A review of the regeneration activity at the regional, sub-regional and local level with reference to economic strategies, community strategies and other neighbouring masterplan areas.

2. Socio-Economic, Housing and Commercial Market Assessment

- An assessment of the local economic profile including employment, productivity, sector performance and enterprise. An analysis of historic economic trends followed by an assessment of forecast growth by employment and GVA to identify prospective demand through future economic development. In turn, a review of deprivation comprising an

assessment of worklessness, educational attainment, health, and crime.

- A review of housing strategy at the national, regional and local level. Followed by an assessment of the housing market with reference to housing supply – i.e. stock condition, tenure, type, and housing demand i.e. housing need, sales activity, vacancy, turnover and affordability.
- Prospective demand for retail, office, industrial assessments, permissions, development interest; values and trends; the relative performance of the Canal Road Corridor and Shipley Town Centre.

3. Ecology / Biodiversity Assessment

- A review of existing ecological, biodiversity and habitat.

4. Urban Design Appraisal

- A review of local policy and regeneration documents that have an influence on the character of the SCRC and any previous urban design analysis undertaken within the SCRC.
- A desk top review of statutory designations, local history and microclimate conditions.
- An urban design appraisal of the SCRC against urban design criteria.

5. Transport Assessment

- Transport network analysis, cycle and walking provision, private transport, public transport and patronage levels, review of accident data, a policy review including existing and future highways proposals and socio-economic analysis.

6. Flood Risk and Water Management Assessment

- Assessment of flood risk, including mapping of the modelled flood plain, flood depth and hazard, flooding history and location and condition of drainage infrastructure.

7. Infrastructure and Constraints

- Utility assessments, contamination, ground conditions.

8. Community Consultation

- Community perceptions and aspirations, drawn from 4 community consultation events and a survey of residents living in the area adjacent to the study area.

Futures Study

The evidence base papers provide an understanding of the SCRC on a topic by topic basis. In order to synthesise the combined evidence and summarise the key issues and opportunities, a series of 'futures workshops' were carried out between September and October 2011.

The Futures Workshops allowed CBMDC officers and key members of the consultant team to focus minds and explore in collaboration the capacity, constraints and characteristics of the SCRC and make the collective leap from topic based issues / opportunities to strategic options.

The futures workshops were structured in the following format and in a manner aimed at answering the high level questions set by the brief:

- **Economic / market potential-** To establish the sectors and supply / demand that will define the land uses and development capacity of the SCRC:
 - o How much 'demand' is it reasonable to plan for – housing, employment uses, retail and leisure service?
 - o What is the development capacity of the area?
 - o What are the market failures and deterrents that will need to be removed for this vision to be realised?

- **Infrastructure capacity** - To review the sustainable physical capacity and technical deliverability of the SCRC to deliver its economic / market potential.
 - o What is the capacity of existing infrastructure? Energy, highways etc.
 - o What are the flood risk implications for the area?
 - o What are the infrastructure requirements associated with capturing new demand? (energy, flood and water management, transport)
- **Placemaking capacity** - To review the placemaking capacity of the SCRC to deliver the development quantum and infrastructure established.
 - o Based on the evidence, what are the area's Drivers for Change (assets and opportunities) that offer scope for development?
 - o What are the other infrastructure requirements associated with capturing demand (public space, schools, health provision)?
 - o Is there an alternative approach to re-opening the canal that is less costly and carries fewer delivery risks, but achieves the same objectives?

The outcome of the workshops is provided in a separate Futures Report (the individual evidence base papers are also available as separate documents). The key issues to emerge as a result of the evidence base and Futures Study follow.

Emerging Issues for the SDF

The SCRC is an important employment area in the District and forecasts estimate growth over the next ten years.

Approximately 7% of the districts' business base and 10% of all jobs in Bradford are located within the SCRC. The business base is quite diverse with the main employment sectors being public administration, manufacturing, retailing, education and professional and scientific.

Over the next 5 years it is estimated that the net number of jobs within the SCRC could grow by 200 places (1%), with a further 2.5% of growth between 2016 and 2021. Retailing shows considerable growth, but the economy overall is susceptible to change, particularly in the current economic climate of public sector cuts with public administration likely to experience the greatest fall in numbers employed. An issue that could influence the SCRC's resilience is the fact that 59% of all employment is generated by only 8% of the SCRC's businesses.

More positive is the emerging enterprise culture in Bradford, which has the third highest self employment rate in the region (which rose by 56% in the 5 years to September 2009, easily outstripping the regional rate at 12%).

Future employment opportunities should be set in the context of an area that experiences higher than average levels of deprivation.

Although unemployment levels have generally mirrored the Bradford average, in many wards JSA claimants are higher than the district average, and in the case of City and Manningham wards, have increased quite considerably since December 2009. Considering these historic trends in conjunction with the employment forecasts, the structural change in employment opportunities suggests that unemployment levels in the SCRC could remain static or even increase in some areas during 2011-2016.

Growth in the professional, scientific and retail industries during 2016-21, however, could provide relatively more employment opportunities than the previous 5-year period. This could help to reduce local employment levels but will depend on the relative skills base to capitalise on employment growth. An indication of wider, systemic issues around skills in the wards that occupy the southern and north eastern sectors of the SCRC, however, provides further evidence that the changing nature of future employment opportunities will have implications for local economic inclusion.

Forecast growth could create demand for new business and retail accommodation over the next ten years.

The economic forecasts indicate potential demand for new business and retail accommodation within the SCRC. Assuming that the employment lost in the public sector up to 2021 does not release suitable premises for the growing sectors within the SCRC there could be a need for an additional 3,000 m² of office space by 2016 and 4,250 m² by 2021.

The most appropriate location for new office accommodation within the SCRC would be Shipley Town Centre, where office development could enhance the vibrancy of the town centre in order to meet the aspirations of the Airedale Masterplan, Shipley Town Centre Strategy and emerging Core Strategy.

Over the same period there is forecast demand for a negligible amount of industrial space and 2,000m² and 5,750m² of warehousing respectively. The view of local agents is that there is potential for small scale industrial development in the SCRC but speculative development is unlikely to take place in the next five years.

Demand may arise from existing businesses (many have been established in the SCRC for decades), who wish to stay within the SCRC and are presently accommodated in poor quality workspace. Hillam Road Industrial Estate is slightly dated but is well occupied and has a relatively healthy level of demand given the current economic climate.

Increased retailing activity as forecast would require approximately 16,000 m² of additional retail accommodation up to 2016 and a further 14,000 m² by 2021. This is in line with the Retail and Leisure study that notes the potential for a supermarket in Shipley and the growth of the bulky comparison goods sector.

Shipley Town Centre in particular has been identified as an area for potential retail development in a number of strategies, given the dominance of small unattractive retail units that are unsuited to modern retailer requirements and the fact that many retail leases are due to expire in 2016. The analysis also envisages growth in the hotel sector within the SCRC (41 bed spaces 2011-2016), a trend which continues in to the subsequent period (55 bed spaces).

Household growth is placing pressure on Bradford's housing land supply and the SCRC is identified as a key opportunity.

The Joint Housing Strategy outlines the crucial links between housing and economic growth, and acknowledges that to be truly sustainable, the district must deliver housing within a wider place-shaping agenda to ensure elements such as economic growth and quality housing are accessible to all.

The strategy highlights that more homes are needed to meet growing demand with a target of 48,000 additional homes between 2008 –2026 (equating to 2,700 homes per year). In order to meet this requirement (as part of a strategy to relieve pressure on greenfield sites elsewhere in the District and bring brownfield land back into beneficial use), Shipley and the Canal Road Corridor has been identified as a location for future housing growth. The scope to accommodate up to 5,000 new homes in Shipley and the Canal Road Corridor is now firmly embedded in strategic policy, featuring in the Council's Sustainable Community Strategy 'Big Plan', the District's Economic Strategy, the Leeds City Region Urban Eco Settlements Programme and the emerging Core Strategy.

In relatively strong economic times completions within the district have averaged at 1,521 dwellings a year and it is debatable whether the level of development identified in the strategic documents can be achieved in the short to medium term. The reluctance of the house building industry to increase production, combined with the possible consequence of lower prices as supply rises, the lack of finance available to first time buyers and continuing doubts over job security will also have negative impact on demand.

Typical output from a single developer on a viable site in a stable market would be in the region of 40 dwellings per annum. Having reviewed the current market trends and strategies, the Eco Settlement target appears to be ambitious at the density suggested, particularly since the demand profile in the SHMA (Strategic Housing Market Assessment) for the sub area predicts that lower density family housing appears to be where demand will be greatest. The SHMA reveals that demand exceeds supply for semi detached and detached housing and that affordable housing is not being delivered at the requisite rate.

The creation of 'great' places will be essential to facilitating demand for new development in the SCRC.

The Bradford District Economic Strategy identifies that the district is constrained by a lack of quality premises and employment sites and that activity should be focused on creating the infrastructure for attracting investment (and therefore employment) through a vibrant public realm offer, high quality office space and support for bringing sites to the market quickly and efficiently.

The existing stock of accommodation available for business use within the SCRC is dated. Over a third of organisations surveyed are based in premises that are estimated to be over 50 years old and 40% are in properties that are between 25-49 years old. This is reflected in the businesses priorities for the area, which highlight improvements to the wider environment, transport and infrastructure and individual properties as being of most importance.

The vision for the Shipley and Canal Road Corridor as defined in the Leeds City Region Urban Eco Settlements Programme is to deliver a 'great place' consisting of a series of vibrant and diverse sustainable settlements. The fact remains, however,

that along the SCRC some areas still suffered from low land values at height of the market 'boom' and there is an amount of stigma created through lack of investment in recent years, the impact of industry and the perception of Canal Road as a traffic dominated route.

In order to consolidate housing demand in the SCRC there is a need to challenge people's perception of the environment by developing a range of quality housing that contributes to the area's identity through place shaping, transformation and improved local amenity. In this regard the SCRC has several 'placemaking assets' in terms of the historical precedent of the model town of Saltaire as well as the topography, greenspace, built heritage and transport infrastructure of the SCRC.

The area's attractiveness to the market will also rely on a host of generic perception factors such as traffic congestion, crime and school provision. The proposal to reopen the canal as explored in the Canal Road Masterplan and later feasibility studies aims to provide a catalyst for regeneration of the SCRC. Although technically feasible it would require gap funding of £10 million (2007 prices).

There are three areas of development opportunity: Shipley, the Centre Section and the City Centre Fringe.

The main development opportunity lies within the centre of the SCRC where the Core Strategy has identified the potential for a new Urban Eco Settlement of up to 3,000 dwellings. The Council has entered into a Joint Venture with URBO to develop an area of land, which by virtue of the sheer scale of this land holding presents an opportunity to provide co-ordinated development on an unprecedented level. The Council has also entered into a collaboration agreement with the Marshall Group (owners of the adjacent Bolton Woods quarry), who plan to close the quarry and develop housing on the site.

Another opportunity is Shipley Town Centre, which is currently failing to capture expenditure from the many commuters passing through Shipley Railway Station, from the large population of office workers at Saltaire, shoppers visiting Asda and more generally from Airedale's relatively affluent population. Various proposals to enhance the attractiveness of the Town Centre are identified in the Airedale Masterplan and the Shipley Town Centre Strategy, including the remodelling of Market Square, redevelopment of retail accommodation,

the upgrade of the public realm and improved linkages to the train station and canalside.

Both Shipley Town Centre and the Central Area lie within the Saltaire World Heritage Site buffer zone, which will also have design implications for new development.

The City Centre Fringe area comprises unrealised proposals for Channel Urban Village site. Given the direct geographical relationship and grain of the site and buildings such as Conditioning House, the future of this area cannot be divorced from that of the City Centre. As such it is considered that this area has great potential over the long term to facilitate investment and transformation, without compromising the city centre regeneration objectives and progress, but its future should lie in direct connection with the regeneration and growth of the city centre.

Canal Road suffers from peak time congestion that could threaten the capacity for development

Canal Road is one of Bradford's strategic transport routes, connecting Airedale to the motorway network. The highway is generally designed to a good standard but does not have a uniform carriageway, which impacts upon traffic movements and varies capacity over short stretches of the route.

Four particular locations have been identified where junction improvements are required as a result of bottlenecking, queuing and delays (Fox's Corner, Valley Road / Otley Road, Queens Road / Canal Road and Canal Road / Hamm Strasse).

CBMDC Highways also has two major scheme aspirations (improvements to the Queens Road / Canal Road highway interchange and the Shipley Eastern Relief Road) that would deliver major improvements. Both schemes will require significant investment, however, which will be difficult in the current economic climate. The capacity of the existing highway network is, therefore, a threat to the development potential of the SCRC as additional traffic generated by new development could cause extra congestion and delay.

The SCRC has a number of transport assets that could support more sustainable forms of travel

Within the SCRC there are two railway stations (Shipley and Frizinghall) on the Leeds / Bradford and Wharfedale lines, providing services to various local and regional destinations. Rail services on this route are popular and are well used during peak periods by commuters to access employment destinations, particularly Leeds and Bradford city centres.

Services are frequent and trains are of a high quality making them attractive to users. There is potential to further promote the use of rail services to the wider catchment by improving the accessibility of these stations, particularly Shipley, which is severed from the town centre. The potential for a new station at Manningham (estimated cost £10 million) is also identified in the Connecting Airedale strategy.

Shipley Town Centre and the City Centre have a high frequency of bus services to a number of destinations. On Canal Road however, services are more limited and suffer from unreliable journey times due to the congestion and delay that occurs on the route. If further development was to come forward in the SCRC, further

and more frequent bus services may be possible, with other services running parallel to Canal Road particularly in Manningham and Bolton Woods to cater for the wider residential population.

There is also an opportunity to create a more attractive environment for pedestrians and cyclists. Sustrans and CBMDC have aspirations to provide a welcoming and attractive cycling environment along the Canal Road Corridor through the delivery of a 'Greenway' on the former alignment of the canal. This is one of the few areas in Bradford where the topography is conducive to cycling and could be promoted and encouraged as a regular modal choice of transport for people of all abilities.

The SCRC includes areas of identified flood risk that will impact on its development potential

The main source of flood risk to the SCRC is from the Bradford Beck, which is culverted along the majority of its length from the City Centre to Queens Road. Shipley is also at risk of fluvial flooding from the River Aire. The first assumption should be to avoid new development within the floodplain and the National Planning Framework requires that the sequential and exception test be undertaken for all new development proposed within Flood Zones 2 and 3.

There are significant areas of Flood Zone 2 and 3 land within the SCRC, the main area of flood risk being located south of Queens Road. Where development of this land is necessary due to a lack of available alternatives, a strategy for flood mitigation should be developed that considers strategic flood risk management (e.g. flood defences, upstream storage) and then local measures within the development plots, i.e. flood resilient design.

The provision of flood compensation storage at a more strategic level through alterations to the existing floodplain could maximise the development potential of the SCRC. The water quality of the Bradford

Beck, however, deteriorates during times of heavy rainfall, when the sewer capacity is exceeded and storm sewage is discharged into it together with polluted highway runoff. Therefore environmental and public health impacts need to be fully considered.

The widespread introduction of SUDs throughout the Bradford Beck catchment could contribute to the improvement of water quality by decreasing the frequency of operation of combined sewer overflows and polluting surface water discharges. SUDs could also increase ecological value by replicating natural drainage systems e.g. reed beds, managed wetlands, swales and attenuation ponds.

The character and form of the Bradford Beck Valley will influence new development

It is understood that none of the sites within the SCRC have been determined by the Local Authority as being 'contaminated land' but the complex industrial heritage of the area indicates that most of the area contains a 'medium risk' of contamination and many areas are more likely to be 'high risk.'

Allowances in terms of costs, timescales and densities will also need to be made for shallow ground conditions along the floodplain of the Bradford Beck, the potential presence of underground workings associated with the Elland Flags, shallow mining workings around Frizinghall and Bolton Woods and steep slopes around Bolton Woods quarry, which will require earthworks or bespoke building typologies to overcome topographical issues.

There are many undeveloped areas within the SCRC that are currently allocated in the UDP as recreational space or playing fields. In policy terms development of these sites is unlikely to be permitted unless the loss of recreation open space does not lead to a local deficiency in the availability of open space. There is scope,

however, to consider the relocation of playing pitch provision to facilitate development within the SCRC (Brow Wood and the land to the north of Poplars Park Road are identified as new sites for recreational open space in the UDP) but there is unlikely to be any undeveloped land within the SCRC that would be suitable for alternative playing field provision.

There are no internationally or nationally important ecological sites within the SCRC but the Leeds-Liverpool Canal, is a Site of Ecological or Geological Importance' (SEG1) and there are three notable Bradford Wildlife Areas (BWA) within the SCRC (ShIPLEY Station Butterfly Reserve, Poplars Farm and Boars Well Urban Wildlife Reserve).

A desk study has identified some protected species as potential constraints to development (bats, grass snake and white-clawed crayfish). Consideration should be given to enhancing habitats for relevant species through native tree and shrub planting. Indeed, there is opportunity to improve the Bradford Beck as a green infrastructure corridor through strengthening the woodland, scrub and grassland along the beck to provide connectivity between the pockets of green space within and surrounding the area.

The SCRC is also identified as a green infrastructure growth area in Leeds City Region Green Infrastructure Strategy, which envisages the importance of the landscape between the settlements to provide new walking and cycle routes, new open spaces, enhanced biodiversity and remediation of brownfield land. If discharges from combined sewer overflows and polluted surface water could be further controlled, the Bradford Beck could potentially be opened up where appropriate, creating an accessible water environment but this requires Yorkshire Water commitment and funding.

The Futures Report and comments from Council officers on the draft report have directly informed the vision and options herein.

3. THE VISION

Introduction

The pretext to the Shipley and Canal Road Corridor Area AAP is based on the assertion that the SCRC is a sustainable location for accommodating future housing and economic growth. The SCRC provides an opportunity to reuse and remediate previously developed industrial land and concentrate new economic, social and physical investment within an existing urban area that already has established transport, utilities, open space, employment and social infrastructure. This enables existing urban infrastructure to be used more efficiently and enhanced, not only for the benefit of new development, but for existing residents and businesses. The SCRC provides a means of addressing the serious strategic issues for Bradford District of high population growth and housing need, focusing on the regeneration and betterment of the inner city urban area and by proxy reducing suburban sprawl and the pressure to develop on more sensitive green belt and rural areas.

Shipley and the Canal Road Corridor is identified in the Emerging Core Strategy as a growth area with the potential to deliver up to 5,000 new dwellings in the period to 2028, primarily in a new Urban Eco Settlement within the Central Section. As one of the most significant areas of development over the plan period there is a need for a clear vision because the SCRC

presently functions as an employment area, transport corridor and a green wedge in an otherwise unpopulated area. It is accepted that a vision is needed to shift current perceptions of the area so that developers, landowners and investors (including potential home buyers) see it more favourably as an appealing place to live and work. The vision also helps to communicate to existing businesses and residents the scale of ambition and provide greater certainty of the Council's intentions to manage development opportunity and the strategic functions of the SCRC.

The purpose of the vision is not to form one place around the Canal Road corridor but to provide a coherent framework that promotes the sustainable development of a diverse urban area that already includes a variety of settlements. The SCRC is not one homogenous place it is merely a term of reference that ties the collective development opportunities of this area together.

The Vision for the SCRC

The vision for the SCRC is to deliver:

- **Special places for living, working and visiting that blend excellent architectural and landscape design.** The development of the SCRC should represent a step change in the design and quality of development in the District. Mediocrity and standard approaches to development will not be enough to create a place that draws in new investors, businesses and residents and it is not acceptable. The existing qualities of the area's green landscape, the topography of the valley and the historic character of Saltaire, Shipley, Bolton Woods and Bradford City Centre will be enhanced with progressive and innovative place making.
- **A diverse housing offer like no other in Bradford.** A significant amount of new housing suited to local needs and aspirations will be accommodated primarily within a new Urban Eco Settlement as well as in Shipley Town Centre and the City Centre Fringe. A range of housing types from City Centre apartments to family housing will be built with the necessary amenities (e.g. shops, schools and open space) to deliver sustainable neighbourhoods.

- **Improved conditions to enhance economic growth.** The SCRC has a diverse business base of local companies that are loyal to the area. It is a significant employment area containing 7% of the District's businesses and 10% of all jobs. In order to provide the conditions for economic growth, the best employment sites will be retained and enhanced and opportunities for new business development identified, primarily in Shipley Town Centre, Dockfield Road and Canal Road.
- **A chain of green spaces and natural environments within the Bradford Beck valley.** The SCRC has a distinctive natural character shaped by the valley of the Bradford Beck. This is considered to be one of its greatest assets and there is considerable scope to improve biodiversity, amenity, accessibility and recreation for the benefit of existing and new communities. An interconnected chain of green spaces will be formed by retaining and enhancing the best open space assets and integrating new open space within development. These spaces will include parks, gardens, playing fields, allotments and areas of nature conservation, effectively creating a linear park from Shipley to Bradford as well as a fantastic

setting and resource for new and existing communities.

- **A continuous high quality pedestrian and cycle way (Greenway) connecting Bradford City Centre and Shipley Town Centre.** The landform and landscape of the area offers a unique prospect to promote a strategic walking and cycling link between Bradford and Shipley for leisure and commuting purposes. The flat valley bottom provides a situation aptly suited for cycling and the scope to enhance local green space will create opportunities for walking and recreation. The greenway will comprise a good quality off road surface, preferably utilising areas of open space to reduce conflict with existing highways and to offer a safe and tranquil experience. It will be legible and well connected, with direct and safe crossing points and linkages to the adjacent communities of Windhill, Bolton Woods, Bolton, Frizinghall and Manningham and the train stations of Shipley, Frizinghall and Foster Square.
- **Maintenance of a strategic transport link between Airedale, Bradford and beyond.** The SCRC has a good infrastructure of road and rail linkages, serving a significant proportion of the wider

district. This is a function that won't change and must not be negatively affected by development. Development schemes within the area will be required to facilitate transport improvements and provide new infrastructure where appropriate. Strategic transport enhancements across the SCRC that promote a shift towards more sustainable forms of transport will also be provided.

- **Effective and sustainable management of the Bradford Beck.**

Parts of the SCRC are at risk of flooding from water course and surface water sources and water quality in the Bradford Beck is poor during times of heavy rainfall. This affects the extent and pattern of current development but there is scope to reduce flood risk through an integrated flood management strategy. The strategy will include the potential for strategic and local flood defences and mitigation but the intention is to offer a more holistic system of sustainable drainage (SUDs). These SUDs will include balancing ponds, wetlands and swales, as well as source control measures including green roofs, permeable paving and rainwater harvesting, which are not only intended to reduce flood risk,

but to provide all manner of benefits including improvements in water quality, residential amenity and biodiversity. Indeed, it is envisaged that this multi-faceted approach will help to define a unique setting for the SCRC.

- **Low carbon technologies and forms of development.**

A key component of sustainable development is the move towards a lesser reliance on fossil fuels through greater energy efficiency and the use of renewable energies. In the context of rising energy prices and dwindling supply it is also important for the future proofing of the area as it will affect the ability of residents and businesses to sustain a high quality of life. In creating a model 21st century area of settlement, new building forms and technologies that promote low carbon lifestyles will be important in the development of the SCRC.



Figure 3.1: Vision for Shipley and Canal Road Corridor

Illustrating the Vision

Figure 3.2 gives a high level impression of what the SCRC will look like in 2028. The key aspirations are set out below:

- **Shipley Town Centre:** Significant upgrade of buildings, streets and open spaces, and new mixed use development concentrated around the core shopping area of Market Square in order to create an enhanced retail environment, other business opportunities (such as cafes, restaurants and offices) and new housing.
- **Shipley East:** Development of derelict land and enhancement of existing land uses east of Shipley Train Station and along Dockfield Road in order to create new high quality residential led mixed use development and new economic opportunities.
- **New Greenway and enhanced Bradford Beck:** Delivery of a high quality walking and cycling route and enhanced natural environment alongside the Bradford Beck from Shipley Town Centre to Bradford City Centre.
- **New Bolton Woods:** A new residential settlement incorporating a significant and diverse range of housing.

- **New Bolton Woods Neighbourhood Centre:** An identifiable centre for New Bolton Woods that incorporates the necessary local facilities such as shops and schools.
- **Valley Park:** A range of new open spaces and natural environments incorporated into the existing setting of Brow Wood and Boar's Well.
- **Canal Road Employment Area:** Retention and enhancement of existing employment sites to create new economic opportunities.
- **City Centre Fringe:** New mixed use development and enhancement of existing buildings and spaces.
- **Transport hubs:** Improvement of the user experience, including better walking and cycle links and enhancements to the train stations, in order to promote them as key assets.

The main areas of change are concentrated in Shipley, the Centre Section and City Centre Fringe. In order to inform the development of these areas, each has been set a place specific vision and design principles.

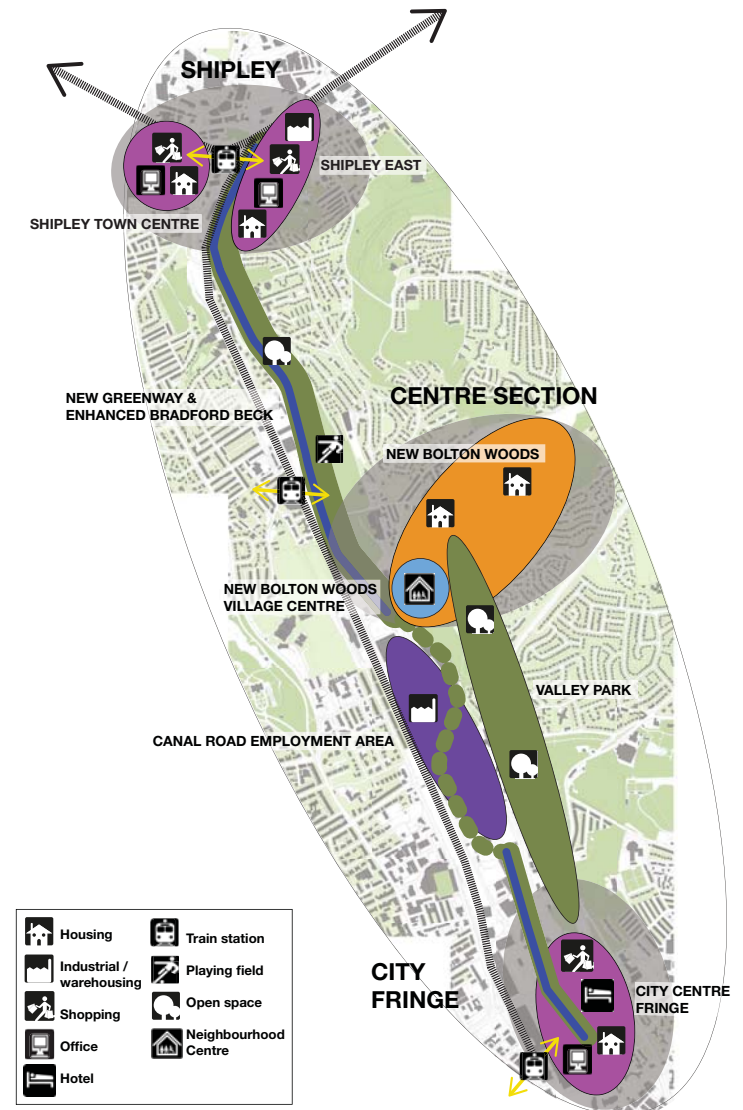


Figure 3.2: Illustrating the Vision

ShIPLEY

Vision

ShIPLEY Town Centre has many distinct advantages that make it a notable focus within the SCRC. It has superb rail connectivity offering short journey times from ShIPLEY station to Bradford City Centre (8 minutes) and Leeds City Centre (12 minutes) and direct rail links to London. As the main service centre for this part of the District it also has an established presence, providing a range of uses such as shops, restaurants, community and civic uses that draw people into the Town Centre.

Within close proximity to the Town Centre there are significant employment areas including a vibrant low cost industrial and office cluster around Dockfield Road and a concentration of technology companies and office workers around Salt's Mill. Salt's Mill, the focal point of the World Heritage Site of Saltaire, is also a fantastic example of the area's architectural heritage and there are clusters of attractive historic buildings around the fringes of the Town Centre and the Leeds Liverpool Canal.

