

Bradford City Centre

Design Guide



Bradford City Centre Design Guide

This Supplementary Planning Document (SPD) was adopted by Executive on 21st March 2006.

The SPD provides further guidance in support of the application of Replacement Unitary Development Plan (RUDP, adopted October 2005) policies UDP1, UDP3, H7, H8, CT1, CT2, CT3, CT4, CT6, TM8, TM9, TM11, TM12, D1, D2, D4, D5, D6, D8, D11, D12, D14, BH4A, BH7, BH8, BH11 and BH12 within the Bradford Centre Regeneration Area.

The SPD has undergone consultation in line with the Town and Country Planning (Local Development) (England) Regulations 2004, and will therefore function as an SPD to the emerging Local Development Framework (LDF), which, in time, will replace the RUDP.

The consultation draft of this SPD was published in November 2005 and was produced by URBED and Landscape Projects for Bradford Centre Regeneration and Bradford Council. Bradford Council has re-drafted the document into its adopted form following consultation.



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Bradford City Centre Design Guide







Introduction

This document sets out urban design guidance for Bradford City Centre. The starting point for this has been the form and structure of the city centre and its wonderful historic legacy of fine streets and buildings. Over this has been laid the Bradford Centre Regeneration Masterplan by Alsop Architects that set out a long term vision for the transformation of the City Centre. This guide is in five parts:

- **Introduction:** this explains the background and purpose of the guide, and the context provided by the Bradford Centre Regeneration Masterplan.
- **Bradford City Centre:** this section analyses the form and structure of Bradford City Centre, looking at its historic development, built form, land use, streets and public spaces.
- **Urban design framework:** this sections sets out a structure for the guidance. It defines zones of 'repair' and 'reinvention', defines the four city centre neighbourhoods, introduces the concepts of 'star' and 'supporting cast' buildings, a street hierarchy, building lines and sets out a tall buildings policy.
- **Urban design code:** this section sets out rules that guide new development in the city centre, covering the street network, the height and siting of buildings, design, uses and density.
- **Public realm design guide:** this section outlines a strategy for the public realm of the city centre and each of the neighbourhoods as a prelude to the Streetscape Design Manual, which should be read in conjunction with this Design Guide.

Purpose of the Guide

The Purpose of the Design Guide

- To expand on the City Centre Masterplan and explain how it will be implemented with regard to urban design.
- To help implement a number of design policies in the Replacement Unitary Development Plan (RUDP) within the city centre by providing guidance to all participants in the development control process.
- To complement the Neighbourhood Development Frameworks (LDFs) by providing design guidance for the four city centre neighbourhoods.
- To complement the Streetscape Design Manual by setting out a strategy and guidance for the treatment of the public realm of the city centre to achieve design excellence and a consistency of approach in different areas and between public and private developments.



The Background to the Design Guide

This guide has been commissioned by Bradford Council in partnership with Bradford Centre Regeneration, the urban regeneration company established to regenerate the city centre. The guide is a result of one of a series of studies commissioned following the completion of the Bradford Centre Regeneration Masterplan by Alsop Architects. The vision for Bradford City Centre, as set out by Alsop Architects, received widespread exposure. Bradford Centre Regeneration and Bradford Council have since been working to make the vision a reality.

The production of this design guide has been an important step in this process, as it complements the four Neighbourhood Development Frameworks (NDFs) for the four city centre neighbourhoods identified in the City Centre Masterplan. The design guide should be read in conjunction with these documents. The NDFs set out sixteen projects for each neighbourhood, with four of these identified as



'Priority Interventions' which are crucial to the successful regeneration of the neighbourhoods. Within each neighbourhood however, new development must adhere to the guidance set out in this design guide.

This design guide was adopted as a Supplementary Planning Document (SPD) to the Replacement Unitary Development Plan (RUDP) on 21st March 2006. This SPD provides further guidance on how a number of RUDP policies concerning design will be applied within the Bradford Centre Regeneration Area. The full list and wording of the RUDP policies which this guide helps to implement can be found in Appendix 1 of this document. The design guide's status as an SPD means that it will be used by Bradford Council as a material consideration in determining any planning applications within the Bradford Centre Regeneration Area.

In time the RUDP will be replaced by a Local Development Plan (LDP). The fact that this design guide has undergone consultation in line with the Town and Country Planning (Local Development) (England) Regulations 2004 means that it will also function as an SPD to the LDP. Therefore this document will continue to be used as a material consideration in determining planning applications within the Bradford Centre Regeneration area even after the RUDP has been superseded.

Who is the Design Guide for?

The guide has been written for use for everyone who is involved in the development control process, namely:

- Elected members and planning officers at Bradford Council. As an SPD, the design guide will be a material consideration when determining any planning applications within the city centre. The guide will also be used to inform plan-making in the city centre.
- Private and public developers who submit planning applications of any scale for sites within the city centre. The guidance in this document sets out what is expected in terms of urban design of new development in the city centre.
- Residents, property owners, tenants, workers or anyone else with an interest in Bradford City Centre and its future development.
- Public sector agencies responsible for public realm improvements and other physical works in the city.



Bradford city centre 2004

The City Centre Masterplan

Bradford Centre Regeneration was established in February 2003 and one of its first tasks was to set out a vision for the city centre. This was undertaken by Alsop Architects and was set out four principles:

- **Repositioning Bradford** – looking at the function of the city and defining a distinctive role in relation to surrounding centres;
- **Revealing Bradford** – exploring the hidden assets of the city;
- **Reshaping Bradford** – setting out a physical masterplan for the city centre and ...
- **Rebuilding Bradford** – delivering the masterplan over time.

The citywide context was set out as an 8x8km grid of 64 squares offering a 'new mental map of Bradford' as a polycentric borough with a wide range of attractions. This was focused on the city centre taking up four of these squares leading to a 2x2 vision of The Bowl, The Channel, The Market and the Valley. The core of the strategy was

to use public realm interventions in these areas to redefine the city centre and to change people's perceptions of it as a place to live, work and play and, for developers, to invest. The four neighbourhoods identified in the masterplan were as follows:

The Bowl: The masterplan envisioned a pool created around City Hall symbolising its position as the natural meeting point so that it would become a showcase for the city. A *Pier* built into the pool accommodated screens for digital performances and the area was bounded to the south by a *Business Forest*.

The Channel: This proposed recreating the canal north of the city centre set within a new park, bounded by housing and live-work accommodation. The proposed Broadway shopping centre was reconfigured to allow the park to 'flow' up the valley to link to the *Bowl*.

The Market: The proposals for the market area involved strengthening the existing retail function. A *Garden of Tranquillity* was proposed over Drewton

Road to create a setting for Bradford Central Mosque with a reinvigorated market, speciality retailing, cultural uses and housing overlooking the Channel.

The Valley: To the west of the centre the plan proposed that the Thornton Road valley be opened up as a linear park along the Beck, framed by the two towers of the Odeon. The park included ecology areas, an orchard and space for discovery, experimentation and learning. A *learning bridge* over the park linked the university and college to the city centre.

The evolution of the plan

The masterplan has raised the profile and aspirations of Bradford and the Council and URC are committed to its implementation. However circumstances change, and plans need to evolve - particularly a plan as challenging as the Bradford Centre Masterplan. However only by aiming so high can radical change be brought about. The following elements of the plan have therefore evolved:

Density of development: At the time of the plan demand for development was weak and land relatively cheap. Since then there has been far greater development pressure and there are greater opportunities for more development, particularly in the *Channel* and the *Valley*.

Housing development: The increased interest in city centre living in Bradford provides the opportunity for much more and varied housing development than assumed in the masterplan.

Water: A hydrological study has helped to give confidence in the practicality of proposals for the canal in the *Channel* and the pool in the *Bowl*.

Broadway Shopping Centre: The proposals for the new shopping centre which differ from the masterplan have now received planning permission.

These issues have evolved through the Neighbourhood Development Frameworks and this guide. However all of this work remains faithful to the principles of the masterplan.





The Bradford Centre Regeneration Masterplan: The overall plan bringing together the proposals developed by Alsop Associates. The numbers refer to the four neighbourhoods: 1. The Bowl, 2. The Channel, 3. The Market and 4. The Valley.

Bradford City Centre

Bradford City Centre is at the heart of a great European city with an immediate population of around 350,000 people. Once the world centre for the worsted trade it is now reclaiming its position as one of the UK's leading provincial cities. The City Centre Masterplan and this design guidance that flows from it are crucial tools in creating a city centre fit for a city of Bradford's potential. In this section we explore the current structure and character of the city centre as the basis for the guidance in the later parts of this guide.

- ❑ **The Development of Bradford:** a look at the history of the city and how it has shaped the form and appearance of the centre today.
- ❑ **Built Form:** a look at the urban structure of the centre, the density of development and the enclosure of space.
- ❑ **Land Use:** In which we describe the main activities that take place in the city centre and how this is changing.
- ❑ **Built Heritage:** the four city centre conservation areas and the main listed buildings.
- ❑ **The Street Hierarchy:** the way that the traditional street network of the city developed and how it has been engineered for traffic.
- ❑ **Tall Buildings and Topography:** a description of the form of the valley in which Bradford sits, the prominent buildings in the city centre and how these combine to create views.
- ❑ **Public Realm:** a look at the character of the streets and spaces of each part of the city centre
- ❑ **Open Spaces:** a look at the public squares, parks and landscaped areas.
- ❑ **Types of Space:** this section draws together the conclusions of the public realm work to suggest a series of types of space that characterise the city centre.



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The Development of Bradford

'Broad Ford', later known as Bradford, was first a settlement in Saxon times and by the middle ages had become a small settlement centred on what are now Kirkgate, Westgate and Ivegate, at the junction of three valleys in the basin of the River Aire. The town was the centre for trade and industry for a limited local area, and it was not until the Industrial Revolution that the area's abundant supply of iron ore, coal and soft water could be exploited and that a small, local textile industry mushroomed as the town grew into a major industrial centre. Improved connections were key to Bradford's growth, namely the opening of the Bradford Canal (linking to the Leeds-Liverpool Canal) in 1774 and the arrival of the railway in 1846.'

This led to a century of growth that saw Bradford's population rise from 4,200 in 1781 to over 200,000 by 1891. In the middle years of the century Bradford was the fastest growing city in the country and became Britain's seventh largest city rivalling the other great textile

city of the era, Manchester. In 1841 it was estimated that two-thirds of the country's wool production was processed in Bradford – ten years later it was the undisputed wool capital of the world. The city exploded with life as thousands of people flooded in including German and East European merchants who were central to the textile trade by the late 1800s.

The city became a focus for immigration starting with the Irish in the 1850s who, at one point, accounted for 1 in 10 of the population. Over the next century they were joined by Poles, Ukrainians, Latvians, Estonians, Hungarians, Yugoslavians, Byelorussians, Lithuanians, Austrians and Italians creating a lively multi-cultural population.

The Victorian buildings of Bradford City Centre (and the ornate monuments in Undercliffe Cemetery) stand as testament to the fortunes that were made in Bradford at this time. The boom years left an unrivalled architectural legacy. However Bradford

was also known for its squalor.

These two aspects were captured by Fredrick Engels writing in 1844; *'On a fine Sunday [the town] offers a superb picture when viewed from the surrounding heights. Yet within reigns filth and discomfort... in the lanes, alleys and courts lie filth and debris in heaps; the houses are ruinous, dirty and miserable'*.

Bradford's prosperity started to wane in the 20th century as import tariffs robbed it of its international markets. Decline was long and protracted but there was still enough employment to attract Commonwealth immigration in the 1950s and 60s to work in the mills. The confidence of the 1960s saw large parts of the centre rebuilt and the city went through a further period of growth in the late 1980s and early 90s securing investment including the

'National Museum of Photography, Film and Television and the refurbishment of the Alhambra Theatre. However this progress was not maintained and the city went through a difficult period in the late 1990s.

Since that time Bradford has reinvented itself, recently under the banner 'One Landscape – Many Views'. The Bradford Centre Regeneration Masterplan and the launch of the Urban Regeneration Company are an important part of this renaissance. So too is the market confidence that has returned to the city centre. However as the 1960s illustrated, periods of growth can do damage as well as good. This time it is vital that this growth is harnessed to preserve and enhance the architectural legacy we have inherited and to create an equally strong legacy for the future.

An important role for the guide is to preserve Bradford's heritage while harnessing current confidence and growth to repair and enhance the city centre.





The area around Bradford Cathedral circa 1800. The canal and Bradford Beck can be seen in the valley bottom however much of the area is open fields.

A snapshot of Bradford through the ages:
The plans above show Bradford when it was still a small market town (left) and in 1950 (right) when it was at the height of its industrial development. The four plans below show the area around the Cathedral at approximately 50 year intervals. The buildings shown in orange on the plans are those that remain today.



By around 1850 the slopes behind the Cathedral had been developed with poor quality housing while the city centre has extended over the bridge.



Around 1900 was the zenith of the city's boom. The canal and Beck have been built over and the area is a densely packed commercial district. Forster Square has been created as a major civic space.



By the late 1960s the area was already disintegrating. Much of the housing has been cleared and the ring road and central area re-development had been cut through the Leeds Road commercial district. Subsequently in the early 1980's the Shipley Airedale Road was to cut through the eastern part of the area.

Built Form



The plan to the right is a diagram called a 'figure ground plan'. It lays bare the structure of a place by showing only the buildings. If this plan is compared to the historic figure ground plans on the previous pages we can see the extent to which the city centre has changed. Historic Bradford had its problems; the poor quality housing around the centre and the polluting industry. But it was also a city of fine streets, bustling with life, of civic spaces defined by buildings developed with pride and confidence. The figure ground plan shows that whilst part of this has been lost, much remains intact.

The plan allows the integrity of the build fabric of the city to be explored. In some areas such as above Market Street and Little Germany the urban

fabric remains much as it was on the historic plans. However elsewhere the fabric has become frayed. This is partly through economic decline and the loss of buildings to be replaced with surface parking – for example along Thornton Road and up Canal Road to the rear of the Cathedral. Elsewhere it is because of some of the unsympathetic developments and road schemes from the 1960s. This is true of areas to the south of the city centre from Manchester Road around to Leeds Road. Together these two factors have created a 'shatter zone' around much of the city centre that is dominated by roads, surface parking and large unsympathetic buildings.

Development interests in the city centre mean that there is now the possibility of repairing the damaged fabric in the

areas of decline. This however must be done without repeating the mistakes of the past – which is the role of this guide.

In doing this, one of the most important issues is the treatment of the public realm. The streets and squares of a city are the places that shape its character, personality and its appearance. Good quality public spaces are enclosed by well-proportioned buildings that spill their life onto the street. The figure ground

plan tells us nothing of scale and proportion but it does show where spaces are contained by buildings. Where streets and spaces stand out clearly on the plan they are likely to be well enclosed on the ground – see for example Westgate and Kirkgate. Where they cannot be seen it is likely that they are poorly enclosed and feel like traffic routes rather than urban streets. This is the case with most of the major roads in the centre and the public spaces.

An important role for the guide is to set in place rules to preserve the urban form of the areas that retain their character and to repair and reinstate the urban fabric in the shatter zones.





Figure Ground Plan

Land Use

Traditionally the city centre was a dense mix of commercial and industrial development alongside workers' housing, administrative functions, cultural uses and shopping. In the last 50 or so years the housing and industrial uses have all but disappeared while the retailing, commerce and administrative uses have broadly held their own and uses such as the university and cultural facilities have expanded.

Retailing: The retail core runs from Well Street between Cheapside and Westgate to St. John's Market. This area has declined in recent years and there are advanced proposals to redevelop the entire eastern part of the area as the Broadway Shopping Centre. There is also some unsympathetic 'big box' retailing stretching up Valley Road to the north.

Administrative and cultural uses: These are concentrated in the southern part of the city centre. City Hall stands in the heart of the administrative quarter together with the police station



and Magistrates Courts (both of which are to be relocated as part of the City Centre Masterplan). The main Council Offices are in Jacob's Well, Britannia House and on Nelson Street. Cultural facilities are grouped around City Hall including the Alhambra Theatre, St. Georges Hall, the National Media Museum and the Central Library.

Commercial uses: This is perhaps where the greatest change has taken place. The city's commercial trade was dominated by the worsted industry including the 'stuff' warehouses of Thornton Road where textiles were stored and processed and the 'piece' warehouses of Little Germany where the textiles were traded. Textiles have now been replaced by sectors such as banking, financial services and mail order mostly located in new



offices around the edge of the centre and outside the town with plentiful parking. This has left vacant office space in the centre that could be used for other uses such as housing. The 'Stuff' warehousing has tended to remain in low rent occupation while in Little Germany there has been some success in letting space to small and creative businesses.

Housing: The last of the slum housing was cleared in the 1960s and for years the only city centre housing was on Church Bank and Chain Street. A city centre housing market has been

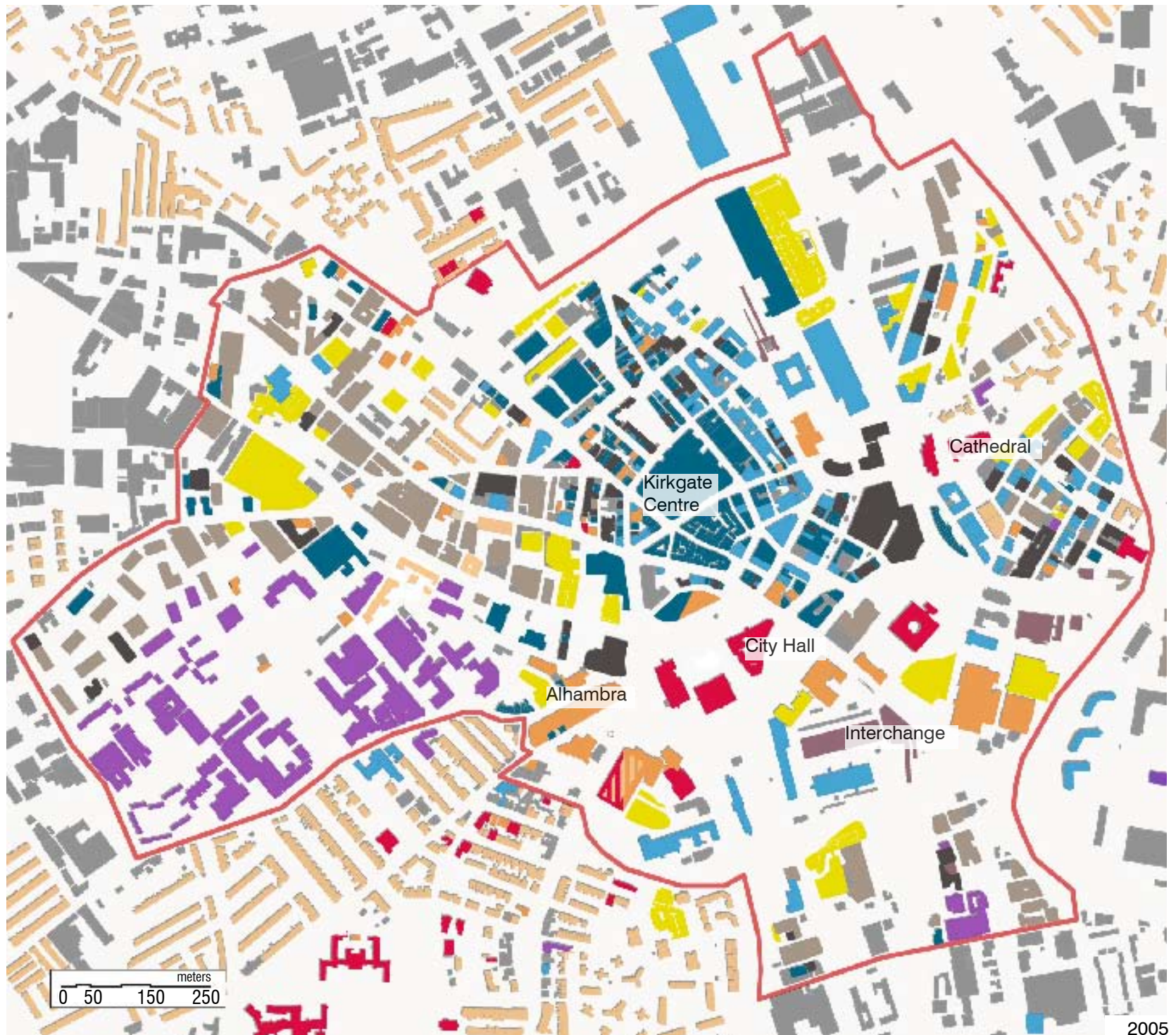


late developing in Bradford however schemes have been successful in areas like Little Germany and the market is expanding rapidly as residential developers explore both new build and refurbishment schemes in centre.

Education: The University and College are based on a campus to the west of the city centre. Both institutions have promoted masterplans to reassess their relationship with the centre.

An important role for the guide is to provide guidance for new residential development and to make the most of the centre's mix of uses to enliven public spaces.





Built Heritage

The built form of the centre is predominantly Victorian and dates from Bradford's boom years in the second half of the 19th century. At its best Bradford's Victorian townscape rivals any of the great cities in the UK. The city centre includes four conservation areas and around 100 listed buildings. The Council's Design and Conservation Team can help with any listed building or conservation area queries. The Team has written detailed Conservation Area Assessments for the four conservation areas in the city centre which can be found at: www.bradford.gov.uk/conservationassessments. Bradford's listed building descriptions can be found at www.bradford.gov.uk/listedbuildings.

The City Centre: This is the largest conservation area covering the heart of the city. The area has medieval roots, still seen in the pattern of streets and names such as Ivegate and Kirkgate. It was however rebuilt in the late 19th century when Bradford was the rapidly growing international

centre of the wool trade. Fortunes were made in 19th century Bradford and the merchants invested some of this wealth into warehouses, banks, commercial buildings and public institutions such as the Wool Exchange, City Hall and St. Georges Hall. These buildings were designed in the honey-coloured local sandstone by local architects. They create an exuberant, confident city centre which while much altered retains its character.

Little Germany: To the east of the centre lies Little Germany, built on sloping land by worsted merchants (many originally from Germany and Eastern Europe). This too is a result of Bradford's late heyday and the buildings are ornate 'piece' warehouses creating, arguably the finest merchant's quarter in the country. 55 of the area's 85 buildings are listed and its character is based on sloping streets with the warehouses getting higher lower down the hill to create a dramatic townscape.



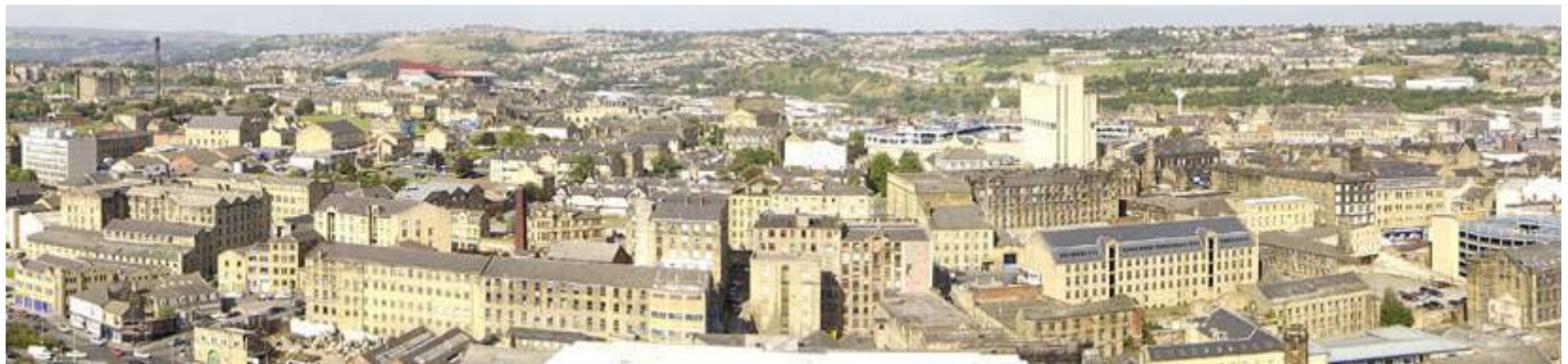
Cathedral Precinct: This is one of the oldest parts of Bradford and the Cathedral is perhaps the most important building. The area was one of the first parts of the city to industrialise with the arrival of the Bradford Canal in the 1770s. The lower part includes some important commercial buildings while the slopes west of this were once housing and are now surface parking. There are 16 listed buildings in the area.