Despite these advantages the Town Centre has struggled to keep up with modern occupier and customer expectations and it is not the attractive and vibrant place it should be. The functional appearance of the Town Centre's post war architecture

and Market Square appear dated and more recent developments have tended to avoid the centre and cluster on the fringes of the Town Centre. The Town Centre experience is further undermined by uncomfortable and unattractive walking linkages between the Town Centre, train station and canalside. Highly trafficked and highway engineered streets sever the Town Centre and the fractured nature of the Town Centre means that ShIPLEY is potentially failing to capture expenditure from the many commuters passing through ShIPLEY station, the large population of workers in the wider area, from shoppers visiting Asda and more generally from Airedale's relatively affluent population.

There is a need to address the physical condition of the Town Centre so that it can continue to serve the needs of its current population, but as a catalyst for new housing and associated investment and development within the SCRC, ShIPLEY Town Centre needs to attract new residents, businesses and visitors as well.

A vision for ShIPLEY Town Centre in 2020 was established by the ShIPLEY Town Centre Strategy in 2008. The vision, derived from an analysis of the Town Centre and the realistic consideration of its potential future role, function and market niche, is still a valid proposition

as many of the issues and opportunities affecting the Town Centre remain the same. The role of the Strategic Development Framework is to identify physical projects that contribute towards ShIPLEY Town Centre achieving the vision of:

- **A 21st century retail, leisure and service hub** – for its surrounding population and the workforce of businesses in and around the town centre, capitalising on housing and business growth in the surrounding area, and ShIPLEY's superb connectivity within the growing Leeds City Region.
- **The heart of a dynamic and successful business district** – the focal point for the continued development of the ShIPLEY area as a high quality business location, providing the image, quality of environment and amenities that contribute to the area's attractiveness and competitiveness as a place to work and invest, particularly for knowledge-intensive businesses.
- **A strong and attractive image**, reflecting positive change in the town centre, and also promoted through events and marketing initiatives, enhancing ShIPLEY's role as a retail and leisure destination, and contributing to and feeding off the positive image of the surrounding area as one with high quality parks, open spaces, historic



environment (including the Saltaire World Heritage site), and cultural offer.

- **A diverse, vibrant and high quality retail and leisure offer**, combining multiple and independent retailers, a successful and attractive market, business services, and good quality cafes, bars and restaurants. A place where a diverse range of people want to spend time and spend money.
- **High quality architecture and public realm** with distinctive, well designed and maintained spaces and buildings, contributing to establishing and strengthening Shipley's position as a great place.
- **The hub of a diverse and growing community**, with new residential development increasing the number of people living in and around the town centre, with modern, high quality community facilities and services (including education, leisure, health and libraries) supporting the role of the town centre as the heart of the community.
- **A well connected town centre**, with good quality, safe and clear accessibility to and from its hinterland, and part of a high quality transport hub, with excellent pedestrian links, seamless access to the station, and good quality integration between rail; bus, car, cycling and pedestrian links.

Development Principles

The retail core offers the most scope to enhance the role of the Town Centre as a destination within the Shipley and Canal Road Corridor. The aspiration is to maintain the distinctive character of a small market town but one with a 21st century metropolitan attitude. The priority is to focus attention around Market Square to create new retail units suited to modern retailer requirements that encourage retailers and small scale leisure uses such as coffee shops, bars and restaurants. Other areas with potential for development include derelict land around Crag Road and Dockfield Road.

The following principles will underlie the approach to development in Shipley:

1. **Enhanced physical fabric within the retail core** – to encourage future investment, to raise civic pride and to complement the setting of the Saltaire World Heritage Site.
2. **Greater diversity of land uses**– to create new economic opportunities and to enhance the appeal of Shipley as a settlement and destination.
3. **Better quality public spaces** – to improve investor confidence and to enhance the Town Centre experience.
4. **Improved links between Shipley station and Shipley Town Centre**– to promote the use of public transport in the SCRC, to encourage visits into the Town Centre and to improve links to opportunity sites along Crag Road.
5. **Improved walking links between the Town Centre, canalside and proposed greenway** – to enhance recreation and leisure opportunities and to promote the use of more sustainable modes of transport.

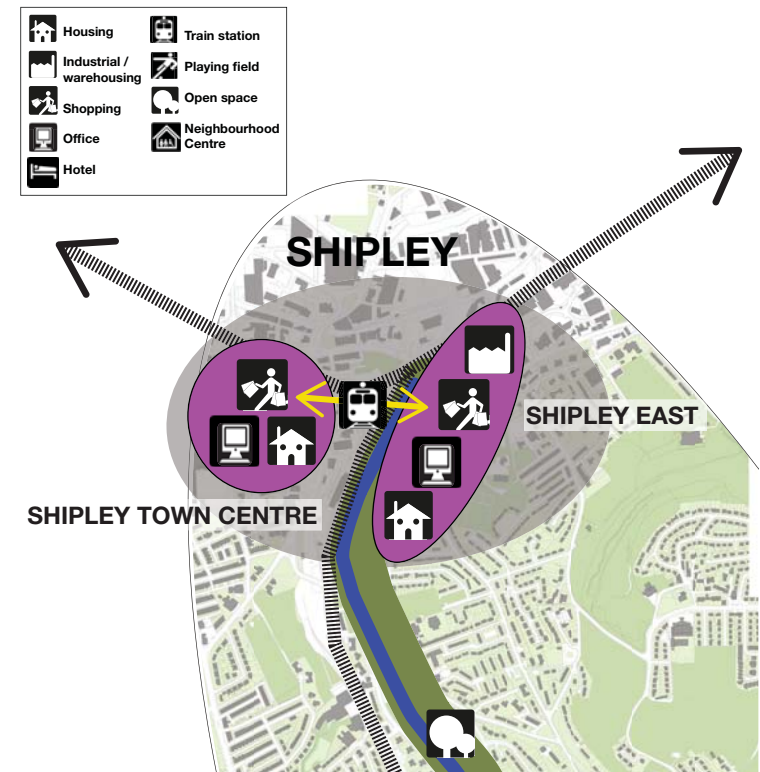


Figure 3.3: Illustrating the Vision - Shipley Town Centre

Centre Section

Vision

The Council's Core Strategy identifies the opportunity to create a new Urban Eco Settlement comprising new housing and other complementary land uses within the Canal Road Corridor. To this end the Council has entered into a Joint Venture Company partnership with Urbo Regeneration to deliver new development in the Centre Section and a collaboration agreement with the Marshall Group who intend to cease quarrying operations at Bolton Woods and restructure the site in a manner that contributes to the Council's housing and development objectives.

The proposed Urban Eco Settlement presents a significant opportunity to accommodate the District's population and economic growth in a sustainable manner. It is located close to Bradford City Centre and within a major road and rail corridor, and provides the capacity to regenerate and revitalise previously used land and green infrastructure for the benefit of existing and new residents.

The Council's commitment to the Centre Section creates a major development catalyst for the SCRC but there is a need for a clear and appealing vision for the type of place it will become. As an area typified by industry and a major road, it is clear that transformational environmental

change will be required to make this development opportunity an attractive proposal as a residential location. The Vision for the Centre Section is of:

- **A model 21st century community** that references the skill and wisdom of Sir Titus Salt's vision for Saltaire to create a distinctive place but sets a new benchmark for purpose built sustainable neighbourhoods in Bradford District.
- **A diverse housing offer**, which provides the range of housing types, sizes and tenures that will encourage a varied and well balanced community.
- **Supporting land uses** such as schools, community buildings, open space and shops that meet the everyday needs of the new community and complement the existing communities of Bolton Woods, Bolton, Manningham, Frizinghall and Windhill. The new development should become a living and functioning community and not just a residential estate.
- **Well designed buildings and streets** that blend into the unique topography, built form and landscape of the Bradford Beck Valley and the wider setting of the World Heritage Site at Saltaire to leave a positive built legacy for the District.
- **Multi-functional green infrastructure** that maintains the continuity of open space within the valley and establishes an attractive setting for development, a variety of sports, leisure and recreation opportunities and promotes the conservation and enhancement of natural habitats.
- **Good transport connections** that specifically focus on viable and attractive walking and cycling connections to the Bradford – Shipley Greenway, Frizinghall train station and neighbouring communities and enhanced public transport provision by bus.
- **High environmental standards** that fully respect the sustainability agenda and the needs of a low carbon future by facilitating the efficient use of resources.
- **A landscape of waterways and other 'blue' infrastructure** that is effective in managing the quantity and quality of water in the Bradford Beck and provides enhanced amenity, recreation and natural habitat within the Bradford Beck Valley.



Development Principles

In order to shift perceptions from an area characterised by industrial processes to a desirable place where people choose to live, the Centre Section will require significant restructuring.

Land to the east of Canal Road is identified as providing the most appropriate location for development, owing to the scale of land available and existing landowners' aspirations to vacate these sites in the future. It is intended that this land, currently in industrial, agricultural and quarrying uses, will be re-zoned for new housing and other compatible uses as part of a holistic plan to create a special place that achieves the aspirations of the vision.

The following principles will underlie the approach to development in the Centre Section:

1. **Creation of a new sustainable neighbourhood** – to attract new residents and investment and to form a sense of community.
2. **Good integration between new and existing development** – to promote psychological and physical linkages between communities in order to facilitate community cohesion and sharing of local facilities.
3. **Enhanced landform and setting-** to encourage investment, to form realistic development parcels and to ensure attractive views into the development, particularly from Saltaire World Heritage Site.
4. **Enhanced green and blue infrastructure framework** – to provide recreation and leisure opportunities, to facilitate wildlife corridors and to provide flood storage.
5. **Improved physical routes across the valley-** to relieve traffic pressure on Canal Road, to enhance connectivity to Frizinghall Station and to enhance connections between residential communities to the east and west of Canal Road.
6. **Enhanced industrial areas to the west of Canal Road** – to encourage future investment and create a more attractive setting for residential development.

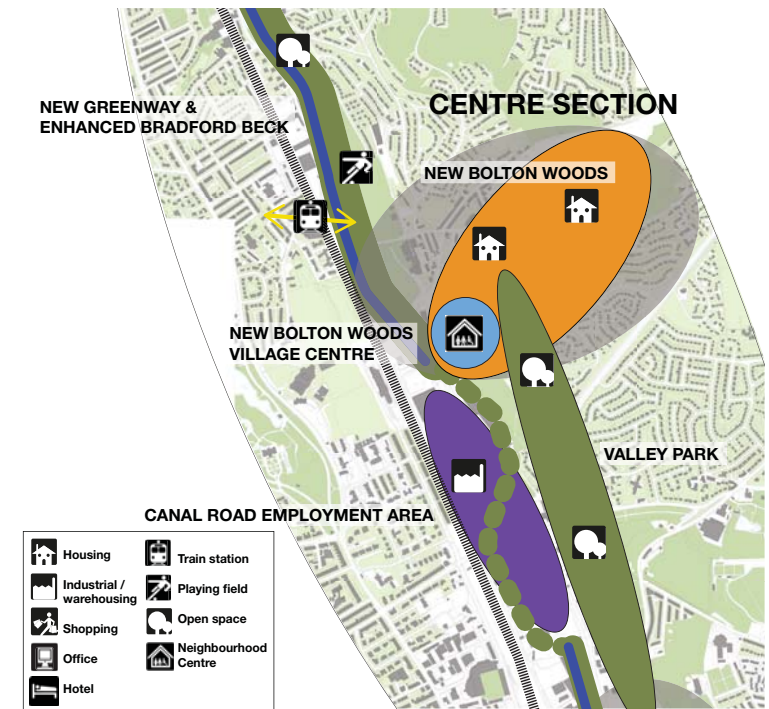


Figure 3.4: Illustrating the Vision - Centre Section

City Centre Fringe

Vision

The city centre fringe of the Shipley and Canal Road Corridor has for some time been considered a viable and sustainable location for City Centre expansion. It is within walking distance of most City Centre attractions and Forster Square train station and is characterised by some significant historic buildings and derelict spaces that could be harnessed to better advantage through sympathetic development. Previous proposals for the Channel Urban Village have demonstrated the scale of development that this area could potentially accommodate and there is considerable scope to provide new homes, jobs and leisure activities that add to the diversity, vibrancy and quality of the City Centre.

Despite the development potential of the area in terms of the availability of land, the ability to expand the City Centre into the fringes of the Shipley and Canal Road Corridor will rely on the City Centre firstly achieving a greater critical mass. A number of high profile projects are proposed within the City Centre and these must have precedence over the City Centre Fringe in the short to medium term to ensure that economic opportunity isn't spread too thinly and the overall strength of the City Centre is not undermined. Projects such as Westfield

and the Business Forest will be the main priorities for economic and physical change within the City Centre over the next ten years but as they are developed out, attention will focus on other priorities and opportunities for sustainable urban growth within the city centre fringe.

The long term opportunity of the City Centre Fringe to complement the growth of the City Centre will require the protection of the former Channel Urban Village, Conditioning House and Bradford Mills sites for mixed use city centre growth and expansion. It therefore follows that the greatest potential to deliver investment in the City Centre Fringe over the short and medium term lies in two areas.

Canal Road Employment Area has been successful in attracting new commercial development over the past 15 years. There is scope, however, for new infill development and redevelopment of existing premises to enhance its economic function.

The Valley Road and Forster Square retail areas are currently identified in the RUDP as a future area for large format retail once sequentially preferable sites within the city centre have been developed. It is intended that their role in this context is unaltered, providing a complementary retail offer to

the city centre and an important economic and employment function for the benefit of the SCRC.

In the long term the former Channel Urban Village, Conditioning House and Bradford Mills sites will provide the opportunity for natural and incremental growth of the city centre. It is considered that the area offers the scope to be the edgier, more industrious and independent 'sister' to Little Germany and should be enlivened with permanent and temporary active ground floor uses such as galleries, art installations, markets, events, and 'pop up' businesses such as cafes, bars, restaurants, shops and workshops. This should be complemented by a new living community through the expansion of the existing community of Little Germany, which should be encouraged by a range of affordable urban housing types such as live / work units, loft spaces and self build cooperatives and supporting infrastructure that encourage a sense of ownership and community. High quality new architecture that relates to the finer grain of the adjacent city centre environs and the historic precedent of Little Germany, as well as the sympathetic renovation of historic buildings will also be important in establishing an attractive and distinctive quarter.

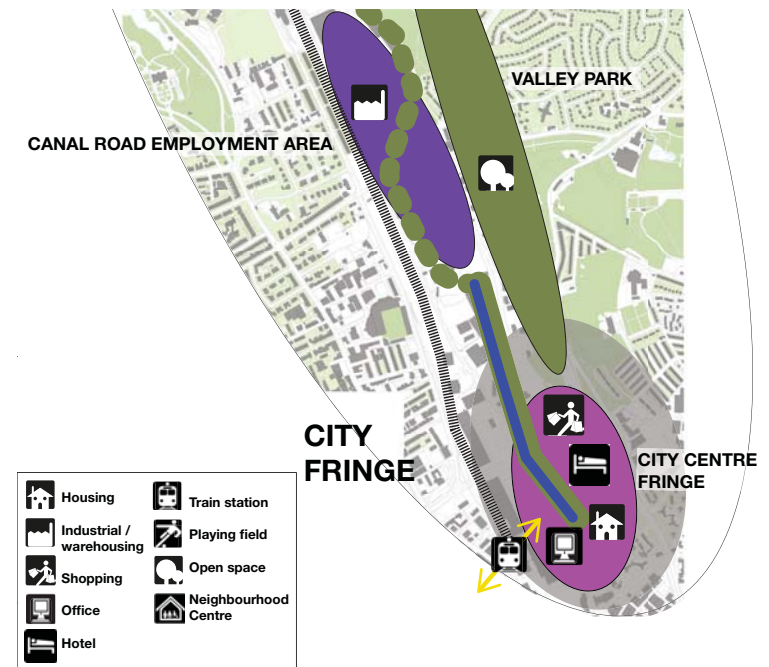


Figure 3.5: Illustrating the Vision - City Centre Fringe

The aspirations for the Channel Urban Village, Conditioning House and Bradford Mills sites will have implications to holding on to key sites, promoting temporary uses in the short to medium term, and bringing forward complementary activity in locations that do not prejudice the longer term development objective of expanding and complementing the growth of the City Centre. Any proposals, therefore, that would impact on the long term future use of this development area should be considered very carefully as it is essentially the key linkage between the City Centre and the Shipley and Canal Road Corridor and therefore crucial to the future success of both.

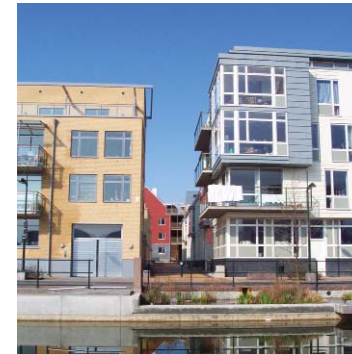
Development Principles

The following Development Principles will underlie this strategy and approach to development:

1. **Expand the City Centre pedestrian priority area** – to enhance physical and psychological connections between the City Centre and SCRC.
2. **Provide a range of business and commercial unit types, sizes and tenures** - to protect and nurture economic activity, entrepreneurship and creative talent.
3. **Retain the complementary retail offer to the city centre** - to provide for the wider economic and employment functions of the district.
4. **Enhance the City Boulevard alongside Canal Road (fronting the route with new / refurbished development of an appropriate and sufficient scale / quantum)** - to create a sense of enclosure, that contributes to the taming and urbanisation of this route.
5. **Develop green and blue infrastructure** – to provide recreation and leisure opportunities, to facilitate wildlife corridors and to reduce flood risk.
6. **Sensitive repair of the built fabric** – to promote the reuse of existing

buildings, to conserve the historic legacy of the area and to promote a distinctive identity for the area.

7. **Promotion of fine grain mixed uses in the Channel Urban Village area** – to encourage new investment and to animate the area.



4. OPTIONS

Introduction

The vision and objectives provide the strategic direction for the SCRC but how this is realised locally will depend on the quantum and location of development and its supporting infrastructure.

Working together, the consultant team and officers from CBMDC agreed a number of high level options in respect of development quantum, transport and blue infrastructure (blue infrastructure relates to the existing Bradford Beck and the proposal to reopen the Bradford link to the Leeds-Liverpool Canal). These strategic options were then developed into more detailed land use and development proposals for the three areas of opportunity (ShIPLEY, Centre Section and City Centre Fringe).

This section summarises the options that were developed by the consultant team and which were then tested with the local community and stakeholders during March 2012.

Development Scenarios

The overall development capacity of the SCRC has been estimated based on intelligence collated by the consultant team and engagement with Council officers. The total availability of sites for development has been established based on the following factors:

- Latency – underdeveloped or underused land with no evidence of recent development.
- Ease of development - specifically, straightforward ownership patterns (i.e. rather than fragmented ownerships) and accessibility.
- Knowledge of recent proposals – which indicate the presence of developer interest.

Not considering current planning policy constraints, about 90 hectares of land within the SCRC could be made attractive or available for development relatively easily. Based on our local knowledge of the area and its property market, we have gone on to assume that this would be broken down into the following land uses:

- 13 hectares (32 acres) for commercial/retail development
- 77 hectares (190 acres) for residential development.

Having established the overall development capacity of the SCRC, the next step was to consider how much demand it is reasonable to plan for, given the market conditions and economic projections identified in the Socio-Economic evidence base paper. This has led to the identification of three growth scenarios.

Note that scenarios 1 and 2 were based on the quantum of development that could be developed over a period of ten years (in line with the initial brief for the SDF) but that option 3 covers a longer time period to 2028 (15 years). As already described in the introduction, it has been decided that the SDF will cover the period to 2028 as a consequence of the feedback received from the local community, key stakeholders and CBMDC and which is explained later in the document.



Figure 4.1: Land which could be made attractive / available for development

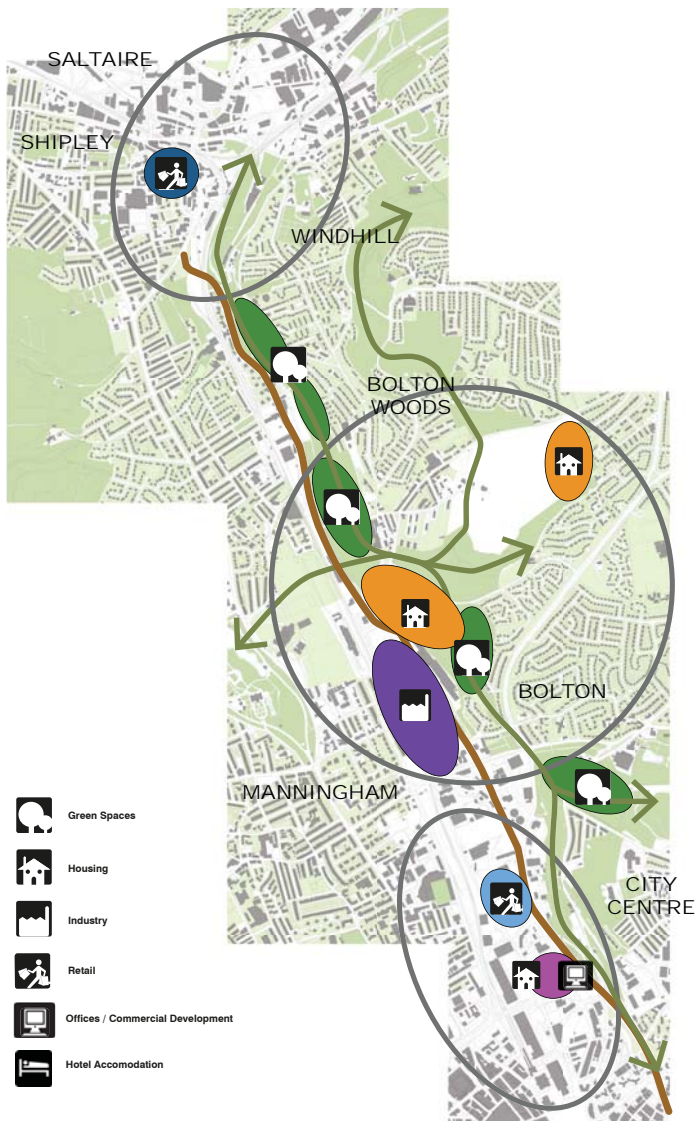


Figure 4.2: Scenario I (Lower Growth Scenario)

Scenario I (Lower growth scenario)

Assuming a more prolonged period of low or negative local and national economic growth there is likely to be modest demand for new development over the next ten years. In such a scenario there would be fewer opportunities to increase the quantum of development in the SCRC but there would still remain scope for investment in key areas to enhance the overall quality of development and the setting of the area:

- **Business:** The SCRC's aging business stock will likely result in the need for some replacement and renewal but a negligible change in the overall amount of business floorspace would occur under a lower growth scenario.
- **Retail:** The redevelopment of Shipley Town Centre's retail core is identified as a particular priority given the condition of the building stock, the poor quality of the retail experience and the fact that many town centre leases will expire over the next ten years. Under a lower growth scenario, however, there is unlikely to be much change in retail floorspace, with any new development being natural churn as older provision is replaced. The Council's Retail and Leisure Study also states that there is a qualitative case for an additional food store within or

at the edge of the City Centre area. With an extant planning application to deliver a replacement supermarket on Canal Road (albeit with no net increase in floorspace) it is likely that this new store will be delivered over the next ten years.

- **Housing:** The Council's commitment to deliver new housing in the Shipley and Canal Road Corridor as stated in the Council's Core Strategy will result in new housing development within the Central Section. Despite the significant capacity for residential development the realistic amount of new housing development that could be developed per annum without flooding the market is likely to be much less. It is envisaged that due to the size of this area two developers could be developing different products on this land. In the current climate developers are selling 36 to 48 units per annum on a single site, however, with two developers active at the same time it would be sensible to adopt the lower level of 36 units per annum, which would mean the delivery of circa 72 units per annum. Assuming that there would also be some modest development in Shipley and windfall development elsewhere in the SCRC (it is expected an additional 18 units per annum could be delivered giving a total demand for 90 units per

annum), this would equal 900 dwellings over ten years (720 concentrated in the Urban Eco Settlement and 180 elsewhere).

- **Community facilities:** It is very likely that a site capable of sustaining a two form entry primary school will be required in close proximity to the new Urban Eco Settlement.
- **Mixed use:** Two significant listed buildings (Conditioning House and Midland Mills) have been empty for some time and may be at risk if action is not taken over the next ten years to establish a long term use for these buildings. Midland Mills has planning permission to be converted as part of a complex of 300 dwellings along with office and retail space.

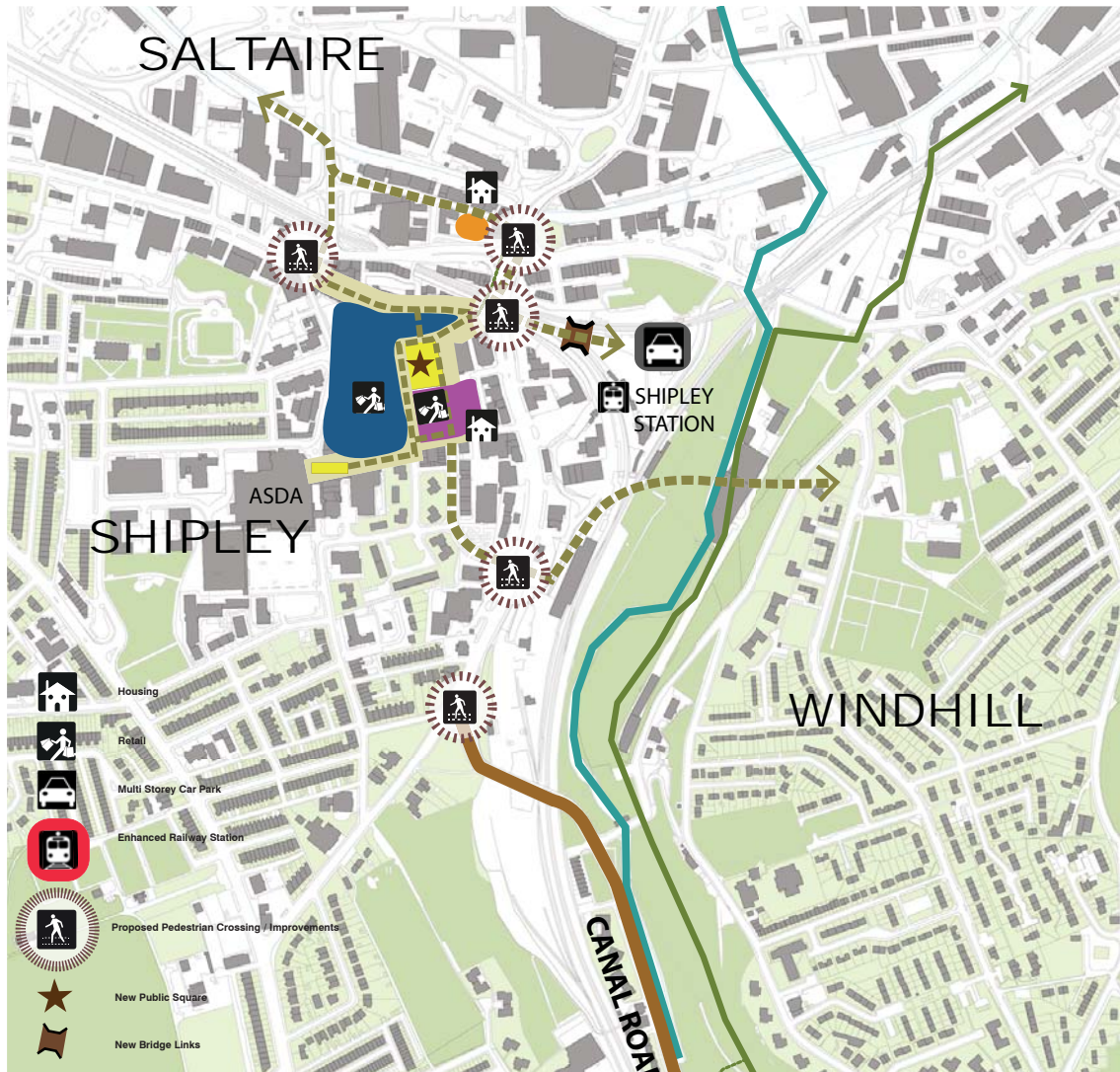
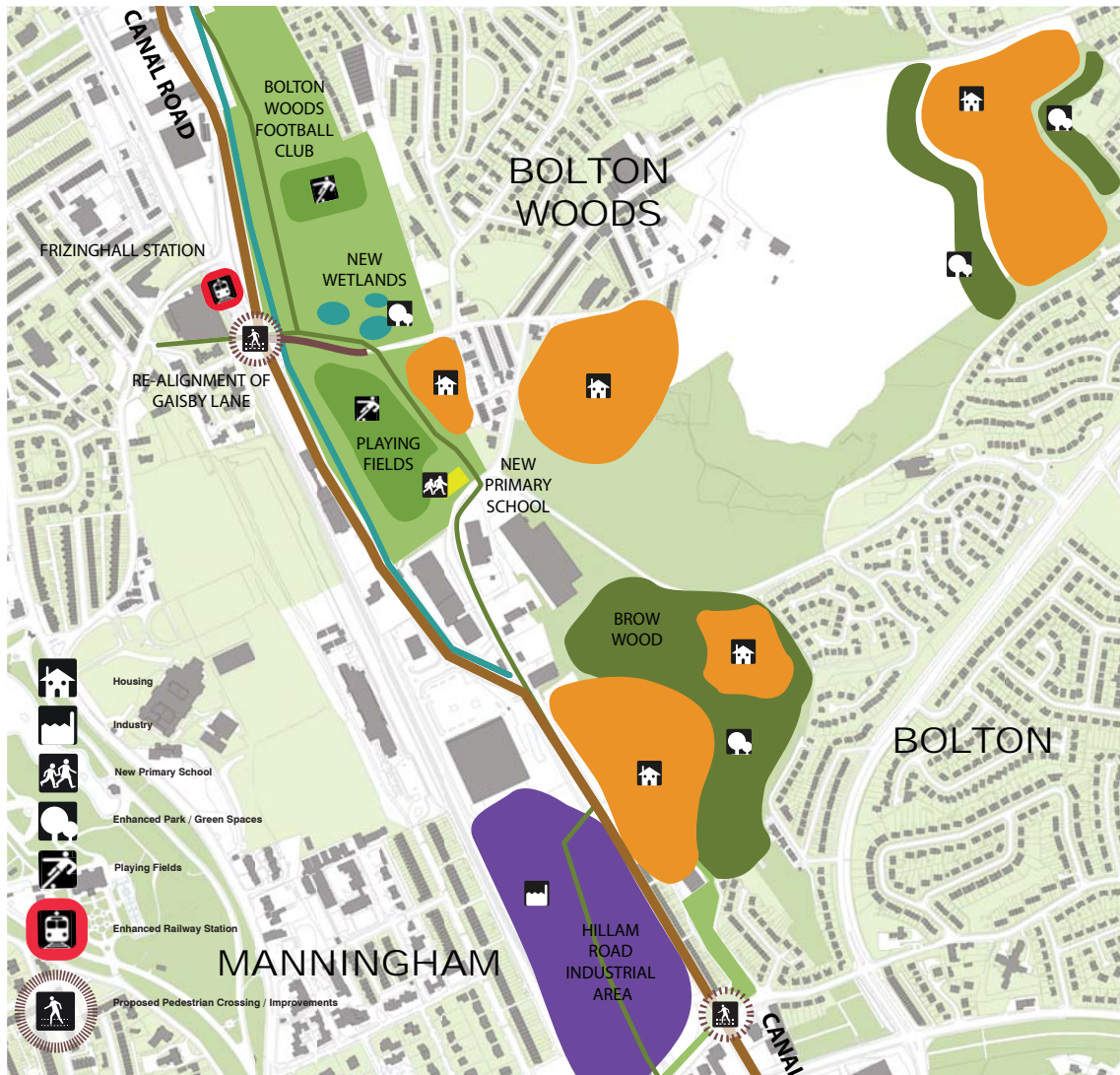


Figure 4.3: Scenario I (Lower Growth Scenario) - Shipley Town Centre

In Shipley scenario I would equate to the following detailed proposals:

- Redevelopment of existing shops and the indoor market around Market Square and Market Street, which are tired and fail to meet modern retailer aspirations, in order to create new modern retail floorspace. There would be no net increase in the amount of development.
- New housing in the Town Centre mainly in the form of apartments above new shops.
- New multi-storey commuter's car park to service Shipley Train Station.
- Significant upgrade of public areas including a new Market Square and improvements to Kirkgate, Westgate and Well Croft.
- Enhanced pedestrian linkages to Shipley station through an enhanced pedestrian crossing on Otley Road and a new pedestrian bridge from Station Road.
- Enhanced pedestrian linkages to the canalside (and onward to Saltaire) through improvements to Fox Corner junction and enhancements to Otley Road and Wharf Street.

Retail:	No net change
Leisure:	No net change
Business:	No net change
Residential:	50 new dwellings



In the Centre Section scenario I would equate to the following detailed proposals:

- New areas of housing south of Poplars Park Road (land of which is either allocated for housing or brownfield land within the Canal Road Urban Village Joint Venture agreement).
- New areas of housing on the fringes of the quarry (south of Brookwater Drive and north of Wood Lane) that could be delivered without significant ground works or new infrastructure.
- Demolition of existing flats in Bolton Woods to provide new housing.
- Enhancement of Hillam Road industrial area with potential for some new infill business accommodation.
- A new primary school, utilising existing playing fields and CBMDC owned land.
- Creation of a community park, utilising Brow Wood and existing landscape features.
- Creation of new wetland habitats and open space north of Gaisby Lane.
- Enhanced pedestrian / cycle linkages to Frizinghall Station through a new junction and crossing.
- Enhancement of Frizinghall Station.

Retail:	No net change
Leisure:	No net change
Business:	No net change
Residential:	720 new dwellings

Figure 4.4: Scenario I (Lower Growth Scenario) - Centre Section

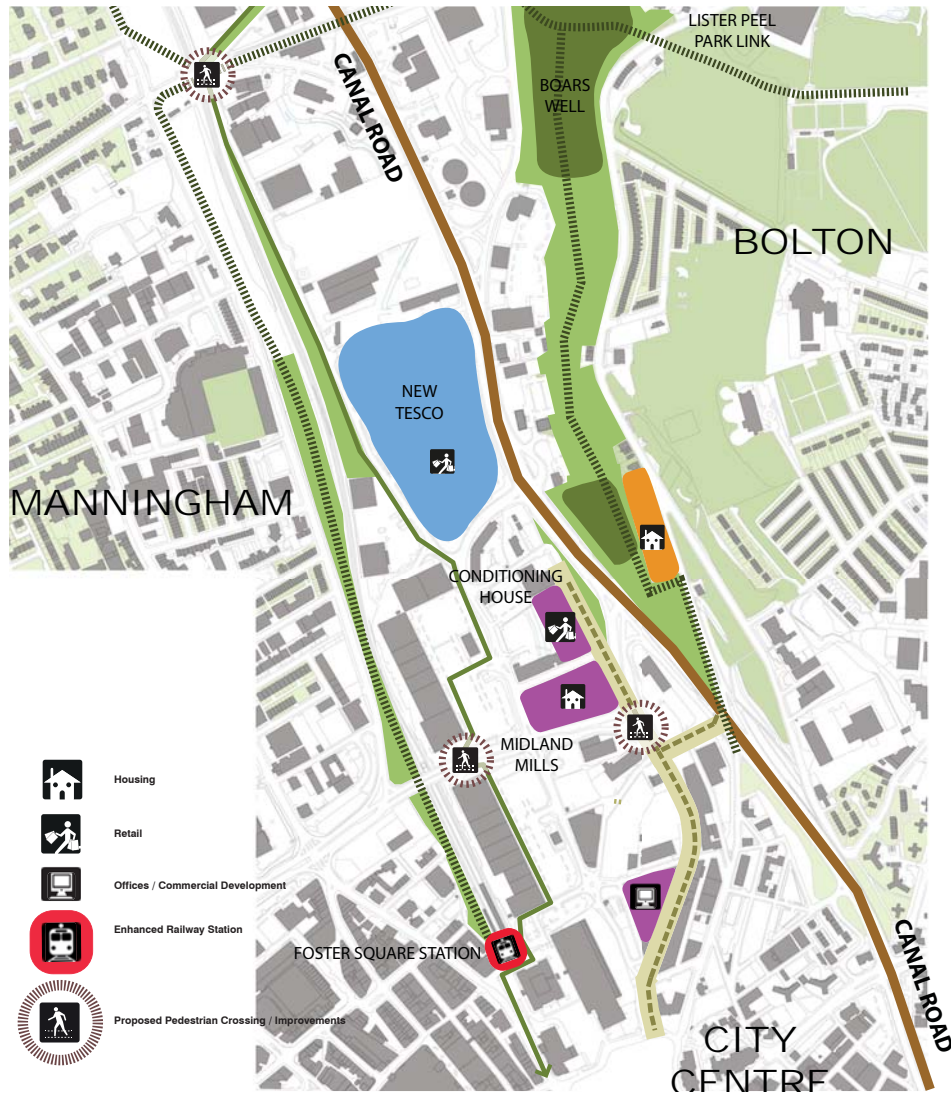


Figure 4.5: Scenario I (Lower Growth Scenario) - City Centre Fringe

In the City Centre Fringe scenario I would equate to the following detailed proposals:

- Refurbishment of existing historic buildings on Canal Road for a mix of business and residential uses.
- Refurbishment of Conditioning House and Bradford Mills for a mix of business and residential uses.
- New housing development on Bolton Road.
- New expanded supermarket on Canal Road in line with existing planning permission.
- Improved pedestrian links between Lister Park and Peel Park.
- Streetscape enhancements to Canal Road.
- Creation of new linear parks along the railway line.

Retail:	No net change
Leisure:	No net change
Business:	No net change
Residential:	300 new dwellings

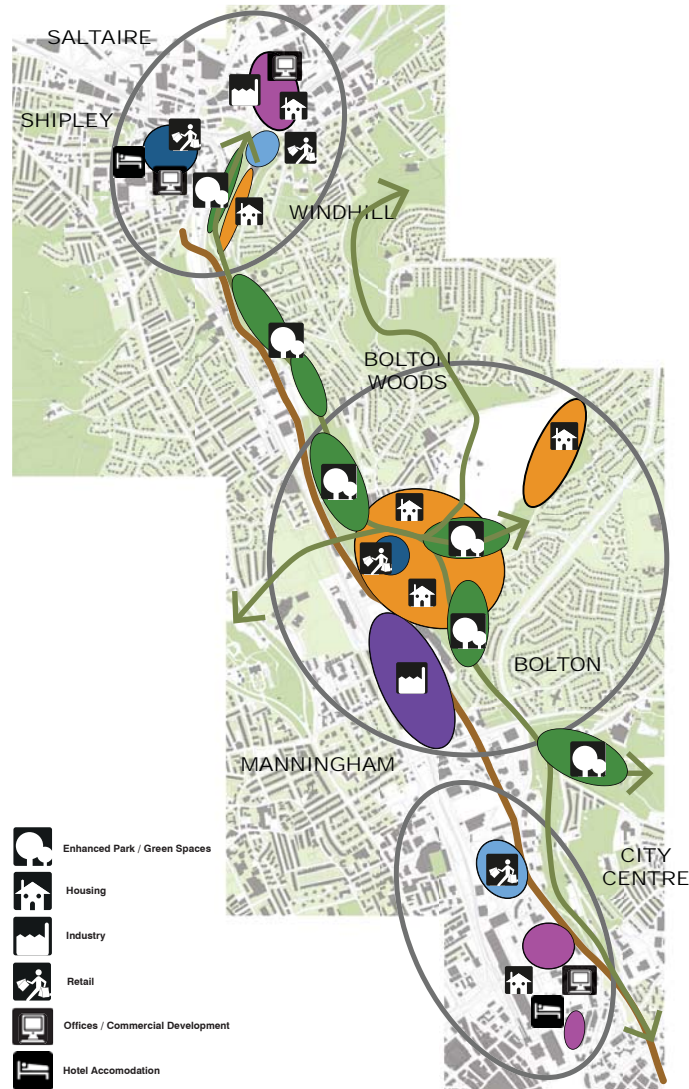


Figure 4.6: Scenario 2 (Higher Growth Scenario)

Scenario 2 (Higher growth scenario)

A predicted trajectory of sectoral employment growth between 2011-2021 has been made using the Yorkshire Futures / Experian Regional Econometric model. The model predicts that at a district level the largest sectors by employment in 2016 will be health, retailing and manufacturing with overall employment growing by 200 places (representing net growth of approximately 1%). Between 2016 and 2021 total employment could grow by a further 500 places (representing net growth of approximately 2%).

Using employment figures for each sector and the Employment Densities Guide the potential net additional demand for business space has then been calculated.

- **Business:** The Social Economic Assessment predicts potential demand for an additional 180,000 sq ft of business uses (80,000 sq ft office, 10,000 sq ft industrial and 90,000 sq ft warehousing) to 2021 based on estimated employment growth, principally in sectors that gave rise to demand for B1 e.g. professional and business services and B8 e.g. wholesaling and construction. This would require between 2.7 and 3.8 hectares of employment land. Shipley Town Centre is identified as the most

sustainable location for new office development on account of accessibility to public transport and local amenities and the scope to grow the creative industries cluster established in nearby Saltaire. Dockfield Road, Hillam Road and the Canal Road Corridor between Queens Road and Hamm Strasse are established industrial areas and considered the most appropriate locations for new industrial development.

- **Retail:** The economic growth projections suggest that there could be demand for up to around 330,000 sq ft of new A1 retail floorspace in the SCRC up to 2021. Particular demand is predicted for bulky goods and convenience retailing with scope for up to 150,000 sq ft of additional bulky goods floorspace in the City Centre Fringe (post completion of Westfield), up to 150,000 sq ft of additional floorspace (mainly bulky goods, convenience and food and drink) in the vicinity of Shipley Town Centre and a village centre (20,000 sq ft convenience retail) to service the new Urban Eco Settlement.
- **Hotel:** The economic growth projections suggested that there could be demand for around 100 new hotel bed spaces in the SCRC up to 2021. This does not seem unreasonable in

market terms, particularly given that the southern part of the SCRC is adjacent to the City Centre and given the continuing development interest nationally from hotel operators, particularly at the budget end of the market. It is therefore suggested that two new hotels equal to around 50 bed spaces could be accommodated in the SCRC (one in Shipley Town Centre and one in the City Centre Fringe).

- **Residential:** Assuming there were three developers active in the Central Section and building at a rate of 36 units per annum and with additional development in Shipley and windfalls elsewhere in the SCRC (40 units per annum), total output would equal 148 units per annum (say 150 units). This would equal 1,500 dwellings over ten years (1,100 concentrated in the Urban Eco Settlement and 400 elsewhere).
- **Community facilities:** A site capable of sustaining a two form entry primary school will be required in close proximity to the new Urban Eco Settlement. There may also be a need to accommodate additional communities facilities (either within the school site or new village retail centre) such as a health centre or post office.

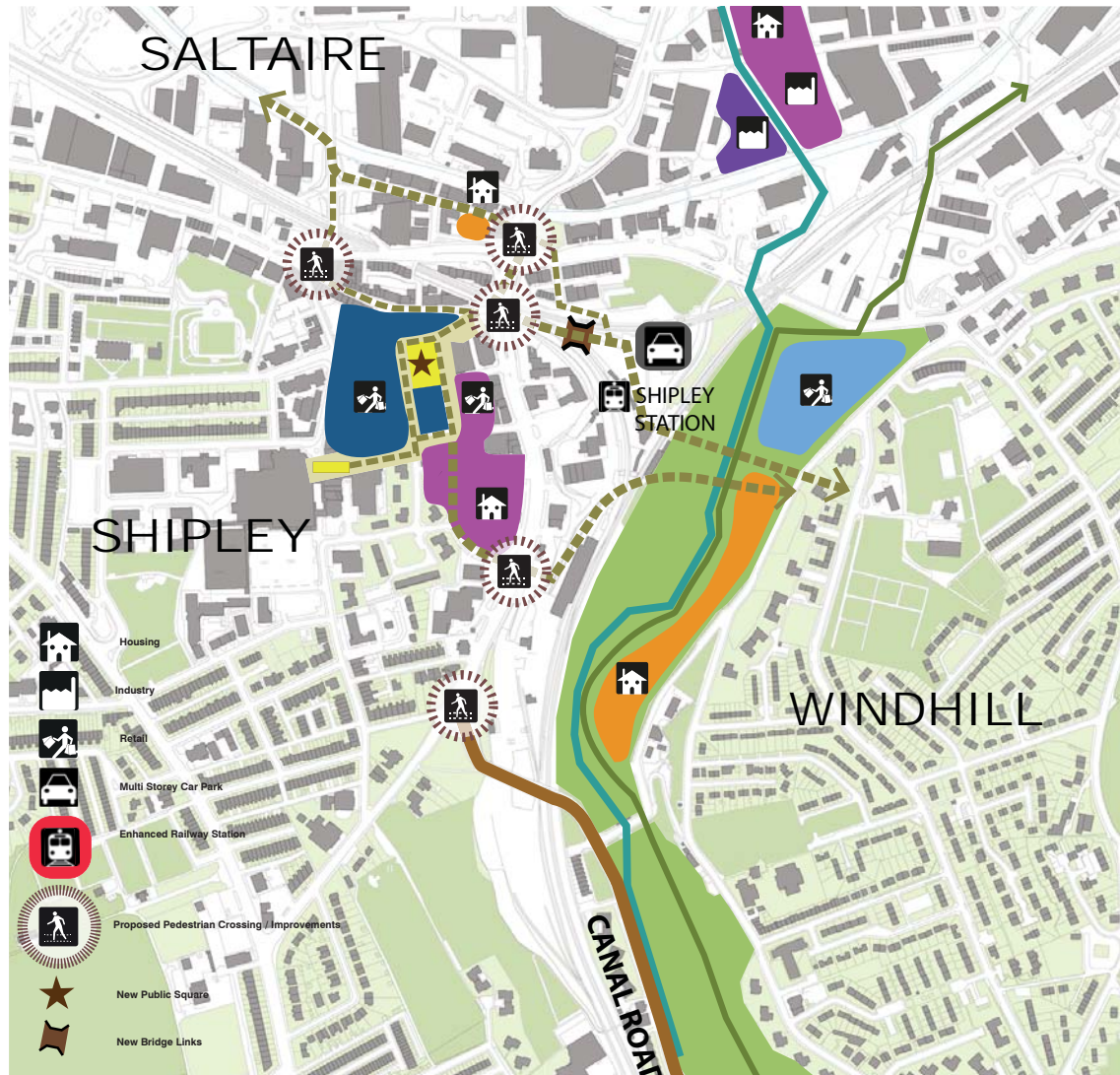


Figure 4.7: Scenario 2 (Higher Growth Scenario) - Shipley Town Centre

In Shipley scenario 2 would equate to the following detailed proposals:

- Redevelopment of existing shops, the indoor market and social housing blocks around Market Square, Market Street and Wellcroft, which are tired and fail to meet modern aspirations, in order to create new modern retail floorspace and other complementary town centre uses including office space, a hotel and cafes / bars / restaurants.
- A new supermarket and retail park developed on currently derelict land on Leeds Road / Crag Road.
- New housing (mainly houses) on currently derelict land to the west of Crag Road.
- New business space and housing (mix of flats and houses) in the Dockfield Road area in line with aspirations as set out in current planning permissions.
- New multi-storey commuter's car park to service Shipley Town Centre.
- Significant upgrade of public areas including a new Market Square and streetscape improvements to Kirkgate, Westgate and Well Croft.
- Enhanced pedestrian linkages to Shipley station through an enhanced pedestrian crossing on Otley Road and a new pedestrian bridge from Station Road.
- Enhanced pedestrian linkages to the canalside (and onward to Saltaire)

- through improvements to Fox Corner junction and enhancements to Otley Road and Wharf Street.
- A new linear park alongside the Bradford Beck.

Retail:	2,250 m ² comparison retail 5,000 m ² convenience / bulky goods retail
Leisure:	1,000 m ² food & drink uses 1 hotel
Business:	1,000 m ² office space 5,000 m ² industrial / warehousing / workshops
Residential:	215 new dwellings



Figure 4.8: Scenario 2 (Higher Growth Scenario) - Centre Section

In the Centre Section scenario 2 would equate to the following detailed proposals:

- Enhancement of Frizinghall Station.
- New areas of housing south of Poplars Park Road and east of Canal Road (land of which is either allocated for housing or brownfield land within the Canal Road Urban Village Joint Venture agreement).
- New areas of housing on the fringes of the quarry (south of Brookwater Drive and north of Wood Lane) that could be delivered without significant ground works or new infrastructure.
- Demolition of existing flats in Bolton Woods to provide new housing.
- Enhancement of Hillam Road industrial area with potential for some new infill business accommodation.
- A new village retail centre, expanding the centre of Bolton Woods to the south with new shops and other community uses.
- A new primary school, utilising existing playing fields and CBMDC owned land, located within the village centre.
- Creation of a community forest park, utilising Brow Wood, existing landscape features and the foothills of the quarry.
- Creation of new wetland habitats and open space north of Gaisby Lane.
- Enhanced pedestrian / cycle linkages to Frizinghall Station through a new junction and crossing.

Retail:	2,000 m ² convenience
Leisure:	Negligible amount
Business:	No net change
Residential:	1,100 new dwellings

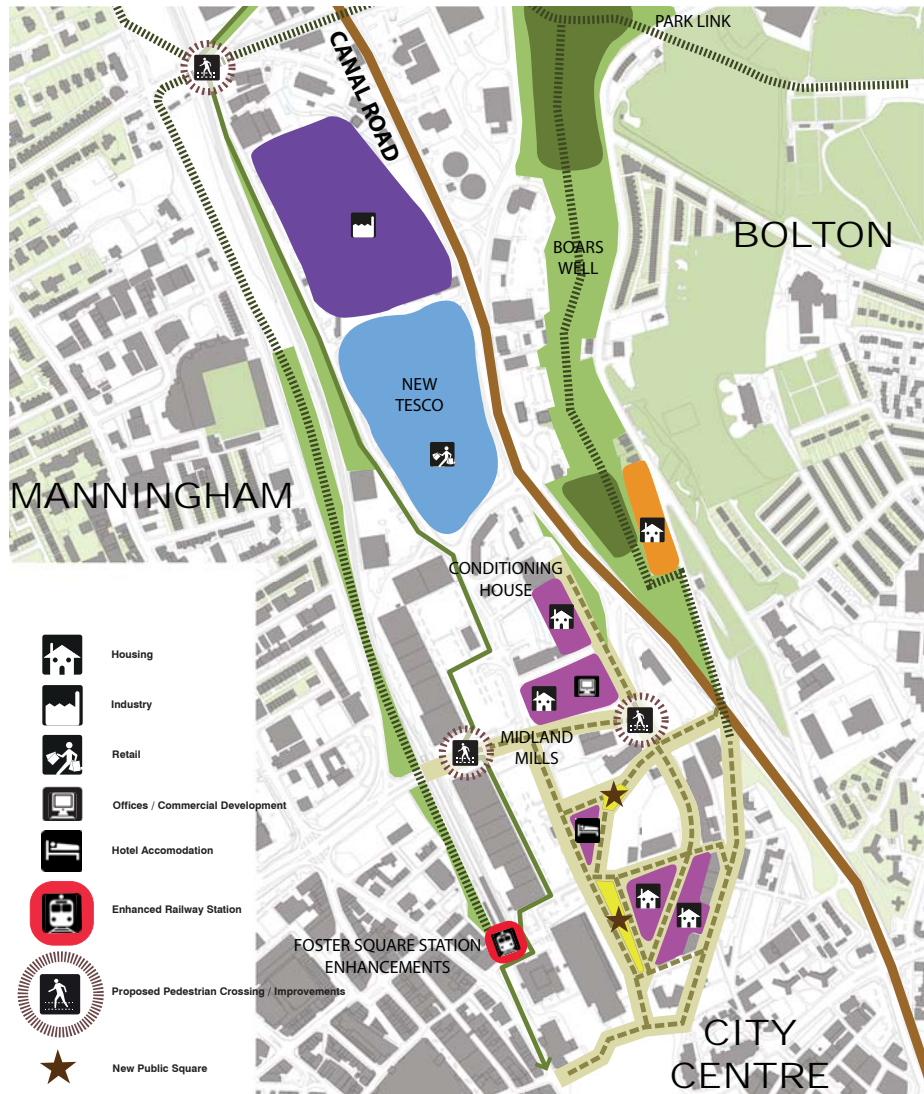


Figure 4.9: Scenario 2 (Higher Growth Scenario) - City Centre Fringe

In the City Centre Fringe scenario 2 would equate to the following detailed proposals:

- Refurbishment of existing historic buildings on Canal Road for a mix of business and residential uses.
- Refurbishment of Conditioning House and Bradford Mills for a mix of business and residential uses.
- Redevelopment of existing buildings and derelict land west of Canal Road for a mix of business and residential uses.
- Redevelopment of existing industrial and commercial development on Canal Road for new industrial and commercial development.
- New housing development on Bolton Road.
- New expanded supermarket on Canal Road in line with existing planning permission.
- Improved pedestrian links between Lister Park and Peel Park.
- Street enhancements to Canal Road, Bolton Road, Balme Street, Mill Street, Holdsworth Street, Leeming Street and North Holme Street.
- Creation of new linear parks along the railway line.

Retail:	14,000 m ² bulky goods
Leisure:	1 hotel
Business:	4,000 m ² industrial, warehousing and workshops
Residential:	500 new dwellings

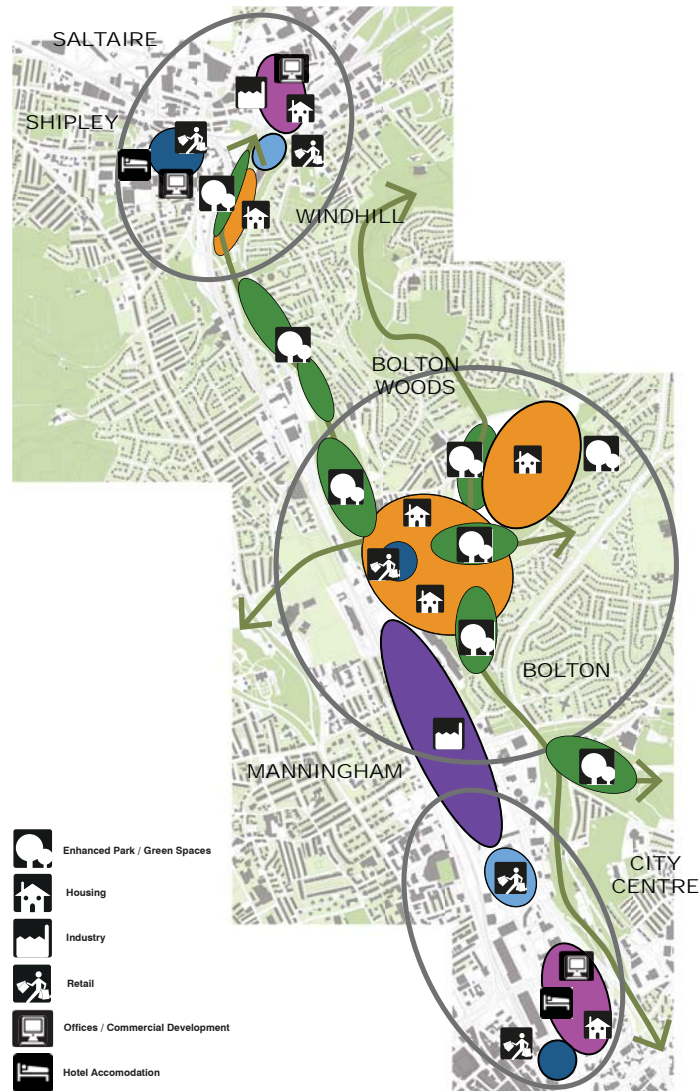


Figure 4.10: Scenario 3 (Long Term Scenario)

Scenario 3 (Long term development scenario)

The Council's Core Strategy identifies that up to 5,000 new dwellings could be built in the Shipley and Canal Road Corridor by 2028, an amount substantially higher than that predicted in the medium growth scenario (1,500). As part of a long term view there is a need to identify how the Core Strategy housing numbers can be translated spatially within the SCRC (particularly the Central Section) and what implications it might have for the short to medium term development of the area.