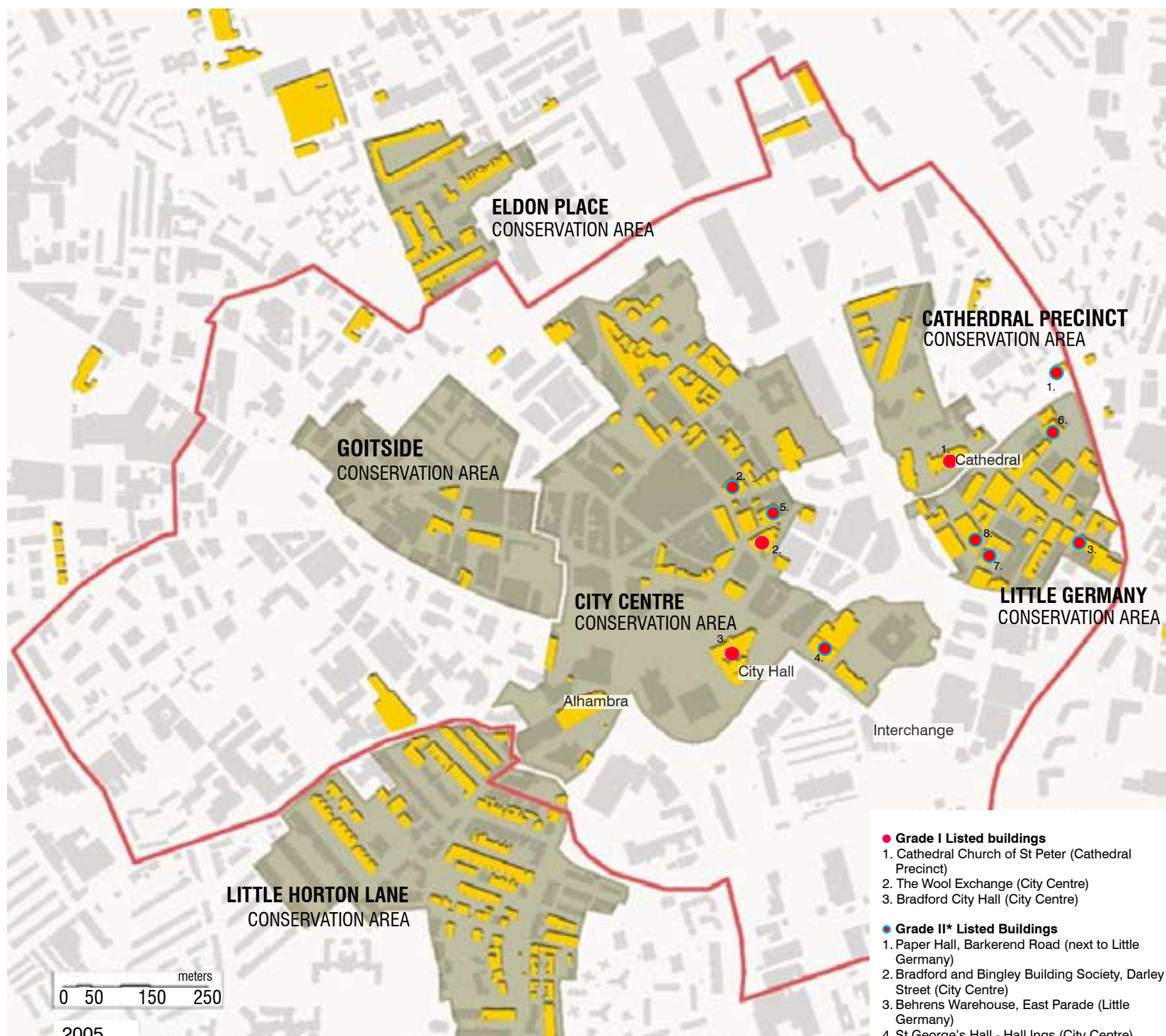
Goitside: To the west of the city centre the Goitside conservation area takes in many of the 'stuff'



warehouses. The Goit is a medieval water channel built to power a corn mill and the area was already industrialised at the start of the 19th century. It was completely redeveloped in the late 19th century since when it has remained largely untouched. It contains only 6 listed buildings, however the group value of the buildings is far greater because it remains a largely complete urban landscape, typical of 19th century Bradford.

An important role for the guide is to ensure that new development respects Bradford's Victorian past without becoming a pastiche of historical styles.





- Buildings that are prominent because of their height
- Conservation Areas

● Grade I Listed buildings

1. Cathedral Church of St Peter (Cathedral Precinct)
2. The Wool Exchange (City Centre)
3. Bradford City Hall (City Centre)

● Grade II* Listed Buildings

1. Paper Hall, Barkerend Road (next to Little Germany)
2. Bradford and Bingley Building Society, Darley Street (City Centre)
3. Behrens Warehouse, East Parade (Little Germany)
4. St George's Hall - Hall Ings (City Centre)
5. The National Westminster Bank, Hustlergate (City Centre)
6. J S Jonas premises, Upper Park Gate (Little Germany)
7. Devere House, Vicar Lane (Little Germany)
8. Law Russell Warehouse, Vicar Lane (Little Germany)

All other listed buildings are Grade II

Listed Buildings and Conservation Areas

The Street Hierarchy

Urban areas are shaped by their streets. They not only allow for movement, they create the shape and character of a place and they make up the majority of the public realm where the life of a city takes place. The map to the right shows the Victorian street network of Bradford and the map on the facing page shows the situation today. This has developed over time in the following stages:

The original roads into Bradford were on the high ground (red on the plan). Westgate / Wakefield Road was originally a Roman Road and crossed the river at the 'Broad Ford' from which Bradford takes its name. Later in the Victorian era the valley bottom was developed and new roads were built (dark orange on the plan). These together with the dense network of minor roads created the shape of the city - a huge spider's web of connected streets tying the city together. This street layout is very permeable and there is also a strong hierarchy of routes – the red and dark orange streets are high

streets, lined with taller buildings and at ground level with shops. The plan on the facing page shows the situation today. This has been shaped in the following ways:

The Central Ring Road: This was built in the 1960s diverting traffic around the city centre but cutting the central area off from its surroundings. The eastern part of the central ring road has been closed as part of the Broadway development.

The City Ring: This has been developed more recently to take through traffic out of the centre altogether. The western leg of this has not been completed although there are plans to extend it to Thornton Road.

Traffic measures: On many of the major roads access has been limited. This is shown by the number of dead end streets - on today's map compared to the Victorian map to the right.

Pedestrianisation: The central area has been pedestrianised, soon to be



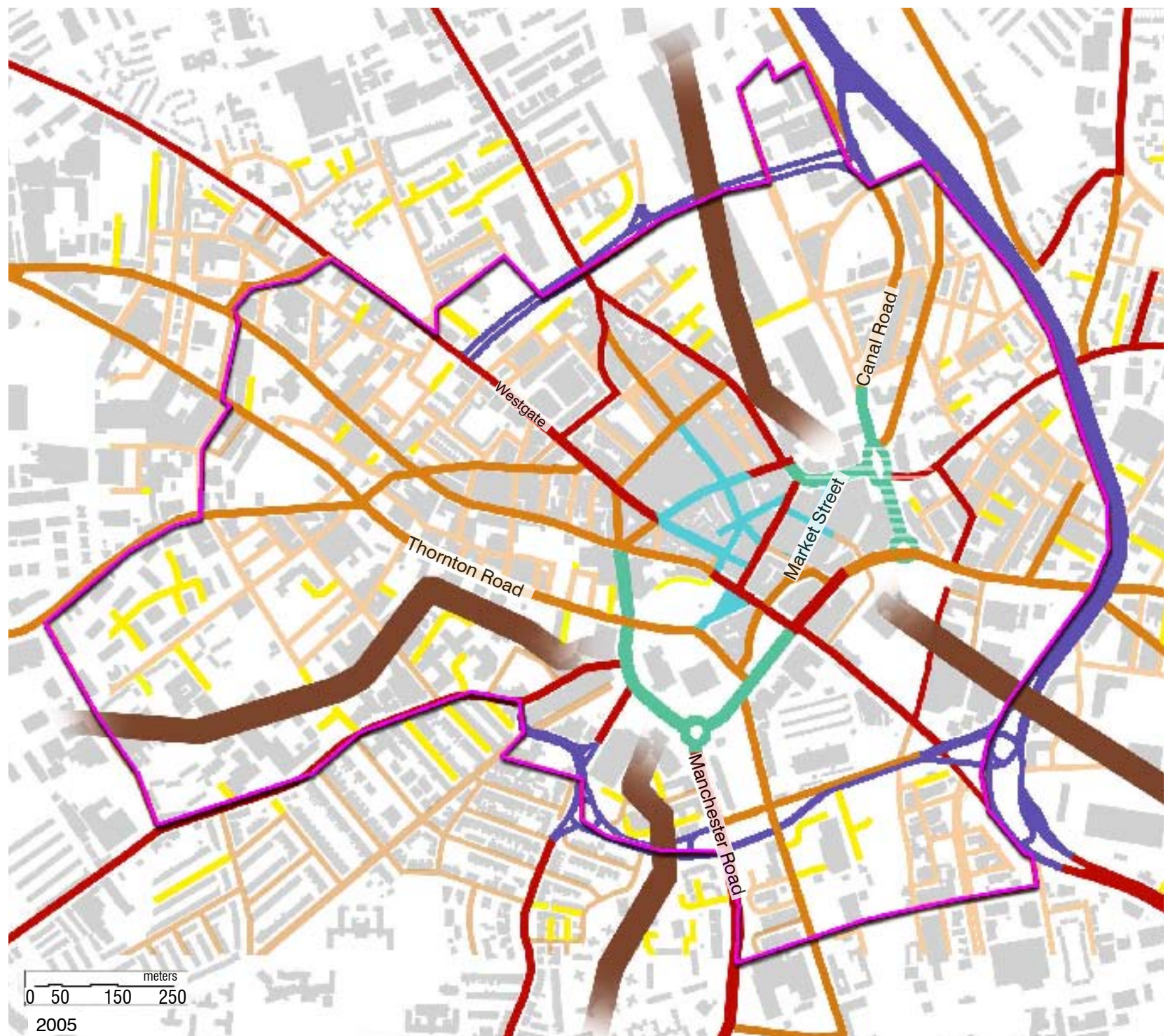
extended to Forster Square. However heavy traffic on Hall Ings and Princes Way is intrusive in the city centre.

The result of these changes is that Bradford's traffic may flow more easily, which is important for the success of the city centre - however the city has become more difficult to move around by other means and

many of the most important streets are no longer attractive urban spaces. Discussions are being held about a comprehensive traffic scheme to remove through traffic from the centre and to create strategic car parks.



An important role for the guide is to aid the reconnection of the road hierarchy and to ensure that the scale of development relates to the importance of the street.



This plan shows the street network of Bradford today based on the origins of the road. The colours show when each street was first established:

Red The original roads that came into historic Bradford generally stuck to the higher ground

Orange The Victorian roads came in along the valley bottom

Light Orange The rest of the Victorian street network (see plan above left) was a dense network of streets linking together all parts of the city.

Cyan The Central Ring road built in the late 1960s

Blue The City Ring road has further severed the street network creating a barrier around part of the town centre (hatched areas are being closed or downgraded)

Dark Blue The City Ring road has further severed the street network (the hatched line shows the proposed extension).

Yellow Dead end streets - as a result of this there are now a large number of streets that do not connect to the rest of the network.

Brown Barriers - this, together with topography, creates a series of barriers to movement around the town.

Cyan Pedestrianised Streets

Street Network

Tall Buildings and Topography

One of the most important factors in understanding the form of Bradford is topography. The city was built at the confluence of four streams flowing northwards into the Bradford Beck. These streams create a natural bowl in a valley that flows down from the west to a relatively flat area around City Hall before flowing onwards down the valley to the north.

The market area of the city centre is built on a spur of land jutting onto the valley. The market is almost at the top of the hill and the land falls away steeply towards Thornton Road and beyond Manor Row. To the east of the centre the land rises again up Church Bank and Little Germany. There is a similar hill to the south west rising up to the University and a further hill to the south east.

As described in the previous section, the oldest roads into Bradford come over these four hills. However the roads built in the Victorian era travel along the valley bottoms, notably Manchester Road, Leeds Road, Valley



Road and Thornton Road. Because of the topography of the city, most of these arrival routes do not provide good views of the centre. By contrast the high roads provide commanding views on arrival to the city centre.

The plan also shows the main tall buildings in the city centre. The most important of these is City Hall which stands in the centre of the bowl. The tower of City Hall rises from the lowest part of the city centre – somewhat like an upturned drawing pin. This is important because City Hall is generally seen against a backdrop of the city, rather than the sky. Most of the other tall buildings keep clear of the view of City Hall, the main exception being Arndale House, which is out of scale with its surroundings. Other tall buildings include the tower over the Ice



Rink. Most of the social housing tower blocks are out of the centre and relatively unobtrusive.

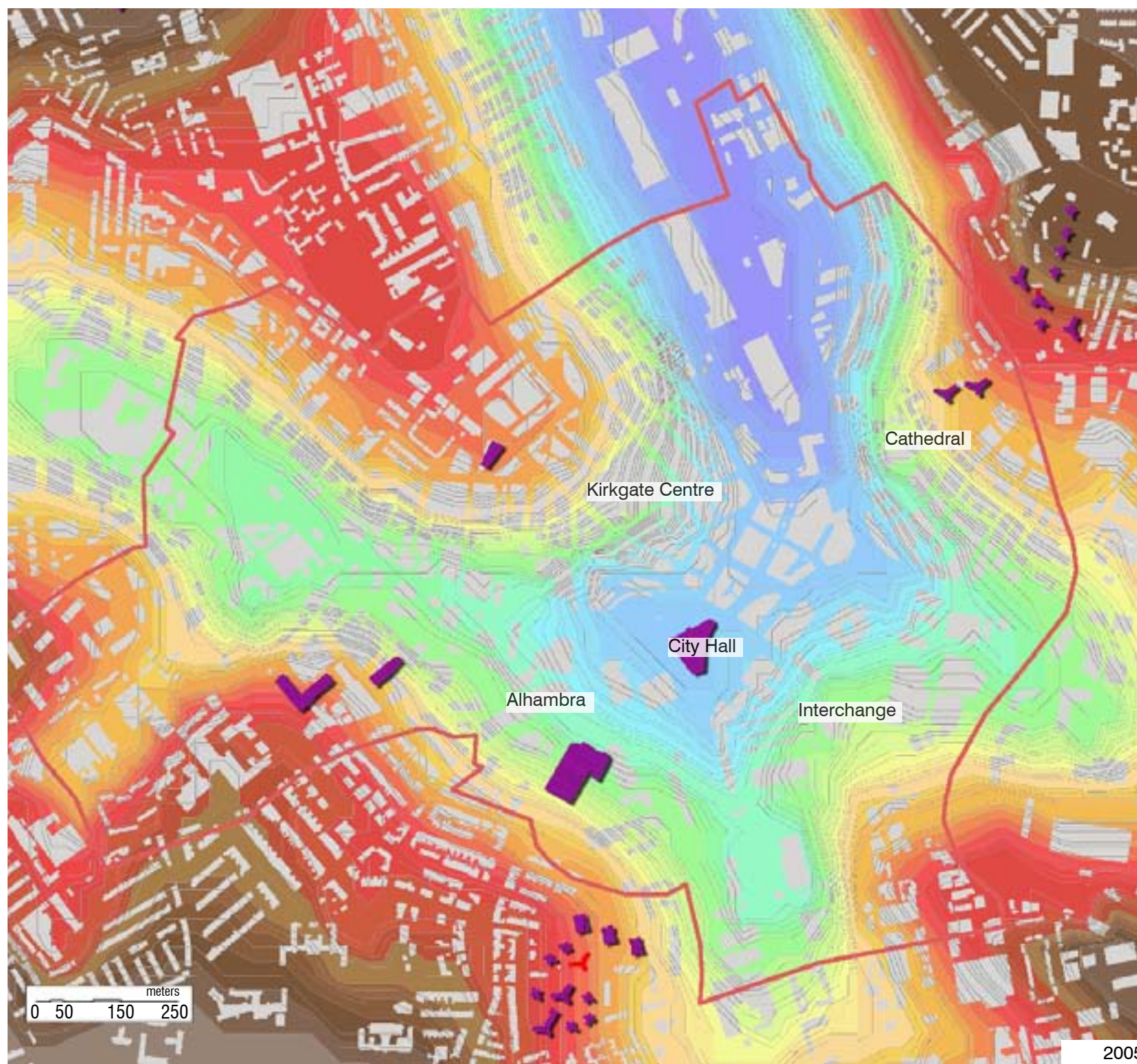
The remainder of the buildings vary from three to six storeys. While it is difficult to generalise, there is a tendency for the higher buildings to be in the valleys. This tends to smooth out the effects of topography so that the buildings appear to fill up the valley areas. In Little Germany and Goitside the buildings stack up the hill



creating dramatic long views. By contrast to the east of Manor Row the slope is too steep and the buildings on the ridge create a dramatic cliff-like edge.

An important role for the guide is provide guidance for the height and massing of new buildings and a strategy for tall buildings in the city centre.





This plan shows the topography of the City Centre. The deep blue areas are the lowest and the dark red the highest.

■ Buildings that are prominent because of their height

Public Realm

Just as important as the buildings of Bradford are the spaces between. These make up the 'public realm' of the city centre, the streets, squares and public spaces where the life of the city is played out. The quality of the public realm, more than anything else, is what makes a great city.

Some of the characteristics of good public realm have already been covered; the level of enclosure (Page 10), active frontages and a mix of uses (Page 12) and a connected network of streets (Page 16). In addition to this the public realm needs to create spaces that are comfortable to use rather than either cramped and overcrowded or too open and windswept. It should be easy and pleasant to move around by a variety of means. It should not be dominated by traffic nor cluttered with street furniture and its detailed design should be simple and practical but also beautiful. We have assessed the public realm of Bradford City Centre against these criteria.

Historic core: The centre of the city, around the Wool Exchange is made up of a dense network of lively streets with a coherent civic character. The streets in this area are narrow with tall Victorian buildings and form small spaces where they meet - such as the junction of Hustlergate and Bank Street.

Market area: An irregular grid of streets runs up the hill with a series of small spaces such as Rawson Square which is dominated by traffic. However this area is generally lively and attractive with plenty of activity. This breaks down by the time it reaches Drewton Road which is dominated by surface car parking.

Historic warehouse districts: Goitside and Little Germany have a distinctive public realm characterised by tall stone buildings and steep, sometimes cobbled, streets with courtyards. There is however very little activity due to the lack of a mix of uses and active frontages.

University and college: To the west the public realm character is of Victorian suburbs and civic buildings on Great Horton Road and by a campus-style environment in the heart of the university to the north. The public realm is attractive and active because of the students.

Cathedral Precinct: The Cathedral once stood in a green at the heart of a dense working-class district. The green remains a tranquil oasis of space but the surrounding area is now dominated by vacant sites and parking.

Civic core: The valley between the Cathedral and the Alhambra was once characterised by grand Victorian streets and squares. Parts of Hall Ings retain this Victorian character however the environment created in recent decades is of buildings in a landscape



including the Police Headquarters, the Magistrates Courts the Abbey Buildings and Jacob's Well. The area was also transformed by the central ring road and the public realm was pushed into subways that cut the city centre off from its surroundings.

Industrial valleys: The picture is completed by the public realm of the valleys running up Valley Road and along Thornton Road. These are now characterised by retailing sheds, showrooms and residual industry. The public realm is car dominated and not friendly to pedestrians.

The guide needs to preserve the unique character of the historic core of the city while overcoming the weaknesses of the public realm in the valley bottom.





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- 1: Blaise Square next to Forster Square station with the Fibles public art commission.
- 2: Surface parking in the Cathedral precinct
- 3: Exchange Court – a new space in front of the county courts
- 4: Formal landscaping along Hall Ings
- 5: Landscaping along the City Ring Road
- 6: The campus environment of the university
- 7: Hall Ings dominates the environment in the centre of the city



6



7

Open Spaces

Open spaces form an important part of the public realm of a city centre – particularly squares, parks gardens and landscaped areas. These spaces are important to the appearance and functioning of the city. They create places of public assembly and entertainment as well as informal spaces to meet and relax, to sit out on a street café or to sunbathe in the summer contributing to a full and satisfying city lifestyle. Open spaces are also important in creating a sense of space, allowing planting to soften the urban environment, to provide colour, shelter and shade as well as reducing many forms of pollution.

The plan opposite shows that Bradford has relatively few open spaces in the city centre. Unlike many valley towns such as Edinburgh or Bath, where the valley sides become parkland, the industrialisation of Bradford left little scope for open space. The fine Victorian parks such as Lister Park, Bowling Park and Peel Park provide relief from the industrial city but are well outside the city centre leaving no significant open spaces within the centre of Bradford. The open spaces of the city centre have been analysed under the following headings:

Public squares: The historic plans show that the most important public open spaces were Town Hall Square to the west of City Hall and Forster Square. Today the main



public square is Centenary Square to the north of City Hall. Other public squares are small and insignificant such as Rawson Square (dominated by traffic), Festival Square in Little Germany (used as a car park) and Exchange Court in front of the Crown Courts. However the new Broadway Shopping centre will recreate Forster Square along with two further public spaces.

Formal landscaping: There are a number of areas of formal landscaping around the city centre. This includes Norfolk Gardens, the spaces around the Police Station and Magistrates Court and the more recent landscaping around the County Court. One of the best landscaped spaces is the green around the Cathedral.



Informal landscaping: Most of the open space in the city centre is less attractive and useful. This includes the grassed areas around the major junctions as well as the grass surrounding the social housing blocks on the estates around the city centre. This can be attractive, however it covers large areas and generally has little function.

Surface parking: The other main element of the public realm in the city centre is surface car parking. The plan



shows that surface parking takes up a significant part of the public realm much of which creates a poor quality environment.

The city centre lacks open spaces and the guide needs to create a framework for a network of new spaces in line with the city centre masterplan



- | | |
|--|---|
| ■ Squares | ■ Surface car parks |
| ■ Formal public open space | ■ Vacant land |
| ■ Informal public open space | ■ Private realm |

Types of Space

In order to understand how the public realm and public spaces described on previous pages shape the character of the city centre, we have divided the public realm into a series of types. These vary from intense, small scale and highly active, to large, extensive and low intensity. The extent of each typology is described on the plan opposite.

Active Urban: These are well-connected, accessible, paved pedestrianised spaces, enclosed by attractive building frontages and surrounded by active, variable uses with strong visual connections to nearby spaces. This is the characteristic typology of the historic heart of the city and can be found throughout the market area and the shopping core.

Inactive Urban: These areas are often similar in character to the active urban spaces in that they are paved and enclosed by well-proportioned buildings. They are less likely to be pedestrianised but, at the same time are less intensely used. This is because of the use and design of the buildings in these areas, typically Victorian warehouses.



This inactive urban realm includes some areas that should be much more active such as Exchange Court and the entrance to Forster Square Station and, until recently, Centenary Square. These squares lack active frontages and sometimes lacks enclosure so that the public realm lacks liveliness despite striking artwork that is employed to create a sense of identity that would otherwise come from public use. The recently completed leisure development on Centenary Square has addressed this problem.