Looking beyond the ten year time frame of the Development Framework, during which time a number of major City Centre projects are expected to come forward, also raises the scope to realise the greater regeneration opportunities of the City Centre Fringe as an area of City Centre expansion.

- **Business:** In addition to the business space allocations identified in Scenario 2 there is physical capacity to provide more business accommodation (industrial / warehousing) within the established employment areas of the SCRC and mixed use live / work accommodation, offices and hotels within the City Centre Fringe.
- **Retail:** Once Westfield is established there is scope to consider other retail

opportunities more generally in the City Centre Fringe and Shipley Town Centre, as well as outside the SCRC boundary to the south.

- **Residential:** In the period to 2028 at a construction rate of 150 houses a year (as scenario 2) 2,250 dwellings would be developed within the SCRC, however, the built capacity of the area in terms of vacant and brownfield land is far greater. Within the Central Section alone there are about 57.2 hectares that could be developed for housing, which would equate to 2,288 dwellings at an average density of 40 houses per hectare (as recommended by local agents). Since this does not include open space or allowances on account of the topography of sites the overall capacity could actually be much less, thus suggesting that the outline figure as established in the Emerging Core Strategy of accommodating 3,000 dwellings within the Central Section is unachievable.
- **Community facilities:** There will be a requirement to provide a primary school and health centre and other local community facilities in close proximity to the new Urban Eco Settlement. There is also scope to consider whether a secondary school can be located on the fringes of the City Centre.

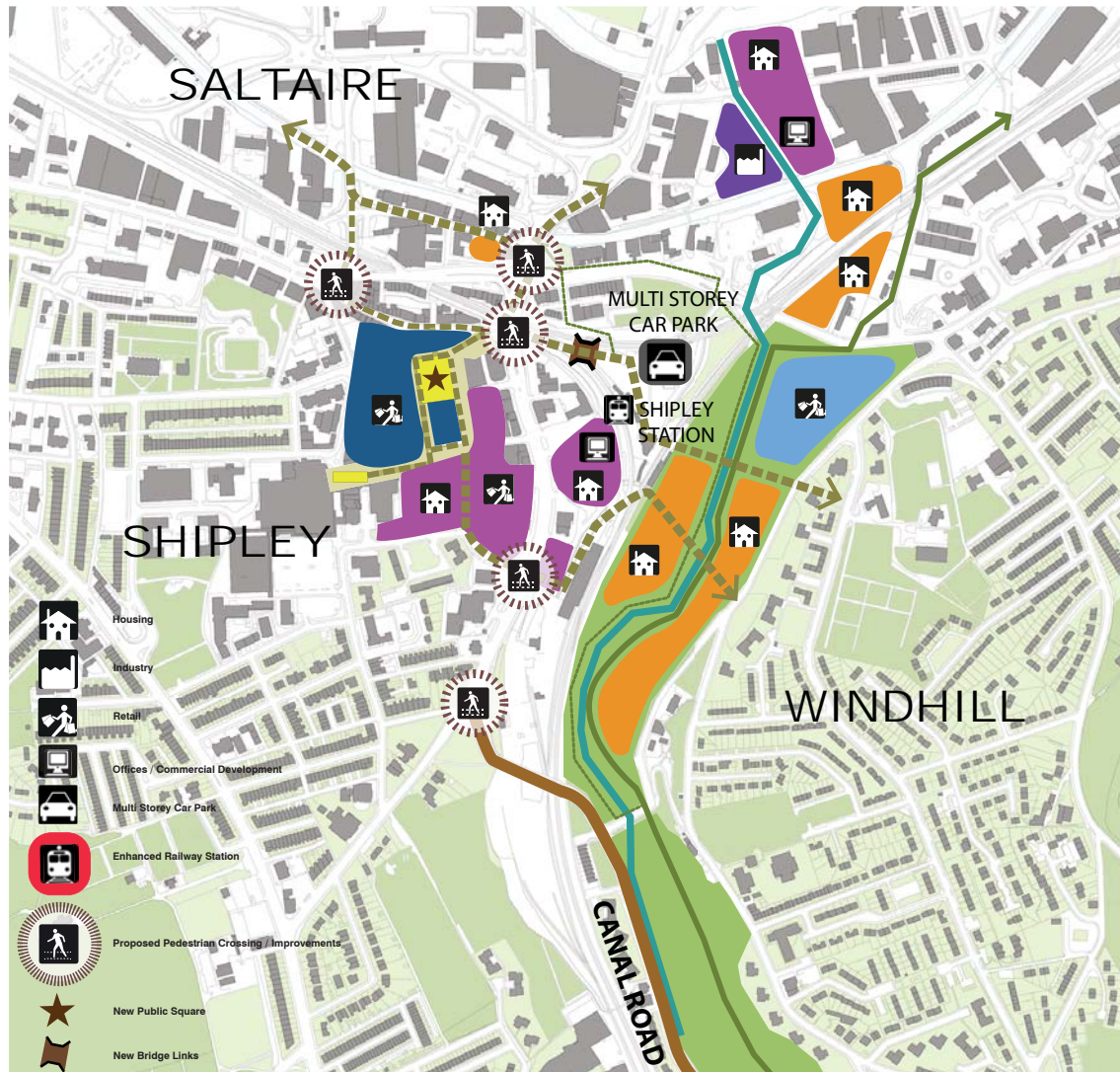


Figure 4.11: Scenario 3 (Long Term Scenario) - Shipley Town Centre

In Shipley scenario 3 would equate to the following detailed proposals:

- Redevelopment of existing shops, the indoor market and social housing blocks around Market Square, Market Street and Wellcroft, which are tired and fail to meet modern aspirations, in order to create new modern retail floorspace and other complementary town centre uses including office space, a hotel and cafes / bars / restaurants at a higher density than scenario 2.
- A new supermarket and retail park developed on currently derelict land on Leeds Road / Crag Road.
- New housing (mainly houses) on currently derelict land to the west of Crag Road and east of the railway line.
- New business space and housing (mix of flats and houses) in the Dockfield Road area in line with aspirations as set out in current planning permissions.
- Redevelopment of some employment sites east of the Town Centre for residential development.
- New multi-storey commuter's car park to service Shipley Town Centre.
- Significant upgrade of public areas including a new Market Square and streetscape improvements to Kirkgate, Westgate and Well Croft.
- Enhanced pedestrian linkages to Shipley station through an enhanced pedestrian

- crossing on Otley Road and a new pedestrian bridge from Station Road.
- Enhanced pedestrian linkages to the canalside (and onward to Saltaire) through improvements to Fox Corner junction and enhancements to Otley Road and Wharf Street.
- A new linear park alongside the Bradford Beck.

Retail:	5,000 m ² comparison retail 5,000 m ² convenience / bulky goods retail
Leisure:	2,000 m ² food & drink uses 1 hotel
Business:	1,000 m ² office space 7,000 m ² industrial / warehousing / workshops
Residential:	500 new dwellings



Figure 4.12: Scenario 3 (Long Term Scenario) - Centre Section

In the Centre Section scenario 3 would equate to the following detailed proposals:

Retail:	2,000 m ² convenience
Leisure:	Negligible amount
Business:	500 m ² food and drink uses
Residential:	2,000 new dwellings

- New areas of housing south of Poplars Park Road and east of Canal Road (land of which is either allocated for housing or brownfield land within the Canal Road Urban Village Joint Venture agreement).
- Decommissioning of the quarry to create new housing and associated open space and infrastructure.
- Demolition of existing flats in Bolton Woods to provide new housing.
- Enhancement of Hillam Road industrial area with potential for some new infill business accommodation.
- A new village retail centre, expanding the centre of Bolton Woods to the south with new shops and other community uses.
- A new primary school, utilising existing playing fields and CBMDC owned land, located within the village centre.
- Creation of a community forest park, utilising Brow Wood, existing landscape features and the foothills of the quarry.
- Creation of new wetland habitats and open space north of Gaisby Lane.
- Enhanced pedestrian / cycle linkages to Frizinghall Station through a new junction and crossing.
- Enhancement of Frizinghall Station.

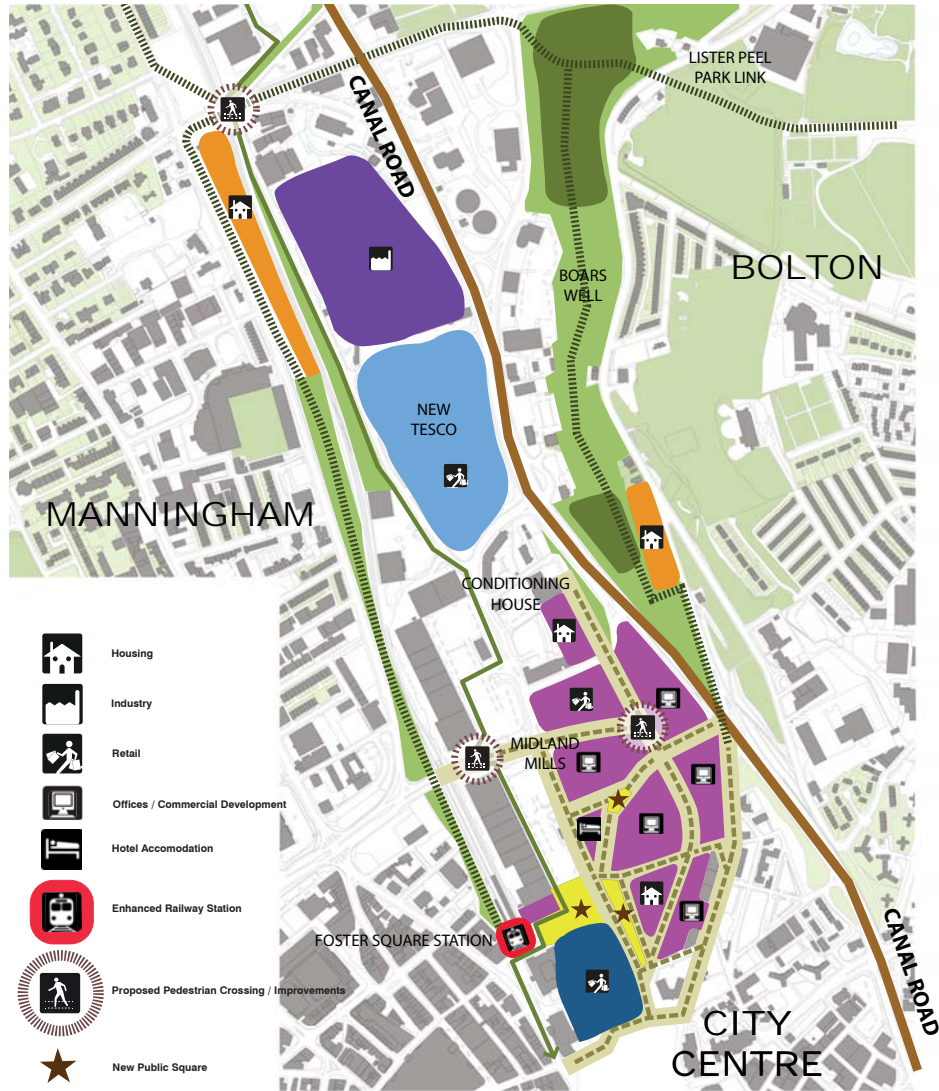


Figure 4.13: Scenario 3 (Long Term Scenario) - City Centre Fringe

In the City Centre Fringe scenario 3 would equate to the following detailed proposals:

- Refurbishment of existing historic buildings on Canal Road for a mix of business and residential uses.
- Refurbishment of Conditioning House and Bradford Mills for a mix of business and residential uses.
- Redevelopment of existing buildings and derelict land east and west of Canal Road for a mix of business and residential uses.
- Redevelopment of existing industrial and commercial development on Canal Road for new industrial and commercial development.
- New housing development on Bolton Road.
- New housing on Midland Road.
- New expanded supermarket on Canal Road in line with existing planning permission.
- Improved pedestrian links between Lister Park and Peel Park.
- Street enhancements to Canal Road, Bolton Road, Balme Street, Mill Street, Holdsworth Street, Leeming Street and North Holme Street.
- Creation of new linear parks along the railway line.
- Expansion of Westfield on to former Royal Mail sorting office (south of the SCRC boundary).

Retail:	14,000 m ² bulky goods
Leisure:	3,000 m ² food and drink 2 hotels
Business:	4,000 m ² industrial, warehousing and workshops
Residential:	2,500 new dwellings

Transport

The area is already established as a transport corridor. Canal Road provides an essential connection to the motorway network from Airedale and a parallel rail corridor links Bradford City Centre to Leeds and Skipton via a number of local settlements. These are vital pieces of Bradford's infrastructure and must retain their existing purpose whilst growing their potential to facilitate development in the future. The transport strategy options are based on two themes: sustainable transport and highway interventions.

Sustainable transport

Primary importance should be given to ensuring that new development is situated in appropriate locations and complemented where necessary by new sustainable transport initiatives to promote the use of non car modes of travel. In terms of land use planning this requires land use proposals to relate well to existing sustainable transport infrastructure such as walking, cycling and public transport linkages and to complement existing land uses in order to reduce the overall number and length of trips.

In terms of sustainable transport proposals, Shipley Town Centre has been identified as a strategic hub by Metro for the promotion of sustainable transport modes

with a particular emphasis on rail and bus travel. This status can be enhanced by schemes that ensure sustainable modes are an attractive and feasible travel choice. This could have significant benefits for the SCRC reducing traffic congestion and delay and should be specifically promoted and complementary to any development proposals. The improvement of other rail infrastructure across the SCRC is also an opportunity, maximising stations at Frizinghall and Forster Square by ensuring that rail stations and the sustainable routes to and from them are secure and attractive to encourage patronage.

The topography of the SCRC also provides a viable and feasible route (previously identified by CBMDC and Sustrans) for a dedicated cycle route between Shipley and Bradford City Centre. This would form part of the local cycling infrastructure for the city, but also provides a key linkage between two National Cycle Network routes, bridging a gap in the network. The route has funding in place through the Local Sustainable Transport Fund and must be spent by 2015. This scheme could have a significant impact on influencing people's perceptions of cycling (and walking) and should complement other land use proposals to maximise its impact.

Reducing severance caused by the nature and topography of the SCRC is also a consideration. The limitation on cross valley movements for all transport modes needs to be addressed particularly in regard to the location of the proposed Urban Eco Settlement and connections between Frizinghall / Manningham and Bolton / Bolton Woods.

Highway Interventions

Canal Road has particular sections that experience high demand during peak periods and throughout the day. As such the network suffers from bottlenecking and congestion particularly at key junctions. As a number of these junctions are currently struggling, improvements will be required. It is considered that these improvements can be delivered through a number of options including affordable measures and more major engineering proposals.

Development schemes will be required to facilitate transport improvements but it is recognised that the route will require strategic improvements to the existing highways provision, operation and capacity to accommodate future development. At the time of the Futures Study and public / stakeholder consultation, CBMDC were working with other West Yorkshire Authorities to prioritise schemes (not

just transport related, but infrastructure solutions / complementary schemes) through the West Yorkshire Transport Fund (WYTF). This scheme prioritisation had just commenced and schemes were to be submitted for consideration later in 2012. As part of this, CBMDC has put forward a list of schemes to the West Yorkshire authorities for which it is hoped that funding will be agreed and projects delivered over the next 5 years, which is the first tranche of schemes from a strategic 10 - 15 year delivery plan. It is understood that DfT will not consider any major scheme proposals until 2015/16, therefore the WYTF will play a key role in delivering schemes that are major interventions and require any level of significant investment. Specific consideration will be given to schemes which are aimed at encouraging growth, of which the SCRC is identified as a key area in the region.

Options

Recognising the SCRC's current and future role as a transport corridor and the potential for investment in new infrastructure through the WYTF and developer contributions, future investment in sustainable transport and strategic infrastructure will be a fundamental component of the development framework. Three strategic transport options are proposed based on prioritising sustainable transport and delivering varying scales of highway infrastructure improvement:

- Building on existing assets / future proofing (primarily through enhancements to sustainable transport)
- Enhanced sustainable transport and delivery of Shipley Eastern Bypass
- Enhanced sustainable transport and dualing of Canal Road.

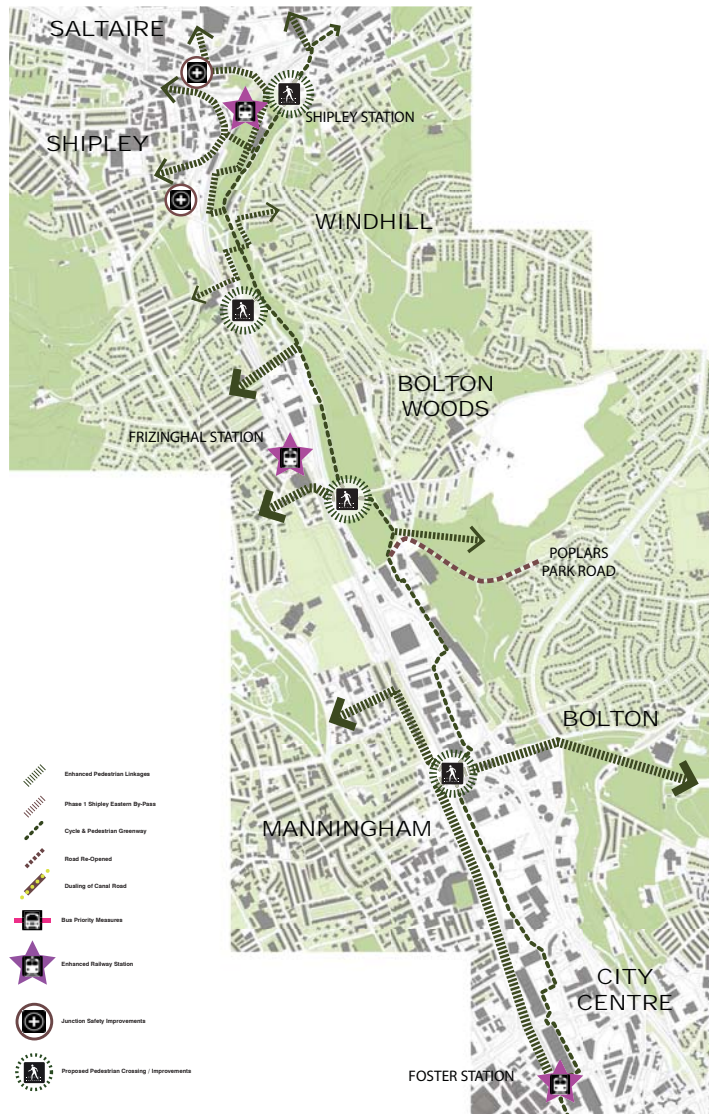


Figure 4.14: Transport Option 1

Transport option 1 – Building on existing assets / future proofing

This option does not provide a significant amount of new transport infrastructure but seeks to maximise the existing road and rail network. Such an approach would complement a lesser development scenario but should allow for enough flexibility to create additional capacity after the plan period by future proofing proposals for options 2 and 3.

Building on Existing Assets:

- Creation of a continuous cycle / pedestrian route from the Leeds – Liverpool Canal to Bradford City Centre.
- Safety enhancements to Fox Corner and Valley Rd / Otley Rd junctions (as Connecting Airedale 1).
- Access improvements to Shipley Station and enhanced passenger experience.
- Enhanced park and ride facilities at Shipley station.
- Frizinghall station improvements and enhanced passenger experience.
- New Gaisby Lane / Frizinghall Road / Canal Road junction with toucan crossing to improve east / west connections and links to Frizinghall station.
- Safety enhancements to Queens Road / Canal Road junctions and new toucan crossings.

- Forster Square station improvements and enhanced passenger experience.

Future Proofing:

- Ensuring that any developer led schemes that come forward are consistent with Options 2 and 3.
- Developer led schemes are required to facilitate improvements and provide appropriate infrastructure across the SCRC.

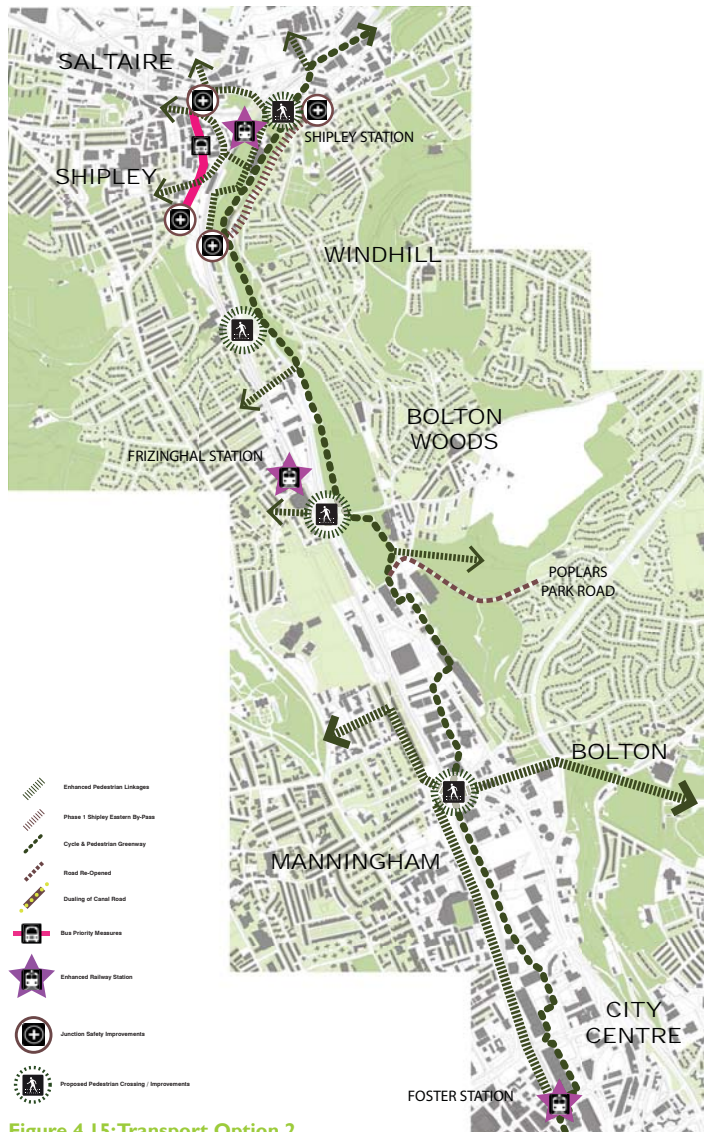


Figure 4.15: Transport Option 2

Transport option 2- Building on existing assets / future proofing and highway improvements in Shipley Town Centre

This option considers the same proposals as option 1 but with the added scope to relieve traffic congestion within Shipley Town Centre and to enhance the attractiveness of bus transport.

- All proposals as option 1.
- Delivery of part of the Shipley Eastern Bypass, requiring new junctions at Leeds Road and Valley Road and the upgrade of Crag Road.
- Bus priority measures in Shipley Town Centre including dedicated bus lanes on Otley Road and bus priority signals.



Figure 4.16: Transport Option 3

Transport option 3 – Building on existing assets / future proofing and highway improvements across the SCRC

This option considers increasing road capacity by dualling Canal Road between Shipley Town Centre and Queens Road. Proposals to dual the road are likely to impact on the quality of the SCRC as a settlement and could also reduce the amount of land that could be developed, as well as the amount of green infrastructure. The effect of increasing capacity also had the precedent of moving congestion to other parts of the network or generating more demand and congestion.

- Proposals as option 1.
- Delivery of the Shipley Eastern Bypass.
- Bus priority measures in Shipley Town Centre including dedicated bus lanes on Otley Road and bus priority signals.
- Dualling of Canal Road from Otley Road to Queens Road.

Blue / Green Infrastructure

Flood mapping obtained from CBMDC indicates that south of Queens Road there is an area of flood risk associated with the Bradford Beck. Here the beck drains the rural catchment to the west of Bradford and also receives significant combined sewer overflows (CSOs) from the Yorkshire Water sewage system, which drain hard surfaces within the city itself. There are also further narrower areas of floodplain adjacent to the open channel of the Bradford Beck to the north of Queens Road, including an area in Shipley which is at risk of flooding from the River Aire.

There have been no reports of flooding south of Queens Road since the implementation of the Bradford Beck Alleviation Scheme in the early 1990s. The depth of flooding is likely to be shallow and straightforward to mitigate against.

The operation of the CSOs results in untreated sewage discharging into the Bradford Beck with resulting odour and public health implications in respect of existing and proposed development and open space. The increase in development, in particular the proposed housing within the Central Section, would also result in increased foul discharges from the new population, which could cause a strain on the combined sewer network, pumping stations and sewage treatment works.

The implications of flooding from the Bradford Beck and River Aire to development are:

- Planning policy requires that development in the floodplain should preferably be avoided.
- Any development proposed within the floodplain would need to be sufficiently protected.
- Any protection measures proposed should not result in any obstructions to flood flow routes or a reduction in floodplain storage.

The first assumption should be to avoid new development within the floodplain but as most areas are already developed (e.g. south of Queens Road) or adjacent to built up area (e.g. land east of Shipley Town Centre) there is a need to redevelop these areas, requiring a flood mitigation strategy. (justified through the sequential and exception tests set out within the Technical Guidance to the National Planning Policy Framework (NPPF). This should first consider strategic flood risk management (e.g. flood defences, upstream storage) and then local measures within the development plots, i.e. flood resilient design.

The water management strategy will consist of a variety of measures at a

strategic, site and plot level as part of an integrated Sustainable Drainage System (SUDs). SUDs employ a sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse. SUDs can reduce flood risk, improve water quality and also provide biodiversity and amenity benefits in the form of ponds and other water features that would form an attractive setting for the SCRC.

Options

The water management issues associated with the Bradford Beck will need to be addressed for the SCRC to accommodate new development but the dual benefits of a SUDs strategy also provide the opportunity to create a distinctive sense of place. It is possible that this alone could achieve the same objectives as reopening the Bradford Canal by creating a consistent waterside setting for the SCRC. These two options need to be tested but there is also a 'hybrid' option of introducing additional 'blue infrastructure' in strategic locations to form a sense of place.



Figure 4.17: Blue / Green Infrastructure Option 1

Blue / Green Infrastructure option 1: Sustainable Drainage Systems

At the strategic scale the creation of an enhanced green corridor along the valley of the Bradford Beck is proposed in order to retain areas of floodplain and provide a landscape setting to the Bradford Beck that reduces downstream flood risk. Areas of land alongside the Beck would generally be retained as open space such as playing fields, parks and wildlife areas and the amount of soft landscaping and vegetation would be increased to decrease the amount of run-off.

Additional flood storage would also be created within greenspace adjacent to the Beck to reduce flood levels across the SCRC, however, this would be subject to hydraulic modelling to confirm viability and the acceptability of water quality to public health. Attenuation features would also be located separately within this buffer zone, to capture run-off from for development south of Queens Road and Bolton Woods. The specific location of ponds and wetlands would be determined through modelling to confirm feasibility and the acceptability of water quality to public health, however, a site has been located north of Gaisby Lane (south of Bolton Woods Football Club) to provide large scale balancing ponds/wetlands

and temporary dual use storage for extreme events. This would comprise a tiered system, having a smaller (deeper) continually wet pond, which would only increase in area to store water in the dry areas of the pond (at a higher level) during extreme rainfall events. Daylighting of the Beck, that is the redirection of culverted sections of the Bradford Beck into an above ground channel, is also proposed to naturalise the river course and improve the environment of the Beck in a particular section of the Beck east of Wharnccliffe Road. In addition to these measures localised flood defence improvements would also be needed in certain areas such as the land lying between Shipley Station and Crag Road, (formerly Perseverance Mills).