Public garden: These are landscaped garden areas, usually enclosed, with feeling of tranquillity and separateness from the city. These spaces support a limited range of primarily passive activities. They include the gardens adjacent to both of the courts,



Cathedral Green and Norfolk Gardens by City Hall.

Courtyard: These are paved spaces embedded inside the city blocks, typically in the Goitside and Little Germany districts. They would have originally provided yards for the industrial and residential activities nearby, but now support a growing range of public activities which relate closely to the active uses within neighbouring buildings.

Roadside: These are landscaped strips along streets and roads. These do not support public activity and can often form a barrier to pedestrian movement.

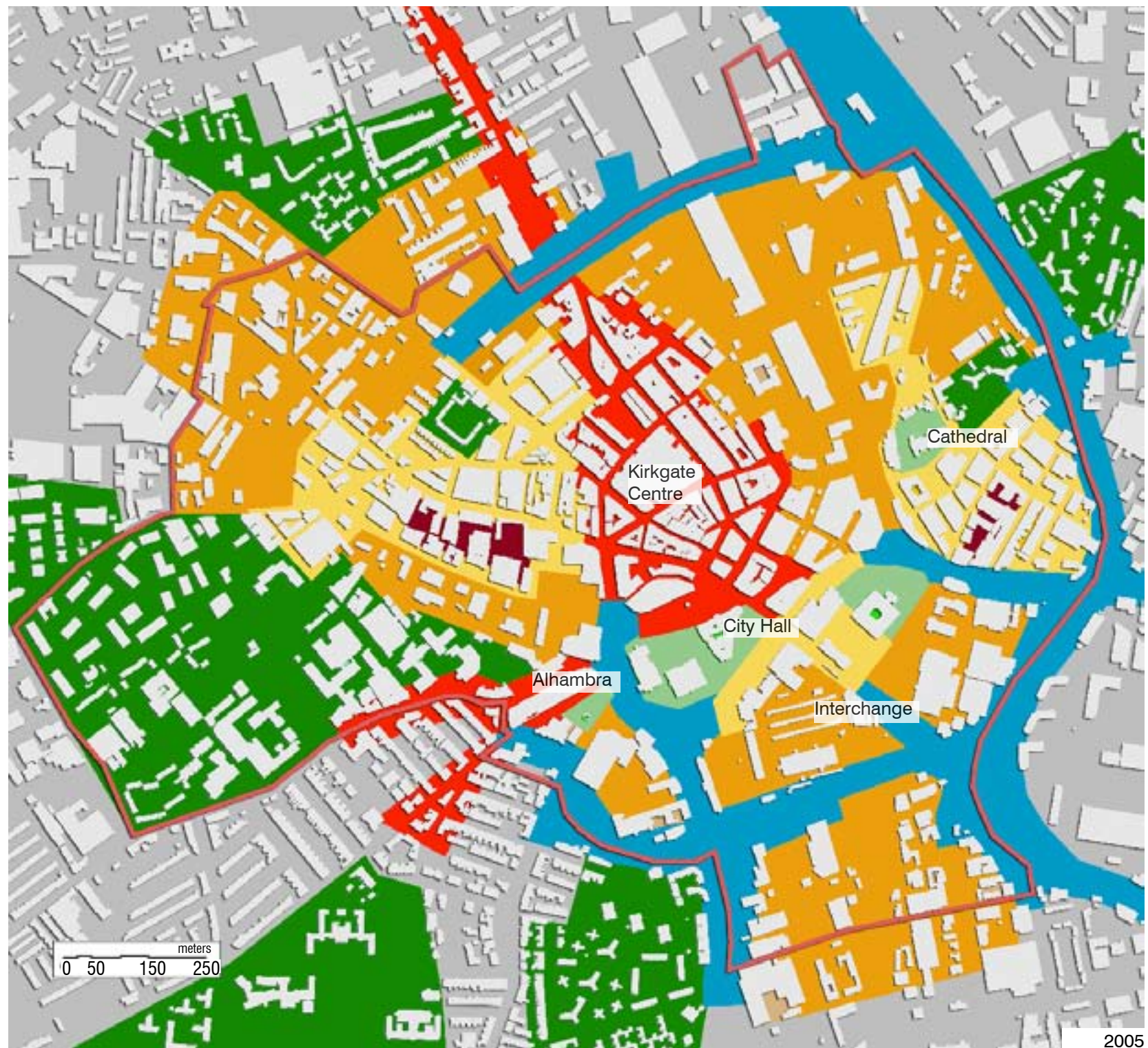
The public realm design guide needs to recognise the distinctive character of different parts of the city centre.



Field: These are large expanses of paved surface used for car park or left empty. This typology lacks a sense of enclosure, and buildings are seen from these spaces as objects. The public realm activities are low intensity.

Campus Park: Mostly landscaped areas of streets with avenues and interlinked courtyards. These are often publicly accessible but semi-private enclosed spaces, which are generally tranquil and moderately active.





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- | | | | |
|--|--|--|--|
| ■ Active urban | ■ Public gardens | ■ Roadside | ■ Campus park |
| ■ Inactive urban | ■ Courtyard | ■ Field | |

Types of Space





Urban Design Framework

The remainder of this document provides urban design guidance for Bradford City Centre in three parts. The first part is an Urban Design Framework that sets the context for the more detailed guidance in the second part – the Urban Design Code. The third part sets out a public realm strategy which has provided a framework for the content of the Streetscape Design Manual. The urban design framework in the section that follows is based on the City Centre Masterplan and includes the following sections:

- **Repair and reinvention:** This section defines areas of the city centre where the quality of the built heritage requires a conservation approach to repair the urban fabric and areas where this fabric is needs to be reinvented. These areas are treated differently in the subsequent parts of the framework and detailed guidance. they meet a set of criteria set out in this section.
- **Building Line:** This section introduces the concept of a building line on which much of the Urban Design Code is based. We define the concept and set out proposed building lines for the zones of repair and reinvention.
- **Neighbourhoods:** A description of the four neighbourhoods defined in the city centre masterplan should develop distinct characters and a process by which this can happen.
- **Street hierarchy:** This section defines a hierarchy of streets in Bradford as a basis for developing a distinctive character and form for each level of the hierarchy as the basis for more detailed in the Urban Design Code.
- **Stars and supporting cast:** This section makes a distinction between ‘star’ buildings and supporting cast buildings. The latter make up 95% or more of new buildings and will follow the Urban Design Guide. ‘Star’ buildings are to be exempt from the rules provided that
- **Tall building policy:** This section sets out a strategy for the location of tall buildings in the city centre as the basis for more detailed guidance on the design of tall buildings in the Urban Design Code.

Repair and Reinvention

Bradford City Centre retains areas of great architectural and heritage value but also areas where the historic fabric of the city has been badly damaged. These two types of area require different approaches to design guidance. The plan on the facing page therefore identifies areas where the built heritage should be repaired and areas where it is so damaged that it needs to be reinvented. This is based on four components of Bradford's growth:

Historic heart: In the centre of the city is the original core of the city. While few buildings remain the character of the core survives in the historic street pattern - a tight irregular grid of narrow canyon-like streets.

Victorian metropolis: The commercial core of the city is Victorian stretching between Manor Row and Thornton Road and across the valley to Little Germany. This is characterised by fine commercial streets and 3-6 storey stone buildings with ornate facades.

Victorian neighbourhoods: The Victorian residential areas ranged from

tightly knit terraces to the well-to-do villas of Little Horton Lane and Manningham Lane. Their character is based on 2-3 storey buildings on a network of urban streets running along the valley sides.

Industrial valley bottom: The industrial valley includes some fine individual and groups of buildings. However generally it lacks structure and form and is dominated by highways and low-density development.

This exercise highlights the areas where Bradford's heritage remains intact (solid colour on the plan) and areas where it has either been severely damaged or never existed (hatched areas). These have been consolidated into zones of repair and reinvention as shown by the thick green lines on the plan.

Repair: In these areas the purpose of the guide will be to repair the historic fabric of the city. New buildings will be required to follow the height, massing and siting of the buildings that formerly stood on the site. This does not mean historical pastiche - far from it, the

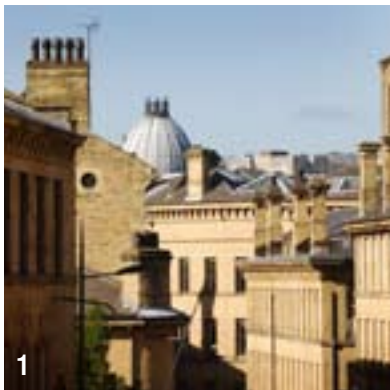
guide encourages a contemporary approach to design provided that this happens within the historic building envelope. This includes most of the areas of solid colour on the plan where historic character survives. It also includes significant areas such as the Cathedral Precinct where, for very different reasons this character has been lost over time. In these cases the guide seeks to re-establish the historic built form and building line so that over time these areas can be reconstructed.

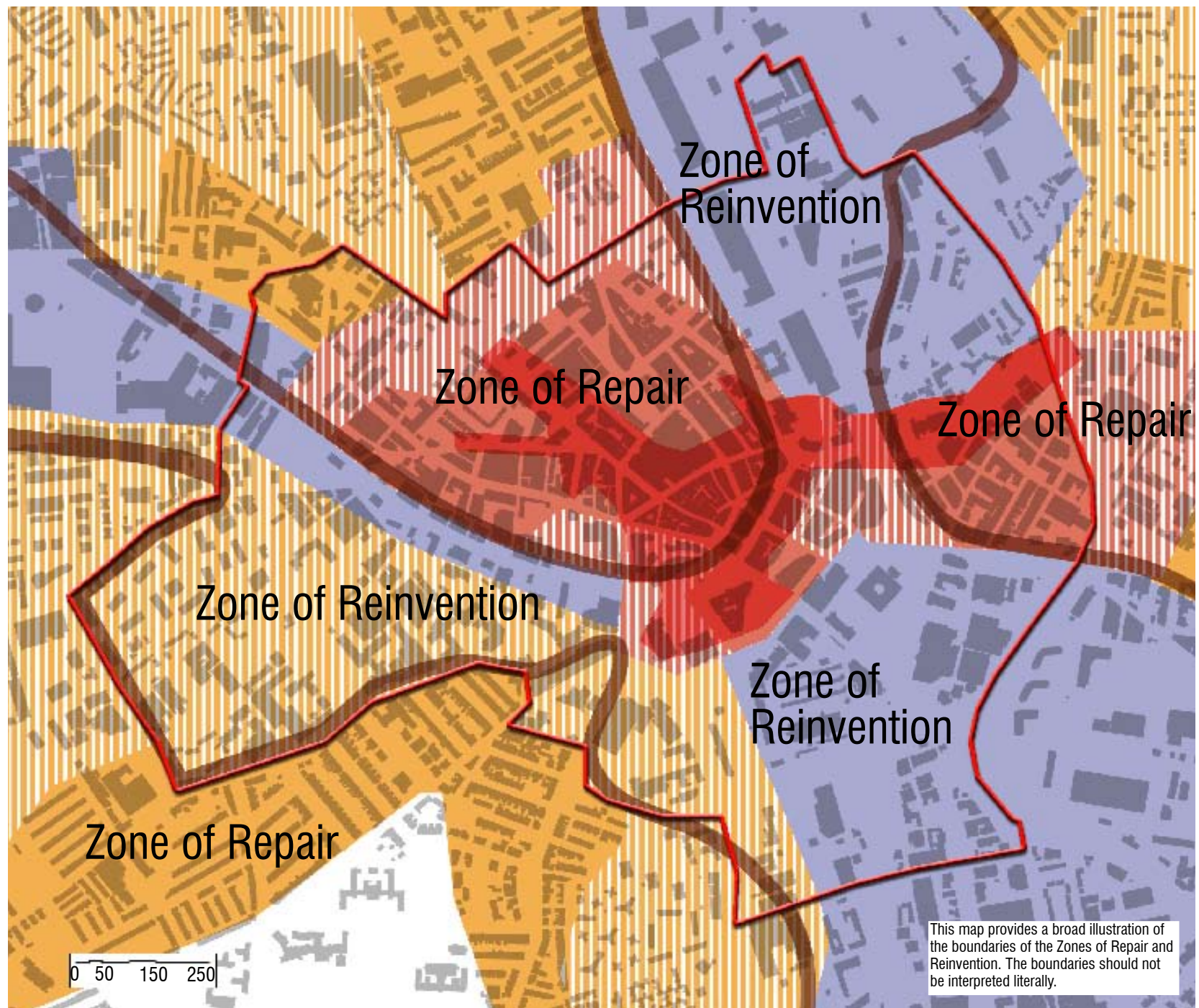
Reinvention: The area that flows along the valley bottom and up Wakefield Road to the south east has lost its historic character. Similarly the development and early redevelopment of the University and College campuses have created a modern area of townscape. Rather than reinstate a character that may never have existed in these areas, they are seen as an

opportunity to create something new as suggested by the City Centre Masterplan. This new character relates to the form of buildings and the extent and character of the public realm as set out in the following sections.

While this design guide defines the broad zones of Repair and Reinvention, it is acknowledged that there will be a degree of overlap between these two zones. For example, the zone of Reinvention retains some buildings and spaces worthy of retention because they contribute to the unique character of Bradford city centre. Therefore the fact that although a building or site lies within the Zone of Reinvention, it should not automatically be presumed that its comprehensive redevelopment would be permitted by the local planning authority.

In the zones of repair new buildings will recreate the historic building form while in zones of reinvention they will create a new environment based on the city centre masterplan





This plan explores the historic origins of each part of the city and the extent to which the historic character of these areas have survived.

- The historic heart of the city where the historic character still exists
- ▨ The historic city where the character has been lost

- The Victorian commercial city where the character remains
- ▨ Victorian commercial areas where character has been lost
- Intact Victorian residential areas
- Former Victorian residential areas where the character has been lost

- Areas that have traditionally been industrial along the valley bottoms

Images facing page: (from left to right)

- 1 The skyline of Little Germany, a Zone of Repair.
- 2 The conversion of the Wool Exchange remains faithful to the historic character without resorting to pastiche.
- 3 A similar approach can be seen in this apartment building by Peter Cook in Berlin and...
- 4 Frank Gehry's 'Ginger and Fred' office building in Prague.

2 x 2 Neighbourhoods

The second element to the Urban Design Framework are the four neighbourhoods identified in the City Centre Masterplan. These are:

The Bowl: The area around City Hall which is to be the commercial heart of the city with a major public space around a pool.

The Valley: The area along Thornton Road which was originally conceived as a park and which has now developed into a series of blocks in a parkland setting.

The Market: The retail core of the city stretching from a garden around Bradford Central Mosque at the top of the hill down to the new shopping centre with new housing along Manor Row.

The Channel: The valley running northwards including a linear park along the reopened canal, a new urban village and the Broadway Shopping Centre.

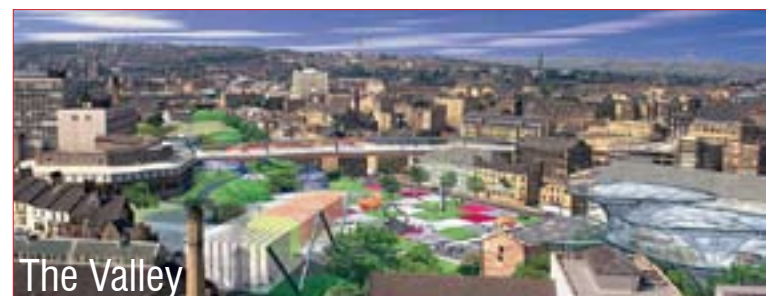
The detailed proposals in each of these areas have been developed through the Neighbourhood Development Frameworks. The main changes have affected The *Valley* where the opportunity for new development meant that the proposed park now runs around and between a series of blocks. Each of the neighbourhoods will develop its own distinctive identity.

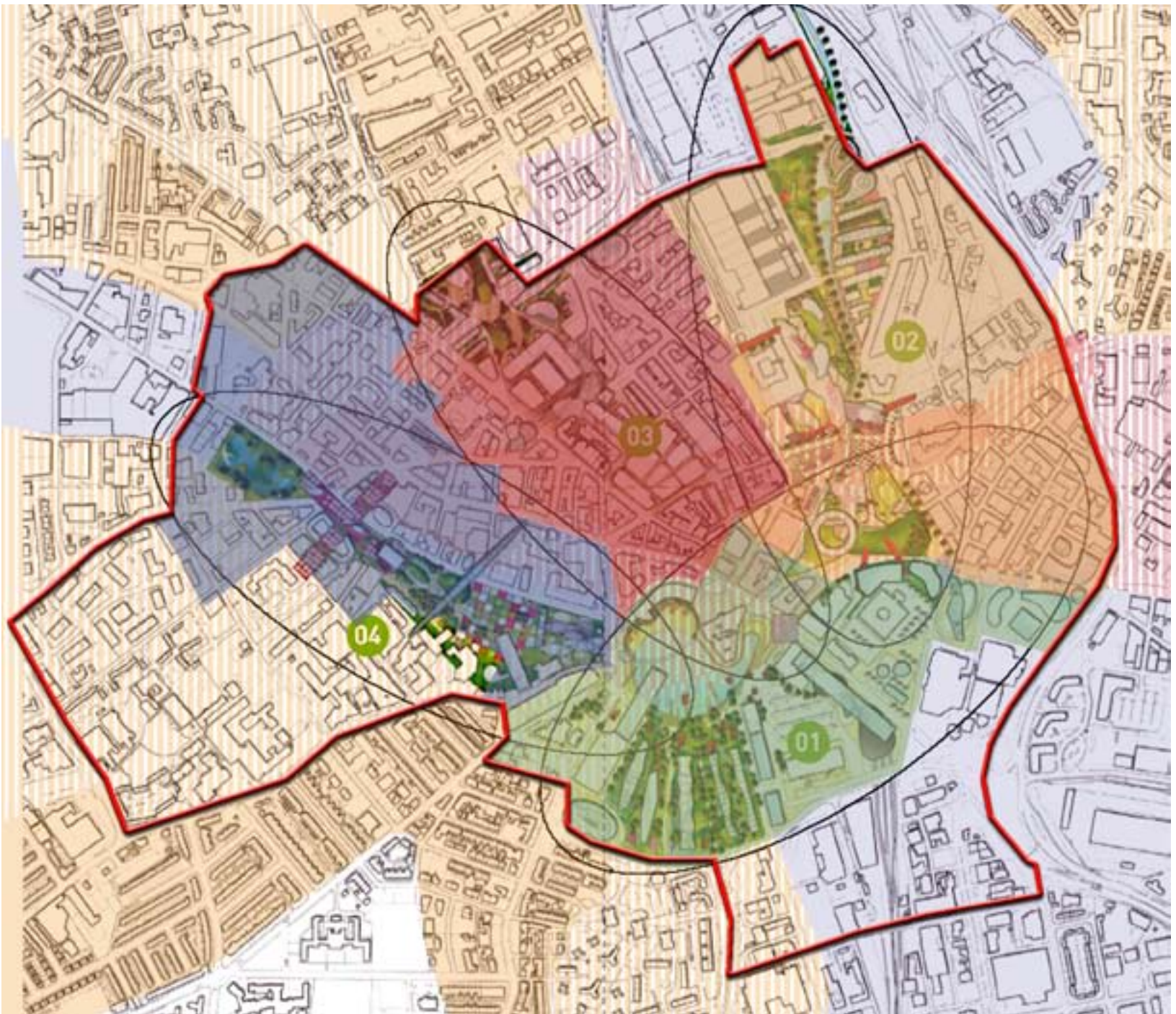
The *Market* lies within the Zone of Repair and its character will be based on respect for the historic grain of the area. The other three neighbourhoods are within the Zone of Reinvention and will create distinctive identities based on the City Centre Masterplan. This area will be unified by the treatment of the public realm, based on the idea of a park flowing along the valley bottom through the *Valley*, *Bowl* and *Channel*. The distinctive character of these areas will be further shaped by:

- The star buildings commissioned in each neighbourhood.
- The scale of the built form and public spaces as defined by the building line.
- The design of the public realm as set out later in this document.

These elements have been refined and shaped by the NDFs which include more detailed guidance about the character and design of each of the neighbourhoods. The role of the guide is to provide a context for this and to allow distinctive characters to emerge.

The role of this urban design guidance is to allow and promote the development of distinctive identities in each of the four neighbourhoods.





■ **1. The Bowl:** The commercial heart of the city around a major public open space with a pool.

■ **2. The Channel:** The valley to the north east of the city centre which will be developed as an urban village around a park along the reopened canal north of the new shopping centre.

■ **3. The Market:** The retail heart of the city stretching from a garden around the Mosque at the top of the hill to the Medieval core of the city.

■ **4. The Valley:** A linear open space along the reopened Bradford Beck with blocks of development within the space.

Stars and Supporting Cast

Like any other city in the world, Bradford is primarily made up of a 'supporting cast' of buildings which provide a consistent context for the city's key, or 'star' buildings.

The supporting cast are perhaps the most important buildings in any town and city. They account for more than 95% of all the buildings and they include most of the businesses, shops and homes. In urban design terms their role is to enclose the public realm of streets, squares and other public spaces. If they do this it is possible to have a beautiful city (such as Berlin) even when many of the supporting cast buildings are in themselves fairly unexceptional. Of course in other cities such as Barcelona or Paris the supporting cast buildings are beautiful and the city is all the richer for that. However they still follow a simple set of rules relating to their height, massing, siting and means of access. The urban design guide in the following section sets out these basic rules for the supporting cast as well as

encouraging design excellence in these supporting cast buildings.

However there is another type of building in any town - the star building. Traditionally this was the cathedral, town hall, library or concert hall. These are normally, but not always, commissioned by the public sector and are the buildings that become symbolic of a place. The star building traditionally stood within the town square and would be the only building that could be seen from all sides. As such it was not subject to the same rules as the supporting cast buildings.