At the site level additional ponds and swales would be provided to reduce runoff rates and improve water quality, amenity and biodiversity. Innovative street layouts (e.g. Home Zones) incorporating non, standard (and permeable) materials and generous high quality landscaping (including street trees) would assist in such a strategy. More vulnerable development (e.g. residential) would be located in areas at lowest risk of flooding and commercial buildings (depending on the predicted depth of flood water) would be defended

through either site wide ground raising or elevating ground floor levels on individual buildings.

At the plot level subtle changes would be made to ground levels in order to reduce flood risk areas within specific development plots. Source control measures including green and brown roofs, permeable paving and rainwater harvesting would aim to reduce runoff at source, along with high quality soft landscaping. Flood defence or water entry strategies would be employed in commercial buildings, through setting of finished floor levels and use of flood resistant or flood resilient construction techniques.



Figure 4.18: Blue / Green Infrastructure Option 2

Blue / Green Infrastructure option 2: Sustainable Drainage Systems and reopening of the Bradford Canal

Feasibility studies for the reopening of the Bradford Canal were prepared in 2005 and 2007 to examine potential benefits, technical feasibility, operational feasibility, economic appraisal, funding and delivery of the canal. The canal, which opened in 1774, was closed in 1922 and has now been infilled except for a few metres at the junction of the Leeds and Liverpool Canal. The Feasibility Study and Preliminary Design reports suggest that reintroducing the Bradford Canal would be technically and economically (in 2007) feasible and that it would provide a catalyst for regeneration of the Canal Road Corridor, providing a setting in which to stimulate investment in new housing and high quality employment and providing uplift in property values along the length of the SCRC.

The most up to date design of the canal would include 4.7 km of waterway, 9 locks raising the canal by 27m, 10 bridge structures, two new aqueducts and two marinas. The preferred route utilises some of the original alignment and deviates elsewhere, based on minimum engineering cost, maximum development opportunity and minimum disruption to existing users of the area.

The Bradford Beck runs alongside the majority of the proposed canal and to accommodate the revitalised canal it would be necessary to divert the culverted Bradford Beck over a length of 800m between Singleton Street and Station Road, potentially beneath the canal tow path.

The canal would most likely be fed from groundwater, the Bradford Bowl (which is currently under construction at Forster Square) and the Bradford Beck. It would not be possible for the canal to hold flood water from the Beck, however the sewage content of the flood water would have an adverse impact on the quality of the canal water.



Figure 4.19: Blue / Green Infrastructure Option 3

Blue / Green Infrastructure option 3: Sustainable Drainage Systems and protection of canal alignment

The cost: benefit of the canal in the current economic climate has yet to be assessed but with other more fundamental development priorities the reopening of the canal may not be economically feasible over the next ten years. If a SUDs approach can act as a backdrop for higher value development, the canal may even not be entirely necessary.

A hybrid option would be to protect the alignment of the canal for the future by integrating the route of the canal within the proposed Greenway walking and cycling link. At strategic locations, areas of the canal could also be opened up as water features (not navigable canal) to create a unique sense of place.

SHIPLEY AND CANAL ROAD CORRIDOR EMERGING STRATEGIC DEVELOPMENT FRAMEWORK REPORT

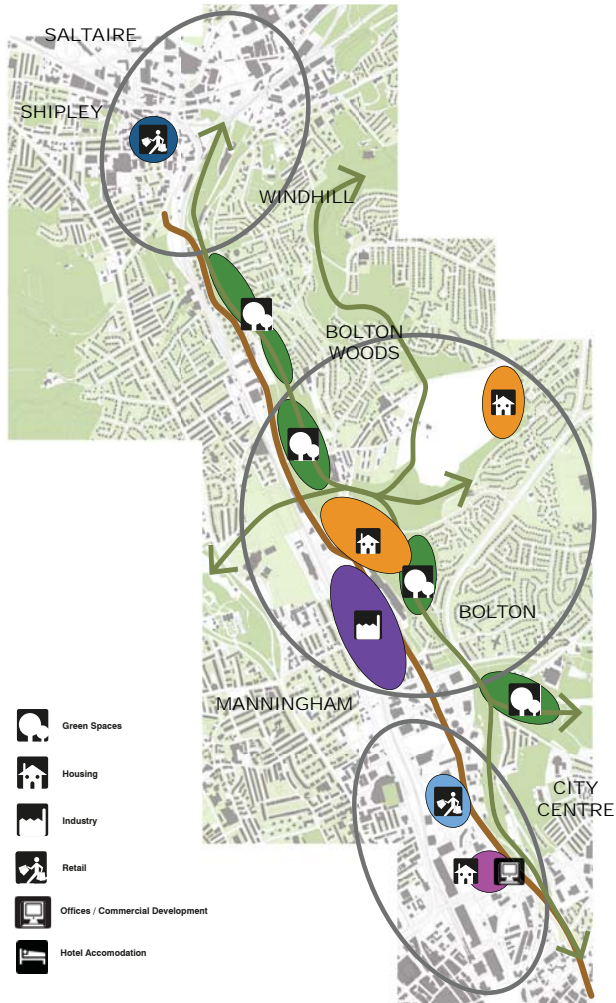


Figure 4.20: Scenario 1 (Lower Growth Scenario)

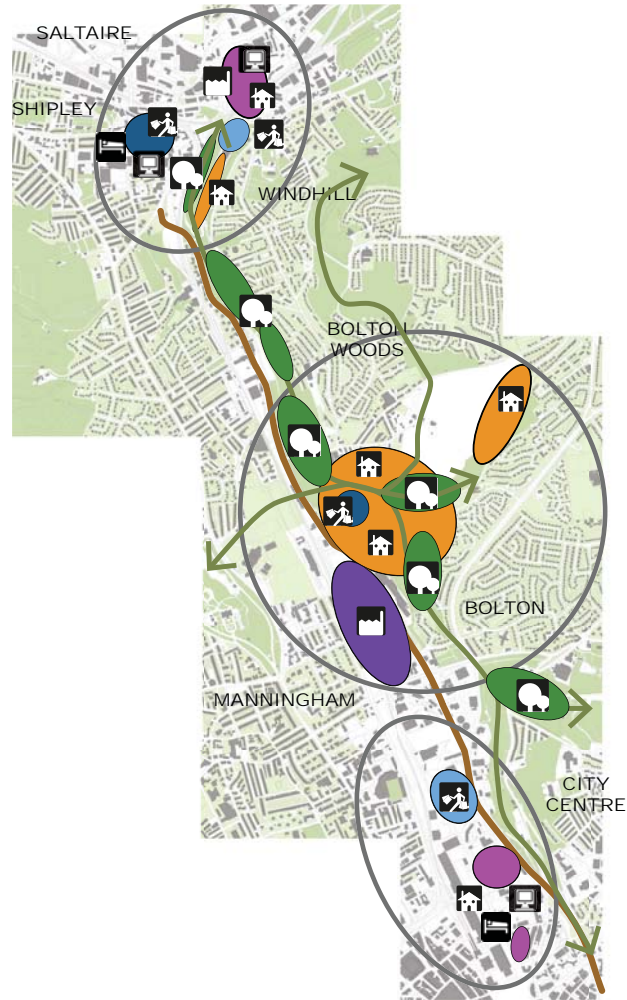


Figure 4.21: Scenario 2 (Higher Growth Scenario)

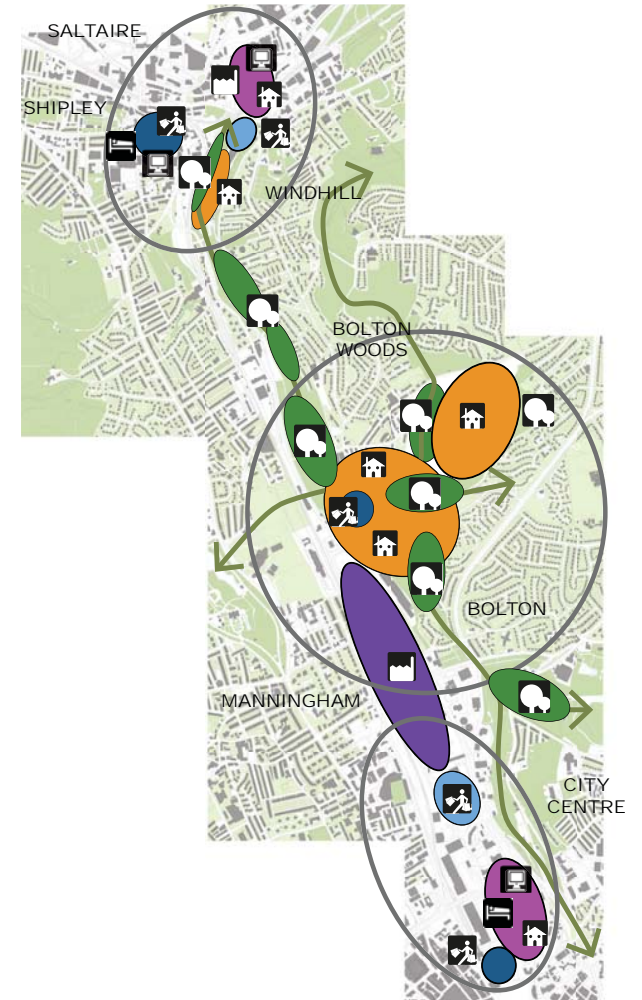


Figure 4.22: Scenario 3 (Long Term Scenario)

5. CONSULTATION

Introduction

In order to gain feedback from the local resident and business communities and key stakeholders operating in the area on the work undertaken to date, a series of public exhibitions were held between late February and mid March 2012.

The public exhibitions comprised a series of exhibition boards explaining the context to the project, followed by a description of the vision, strategic options, transport proposals and blue and green infrastructure proposals (a copy of the boards are attached to Appendix A). Members of the consultant team and Council were present at all of the events to answer any questions and a presentation was also given by the consultant team at the launch and closing events.

A questionnaire was used to provide the primary means for collating the views and comments expressed. Attendees were encouraged to complete the questionnaire on the day or could send by post (pre paid envelopes were provided) or email the questionnaire.

A Facebook page was also set up www.facebook.com/pages/Bradford-Shipley-Regeneration-Corridor/148138548637344 (figure 5.1) to advertise the events and to provide the forum for individuals to share

their comments. A dedicated hotmail project email address was also set up for people to direct any specific comments relating to the project.

Copies of the exhibition boards, questionnaire and Draft Options report were also available to view and download via the Council website and a link to the consultation material was posted on the project's Facebook page.

Community Representatives

The publicity, organisation and facilitation of the consultation events was aided by a number of local residents who had first expressed an interest in assisting the team at the baseline consultation events in February 2012.

In order to prepare for the consultation events a training day was held with the local residents on 18th February 2011. At the session the context to the Strategic Development Framework, the purpose of the consultation events and the content of the consultation was first explained. Then appropriate arrangements for the events in terms of publicity, venues and times were discussed with the group. Finally the appropriate content and format to the questionnaire was devised.

After the session, the Community Representatives assisted with publicising the events (posting flyers to local homes and displaying posters around the local area). The representatives were also present at the consultation events, directing attendees around the exhibition, answering questions and queries relating to the exhibition material and assisting with the filling in of questionnaires.

On conclusion of the consultation event series a closing session was held with the Community Representatives. This session was structured around the following elements:

All attendees were asked to state the two priorities they had for the regeneration process and their rationale behind this. The group was then divided into six smaller groups and each assigned to a specific theme. The themes were:

- The Vision
- Housing
- Green and Blue Infrastructure
- Transport
- Business and Retail
- Effective Consultation

The group was asked to consider the SCRC SRF options being put forward in relation to each of the themes and to

work together to identify the issues they had in relation to these and to document them on flip chart.

Event Publicity

A flyer, setting out details of the first event (a copy of which is provided in Appendix B) was distributed electronically and by post on 10th February 2012 (two and a half weeks prior to the event). It was sent to individuals that attended the baseline consultation events held in February and May 2011 as well as local Councillors and the ward coordinators. The community representatives also undertook a targeted mailshot in the neighbourhoods (2,000 flyers).

Posters containing the same information as the flyers were also produced (see Appendix B) and sent out to the ward coordinators, who were asked to put up the posters around the study area, in locations that would gain maximum public attention.

On the weekend prior to the first event (Saturday 25th February 2012), an article was released in the Telegraph and Argus informing residents about the work being undertaken and providing details of the forthcoming consultation event. A further article was then placed in the paper on Monday 27th February 2012 to maximise

the publicity of the event.

Details of the event were also posted on the Council's dedicated Bradford Shipley Regeneration Corridor page with a link to a Facebook page, which was used not only to advertise the events but to provide a forum for individuals to share their comments. A dedicated hotmail project email address was also set up for people to direct any specific comments relating to the project.

SHIPLEY AND CANAL ROAD CORRIDOR EMERGING STRATEGIC DEVELOPMENT FRAMEWORK REPORT

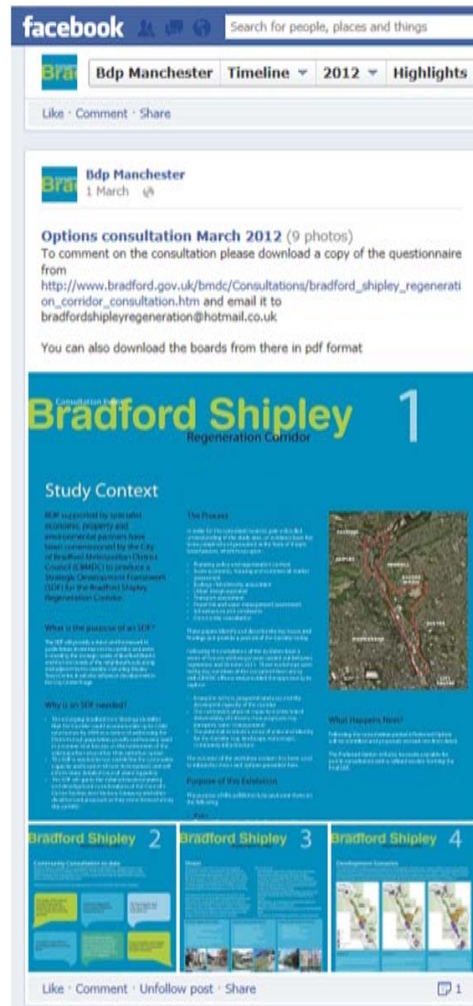
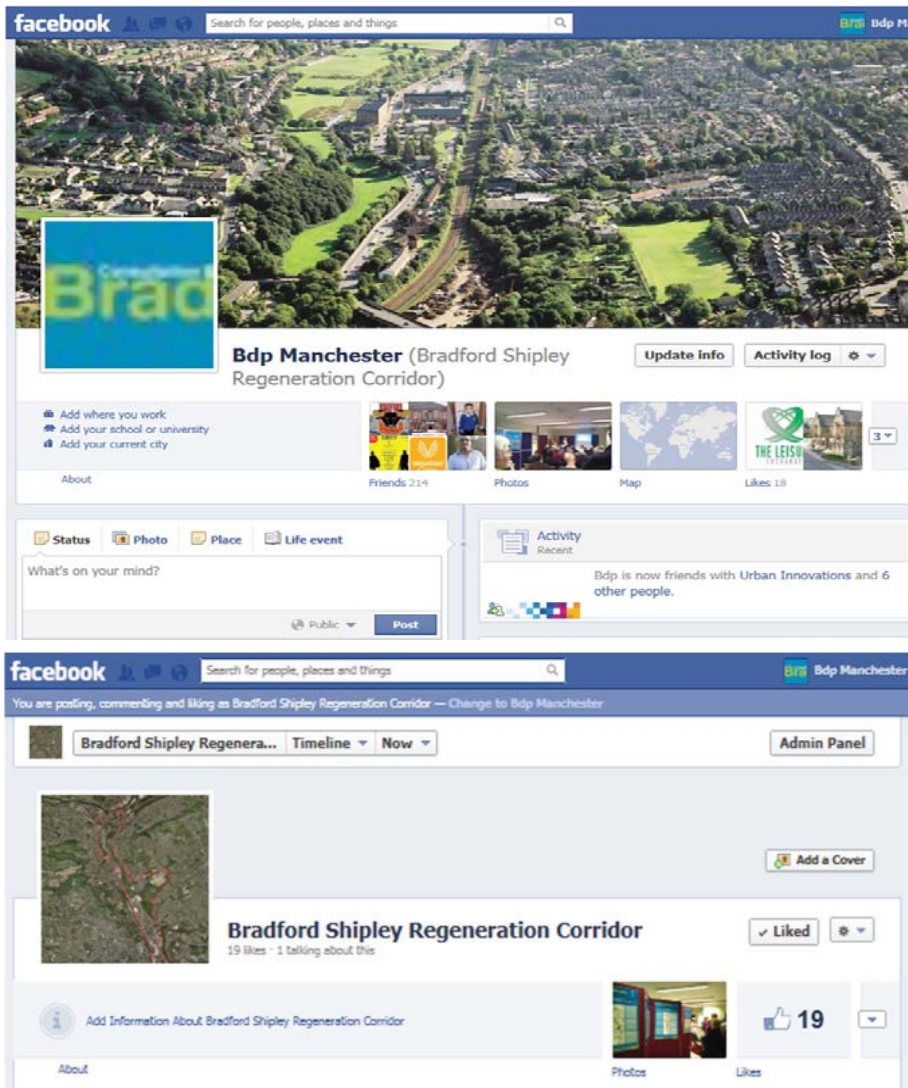


Figure 5.1: The Facebook Page which was used to advertise the events and to provide a forum for individuals to share their comments

The Public Events

Four events were organised and were held at the following venues:

- Bolton Woods Community Centre 29 February 2012 6pm-9pm
- Shipley Library on Wednesday 14 March 2012 6pm -9pm
- The Abundant Life Church 19 March 2012 4.30pm-8pm
- Poplars Farm Primary School 20 March 2012 5.30pm-8pm

The first event at Bolton Woods Community Centre was well attended. In total, over 55 names were recorded on the attendance sheets, however, it is estimated that the attendance was nearer to 70 people, as some attendees did not sign in. On the whole, the majority of people that attended had been notified of the event by the article in the Telegraph and Argus. The presentation that was delivered by the consultant team at this event was used to launch the website / Facebook page.

The second event at Shipley Library had a notably poor attendance. Only 4 names were recorded on the attendance sheets, although the people who did attend this event showed high levels of interest in the process and the proposals being put forward. Attendance at the third event was also poor with only 3 attendees.

At the final event 15 attendees were recorded, which included a question and answer session and presentation.

Questionnaire Responses

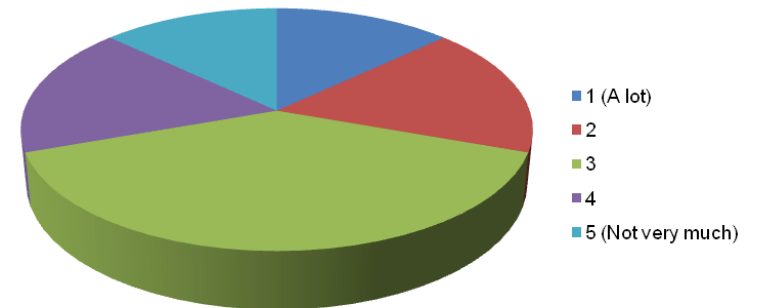
A total of 26 questionnaires were completed, however, the majority of these were all returned on the day of the events (5 returned from the Bolton Woods Community Centre event, 4 from the Shipley Library event, 3 from the Abundant Life Church and 10 from the Poplars Farm Primary School event), with only 4 being returned to the dedicated hotmail email address for the project. It should be noted that not all the returned questionnaires were completed in full, as many of the questions were left blank and some were answered incorrectly.

During the consultation period, which closed on 20 April 2012, a small number of comments were sent through by email, letter correspondence and left on the Facebook page. During the consultation period the Facebook page gained a total of 214 friends and 19 likes for the Bradford Shipley Regeneration Corridor page.

The primary feedback from the questionnaires has been structured under the specific questions that were included on the questionnaire. Other comments given by respondents to the questionnaire are also include.

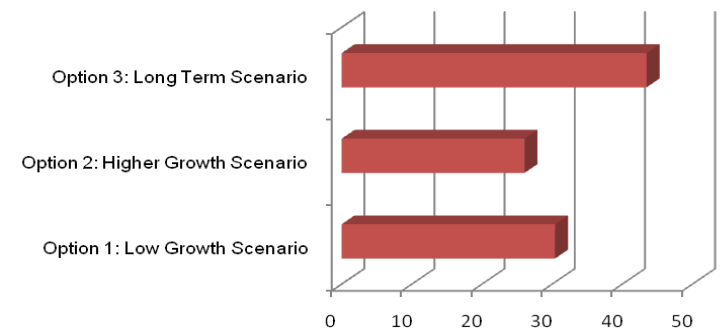
**Question 1:
Do you feel that the Vision for the Corridor meets the needs of your community?**

Response	Number of Responses	% of Responses
1 (A lot)	3	13
2	4	17
3	9	39
4	4	17
5 (Not very much)	3	13
Total: 23		100%



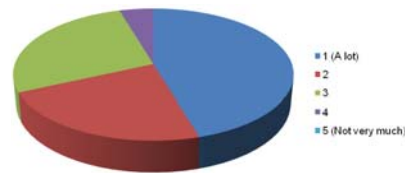
**Question 2:
Which option would you like to see in terms of an appropriate level of growth for Bradford Shipley Corridor over the next 10 years?**

Response	Number of Responses	% of Responses
Option 1	7	30
Option 2	6	26
Option 3	10	43
Total: 23		100%



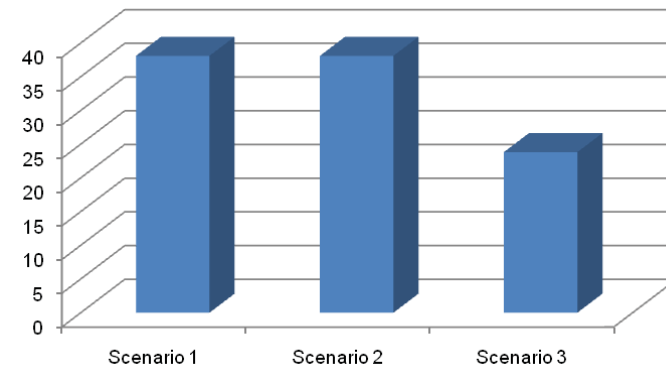
Question 3:
Do you feel that the Vision for Shipley Town Centre is right?

Response	Number of Responses	% of Responses
Option 1	7	30
Option 2	6	26
Option 3	10	43
	Total: 23	100%



Question 4:
Which option do you feel represents the right level of growth for Shipley Town Centre over the next 10 years?

Response	Number of Responses	% of Responses
Scenario 1	8	38
Scenario 2	8	38
Scenario 3	5	24
	Total: 21	100%



Additional comments about Shipley

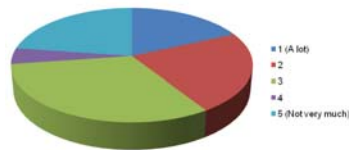
- I would like to see improvements in higher growth and long term scenarios done sooner in Shipley.
- Quality of buildings and open space is poor; a well designed / coordinated refresh of facades across the centre and refurbished indoor market will help.
- By pass the town centre - Bingley bypass moved the blockage in traffic from Bingley to Shipley / Saltaire.
- Fatalities have resulted from a lack of pedestrian facilities.
- Disagree that a multi-storey car park is needed at Shipley Station, it will generate more traffic.
- Shipley station links and security need to be addressed. The station is a

- horrible experience.
- The other main problem with Shipley is the amount of traffic that passes through. It almost feels like it's an island sometime.
- Ideally the bypass would solve [the traffic] problem but doubt that the money is there for this scale of work, so I think it's important to focus on public transport, cycling routes and getting people to live and work locally.
- Don't focus too much on big shops, we don't want Shipley to be another clone town. We need to expand the 'Saltaire' experience throughout Shipley and make it an individual place. Kirkgate market needs either knocking down or remodelled. Shipley would benefit from

- a cinema as there isn't one in the North of Bradford. I also think redeveloping along the canal would be beneficial.
- I am very keen to see the connection from Shipley station towards the canal re-opened and delivery of the cycling/ walking greenway towards Bradford. I feel making spaces away from cars and channelling through traffic away from shops is the way forward.
- Building on the land between Shipley station and the beck would be a loss of a valuable bit of land rich in habitat as well as shutting off a pedestrian route south from Shipley station.

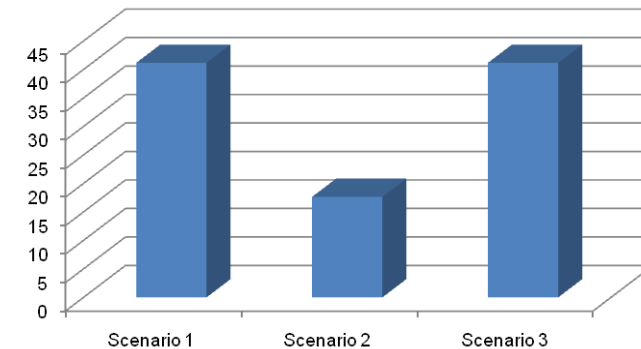
Question 5:
Do you feel that the Vision for the Centre Section is right?

Response	Number of Responses	% of Responses
1 (A lot)	4	18
2	5	23
3	7	32
4	1	5
5 (Not very much)	5	23
	Total: 22	100%



Question 6:
Which option do you feel represents the right level of growth for the Centre Section over the next 10 years?

Response	Number of Responses	% of Responses
Scenario 1	7	41
Scenario 2	3	18
Scenario 3	7	41
	Total: 17	100%



Additional comments about the Centre Section

- There should be no houses built on the buffer zone above the quarry behind Lichfield Mount.
- Don't build on the agricultural land.
- More new houses in Shipley and let the green spaces in Bolton Woods remain largely as is.
- There needs to be more focus on the traffic issues around the bottom of Gaisby Lane / Canal Road. There will be issues around the expansion of Frizinghall Railway Station due to the increased amount of traffic.
- Designated play areas and perhaps an 'off-road' space for motor / trial biking which would solve existing problems of

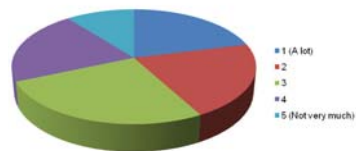
- bike use on open areas.
- Pedestrian facilities need to be significant factors in connecting and not disenfranchising communities.
- Traffic issues. The bottle neck near the bridge on Canal Road near Polar Ford – how can this be remedied. Also very real issue of traffic on Poplars Farm Road, traffic calming can create as many other issues as it tries to address.
- The green area at Bolton Woods is the last between Shipley and Bradford. It should not be lost.
- Loss of amenity history and landscape in levelling off the quarry and associated habitats and building houses. If this development is to take place then the planners and politicians will need

- to have guts to insist on the high design and environmental standards as promised.
- In respect of the central section there are also elements of option 2 which would be of benefit e.g. enhancement of Brow wood, Forest Park and the industrial area to retain businesses already there. However, I had chosen option 1 as I do not feel infrastructure e.g. transport and school places would be provided in sufficient quantity/quality to meet the demands of so many new homes.
- There should be a link between Boars Well and the quarry area, currently you can walk right around the perimeter of the quarry, (with minor trespasses

- onto quarry land). This would not be hard to preserve but on the map the pieces of remaining open land become increasingly isolated.
- I wouldn't like to see buildings on the meadow at the bottom of Poplars Farm. I would prefer more houses to be built on Quarry Road.
- Would like to see more shops and affordable housing for elderly.
- Poplars Farm Primary school is far too small to cater for the extra children.

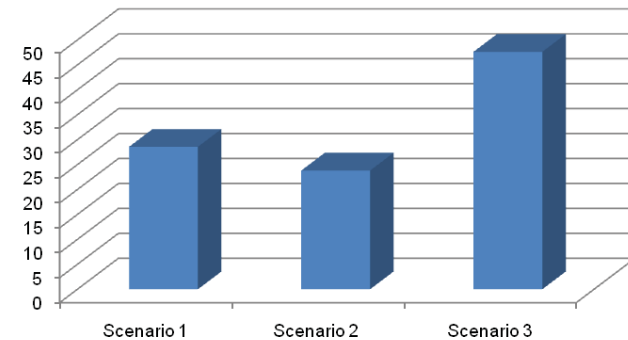
Question 7:
Do you feel that the Vision for the City Centre Fringe is right?

Response	Number of Responses	% of Responses
1 (A lot)	4	21
2	4	21
3	5	26
4	4	21
5 (Not very much)	2	11
	Total: 19	100%



Question 8:
Which Option do you feel represents the right level of growth for the City Centre Fringe over the next 10 years?

Response	Number of Responses	% of Responses
Scenario 1	6	29
Scenario 2	5	24
Scenario 3	10	48
	Total: 21	100%



Additional comments about the City Centre Fringe

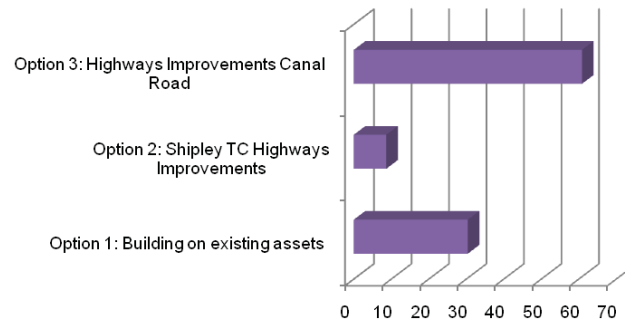
- There could be problems with financing if no one can afford rental for small retail places.
- Firstly, unless Bradford city centre improves, none of the suggestions will happen. You will find it very hard to attract people to either live or open up businesses there.
- If there's one building area you should focus on its conditioning House and Midland Mills. If you can crack this, then the rest may fall into place.
- In respect of the housing needs, I do not share your view points. It is jobs that are needed not new housing. There are 2 enormous old mills

standing empty close to the city centre, why not develop those, additionally there are hundreds of houses across the city standing empty, why not have a program of developing those houses.

- Concerning the southern section I am fully convinced that option 1 is the most suitable. I do not feel that further hotels on expansion of what is still a non-existent development will enhance this area.

Question 9:
Which transport improvements would you like to see for the Corridor?

Response	Number of Responses	% of Responses
Option 1	7	30
Option 2	2	9
Option 3	14	61
	Total: 23	100%



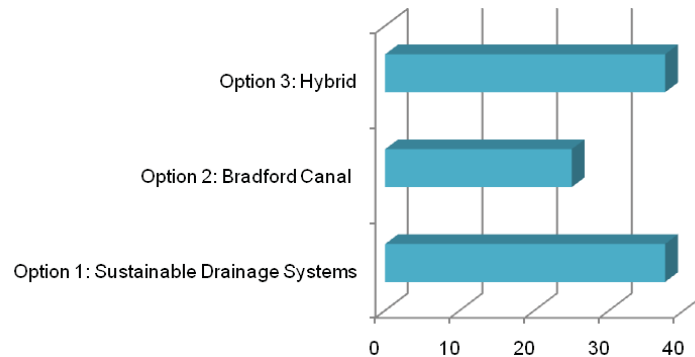
Additional comments about Transport

- To improve the traffic 'lag' in Shipley, Canal Road needs to be widened. At the same time a separate cycle route (two ways) should be established. A continuous cycling route that was separate (but runs alongside) the road into Bradford would be a fantastic reason for people to get on their bikes.
- The problem with option 3 is that the hold ups on Canal Road are on the stretch going in to Bradford and out again at the choke point, which is the Queens Road / Canal Road junction.
- Transport problems that currently exist are a barrier to enticing new business into the area.

- Possible infrastructure concerns with the volume of traffic currently and in future. Whilst I have suggested the low growth scenario the transport elements of the high and long terms scenario may be needed to meet lower housing growth numbers.
- A dual carriageway is essential – Canal Road cannot cope with traffic now.
- Canal Road would definitely have to be a dual carriageway to cater for all the extra transport from the houses/businesses, it is a nightmare now.
- Do not reopen Poplars Park Road.
- Nothing else should be done in this area until Canal Road has been widened to avoid the regular "jam-ups" that constantly occur.
- Re-opening of Poplars Farm Road. This would cause chaos at school opening times and morning rush hour. Child safety is a huge concern.
- If, as is being proposed, the road is opened up from Canal Road to Kings Road this will create a "rat run" and havoc will probably increase.
- The extra volume of traffic that this large development will generate will put huge pressure on Poplars Park Road and the junction where the road meets Kings Road.
- I am concerned that option 3 will merely encourage more people to use Canal Road as opposed to Manningham Lane and Bolton Road thus perhaps not solving the problem.
- It must not be forgotten that Canal Road is part of Bradford's primary road network and always will have a considerable impact on the communities that sit on or either side of it. The highway authority should and has recognised this and by allowing new housing developments in the corridor new distributor roads off Canal Road of adequate design will be required. None of the proposals address the current traffic problems never mind the ones that will be caused by ANY business or extensive housing developments in the corridor.
- The cycle path on Canal Road could be a good idea, only if it is a path separate from the main road and wide enough for 2 way traffic.
- There are issues regarding development of Frizinghall station as the area is already under strain from the numbers of people who park at the station.
- There does need to be more car-parking facilities for Forster Square and the retail park as well as additional entry and exit routes to alleviate what is already a congested area.
- I don't think the bus route priority system is needed. To get less traffic through the Shipley area and into Bradford we need to attract more people to live and work locally.
- Way overdue is a north south level traffic free cycleway.

Question 10:
Which option do you prefer in terms of the use of water to create a setting for development in the Corridor?

Response	Number of Responses	% of Responses
Option 1	9	38
Option 2	6	25
Option 3	9	38
	Total: 24	100%



Additional comments about Blue / Green Infrastructure

- Reintroducing the Canal would be great but costs and maintenance means I'm pretty sure it's impossible.
- Canal / marina is a waste of space, potential other usage and above all money that could be used elsewhere
- There is a lot of space which is used by the community there needs to be more attention to preserving these areas.
- Canal branch opening would be fantastic for regeneration.
- The proposed canal between Shipley and Bradford is nonsense.
- Keep the wildlife, nature, green belt, natural stream
- The opening of the canal will be too

expensive and of little value – it was last closed because it stank! If it goes nowhere – it's stagnant water.

- I would love to see a working canal.
- I believe that the re-opening of the canal would be of enormous benefit to the local area, similar to other canal regeneration programs.
- I would just like to re-state that the development on the canal would be of enormous benefit to the whole project and to Bradford as a whole.
- Not convinced that the Canal or hybrid options are an efficient use of resources/money. It would be much more sensible to use these to maintain funding in existing areas and develop things that are more sustainable

without the need for continuous maintenance/on-going costs e.g. green 'wild' areas.

- I think the hybrid solution is a great idea. The waterside settings could attract developments of apartments, offices etc.
- The idea of reinstating the canal always was a daft and expensive one.
- Trying to sort out the beck is good but action needs to be taken reduce the pollution running into it.
- Currently it is possible to link up green spaces into a continuous walk in many places and almost so in others. All the plans lose green spaces so it is especially important to pay attention to maintaining and improving the links.

Conclusion - Community Consultation

Analysis of the results from the community consultation suggests that the preferred development scenario from the community's point of view is option 3 (Long Term Development Scenario), in tandem with transport option 3 (dualling of Canal Road) and options 1 (SUDs) or 3 (hybrid) in respect of blue and green infrastructure. It is recognised, however, that the sample of respondents is very small in relation to the local population of the SCRC and the wider population of Bradford and that the extent these views are representative of these populations can not be guaranteed.

Scenario 3 was the most popular development scenario (43%) and also the preferred option for the City Centre Fringe (48%). An equal contingent of residents (41%) preferred options 1 and 3 in respect of the Centre Section, which suggests the need to technically evaluate the quantum and location of development proposed within the Centre Section so that the preferred plan responds to the concerns raised in regard to traffic impact (primarily on Poplars Park Road) open space (impact on Brow Wood and agricultural land) and community facilities (open space, shops and schools).

Scenarios 1 and 2 were jointly most popular for Shipley Town Centre. In this regard, a lesser quantum of development in Shipley may be most preferable in the context of an overall approach for the SCRC based on Option 3.

Concerns over the amount of traffic already using Canal Road, coupled with the increased amount of traffic that could be generated by new development meant that traffic issues featured highly in the community's response to the questionnaire.

The overall preference was for Option 3 (61%), which proposed the widening or dualling of Canal Road. The need to promote more sustainable forms of transport such as cycling and walking (as part of the greenway) and improvements to the railway stations were also supported, although increasing the number of parking spaces at Frizinghall and Shipley was not welcomed by some respondents.

The results therefore indicate a strong preference for enhancements to Canal Road in addition to sustainable transport improvements.

Many respondents agreed the scope to use blue and green infrastructure as an attractive setting for the SCRC was a

good idea. The reopening of the canal, was the least popular option but a significant minority of residents made many positive comments about the benefits of a canal. It can be drawn from this consultation that the improvement of the Bradford Beck and the introduction of additional water features would be well received by the community, especially if these features formed a 'canalside' environment.

Stakeholder Feedback

Stakeholders in the area, including major landowners, businesses and community groups were made aware of the consultation process either directly (through the database of contacts that had been generated in the previous round of community and business consultations) or indirectly through the publicity generated for the events. An additional presentation was also given to representatives of Shipley's trading community on 22 March, followed by an email to those present at the presentation with links to the consultation website and facebook page.

Three representations were received. Two from the key landowners / development partners in the Centre Section and one from Aire Rivers Trust who are responsible for creating a catchment management plan for the Bradford Beck.

A letter was received from HOW Planning on behalf of Canal Road Urban Village Limited (CRUVL - the joint venture company responsible for delivering a significant proportion of the new Urban Eco Settlement) on 30 March. The letter states CRUVL's support for the various elements of the overall vision and the vision for the Centre Section but a concern that the development scenarios do not reflect emerging Core Strategy

requirements for the SCRC and the NPPF. The letter highlights that Scenario 3 seeks to align with the emerging Core Strategy but proposes 2,000 dwellings in the Centre Section as opposed to the Core Strategy figure of 3,000. It states that the time horizon of the SDF should be reappraised and further modelling is needed to present more realistic and deliverable housing and other land use targets beyond Scenario 3. In the same manner; CRUVL does not consider that Scenario 2 reflects the development potential of the Centre Section.

The letter states that there should be more robust testing of the deliverability of options and consideration of the work undertaken by CRUVL in relation to the masterplanning of the Centre Section.

A letter from Iain Bath Planning was received on 8 June on behalf of the Marshall Group (owners of the Bolton Woods Quarry). The letter confirms the Marshall Group's collaboration agreement with CBMDC to develop the site, subject to planning approval. The Marshall Group welcomes the inclusion of the quarry in the study area and confirms its support for the vision. To be consistent with the LDF process it considers that the period covered by the SDF should be extended to 2028. In this context Development

Scenario 3 is supported as an approach consistent with the principles of the LDF Core Strategy, National Planning Policy Framework (NPPF) and the time frame of the LDF. The Marshall Group consider the delivery of Scenario 3 to be achievable and are keen, given the significance of their land asset within the SCRC, that the preferred option includes additional text that references the quarry's ability to deliver substantial residential development.

In respect of the transport options, the Marshall Group acknowledge that issues such as highways capacity, traffic generation, highway improvements and sustainable travel are all key components of delivering optimum and beneficial development. No preference is made in respect of the options, but the need for future involvement as details progress is stated.

No preference was also made for the blue / green infrastructure options but the letter acknowledges that as part of a comprehensive masterplan the integration of the quarry site into adjacent proposals will enable a considered approach that enhances and delivers blue / green infrastructure.

A returned questionnaire was received from Aires River Trust (ART) on 23 May. In regard to the overall vision meeting the needs of the community, ART marked a 3 (1 = being a lot and 5 = not very much) with a suggestion that the City Centre Fringe vision consider opening up the Westfield site to create a city centre park with re-opening of the Bradford Beck to the light of day in order to extend the blue-green corridor into the city as far as possible.

ART states a preference for Development Scenario 2, transport option 1 (building on existing assets) and blue / green infrastructure option 1 (SUDs).

In regard to blue / green infrastructure ART believes that the vision needs to have more focus on the hydrology and ecology of the SCRC and should recognise that the Bradford Beck is potentially a major asset for the redevelopment area and the city as a whole. ART state that rather than spending money on a new canal, which in unlikely to attract much traffic and may be difficult to fill with water, the investment should be put towards restoring the Bradford Beck as it will cost less money, deliver more benefits, use less land (as there will only be one waterway), reduce flood risk, improve green infrastructure and biodiversity and improve water quality.

ART concludes that under the EU Water Framework Directive (WFD), the UK is required to ensure there is no deterioration of the ecological status of waterways and is obliged to work towards raising their status to at least good (indicators include morphology and flow) and that a proposal to divert river flow from the Bradford Beck into a new canal, or to turn the Beck into a canal, would almost certainly be disallowed under the WFD, whilst a plan to restore the Beck and improve its water quality, morphology and ecology would help the UK to meet its WFD obligations.

CBMDC Feedback

Feedback on the Draft Options Report was received from CBMDC's planning service. The general comments were:

- Vision is supported but it should be spatially specific
- Breaking the area down into the 3 Areas of Opportunity is supported
- There is a lack of commentary on why locations for specific uses were identified
- Potential development proposals should be shown against flood risk zones
- If water quality is an issue than SUDs cannot be assumed
- Options do not fully address Blue / green infrastructure opportunities in the City Centre Fringe - suggest that the identified development opportunities are used to create new green spaces, water features and an attractive pedestrian / cycle route
- Proposed Greenway location in the City Centre Fringe is not appropriate
- Danger that Transport Option 3 would sever one side of the road from the other and be counterproductive to creating an 'environmentally conscious' character
- It is important that new housing is varied with innovation, sustainability and good design that is built in not an optional extra - although this is

discussed up to a point, it may be too easy to developers to get planning permission for quite mundane housing in tough market conditions.

- Saltaire Road is a weak link between Saltaire and Shipley, proposed street enhancements should be extended beyond Westgate.

6. THE EMERGING DEVELOPMENT FRAMEWORK

Introduction

On the basis of comments from local residents, stakeholders and CBMDC, the decision was taken to structure the strategic development option on Development Scenario 3. In taking a long term view up to 2028, it aligns most closely to the aspirations and time frame of the emerging Core Strategy. It also responds to the feedback from the local community and stakeholders, who generally supported Scenario 3.

Proposals in regard to transport are based on option 3, which will prioritise sustainable transport measures and small scale enhancements to the road network in the short term and more extensive highway improvements to Canal Road over the longer term. The approach to blue / green infrastructure utilises and enhances the environment of the Bradford Beck as the principle defining feature of the SCRC, as identified in option 1.

Basing the emerging option on the time period and target capacity of Scenario 3 (scenario 2 for Shipley Town Centre), the consultant team has looked at the quantum and location of development proposed within the Areas of Opportunity and investigated how this development scenario could be shaped in a manner that responds to the comments received.

This required looking at the available sites within the Areas of Opportunity and considering the following points, which represent an amalgamation of the comments raised in the consultation:

- Improvements to Shipley Town Centre's buildings and open spaces, including the market, to create a distinctive place not a 'Clone Town';
- Enhanced pedestrian / cycle facilities within Shipley Town Centre in general but particularly to the train station and Greenway;
- Enhancement of Shipley station's environment and security;
- Retention of a balance of land between Shipley station and the Beck to promote pedestrian connections and to protect natural habitat;
- Consideration of the impact of residential development on the quarry buffer zone and neighbouring residents.
- Improved pedestrian / cycle access to Frizinghall Railway Station from Bolton Woods, not vehicular;
- A mix of designated play areas and open space as part of new residential development as well as enhanced links to existing open space such as Boars Well and 'sustainable' areas that do not require continuous maintenance / on-going costs such as 'wild' areas.
- Identification of Conditioning

House and Midland Mills as priority developments within the Southern Section;

- Creation of a continuous off road cycle way from Shipley Town Centre to Bradford City Centre;
- Improvements along Canal Road and at key choke points, including Queens Road / Canal Road junction; and
- Action focused on improving the quality of the Beck so that it becomes an attractive feature.

The Emerging Development Framework

The emerging preferred development option is a framework, which comprises a range of strategic development and infrastructure proposals. These suggested interventions aim to facilitate the vision, directing the appropriate type and amount of development to the right locations over the next 15 years, in order to address the major physical, environmental and infrastructure issues of the SCRC.

The emerging development framework is based on the significant amount and range of information collected by the consultant team, which has been analysed and drawn together in collaboration with CBMDC and its partners. The development framework aims to present a consensus on the priorities that need to be delivered in the SCRC and the sort of place it should become. It not a masterplan or blueprint, it is a character framework to shape change, illustrating how the SCRC could be in 15 years time, appreciative of the fact that delivery will come through the partnership working and resources of CBMDC, key public sector partners, major landowners and local businesses and communities who will also bring their own creativity and innovation.

What follows are the emerging development proposals for the three Areas of Opportunity and preferred measures to enhance transport and green (and blue) infrastructure across the SCRC, which together comprise the development framework for the area. Proposals in respect of the Areas of Opportunity are shown in relation to the place specific development principles established for each area in section 3. This is to underlie the significance of these proposals in supporting the vision for each area.

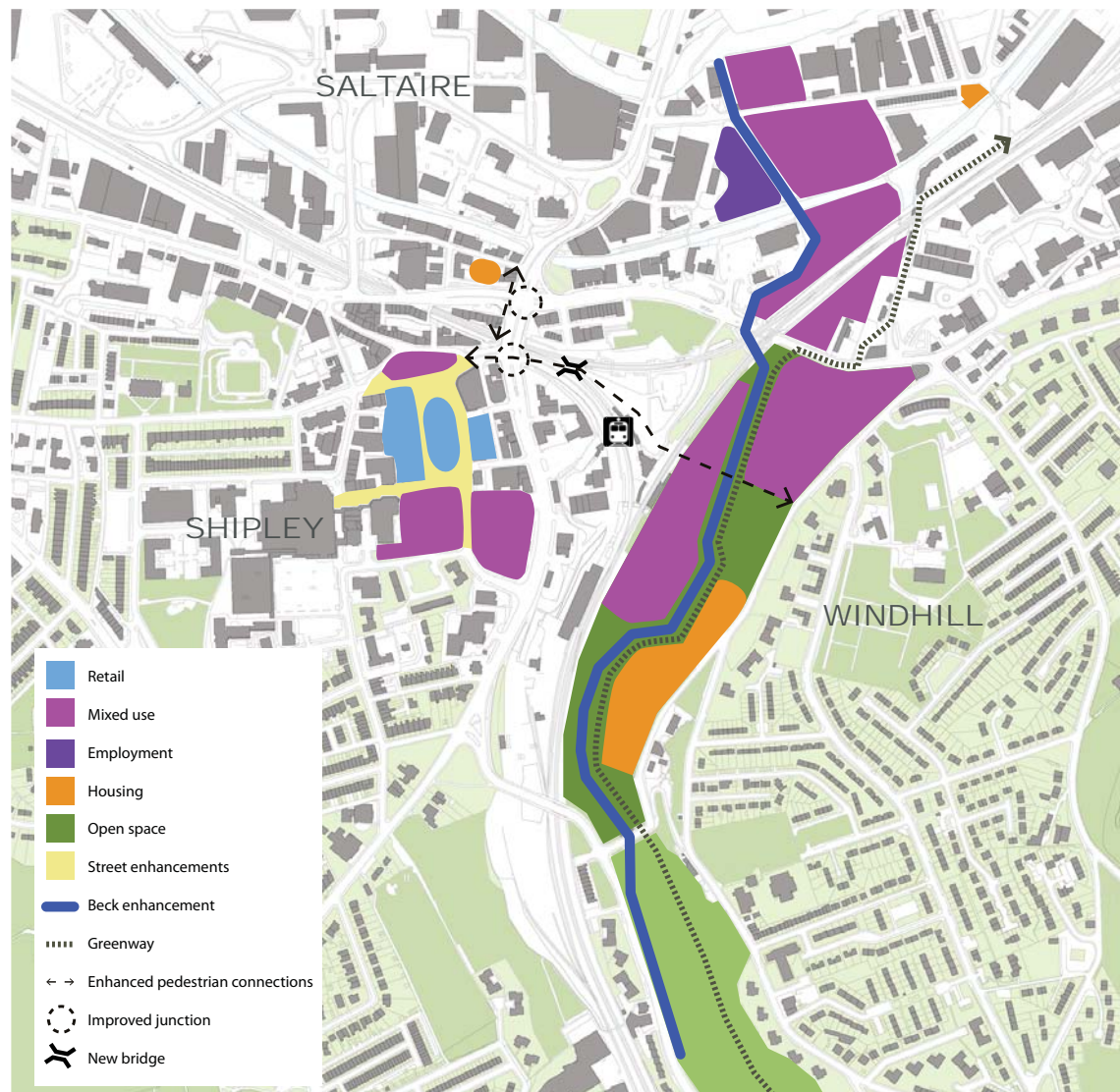


Figure 6.1: Emerging Options - Shipley

Shipley

Development proposals for Shipley are concentrated in three areas. The main Town Centre (focused around Market Square), Shipley East (consolidated development sites defined by the rail corridor, Leeds Road, Crag Road and Valley Road/Brigate) and Shipley Canalside (Dockfield Road). The proposals include a wide range of land uses and development settings to encourage investment as well as enhanced physical linkages to support the vision of Shipley Town Centre as a 21st century retail, leisure and service hub at the heart of a dynamic and successful business district.

Shipley Town Centre

The primary focus is to enhance the main retail area of Market Square and Wellcroft to improve the customer experience and create new economic opportunities. The proposals include:

Enhanced physical fabric within the retail core:

- Refurbishment of facades or redevelopment of existing retail buildings around Market Square to make them more attractive to existing and potential tenants.
- Redevelopment of the flats and shops to the east of the library and development of the existing surface car park south of Market Square to

create new high quality mixed use development.

- Redevelopment of Shipley Market Hall (potentially retaining the Clock Tower).
- Comprehensive redevelopment of land between Market Street and Otley Road to create an enhanced gateway to the Town Centre, and new economic opportunities.

Greater diversity of land uses:

- New retail development along Wellcroft to create a continuous retail frontage between Asda and Market Square that encourages links between the two and enlivens the Town Centre with other uses above such as offices and apartments.
- Other new town centre uses within redeveloped sites such as a hotel, shops, restaurants, cafes, offices, residential and a new market.

Better quality public spaces:

- Creation of a smaller but more attractive and engaging Market Square within its existing site.
- Improvements to paving, street furniture and landscaping on Wellcroft, Market Street and Kirkgate.
- Creation of a new public square linked to Wellcroft.

Improved links between Shipley Station and Shipley Town Centre:

- A new 'Toucan' crossing at the junction of Kirkgate and Station Road to improve walking links to the station.
- Enhanced paving, lighting and signage on Station Road and creation of a new walking / cycle bridge link from Station Road to the train station.

Improved walking links between the Town Centre, canalside and proposed greenway:

- An enhanced pedestrian crossing at Foxes Corner to improve pedestrian linkages to Wharf Street and the canal.
- Improved pedestrian linkages to Westgate through the redevelopment of the indoor market.

Shipley East

Shipley East provides an opportunity to deliver immediate investment into the town that will provide a stimulus for the longer term priority of transforming Shipley Town Centre into a 21st century retail, leisure and service hub at the heart of a dynamic and successful business district. Investment in this location will provide the following benefits:

- Present a positive statement of success and investment at a key gateway to the town centre;
- Contribute to the facilitation of

the Shipley Eastern Bypass along its preferred alignment of Crag Road;

- Provide investment in much needed infrastructure to 'open up' the full extent of the development sites in this location and maximise immediate investment into the town;
- Direct pedestrian link to Shipley Station to maximise the proposed investment in the station as a transport 'hub' and provide much needed connectivity to and from the town centre.

Proposals that would facilitate this step change include:

Greater diversity of land uses:

- Residential – a mix of family housing and apartments.
- Commercial – edge of centre office accommodation and light industrial.
- Retail – convenience retail with associated comparison activity based upon robust market demand/capacity evidence.

Better quality public spaces:

- Retention of areas of greenspace alongside the Bradford Beck and creation of new parkland alongside the Greenway.

Improved links between Shipley Station and Shipley Town Centre:

- New pedestrian / cycle routes through the new development, as well as an additional entrance to Shipley station to encourage better links across Shipley.
- Enhancement of station car parking, with the potential to include a new multi-storey car park.

Improved walking links between the Town Centre, canalside and proposed greenway:

- Enhanced walking / cycling linkages incorporating the Greenway.

Shipley Canalside

The Dockfield Road area is a popular low cost business location but also a potentially attractive residential location on the banks of the Leeds-Liverpool Canal. The proposals are:

Greater diversity of land uses:

- Refurbishment of Regent House for residential use.
- Development of derelict Dockfield Road sites alongside the Bradford Beck for a mix of housing, business units and live / work units.
- Redevelopment of the site at the junction of Dock Lane and Dockfield road for apartments.
- Redevelopment of works next to the

former Windhill Station and alongside the Leeds - Liverpool Canal for housing and business uses.

Better quality public spaces:

- Improvements to the setting of the Leeds-Liverpool Canal, through adjacent new build and refurbishment.



Figure 6.2: Emerging Options - Centre Section

Centre Section

The development proposals for the Centre Section are focused on the vision of creating a model 21st century community. The emphasis is on a community, not a housing estate, with a diverse housing offer, supported by all the necessary facilities the community will need within an attractive setting.

The intention is to create a Neighbourhood Centre to provide a focus for the new community but also improved facilities for existing residents. It is proposed that the Neighbourhood Centre is located on Stanley Road, roughly central to the Canal Road Urban Village area, but also on a key route into the heart of Bolton Woods Village. The type of uses within the Centre could include a local food store, local shops, food and drink outlets, a health centre and primary school. The primary school is proposed to be located on Council owned open space and all other sensitive land uses (including housing) would be located on higher ground as part of this area lies within Flood Zone 3a.

The majority of land to be developed is brownfield including land that is currently industrial or part of the quarry. Self contained remodelling of quarry soil heaps and cuttings presents the opportunity to

transform what is currently a physical scar on the local landscape and create a much improved environmental setting.

Some of the development is located on greenspace or undeveloped 'green' areas but it is envisaged that overall the amount of allocated greenspace will increase through the creation of new open spaces. The quality of open space will also be improved, including the provision of an all weather sports pitch and new allotments, as well as a range of spaces that respond to existing mature landscaping and the topography of the area. This could include walking trails, off road cycling routes, forestry and lookouts, as well as formal and informal play areas. A natural wetland area is also proposed to the north of Gaisby Lane, which will incorporate surface water drainage from the development and areas further south of the SCRC.

In summary, the proposals for the Centre Section are:

Creation of a new sustainable neighbourhood:

- Redevelopment of Arnold Lavers, other industrial uses and Council owned land to the east of Canal Road, for new housing and a Village Centre (including local community and retail facilities).
- Redevelopment of the quarry for new housing, open space and community facilities.

Good integration between new and existing development:

- Retention of areas of open space that contribute to the setting of existing development e.g. Lichfield Mount, Brow wood.
- Redevelopment of the flats in Bolton Woods to create new housing that links well into the new residential community.
- Creation of new permeable walking routes through all developments.
- Development of land south of Queens Road for housing.

Enhanced landform and setting:

- Remodelling of the quarry site to create new development platforms and open space.

Enhanced green and blue infrastructure framework:

- Retention and enhancement of Brow Wood and other key areas of existing open space.
- Creation of new public open spaces within the quarry site and in new housing developments including natural environments, allotments, forest trails and informal / formal play areas.
- Provision of an all weather playing pitch on part of the existing playing fields south of Gaisby Lane.

Improved physical routes across the valley:

- Incorporation of the Greenway within new and existing open space and new development.
- Enhanced links to Frizinghall station.

Enhanced industrial areas to the west of Canal Road:

- Enhancement of properties within the Hillam Road industrial area.
- Redevelopment and new infill development.
- Environmental improvements such as landscape and boundary works.