Bradford has some fine star buildings - City Hall, the Wool Exchange, the Cathedral and the Alhambra Theatre as well as modern buildings such as Bradford Central Mosque. There is also the potential for a number of new stars such as the new central library and magistrates courts, as well as the redevelopment of the Odeon corner. In order to allow these buildings to 'star' it is proposed that they should not

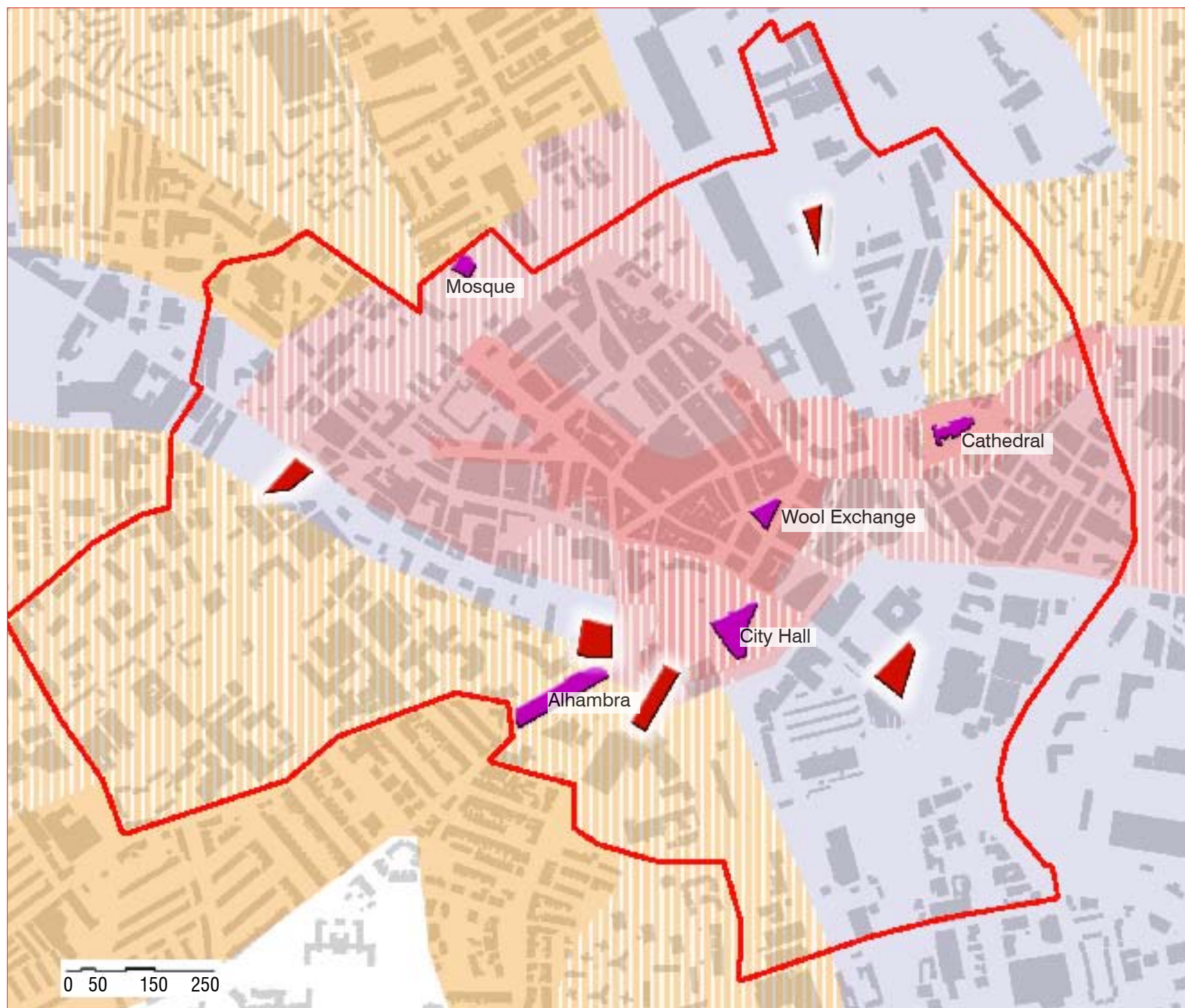
be subject to the rules set out in this guidance. This however is subject to these conditions:

- That they are commissioned by a body that includes a public sector partner.
- That this is done through a design/development competition
- That the scheme is subject to an external design review process
- That the building includes an element of public use.

These star buildings should not be confused with tall buildings, that are covered on pages 38 and 48. The plan to the right identifies a series of possible sites for Star buildings. These will change over time and the planning authority will decide whether a building project should be classified in this way.

It is vital that most of the new buildings in Bradford follow the rules in this guide. However in certain circumstances 'star' buildings may be exempt.





- Existing star buildings within the city centre
- Potential future star buildings

Images facing page: (from left to right)

Provided that they are of sufficient quality 'star' buildings do not always need to be bound by the rule of urban design.

Examples here include:

- Examples in Bradford include City Hall (1) and more recently the Challenge College in Manningham (2).
- Examples elsewhere include Peckham Library (3) by Will Alsop, and the Ruskin Library at Lancaster University (4) by MacCormac Jamison Pritchard.

Building Line

At the heart of the Urban Design Guide set out in this document is the notion of a building line. This is the line followed by the predominant elevation of a building as it faces onto the public realm. This is the face of a building that encloses the street or square and in urban design terms is the most important. Design guidance for some Dutch new towns, for example, require only that the front of buildings follow the building line and join to the buildings on either side.

The position and integrity of the building line and the height of the building at this point creates the character and sense of enclosure of streets and public spaces. Building lines have therefore been identified for the whole of the city centre on the plan opposite. This included the following elements:

Building lines in areas of repair: In the zones of repair the building line is shown in dark red. In the Market neighbourhood and Little Germany this follows the existing building line. New

buildings in these areas are required to build to these lines thereby gradually repairing the urban structure of the area. The two exceptions of this are large blocks such as the Kirkgate centre where the suggested building line would mean that, if the centre were to be remodelled it would be built as four blocks. The second exception are areas where the urban form has completely broken down. In the Cathedral Quarter the identified building lines follow closely the previous built form of the area. In the Education Campus the proposed building lines are based on the former street pattern amended to accommodate the existing university buildings. This will, of course, take years to implement. However as new buildings .

Building lines in areas of re-invention: The blue lines on the plan show the proposed building lines in the areas of re-invention. These are based on the City Centre Masterplan as amended by work on this guide and the NDFs. The plan shows two types of building line - the dark blue

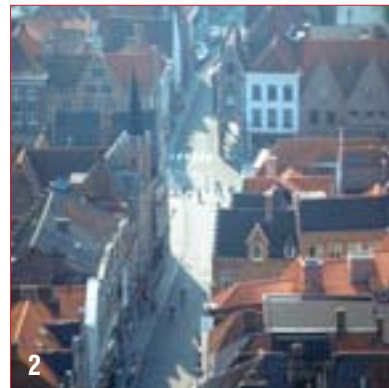
line indicates key building lines to be followed by development. In some case this is a broken line (shown dotted). The light blue lines show the form of the buildings but are not intended to fix the location of the building line.

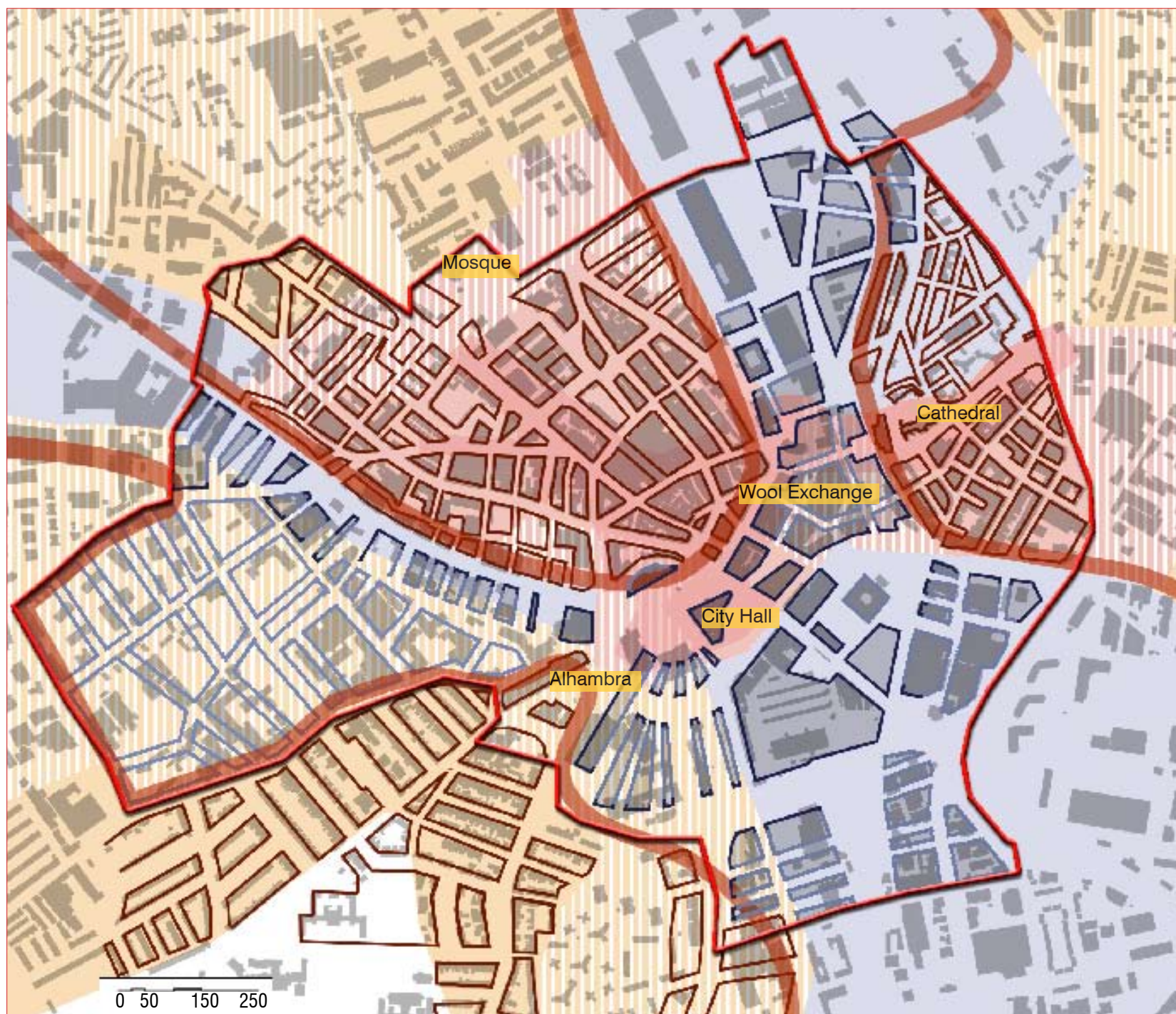
The character of the building line in the zone of re-invention is different to the zones of repair. The scale of the streets and public spaces is greater and the intention is that the public realm will feel more like a park flowing between the buildings as described in the following section and envisaged in the City Centre Masterplan.

Both the University and College are undertaking the extensive redevelopment and expansion of

their campuses. Whilst the new development will aim to integrate the education campus with the wider city, it will not attempt to re-create the historic street pattern of the site.

The urban design guidance will fix the building line of new buildings throughout the city so that they contribute to the repair and recreation of a coherent public realm





- Proposed building lines in areas of Repair
- Primary building lines in areas of Reinvention. The dashed lines indicate a non-continuous frontage - such as the ends of the Business Forest.

- Secondary building lines in Zones of Reinvention. These are based on the illustrative city centre masterplan but will be determined by the detailed design of buildings.

Images facing page: (from left to right)

- The view down Godwin Street (1) showing a strong building line that breaks as it reaches the bottom of the valley.
- Examples from Europe of streets (2, 3 & 4) with strong building lines. These can be informal and winding as in historic towns or straight as in Paris and other 'planned' cities.

Proposed Building Lines

Street Hierarchy

At the heart of every town and city is a network of streets and public spaces. These are the areas where the life of the city takes place and an important role for the urban design guide is to protect and enhance the quality of this public realm. This is partly about the design of the streets - the paving, signage and street furniture. However it is much more about the design of the building, their position, height and the way that they address the street.

There are two parts to the public realm of a city, the streets and the squares and public spaces. The latter are dealt with in the final section of this guide, here we are concerned with the streets.

The street network of Bradford, like all cities is made up of a grid of streets that allow people to move around the centre. There are two important aspects to this street grid:

- **Permeability:** The ability to move around easily by a variety of

routes. This relates to the size of the blocks and number of public routes. The tendency with many recent developments has been to reduce the number of routes and to make it more difficult to move around (particularly in the evening when shopping centres are closed).

- **Street hierarchy:** Not all streets are equal. Traditionally there is a hierarchy of high streets - which are the most important with the largest shops and public facilities, secondary streets and local streets.

In the past the street hierarchy also related to movement through the city. High streets tended also to be the main traffic streets which indeed was why they were so important. This has changed as traffic is increasingly excluded from the city centre. This means that the original high streets are often pedestrianised or heavily restricted in terms of traffic. Nevertheless even without their traffic

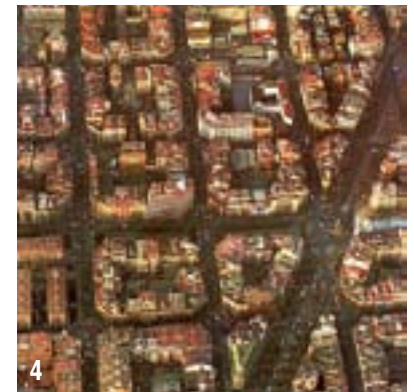
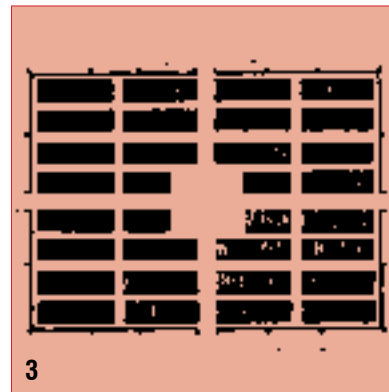
the high streets, secondary streets and local streets of a place retain their distinctive character which relates to the width of the street, the scale of the buildings, the mix of uses and the degree of enclosure. The plan to the right therefore identifies the street hierarchy of central Bradford as a basis for the urban design guide. This is based on a combination of the historic street pattern (see pages 16 and 17) and the City Centre masterplan.

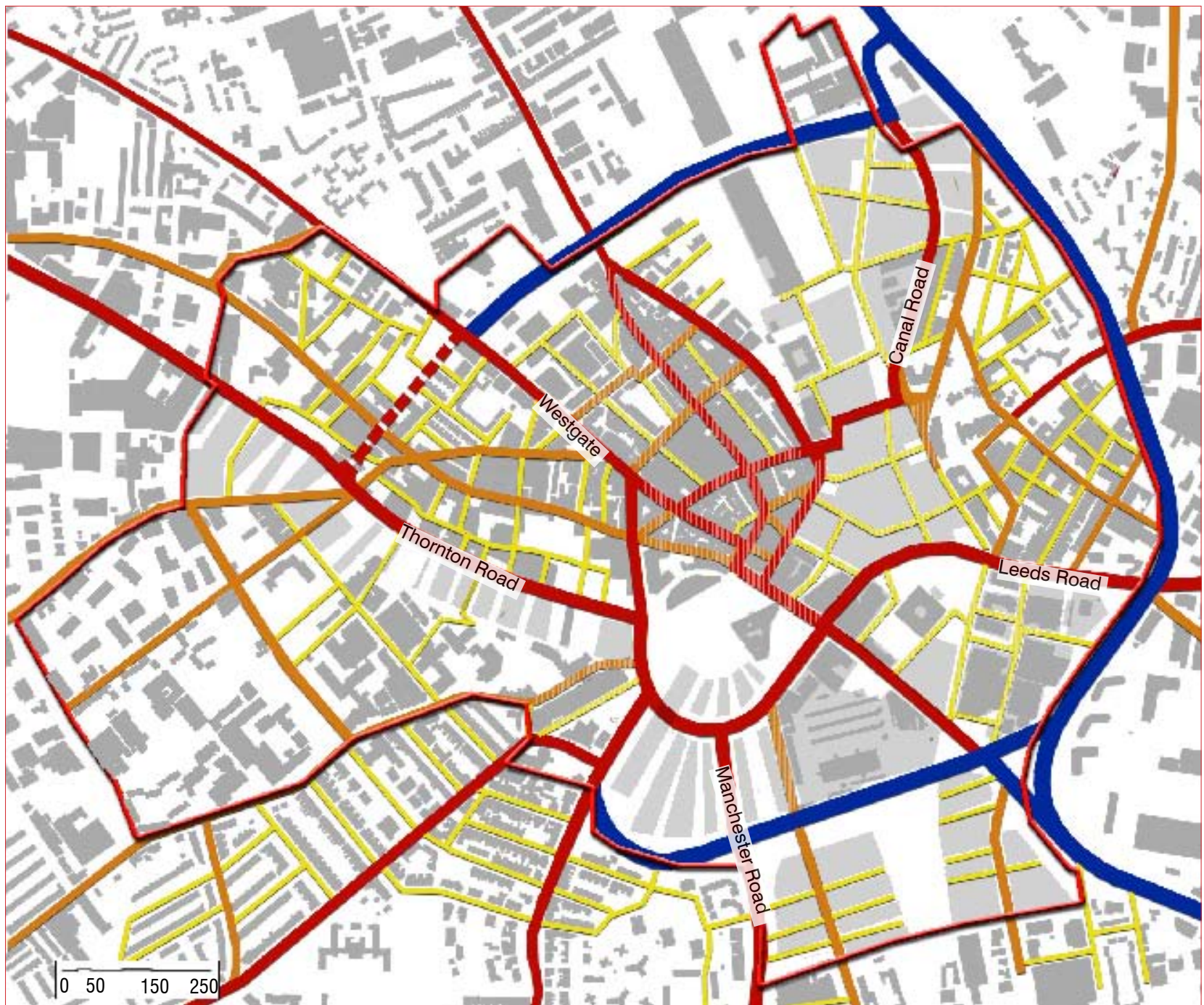
The plan on page 43 identifies a large area where pedestrians will have priority. This is likely to be linked to a series of loop roads bringing essential traffic into the city centre without encouraging through traffic. This traffic circulation strategy needs to be overlaid onto the street hierarchy.

However in urban design terms the original functions of the streets are most important.

The exclusion of traffic from the centre has created another tier to the street hierarchy - the Boulevard. These are major streets carrying high volumes of traffic often running around the city (the original boulevards ran around line of the former walls of Paris). The City Ring Road is a classic boulevard although currently with little of the character and appeal of a French boulevard. The guidance therefore sets out rules for boulevards along with the other tiers of the street hierarchy.

The urban design guidance will set out rules for new buildings and the treatment of the public realm for each level of the street hierarchy including the ring road.





High Streets: The former main roads through the city, lined with shops. Now often pedestrianised within the central area, these are still the most important streets symbolised by their width and the fact that they house the most important shops and public uses.

NB - The dotted line shows the indicative extension of the City Ring Road to Thornton Road this however is to be designed as a high street rather than a boulevard.

Secondary Streets: The streets that give access to different parts of the city. These tend to be narrower with less high-profile shops and housing or offices on the upper floors.

Local streets: The minor streets that make up the majority of the street network. Outside the centre these are where the housing and workspace is found, they tend to be quieter and with few shops.

Boulevards: The main routes today, diverting traffic around the centre. These should not be designed as motorways but as grand boulevards lined where possible with commercial buildings.

The hatched streets are, or will, become pedestrian priority. This does not mean pedestrianisation in all cases.

Also shown are indicative streets arising from zones of reinvention.

Images facing page: (from left to right)

- Ivetgate in Bradford, an example of a high street that has now been pedestrianised through the city centre (1). The City's street hierarchy can still be seen on the aerial photos (2).
- The hierarchy dates back to Roman towns where the high streets run from the gates, secondary streets bisect each quarters (3). This can be seen in the aerial photo of Barcelona except that the high street that runs diagonally across the grid (and is called Diagonale) (4).

Proposed Street Hierarchy

Tall Buildings Strategy

There is currently a great deal of interest nationally in tall buildings. The consultations undertaken as part of the development of this guide did not reveal great enthusiasm for tall buildings in Bradford. There was however an acceptance that it is unrealistic to resist tall structures altogether. The tall buildings strategy is therefore designed not to encourage tall buildings, but to accommodate them in a way that respects the topography and character of the city centre.

This builds upon the topographical analysis on Page 18. As this described, Bradford is built in a bowl creating a series of excellent views from the approach roads looking down into the city centre. City Hall is central to these views, rising from the lowest point of the bowl with a backdrop of the city and Manningham Mills on the hill to the rear. An analysis has been undertaken of these views on the facing page.

The view from Wakefield Road (View A) is important because it is part of the Ring Road and is therefore experienced by a large number of people. The views from Manchester Road and Leeds Road are less important because they are from low ground. There is a further set of important views from the North East on the high ground rising to Undercliffe Cemetery. From Manor Row and the education campus there are glimpsed views but these are again less prominent.

There are a number of potential strategies for the siting of tall buildings. One possibility would be to site tall buildings on the tops of the hills around the centre emphasising the topography. This however would mean locating towers in sensitive areas such as Little Germany and the Market.

Another would be to locate tall buildings in the valleys. This would continue the common building form

in Bradford of buildings getting taller towards the bottom of the hills. However this would impact on the views analysed on the facing page. Instead the preferred strategy locates tall buildings in valleys on the edge of the centre. These zones are shown as four red-lined areas on the facing plan. It suggests tall building zones on Thornton Road, Valley Road, Manchester Road and Wakefield Road. In these locations the buildings would create gateways into the city centre without intruding on any of the key views. The strategy would also help visually link the valleys into the city centre.

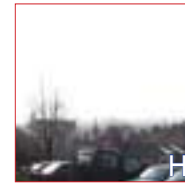
It is important not to confuse the tall building strategy with the 'Star' buildings. Tall buildings are not Stars, neither are they part of the

supporting cast. Because they will be the most prominent structures in the city centre they will be subject to the most rigorous control as set out in the Massing and Tall Buildings section of the urban design guide. The policy should not therefore be seen as a green light for all tall buildings in these zones.

There are also a number of existing but rather undistinguished tall buildings in Bradford. The refurbishment and remodelling of these buildings is encouraged and will be subject to the same tall building criteria as new buildings.

Tall buildings will be located outside the centre in the valleys and will be subject to the guidance in the massing section of the urban design guide.





Key Views and Tall Building Zones



Urban Design Code

This section of the Design Guide sets out a series of rules to guide the development of new buildings in City Centre Bradford. These rules are based on the framework set out in the previous section and is intended to provide guidance both for developers and their consultants and for development control planning officers.

- **The street network:** A series of rules to ensure that new development contributes to the creation of a pleasant walkable city centre with a permeable network of streets and squares.
- **Animating the public realm:** Rules about the way that buildings relate to streets to create a city centre that bustles with life and where buildings spill their activity onto the streets.
- **The enclosure of space:** Rules about the size and positioning of buildings to create an attractive public realm made up of well-proportioned streets and public spaces
- **Design Quality:** These rules promote buildings of the highest quality of contemporary design in a way that respects the historic townscape of the city.
- **Street Character:** These rules guide the design of each type of street to create a strong hierarchy of streets with distinctive characters
- **Critical Mass:** Rules of the density of new development to ensure a lively diverse city centre with a critical mass of residents and activities
- **Massing and tall buildings:** Guidance for the height and massing of new buildings to ensure that they respect the historic parts of Bradford while creating opportunities for landmarks and a dramatic townscape elsewhere.



The street network of Bradford is largely established. However large developments that include a number of city blocks will be responsible for changing and reshaping the street network and public realm of the centre. Where this happens it is important that the street network is enhanced. The following guidance will therefore apply.

1a. All new streets will end in other streets: *Developments should not create cul-de-sacs or dead-ends for pedestrians, although traffic will, of course, be restricted in parts of the centre.*

1b. The scale and proportion of the new streets should relate to their role in the wider street hierarchy: *The plan on Page 37 indicates the proposed street hierarchy and page 52 provides guidance on the design of each type of street.*

1c. Covered arcades or malls are acceptable as a way of opening up the centre of urban blocks: *Arcades are a traditional part of city centres and allow the public realm of a city to be extended into the heart of urban blocks.*

1d. Where arcades or malls replace a current public street they should be open in the evenings and at weekends: *In recent years shopping centre developers have privatised the public realm of many cities by creating large covered malls. When these are closed they create dead areas around them. Malls that replace public streets will therefore be designed as public spaces, with natural ventilation and outdoor materials. They will be open, where possible, 24 hours a day seven days a week.*

1e. In the central parts of the city the street network should be a predominantly traffic free environment:

Streets and spaces in the zones shown to the right will be pedestrian priority, through traffic will be excluded and vehicles will be restricted to delivery vehicles and cars accessing city centre car parks. Bus penetration to the city centre is to be maintained while reducing the impact of buses on the main pedestrian streets by creating a bus circuit.

1f. The streets outside the pedestrian zones will be permeable to traffic movement: *The streets around the fringe of the city centre are enlivened and made safe by the activity that traffic creates. Unless it is absolutely unavoidable all streets in these areas should be open to local traffic.*

1g. Urban blocks will be kept small so that streets are not too widely spaced: *Urban blocks should be no larger than 120m on their longest dimension. Blocks should present their shortest elevation to high streets in order to*

Aspiration

To create a pleasant walkable city centre with a permeable network of streets, squares and public spaces.

feed activity onto the most important streets. Blocks should become smaller towards the centre of the city.