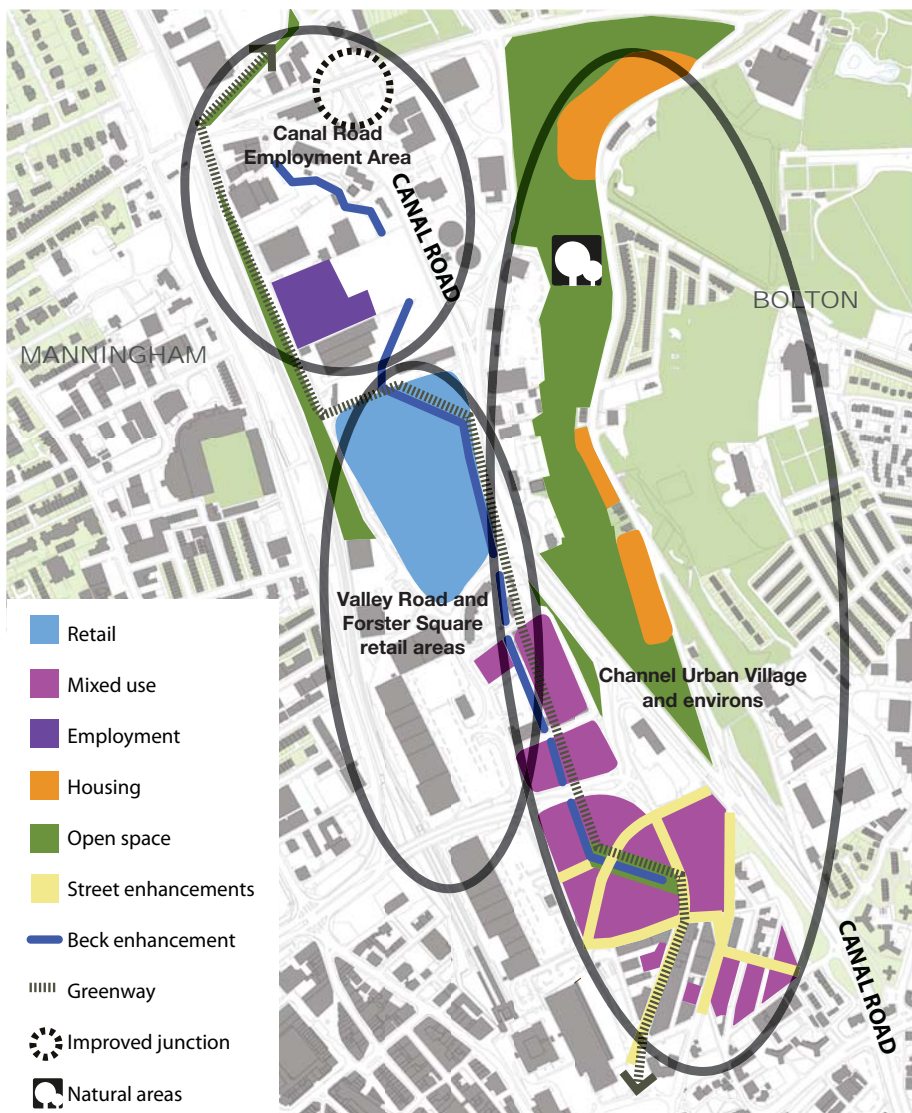


Figure 6.3: Emerging Options - City Centre Fringe

City Centre Fringe Section

Development within the City Section is concentrated in three areas Canal Road Employment Area, Valley Road and Forster Square retail areas, and the former Channel Urban Village and environs

The proposed approach to each area is specific to their geography and character and together support the vision of a sustainable mixed use edge of centre location. Employment uses and bulky goods retail are proposed in the Canal Road Employment Area and the Valley Road and Forster Square retail areas as a continuation of their present functions, whilst the former Channel Urban Village site and environs is identified in the longer term for city centre growth. It is considered that this area has the character and potential to become an edgier, more industrious and independent 'sister' to Little Germany.

Canal Road Employment Area and the Valley Road and Forster Square Retail areas are two specific geographies within the City Centre Fringe that offer short and medium term development opportunities. Continued development in the Canal Road Employment Area, which has been successful in attracting new commercial development over the past 15 years, will help to retain and nurture this important

component of the local and city economy. Furthermore, continued development of the Valley Road and Forster Square retail areas for large format retail (once sequentially preferable sites within the city centre have been developed) will provide a complementary retail offer to the city centre and an important economic and employment function for the benefit of the SCRC.

The long term strategy for the Channel Urban Village and environs is to restore the traditional built form of the City Centre and create a coherent network of open spaces and walking routes connected to water. Rather than a canal, however, the waterscape is envisaged as a semi-natural river course (the Bradford Beck). The course is based mostly on the line of the existing culvert and would remain canalised in some sections, but where possible additional meanders would be introduced to create a more natural environment with the Greenway running alongside.

Priority is given to the development of derelict land and buildings, with Conditioning House and Midland Mills being notable opportunities for refurbishment. The surface car parks within the Priestly Street area are also development opportunities. Other sites along the Beck between Valley Road

and Shipley Airedale Road offer scope to 're-urbanise' the area and create more appropriate forms of City Centre development as opposed to workshops and car showrooms. Recognising, however, the priority of delivering growth within the City Centre through developments such as Westfield, as well as the current low demand for apartments, the relocation of economically active land uses should be a longer term objective once the city centre has secured its sustainable future.

In summary the proposals for the City Fringe are:

Canal Road Employment Area

It is not proposed to challenge the established character of this part of Canal Road as an employment area. Existing land uses such as warehousing, industrial units, car showrooms and bulky goods retail are either retained or similar uses encouraged where opportunities arise, especially on derelict land.

Expand the City Centre pedestrian priority area:

- Development of the Greenway to provide faster, safer and more convenient links to the City Centre from Canal Road.
- Enhanced pedestrian / cycle crossing on Queens Road.

Provide a range of business and commercial unit types, sizes and tenures:

- Development of the derelict site on Valley Road for new employment uses (e.g. warehousing, industrial).
- Creation of a wider range and quality of business premises as existing poor quality premises are redeveloped.

Enhance the City Boulevard:

- Redevelopment and enhancement of existing poor quality premises for higher quality buildings.

Development of green and blue infrastructure:

- Provision of the Greenway alongside Valley Road.
- Enhancement of the Bradford Beck.

Valley Road and Forster Square retail areas

These areas will continue to be promoted as the location for large format retail once sequentially preferable sites within the city centre have been developed.

Retain the complementary retail offer to the city centre:

- Development of a new and enhanced supermarket on the site of the existing supermarket, with scope for additional bulky goods retail to the north dependent on their impact on the growth of the city centre.

Development of green and blue infrastructure:

- Opening up of the Bradford Beck, alongside the proposed supermarket development.
- Incorporation of the Greenway alongside enhancements to Valley Road and the Bradford Beck.

Channel Urban Village Area and environs

The long term strategy is to encourage new City Centre mixed use development within the southern extremities of the SCRC. Further north, however, short - medium opportunities for new housing are identified on derelict brownfield sites.

Expansion of the City Centre pedestrian priority area:

- Street enhancements between Westfield and Hamm Strasse to enhance the pedestrian environment including new paving, street furniture and landscaping.
- Incorporation of the Greenway into the existing walking network.

Provide a range of business and commercial unit types, sizes and tenures:

- Scope for new commercial and business premises within Midland Mills and Conditioning House (e.g. bulky goods retail, office, hotel).
- Temporary and long term reuse of

vacant buildings.

- New employment uses created through the redevelopment of derelict, vacant and underused sites.

Retain the complementary retail offer to the city centre:

- Scope to incorporate a small proportion of complementary retail as appropriate.

Development of green and blue infrastructure:

- Naturalisation of the banks to the Bradford Beck south of Hamm Strasse.
- Incorporation of the Greenway alongside the Bradford Beck.
- Creation of a new high quality green open space on land north of Holdsworth Street.
- Enhancement of Boars Well.

Sensitive repair of the built fabric:

- Refurbishment of Midland Mills and Conditioning House.
- Refurbishment and re-use of other historic and character buildings.
- Redevelopment of derelict and gap sites.
- Development of derelict land on Bolton Road for residential (principally family housing).

Promotion of fine grain mixed uses:

- Development and infilling of surface

car parks and gap sites around Priestly Street and Canal Road, primarily for residential development (town houses and apartments).

- Comprehensive redevelopment of land between Hamm Strasse and Holdsworth Street for mixed use development, formed around the reopened and naturalised Beck (appropriate uses include residential, bulky goods retail, office, hotel).

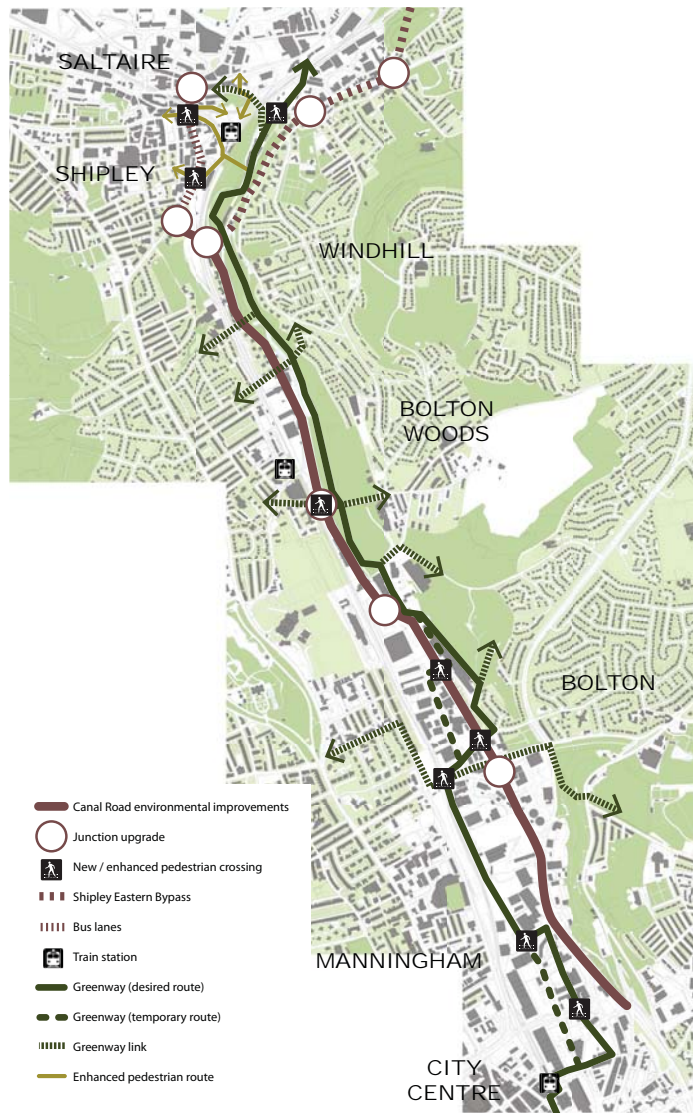


Figure 6.4: Emerging Options - Transport Proposals

Transport Proposals

The emerging approach for transport infrastructure within the SCRC is to maximise existing highways and public transport infrastructure in the short to medium term through small lower cost improvements, retaining enough flexibility to create additional highway capacity over the long term as new developments within the SCRC come forward. The strategy is related to the location of land uses proposed in the Areas of Opportunity, which aims to reduce the need to travel in the first place (e.g. through complementary mixed use development) and promote the use of sustainable transport (e.g. walking, cycling, public transport) over private car usage.

The Greenway

The proposed route for a Greenway linking the Aire Valley towpath and Centenary Square was prepared by Sustrans in March 2009. It was based on defining the best route available for popularising walking and cycling and followed the proposed line of the canal wherever the opportunity arose. In the absence of the canal and within the context of an enhanced Bradford Beck corridor, subtle changes are proposed to the Greenway.

From the River Aire at Dock Lane to Gaisby Lane the route would largely follow the Sustrans' proposed route but rather than follow the alignment of the canal, the route would be shifted closer to the Bradford Beck to promote this as the defining feature of the Greenway. At Shipley East this would also retain the ability to create more rational development plots and open spaces.

South of Gaisby Lane, the route would stay close to the Beck before crossing the playing fields to the new Village Centre at Stanley Road. Following a short section of the pedestrian friendly 'High Street,' the route would then switch to the alignment of the former canal so that it is separated from Canal Road. Passing through existing open space linked to Brow Wood, the route would then cross Canal Road along Bolton Lane and then Queens Road to join up with the Sustrans' proposed route at Valley Road. At the southern end of Valley Road, the route would rejoin the Bradford Beck, following the alignment that was proposed for the canal. At Holdsworth Street the route would then continue to Forster Square station before rejoining the Sustrans' proposed route.

It should be noted that this redefined route is a long term aspiration and sections can only come forward with the

development of the Centre Section and the restoration of the Bradford Beck. Alternative routes (based on the Sustrans scheme) through the Centre Section and City Centre Fringe would need to be provided in the short term to establish the Greenway and are shown on the plan. Linkages from the Greenway to adjacent neighbourhoods are also shown and could form a wider network of connecting routes.

Shipley Town Centre

A package of transport improvements aimed at reducing congestion during peak periods, enhancing the pedestrian experience and improving the environment of the World Heritage Site at Saltaire have been identified within Stages 1 and 4 of the Connecting Airedale Strategy. In stage 1, highway measures proposed within the SCRC include:

- Fox Corner - pedestrian safety and capacity improvements
- Otley Road/Valley Road - pedestrian safety and capacity improvements

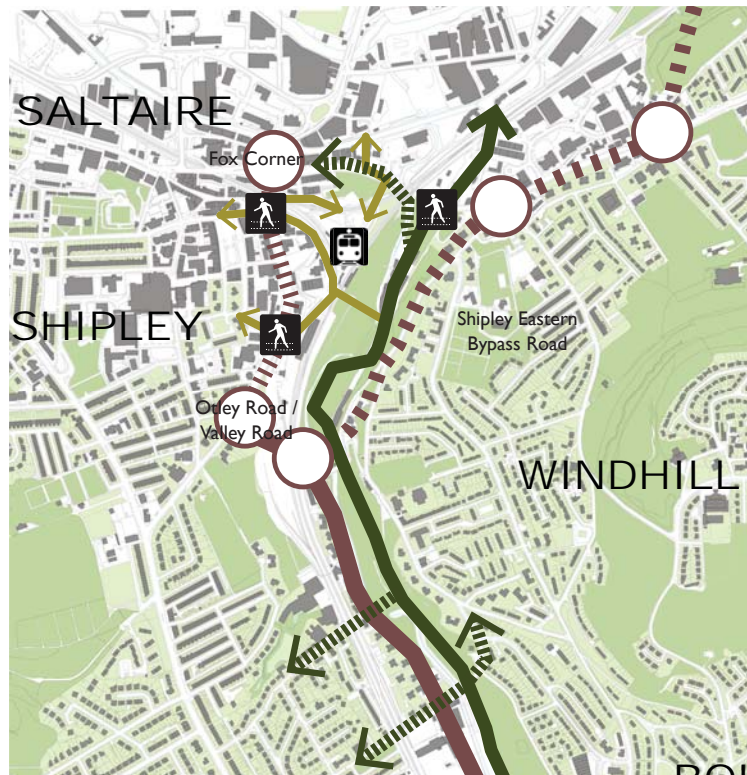


Figure 6.5: Shipley Town Centre

The improvements to road junctions will not necessarily speed up traffic but are necessary to better manage traffic, reduce congestion and queuing and improve safety through the town centre and the Saltaire World Heritage Site.

In order to increase highway capacity, the construction of the Shipley Eastern Bypass Road along with a high occupancy vehicle lane on Leeds Road and bus lanes on Otley Road is proposed in Stage 4 of Connecting Airedale. CBMDC has determined a preferred alignment for the scheme (based on the alignment of Crag Road) and the approximate construction cost is £60m.

The road would help to ease congestion in the Town Centre for the benefit of residents and businesses, it would also help to attract development interests to Shipley Town Centre, Shipley East and Shipley Canalside. It is unlikely, however, that it could generate enough private sector investment to fund the construction cost of the road. It is therefore important that the Eastern Bypass goes forward as a priority scheme when funding for major local authority schemes is devolved to the Leeds City Region Local Enterprise Partnership and West Yorkshire passenger transport executive in 2015.

In the absence of the relief road, an interim scheme to improve Crag Road / Briggate, in particular the junctions with Leeds Road and Valley Road will be required over the short term to facilitate the development of Shipley East.

Shipley Station

Shipley Station is one of the town's key assets but it is cut off from the town and the station environment is not very welcoming. The desire to enhance pedestrian linkages to the station is identified in the Connecting Airedale Strategy and a number of routes were identified for enhancement.

Improving linkages to the town centre should be a priority and in the short term this should include clearer signage, enhanced paving surfaces and better lighting on Station Road from the station to Kirkgate. Localised improvements at the Kirkgate junction are also necessary to provide appropriate highway capacity but priority to pedestrian movements across Otley Road. Improvements should also be extended along the rest of Station Road to create an enhanced route to Market Street and areas south of the town centre.

Other routes that should be improved are Stead Street and the station access road from Leeds Road. The development

of Shipley East could also provide the opportunity for an enhanced east - west route via the subway under the Leeds to Bradford branch line.

In the long term, it would also be desirable to create a more direct linkage from the town centre to the station. This will help to tie in the development of Shipley East with the town centre and is considered essential in positioning the town centre as the hub of the area. A possible solution could be to build a pedestrian bridge over the Skipton - Bradford branch line.

Canal Road Improvements

Stage 3 of Connecting Airedale proposes a package of measures to increase the capacity of Canal Road and reduce congestion along this corridor including the dualling of Canal Road from Station Road to Gaisby Lane. This would increase capacity within this section of highway but it would also serve to shift congestion to other areas of the network as well create an area dominated by Canal Road that could impact negatively on the development aspirations of this document, especially the creation of a new Urban Eco-Settlement.

There is a high perception of congestion on Canal Road, but the highway network does operate with spare capacity at



Figure 6.6: Centre Section

off peak periods and at peak periods only experiences congestion at certain points on the network. At peak periods bottlenecks, queuing and delays generally occur at the junctions of Queens Road and Hamm Strasse and these junctions will need consideration over the short to medium term. In order to retain maximum flexibility over the long term, however, land alongside Canal Road that could be used for any potential dualling or other transport improvements should be considered for future safeguarding.

Existing design proposals have been developed for a grade separation interchange at Queens Road. The holistic upgrade of this junction would alter the movement of traffic flows to prevent rat running and encourage vehicles on to strategic routes and is a priority for improvement.

With regards to Hamm Strasse it is considered that the junction works effectively and will be able to accommodate additional flows. Hamm Strasse itself is at capacity but it is expected that peak vehicle numbers will reduce once Westfield opens and demand for Forster Square decreases.

In relation to the development of the Centre Section, two important schemes

are identified for Canal Road. The first is the desire to create a new entrance to Bolton Woods from Canal Road utilising the existing junction at Sidings Close. By opening up this junction to the east, Stanley Road could be closed where it meets Canal Road to improve the overall capacity of Canal Road.

The second scheme is the construction of a bridge over Canal Road, linking Gaisby Lane to Frizinghall Road and the conversion of the existing access roads from Canal Road to Frizinghall Road to one way (north). This is aimed at improving east - west permeability and limiting build ups of traffic by removing right turns on Canal Road. A new pedestrian crossing would also be provided on Canal Road to permit better access to the station from Bolton Woods.

In addition to purely functional improvements to Canal Road, it is also recommended that the environmental quality of this route is enhanced for the benefit this would have in improving the image of the area and mitigating the impact of the road. This would be achieved through hard and soft landscape improvements including the introduction of boulevard tree planting and pedestrian crossing islands.

Green / Blue Infrastructure Framework

A key objective of the SCRC SDF has been to consider the interventions that are needed to assemble and deliver new development, principally housing. The aim is to create an attractive housing market and provide the property value 'uplift' that will deliver the essential investment that is needed. It is recognised that green (the landscape and public realm) and blue (water) infrastructure can play a significant role in this objective and that the SCRC has in its existing landscape and the Bradford Beck significant assets that can be used to this advantage. Further to considering the benefits of enhancing the SCRC's existing landscape assets and the Beck, the process of producing the SDF has also examined the long standing aspiration of 'reopening' the Bradford Canal, whether it is desirable or deliverable and whether it would stimulate the necessary investment 'uplift' required to deliver the objectives of the SCRC.

Based on the current and future economic realities of development funding it must be assumed that enhancement to, investment in, and provision of, new green and blue infrastructure must be deliverable without any presumptions of public sector funding. When considered against the district wide

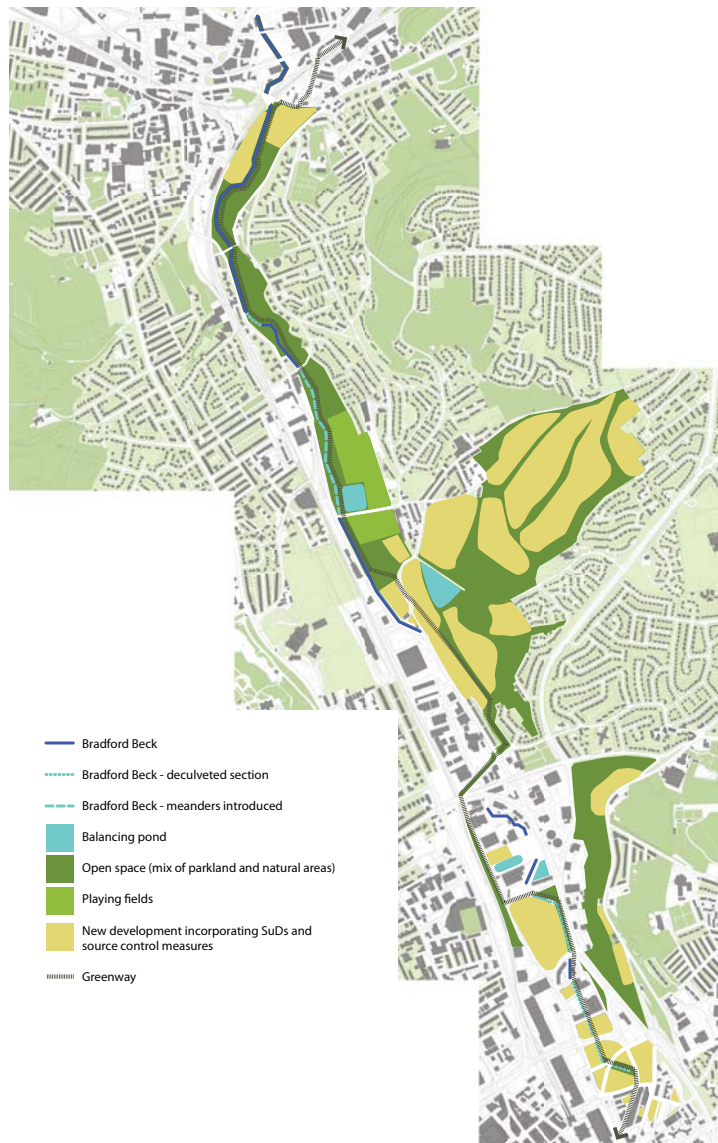


Figure 6.7: Green / Blue Infrastructure Framework

priorities and objectives of CBDMC and its public and private sector partners, and the contribution that the SCRC could make in delivering these, it is considered that the 'best value' solution is the protection and enhancement of the existing green corridor within the Bradford Beck valley rather than the reopening of the Bradford Canal.

The existing landscape assets of the SCRC will form the basis of creating an attractive environment, forming a unified spine and high quality environment of linked green and blue spaces through the SCRC and out into its adjacent neighbourhoods and communities. This strategy provides investment and enhancement solutions that have a proportionate benefit to that of reopening of the canal but at a significantly reduced cost and delivery risk. Furthermore, the canal's historic alignment could form the basis for the Greenway, introducing new and enhanced open spaces, water features and pedestrian and cycle links along its route that reflect and respond to the memory of the canal.

The SDF promotes a strategy that naturalises the Beck as much as possible, introducing walking and cycling routes alongside the Beck (as part of the linear park concept), so that the Beck sits within an inter-connected chain of green

environments. The proximity of the SCRC to other significant green spaces, including Lister Park, Boars Well Nature Reserve, Peel Park and the Leeds-Liverpool Canal, also creates the opportunity to link these spaces together, forming a more cohesive open space network for the District. By restoring the natural character of the Bradford Beck there are significant added benefits of being able to retain critical areas of natural floodplain, whilst also being able to enhance areas of existing open space where they have intrinsic ecological, recreational or leisure value, as well as incorporating complementary sustainable drainage solutions within new development where possible and appropriate. This strategy will therefore contribute to reducing downstream flood risk whilst simultaneously creating an attractive waterside setting that will form a high quality and unifying linear park stretching from Bradford City Centre to Shipley Town Centre.

In conclusion this approach to green and blue infrastructure will provide the optimum solution to assist CBDMC and their public and private sector partners in delivering high quality development along the SCRC by stimulating and encouraging the necessary investment and development with a significantly reduced risk profile in terms of viability.

This investment needs to be across a spectrum of different green and blue spaces; for example:

- Informal amenity
- Informal recreation
- Formal recreation
- Sports pitches
- Children's play
- Horticulture
- Ecology, biodiversity and wildlife
- Wetlands
- Sustainable drainage (e.g. balancing ponds)
- Bradford Beck watercourse

The proposals incorporated within each Area of Opportunity that form the emerging development framework identify specific significant and priority green and blue investment opportunities for further investment.

7. NEXT STEPS

This document summarises the evidence base, vision, options, consultation process and preferred development framework option. The report is submitted to CBMDC to inform the AAP Issues and Options. Consultation being undertaken during the spring of 2013.

Work is currently being progressed on a delivery plan that supports the SDF, providing a series of recommendations regarding prioritisation, phasing, funding and implementation of projects and proposals within the SDF.

APPENDIX A - PUBLIC EXHIBITION BOARDS

Consultation Event

Bradford Shipley

1

Regeneration Corridor

Study Context

BDP supported by specialist economic, property and environmental partners have been commissioned by the City of Bradford Metropolitan District Council (CBMDC) to produce a Strategic Development Framework (SDF) for the Bradford Shipley Regeneration Corridor.

What is the purpose of an SDF?

The SDF will provide a vision and framework to guide future investment in the corridor and assist in meeting the strategic needs of Bradford District and the local needs of the neighbourhoods along and adjacent to the corridor, including Shipley Town Centre. It will also influence development in the City Centre fringe.

Why is an SDF needed?

- The emerging Bradford Core Strategy identifies that the Corridor could accommodate up to 5,000 new homes by 2028 as a means of addressing the District's high population growth and housing need in a manner that focuses on the betterment of the existing urban area rather than suburban sprawl.
- The SDF is needed to set and define the sustainable capacity and location of new development and will inform more detailed Council planning policy.
- The SDF will guide the detailed masterplanning and development considerations of the Council's Centre Section Joint Venture Company and other development proposals as they come forward along the corridor.

The Process

In order for the consultant team to gain a detailed understanding of the study area, an evidence base has been compiled and presented in the form of a topic based papers, which focus upon:

- Planning policy and regeneration context
- Socio-economic, housing and commercial market assessment
- Ecology / biodiversity assessment
- Urban design appraisal
- Transport assessment
- Flood risk and water management assessment
- Infrastructure and constraints
- Community consultation

These papers identify and describe the key issues and findings and provide a portrait of the Corridor today.

Following the completion of the evidence base a series of futures workshops were carried out between September and October 2011. These workshops were led by key members of the consultant team along with CBMDC officers and provided the opportunity to explore:


- Economic sectors, proposed land uses and the development capacity of the corridor
- The sustainable physical capacity and technical deliverability of infrastructure proposals (e.g. transport, water management)
- The potential to create a sense of place and identity for the Corridor (e.g. landscape, waterscape, community infrastructure)

The outcome of the workshop sessions has been used to inform the vision and options presented here.

Purpose of this Exhibition



The purpose of this exhibition is to seek your views on the following:

- **Vision:**
The overall aspirations for the Corridor and key areas of investment opportunity.
- **Development Scenarios:**
The amount of development that could be achieved within the Corridor and where it could go.
- **Transport and Movement:**
Proposals to manage traffic on Canal Road and enhance transport infrastructure within the Corridor.
- **Blue / Green Infrastructure:**
Proposals to manage flood risk associated with the Bradford Beck and to create a landscape setting / sense of place for the Corridor.



What Happens Next?

Following the consultation period a Preferred Option will be identified and proposals worked into finer detail. The Preferred Option will also be made available for public consultation with a refined version forming the final SDF.

City of Bradford MDC

Consultation Event
Bradford Shipley
 Regeneration Corridor **2**

Community Consultation to date

Between February and May 2011 4 consultation events on the Bradford – Shipley Corridor were organised by FSquared on behalf of the Council. These events were well attended and a number of key messages were relayed back to us at these events and through the questionnaire responses, letters and emails received after the event.

The key issues to arise from the consultation event are summarised in the speech bubbles.

The quality of the natural environment and the provision of open space in the study area were key priorities

Half chose 'shops' and 'community facilities' as desired land uses

The least popular land uses were 'offices' and 'industrial use'

Congestion was cited as a particular problem on Canal Road

60% of people surveyed said that they saw transport provision as an asset to the area, compared to 20% of people who identified it as a problem or weakness

Those consulted were largely satisfied with existing public transport provision

Current levels of traffic and congestion levels on Canal Road were seen by the consultees as a barrier to using the route for cycling

A dedicated cycle lane or traffic-free cycle route was a priority for a number of consultees

70% of people chose 'open spaces' as the desired land use

The following principles will underlie this vision:

1. Enhanced physical fabric within the retail core
2. A greater diversity of land uses
3. Better quality public spaces
4. Improved links between Shipley station and Shipley Town Centre
5. Improved walking links between the Town Centre and canal side

BDP. City of Bradford MDC

Consultation Event
Bradford Shipley
 Regeneration Corridor **3**

Vision

The purpose of the vision is to communicate to businesses, investors and residents the aspirations for the sustainable development of the Corridor over the next 10 years. The vision provides certainty of the Council's intentions to balance development and the existing strategic functions of the Corridor to create appealing places where people want to live and work.

The desire is not to form one place along the Canal Road corridor but to provide a coherent framework that promotes the sustainable development of a diverse urban area that already includes a variety of settlements and three Areas of Opportunity centred around Shipley Town Centre, Bolton Woods (Central Section) and the fringes of the City Centre (Southern Section).

The vision is of:

- Special places for living, working and visiting that blend good building and landscape design.
- A diverse housing offer like no other in Bradford.
- Improved conditions to enhance economic growth.
- A chain of green spaces and natural environments within the Bradford Beck valley.
- A continuous high quality pedestrian and cycle way between Bradford City Centre and Shipley Town Centre.
- Maintenance of a strategic transport link between Airedale, Bradford and beyond.
- Effective and sustainable management of the Bradford Beck.
- Low carbon technologies and forms of development.

Vision for Shipley Town Centre

- A 21st century retail, leisure and service hub.
- The heart of a dynamic and successful business district.
- A strong and attractive image.
- A diverse, vibrant and high quality retail and leisure offer.
- High quality architecture and public realm.
- The hub of a diverse and growing community.
- A well connected town centre.

The following principles will underlie this vision:

1. Creation of a new sustainable neighbourhood.
2. Good integration between new and existing communities.
3. Enhanced landform and setting.
4. Enhanced green and blue infrastructure framework.
5. Improved linkages across the valley.
6. Enhanced industrial areas to the west of Canal Road.

Vision for the Central Section

- A model 21st century community.
- A diverse housing offer.
- Supporting neighbourhood land uses.
- Well designed buildings and streets.
- Multi functional green infrastructure.
- Good transport connections.
- High environmental standards.
- A distinctive landscape of waterways and other 'blue' infrastructure.

The following principles will underlie this vision:

1. Expansion of the City Centre pedestrian priority area.
2. Sensitive repair of the historic built fabric.
3. Development of green and blue infrastructure.
4. Promotion of fine grain mixed uses in the City Centre Fringe.
5. Enhancement of the Canal Road Corridor.

Vision for the Southern Section

- A dynamic city quarter.
- A living city community.
- An industrial and creative district.
- A mix of old and new.
- An enhanced City Boulevard.
- Walkable streets and open spaces.

The following principles will underlie this vision:

1. Expansion of the City Centre pedestrian priority area.
2. Sensitive repair of the historic built fabric.
3. Development of green and blue infrastructure.
4. Promotion of fine grain mixed uses in the City Centre Fringe.
5. Enhancement of the Canal Road Corridor.

BDP. City of Bradford MDC

Consultation Event Bradford Shipley Regeneration Corridor 4

Development Scenarios

The ability for the Corridor to accommodate new development over the next 10 years will be a factor of its physical capacity and the amount of development that can realistically be delivered by the market. The appropriate amount and type of development has been forecast based on economic projections and market conditions. This has led to the identification of 3 growth scenarios that provide the basis for the development options on boards 5-7.

Scenario 1

Assuming a more prolonged period of low or negative local and national economic growth there is likely to be little demand for new development over the next 10 years.

In such a scenario there would be fewer opportunities to increase the quantum of development in the Corridor but there would still remain scope for investment in key areas to enhance the overall quality of development and the setting of the Corridor.

The Council's commitment to deliver new housing in the Bradford - Shipley Corridor through its joint venture agreement with Lixto Regeneration will result in new housing development within the Central Section. There is significant capacity for residential development but the realistic amount of new housing that could be developed per annum without flooding the market is likely to be much less.

Development summary:
Business: No net change
Retail: No net change
Housing: About 900 new homes (720 homes in the Central Section, 180 new homes elsewhere)

Scenario 2

A forecast of employment growth between 2011-2021 has been made using the Yorkshire Futures / Experian Regional Econometric model.

At a district level we forecast that the largest sectors by employment in 2016 will be health, retailing and manufacturing, with overall employment in the Corridor growing by 200 jobs (representing net growth of approximately 1%). Between 2016 and 2021 total employment could grow by a further 500 jobs (representing net growth of approximately 2%). This would require an increase in business, retail and hotel accommodation but most importantly will result in increased demand for new housing.

Development summary:
Business: 7,500 m² offices, 950 m² industrial, 8,500 m² warehousing
Retail: 30,000 m², 2 hotels
Housing: About 1,500 new homes (1,100 homes in the Central Section, 400 new homes elsewhere)

Scenario 3

The Council's emerging Core Strategy, which covers a time period beyond the development framework, identifies that up to 5,000 new dwellings could be built in the Bradford - Shipley Corridor by 2028, an amount substantially higher than that predicted in the medium growth scenario.

The long term scenario considers the physical capacity to meet this target, as well as other development opportunities that could be realised in the future.

Development summary:
Business: 10,000 m² offices, 2,000 m² industrial, 10,000 m² warehousing
Retail: 30,000 m² new retail plus expansion of Westfield, 3 hotels
Housing: About 5,000 new homes (2,000 homes in the Central Section, 3,000 new homes elsewhere)

Consultation Event Bradford Shipley Regeneration Corridor 5

Scenario 1 – Lower Growth Scenario

In a lower growth scenario there would be fewer opportunities to increase the amount of development in the Corridor but there still would be opportunities to enhance the overall quality of the Corridor in order to create the conditions for future growth.

Shipley Town Centre

- Redevelopment of existing shops and the indoor market around Market Square and create modern retail units (no net increase in floorspace).
- New housing in the Town Centre (mainly apartments above new shops) – approximately 50 new homes.
- New multi-storey commuter's car park at Shipley Train Station.
- Significant upgrade of public areas including a new Market Square and improvements to Kirkgate, Westgate and Well Croft.
- Enhanced pedestrian linkages to Shipley station through an enhanced pedestrian crossing on Otley Road and a new pedestrian bridge from Station Road.
- Enhanced pedestrian linkages to the canalside through improvements to Fox Corner Junction.

What could this option mean for Shipley Town Centre?

- Better quality shops and enhanced public areas will encourage new visitors into the Town Centre but there is less scope to introduce larger format shops, which could limit opportunities overall.
- Enhanced public spaces such as Market Square will improve the image of Shipley and raise civic pride.
- An enhanced Town Centre will return and encourage visits and will improve retailer confidence but there would still be scope of poor quality development in the Town Centre.
- New apartments will help to create a young centre but there is little scope to introduce other housing types and land uses that could create a more vibrant town centre.
- Enhanced linkages between the Town Centre and train station may attract commuters to spend time in Shipley.
- Enhanced linkages to Saltaire may encourage visitors and workers to use Shipley.
- Land to the east of the Town Centre would not be touched and would remain undeveloped.
- There are no proposals that would encourage business development other than retail.

Central Section

- Provision of about 720 new homes on the fringes of the quarry and on existing industrial and agricultural land.
- Enhancement of Hillum Road industrial area with potential for new workspace through infill development.
- Increased primary school provision through expansion of existing schools or a new school.
- Enhancement of Bow Wood to create a new neighbourhood park.
- Improved linkages and passenger experience at Fitzinghall station.
- Potential to reopen Poplars Park Road.

What could this option mean for the Centre Section?

- The amount of degraded open space is expanded and improved.
- The new / expanded primary school would create a new community focus but there is not enough housing to generate the demand for other neighbourhood facilities such as a village retail centre.
- Improved linkages to Fitzinghall station will promote cross valley connections and the use of public transport.
- The quarry is not redeveloped.

Southern Section

- Refurbishment of buildings on Canal Road including Conditioning House and Midland Mills for a mix of business and residential uses.
- Refurbishment of buildings on Valley Road for a mix of uses.
- New housing on Bolton Road – approximately 30 new dwellings.
- New expanded supermarket on Canal Road.
- Street improvements on Valley Road.

What could this option mean for the Southern Section?




- Important heritage buildings are regenerated for new uses that utilises areas of derelict land and poor quality buildings would remain across the area.
- New residential and business opportunities are created but the range of development would be limited.
- The quality of the existing supermarket is improved.
- Enhancement of Valley Road will improve gateway to the city centre.

Consultation Event Bradford Shipley Regeneration Corridor

6

Scenario 2 – Higher Growth Scenario

The higher growth scenario forecasts that between now and 2021 there is potential demand for over 16,000 m² of new business accommodation, 30,000 m² of additional retail floorspace and 2 hotels within the Corridor. Assuming higher economic growth, we also forecast there could be demand for about 1,500 new homes.

<h4>Shipley Town Centre</h4> <ul style="list-style-type: none"> Wider redevelopment of existing shops to create modern retail units (2,250 m² increase in floorspace) with an additional 1,000 m² floorspace for food and drink uses and a hotel About 2,500 m² of office space in the Town Centre A supermarket / retail park off Cragg Road (5,000 m² floorspace) New housing in the Town Centre, off Crag Road and Dockfield Road (about 215 homes) New business space (5,000 m²) and offices (1,500 m²) on Dockfield Road Significant upgrade of public areas including a new Market Square and improvements to Kirkgate, Westgate and Well Croft Enhanced pedestrian linkages to Shipley station and the canal side A new linear park alongside the Bradford Beck 		<h4>What could this option mean for Shipley Town Centre?</h4> <ul style="list-style-type: none"> Comprehensive development that introduces better quality shops and enhanced public areas will encourage a wider range of new retailers into the Town Centre A more diverse mix of land uses will create a much more vibrant and interesting Town Centre Enhanced public spaces such as Market Square will improve the image of Shipley and raise civic pride An enhanced Town Centre will retain and encourage visits and will improve visitor confidence The range of housing development will create better opportunities for new and existing residents Enhanced linkages between the Town Centre and train station may attract commuters to spend time in Shipley Enhanced linkages to Salthare may encourage visitors and workers to use Shipley The scale of development will raise confidence in the Town Centre and the ability to attract and encourage visits Additional business space will encourage new economic opportunities
<h4>Central Section</h4> <ul style="list-style-type: none"> Provision of about 1,100 new homes on the fringes of the quarry and on existing industrial and agricultural land New village retail centre (2,000 m² floorspace) that could also include other community uses such as a post office or doctors surgery Enhancement of Hillam Road industrial area with potential for some new business accommodation Increased primary school provision through expansion of existing schools or a new school Enhancement of Bow Wood to create a new neighbourhood park A new forest park Improved linkages and passenger experience at Frizinghall station Potential to reopen Poplars Park Road and rearrange Stanley Road 		<h4>What could this option mean for the Centre Section?</h4> <ul style="list-style-type: none"> A substantial amount of new housing is provided within an identifiable neighbourhood The nature of development will create a step-change in the image and quality of the Corridor New areas of open space are created and a much greater diversity of spaces will enhance the range of leisure and recreation opportunities in the area The range of other uses such as retail create a strong community focal point and sense of place within the Corridor Improved linkages to Frizinghall station will promote cross valley connections Substantial areas of the quarry are not remediated The amount of development will have an impact on the capacity of existing transport infrastructure
<h4>Southern Section</h4> <ul style="list-style-type: none"> Refurbishment of buildings on Canal Road including Conditioning House and Midland Mills for a mix of commercial (3,500 m²) and residential uses Refurbishment of buildings on Valley Road for a mix of uses A new hotel Redevelopment of industrial areas to create new warehousing and workshop space (4,000 m²) New expanded supermarket on Canal Road Additional bulky goods retail in refurbished buildings and new retail parks (14,000 m²) New housing on Bolton Road – approximately 30 new dwellings Wider streetscape improvements 		<h4>What could this option mean for the Southern Section?</h4> <ul style="list-style-type: none"> The key heritage buildings of Conditioning House and Midland Mills are regenerated as well as other historic buildings New uses are introduced that could stimulate footfall and further investment (e.g. hotel) A larger range of new residential and business opportunities are created The quality of the existing supermarket is improved Enhancement of Valley Road will improve gateway to the City Centre Substantial areas of derelict land and poor quality buildings remain on the fringes of the City Centre




BDP City of Bradford MDC

Consultation Event Bradford Shipley Regeneration Corridor

7

Scenario 3 – Long Term Scenario

The Council's Core Strategy, which covers a time period beyond the development framework, identifies that up to 5,000 new dwellings could be built in the Bradford – Shipley Corridor by 2028. The long term scenario considers how this could be accommodated in the long term and what impact this has on the short to medium term development of the Corridor.

<h4>Shipley Town Centre</h4> <ul style="list-style-type: none"> Wider redevelopment of existing shops to create modern retail units (5,000 m² increase in floorspace) with an additional 2,000 m² floorspace for food and drink uses About 2,500 m² of office space in the Town Centre A supermarket / retail park off Cragg Road (5,000 m² floorspace) New housing in the Town Centre, off Crag Road and Dockfield Road (about 500 homes) New business space (7,000 m²) and offices (1,300 m²) on Dockfield Road Significant upgrade of public areas including a new Market Square and improvements to Kirkgate, Westgate and Well Croft Enhanced pedestrian linkages to Shipley station and the canal side A new linear park alongside the Bradford Beck 		<h4>What could this option mean for Shipley Town Centre?</h4> <ul style="list-style-type: none"> Comprehensive development that introduces better quality shops and enhanced public areas will encourage a wider range of new retailers into the Town Centre A more diverse mix of land uses will create a much more vibrant and interesting Town Centre Enhanced public spaces such as Market Square will improve the image of Shipley and raise civic pride An enhanced Town Centre will retain and encourage visits and will improve visitor confidence The range of housing development will create better opportunities for new and existing residents Enhanced linkages between the Town Centre and train station may attract commuters to spend time in Shipley Enhanced linkages to Salthare may encourage visitors and workers to use Shipley The scale of development will raise confidence in the Town Centre and the ability to attract and encourage visits Additional business space will encourage new economic opportunities
<h4>Central Section</h4> <ul style="list-style-type: none"> Provision of about 2,000 new homes on existing industrial, quarry and agricultural land New village retail centre (4,000 m² floorspace) that would also include other community uses such as a post office or doctors surgery Enhancement of Hillam Road industrial area with potential for some new business accommodation Increased primary school provision through expansion of existing schools or a new school Enhancement of Bow Wood to create a new neighbourhood park New areas of urban forestry and opportunities for other greenspace such as allotments Potential to reopen Poplars Park Road and rearrange Stanley Road 		<h4>What could this option mean for the Centre Section?</h4> <ul style="list-style-type: none"> A substantial amount of new housing is provided within an identifiable neighbourhood with a clearly identifiable centre The quarry is remediated and forms the basis for an attractive wooded setting Improvements to Hillam Road industrial area could help to attract new investment and will help to retain existing businesses The amount of development will create a step-change in the quality of the Corridor New areas of open space are created and a much greater diversity of spaces will enhance the range of leisure and recreation opportunities in the area Improved linkages to Frizinghall station will promote cross valley connections The amount of development will have an impact on the capacity of existing transport infrastructure and new infrastructure may be required
<h4>Southern Section</h4> <ul style="list-style-type: none"> Refurbishment of buildings on Canal Road including Conditioning House and Midland Mills for a mix of business and residential uses Redevelopment of existing buildings and derelict land south of Hamm Strasse for a mix of business and residential uses (2,500 dwellings) and 2 hotels Expansion of Westfield Redevelopment of industrial areas to create new warehousing and workshop space (4,000 m²) New expanded supermarket on Canal Road Additional bulky goods retail in refurbished buildings and new retail parks (14,000 m²) New housing on Bolton Road and Midland Road Wider streetscape improvements across the City Centre Fringe 		<h4>What could this option mean for the Southern Section?</h4> <ul style="list-style-type: none"> The key heritage buildings of Conditioning House and Midland Mills are regenerated as well as other historic buildings A wide range of new residential and business opportunities are created which will add to the overall diversity of the Corridor The scale of development and new uses will enhance the vibrancy of this quarter (e.g. hotels, business space, retail) Significant upgrade of the public realm will create an attractive development setting and sense of place Enhancement of Valley Road will improve gateway to the City Centre The amount of development could compete with the success of the City Centre if delivered too early It will take a long time to achieve the scale and critical mass of proposed development

BDP City of Bradford MDC

Consultation Event
Bradford Shipley 8
 Regeneration Corridor

Transport Options

The Bradford – Shipley Corridor is an established transport corridor. Canal Road provides an essential connection to the motorway network from Airedale and a parallel rail corridor links Bradford City Centre to Leeds and Skipton via a number of local settlements. The Corridor is a vital piece of Bradford's infrastructure that must retain its existing purpose whilst growing its potential to facilitate development in the future. The transport strategy is based on two themes: sustainable transport and highway interventions. Three strategic transport options are proposed based on prioritising sustainable transport and delivering varying scales of highway infrastructure improvement.

Option 1: Building on existing assets

- Consideration of the reopening of Poplars Park Road to facilitate cross valley movements
- Continuous cycle / pedestrian route from the Leeds – Liverpool Canal to Bradford City Centre (Greenway)
- Safety enhancements at key road junctions
- Improved pedestrian and cycle crossings
- Train station access improvements and enhanced passenger experience
- Enhanced park and ride facilities (Shipley)
- Enhanced pedestrian / cycle routes across the Beck valley

Option 2: Shipley TC Highways Improvements

- Consideration of the reopening of Poplars Park Road to facilitate cross valley movements
- Continuous cycle / pedestrian route from the Leeds – Liverpool Canal to Bradford City Centre
- Safety enhancements at key road junctions
- Improved pedestrian and cycle crossings
- Train station access improvements and enhanced passenger experience
- Enhanced park and ride facilities (Shipley)
- Enhanced pedestrian / cycle routes across the Beck valley
- Part delivery of Shipley Eastern Bypass requiring new junctions at Leeds Road and Valley Road and the upgrade of Cragg Road.
- Bus priority measures in Shipley Town Centre including dedicated bus lanes on Otley Road and bus priority signals.

Option 3: Highways Improvements Canal Road

- Consideration of the reopening of Poplars Park Road to facilitate cross valley movements
- Continuous cycle / pedestrian route from the Leeds – Liverpool Canal to Bradford City Centre
- Safety enhancements at key road junctions
- Improved pedestrian and cycle crossings
- Train station access improvements and enhanced passenger experience
- Enhanced park and ride facilities (Shipley)
- Enhanced pedestrian / cycle routes across the Beck valley
- Bus priority measures in Shipley Town Centre including dedicated bus lanes on Otley Road and bus priority signals.
- Full delivery of the Shipley Eastern Bypass.
- Dualing of Canal Road from Otley Road to Queens Road.

BDP. City of Bradford MDC

Consultation Event
Bradford Shipley 9
 Regeneration Corridor

Blue/Green Infrastructure Options

Areas of the Corridor are subject to flood risk associated with the Bradford Beck. A water management strategy that consists of a variety of measures at a strategic, site and plot level as part of a Sustainable Drainage System (SUDs) is therefore proposed. SUDs employ a sequence of water management practices and facilities designed to drain surface water in a manner that seeks to replicate natural drainage rather than conventional practices of routing run-off through a pipe to a watercourse. SUDs reduce flood risk, improve water quality and also provide biodiversity and amenity benefits in the form of ponds and other water features that could form an attractive setting for the Corridor.

In addition to the enhancement of the Beck there has been an aspiration to reopen the Bradford Canal. The canal would run along much of the original alignment and was originally proposed to create a sense of place that would attract developers and new investors to the Corridor. There is, however, a cost to delivering the canal and with many other competing priorities (flood management, transport, open space and community facilities) would a canal deliver best value, especially if a SUDs approach can create similar amenity and environmental benefits? A lower cost hybrid option would be to retain the alignment of the canal and introduce a water channel in strategic locations. This would not necessarily be navigable canal but could have a similar appearance to a canalside setting.

Option 1: Sustainable Drainage Systems (SUDs)

- Retain areas of floodplain as open space and enhance the landscape setting of the Beck
- Additional flood storage (balancing ponds and wetlands) north of Gainsby Lane
- Open up of sections of culvert to naturalise the banks of the Beck
- Green roofs, permeable paving and rainwater harvesting to reduce run off

Option 2: Bradford Canal

- SUDs approach as option 1
- Reintroduce a fully navigable Bradford Canal
- It would be necessary to divert a section of the Bradford Beck
- It is not possible to utilise the canal for flood control
- There is a cost / benefit consideration against other priorities

Option 3: Hybrid

- SUDs approach as option 1
- Protect the alignment of the canal by integrating the route into the proposed Greenway
- At strategic locations introduce bodies of water (not navigable canal) to create an attractive waterside setting

BDP. City of Bradford MDC

APPENDIX B - ADVERTISING FLYER

BDP supported by specialist economic, property and environmental partners have been commissioned by the City of Bradford Metropolitan District Council to produce a Strategic Development Framework (SDF) for the Bradford Shipley Regeneration Corridor.

Consultation Event Bradford Shipley Regeneration Corridor

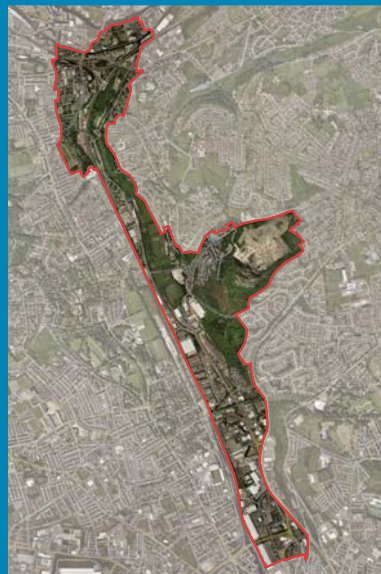
The SDF will provide a vision and framework to guide future investment in the corridor and assist in meeting the strategic needs of Bradford District and the local needs of the neighbourhoods along and adjacent to the corridor, including Shipley Town Centre. It will also influence development in the City Centre fringe.

This work will also inform future planning policy documents produced by the Council and the detailed masterplanning and development considerations of the Council's Centre Section Joint Venture Company and other development proposals as they come forward along the corridor.

Your views on the emerging vision, objectives and strategic options are very important in shaping the most sustainable development framework for the Bradford Shipley Regeneration Corridor.

We would therefore like to invite you to a consultation event that is being held at:

Bolton Woods Community Centre
on Wednesday 29th February 2012
between 6pm and 9pm.



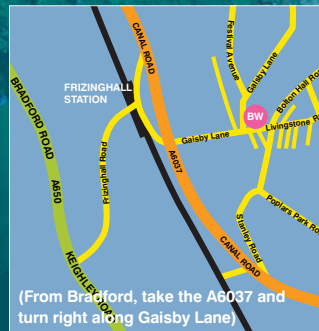
The consultation event is being held at:

Bolton Woods Community Centre
Livingstone Road
Bradford
West Yorkshire
BD2 1BD

The event will take the form of a launch presentation at 6.30pm by the consultant team, followed by the opportunity to consider and comment on more detailed exhibition information in relation to the vision, objectives and development options. Representatives from the consultant team and the Council will be present to answer any questions you may have.

Two further exhibitions are planned in Bradford City Centre and Shipley Town Centre during March 2012 to provide further opportunity for consideration and comment on the vision, objectives and strategic options. The Council will inform you of these further exhibitions.

A Facebook page 'Bradford Shipley Regeneration Corridor' (<http://www.facebook.com/pages/Bradford-Shipley-Regeneration-Corridor/148138548637344>) is currently live advertising the launch event and exhibition and following the 29th February 2012 it will display the exhibition material for further review and comment.



BDP.

Lambert Smith Maguire

FINER CITY SOLUTIONS

waterman

City of Bradford MDC

APPENDIX B - ADVERTISING POSTER

BDP supported by specialist economic, property and environmental partners have been commissioned by the City of Bradford Metropolitan District Council to produce a Strategic Development Framework (SDF) for the Bradford Shipley Regeneration Corridor.

Consultation Event Bradford Shipley Regeneration Corridor

The SDF will provide a vision and framework to guide future investment in the corridor and assist in meeting the strategic needs of Bradford District and the local needs of the neighbourhoods along and adjacent to the corridor, including Shipley Town Centre. It will also influence development in the City Centre fringe.

This work will also inform future planning policy documents produced by the Council and the detailed masterplanning and development considerations of the Council's Centre Section Joint Venture Company and other development proposals as they come forward along the corridor.

Your views on the emerging vision, objectives and strategic options are very important in shaping the most sustainable development framework for the Bradford Shipley Regeneration Corridor.

We would therefore like to invite you to a consultation event that is being held at:

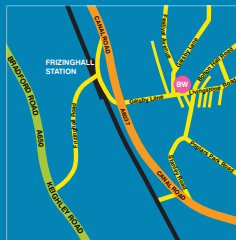
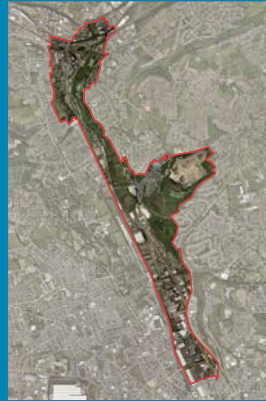
Bolton Woods Community Centre on Wednesday 29th February 2012 between 6pm and 9pm.

**Bolton Woods Community Centre
Livingstone Road
Bradford
West Yorkshire
BD2 1BD**

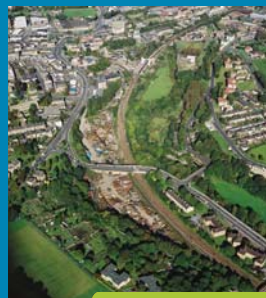
The event will take the form of a launch presentation at 6.30pm by the consultant team, followed by the opportunity to consider and comment on more detailed exhibition information in relation to the vision, objectives and development options. Representatives from the consultant team and the Council will be present to answer any questions you may have.

Two further exhibitions are planned in Bradford City Centre and Shipley Town Centre during March 2012 to provide further opportunity for consideration and comment on the vision, objectives and strategic options. The Council will inform you of these further exhibitions.

A Facebook page 'Bradford Shipley Regeneration Corridor' (<http://www.facebook.com/pages/Bradford-Shipley-Regeneration-Corridor/148138548637344>) is currently live advertising the launch event and exhibition and following the 29th February 2012 it will display the exhibition material for further review and comment.



From Bradford, take the A6037 and turn right along Galsby Lane



BDP.