Zones of Repair

The street network is largely established in the zones of repair. There may be occasions (such as if the Kirkgate Centre were to be redeveloped) where new streets could be created. However generally the implication of these policies will be the widening of the pedestrian area in the Market and the gradual lifting of traffic restrictions in surrounding areas such as Little Germany, the Cathedral Precinct and Goitside but avoiding use by through traffic.

Zones of reinvention.

The redevelopment of Broadway, the canal area and Thornton Road together with the proposals for the *Bowl* create ample opportunity to recreate a street network in these areas along the lines set out in these rules.



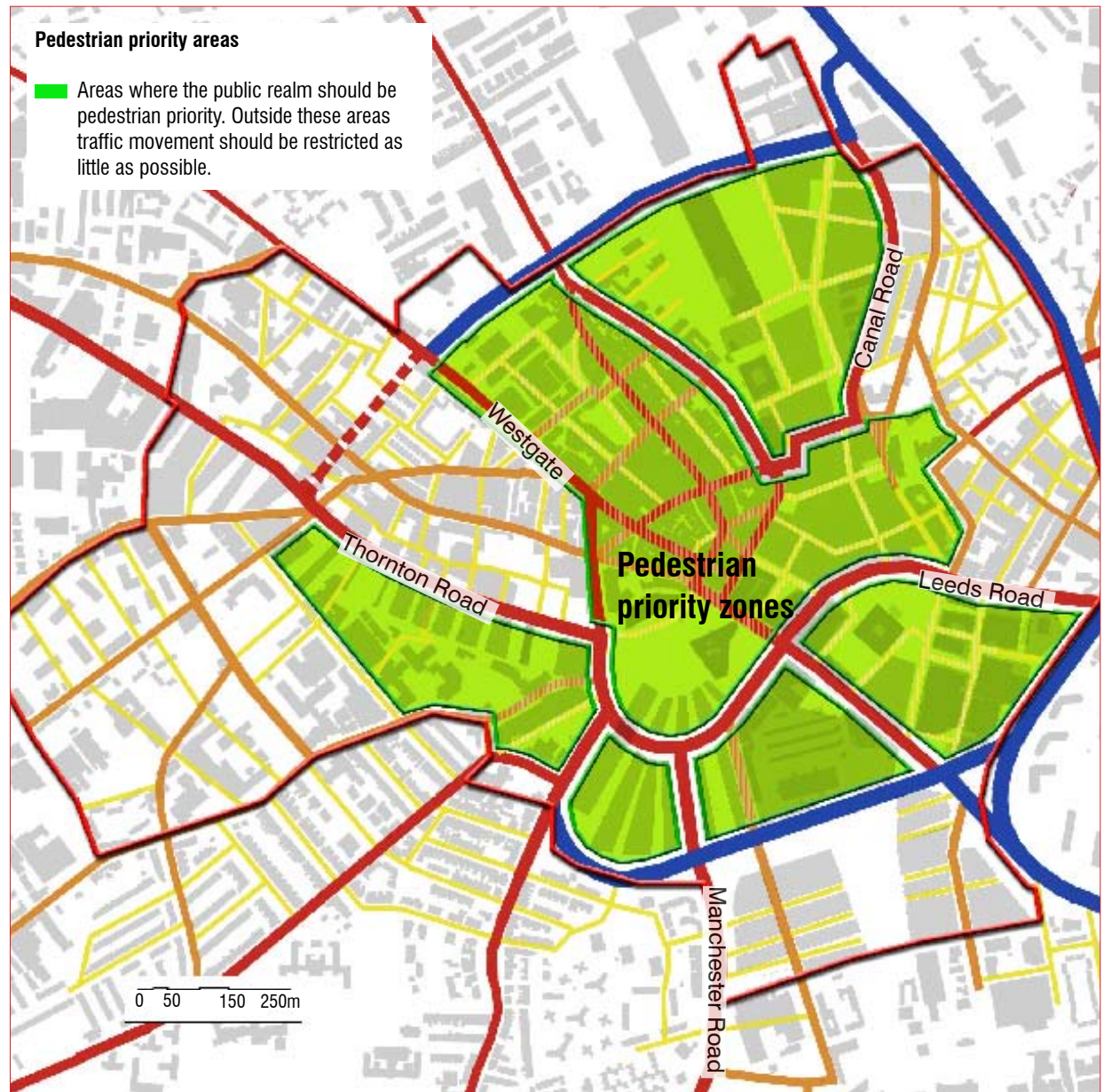
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3



Top left: Cities such as Edinburgh (1) and Bilbao (2) have very different character but are both based on a permeable network of streets.

Left: Arcades such as those in Milan (3) are a good way of creating a pleasant shopping environment provided that they are well designed.

Above: The street hierarchy plan indicating the zone which would be pedestrian priority together with good examples of pedestrianised and traffic streets in Bradford.

Traditional town and city centres bustle with life because of the way that they are designed. By contrast many of the town centres of recent years have concealed activity within buildings so that the public realm feels deserted and dead. Unused and underused areas of urban public realm increase people's fear of crime, regardless of whether they are areas of where criminal activity or antisocial behaviour take place. It is therefore vital to create safe, active streets. This issue is addressed specifically in the Council's Planning for Crime Prevention SPD which is scheduled to be published in 2007.

2a. All new buildings will front on to the public realm of the city: *The public fronts of buildings will face onto the street while the private back will face into the centre of an urban block. Where a development has more than one street frontage, the main entrance to the building will be taken from the most important street as defined by the street hierarchy on page 36. There should also be at least one entrance on each of the other street frontages presented by the building.*

2b. Buildings should create 'eyes' onto the street: *All elevations of buildings facing onto high streets and secondary streets should have windows on the ground and upper floors. Blank facades will not be acceptable even for retail development. This supervision increases the security of streets.*

2c. Buildings should include a vertical mix of uses: *In city centres housing and offices are upper floor uses while retailing, eating and drinking, services and cultural uses are best on the ground floor. In most of the city centre a vertical mix of uses should create active ground floors. This will be a requirement on high streets.*

2d. The ground floor of buildings should present an active frontage to the street: *The activity and life within a building should be visible from the street on all high streets and secondary streets. Retail units should have shopfronts on all high streets and secondary streets (especially around the edge of shopping centres). Non-active frontages are acceptable on tertiary streets if this is unavoidable. Office and residential buildings should animate the street with generous foyers and atria.*

2e. Street cafés are encouraged: *All cafés, restaurants and bars are encouraged to provide tables on the pavement or pedestrianised areas. This is possible within the zone where there are on-street drinking restrictions provided that the pavement area is redesignated.*

2f. Public spaces will contain opportunities for events and performance: *As described in the public realm section, all new and refurbished public spaces will incorporate opportunities for*

Aspiration

To create a city centre that bustles with life and where buildings spill their activity onto the streets.

public performance. The nature of this will depend on the role of the space.

Zones of Repair

In commercial areas such as Little Germany the configuration of can warehousing make it difficult to create active frontages. However the traditional buildings in these areas follow all the other rules in this section and it is important that new buildings do the same.

Zones of reinvention.

These rules are particularly important in the new retail, commercial and residential developments proposed in this area. While the character of the Zone or reinvention is based on a landscape flowing around and between buildings the rules about active frontage should still apply.



Top: Lively streets in Bradford (1 & 2) and Groningen in Holland (3) - Streets where the buildings spill their activity onto the streets.
Right: A plan showing which building lines should have active frontages.



The character of the street network and public spaces is created partly by the way the space is designed. However when they are full of people all the street furniture and surfacing is hidden. What matters is the way that buildings address and enclose the space. The buildings are the walls of public spaces and need to be designed to enclose and enliven the space. The following guidance will therefore apply:

3a. The front elevations of all buildings will be sited within 1m of the defined building line: *The guide shows the building line for the whole of the city centre. In most cases this is defined by the existing buildings. However in the zone of reinvention the a new urban structure is being created. A digital version of the building line plan is available from the Planning Authority to enable this rule to be assessed.*

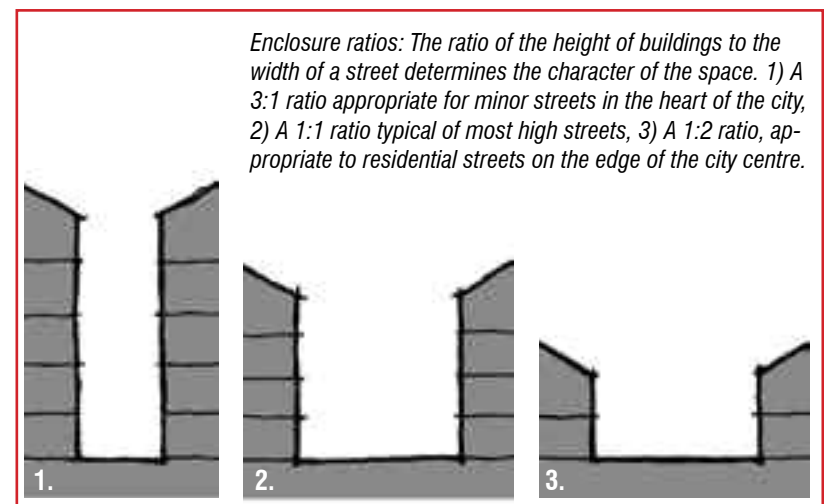
3b. Building lines can be changed provided that this is part of a masterplanning process. *The building line on the plan, especially in the zone of reinvention, may change. This is acceptable provided that it is done as part of a masterplanning exercise approved by the Planning Authority.*

3c. Buildings can be set back from the building line only where this is justified in terms of design of the building: *Traditionally, important buildings were set back from the building line for greater impact. In this case the building line will normally be marked with railings or another boundary treatment.*

3d. The building line should be largely unbroken: *The façade of buildings should join to the buildings on neighbouring sites to create a continuous wall to the street. This is a requirement in the zones of repair and on high streets. In the zone of reinvention there is more flexibility, however buildings should occupy at least 60% of the building line frontage.*

3e. The height of the building on the building line should be scaled to create an enclosure ratio appropriate to the character of the street:

There are a number of factors to take account of to achieve an acceptable ratio. In zones of repair new buildings should respect the height of their neighbours and those across the street. The enclosure ratio of streets in these areas will generally be greater than 1:1 (ie the buildings are higher than the street is wide). In the zones of reinvention there is more flexibility both in the heights of buildings and the enclosure ratio of spaces.



Aspiration

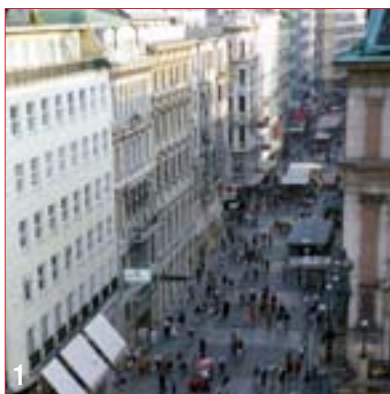
To create an attractive public realm made up of well proportioned streets and public spaces

Zones of Repair

The building line and massing in these areas is pretty much fixed by the existing buildings and new development will be expected to respect this.

Zones of reinvention.

There is less existing urban structure in these areas which makes it more important that building lines and heights and massing are respected. However the siting of buildings in these areas is not yet fixed and is likely to be determined following further masterplanning work.



Building lines

- Building lines in Zones of Repair
- Primary building lines in Zones of Reinvention.
- Secondary building lines in Zones of Reinvention.



Top: The width of a street and the height of buildings create a very different atmosphere in Vienna (1) and Bordeaux (3).

Above: Intimate streets in the Victorian heart of Bradford where the streets are about one and a half times taller than the width of the streets (2 & 4).

The height of buildings in the city centre will be determined in part by the enclosure of space described in the previous section. However there are other issues to consider particularly with tall buildings so that the following guidance will apply:

4a. In Zones of Repair the height of buildings will be determined by the surrounding buildings: *The predominant height in these areas is 4-6 storeys and it is unlikely that buildings taller than this will be acceptable. Respect for built context will override all other factors in these areas.*

4b. Buildings will get larger towards the centre of the city. *It is a distinctive characteristic of Bradford that the buildings get taller towards the centre. However because the centre is in a bowl this often creates a level roof line. This characteristic should be respected in new development.*

4c. Tall buildings may be acceptable in the areas indicated on the plan opposite: *A tall building in this context is defined as any structure of 9 storeys and over and will be subject to the special guidance set out in this section. Buildings below this will still be subject to the usual assessment of massing. The tall building zones have been defined so that tall buildings do not interfere with key views in the city centre. Each is positioned in a valley and will serve to 'bookend' the city centre.*

4d. All tall buildings will be subject to a tall building assessment based on the CABE/English Heritage guidance: *Tall buildings are not 'star buildings' as defined on Page 32. Indeed because of the prominence of these buildings they will be subject to more stringent assessment based on the following criteria:*

- **Architectural quality:** Because of the prominence of the building they should be of the highest architectural quality.
- **Massing:** The scale, form, proportion, silhouette and relationship to other structures should be considered. This will need to be assessed through computer visualisations as described below.
- **Materials:** Quality materials and finishes are essential. Render is unlikely to be acceptable.
- **The top of the building:** The design of the top of the building is critical. It should be designed as an integral part of the building rather than a mass of plant and masts.
- **Contribution to the public realm:** Many tall buildings are designed as objects and damage public realm. They, or their podium should respect the building line and where possible they should include active ground floor uses.
- **Microclimate effects:** Tall buildings applications will be accompanied by wind and shading assessments.
- **Night-time appearance:** Proposals will need to be accompanied by a lighting strategy. The computer visualisations, described below, should include night-time views.
- **Views:** The buildings will need to be subject to a views analysis. This should identify the key views of the building (including all of the views the plan to the right). For each of these accurate, photo-realistic computer visualisations will be required.

Aspiration

To respect the height and massing of the historic parts of Bradford while creating opportunities for landmarks and a dramatic townscape elsewhere.

Zones of Repair

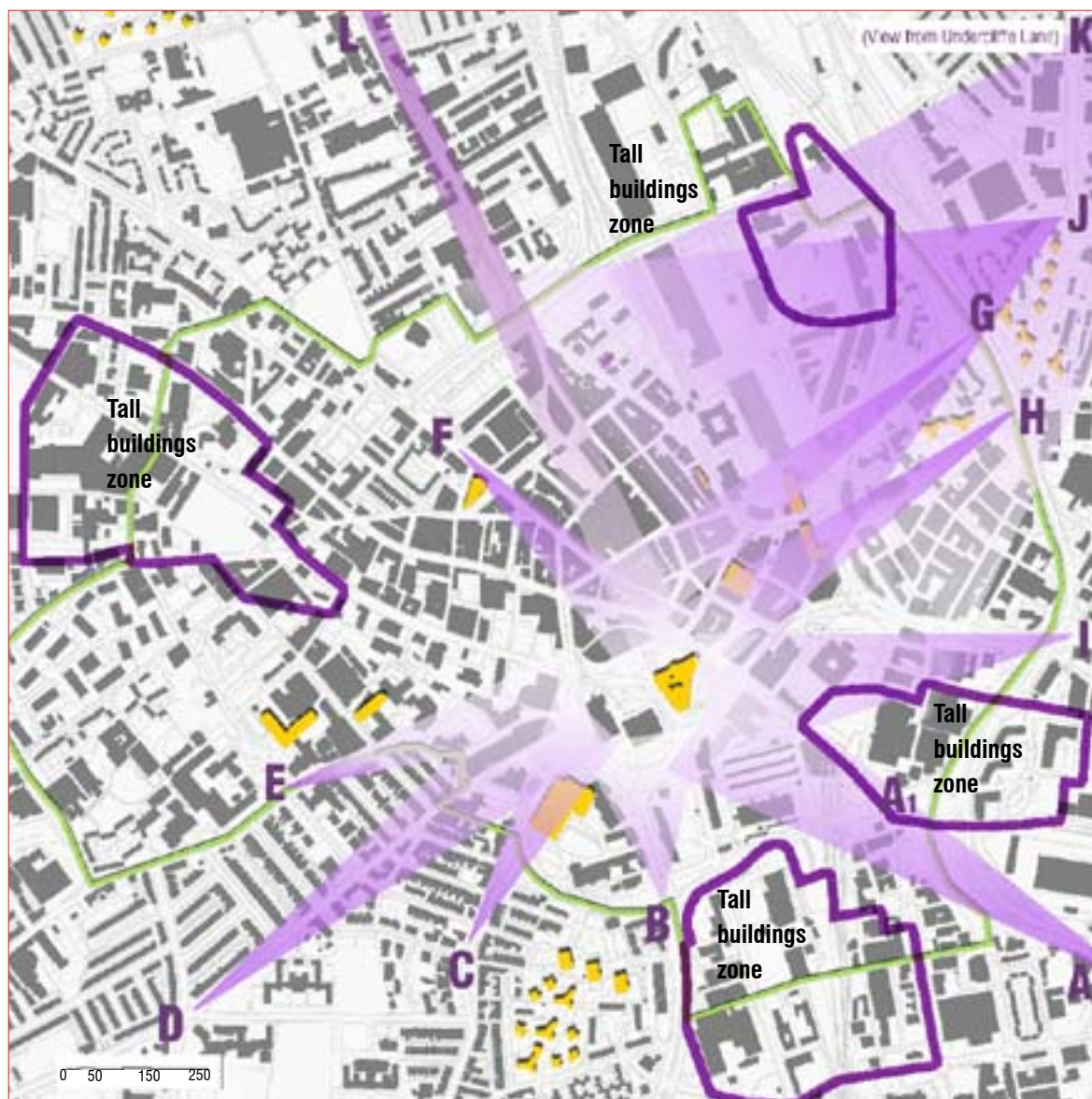
The massing of existing buildings is the overriding issue in these areas.

Zones of reinvention.

There is more scope for flexibility here. While tall buildings will be confined to the zones, there is scope for a variation of building heights elsewhere in these areas.



1



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3



4

Bottom middle: Distinctive Towers in Switzerland (3).

Bottom left: Three towers next to the Thames in London (2) Brewery Wharf (4) by PTE architects,

Top left: Montevetro by Richard Rogers and Limehouse (1).

Bradford has inherited many fine buildings from previous generations, particularly the Victorians. The city is currently in a period of great change and it is important that an equally fine architectural heritage is passed on to future generations. However this will not be achieved by rules and regulations. So, unlike many other design guides that go into great detail about design, this guide is based on the view that design is the responsibility of architects and their clients. If the urban design parameters detailed in this guide are followed buildings will fit into their context allowing greater freedom for designers to innovate. The following guidance is designed to encourage rather than regulate for quality design.

5a. Star buildings should be procured by design competition: *Developers are required to procure star buildings via architectural competitions. They are also encouraged to use architectural competitions on other prominent developments.*

5b. All planning applications covering more than 1ha will need to be accompanied by a masterplan and realised by more than one architect. *Bradford like most cities is made up of hundreds of buildings by different architects creating a rich and varied townscape. This is not possible where a large area is designed by one hand. In these cases a number of designers should work within a framework created by a masterplan.*

5c. Prominent buildings should be designed to create landmarks: *Strong corners are a feature of Bradford. New prominent corner buildings or buildings that terminate vistas should be emphasised. However this should not be seen as encouragement for towers on every corner.*

5d. Buildings in zones of repair should respond to the context set by surrounding buildings: *This includes the tripartite structure of buildings (base, middle and top) and the vertical emphasis of fenestration.*

5e. Contemporary design solutions are encouraged: *Architectural pastiche (by which we mean buildings that are poor copies of historic styles) is not acceptable in any part of the city centre. In both zones of repair and reinvention a contemporary approach to design is encouraged.*

5f. Quality materials should be used: *Materials should be durable and appropriate to the Bradford climate. These include stone, steel and glass and slate. Other materials are not ruled out but design justification will be required for the use of materials such as timber, metal, brick and render.*

5g. All planning applications for new buildings will require a design statement: *The design of all new buildings needs to address these issues and a design statement will be required to show how they have been addressed.*

Aspiration

To promote the highest quality of contemporary design in a way that respects the historic townscape of the city.

Zones of Repair

There has been a tendency in the past for new buildings in these areas to be a historical pastiche - which has generally not worked. By following the guidance on massing and siting in this guide it is anticipated that we can give greater freedom to designers in these areas without undermining the quality of the townscape.

Zones of reinvention.

In the zones of reinvention there is more opportunity for architectural expression. The danger however is that the large scale of development opportunities will lead to a lack of variety and interest. It is therefore important that development in these areas is led by masterplanning exercises and that the buildings are realised by a variety of architects.



1



2



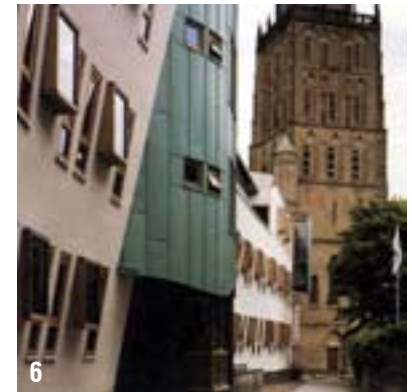
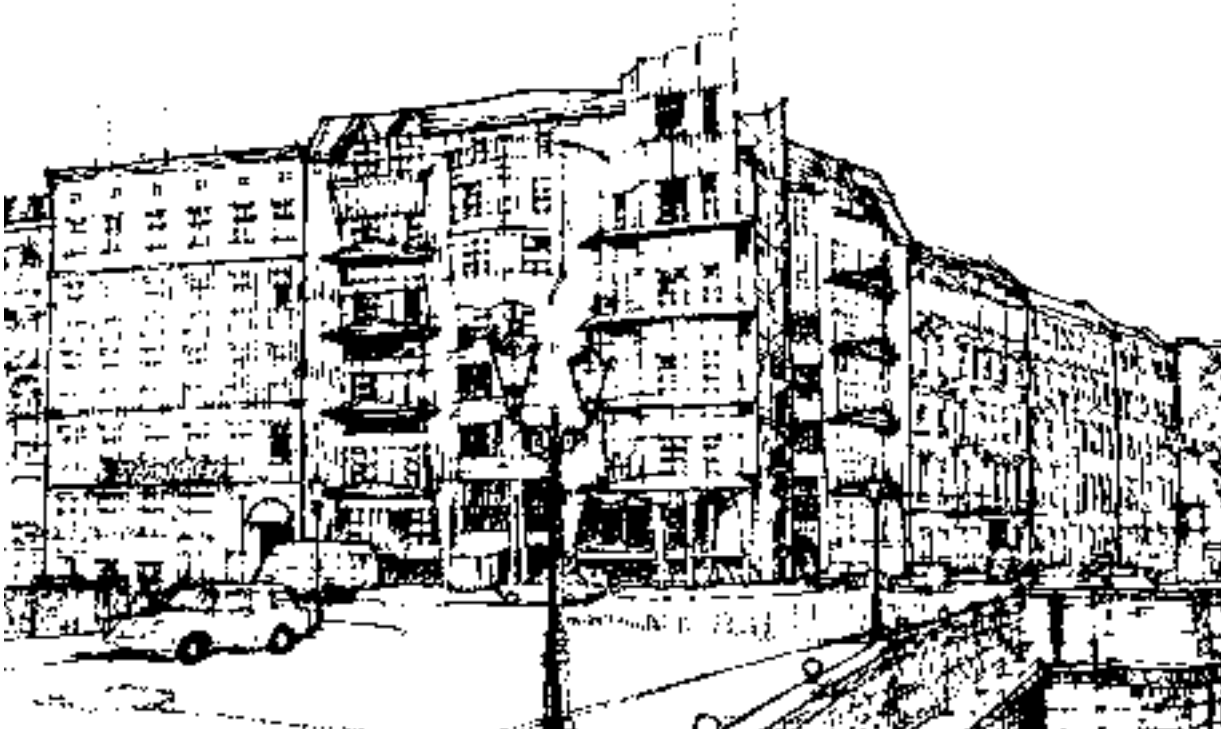
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5



6

1 and 3: The Needle by Ian Ritchie Architects in Dublin (1) and public art in Berlin (3) show how inspired commissioning can create a sense of excitement.

2 and 5: Extension to the Wool Exchange (2) and National Museum of Photography, Film and Television (5), examples of successful contemporary design in Bradford.

4 and 6: Further examples in Berlin (sketch), Bristol (4) and the Netherlands (6) show how contemporary buildings can contribute positively to a historic townscape without resorting to pastiche.

Aspiration

To create a strong hierarchy of streets each with a distinctive character

Pages 36 and 37 describe a proposed street hierarchy for the city centre based upon four categories of street. New development needs to reinforce the distinctive character and form of each of these street types. The following rules will therefore apply:

6a The City Ring Road will be treated as a boulevard:

Development that fronts onto the ring road should contribute to the gradual taming and urbanisation of this route. All development should front onto the street and should be of sufficient scale to create a sense of edge and enclosure. A buffer zone should be created with street trees and in some cases a service road can provide access and parking.

6b. High streets are the most important streets.

The high streets indicated on the plan on page 37 will be developed with a continuous frontage (ie. buildings should join to those on either side). Ground floors should be populated with active ground floor uses. In most cases the width of the street and the predominant height of buildings is already fixed. However where a new high street is being created it should be 17-22m wide and will be bounded by buildings of 4-6 storeys.

6c. Secondary Streets will provide access into each part of the city centre. The streets leading off high streets will be less urban. In the heart of the city they should have continuous frontages, however on the fringes of the centre this may drop to a 75% frontage. At least 30% of the ground floors will be active. Where new streets are being created, the street should be 12-17m wide and the buildings will be 3-5 storeys.

6d. Tertiary streets make up the remainder of the streets in the city and will provide access to residential and commercial buildings: These are less prominent streets. They will generally not have active ground floor uses. Within the centre they should achieve at least 60% frontage enclosure and outside the centre at least 40%. The street width will vary - in the heart of the city these streets will be narrow (9-14m). Outside the centre, particularly in residential areas, the streets may be wider.



Different types of streets have a distinctive design and character:

Above: Lord Street in Southport (1) one of the best UK examples of a Boulevard, a continental boulevard in Amsterdam (2), a high street in Lisbon, Portugal (3) and a secondary street in Barcelona Old Town (4).

Right: Ivegate (5) and Hall Ings (6), two fine streets in Bradford.

Drawing: Grey Street and Grainger Street in Newcastle - Grey Street was voted by Radio 4 listeners as the best street in Britain.



Aspiration

To create a lively diverse city centre with a critical mass of residents and activities

The vitality and diversity of a city is based on the density of uses in the centre. It is this that creates life and bustle and ensures that the centre does not die at 6pm when the office workers and shoppers go home. A density of residents and commercial uses ensures that the streets and spaces are animated and safe as well as that there are enough people to support shops and local services.

7a. Densities should rise towards the centre of the city: Traditionally densities are greater in the centre of a city. The density and plot ratio guidelines below should therefore be applied with this in mind.

7b. In mixed use blocks the density guidelines below should be applied in proportion to the floor area of each use: A broad mix of uses is encouraged in the city centre and will ensure activity at different times of the day.

7c. Residential development in the heart of the city centre should be built at a density of 100-250 units/hectare: This is a broad density range. It does however imply apartments of 5-6 storeys and is sufficient to create animation. Schemes at densities greater than this will need to show that they can be built without undermining residential standards such as privacy and natural daylight.

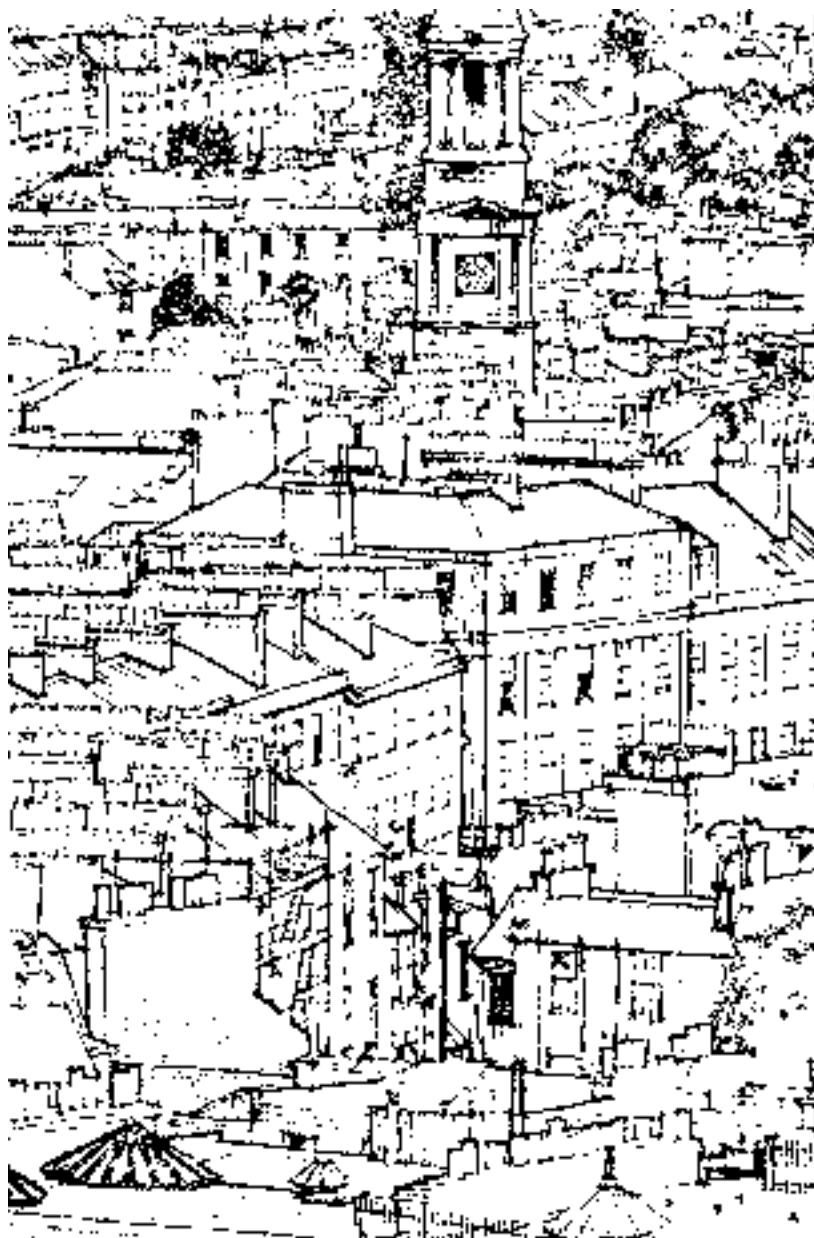
7d. Around the fringe of the centre housing can be built at lower densities provided that these do not fall below 60 units/ha. This allows a mix of town houses and flats. Large family housing is not appropriate here.

7e. In the city centre a residential privacy distance of at least 15m will apply on dual-aspect apartments and 20m on single-aspect units: This is a lower standard than applies in the rest of the city but is appropriate for urban living. The privacy distance will apply to the main living rooms of the home. This guidance does not override the guidance on the width of streets.

7f. Care should be taken to avoid single aspect, north-facing flats: Where possible double-loaded flats should be oriented with eastern and western aspects to ensure that living spaces receive adequate daylight.

7g. Plot ratios on commercial development should be at least 2:1: This means that the floor area of the building is twice the site area. If the building covered half the site it would therefore imply a four storey building and will ensure that low density commercial buildings are not acceptable.

7h. Large areas of surface parking are not acceptable: Parking should be accommodated at basement level, in courtyards and on-street.



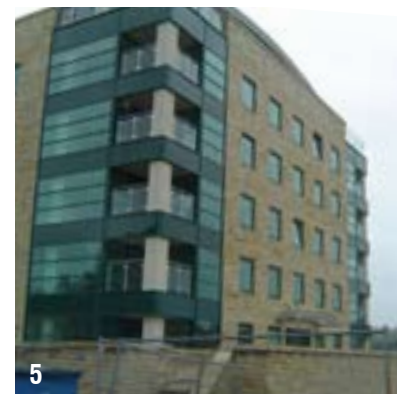
Critical mass of development is essential to the creation of a lively city centre:

Top: Italian cities (1) are built at far greater densities than UK cities (3).

Top right and bottom right: New high density office and residential development in Bradford (2 & 5).

Above: New high density apartments in Salford in Manchester are starting to reanimate the city centre (4).

Drawing: A view of Edinburgh New Town showing the density of development despite the streets and public spaces of the area feeling comfortable.

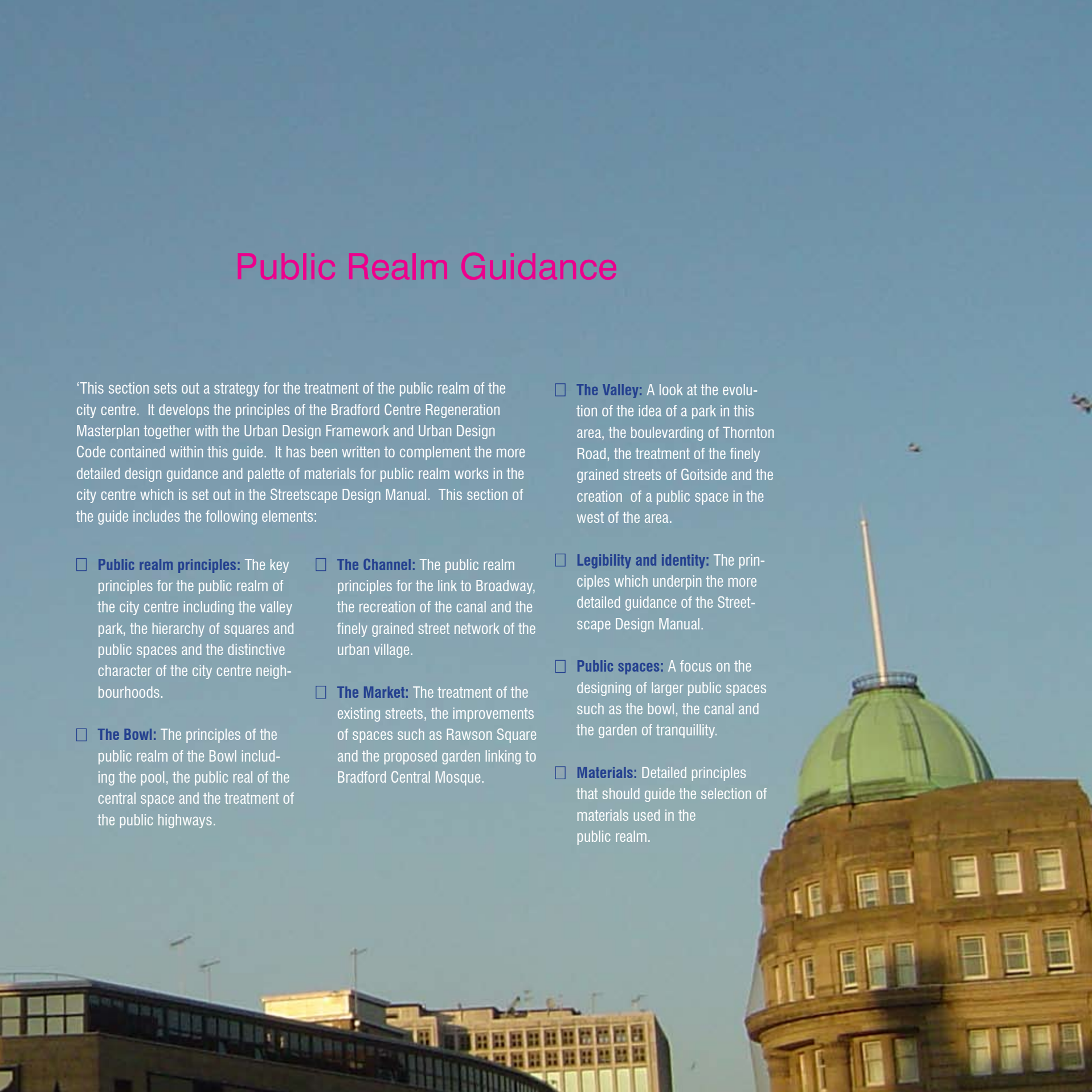




Public Realm Guidance

'This section sets out a strategy for the treatment of the public realm of the city centre. It develops the principles of the Bradford Centre Regeneration Masterplan together with the Urban Design Framework and Urban Design Code contained within this guide. It has been written to complement the more detailed design guidance and palette of materials for public realm works in the city centre which is set out in the Streetscape Design Manual. This section of the guide includes the following elements:

- **Public realm principles:** The key principles for the public realm of the city centre including the valley park, the hierarchy of squares and public spaces and the distinctive character of the city centre neighbourhoods.
- **The Bowl:** The principles of the public realm of the Bowl including the pool, the public realm of the central space and the treatment of the public highways.
- **The Channel:** The public realm principles for the link to Broadway, the recreation of the canal and the finely grained street network of the urban village.
- **The Market:** The treatment of the existing streets, the improvements of spaces such as Rawson Square and the proposed garden linking to Bradford Central Mosque.
- **The Valley:** A look at the evolution of the idea of a park in this area, the boulevarding of Thornton Road, the treatment of the finely grained streets of Goitside and the creation of a public space in the west of the area.
- **Legibility and identity:** The principles which underpin the more detailed guidance of the Streetscape Design Manual.
- **Public spaces:** A focus on the designing of larger public spaces such as the bowl, the canal and the garden of tranquillity.
- **Materials:** Detailed principles that should guide the selection of materials used in the public realm.



Public Realm Principles

At the heart of the Bradford Centre Regeneration Masterplan is a vision for the public realm of the city centre based on its topography and the opportunity for change in the valley bottom, to create an inspirational city landscape. This was based on a continuous linear park along the valley running from the recreated canal in the north through a green roof to the new shopping centre and the *Bowl* around City Hall to a new park starting from the twin towers of the Odeon and running westwards along Thornton Road.

The masterplan responded to the lack of open space in the city centre as identified in the Public Realm section on page 20. However it did more than this by proposing that the public realm of the city centre should become its unique selling point. The main proposals of the masterplan are therefore concerned with public realm improvements. Each of the four neighbourhoods was based around an area of open space and the masterplan

as a whole revolves around the Bowl around City Hall.

However, as we have described, the masterplan was prepared at a time when developer interest in Bradford was weak. Since that time, growing demand to develop in the city centre means that it is not longer viable to create a parkland environment quite as extensive as envisaged in the City Centre Masterplan. This public realm framework is designed to take advantage of these development pressures while retaining the core concepts of the masterplan. This includes the following elements:

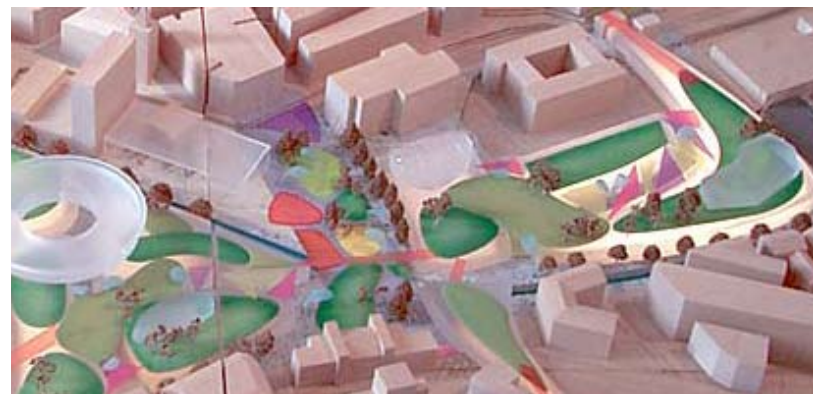
- A New City Centre space / park, *The Bowl*, based around a pool next to City Hall.
- Three significant public open spaces at the heart of each neighbourhood, rather than a continuous park. These include the space along the recreated canal in the *Channel*, a space at

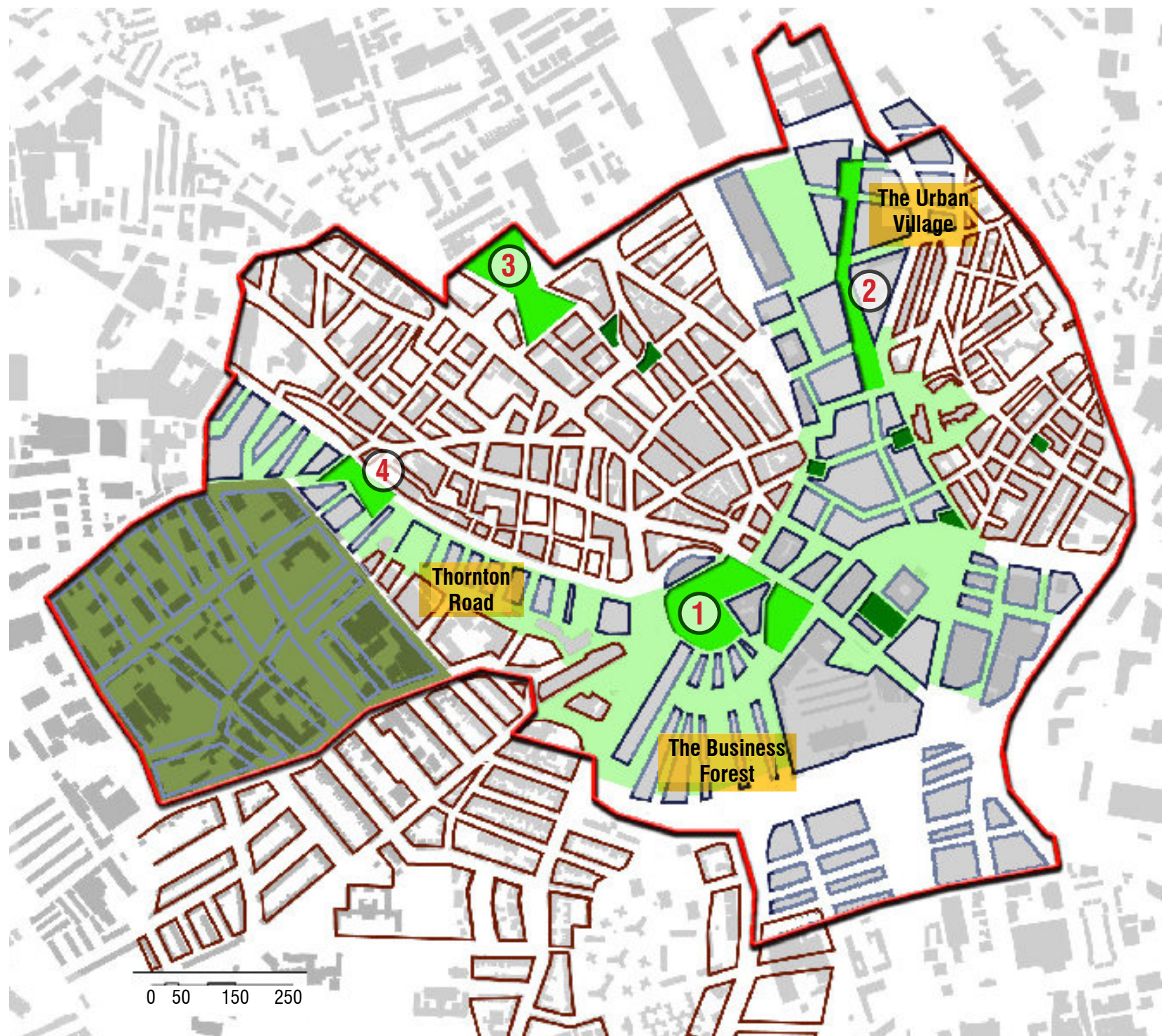
the western end of the *Valley* and the Garden of Tranquillity at the northern end of the *Market*.

- A series of smaller squares and public spaces throughout the city centre.
- A range of character landscapes such as the *Business Forest*, the *Urban Village* and *Thornton Road*, each with a distinctive character based the idea of a parkland running around and through buildings.
- A series of links to improve access and cross-city permeability to overcome the barrier created by the ring road, for example between the education campus and the shopping core.

This framework is designed to turn the Bradford Centre Regeneration Masterplan into a series of achievable projects that respond to changing

market conditions but remain faithful to the original concepts. This section should be read in conjunction with the Neighbourhood Development Frameworks (NDFs) for the four neighbourhoods of The Bowl, The Market, The Valley and The Channel. Each NDF sets out the regeneration priorities for the neighbourhood, including improving the public realm.





Key public spaces:

- 1) The Bowl
- 2) The Channel
- 3) The Garden of Tranquility
- 4) the Valley

■ A sequence of smaller squares and spaces

■ Valley bottom parkland public realm

■ Learning Village

The *Bowl* is at the heart of the Bradford Centre Regeneration Masterplan and is envisaged as a new focal point for the city centre where the open space network and the four neighbourhoods meet. It is envisaged as a major events space for the city and will provide a setting for the major new buildings such as the redevelopment of the Odeon as well as the existing City Hall.

Proposals for the *Bowl* in the masterplan also include the reconfiguration of the Interchange and the development of the Business Forest. These developments frame a major piece of open space between City Hall and the National Media Museum, currently occupied by Courts and Police administration buildings.

The masterplan envisaged downgrading Princes Way and Hall Ings which bound the central space. Subsequent highways investigations have however suggested that this is not possible and the proposals for the area are being amended to accommodate significant traffic volumes on these streets.

The Bowl Neighbourhood Development Framework (NDF) sets out in detail how the vision of the Bradford Centre Masterplan will be achieved in this area, which acts as a centrepiece for the city as a whole. The NDF sets out four priority interventions which

have evolved from the four 'strategic area projects' originally identified in the Masterplan. All four priority interventions relate to the public realm:

- Mirror Pool City Park: a substantial new city park based on a shallow reflective pool. The city park will serve as the new fulcrum for Bradford – hosting a range of events and acting as the natural meeting place within the city.
- The Business Forest: a new central business district for Bradford. The Business Forest Office Park will consist of high quality free-standing office buildings with large, flexible office space set in a natural landscape, all with views overlooking the new city park. Active ground-level frontages will also be a feature of the Business Forest.
- The Interchange: a combination of new commercial development and a radically improved public transport hub for the city centre. The redevelopment should provide a striking arrival experience with direct visual links to the attractions of the Bowl.
- Exchange Square: a new formal square for the city centre. The scheme will house the proposed Exchange Court development and deliver new, high quality, vibrant public space surrounded by a



variety of mixed uses. Exchange Square will set a benchmark for the nature and quality of public realm in Bradford.

Of the 12 other projects identified in the Bowl NDF, the following relate to the public realm:

- The conversion of Channing Way and Norfolk Gardens from roadways to open space associated with the Mirror Pool.
- Making Hall Ings a pedestrian priority 'shared surface' to improve connectivity between the Pool and the Business Forest.
- The modification of key junctions to the inner ring road to enhance pedestrian links and re-direct

traffic flows away from the centre of the Bowl.

- Create boulevard-like environments along Croft Street and Leeds Road through landscaping and formal tree planting.
- Extending the pedestrianised nature of the Broadway development by creating a pedestrian priority 'shared surface' at Bridge Street and Bank Street.



Channel

The *Channel* is where retail, canalside living, water and open space combine along a linear public space at the heart of a new mixed-use quarter linked to the city centre.

The physical obstructions of topography and railway are difficult to overcome, and the cross-city movements in this district are primarily North-South along the valley floor. This is to be emphasised with a new linear public space.

The *Channel* Neighbourhood Development Framework (NDF) sets out in detail how the Bradford Centre Masterplan will be realised in this area, which has the potential to become a unique, vibrant mixed-use quarter. The NDF sets out four priority interventions which have evolved from the four 'strategic area projects' originally identified in the Masterplan. Two of the four priority interventions relate to the public realm:

- **Festival Square:** a high quality hard open space which will act

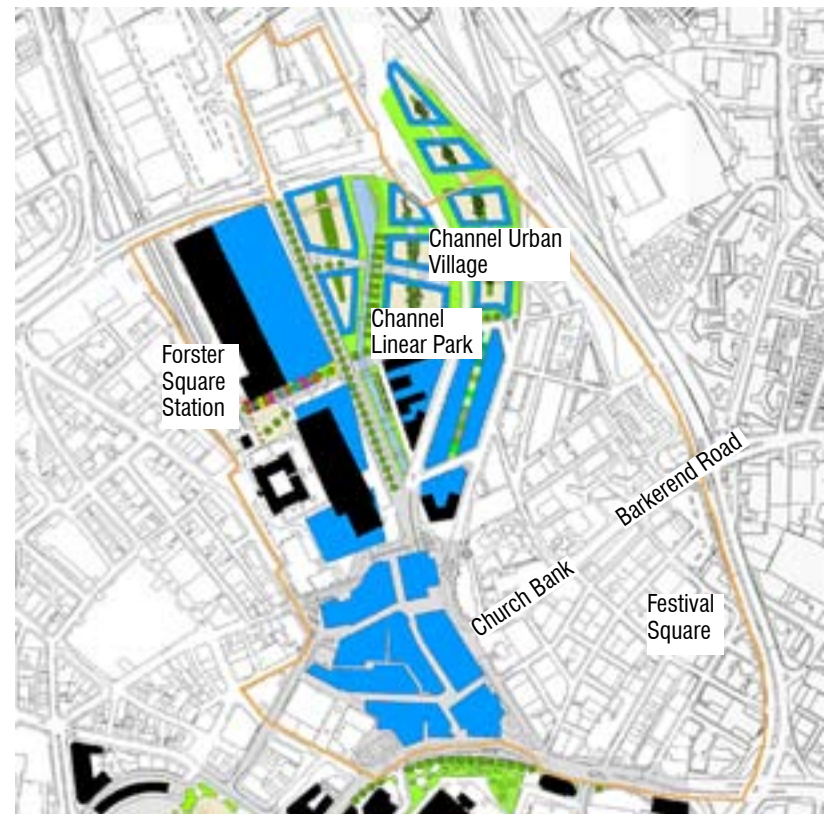


as the natural focal point and meeting point of the Little Germany Urban Village.

- **Channel Urban Village:** an urban village incorporating residential, retail, leisure office and hotel uses centred on a new canal basin at the terminal point of the new Bradford Canal. The Channel Linear Park will also be a key component of the scheme as it will contain water features and form a new, attractive route from the canalside area to the core of the city centre at the *Bowl*.

The *Channel* NDF identifies a further 12 projects which are important for the area's regeneration. Of these, the following relate to the public realm:

- The *Channel* Linear Park will also be a key component of the Channel Urban Village, as it will contain water features and form a new, attractive route from the canalside area to the core of the city centre at the *Bowl*. The



character of the space will change according to context from grass and tree planting to a hard, urban public realm.

- The environmental improvement of Barkerend Road and Church Bank is needed to reflect its envisaged function as a major pedestrian gateway into the city centre. The road will be narrowed



to accommodate wider pavements and tree planting. The improvements would assist the integration of the Cathedral Quarter and Little Germany and enhance the setting of Paper Hall and other sites along the fringes of these areas.

- The enhancement of the public realm of Little Germany in terms of street furniture, lighting and, where appropriate, soft landscaping.



Channel

The *Market* Neighbourhood Development Framework (NDF) sets out in detail how the Bradford Centre Masterplan will be realised in this area, which should be re-invented as a stronger retail centre, drawing in more people from the wider city, district, region, and further afield. The NDF sets out four priority interventions which have evolved from the four 'strategic area projects' originally identified in the Masterplan. Three of the four priority interventions relate to the public realm:

- **Northgate Footbridge:** a cycle and footbridge over Drewton Road between Manningham Lane and Westgate. The design of the bridge would be determined by a design competition. The bridge would improve access between Manningham and the city centre and be a landmark in the public realm.
- **Rawson Square:** the revitalisation of the public space in Rawson

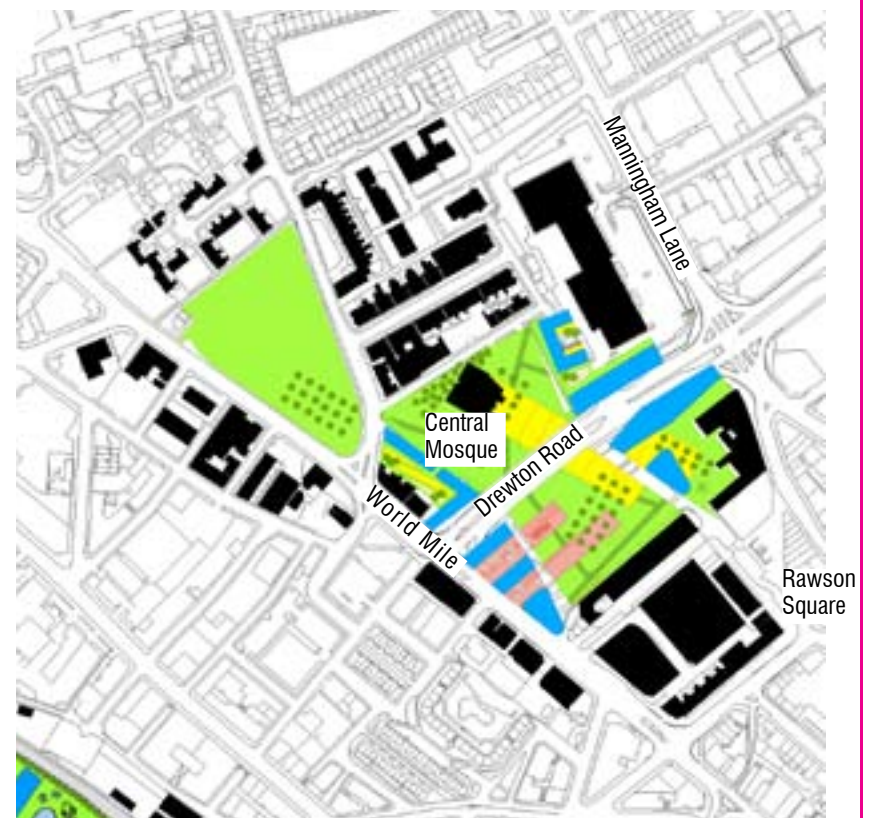


Square in tandem with the promotion of the existing important buildings which overlook the Square. The works to the public realm will involve the widening of the pavements, tree planting and the reconfiguration of the roads in the Rawson Square area.

- **World Mile:** a new specialist and culturally focussed shopping and leisure destination running from Ivegate to White Abbey Road. The area will have a distinctive public realm and gateways, with wider pavements, tree planting and distinct street signs.

The *Market* NDF also identifies a further 12 interventions which are important for the re-invention of the Market neighbourhood. Of these 12, the following have implications for the public realm:

- Improvements to highways in the city centre resulting from the planned extension of the inner ring



road between Drewton Road and Thornton Road. The improvements should create new pedestrian gateways to the city centre, particularly at Westgate, and introduce pedestrian and bus-friendly traffic management.

- Improving the quality of the car parking provision in the city centre, and ensuring that the main car parks are easily and logically accessible from both the areas where people shop, and the main access routes into the city centre.
- The creation of a 'public transport box', with Market Street and John Street functioning as bus corridors, while locations such as Cheapside and Westgate function as new 'mini interchanges' which

act as convenient and attractive entrance points to the city centre. There is also potential for the introduction of a streetcar concept to make it easier to travel across the city centre itself.

- Public realm improvements to the public realm of Darley Street and Kirkgate to improve the visitor experience when entering the city centre on foot from the Kirkgate car park.
- New public art at Westgate / Ivegate to act as a focal and meeting point which doubles as a gateway at the southern end of the World Mile.



The *Valley* runs westwards out of the city centre behind the Odeon site. The valley bottom currently has a very fractured townscape and the Bradford regeneration Masterplan proposed that it be turned into a park running between the retained towers of the Odeon to an *Orchard* and *Wetland* on the former gasworks site to the west.

The sides of the valley to the north are characterised by a dramatic townscape of warehouses, narrow streets and courtyards which are part of the Goitside Conservation area.

To the south, the valley sides are generally undeveloped and rise to the education campus that looms over the area. This cuts the education campus off from the *Market*, making the university feel more like a campus university than a city centre institution. This means that the city centre misses out on some of the vitality that the university and college could bring. This was addressed in the Bradford Centre Regeneration Masterplan by a new bridge.

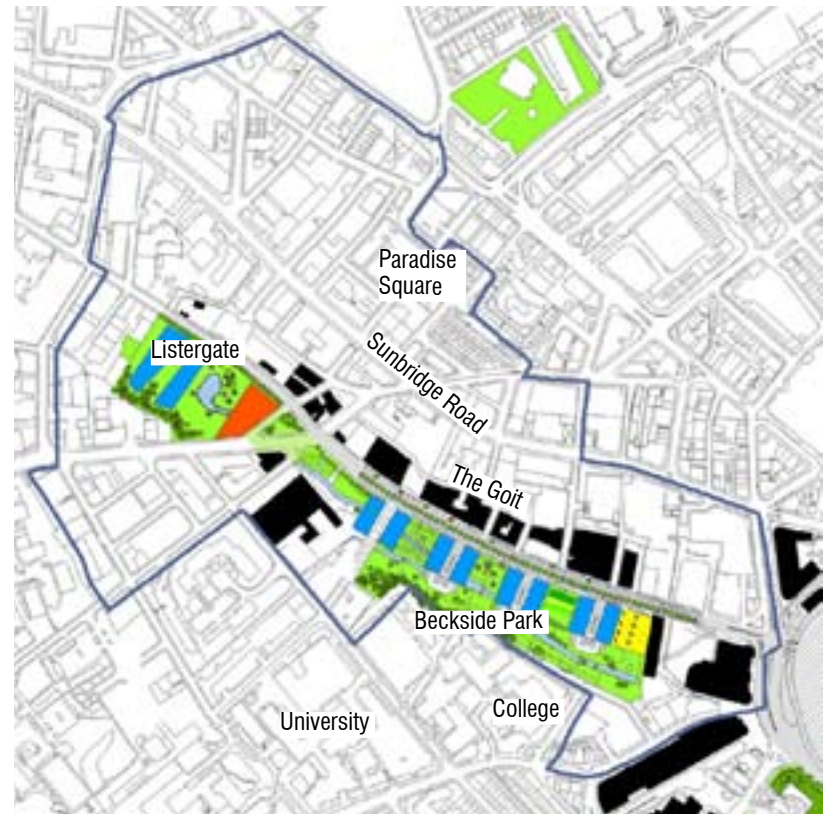
The completion of new student housing blocks on Thornton Road, the redevelopment of the Beehive Mill site and the owner's decision to seek to redevelop the Odeon site have all made the practicality of creating a park along Thornton Road questionable. This is recognised in the Valley Neighbourhood Development Framework (NDF) which explores new ways of redeveloping the valley floor. The NDF identi-

fies four 'priority interventions' which are seen as crucial to the re-invention of the Valley, of which two relate to the public realm :

- **Beckside Park:** a contemporary public open space creating links between the University and College campuses with the wider Valley neighbourhood.
- **Sunbridge Road:** the transformation of the environment of Sunbridge Road so that it becomes a high street uniting the city centre with the Goitside Urban Village and a proposed creative quarter within the Goitside. Traffic will be controlled by the narrowing of the carriageway and speed tables, whilst the pavements will be enlivened by tree planting, public art and active street frontages.

Of the 12 other projects identified in the *Valley NDF*, the following relate to the public realm:

- **Orchard Square:** a new public space at the junction of Thornton Road with Paradise Street and Listerhills Road. The space would act as a gateway feature to the city centre as well as a focus for the new development envisaged around this junction.
- **Goitside Courtyards:** the transformation of the right of way running the course of the covered goit from a back alley-like space to a fascinating pedestrian route

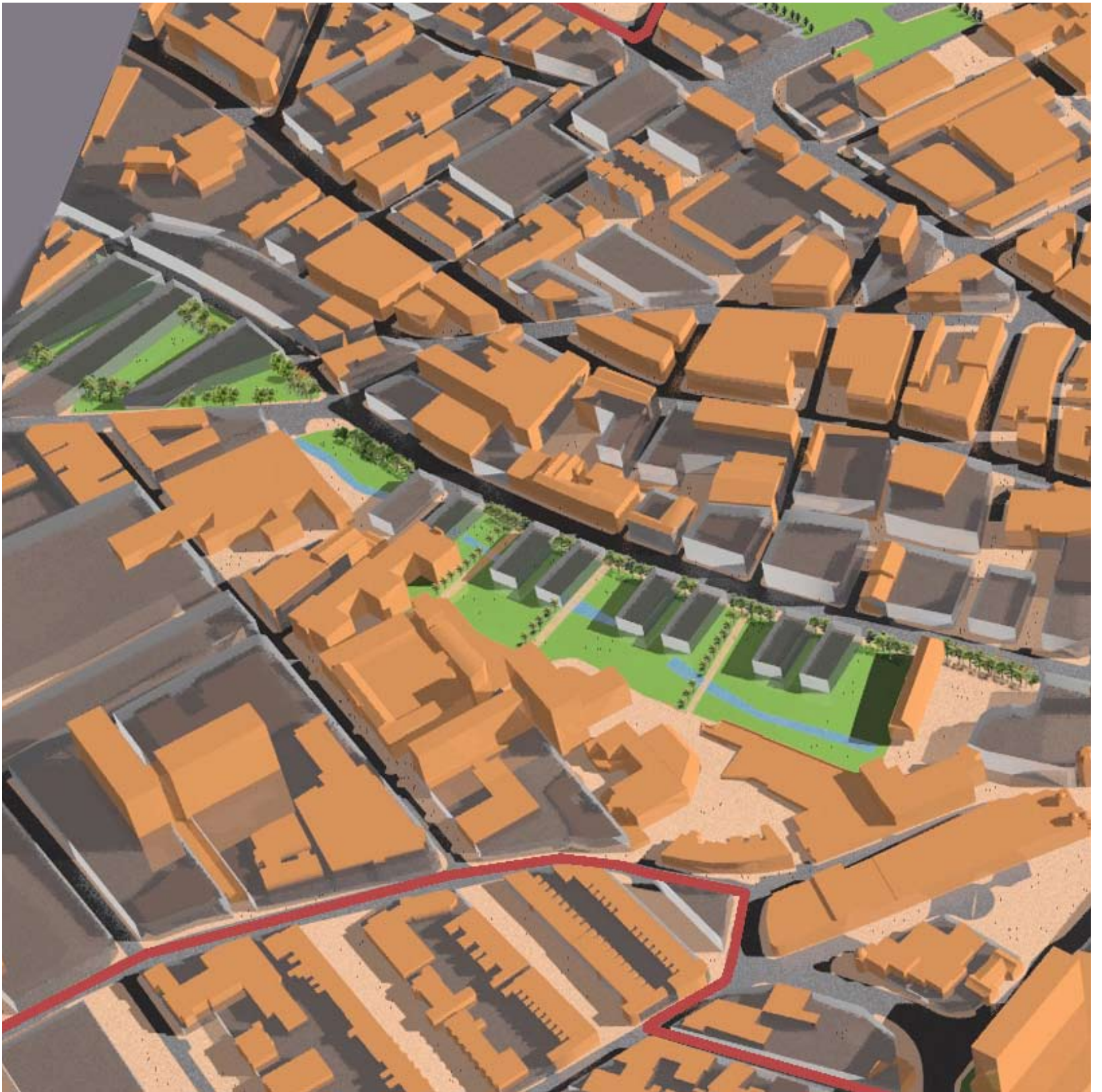


through the Goitside. The footpath would link a number of squares which already exist in terms of form, but at present are unused and very much in need of environmental improvement.

- **Urban Village Greens:** The upgrading of the existing green open spaces at Chain Street, Longcroft Place and Westend Street, coupled with the creation of a new public space called Paradise Square. The square would be a green enclave serving the surrounding streets, which themselves will be treated as home zones.
- **Thornton Road:** the redevelopment of Thornton Road as a boulevard with wide pavements and a broad central reservation which doubles

as a pedestrian spine.

- **Paradise Street:** the creation of a new section of the inner city ring road, linking Drewton Road with Thornton Road. The NDF provides three different options for the route of this road, which would be treated as a dual carriageway which is more engineered than Thornton Road.
- **Cross Valley Routes:** The impracticality of building a bridge linking the learning campuses with the Market as envisaged in the Masterplan means that pedestrian friendly routes running north-south through the Valley must be established. These routes would also enhance the vitality of the Goitside itself.



Legibility and Identity

Bradford's urban form, orientated around City Hall in its valley setting, ought to make it easy for newcomers to find their way around. In reality the fragmented character of the city centre, the lack of views between parts of the city centre and the disruptive effect of the ring roads makes it difficult to find your way around as a newcomer to the city centre.

The public realm proposals set out in the previous sections will make the city centre better connected both visually and physically so making it more 'legible' (easy to understand and fine your way around). This will be helped by the development of a series of landmark or 'Star' buildings as described on pages 32 and 33.

The design of this new public realm must create a sense of coherence and unity across the city centre to overcome its fragmented character. This should be achieved in two ways:

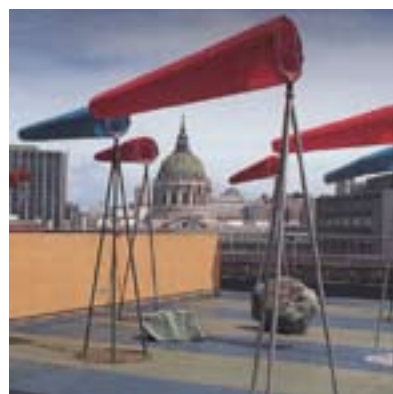
- A continuous network of public spaces through the valley bottom to create the feel of a parkland landscape
- The use of a limited but distinctive palette of materials, furniture and tree planting in the urban framework.
- A consistent approach to open spaces including active public squares, courtyards and parks. These should have common characteristics and features be they, for example in Goitside or the *Channel* urban village.
- An over arching strategy for the commissioning of public art throughout the city centre. This should be curated to create distinctive works but which work harmoniously across the city centre.
- Coordinated signage and 'here-you-are' maps across the city centre with a common colour scheme, materials and graphic identity such as those developed in the 'Legible Bristol' project.
- Cross-city trails and routes, with appropriate markers, can create better connections between parts of a city, improving a sense of identity.

The public realm framework must also acknowledge and be responsive to the variations in character in each of the city centre neighbourhoods. The design of the public realm must be appropriate for the conservation areas with their strong Victorian heritage as well as the emerging contemporary character of the Channel, Bowl and Valley and yet maintain a consistency of approach. This should be achieved by :

- A consistent approach to the design of the street hierarchy described on pages 36 and 37.

These proposals should create a public realm that is unique to Bradford. That uses quality materials in a simple, uncluttered, contemporary manner that is appropriate to new areas and historic neighbourhoods. The details of this approach will be developed as a city centre public realm handbook.





Public Realm Design: Parks

A key part of the Bradford Centre Regeneration Masterplan is the creation of a significant space; the *Bowl* in the heart of the city. These spaces are very different to public squares. Where as squares should concentrate activity and be lively animated places, successful parks should satisfy a desire to find peace and tranquillity within the city. This needs to be balanced with a need to accommodate sometimes large numbers of people and to maintain a connection with the surrounding city.

The park and open spaces should be clearly positioned within the spatial hierarchy of spaces described in the last section. The park perimeter should be clearly defined by a wall of buildings to enclose the space and to differentiate the park from surrounding streets.

The park should ideally be made up of a sequence of spaces, each leading to the next. Successful park design depends upon achieving this sequence of spaces while maintaining views across the park and to the surrounding area to avoid the feeling of isolation and danger. Distant features beyond the park can be used to provide orientation and identity while local features such as shelters,

play areas and artwork provide local features and views. This structure should be reinforced by the careful planting of tree lines to create an edge to the park, frame views and mark routes. The design of parks should be based on a series of scales based on types of human interaction:

- Primary spaces should be no more than 100m wide (the distance at which recognition of individuals is possible), although they can be considerably longer. They should offer a variety of potential uses by avoiding a fixed configuration where possible.
- Communal public spaces should be approximately 35m in extent (the distance a performer can interact with a crowd), and should be linked to and overlooked by adjacent buildings.
- Intimate spaces for small groups and individuals should range from 8 - 6m but must be visually connected to the larger primary spaces, or the park perimeter.

The active use of the park spaces should be encouraged by defining

areas for active uses such as cafes and performance. Routes through the park should offer choice. Primary footpath routes should connect the urban areas surrounding the park, making the park a convenient and busy short cut. These routes should be well-lit, and avoid dark corners. Secondary routes may meander through the open spaces, but should always connect directly either with the primary routes or the park perimeter.

The edge of the park should be bounded by streets and perimeter buildings should be orientated to overlook the park to maximise passive surveillance. Intimate garden spaces should be located at the perimeter so that they are overlooked.

Park users should be encouraged to extend their use of the park through the provision of sheltered sitting spaces which must be visually connected to the primary park spaces.

As many existing trees as possible should be retained and incorporated

into the park and open space network. Sustainable Urban Drainage (SUDS) principles should be applied to the treatment of open areas. Paving, trees and furniture should be considered in relation to robust management processes, and lengthy lifespans.

Park implementation should be phased to achieve early establishment of a robust spatial framework, incorporating primary routes, park infrastructure, sports areas and perimeter definition, followed in later stages by more ephemeral garden, playspaces, artworks and structures.



Public Realm Design: Parks

The definition of zones of *Repair* and *Reinvention* in the city centre (see pages 28 and 29) should underpin the principles for the selection of materials for paving, street furniture and soft landscape areas.

The careful application of a palette of materials within the public realm can reinforce a sense of continuity and coherence within the city centre as a whole. At the same time it should allow local distinctiveness and identity to emerge to make places of special character. The Yorkstone which is characteristic of much of the zone of *Repair* in Bradford provides a consistent and unifying backdrop to much of the public realm, but is capable, through various bonding, laying, texture and surface finishes, of expressing both civic grandeur and courtyard intimacy. It is expected that the use of these versatile and characteristic materials, including stone, steel, glass and slate, will continue to strengthen the identity of areas within the Zones of Repair.



In the zones of *Reinvention*, this basic palette of materials should inform the primary public realm framework, where the roads and surfaces which cross the new spaces envisaged in the masterplan form a connecting network. Within this matrix, the introduction of new public realm types into the city centre, such as boulevard, forest, lake and park, will transform perceptions of the city centre. These spaces are new, and it is therefore appropriate to consider a more informal, broader range of contemporary materials, as indicated in the masterplan visualisations.

Paving Materials

The selection of paving materials should consider:

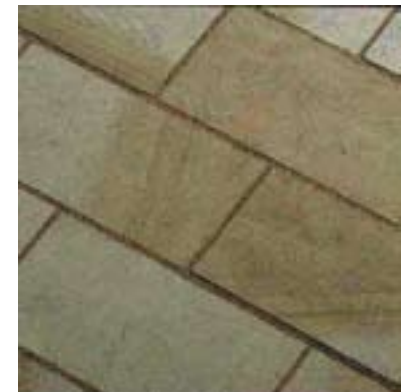
- Ways to maximise sustainability, for example through the use of materials from sustainable and recycled sources, which minimise energy use, as well as porous paving and Sustainable Urban Drainage Systems (SUDS)



- Materials with a long working life, such as natural stone.
- Materials which can be easily replaced, such as locally sourced or quarried materials, or are available ex-stock.
- Materials which can be formed to perform well over a long period, including skid, graffiti and chemical resistance, and in a variety of loading situations.
- Materials which are easy to maintain and manage by a variety of agencies, including local highways and private management companies.

Street Furniture and Public Art

Street furniture and public art will make a fundamental contribution to the creation of the interactive public realm envisaged in the masterplan. By providing comfortable places for standing and sitting, people are encouraged to linger, watching and chatting and engaging in social interaction. Consideration should be given to the careful placement of benches and seats in sheltered, sunny places, but which are closely connected to passing activity. Furniture which is fixed, robust and longlasting is normal, but consideration should be given to removable elements which allow flexible use of streets for events such as the Mela. Street furniture comprising lighting, street furniture and signage should be carefully coordinated to avoid unnecessary cluttering of the public realm, and in relation to movement of vehicles, cyclists and differently-abled pedestrians.





Lighting

Lighting supports street activity into evening time, and extends external activity beyond the summer months into spring, autumn and even winter. Contemporary lighting fittings and columns are available which are sympathetic to a range of different urban conditions.

- Lighting fittings should be chosen which are robust and conform to Bradford City Council's "General specification for lighting on Adoptable Highways, Footways and Footpaths" and BS 5489 PART 3
- Lighting fittings should provide a safe and pleasant night-time environment without polluting the night sky. Feature lighting should highlight buildings, frontages, structures and public realm elements.

Street Trees

Street trees are known to make an important contribution to the creation of comfortable places within the public realm. The characteristic shape and form of tree species already support the identity of districts and quarters within the city, and this should be enhanced, particularly in the Zones of Repair, extending into the Markets area. In broader public realm areas of the Zones of Reinvention, and in particular the spaces envisaged in the Masterplan along the Valley, the Bowl and the Channel, trees should be chosen for their contribution to the urban framework. Here, consistent tree forms which signify boulevards and avenues can be contrasted with more open sculptural forms associated with watercourses, forests and ornamental gardens.

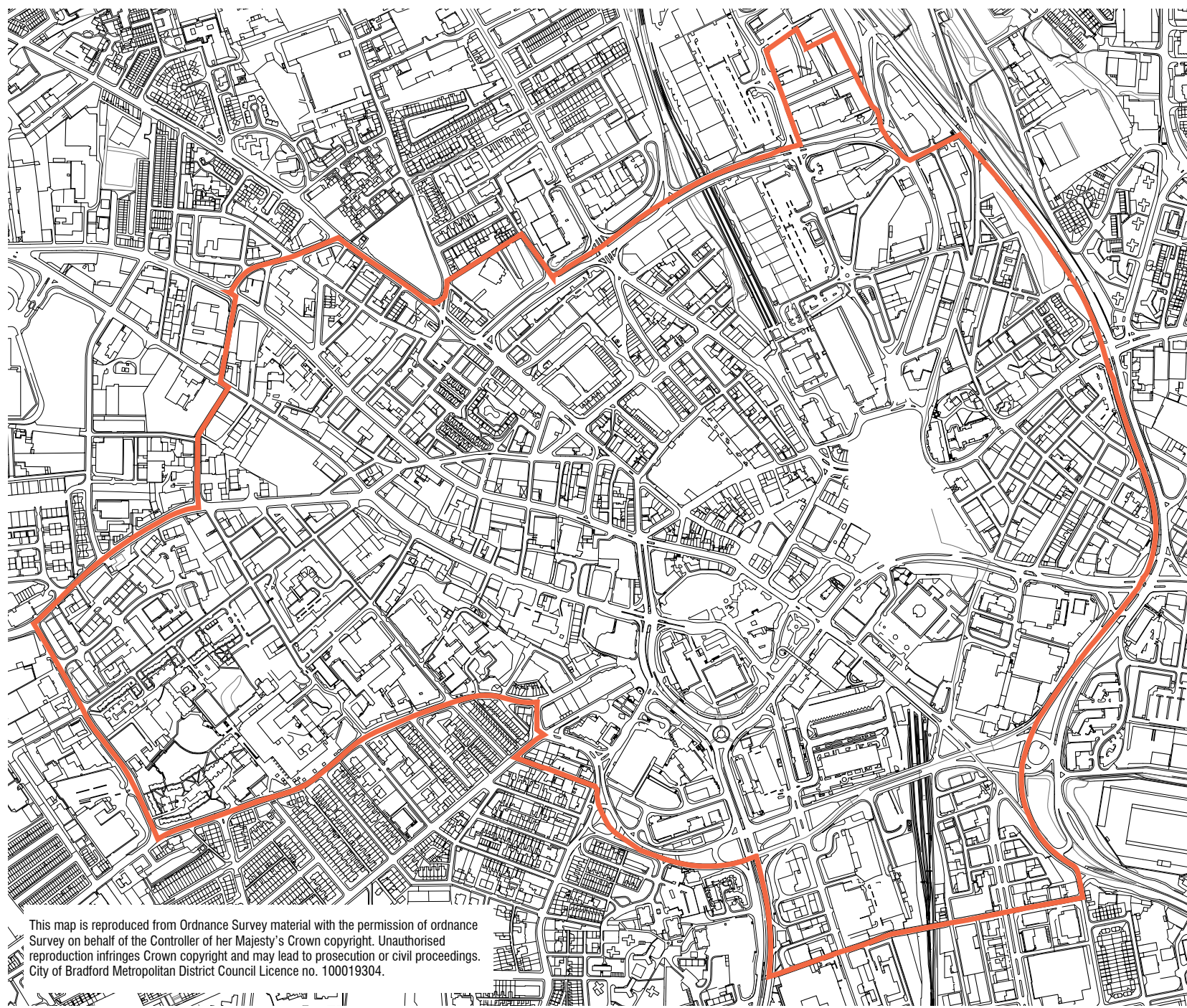




Appendix 1

The guidance contained within this Design Guide is applicable to all buildings, streets and spaces within the Bradford Centre Regeneration Area. The Design Guide will be a material consideration when determining all planning applications within this boundary.

Boundary of Bradford Centre Regeneration Area



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Unitary Development Plan Policies linked to this Design Guide

This Design Guide will function as a Supplementary Planning Document (SPD) linked to 28 Saved Policies of the replacement Unitary Development Plan (rUDP).

In time, the rUDP will be replaced by the Local Development Framework (LDF). This Guide provides and elaboration of rUDP and forthcoming LDF policies which concern design in Bradford City Centre. When determining planning applications the Council will treat this Guide as a material consideration to the adopted rUDP or LDF. Therefore developers must show that they have applied the principles and guidance contained in this guide and conform to the respective rUDP or LDF policies.

The Design Guide provides further guidance and information which will help the Council, as the local planning authority, implement the following rUDP policies in Bradford City Centre:

UDP1

The location of development to meet the needs of the district will be made by:

- (1) focussing on urban areas
- (2) encouraging the most effective use of brownfield sites and buildings
- (3) concentrating development in areas with good public transport links
- (4) concentrating development in areas with proximity to essential and wider facilities and services
- (5) phasing the release of land for housing development

UDP3

New development will need to ensure that the quality of the built and natural environment is maintained and where practical improved. In particular development should:

- (1) promote sustainable design and enshrine the principles of good urban design
- (2) maintain or enhance heritage assets, environmental resources and biodiversity
- (3) maintain or enhance the character or quality of the environment

H7

On planning applications for residential development planning permission will only be granted if a density of 30 to 50 dwellings per hectare net at least is proposed, except within the city and town centres and in good quality public transport corridors, where planning permission will only be granted if a minimum density of 50 dwellings per hectare net is proposed.

H8

Subject to other housing policies and other relevant policies elsewhere in the plan, the Council will refuse planning permission where it is satisfied that the site is capable of accommodating a greater density of development than that proposed, in accordance with Policy H7.

CT1

Land and buildings within the city and town centres and the defined expansion areas should be developed in accordance with the area policy statements for each centre as set out in the proposal reports.

CT2

Proposals for the use of vacant or underused upper floors of buildings within the central shopping areas of the city and town centres will be permitted provided they do not adversely affect the appearance and retail function of the central shopping areas.

CT3

The reuse or redevelopment of property for residential purposes in the city and town centres will be permitted provided the ground floor of the development remains available for retail, leisure, or other service uses appropriate to the function of the centre if the ground floor of the property is currently used or was last used for these purposes.

CT4

Developments within the central shopping areas should safeguard existing arcades and canopies over adjoining footway and/or incorporate new ones where this can be achieved without seriously detracting from the appearance of the development or the wider streetscape.

CT6

Proposals which would have a significant adverse effect on the amenity of people who use the city or the town centres will not be permitted.

TM8

The Council will require the provision, where appropriate, of new pedestrian and cycle links through development sites and open spaces, especially where these will provide links to existing routes.

TM9

Developments that will adversely affect existing footpaths, bridleways, rights of way or cycle routes, will not be permitted, unless an acceptable alternative route is made available.

TM11

In determining planning applications for private non-residential developments including changes of use the Council will:

- (1) seek a lower level of parking in locations with good accessibility (such as city and town centres and public transport nodes) than that set in the Council's adopted standards (set out in Appendix C of this Plan); except for retail and leisure developments in town centres and edge of centre sites where additional parking above maximum will be permitted provided that this will be made available for general short stay public parking
- (2) only consider allowing provision up to the full standard where the developer can demonstrate a need

for parking to that level; and
(3) only consider allowing provision above the standard where the developer can demonstrate that a higher level of parking is needed and has taken other measures to minimise the need for parking.

TM12

In determining planning applications for residential developments the Council will require provision of parking in accordance with the Council's adopted standards, as set out in Appendix C.

Lower standards apply for developments of affordable housing and for units located in the city and town centres with very good levels of public transport accessibility.

Car free housing developments will be encouraged in areas of very good public transport accessibility.

D1

All development proposals should make a positive contribution to the environment and quality of life through high quality design, layout and landscaping. In particular they should:

- (1) be well related to the existing character of the locality in terms of design, scale, massing, height and materials;
- (2) provide a quality setting for the development;
- (3) retain, and where appropriate enhance, important ecological and landscape features;
- (4) not intrude on prominent skylines;

- (5) relate to the existing natural and built features, landmarks or views that contribute to the area;
- (6) incorporate adequate design arrangements for servicing, waste handling, recycling and storage;
- (7) allow for flexibility to adapt to meet changing needs and circumstances and provide access for those with physical disabilities;
- (8) not harm the amenity of prospective and existing users and residents

Good contemporary design which is sympathetic or complementary to its setting will be welcomed.

D2

Proposals should maximise opportunities to conserve energy and water resources through the layout and design of development. In considering planning applications the Council will encourage where appropriate:

- (1) the use of solar energy, passive solar gain and heat recycling (such as combined heat & power); and
- (2) layouts which reduce windchill and maximise the efficient use of natural light
- (3) the use of rain water and grey water recycling and sustainable drainage systems

D4

Development proposals should be designed to ensure a safe and secure environment and reduce the opportunities for crime

D5

Development proposals should be designed so that important existing and new landscape features are incorporated as an integral part of the proposal. In particular proposals should:

- (1) conserve and integrate existing natural features
- (2) use new landscape features such as planting, shelter belts, green wedges, and green corridors to integrate development with the wider landscape
- (3) integrate new and existing development at the boundaries through the continuity of landscape
- (4) create areas of habitat value from additional planting rather than purely decorative planting

Where appropriate developers will be required to make arrangements for adequate maintenance of any new provision.

D6

Development proposals including environmental improvements, highway improvements and traffic management schemes should incorporate appropriate facilities to meet the needs of pedestrians and people with special needs. In particular the design of development proposals should take into account the following:

- (1) Pedestrian links should have priority over other links including those for cycles and cars as appropriate to the development;

- (2) The layout of development so that car parks do not deter pedestrian access and use;
- (3) The provision of adequate and safe pedestrian facilities within the development and safe access onto existing pedestrian links and network of routes;
- (4) Ensuring existing pedestrian links are not severed nor their safety or amenity harmed unless suitable alternative provisions are provided by the developer.

D8

The provision of public art will be encouraged at the outset of major development schemes as a contribution to the Council's Percent for Art policy.

D9

Development proposals within or which would affect the appearance of Bradford city centre or the town centres of Bingley, Ilkley, Keighley and Shipley should satisfy all the following criteria:

- (1) in terms of architectural design, development should respond to the urban character, reinforcing local distinctiveness, but also taking the opportunity to create innovative design solutions based on an understanding of the urban context;
- (2) not detract from the setting of important buildings or landmarks;
- (3) respond to contextual features including topography, site boundaries, pedestrian routes, nodes, views and other features.
- (4) Retain and where appropriate

create public urban spaces which enhance the city's and town centres' character in terms of variety and diversity of experience creating linkages between spaces and complementing existing path and circulation networks.

- (5) Provide high quality landscaping where appropriate with adequate maintenance provision.

D11

On corridors defined as 'Gateway Roads' on the proposals maps development alongside or highly visible from these corridors should be of the highest possible standard in design, material, landscaping and boundary treatment.

D12

Planning permission will be granted for tall buildings where they signal the location of an intersection of the Bradford Outer Ring Road and a primary radial road, the city centre, the Thornton Road Corridor and the Staygate area subject to the following criteria:

- (1) the protection of key views and vistas as may be defined
- (2) be in keeping with and do not detract from or damage important heritage assets
- (3) not create unacceptable overshadowing of adjoining property through loss of daylight or sunlight
- (4) be shown not to create unacceptable local environmental conditions including wind turbulence
- (5) be of an appropriate function for

the locality

- (6) be of high quality design
- (7) where the construction of a lower building would be incongruous
- (8) be located where there is good public transport provision and where other non-car modes could be encouraged
- (9) the building should relate to their context including both topography and built form, and effect on the skyline.

D14

Proposals which consist of or include new external lighting will be required to ensure that the scheme is the minimum required to undertake the task and minimises light pollution from glare and spillage. In particular the design of the external lighting should ensure:

- (1) Lights are angled downwards to illuminate target areas, not upwards; and,
- (2) Where there is no alternative to up-lighting, shields and baffles are used to minimise light spillage;
- (3) Where areas of ground are to be illuminated, the equipment is designed so that it will minimise the spread of light above the horizontal, and restrict the spread of illumination to within the boundary of the site.

Proposals which would adversely affect dwellings, sites of nature conservation importance and rural areas in which dark skies are an important part of the nocturnal landscape, will not be permitted.

BH4A

The alteration, extension or substantial demolition of listed buildings will only be permitted if it can be demonstrated that the proposal:

- (1) would not have any adverse effect upon the special architectural or historic interest of the building or its setting
- (2) is appropriate in terms of design, scale, detailing and materials
- (3) would minimise the loss of historic fabric from the building

BH7

Development within or which would affect the setting of conservation areas will be expected to be of the highest standards of design and to preserve or enhance the character or appearance of the conservation area.

BH8

Within conservation areas proposals affecting existing shopfronts or proposals for new shopfronts must demonstrate a high standard of design and be sympathetic in scale, style and detail to the original building. Proposed external shutters, sun blinds and canopies must be sympathetic in style, colour, and materials to the buildings to which they are attached and their architectural style. Blinds will not be permitted on buildings without a shopfront or fascia.

BH11

Proposals maintaining traditional townscape within designated conservation areas will be favoured and consideration given to relaxing approved policies and standards if by

doing so features of particular townscape merit under threat in the conservation area can be retained.

New developments seeking to integrate into an existing built form will be encouraged by relaxing approved policies and standards.

BH12

Changes to the public realm within conservation areas must demonstrate that:

- (1) the design, materials and layout of traffic management and parking areas minimise the adverse visual impact which may arise from such development.
- (2) New and replacement street furniture is of an appropriate design and materials that preserve or enhance the character of the surrounding street scene.
- (3) Proposals for the introduction of public art will preserve or enhance the character or appearance of the conservation area. In certain conservation areas the introduction of public art and street furniture will be encouraged.

Related Documents

Key Documents

Replacement Unitary Development Plan for the Bradford District (October 2005)

City of Bradford Metropolitan District Council

Can be downloaded from: www.bradford.gov.uk/udp

Bradford Centre Regeneration Masterplan (2003)

Alsop Architects on behalf of Bradford Centre Regeneration

Related Masterplan Documents

The Bowl Neighbourhood Development Framework: Draft for Public Comment (2006)

SMC Alsop on behalf of Bradford Centre Regeneration and City of Bradford Metropolitan District Council
Can be downloaded from: www.bradford.gov.uk/environment/land_and_premises/planning/the_bowl_ndf.htm

Channel Neighbourhood Development Framework: Draft for Public Comment (2006)

Arup on behalf of Bradford Centre Regeneration and City of Bradford Metropolitan District Council
Can be downloaded from: www.bradford.gov.uk/environment/land_and_premises/planning/channel_ndf.htm

Market Neighbourhood Development Framework: Draft for Public Comment (2006)

Arup on behalf of Bradford Centre Regeneration and City of Bradford Metropolitan District Council
Can be downloaded from: www.bradford.gov.uk/environment/land_and_premises/planning/market_ndf.htm

Valley Neighbourhood Development Framework: Draft for Public Comment (2006)

URBED on behalf of Bradford Centre Regeneration and City of Bradford Metropolitan District Council
Can be downloaded from: www.bradford.gov.uk/environment/land_and_premises/planning/the_valley_ndf.htm

Draft Bradford City Centre Streetscape Design Manual (July 2006)

Landscape Projects on behalf of Bradford Centre Regeneration and City of Bradford Metropolitan District Council

Other Supplementary Planning Documents (SPDs)

Sustainable Design Guide (November 2006)

Can be downloaded from: www.bradford.gov.uk/sustainabledesign

Shopfront Design Guide: Draft for Public Consultation

Can be downloaded from: www.bradford.gov.uk/shopfrontdesign

Planning for Crime Prevention: Draft for Public Consultation

Can be downloaded from: www.bradford.gov.uk/pfcp

Planning Obligations: Draft for Public Consultation

Contacts

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Web: www.bradfordurc.com

City of Bradford Metropolitan District Council

Plans and Performance Service
8th Floor, Jacob's Well
Manchester Road, Bradford
BD1 5RW
Tel: 01274 437495
Fax: 01274 433767
E-mail: conservation@bradford.gov.uk
Web: www.bradford.gov.uk/bccdg

Bradford Council Contacts

Local Development Framework / Unitary Development Plan

Telephone: (01274) 433679
Fax: (01274) 434606
Web: www.bradford.gov.uk/ldf or
www.bradford.gov.uk/udp

Development Control

The Development Control service processes planning applications and provides advice on planning matters.
Tel: (01274) 434605
Fax: (01274) 722840
Email: planning.enquires@bradford.gov.uk

Design and Conservation

The Design and Conservation Team advises on matters relating to urban design, Listed Buildings and Conservation Areas.
Telephone: (01274) 437495
Fax: (01274) 433767
Email: conservation@bradford.gov.uk
Web: www.bradford.gov.uk/conservation

Traffic and Highways

Tel: 01274 437621
Fax: 02174 391082
Web: http://www.bradford.gov.uk/transport_and_infrastructure/roads_and_highways/

Building Control

Building Control can provide you with all you want to know about buildings, building work, safe environments and how to organize public events safely.
Tel: (01274) 433807
Fax: (01274) 722840

Active Frontage: This refers to ground floors with windows and doors onto the street which create interest and activity. This normally means shopfronts but can include atriums and foyers.

Atrium: A circulation space, normally in the centre of an office building. This is often a high space with a glass roof that is the reception space for the building and the vertical circulation

Building line: The primary front face of buildings along a street. Where all of the buildings share a common building line (which can be curved) there is continuous enclosure along the street.

City Centre Masterplan: The masterplan undertaken for the Bradford Regeneration Company by Alsop Architects published in 2003

Density: A measure of the amount of housing in a particular area (acre or a hectare). The simplest measure of density is the number of residential units per hectare which ranges for 30u/ha in a suburban area to 200u/ha or more in a city centre. Density can also be measured using habitable

rooms or bed spaces which takes account of the type of units.

Double loaded apartments: This refers to apartments arranged off either side of a central corridor. It means that each flat only has windows on one side.

Elevation: The front, back or side face of a building.

Enclosure ratio: A measure of the shape of a street expressed as a ratio in which the first number relates to the height of the buildings and the second to the width of the street. A street with an enclosure ratio of 1:2 is therefore twice as wide as the height of the buildings.

Eyes of the street: Refers to views out of building that provide surveillance of public areas.

Façade: The front wall of a building.

Frontage: Similar to facade - the front face of a building where it has its main door windows.

Grain: The complexity and coarseness of an urban area. Fine grained



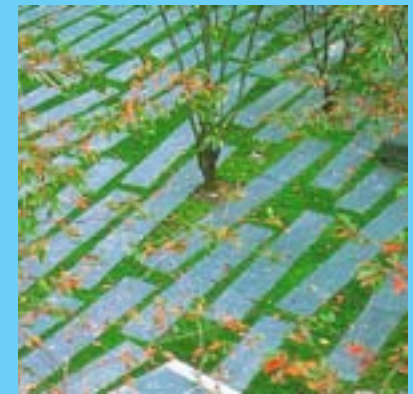
areas have a large number of different buildings and closely spaced streets. Course grained areas have large blocks and building and little architectural variety

High Street: Traditionally a high street is a road through the heart of an urban area that carries all of the through traffic and is also where the greatest number and most important shops are sited together with civic functions. These streets would once have been the 'shopfront' of the town or city. Now bypasses often mean that they no longer carry traffic but they do still tend to be the focus for the shopping area.

Identity: The memorability or sense of place on an urban area. An area with identity is recognisable and has a distinctive character created by the size, shape or design of the buildings.

Massing: The size and height of a building.

Neighbourhood Development Framework (NDF): The studies commissioned by Bradford Council and Bradford Centre Regeneration to develop strategies for each part of the



City Centre Masterplan.

Perimeter Block: See urban block

Permeability: The ease with which people can move around an urban area. A permeable neighbourhood has plenty of streets and it is possible to move through the area by a variety of routes.

Plot Ratio: A measure of density for non-residential used. This is expressed as a ratio in which the first number relates to the floor area of the building and the second to the area of the site. A 2:1 ratio therefore denotes a building that has two times the floor area of the site. This could be a two storey building covering the entire site or a four storey building covering half of the site.

Privacy Distance: The distance between the habitable windows of a dwelling necessary to ensure privacy. This is normally 20-23m but can be reduced to 15m in city centres. Where a dwelling has a front on a back the privacy distance relates to the back. On double-loaded flats (see above) it relates to the front.



Public Realm: The public spaces of an urban area. This includes streets, squares and parks where people are free to walk. It does not include private gardens or courtyards or shopping malls.

Siting: The positioning of a building on the ground.

Star Building: This relates to a building that is special by virtue of its role. Traditionally this would include churches, town halls and other public institutions. These buildings should be commissioned by public competition but are not subject to the same rules as other buildings.

Street Hierarchy: The relative importance of different streets. This traditionally includes high streets that carry most through traffic and have the greatest number of shops, secondary streets that take traffic into each neighbourhood and have fewer shops and local streets that give access to each of the buildings. Today high streets are often pedestrianised and through traffic is carried on a new level of the hierarchy - the boulevard.

Supporting cast building: This relates to the majority of buildings in an urban area - all of the housing, shops and offices. These create the urban form of an urban area and should be subject to urban design rules.

Tall buildings: The definition of a tall building depends on context. However in Bradford tall buildings are defined as anything over 8 storeys.

Urban Block: This is an area bounded by streets and occupied by buildings. Sometimes called a perimeter block, the buildings face outwards onto the streets often with a private courtyard in the centre. For housing development this courtyard is often used by residents (sometimes for gardens) for shops it is where servicing takes place and of offices it is often an atrium.



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